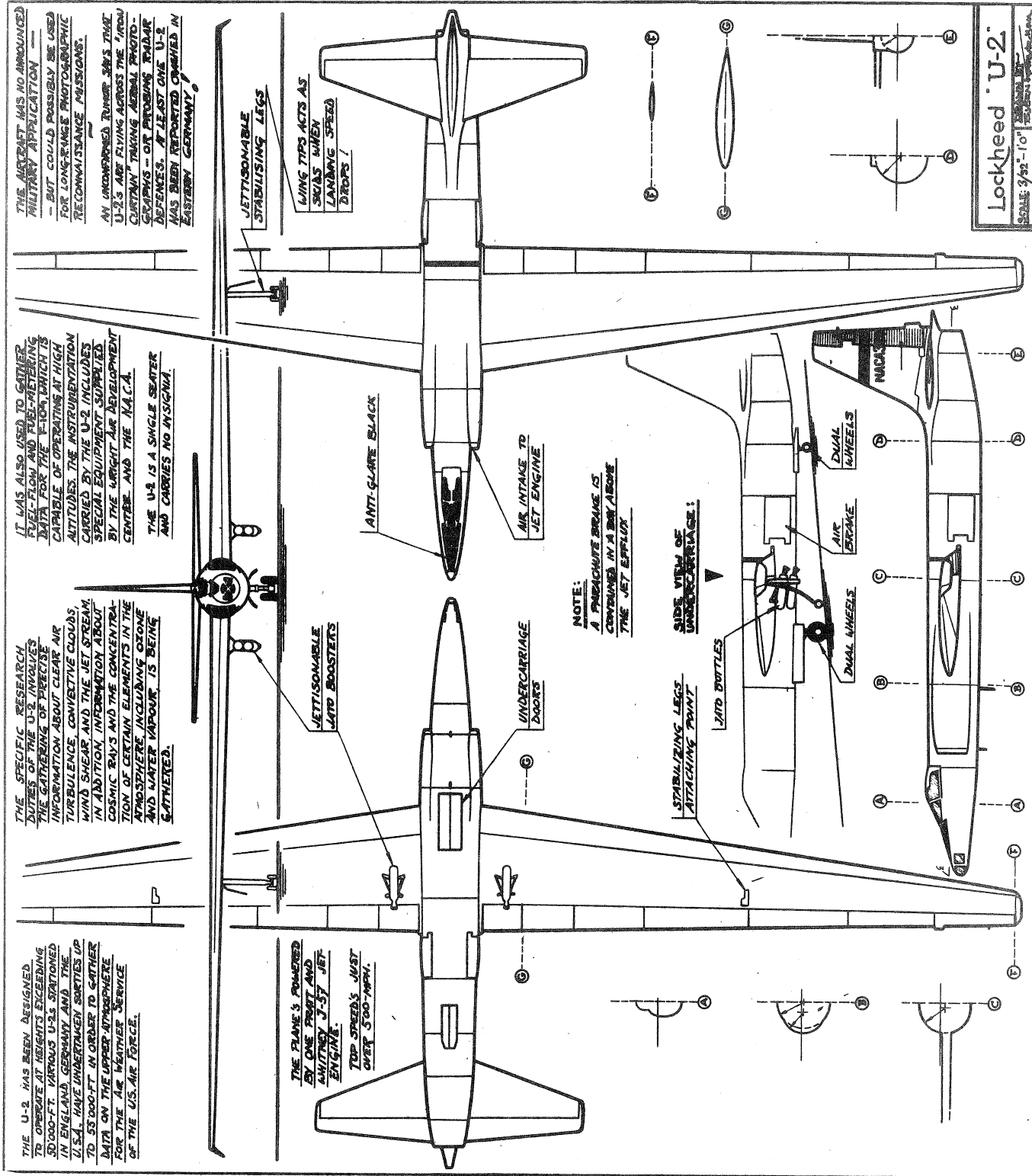


Reprint U-2 Plans & Specifications

Every publisher, every editor, in the best tradition of the news and magazine field is constantly striving to achieve a news beat or scoop to warrant his name as publisher/editor. MAN, in its continuing effort to supply the best coverage of models and aircraft, succeeded beyond its fondest hopes with Bjorn Karlstrom's excellent 3-view and data in our March 1958 issue.



