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TECHNICAL
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SUMMARY # 26

PEGGY I

Issued by the Division of Naval Intelligence
By
Combined Personnel of United States and British Services
for the Use of Allied Forces.

TECHNICAL AIR INTELLIGENCE CENTER

NAVAL AIR STATION ANACOSTIA D C

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TAIC SUMMARY NO. 26

PEGGY I

JAPANESE ARMY TWIN ENGINE BOMBER KI 67

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**TECHNICAL AIR INTELLIGENCE CENTER
NAVAL AIR STATION ANACOSTIA D.C.**

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PEGGY I
JAPANESE ARMY TWIN ENGINE BOMBER KI 67

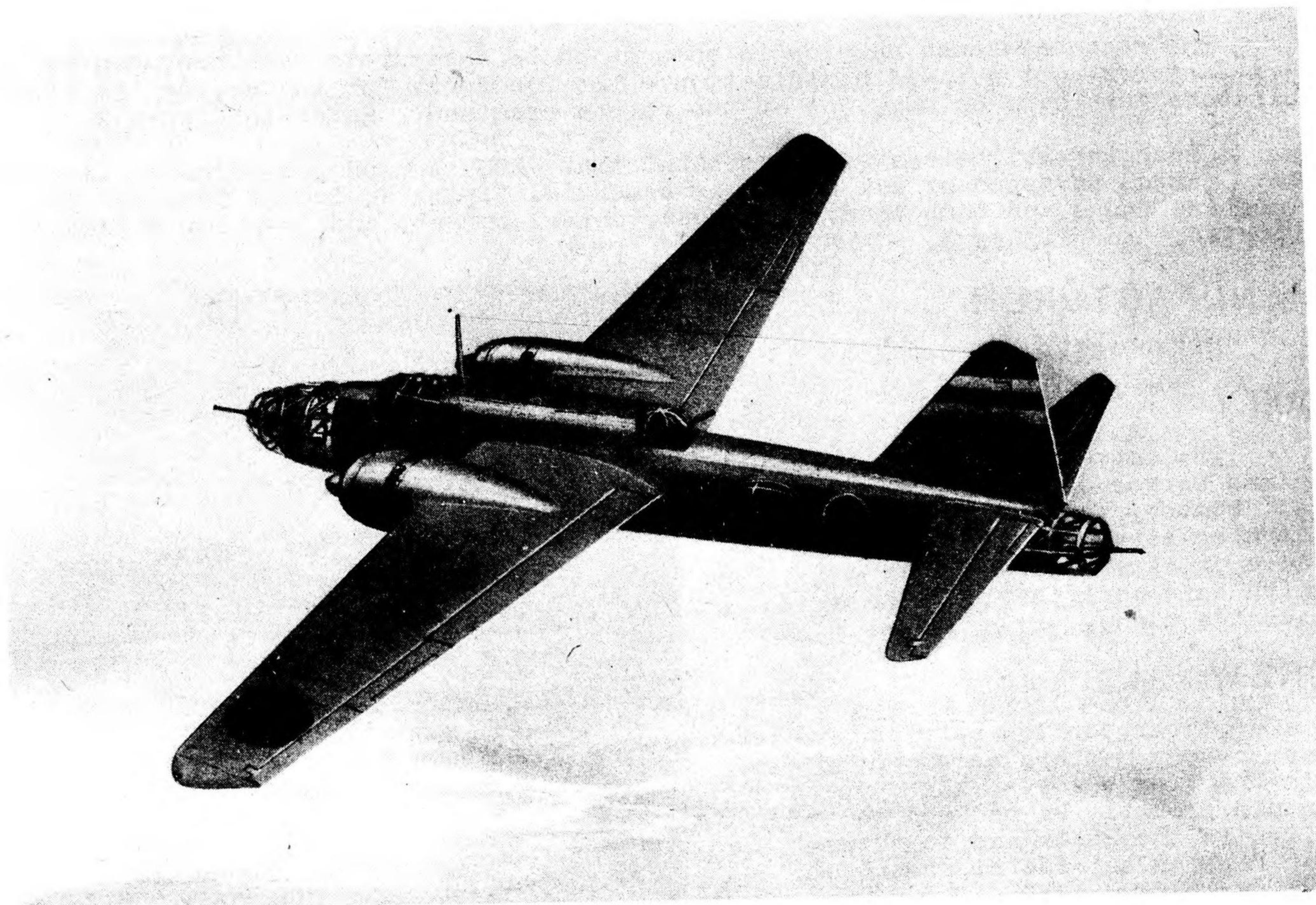


Figure 1

Drawing of PEGGY 1
Bomber Version

GENERAL INFORMATION

SUMMARY

PEGGY is a twin-engine, mid-wing bomber or torpedo bomber with an estimated maximum emergency speed of approximately 350 mph. Two versions have been found; one, the normal bomber, is capable of carrying a 1760 lb. bomb load over a range of 2000 miles and is armed with one 20 mm and four 12.7 mm guns; the other, a stripped version, is distinguishable by its plywood nose and tail sections, lack of side blisters and decreased armament. This bears out POW statements that certain PEGGYS are detailed as reconnaissance or radar search planes. Some of these stripped planes have been still further modified for use on suicide missions.

HISTORY

PEGGY, the first operational Army bomber introduced since HELEN, is believed to be the replacement of SALLY, and has been referred to by POWs as the "Type 97 Mark 5". It has proven, however, a new aircraft somewhat reminiscent of BETTY, with similar general wing form, thick fuselage, side blisters and empennage. It is the first Army aircraft to be fitted with torpedo racks and POWs report its operation with Navy units.

The reconnaissance version is thought to be a separate type produced by the manufacturer, not a field modification. The framework for installing the side blisters was found on only one of the reccos examined. Refer to Figure 2.

Crash investigations have indicated that PEGGY's used for suicide missions were reccos stripped of all but their essential flying equipment in order to increase range and bomb load. All guns, dorsal turret, and co-pilot's seat were removed. See Figure 3.

MANUFACTURER

Mitsubishi

DUTY

The normal version of this plane serves as a level or torpedo bomber, while a stripped version serves as a reconnaissance or radar search plane and with some modifications, as a suicide plane.

CREW

Bomber version carries seven crew members as shown in the list below. This number would probably be reduced to five in the Recco and to three or four on suicide missions.

Pilot
Co-Pilot
Engineer (Waist gunner)
Navigator - Bombardier - Gunner
Radio Operator (Waist gunner)
Dorsal Gunner
Tail Gunner

PERFORMANCE, DIMENSIONS

Performance figures computed on present information are shown on page 19. The dimensions used in this Summary were obtained from the notebook of a crew member of a PEGGY that crashed.

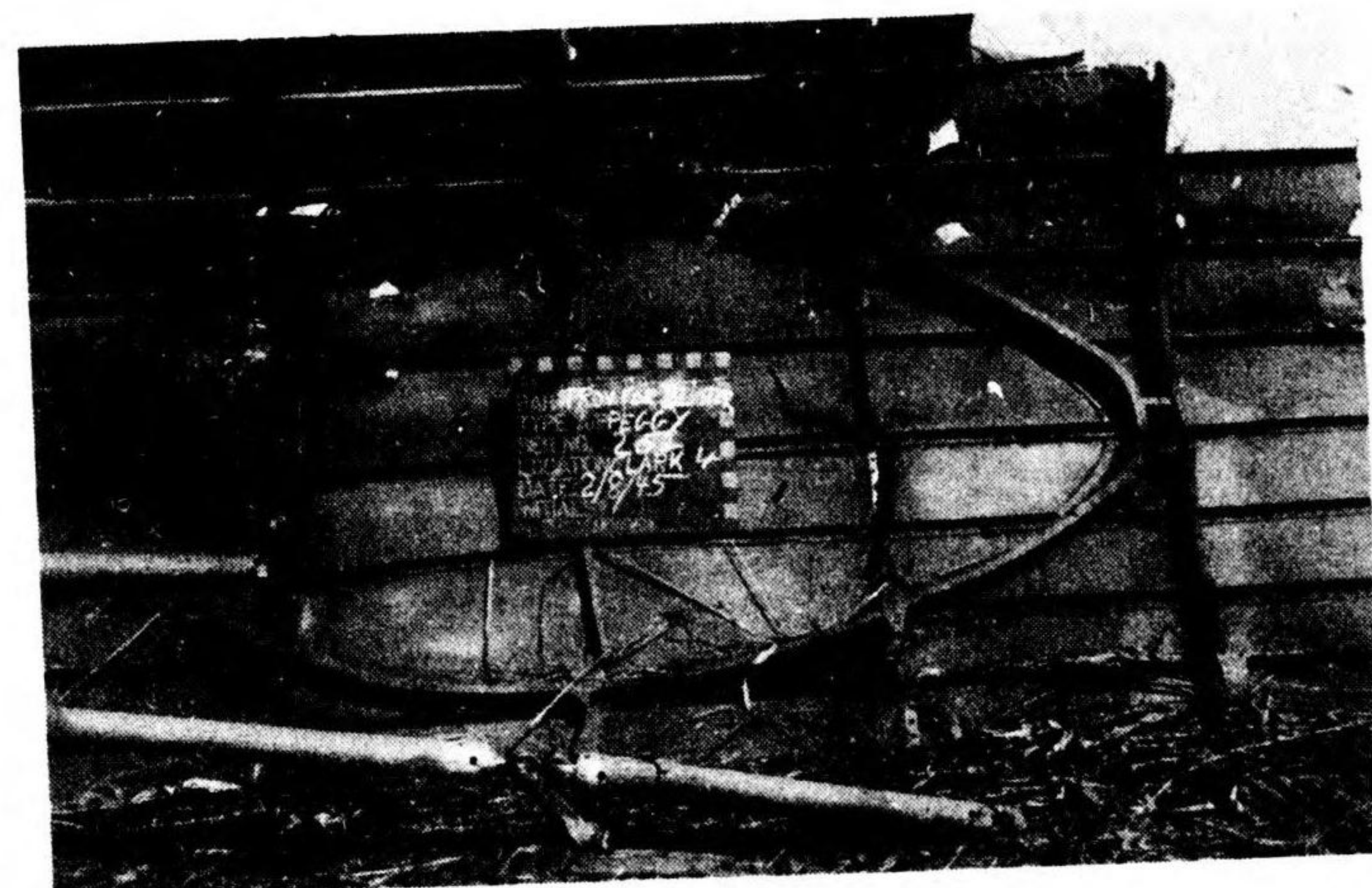


Figure 2 Frame work for installing side blisters found on one PEGGY

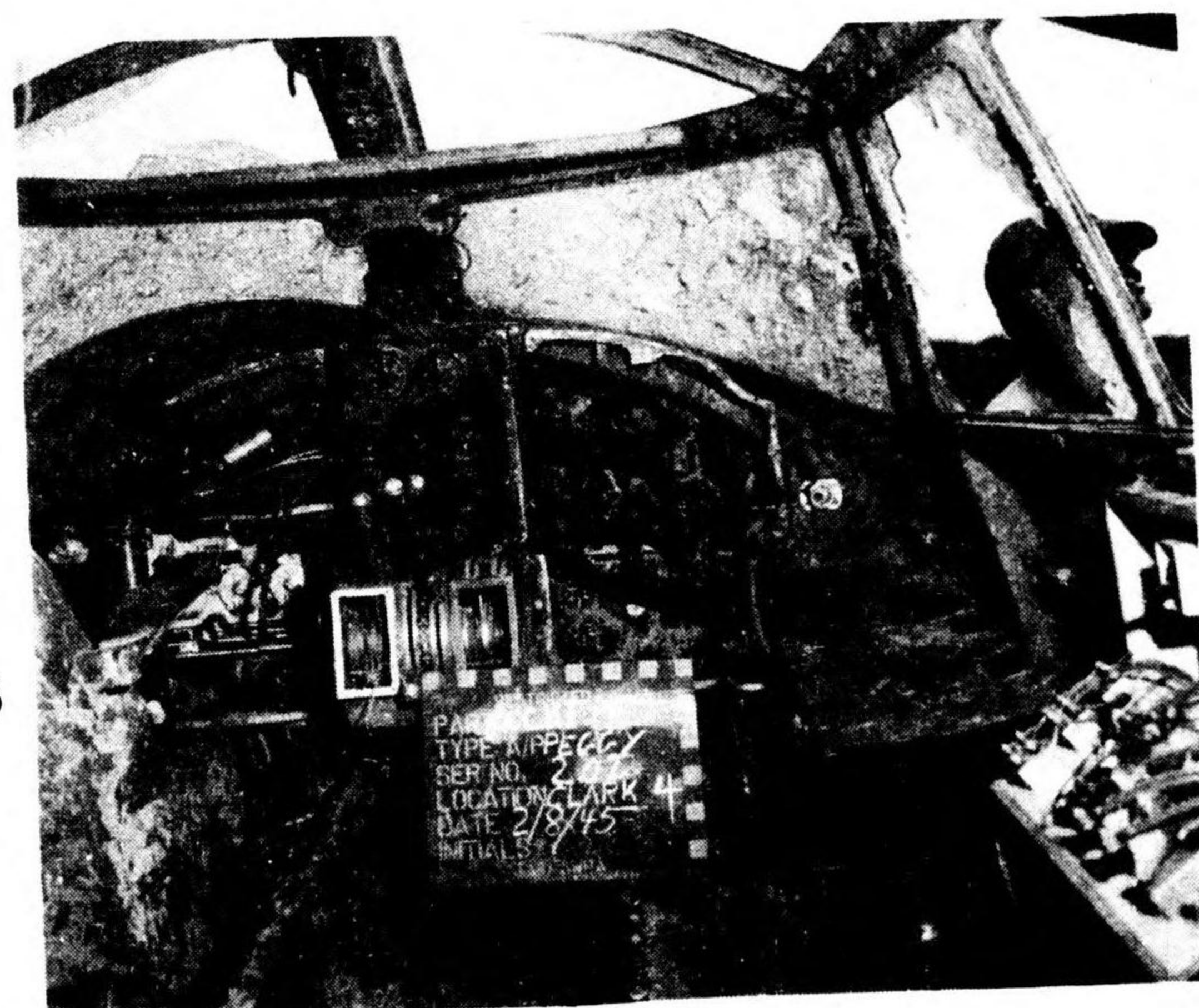


Figure 3 View of cockpit showing Co-pilot's seat and controls removed for suicide mission.

FLIGHT CHARACTERISTICS

A crew member's notebook lists a number of flying characteristics and operational instructions. Those of particular interest are shown below.

TAKE OFF

Since length of take-off is materially increased by failure to use flaps, they should always be applied. Although use of flaps will cut the take-off run, as the amount of use increases, the rudder and elevators lose effectiveness; therefore, 30° is most suitable.

Example of effect of angle of flaps on length of take-off, under the following two conditions:

FLAP ANGLE	LENGTH OF TAKE-OFF	
	#1	#2
30°	500 m (1640 ft.)	680 m (2234 ft.)
40°	450 m (1476 ft.)	600 m (1968 ft.)
45°	420 m (1381 ft.)	

