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WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

MEMORANDUM REPORT ON
Bell P-39D, A.C. No. 41-6897

PFB-da

Date March 21, 1942

SUBJECT: Report of Flight Tests

SECTION..... Flight SectionContract No. W-535 AC-15675Expenditure Order No. 430-1-38SERIAL No. PHQ-M-19-1373-A

Purchase Order No.

A. Purpose

1. To report on flight tests of the P-39D airplane, A.C. No. 41-6897, with carburetor hot air intake scoop located behind the exhaust stacks on the left side of the fuselage.

B. Test Results

1. Level flight at 10,000 ft. with wheels up, wing flaps up, mixture "auto rich", propeller set for 2280 r.p.m. and throttle open to 29 inches manifold pressure.

Carburetor Heat Control	Cold	1/3 Hot	2/3 Hot	Full Hot
Outside Air Temp. °C	-13	-13	-13	-13
*Carburetor Air Temp. °C	-1	0	0	+30

(*Temperature obtained from standard ship instrument.)

2. Moving the carburetor heat control for the first 2/3 of its travel had no apparent effect on the handling characteristics of the airplane. With the control in the "full hot" position, a slight tendency for the plane to nose down and to the right was noticed but this was not particularly objectionable.
3. The position of the carburetor heat control had no apparent effect on the operation of the engine.

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WWIIaircraftperformance.org

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Concurrence:

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