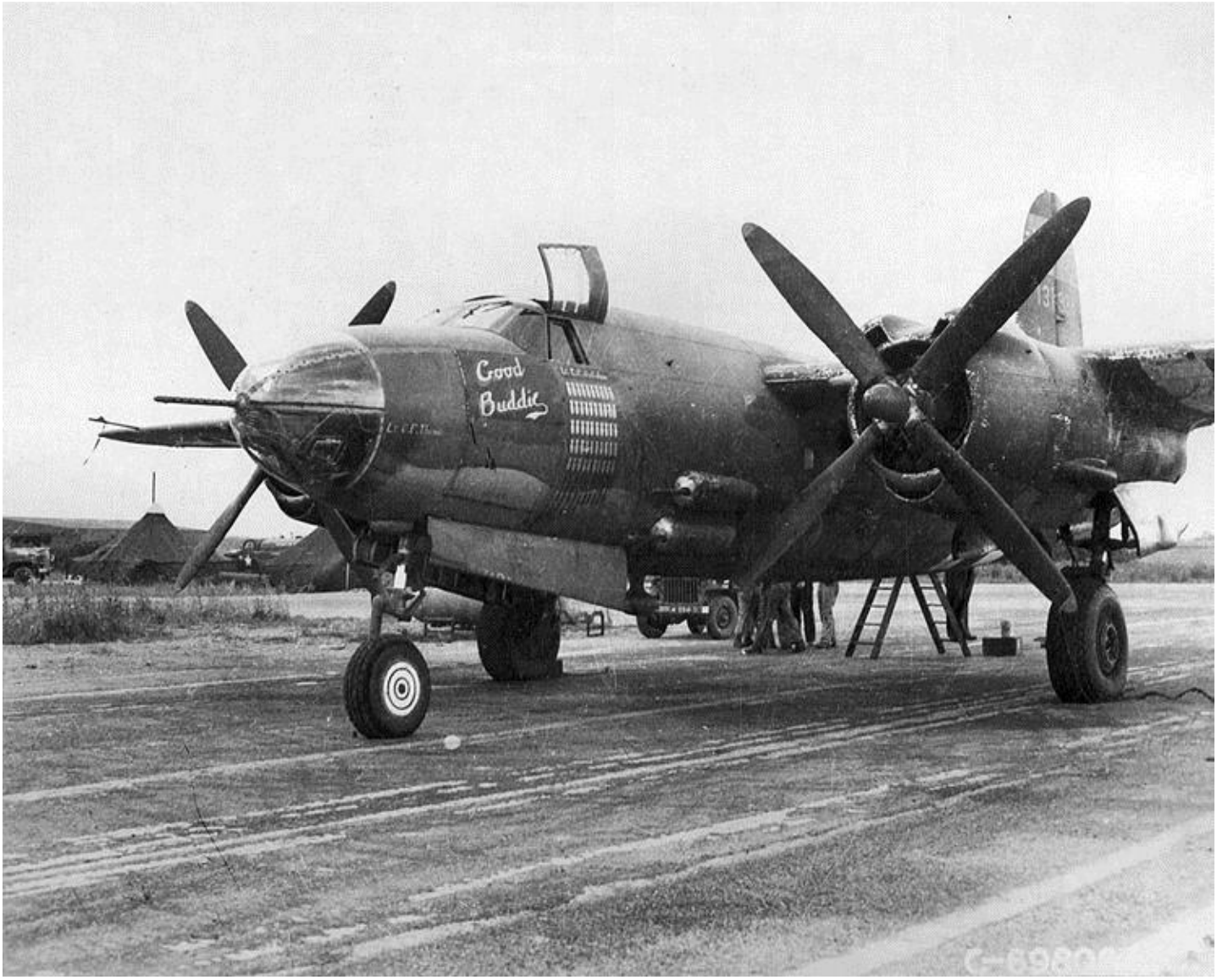
Martin B-26 Marauder

Martin B-26 Marauder (TB-26B) au sol

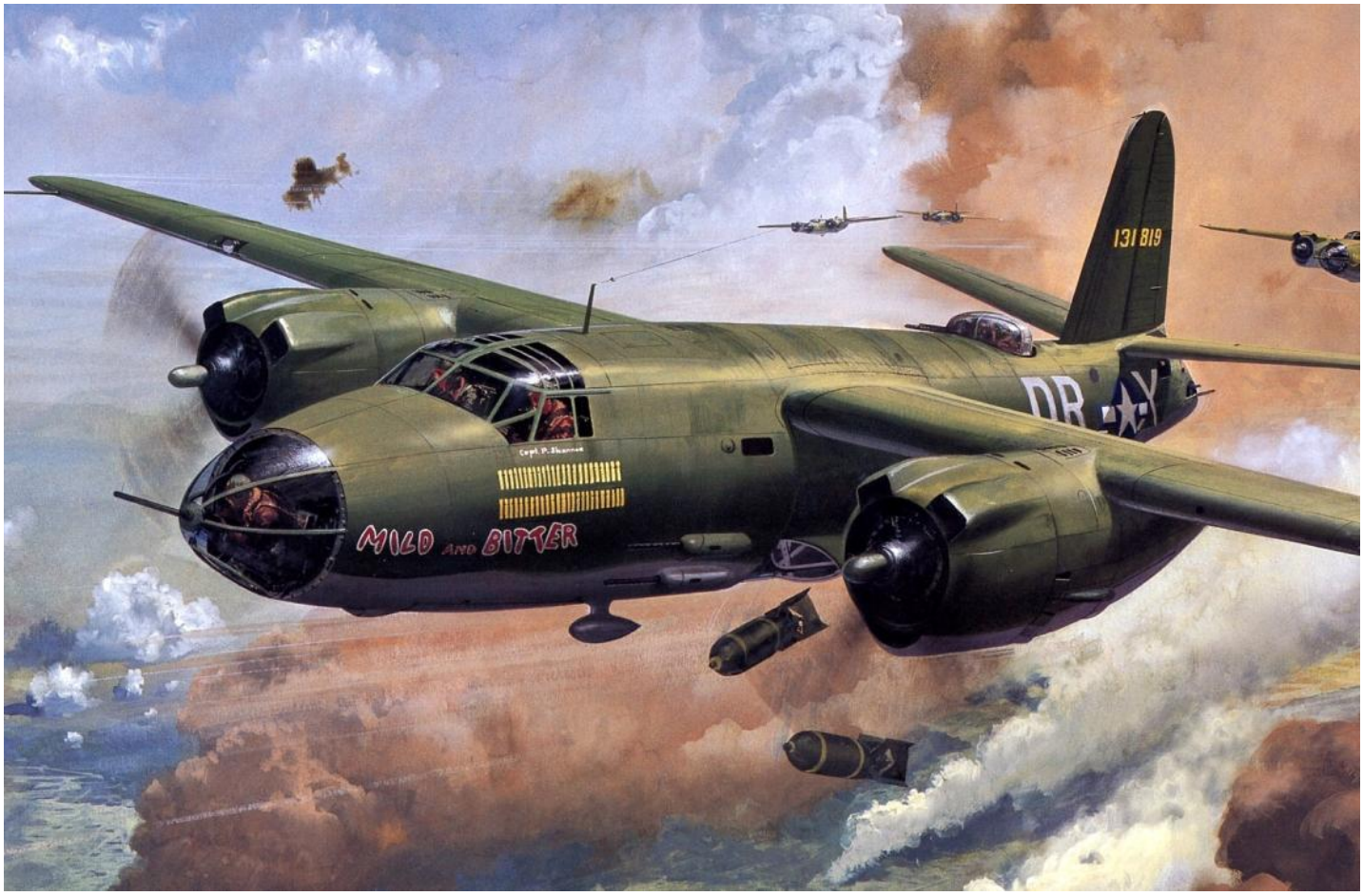
En mars 1939, l'USAAC demanda un bombardier moyen bimoteur en complément au nouveau B-25 qui venait d'effectuer son vol inaugural. Cette spécification, désignée Circular Proposal 39-640, requérait une vitesse maximale de 350 mph (560 km/h), une autonomie de 3000 miles (4800 km) et une charge utile de 2000 livres (907 kg). Le 5 juillet 1939, Glenn Martin proposa son Martin 179, conçu par Peyton M. Magruder. Le concept fut jugé supérieur à ses concurrents et un contrat pour la production de 201 exemplaires fut signé. L'avion fut alors désigné B-26 : en septembre 1940, 930 exemplaires furent commandés. Le B-26 se présente comme un avion à ailes hautes, à train tricycle, de construction entièrement métallique. Il est propulsé par 2 Pratt & Whitney R-2800 Double Wasp. Les ailes sont un peu petites pour un appareil de ce poids, ce qui donna la charge alaire la plus élevée de l'époque (259 kg/m carré), mais donnait les hautes performances requises. Il disposait de deux soutes à bombes permettant l'emport de 2600 kg de charges offensives. Le premier B-26, qui servit de prototype, effectua son vol inaugural le 25 novembre 1940 avec William K. "Ken" Ebel aux commandes. Les deux premiers exemplaires furent livrés à l'USAAC en février 1941 pour les tests officiels en février, lesquels commencèrent en mars. Les tests montrèrent que le B-26, s'il est plus performant que le B-25, accusait de sérieux problèmes à l'atterrissage : sa vitesse d'atterrissage tournait autour de 200 km/h et le train avant se cassait régulièrement. L'installation de la tourelle dorsale électrique (ce qui était une première à l'époque) et d'une dérive agrandie permit en partie de résoudre le problème. Le B-26 n'était pas un avion facile, aussi bien pour les pilotes que pour les mécaniciens qui devaient particulièrement être rigoureux. Malgré tout, il n'y eu que deux accidents mortels pendant la première année de vol du B-26. L'année suivante vit le B-26 entre les mains d'équipages inexpérimentés et le nombre d'accidents augmenter. Une commission dirigée par Truman exigea que les ailes soient remplacées par d'autres, agrandies. Les pilotes avaient alors donné au B-26 toute une ribambelle de surnoms dont le plus poli restait "faiseur de veuves". Même s'il devint plus sûr, notamment au combat, il restait un appareil difficile à piloter et resta impopulaire auprès de ses équipages.