CONDITION 1. (a) Light equipment 10,700 kg. (23,540 lbs.)
(b) Head wind 7 m (15.7 mph)
(c) Hard runway

CONDITION 2. (a) Standard equipment load
(b) No wind
(c) Hard runway

LANDING

Landing runs depend upon wind force and direction at the time; landing speed, use of brakes, kind of runway, etc., but in general are as follows:

	WITH BRAKES		WITHOUT BRAKES	
	WITH FLAPS	W/O FLAPS	WITH FLAPS	W/O FLAPS
On grass	466 m (1528')	545 m (1787')	830 m (2722')	1300 m (4264')
On runway	435 m (1427')	780 m (2558')	1164 m (3818')	

Notes: 1. No wind.
2. Weight at landing 9550 kg. (21,010 lbs.)

STALLING

Stalling speeds depend upon load, flap angle, altitude, etc., but basic speeds are as follows:

WHEELS	FLAPS	INSTRUMENT STALLING SPEED
Up	0°	155 km/hr (96 mph)
Down	20°	142 " (88 mph)
"	30°	135 " (84 mph)
"	40°	132 " (82 mph)

Note: At weight 11,890 kg. (26,158 lbs.)

DIVING

With a 300 mm (41.7" Hg) intake pressure, 2200 rpm, 250 km. (155 mph) going into a dive at indicated angle results in loss of altitude at each end speed as indicated.

DIVING (CONTINUED)

END SPEED	ANGLE OF DESCENT	AMT OF DESCENT
400 km (248 mph)	10°	550 m (1804 ft.)
450 " (279 ")	15°	960 m (3149 ")
500 " (310 ")	20°	1200 m (3936 ")
550 " (342 ")	25°	1800 m (5904 ")
600 " (373 ")	30°	2400 m (7872 ")

SPEED OF DESCENT	ALTITUDE REQUIRED	AMT OF SECONDARY FALL	ANGLE OF DESCENT
400 km (248 mph)	660 m (2165 ft.)	30 m (98 ft.)	10 2/3°
450 " (279 ")	790 m (2591 ")	40 m (131 ")	15°
500 " (310 ")	920 m (3018 ")	80 m (262 ")	20°
550 " (342 ")	1280 m (4198 ")	200 m (656 ")	25°
600 " (373 ")	1400 m (4592 ")	260 m (852 ")	30°

Note: Gravity at complete equipped weight of 11,000 kg. (23,200 lbs.) = 2 - 2.2G.

OPERATIONAL INSTRUCTIONS

Acceleration

1. In practice never exceed 3G
2. With special equipment do not exceed 2.5G.

Diving Speed Limit

1. 600 km (372 mph)

Flying Characteristics

1. Forbidden to dive more than 35° angle
2. Above 450 km/hr (279 mph) sudden turns forbidden
3. Above 550 km/hr (342 mph) no turns allowed

Speed limit for lowering flaps

1. Under 250 km/hr (155 mph)

Speed limit for raising, lowering wheels

1. Under 400 km/hr (248 mph)

Maximum weight - completely equipped with instruments

1. 14,500 kg (31,900 lbs.)

Movement of weight ratio

1. 20% - 30%

Maximum RPM

1. Under 2600

Limits concerning turning to 2nd supercharger speed

1. Intake pressure under 0; RPM 2000

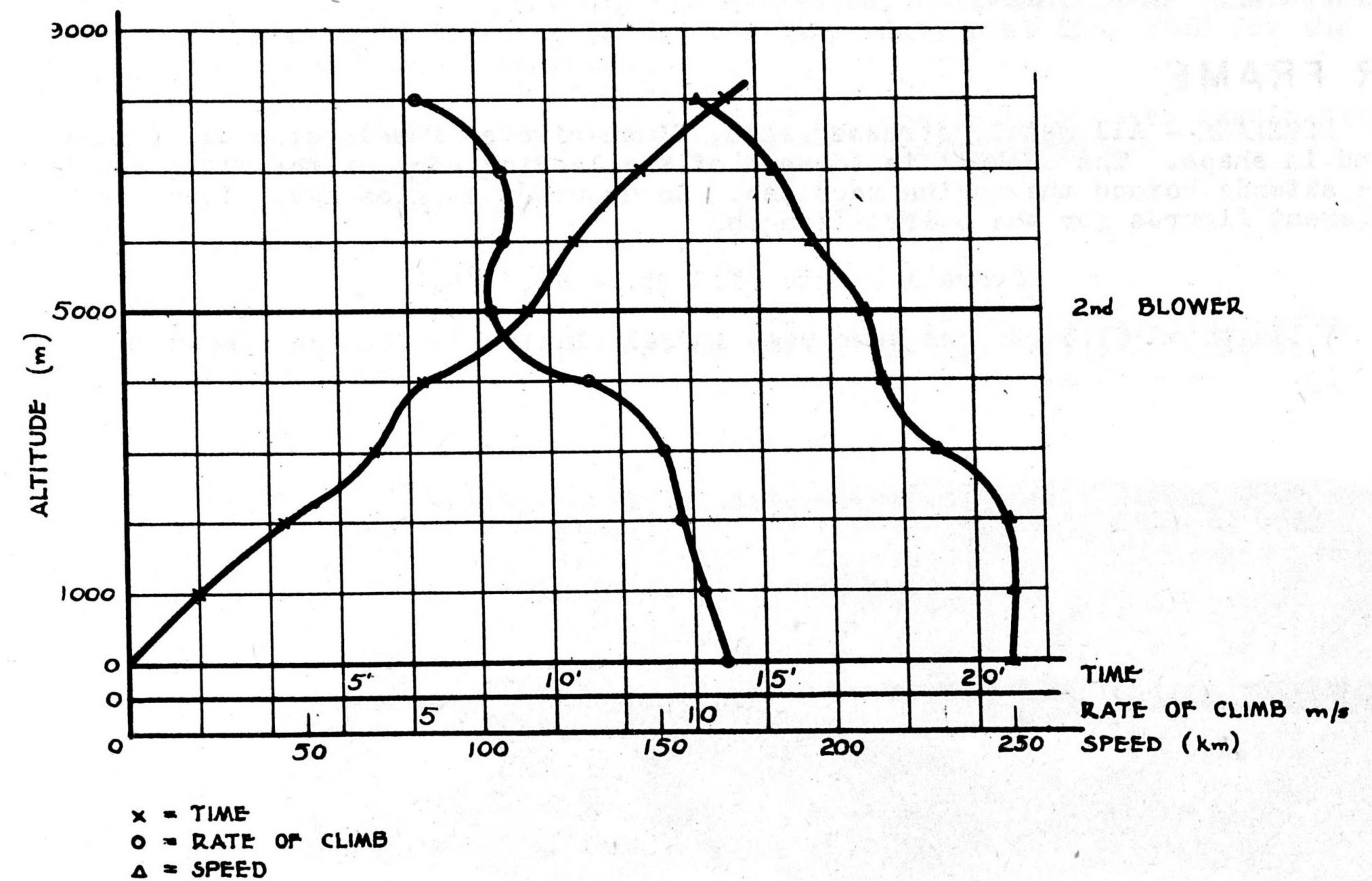


Figure 4

Climbing Ability

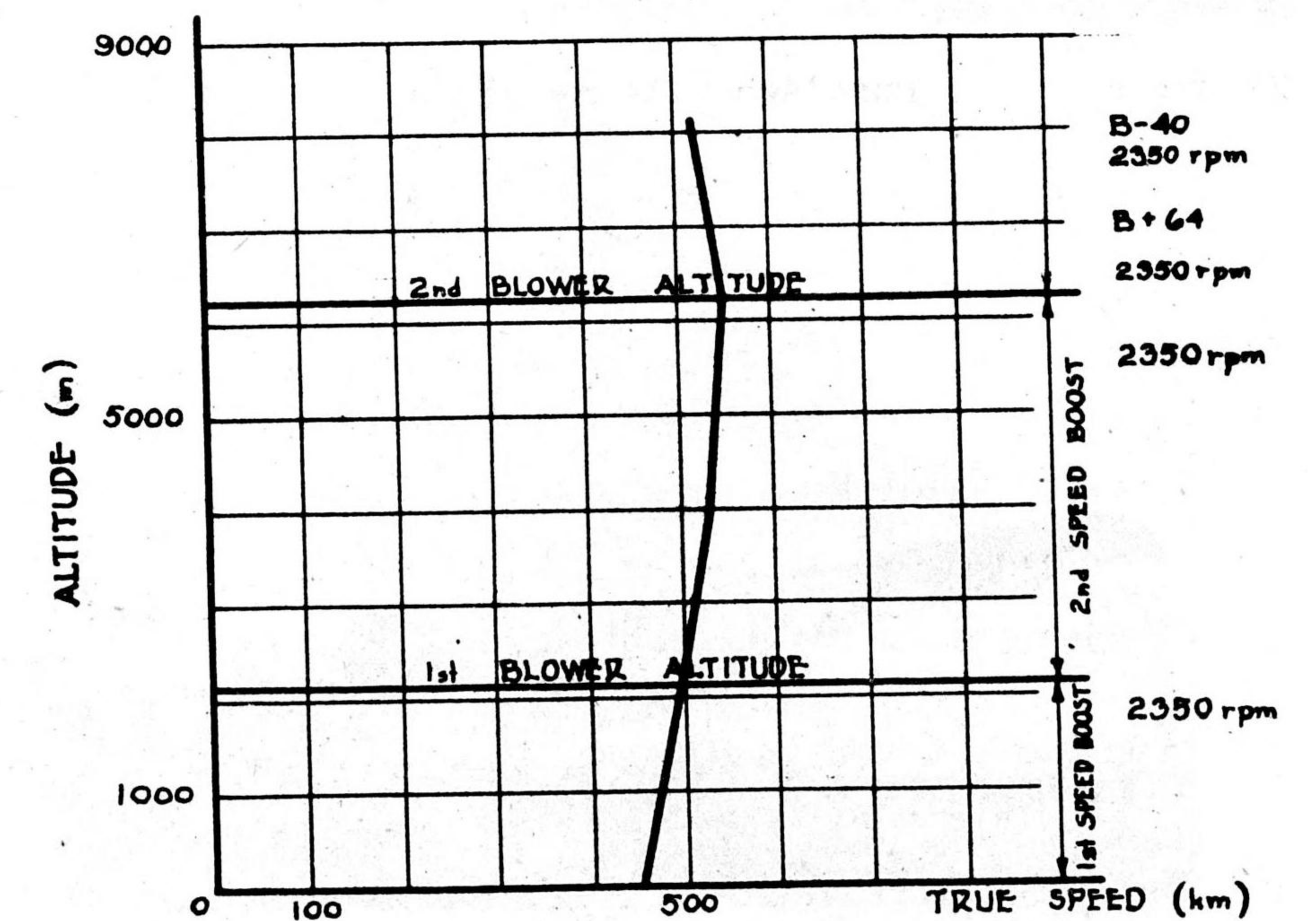


Figure 5

Maximum Speed in Level Flight

CONSTRUCTION DETAILS

AIR FRAME

FUSELAGE - All metal, stressed-skin, flush-riveted fuselage; oval, almost round in shape. The cockpit is forward of the leading edge of the wing, and the nose extends beyond the engine nacelles. Documentary sources have given two different figures for the overall length.

Overall length 61.3 ft. - 62.3 ft.

A length of 61.3 ft. has been used in calculating performance shown on page 19.

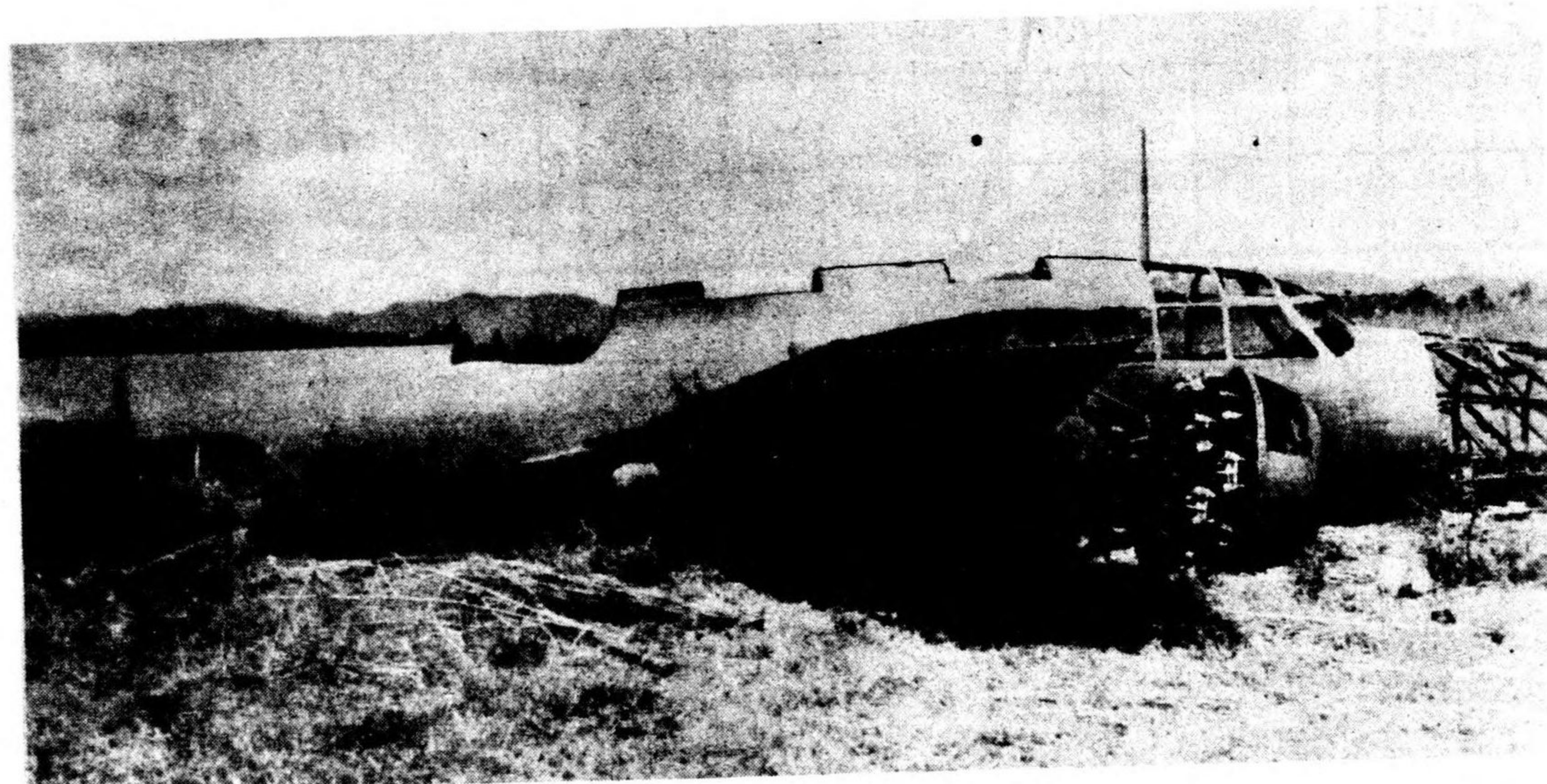


Figure 6 Fuselage with metal nose section and side blisters



Figure 7 PEGGY 1 (Reconnaissance version)
Note plywood nose and tail cone and absence of blisters

MAIN WING - All-metal, mid-wing, flush-riveted, full-cantilever construction. The engine nacelles extend almost to the trailing edge, providing room for the landing gear to be retracted rearward.

