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### The Truth About The XF5U-1 Flapjack

From: GT McCoy <[gtmccoy@harborside.com](mailto:gtmccoy@harborside.com)>  
Date: Thu, 18 Mar 1999 09:40:17 -0800  
Fwd Date: Thu, 18 Mar 1999 13:35:01 -0500  
Subject: The Truth About The XF5U-1 Flapjack

Hello, all

Mr. Matthews seems to be enamored of the XF5U-1. Also that we had whole squadrons of Go-229 (Horten) flying wings zooming over the snowy slopes of Mt. Ranier-in'47.

Well, the Flapjacks were certainly cutting edge, but wrong edge. Propellers even those turned by gas turbines even the ability to hover was secondary to going fast and far. The steam catapult, angled flight deck and far more reliable pure jets (also the breaking of the sound barrier) finished Propeller driven Naval Aircraft. Period, no more, with the A-1 skyraider and the F4U- driven AU-2 soldiering on.

Mr. Barrett Tillman is an excellent aircraft historian, his books on Naval Aviation are at the top of the Historian's Craft. -With no mention of any speculation of the XF5U-1 being other than a one-off (actually there was a static test airframe) prototype.

Another source "U.S. Naval Fighters 1922 to 1980,s" by Lloyd S. Jones (Aero Pub. 1977.) has a very consistent, accurate, (and a great three -view of the XF5U-1) account of the whole V-173/XF5U-1 saga-including the Prototype's Demise at Edwards in a very public death by wreckingball, exactly 50 years ago to the day March 17, 1949.

Also contained in "Naval Fighters" is a history of all the Prototypes of fighter aircraft used by the US Navy. Insightful. Why fool around with nasty, unreliable turboprops such as the Allison T-40 the only reasonably available big (ah, notice I didn't say reliable) Turboprop. by the time the XF5U-1 was at Edwards, the N. American F86/FJ-2 was already in production, along with the Grumman F9F Panthers and of course that particularly nasty surprise-the MiG-15 in Korea. It's easy to see why the XF5U had no merit because of the advances in Technology.

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