Martin B-26B Marauder de l'USAAF au sol

Le B-26 remplaça le B-18 en février 1941 au sein du 22d Bombardment Group. Il fut déployé en Australie immédiatement après Pearl Harbor et effectua sa première mission de guerre à Rabaul le 5 avril 1942. Des B-26 armés de torpilles participèrent à la bataille de Midway, sans trop de succès. Le B-25 lui fut finalement préféré dans le Pacifique et le B-26 accomplit sa dernière mission de guerre dans ce théâtre le 9 janvier 1944. Il fut engagé lors du débarquement en Afrique du Nord en 1942, et y effectua des missions d'assaut à basse altitude : il y subit plus de pertes que le B-25, pour un résultat bien moindre. En 1587 sorties, 80 avions furent perdus. Malgré cela, il fut employé en Sicile, en Italie et dans le sud de la France. Il effectua sa première mission de guerre en Europe en mai 1943, toujours dans des profils d'attaque à basse altitude. Une escadrille entière de 11 B-26 fut abattue par la Flak et les Fw-190. C'est après cette mission qu'il fut employé à moyenne altitude et pour préparer le Débarquement, en attaquant des ponts ou des rampes de lancement de V-1. Il se montra alors beaucoup plus efficace grâce à sa précision et une escorte conséquente, au point que la 9e Air Force déclara qu'il fut le bombardier le plus précis lors du dernier mois de la guerre, et qu'il détenait le plus faible taux de pertes en Europe avec 0,5%. Sa dernière mission en Europe fut effectuée contre la garnison allemande de l'île d'Oléron le 1er mai 1945. La RAF reçut 50 Marauder I en 1942, qui remplacèrent les Blenheim en Égypte. Ils s'y montrèrent efficaces contre les navires ou les avions de transport de l'Axe. 100 Marauder II furent également reçus et transférés à l'Afrique du Sud, ainsi que 350 B-26F et G en 1944. Ils soutinrent les partisans de Tito dans les Balkans. L'ultime perte d'un B-26 eut lieu le 4 mai 1945 sur ce théâtre. La France Libre reçut ses premiers B-26 après l'opération Torch, qui remplacèrent les DB-7 et LéO 45.7 Groupes de Bombardement sur 9 furent équipés de B-26. Toutes ces forces aériennes se séparèrent du B-26 dès la fin de la guerre. Début 1946 en Europe pour l'USAAF, juin 1945 pour la France (même si deux exemplaires servirent de bancs d'essais pour le réacteur Atar de 1947 à 1958).