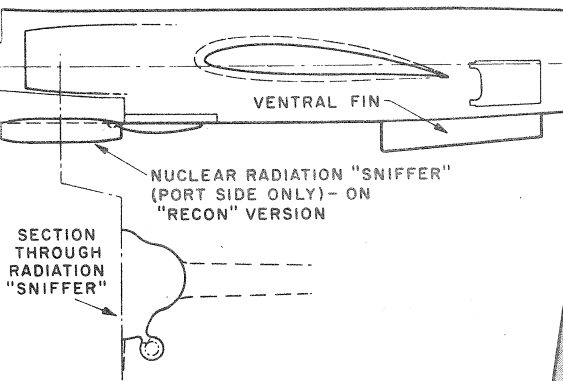
LOCKHEED U-2

HIGH-ALTITUDE WEATHER RESEARCH AND RECONNAISSANCE AIRPLANE
POWERED BY PRATT & WHITNEY J-57 TURBOJET

TOP SPEED IS 500 M.P.H. (TRUE AIR SPEED) AT 40,000 FEET AND ABOVE. CRUISING SPEED IS 460 M.P.H. (AT 40,000' AND ABOVE). DUE TO THE LIGHT AND FLEXIBLE CONSTRUCTION, SEA LEVEL PERFORMANCE IS LOW-190 TO 200 M.P.H., TOPS.

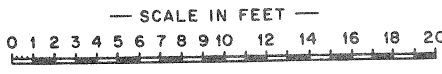
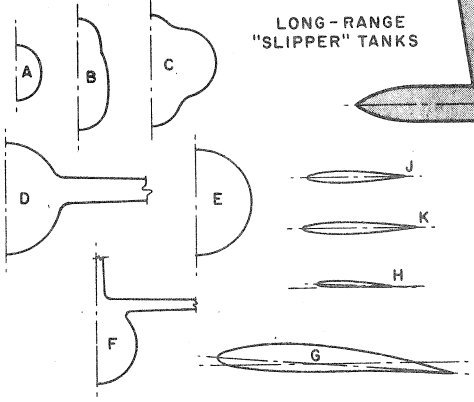
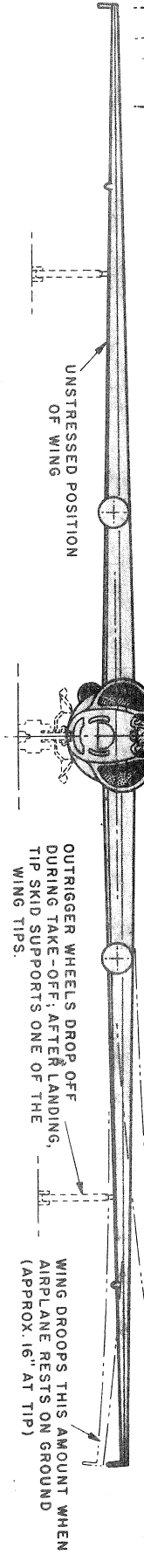
CONSTRUCTION IS EXTREMELY LIGHT (NOTE WING DROOP WHEN AIRPLANE IS NOT AIRBORNE).

GROSS WEIGHT IS 15,850 LB. (17,290 LB. WITH LONG-RANGE "SLIPPER" TANKS SHOWN). 785 GAL. OF FUEL IS CARRIED INTERNALLY (210 GAL. IN BOTH "SLIPPER" TANKS). RANGE IS 2,200 MILES - 2,600 WITH "SLIPPER" TANKS.



WING SPAN -- 80'
LENGTH -- 49'-7"

OVERALL COLORING IS A DULL, NON-REFLECTIVE SLATE GRAY. RUDDER BAND IS ORANGE-YELLOW WITH BLACK N.A.S.A. LETTERS. NUMBERS UNDER BAND ARE DULL WHITE.



WIDE-ANGLE REAR-VIEW MIRROR

FIBERGLASS SUNSHADE INSIDE OF PLEXIGLAS CANOPY

MAIN L.G. STRUTS BOTH RETRACT FORWARD

MAIN INSTRUMENTATION FOR WEATHER RESEARCH CARRIED IN TRAY UNDER FUSELAGE, FORWARD OF L.G. DOORS.

DRAG CHUTE IN TAIL CONE IS USED TO SHORTEN LANDING ROLL ON SHORT RUNWAYS.

OUTRIGGER STRUT ATTACHMENT POINT

DRAG BRAKES USED TO STEEPEN GLIDE WHEN LANDING

PLANS BY PAUL PLECAN