Span	74.1 ft. (Preliminary crash examination)
	73.8 ft. (documentary)
Mean chord	10.36 ft.
Wing area	708.8 sq. ft.
Dihedral	7°
Aspect ratio	7.65

AILERONS - The ailerons are made up of two separate sections, each having three hinge points. An examination of the control system indicates that both sections always work together so that neither section could be used as a flap.

Area	43.4 sq. ft.
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FLAPS - These have been variously reported as split, trailing edge, or slotted. An analysis of photographs indicates that they are most probably the slotted type. POWs have stated that the flaps are automatically raised, if this has not previously been done, when a speed of 240 km/hr (149 mph) is reached.

Area	73.3 sq. ft.
Max. movement	45°

FIN AND RUDDER - All metal, flush-riveted, cantilever construction. The rudder consists of a metal frame and fabric cover. The front of the vertical fin is several feet in front of the horizontal stabilizer.

Fin height	10.7 ft.
Fin area	49.8 sq. ft.
Rudder area	18.1 sq. ft.

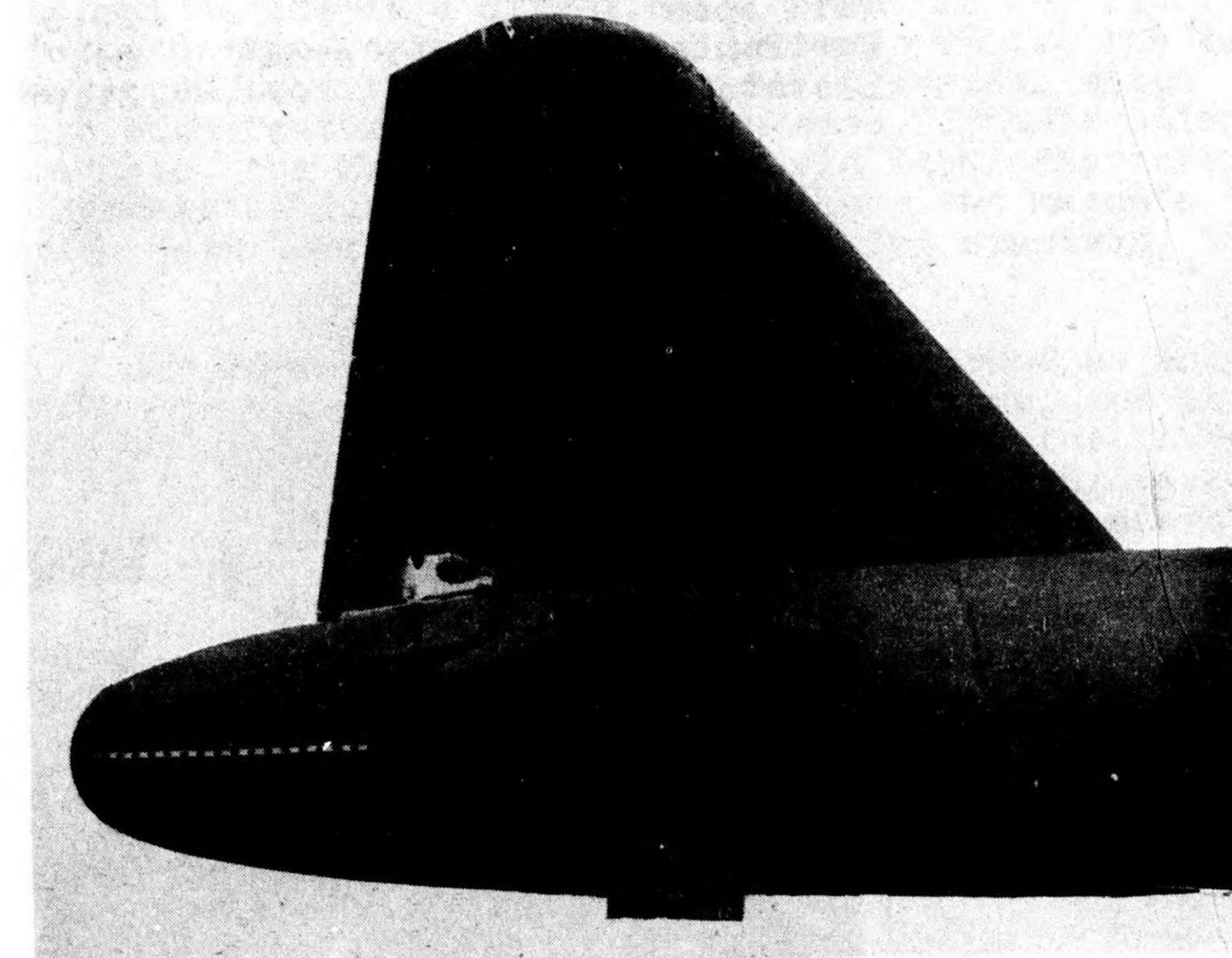


Figure 8 Tail section showing plywood tail cone

AIR FRAME (CONTINUED)

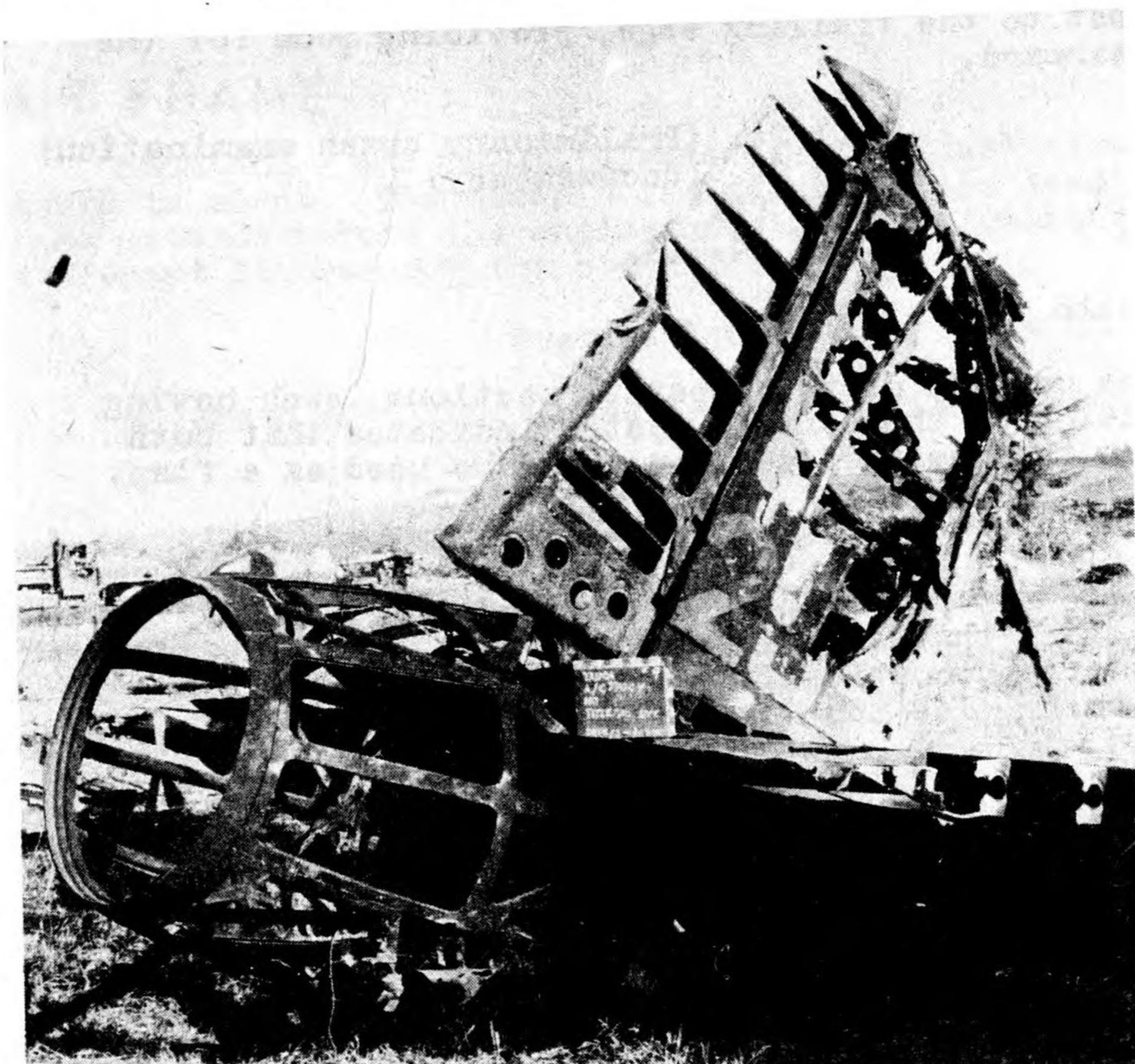


Figure 9 Tail Section Showing Metal Construction

STABILIZER AND ELEVATOR - All-metal, flush-riveted, cantilever construction. The horizontal stabilizer is set high on the fuselage.

Tail span	29.5 ft.
Horizontal stabilizer area	84.7 sq. ft.
Elevator area	31.9 sq. ft.



Figure 10 Rear View of Empennage and Plywood Tail Cone

LANDING GEAR - The main landing gear is hydraulically operated and is similar to the type used in SALLY. It is retracted rearward and is fully enclosed in the engine nacelles. The tail wheel is also retracted hydraulically.

Tire sizes
 Main wheel - 1050 mm x 380 mm
 Tail wheel - 500 mm x 180 mm
 Wheel tread - 19.7'

ENGINES

PEGGY is fitted with two Ha 42 Model 11 (Ha 104) engines. In TAIC Summary No. 15, performance ratings were listed for the Navy version (MK6A) of the Ha 42 Model 11. Performance ratings (documentary) for the PEGGY engines are listed below.

The exhaust stacks are located at 12:30, 1:00, 1:30, 4:00, 5:00 and 5:30 (symmetrical on right and left sides of engine). The stacks located at 12:30, 1:30 and 4:00 exhaust two cylinders each.

MILITARY

1660 hp/2350 RPM/37.0" Hg/S.L.
 1775 hp/2350 RPM/37.0" Hg/7,200 ft.
 1640 hp/2350 RPM/37.0" Hg/20,000 ft.

WAR EMERGENCY

1890 hp/2450 RPM/40.5" Hg/S.L.
 1985 hp/2450 RPM/40.5" Hg/6,000 ft.
 1810 hp/2450 RPM/40.5" Hg/18,700 ft.

The 18-cylinder Mitsubishi Ha 104 is a direct development of the 14-cylinder KASEI and embodies most of the design features of the latter. Unlike the 18-cylinder HOMARE (Nakajima) developed from the 14-cylinder SAKAE series, which incorporated in its redesign such features as steel crankcase, dynamic balancers, water injection and dual magneto, the Ha 104 retains the old KASEI characteristics of aluminum crankcase, no dynamic balancers, and the customary two magneto installation. While water injection jets were installed on the engine examined, they were not in use.

At its present state of development, the Ha 104 can be regarded as analogous to the KASEI 10 series. Boost pressures and rated RPM are the same, and it is interesting to note that direct extrapolation of the 10 series for the increase in the number of cylinders gives the rated power accredited to the Ha 104. As this engine develops into a water injection version it should deliver a proportional increase in power similar to the increase of the KASEI 20 series over the 10 series (about 20%).

The single cam ring design, with all push rods at the front of the engine, has caused a change in cylinder head design and reduction in head fin area to permit clearance of the push rods between the cylinders; which are spaced considerably closer than on the KASEI. This reduction of fin area probably explains, in part, the reason for the use of a cooling fan.

ENGINES (CONTINUED)

Principal characteristics are as follows:

Manufacturer	Mitsubishi
No. of Cylinders	18
Overall Diameter	1370 mm (54")
Length	1850 mm (73")
Bore	150 mm (5.91")
Stroke	170 mm (6.69")
Displacement	54.1 litres (3300 cu. ins.)
Compression ratio	6.5
Reduction gear - Type	Planetary spur
Ratio	0.588
Supercharger ratios	6.68 and 9.35
Supercharger Impeller diameter	325 mm (12.8")
Fuel metering system	4 PBL, Down draft, float type carb.
Weight	994 Kg. (2190 lbs.)
Engine cooling fan	14 blades, 800 mm (31.5") Outside diameter; 650 mm (25.6") Inside diameter. 31° pitch angle.
Fuel	87 and 91 octane.

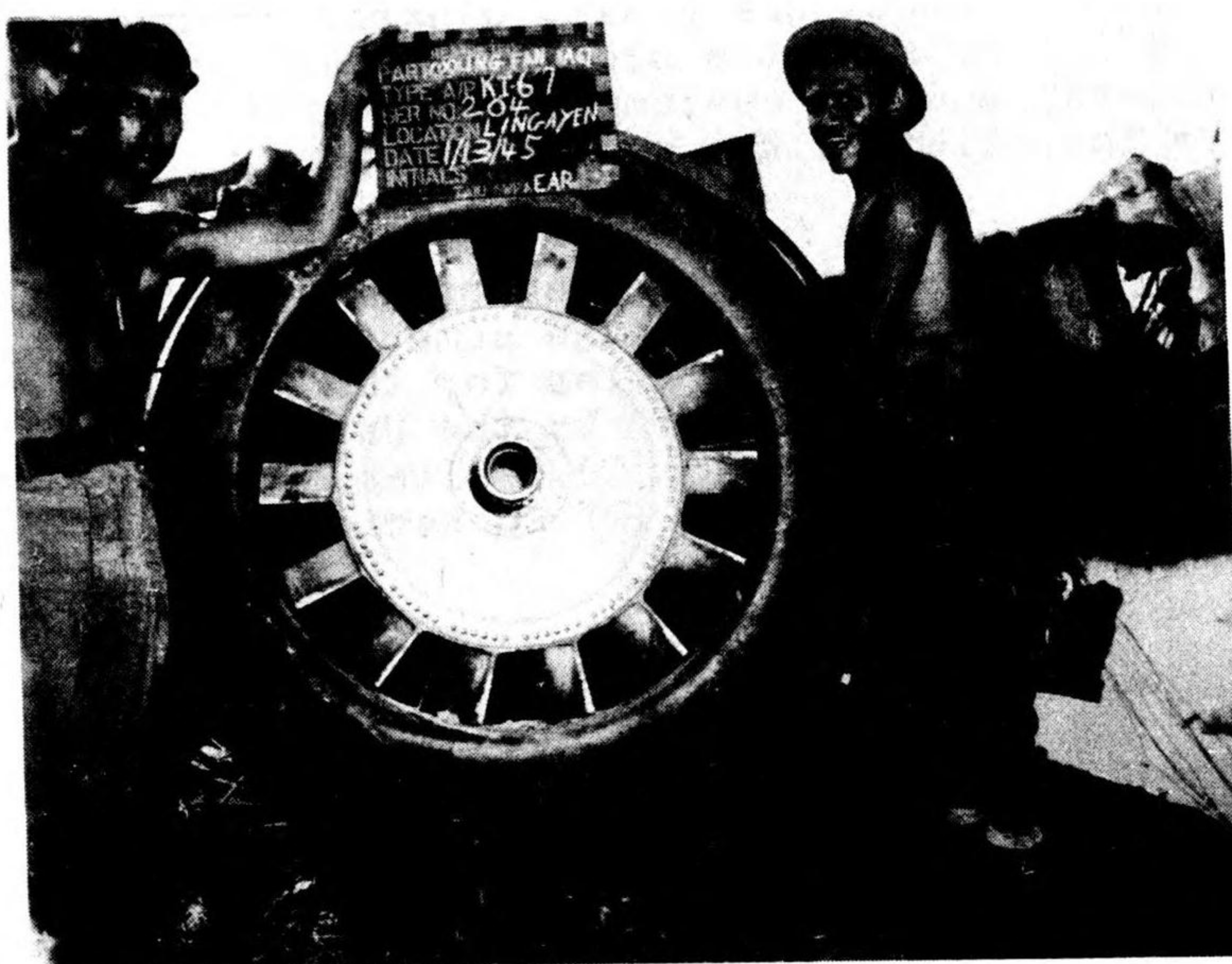


Figure 12

Cooling fan

PROPELLER

Four-bladed, VDM, electric, constant speed, full feathering propellers are used. Japanese designation is "Pe 3 Model 2." Documentary sources provide the following information.