Dans le cas du Royaume-Uni et de l'Afrique du Sud, les États-Unis n'exigèrent pas leur retour au terme du prêt-bail et leurs exemplaires furent ferraillés. 5288 exemplaires furent construits entre février 1941 et mars 1945. Plus de 110000 sorties furent effectuées et 136078 tonnes de bombes furent larguées. 7 exemplaires ont survécus à la guerre, 3 sont en cours de restauration et un devrait l'être un jour. L'exemplaire de la collection Fantasy of Flight est sensé être en état de vol, même s'il n'a pas volé depuis un certain temps. Un exemplaire est conservé en France : il est prêté par le Musée de l'Air et de l'espace au Musée du Débarquement Utah Beach. Conçu pour compléter, voire supplanter le B-25, le B-26 fut sans doute conçu et testé trop rapidement. Impopulaire auprès de ses équipages, il n'a guère brillé qu'à la fin de la guerre et peut être qualifié d'avion raté.



Source : https://aviationsmilitaires.net/v3/kb/aircraft/show/883/martin-b-26-marauder

Version anglaise Wikipédia

The **Martin B-26 Marauder** is an American twin-engined medium bomber that saw extensive service during World War II. The B-26 was built at two locations: Baltimore, Maryland, and Omaha, Nebraska, by the Glenn L. Martin Company. First used in the Pacific Theater of World War II in early 1942, it was also used in the Mediterranean Theater and in Western Europe. After entering service with the United States Army aviation units, the aircraft quickly received the reputation of a "widowmaker" due to the early models' high accident rate during takeoffs and landings. This was because the Marauder had to be flown at precise airspeeds, particularly on final runway approach or when one engine was out. The unusually high 150 mph (241 km/h) speed on short final runway approach was intimidating to many pilots who were used to much slower approach speeds, and when they slowed to speeds below those stipulated in the manual, the aircraft would often stall and crash.[2] The B-26 became a safer aircraft once crews were retrained, and after aerodynamics modifications (an increase of wingspan and wing angle-of-incidence to give better takeoff performance, and a larger vertical stabilizer and rudder).[3] The Marauder ended World War II with the lowest loss rate of any U.S. Army Air Forces bomber.[4] In total, 5,288 were produced between February 1941 and March 1945; 522 of these were flown by the Royal Air Force and the South African Air Force. By the time the United States Air Force was created as an independent military service separate from the United States Army in 1947, all Martin B-26s had been retired from U.S. service. After the Marauder was retired, the unrelated Douglas A-26 Invader then assumed the "B-26" designation, which led to confusion between the two aircraft.

