

# General Motors (Fisher) XP-75

The General Motors XP-75 was first developed as a fast climbing interceptor using components from existing aeroplanes to expedite development. Later it was altered to become a long range fighter but it did not enter production.

In 1942 the United States Army Air Force required a fighter with a high rate of climb and General Motors proposed a fighter with a centrally mounted engine, North American Mustang (later Curtiss P-40) outer wing panels, Douglas Dauntless tail and Vought F4U undercarriage. Before its first flight on 17 November 1943 the requirement was changed to a long range fighter and some changes were made including a new cockpit and tail. However, the success of fighters like the P-47 and P-51 meant there was no need for the P-75 and it did not even finish test flying.

This model represents the prototype XP-75.

**Data:** Single-seat long range fighter. *Engines* one Allison V-3420-23 liquid cooled 24 cylinder double-vee engine of 2150kW (2885hp). *Wing span* 15.04m (48ft 4in). *Length* 12.32m (40ft 5in). *Maximum take-off weight* 8,260kg (13,807lb). *Maximum speed* 697km/h (433mph). *Range* 3300km (2050 miles). *Armament* 10 12.7mm (0.5in) machine guns and two 227kg (500lb) bombs.

*Valom* 1/72 kit. Completed in February 2008.



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