Diameter	3600 mm (11'-10")
Weight	200 kg (440 lbs.)
Pitch range	28° to 90°
Pitch change time	1.5°/second

FUEL TANKS

Capacities of fuel and oil tanks shown below are taken from a document and are borne out by crash inspections. It will be noted that the capacities listed for #2 and #3 wing tanks differ from those provisionally listed in TAIC Summary No. 15. This changes the total fuel tank capacity from 1057 US gallons to 1025 US gallons.

TANK NO.	POSITION	CAPACITY	TOTAL
#1	Inboard engine nacelle	205 liters x 2	410 liters
#2	Inboard engine nacelle	225 " x 2	450 "
#3	Outboard engine nacelle	240 " x 2	480 "
#4	Outboard engine nacelle	197 " x 2	394 "
1	Fuselage tanks located on the	600 "	600 "
2	port side of the fuselage, just	550 "	550 "
3	to the rear of the navigator &	315 "	315 "
4	radio operator's compartment.	685 "	685 "
			3884 liters or
			1025 US gals.

The No. 4 wing tank has been referred to in some documents as a Water-Methanol tank. However, the water injection system has not been connected on any PEGGY examined, and this tank has been used to carry gasoline.

Priming tanks (17.5 liters) are carried in the wing stubs outboard of the fuselage.

The planes that were fitted for suicide missions carried additional tanks for increased range. These were a jettisonable type but were carried internally in the fuselage and were connected to the fuselage tanks. On the one plane from which this information could be accurately determined, 2 tanks with a capacity of 200 liters each were carried. It is possible that these extra tanks may also be carried when PEGGY serves as a reconnaissance or radar search plane.

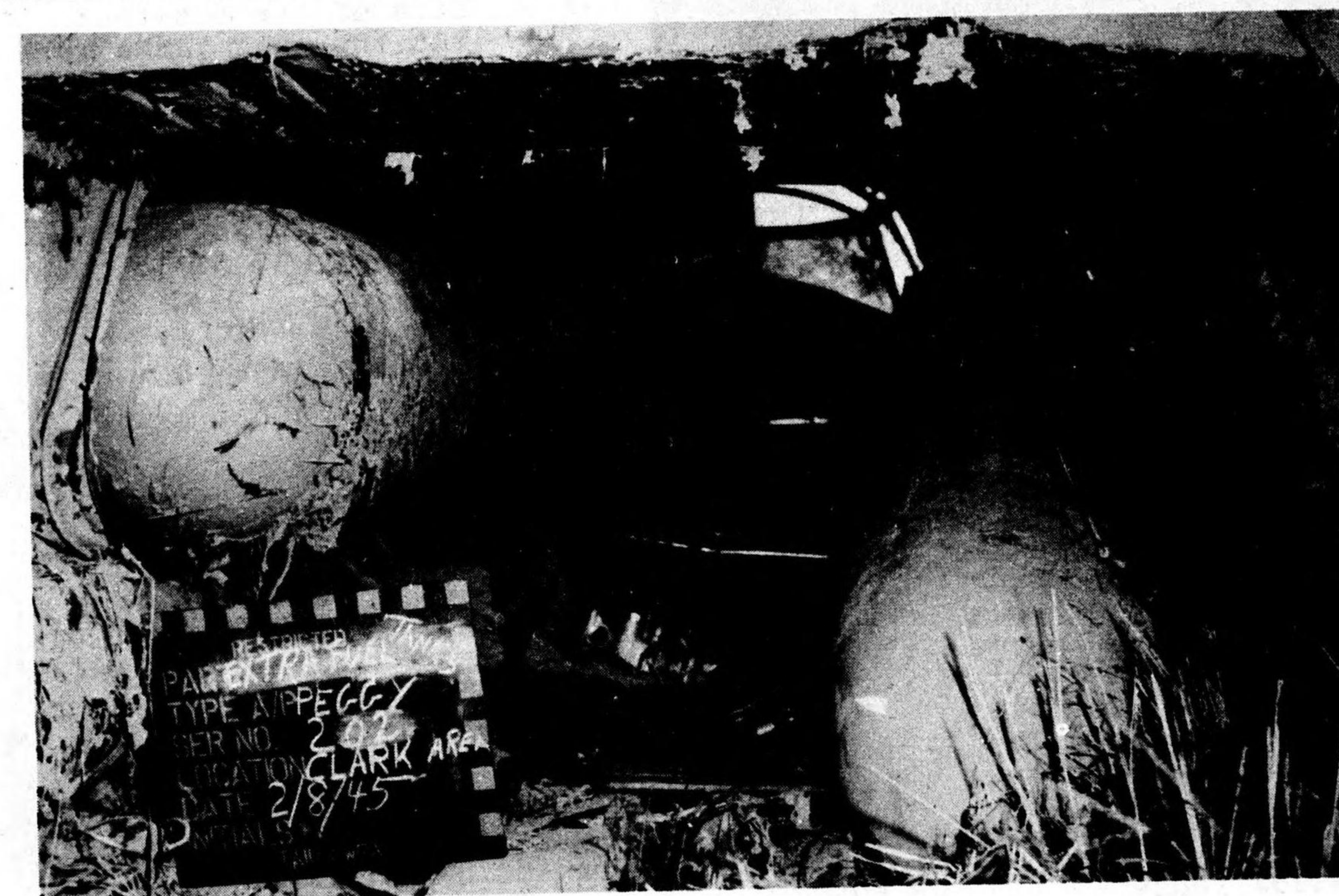


Figure 13

Extra tanks carried on Suicide Mission

FUEL TANKS (CONTINUED)

The oil tanks have been referred to as containing either 120 or 160 liters and are located in leading edge of wing just out-board of the engine nacelles. The latest examinations confirm the figure of 160 liters.

One crashed PEGGY (Bomber Version) had all fuselage tanks protected with three-ply leak proofing material 5/8" thick. The wing tanks were protected on the lower surface by a layer of rubber 3/4" thick. In addition, special tins of carbontetrachloride were placed around the top and sides of the wing tanks and accessible surfaces of the fuselage tanks. The tins average 2 cm x 20 cm x 20 cm, are held in place by a lattice work of wooden strips, and the contents are released by bullet strikes or by the melting of the soldered seams. POWs state that this installation was a field modification.

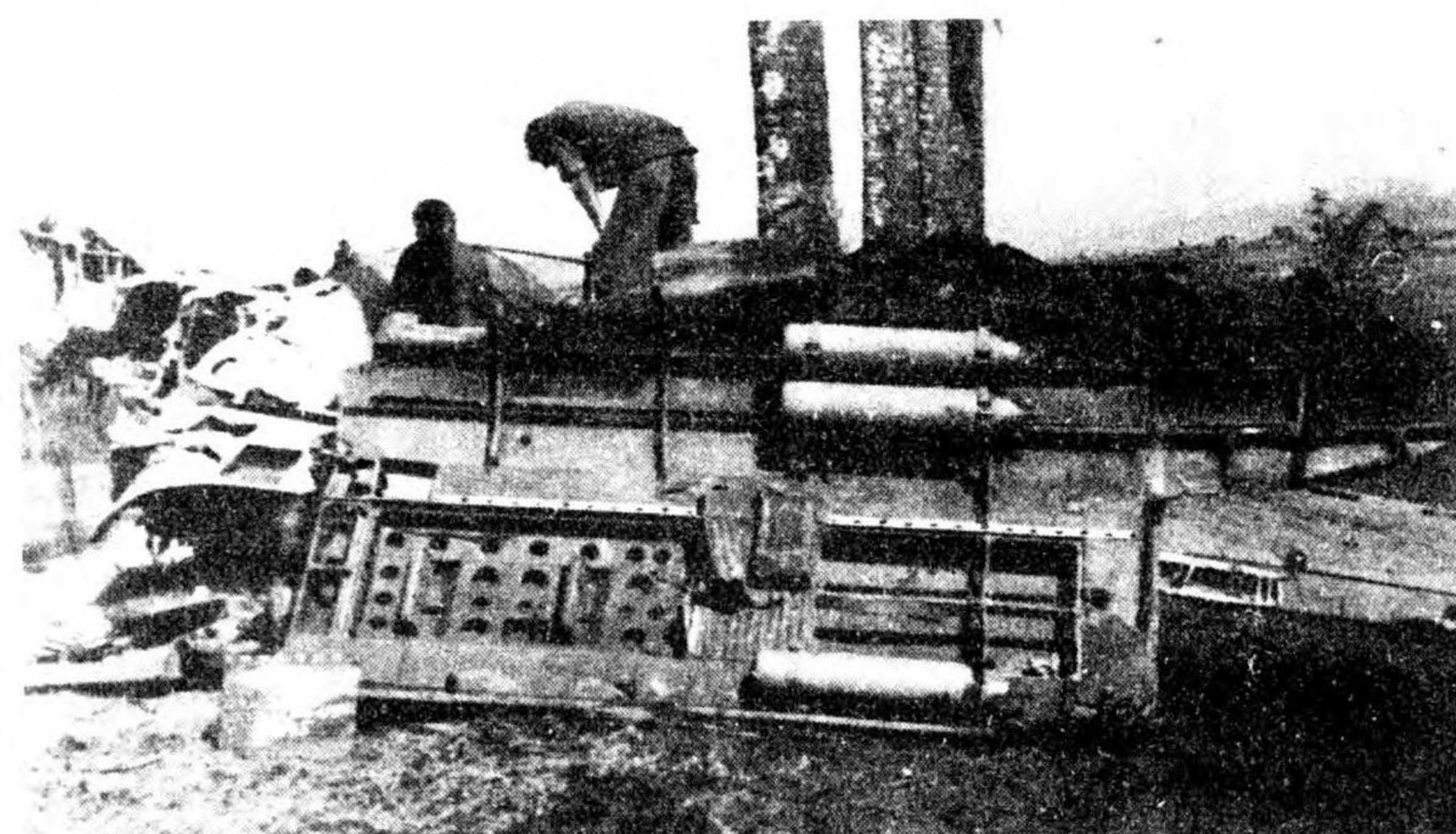


Figure 15 Left side of fuselage with nitrogen bottles

Small thermostat fixtures are located near each wing tank and are connected to warning lights in the cockpit. The CO₂ is directed to the location of the fire by means of a selector valve. One aircraft also carried three bottles of nitrogen with a capacity of seven liters. The nitrogen was located in the waist and fed into the fuselage tanks to prevent explosion.

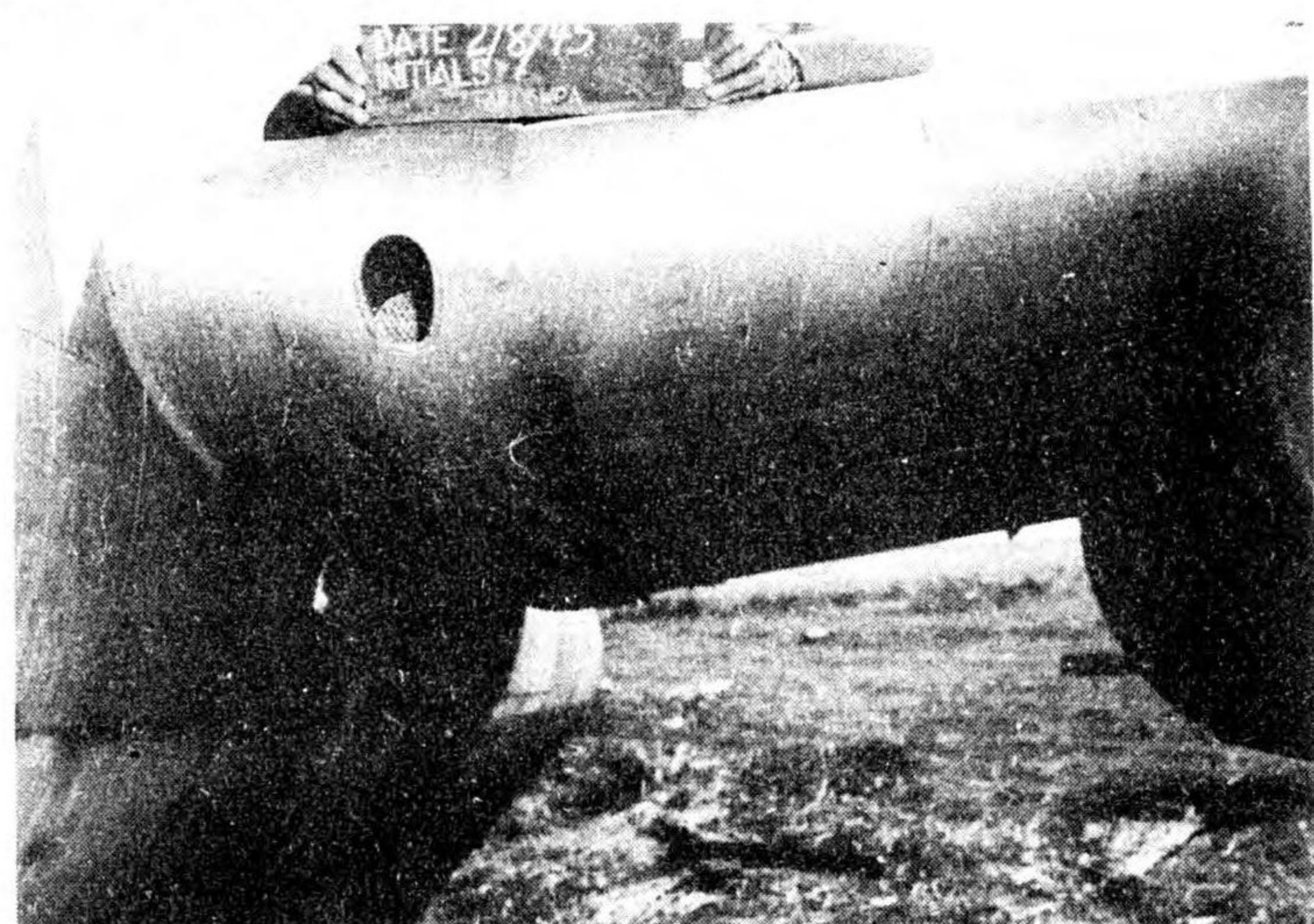


Figure 16 Fuel Cooler



Figure 14 Carbon Tetrachloride Container

On the reconnaissance plane, the fuselage tanks were also protected with tins of carbontetrachloride, but the wing tanks were surrounded on three sides by perforated tubing which was connected to CO₂ containers located in the wheel nacelles.