Design and development

In March 1939, the United States Army Air Corps (USAAC) issued Circular Proposal 39-640, a specification for a twin-engined medium bomber with a maximum speed of 350 mph (560 km/h), a range of 3,000 mi (4,800 km), and a bomb load of 2,000 lb (910 kg). On 5 July 1939, the Glenn L. Martin Company submitted its design, produced by a team led by Peyton M. Magruder, to meet the requirement, the Martin Model 179. Martin's design was evaluated as superior to the other proposals and was awarded a contract for 201 aircraft, to be designated B-26.[5] The B-26 went from paper concept to an operational bomber in approximately two years.[6] Additional orders for a further 930 B-26s followed in September 1940, still prior to the first flight of the type.[7]

Closeup view of a Martin B-26B Marauder in flight

The B-26 was a shoulder-winged monoplane of all-metal construction, fitted with a tricycle landing gear. It had a streamlined, circular-section fuselage housing the crew, consisting of a bombardier in the nose, armed with a .30 in (7.62 mm) machine gun, a pilot and co-pilot sitting side by side, with positions for the radio operator and navigator behind the pilots. A gunner manned a dorsal turret armed with two .50 in (12.7 mm) machine guns (the first powered dorsal turret to be fitted to a U.S. bomber), and an additional .30 in (7.62 mm) machine gun was fitted in the tail.[Note 2] Two bomb bays were fitted midfuselage, capable of carrying 5,800 lb (2,600 kg) of bombs, although in practice such a bomb load reduced range too much, and the aft bomb bay was usually fitted with additional fuel tanks instead of bombs. The aircraft was powered by two Pratt & Whitney R-2800 Double Wasp radial engines in nacelles slung under the wing, driving four-bladed propellers. The engines were manufactured at the Ford Dearborn Engine plant in Dearborn, Michigan. The wings were of low aspect ratio and relatively small in area for an aircraft of its weight, giving the required high performance, but also resulting in a wing loading of 53 lb/sq ft (260 kg/m^2) for the initial versions, which at the time was the highest of any aircraft accepted for service by the USAAC, until the introduction of the Boeing B-29 Superfortress, with the then-astonishing wing loading of 69.12 lb/sq ft (337.5 kg/m^2) (although both would be considered lightly loaded by the standard of combat aircraft of the next decade).[9] The first B-26, with Martin test pilot William K. "Ken" Ebel at the controls, flew on 25 November 1940 and was effectively the prototype. Deliveries to the USAAC began in February 1941 with the second aircraft, *40-1362*.[7] In March 1941, the USAAC started accelerated service testing of the B-26 at Patterson Field, near Dayton, Ohio.

Accidents

The B-26's relatively small wing area and resulting high wing loading required a high landing speed of 120 to 135 mph (193 to 217 km/h) indicated airspeed depending on load. At least two of the earliest B-26s suffered hard landings and damage to the main landing gear, engine mounts, propellers, and fuselage. The type was grounded briefly in April 1941[10] to investigate the landing difficulties. Two causes were found: insufficient landing speed (producing a stall) and improper weight distribution. The latter was due to the lack of a dorsal turret; the Martin power turret was not yet ready. Some of the very earliest B-26s suffered collapses of the nose landing gear, said to be caused by improper weight distribution, but that is not likely to have been the only reason. The incidents occurred during low-speed taxiing, takeoffs and landings, and occasionally the strut unlocked. Later, the Martin electric dorsal turret was retrofitted to some of the first B-26s. Martin also began testing a taller vertical stabilizer and revised tail gunner's position in 1941. The Pratt & Whitney R-2800-5 engines were reliable, but the Curtiss electric pitch change mechanism in the propellers required impeccable maintenance, not always attainable in the field. Human error and some failures of the mechanism occasionally placed the propeller blades in flat pitch, resulting in an overspeeding propeller, sometimes known as a "runaway prop". Due to its sound and the possibility that the propeller blades could disintegrate, this situation was particularly frightening for aircrews. More challenging was a loss of power in one engine during takeoff. These and other malfunctions, as well as human error, claimed a number of aircraft and the commanding officer of the 22nd Bombardment Group, Colonel Mark Lewis. The Martin B-26 suffered only two fatal accidents during its first year of flight, from November 1940 to November 1941—a crash shortly after takeoff near Martin's Middle River plant in Maryland (cause unknown, but engine malfunction strongly suggested) and the loss of a 38th Bombardment Group B-26 when its vertical stabilizer and rudder separated from the aircraft at altitude (cause unknown, but the accident report discussed the possibility that a canopy hatch broke off and struck the vertical stabilizer). As pilots were trained quickly for the war, relatively inexperienced pilots entered the cockpit and the accident rate increased. This occurred at the same time as more experienced B-26 pilots of the 22nd, 38th, and 42nd Bombardment Groups were proving the merits of the bomber. For a time in 1942, pilots in training believed that the B-26 could not be flown on one engine. This was disproved by several experienced pilots, including Colonel Jimmy Doolittle, who flew demonstration flights at MacDill Army Air Field, which featured takeoffs and landings with only one engine.

