

Bits and Pieces



Before the development of jets, this General Motors XP-75 was born from a single overarching plan: Use proven components from aircraft already in production to reduce development costs. It was an amalgam of existing aircraft. The first on-paper versions of the XP-75 had inverted gull wings and P-51 outer panels, F4U landing gear, and A-24 empennage—parts that worked well on their original

airframes but not necessarily when mixed together. The design underwent adjustments—including a change in role from interceptor to long range escort. The XP-75 first flew in 1943, but a combination of problems, including a miscalculated center of gravity, led to more changes. The P-75A Eagle production version was virtually a new aircraft. Yet it still did not meet requirements. The Air Force can-

celed the production contract in October 1944 with only six aircraft delivered.