ARMAMENT

A - BOMBER

The bomber version of PEGGY is armed with one 20 mm cannon in a dorsal turret, one 12.7 mm in the nose, two 12.7 mm in the waist, and one 12.7 mm in the tail. An estimate of the ammunition capacity at each position is shown below.

POSITION		AMMO CAPACITY
Nose	12.7 mm	550 rounds
Dorsal turret	20 mm	700 rounds
Right waist	12.7 mm	500 rounds
Left waist	12.7 mm	500 rounds
Tail	12.7 mm	700 rounds

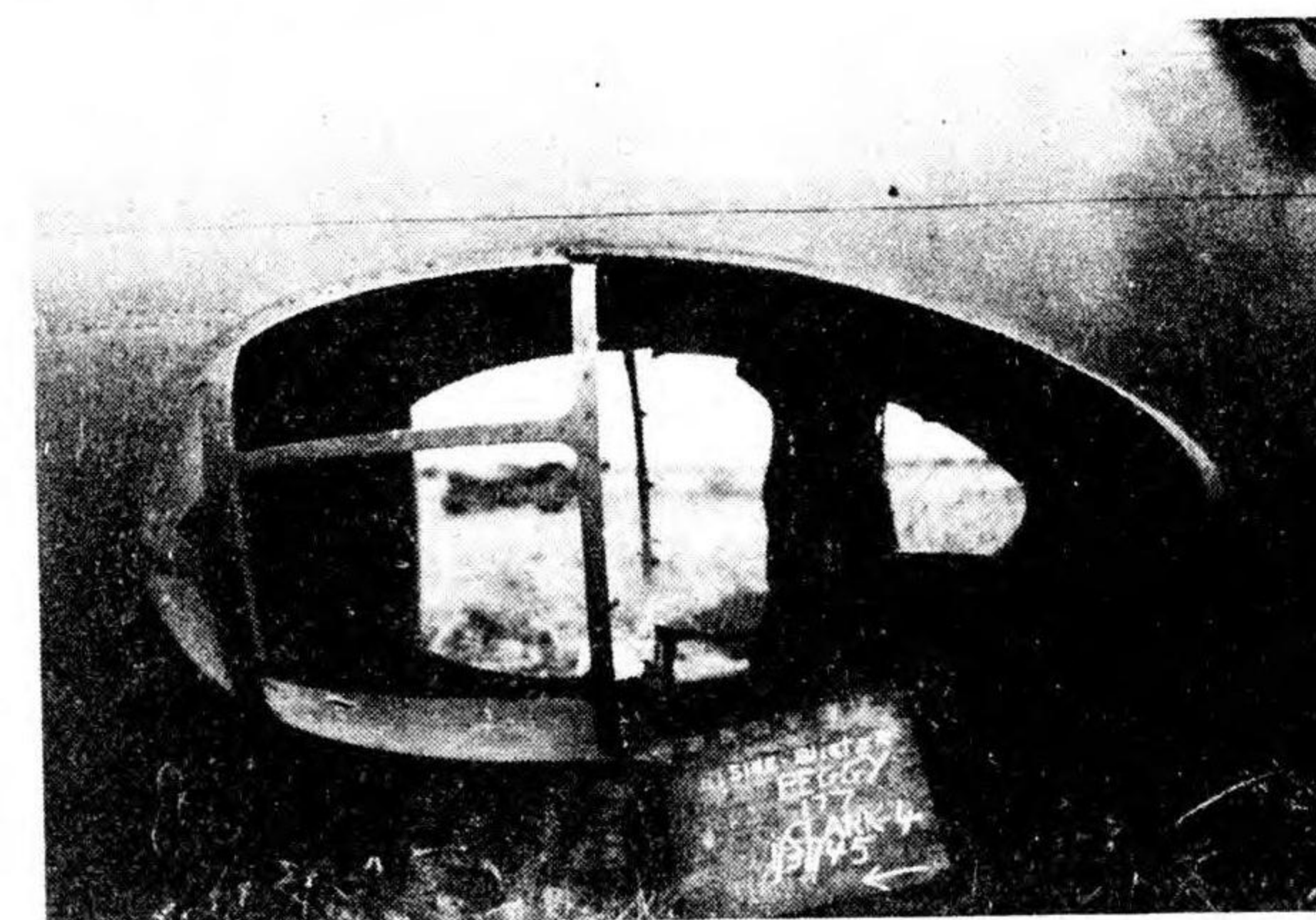


Figure 17 Side Blister for Waist Gun



Figure 18 Nose Gun Mount

The estimated arcs of fire are shown below:

POSITION	ARCS OF FIRE
12.7 mm Nose and Tail guns	60° cone
12.7 mm Waist guns	50° above to 50° below horizontal,
	40° forward to 75° aft
20 mm Dorsal power turret	70° in elevation and a traverse of 220° in azimuth.

Note: A depression of 25° is possible when firing to the side from the turret.

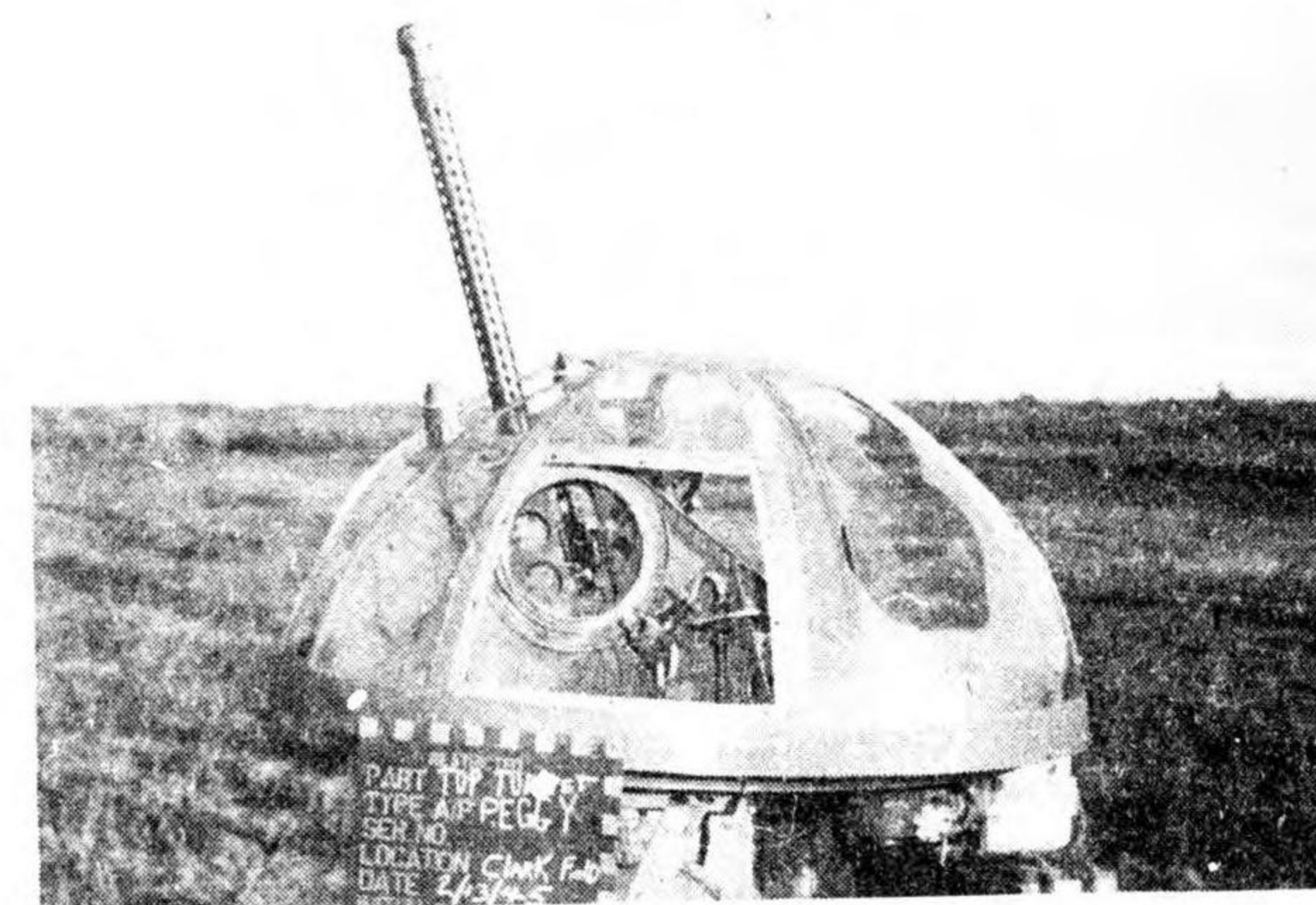


Figure 19 PEGGY turret (maximum elevation)

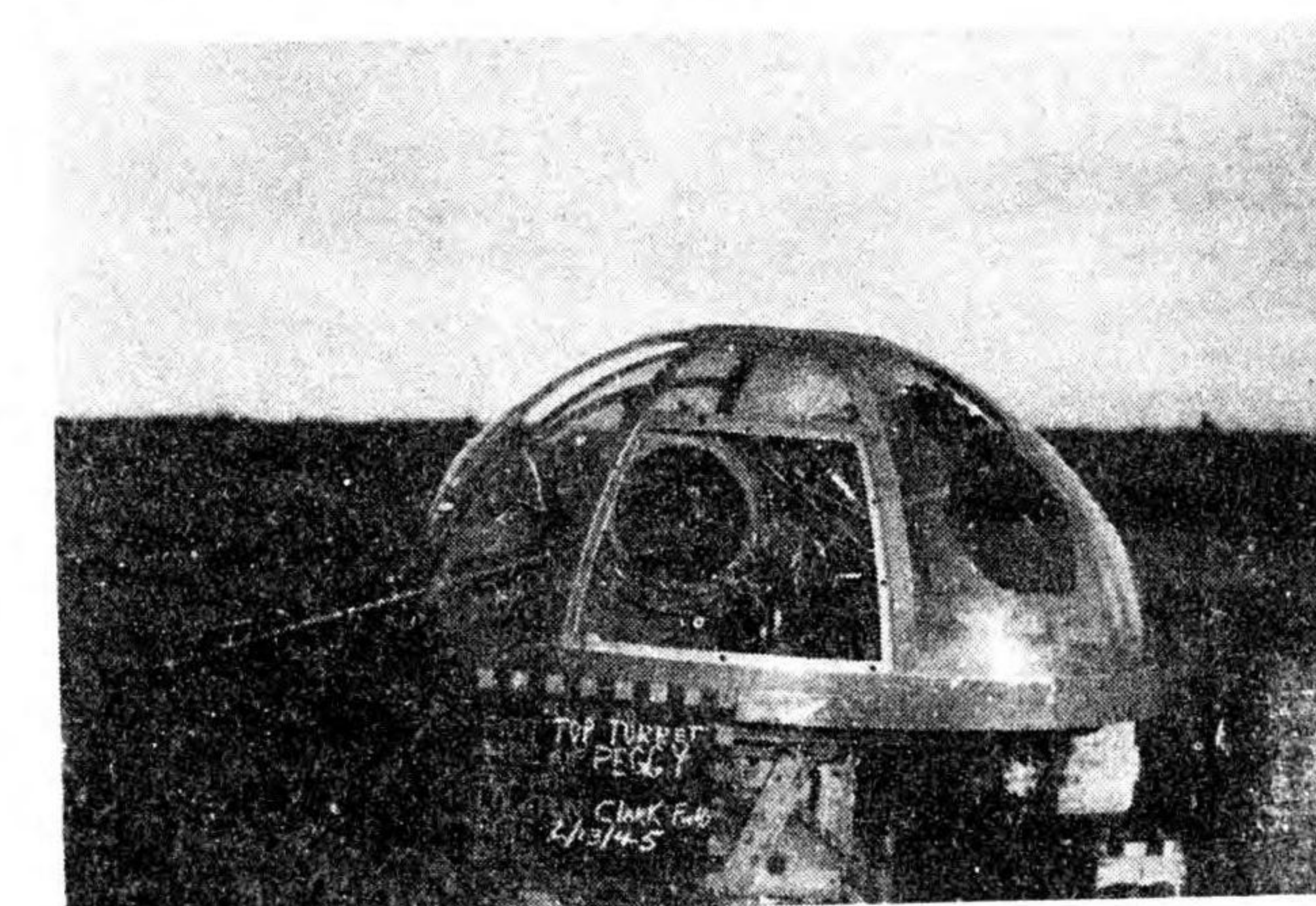


Figure 20 PEGGY turret (maximum depression)

ARMAMENT (CONTINUED)

A Japanese Army gunnery handbook gives the following characteristics for the 12.7 mm Type 1 machine gun. Data on the muzzle velocity and rate of fire of the Ho 5 are obtained from a report of firing tests conducted at Aberdeen Proving Grounds.