Also, 17 Women Airforce Service Pilots were trained to demonstrate the B-26, in an attempt to "shame" male pilots into the air.[11] In 1942, aviation pioneer and company founder Glenn L. Martin was called before the Senate Special Committee to Investigate the National Defense Program, (or also known as the "Truman Committee"), which was investigating defense contracting abuses. Senator Harry S Truman of Missouri, the committee chairman (and future Vice President and 33rd President of the United States in 1945-1953), asked Martin why the B-26 had problems. Martin responded that the wings were too short. Senator Truman curtly asked why the wings had not been changed. When Martin replied that the plans were too close to completion, and his company already had the contract, Truman's testy response was quick and to the point: In that case, the contract would be canceled. Martin corrected the wings.[12] (By February 1943, the newest model aircraft, the B-26B-10, had an additional 6 feet (1.8 m) of wingspan, plus uprated engines, more armor, and larger guns.)[13] Indeed, the regularity of crashes by pilots training at MacDill Field—up to 15 in one 30-day period—led to the exaggerated catchphrase, "One a day in Tampa Bay".[14] Apart from accidents occurring over land, 13 Marauders ditched in Tampa Bay in the 14 months between 5 August 1942 and 8 October 1943.[14] B-26 crews gave the aircraft the nickname "Widowmaker".[6] Other colorful nicknames included "Martin Murderer", "Flying Coffin", "B-Dash-Crash", "Flying Prostitute" (so-named because it was so fast and had "no visible means of support", referring to its small wings) and "Baltimore Whore" (a reference to the city where Martin was based).[15] According to an article in the April 2009 edition of *AOPA Pilot* on Kermit Weeks' "Fantasy of Flight", the Marauder had a tendency to "hunt" in yaw. This instability is similar to "Dutch roll". This would make for a very uncomfortable ride, especially for the tail gunner. The B-26 is stated by the 9th Air Force to have had the lowest combat loss rate of any US aircraft used during the war. Nevertheless, it remained a challenging aircraft to fly and continued to be disliked by some of its pilots throughout its military career. In 1944, in answer to many pilots complaining to the press and their relatives back home, the USAAF and Martin took the unusual step during war of commissioning large articles to be placed in various popular publications to educate the public and defend the flying/accident record of the B-26 against "slanders". One of the longest of these articles was in the May 1944 issue of *Popular Mechanics*.[8]

Operational history

Royal Air Force B-26 flying over Banja Luka during World War II

The B-26 Marauder was used mostly in Europe, but also saw action in the Mediterranean and the Pacific. In early combat, the aircraft took heavy losses, but was still one of the most successful medium-range bombers used by the US Army Air Forces.[16] The B-26 was initially deployed on combat missions in the South West Pacific in early 1942, but most of the B-26s subsequently assigned to operational theaters were sent to England and the Mediterranean area. By the end of World War II, it had flown more than 110,000 sorties, dropped 150,000 tons (136,078 tonnes) of bombs and had been used in combat by British, Free French and South African forces in addition to US units. In 1945, when B-26 production was halted, 5,266 had been built.[17]