ITEM	JAPANESE		AMERICAN	
	Type 1	Ho 5	Browning M2	Automatic M1
Type of Gun	Type 1	Ho 5	Browning M2	Automatic M1
Caliber	12.7 mm	20 mm	.50 caliber	20 mm
Total length (in.)	48.	56.67	57.	93.7
Total weight (lbs)	50.72	79.38	62.5	102.
Barrel length (in)	31.44	35.37	36.	37.5
Rate of fire (rds/min)	800	950	750-850	600-700
Muzzle vel. (ft./sec)	2635	2300 (AP ammo) 2400 (HE fuzed)	2865-3100	2850-2950

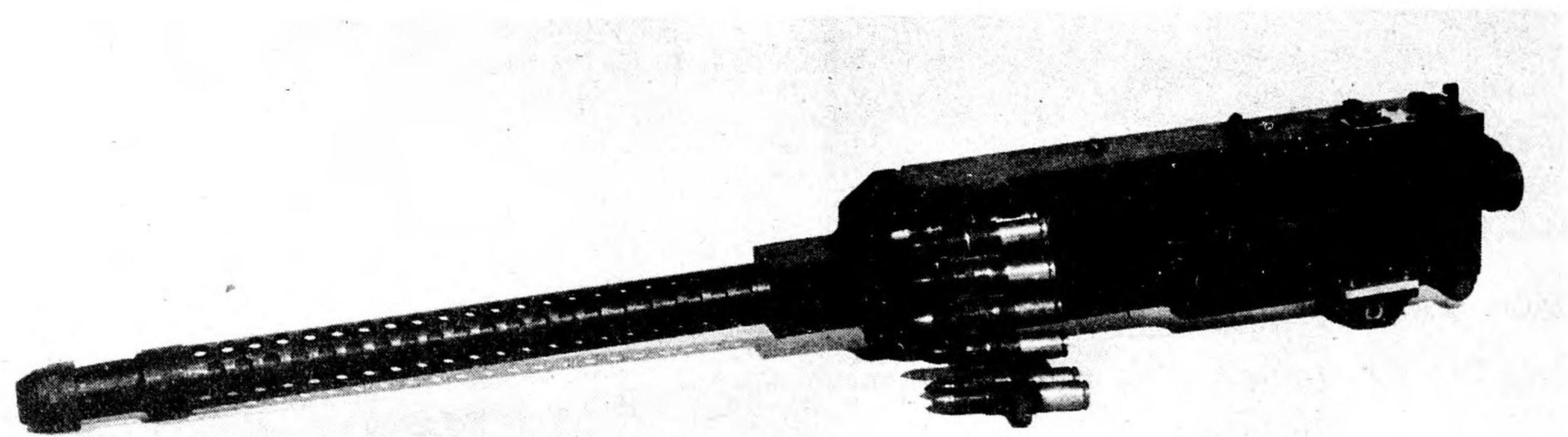


Figure 21

20 mm Ho 5 Automatic Cannon

B - RECCO

All recco versions had mounting rings for a 20 mm dorsal turret, but no turret was found installed. It is believed that a 20 mm dorsal turret is probably the normal armament, but that it had been removed to reduce weight for the suicide missions.

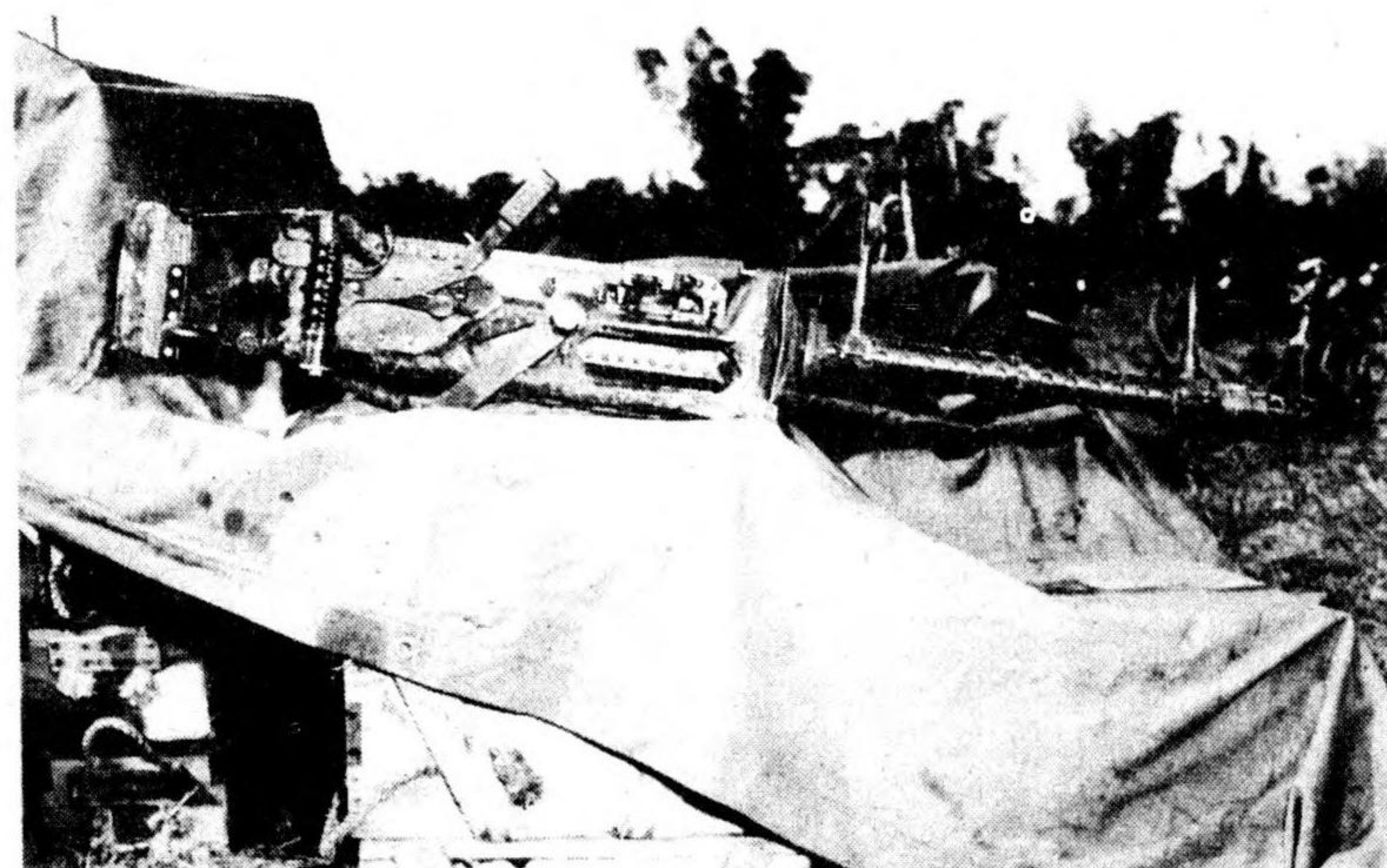


Figure 22

12.7 mm Ho 103 MG

ARMOR PLATE



Figure 23 Armor plate for pilot's seat

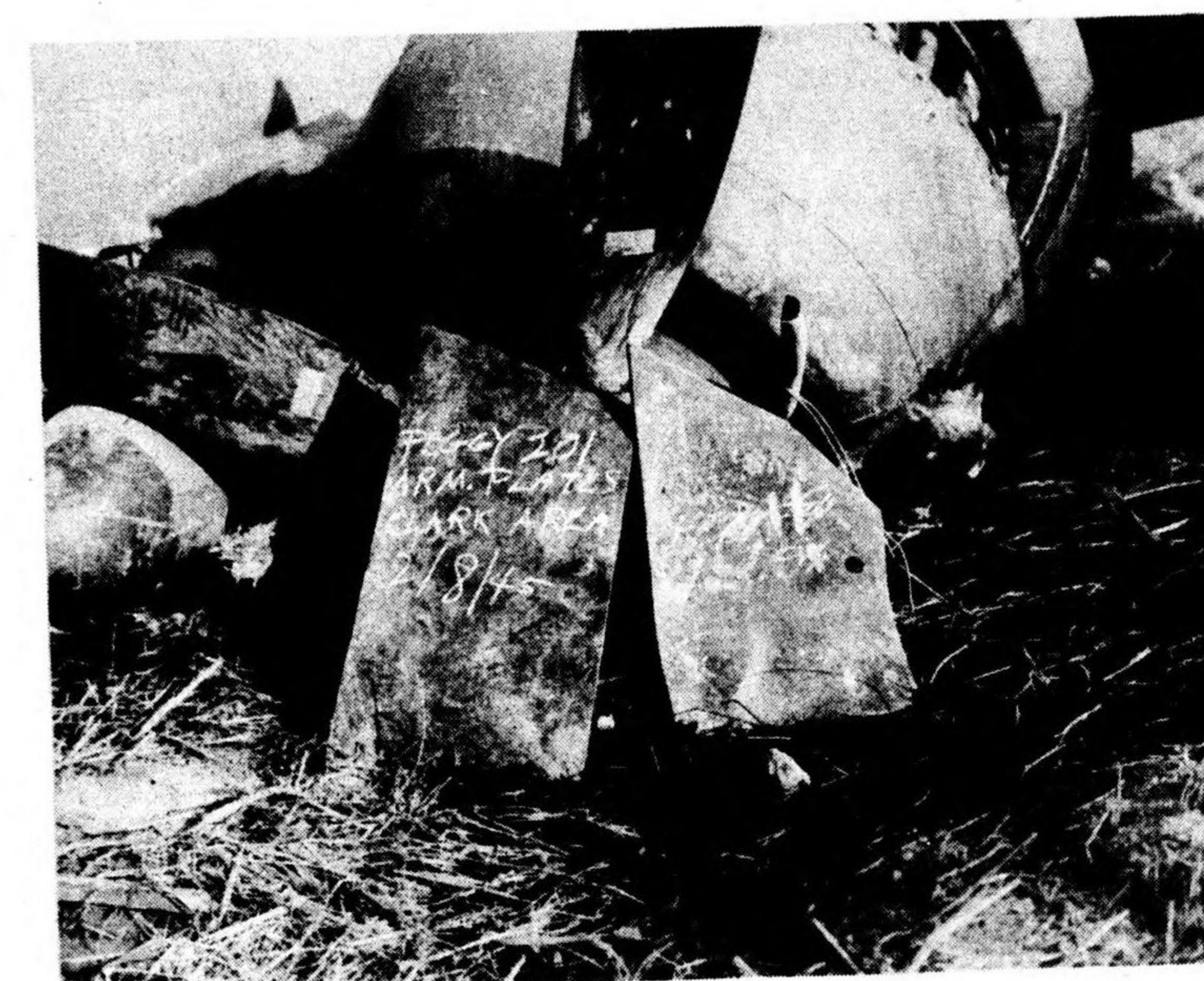


Figure 24 Armor plate - position unknown

Four different pieces of armor plate have been recovered. Two of these (5/8" thickness) are mounted at the back of the pilot's and co-pilot's seat and the other two (1/2" thickness) are presumed to be mounted in the waist; this latter installation, however, has not been confirmed.

BOMB RACKS

The bomb bay is very similar in construction to that of HELEN. The opening is 3' 2 1/4" by 13' 5" and is covered by two longitudinal half-section doors which open electrically by sliding upward inside the fuselage. All bomb shackles and sway braces were the standard Army solenoid release types, but it was noted that the Navy 800 kg. bomb was fitted with a special adaptor band so that it could be suspended from the Army 500 kg. shackle.

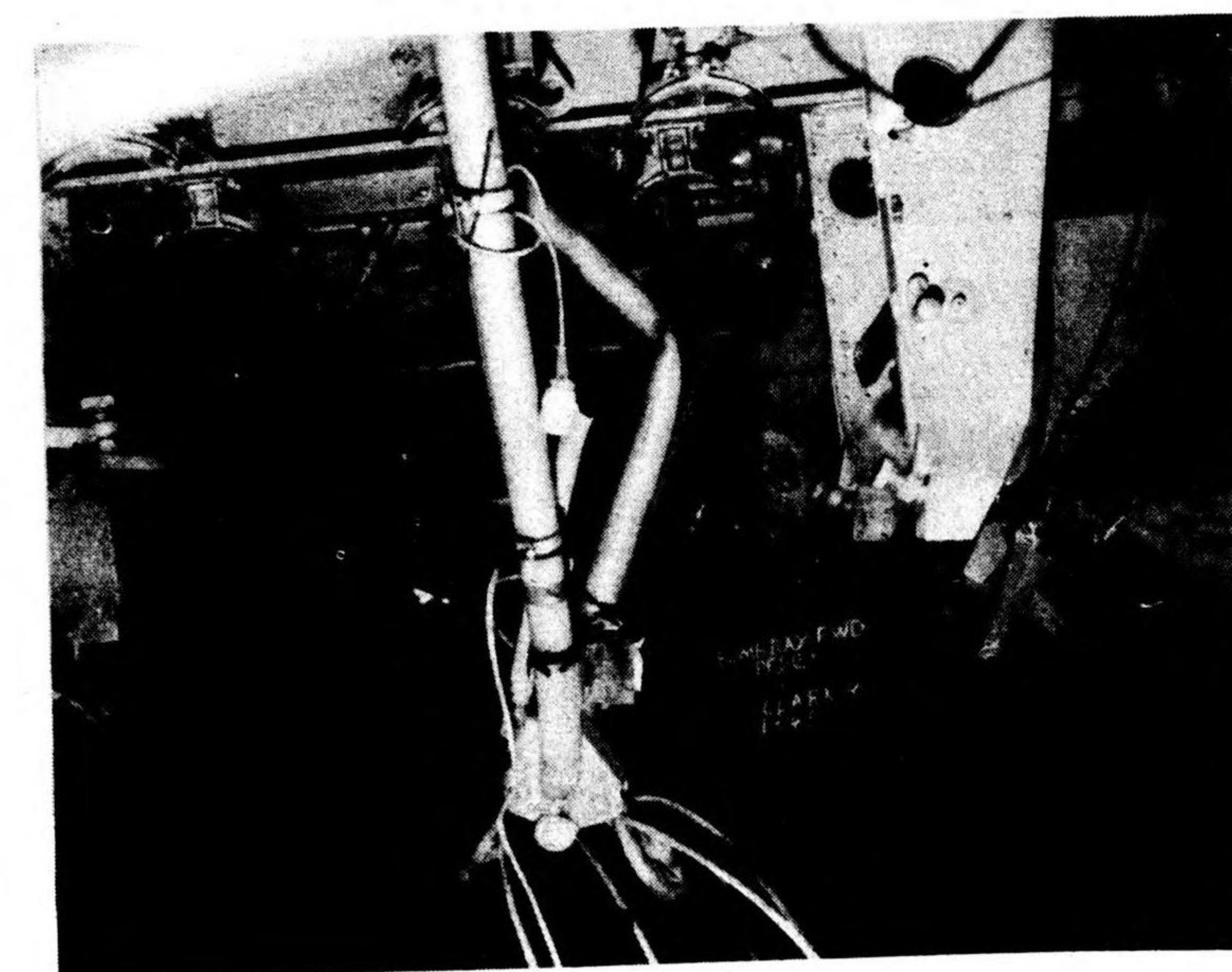


Figure 25

Torpedo Racks installed in Bomber version

BOMB RACKS (CONTINUED)

Designed bomb loads are as follows:

- 1 x 800 kg. (Navy)
- or 1 500 kg.
- or 3 250 kg.
- or 8 100 kg.
- or 15 50 kg.

The bomb bay doors are provided with cutouts so that the doors can be closed when a torpedo is carried. The size and type torpedo are not known, but any Navy torpedo in the vicinity of 800 kg. can be carried as the standard Navy sling and shackle are used to mount it externally. A Navy type detonator release is employed.

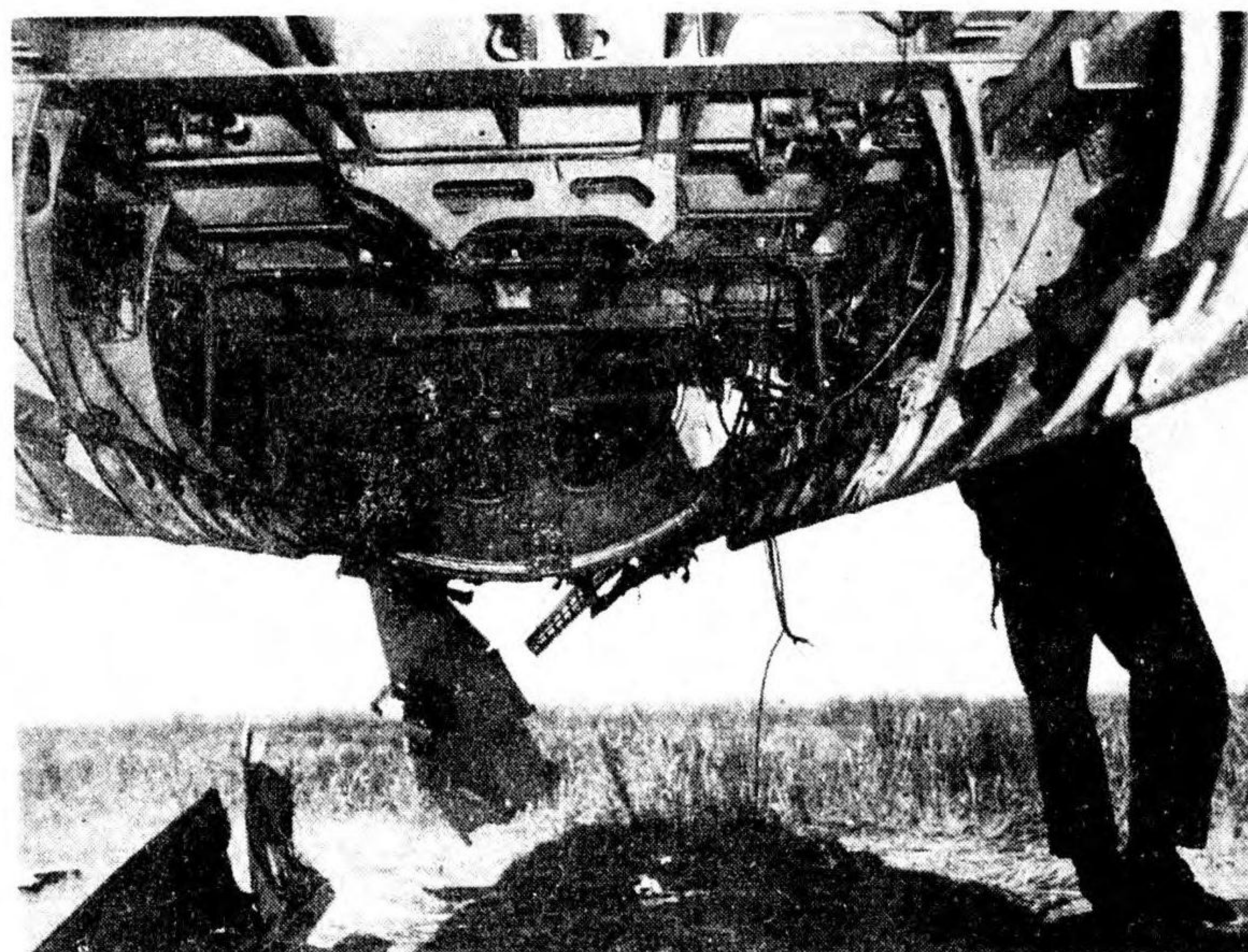


Figure 26 Bomb bay of Suicide Plane

In the planes fitted for suicide missions, all shackles and sway braces except those for the 500 kg. bomb are stripped from the bomb bay. From this shackle, a Navy 800 kg. bomb (with a portion of the tail fins cut-away) is suspended. A second Navy 800 kg. bomb (also with a portion of the tail fin removed) is lashed to chocks in the fuselage behind the bomb bay.

In addition to the normal release switch for the bomb in the bomb bay, there is an impact switch located at the end of a pole which extends forward approximately 7 feet from the nose. One of the two wires connected to the impact switch leads directly to the 500 kg. bomb release mechanism; the other leads to a junction box in the cockpit from which a third wire also leads to the bomb release. Apparently, the only way to close this switch is to crash the plane against the target. Though the bomb will not fall clear of the plane when it is released at impact, it will crash through the plane structure and achieve better penetration. It is also believed that this arrangement would decrease tumbling of the bomb and aid the functioning of the fuze.

Type A3(d) nose fuzes and Type B3(b) tail fuzes are used and are apparently armed before take-off.



Figure 27 Pole with impact switch in nose of suicide PEGGY



Figure 28 800 kg Navy bomb with special adaptor and severed tail fins

MISCELLANEOUS EQUIPMENT

RADIO ALTIMETER

A Radio Altimeter from a PEGGY was recovered and the following information concerning it was extracted from a captured document. Taki 13 is a Ultra High frequency Radio Altimeter which may be classified as a Frequency Modulated Radar Altimeter. The operational frequency is 385 megacycles, frequency modulated 15 megacycles either side of this. Complete equipment consists of a dynamotor power supply, junction boxes and cables, a transmitter, a receiver, an indicator control and remote indicator. The equipment is mounted as follows: Transmitter and receiver mounted side by side, well out on the wing with the associated transmitter and receiver dipole antennas protruding below the wing; the power supply and indicator are mounted inboard in the fuselage and remote indicator is mounted on the pilots' instrument panel.



Figure 29 Radio Altimeter Indicator

The transmitter consists of two tubes; one being used to synchronize the drive motor for the modulating mechanism and the other the main oscillator. The oscillator is a T304A triode using a tuned plate, tuned grid and tuned cathode circuit. The receiver picks up a direct signal from the transmitter as well as an echo signal from the ground. The phase difference is detected as a beat frequency; the result being presented on a millimeter type frequency meter, calibrated to read absolute altitude in meters.

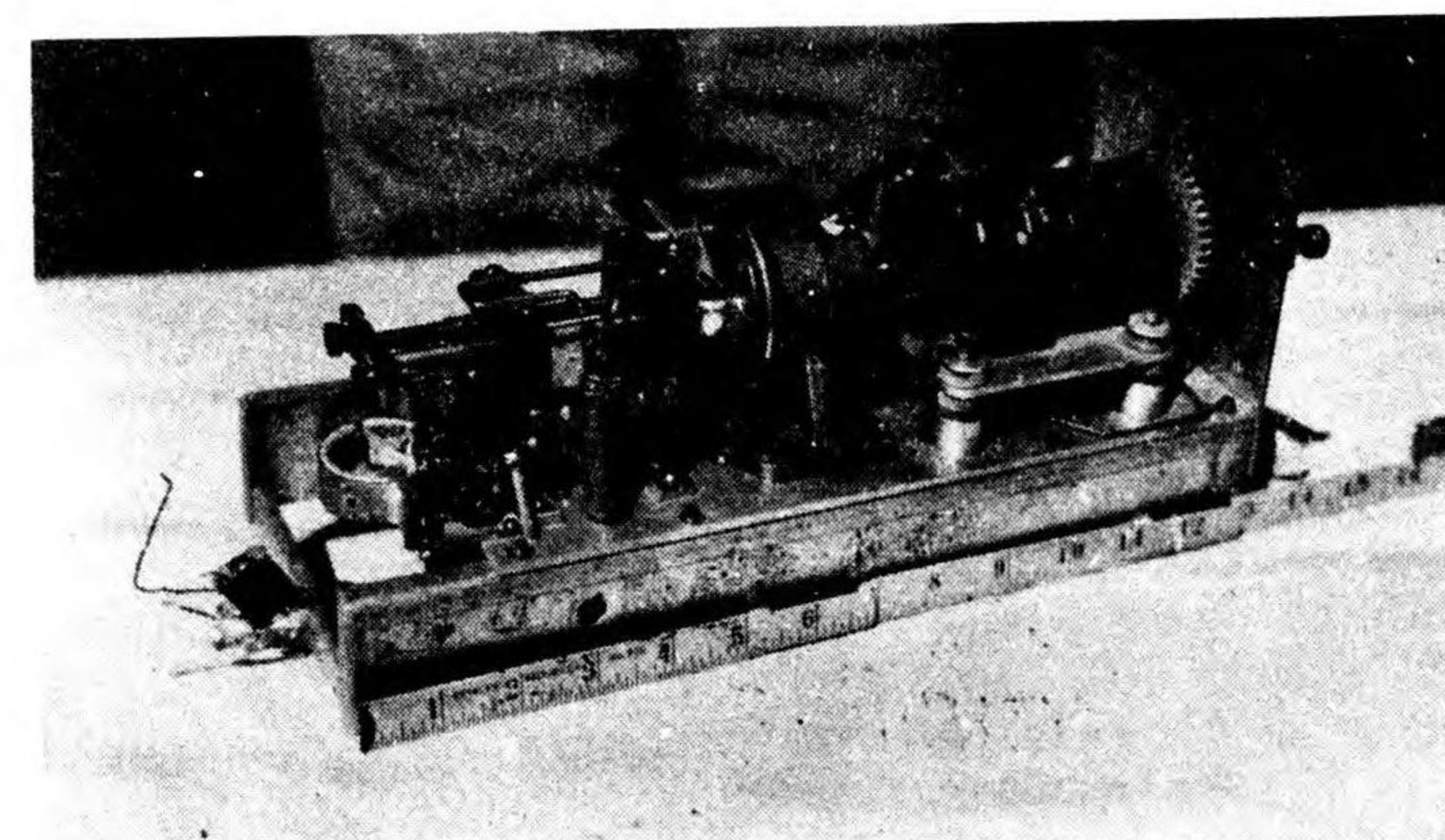


Figure 30 Radio Altimeter Transmitter

RADIO ALTIMETER (CONTINUED)

The indicator scale reads from 0 to 200 meters, but the practical range of operation is approximately 20 to 160 meters due to excess flutter beyond these limits. The indicator control also houses the calibration controls. The 50 meter mark on the dial is used for calibration as well as for torpedo launching and low-altitude bombing. The gear is not mass produced and appears to be mostly hand made.

RADAR

No elements of a set have been located on the PEGGYs examined, but a document indicates that the Taki 13 Altimeter is to be used in conjunction with a Taki 1 Radar Set. This new Radar appears to be an Army airborne search gear of the ASV type. The antenna system consists of three forward antennas switched manually. The search angle is given as 60° and can be varied from side to side as well as directly forward. Frequency range is 190 to 210 mc/s or a wavelength of from 1.58 m to 1.43 m. The peak power output is given as 10 kw. Pulse width is given as 5 to 7 μ seconds. The maximum range is given as 130 km. A super-heterodyne type receiver is used and the intermediate frequency is given as 10 mc/s. Power consumption is given as 24-27 volts at 52 amps or approximately 1.5 kw input. The total weight of the installation is given as 270 kg (594 lbs.)

PERFORMANCE AND CHARACTERISTICS

TAKE-OFF			CLIMB-CEILING			AIRCRAFT	
	Load	Feet	@ 30,900	lbs.	Feet	Min.	Duty Level and Torpedo Bomber
T.O. calm	30,900	2470	Rate @ S.L.	1680	1		Designation Ki 67
T.O. 25 kt. wind	30,900	1297	Rate @ 7200 ft.	1775	1		Description Mid-wing Monoplane
T.O. over 50' obstacle			Time to 10,000'		5.9		Mfg. Mitsubishi
Landing over 50' obstacle			Time to 20,000'		12.7		Engines 2 Crew 7
			Service ceiling	30,250'			Construction All metal

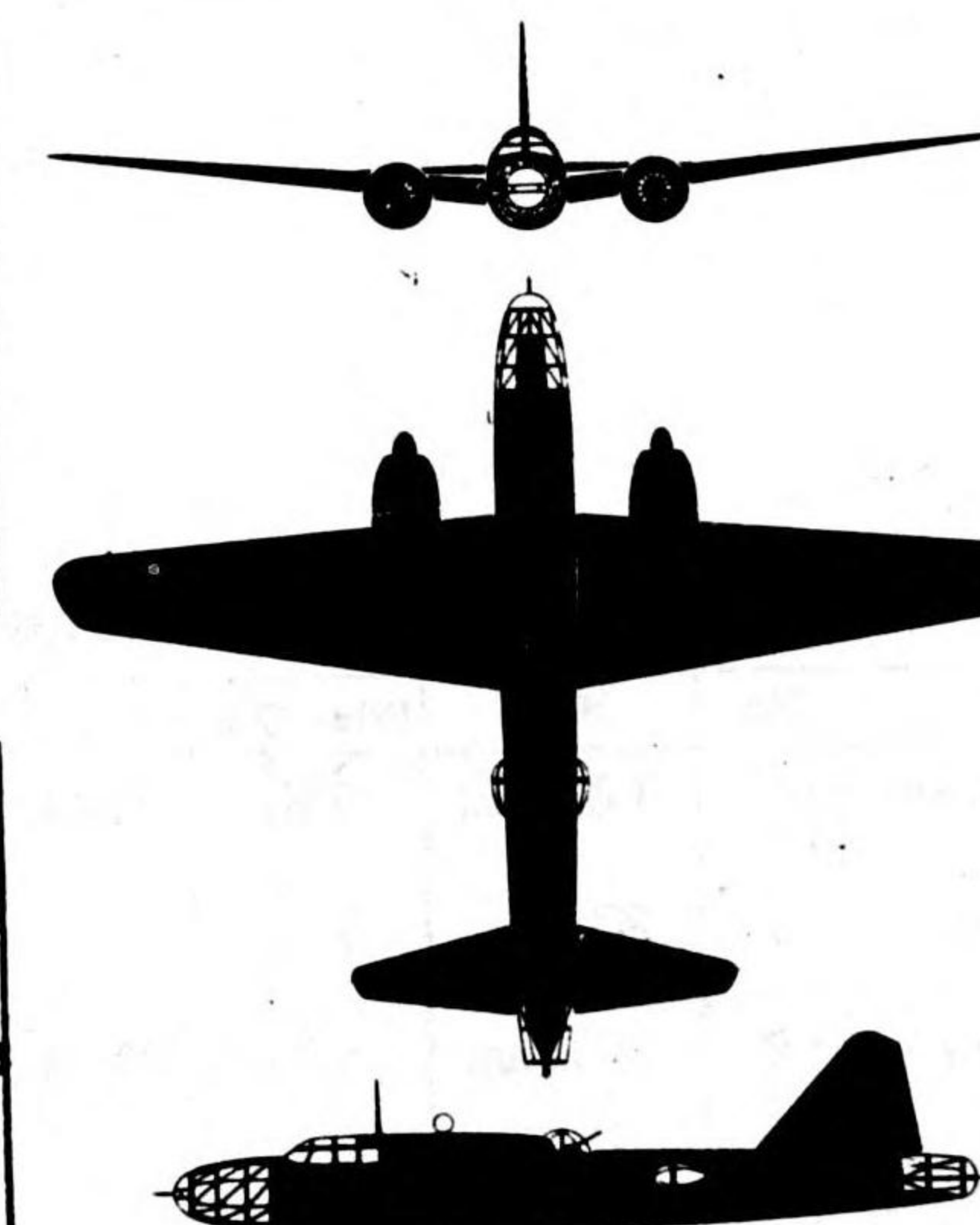
SPEED				BOMBS-CARGO			ENGINES			
@ 30900 lbs.	Mph.	Knts.	Altitude	No.	Size	Total Lbs.	H. P.	Altitude		
Maximum	281	244	@ S. L.	Normal	1	800 kg	1760	Take-off	1890	S.L.
War Emerg. Maximum	294	255	@ S.L.		1	500 kg	1100	Normal		
Maximum	339	294	@ 20,000'		3	250 kg	1650	Military	1775	7,200'
War Emerg. Cruising	348	302	@ 18,700'	Can carry	8	100 kg	1760		1640	20,000'
Economical	198	172	@ 1,500'	1 x 1760 lb. torpedo				War Emerg.	1985	6,000'
				Suicide Condition	2	800 kg	3520		1810	18,700'

WEIGHTS		FUEL		
	Lbs.		U.S. gal.	Imp. gal.
Empty	18,790	Built-in	1025	853
Gross	30,900	Internal (Removable) (Suicide Condition)	106	88
Gross Weight (Suicide Condition)	30,715	Maximum		

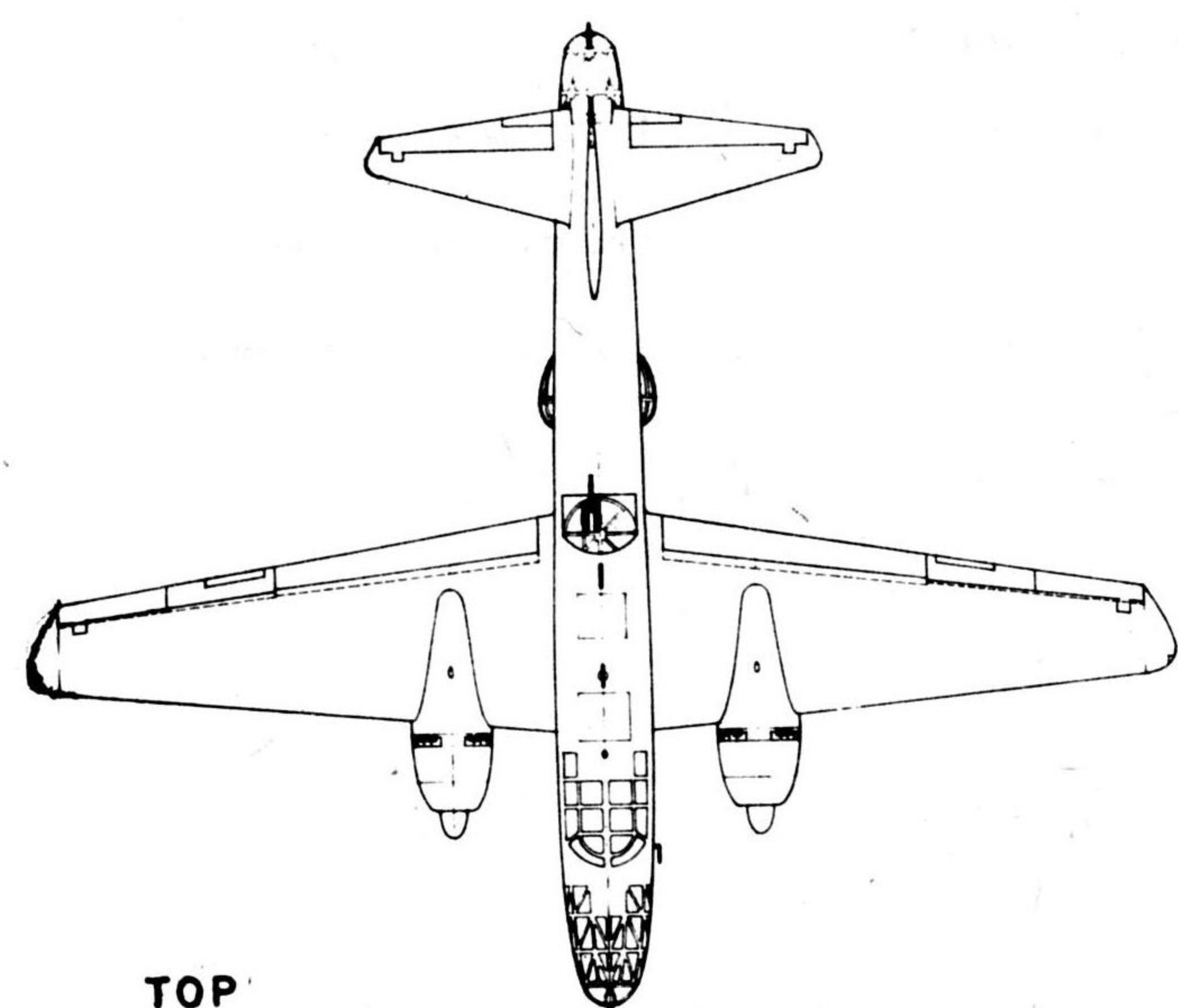
RANGE AND RADIUS										DIMENSIONS	
	Miles		Speed		Alt. feet	Fuel gal.		Bombs lbs.	Cargo lbs.	Span 73.8'	Length 61.3'
	stat.	naut.	mph.	Knts.		U. S.	Imp.				
Maximum range (maximum fuel)	1985	1723	159	138	1500	1025	853	1760	None		
Maximum range (normal fuel)	1735	1509	198	172	1500	1025	853	1760	None		
Radius (Suicide Condition)	2250	1954	160	139	1500	1130	940	3520	None		

GENERAL DATA

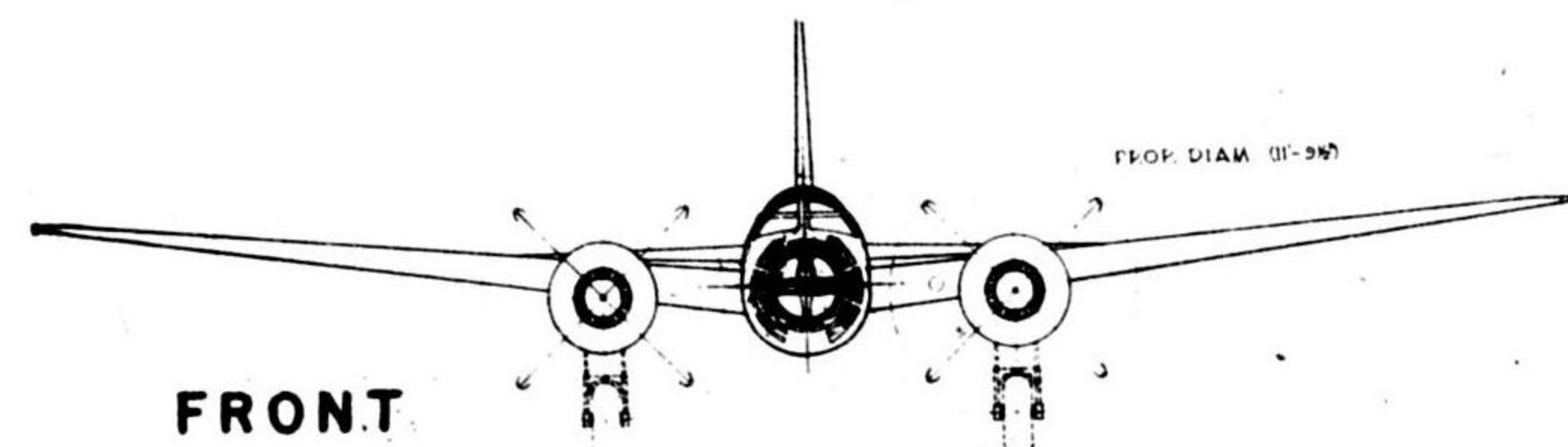
The maximum range for a suicide mission has been calculated to be 2250 miles at 160 mph. Even though the bomb load is 2 x 800 kg bombs and an additional 400 liters (106 gal) of fuel is carried, the gross weight is slightly less than that of the bomber version because of the removal of all armament, co-pilot's seat, side blisters, etc.



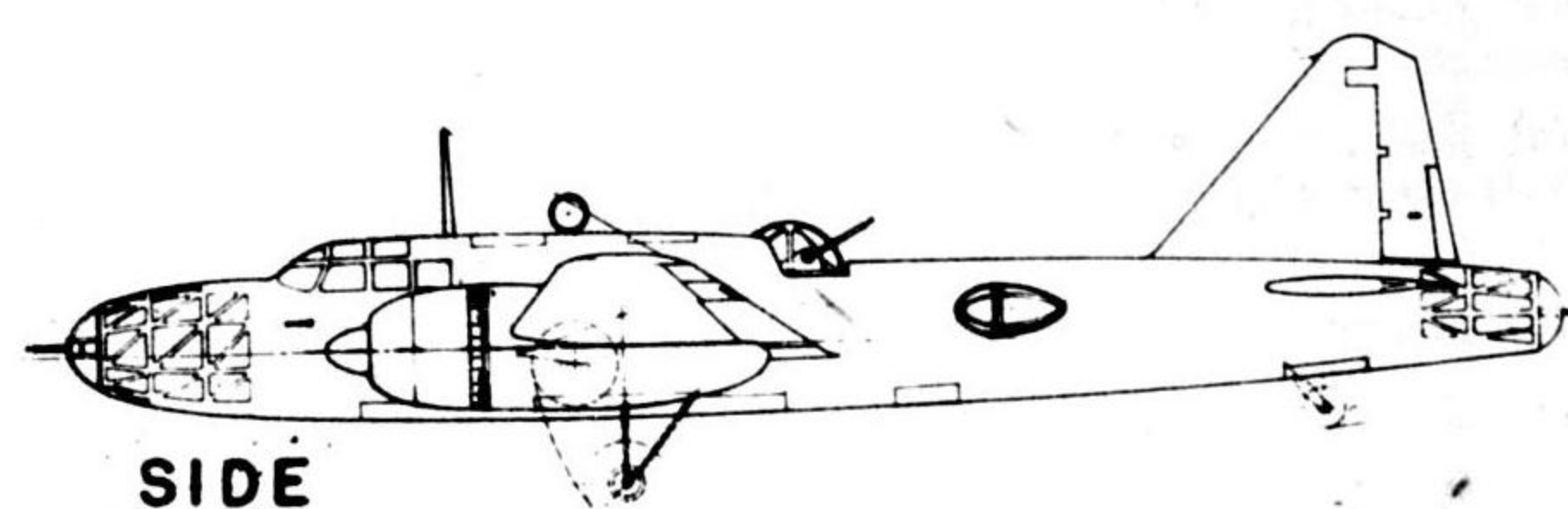
PEGGY 1



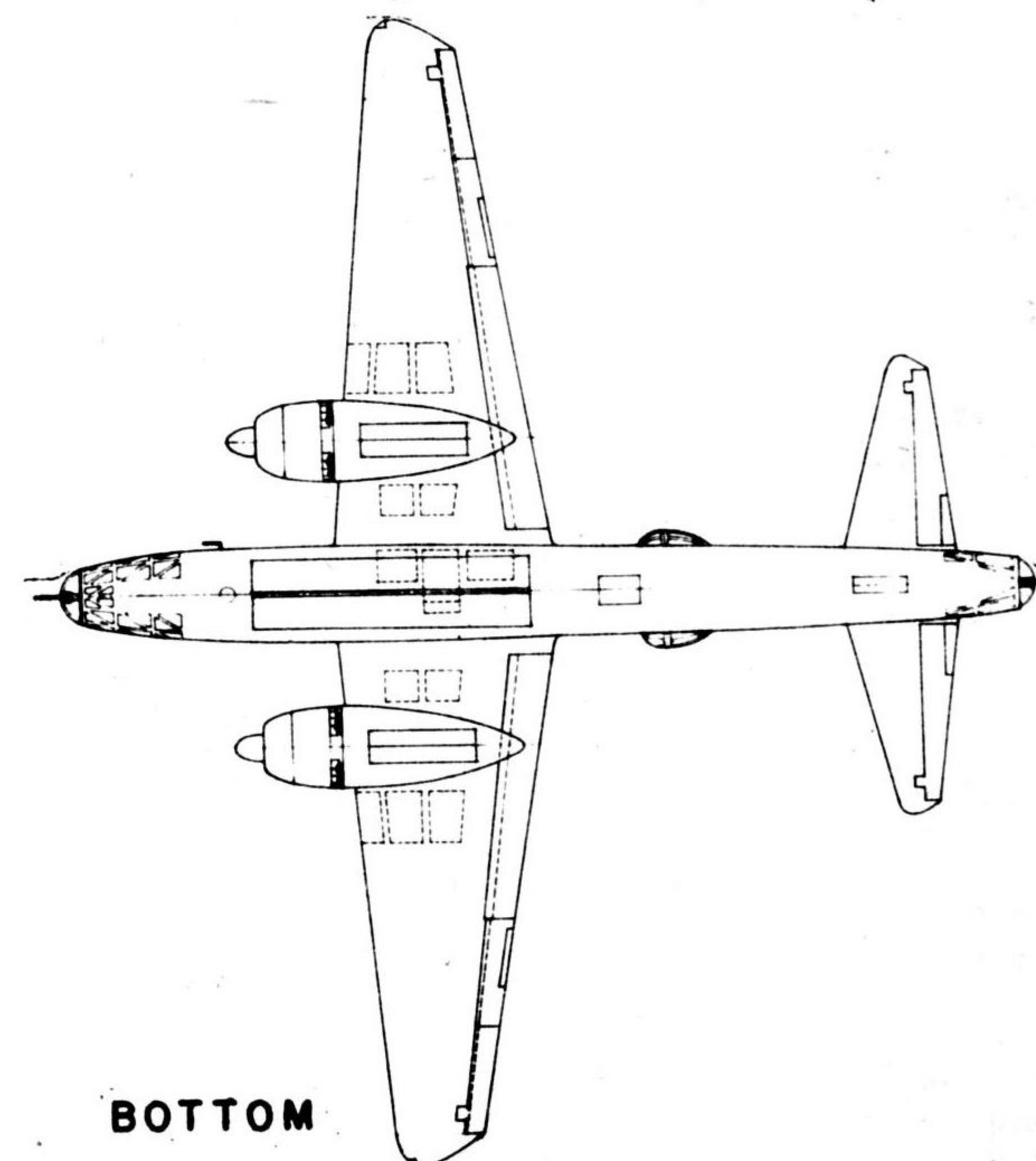
TOP



FRONT



SIDE



BOTTOM

ARMAMENT

	No.	Size	Rds. Gun	Type		No.	Size	Rds. Gun	Type
Forward	1	12.7mm	550	Flex.	Tail	1	12.7mm	700	Flex.
Top	1	20 mm	700		Wing				
Side	2	12.7mm	500ea.	Flex.					
Bottom									

TACTICAL DATA

Reconnaissance version armed only with 20 mm in dorsal turret.

Recent report indicates possibility of change in armament to 3 x 20 mm and 2 x 12.7 mm.