Pacific Theater

The B-26 began to equip the 22nd Bombardment Group at Langley Field, Virginia, in February 1941, replacing the Douglas B-18 Bolo, with a further two groups, the 38th and 28th, beginning to equip with the B-26 by December 1941.[7][18] Immediately following the Japanese Attack on Pearl Harbor, the 22nd BG was deployed to the South West Pacific,[19][20] first by ship to Hawaii, then its air echelon flew the planes to Australia. The 22nd BG flew its first combat mission, an attack on Rabaul which required an intermediate stop at Port Moresby, New Guinea, on 5 April 1942.[18]

Susie Q, a B-26 torpedo bomber of the 18th Reconnaissance Squadron, as flown during the Battle of Midway on 4 June 1942

A second group, the 38th, began receiving B-26s in November 1941 and began transitioning into them at Patterson Field, Ohio. There, the 38th continued the testing of the B-26, including its range and fuel efficiency. Immediately after the entry of the United States into World War II, plans were tentatively developed to send the 38th BG to the South West Pacific and to equip it with B-26Bs fitted with more auxiliary fuel tanks and provisions for carrying aerial torpedoes.[18] Three 38th BG B-26Bs[21] were detached to Midway Island in the buildup to the Battle of Midway, and two of them, along with two B-26s detached from the 22nd BG, carried out torpedo attacks against the Japanese Fleet on 4 June 1942. Two were shot down and the other two were so badly damaged that they were written off after the mission. Their torpedoes failed to hit any Japanese ships, although they did shoot down one Mitsubishi A6M Zero fighter and killed two seamen aboard the aircraft carrier *Akagi* with machine-gun fire.[18][22] The crew of one B-26, *Susie Q*, after dropping their torpedo were pursued by fighters; seeking an escape route, they flew directly along the length of the *Akagi*, braving anti-aircraft fire – although the pursuing Japanese fighters had to hold fire temporarily, to avoid hitting the flagship. Another, after being seriously damaged by anti-aircraft fire, didn't pull out of its run, and instead headed directly for *Akagi*'s bridge. The aircraft, either attempting a suicide ramming, or out of control due to battle damage or a wounded or killed pilot, narrowly missed crashing into the carrier's bridge, before it cartwheeled into the sea.[23] From approximately June 1942, B-26 squadrons of the 38th BG were based in New Caledonia and Fiji. From New Caledonia, missions were flown against Japanese bases in the Solomon Islands. On one occasion, a B-26 was credited with shooting down a Kawanishi H6K flying boat. In 1943, it was decided that the B-26 would be phased out of operations in the South West Pacific Theater in favor of the North American B-25 Mitchell. Nevertheless, the 19th Bombardment Squadron of the 22nd BG continued to fly missions in the B-26. The B-26 flew its last combat mission in the theater on 9 January 1944.[18]

Two more squadrons of torpedo armed B-26s equipped the 28th Composite Group and were used for anti-shipping operations in the Aleutian Islands Campaign, but there are no records of any successful torpedo attack by a USAAF B-26.[18] Comedian George Gobel famously joked about being an instructor for this aircraft at Frederick Army Airfield (now Frederick Regional Airport) during the Pacific battles, boasting that "not one Japanese aircraft got past Tulsa".[24]

Mediterranean Theater

Three Bombardment Groups were allocated to support the Allied invasion of French North Africa in November 1942. They were initially used to carry out low-level attacks against heavily defended targets, incurring heavy losses with poor results, before switching to medium level attacks. By the end of the North African Campaign, the three B-26 groups had flown 1,587 sorties, losing 80 aircraft. This was double the loss rate of the B-25, which also flew 70% more sorties with fewer aircraft.[25] Despite this, the B-26 continued in service with the Twelfth Air Force, supporting the Allied advance through Sicily, Italy and southern France.[26][27] Air Marshal Sir John Slessor, Deputy Commander-in-Chief Mediterranean Allied Air Forces, wrote of "the astonishing accuracy of the experienced medium bomber groups—particularly the Marauders; I think that the 42nd Bombardment Group in Sardinia is probably the best day-bomber unit in the world."[28] Slessor in fact meant the 42nd Bomb Wing—17th, 319th and 320th Bomb Groups—but a US 'wing' equated roughly to a British 'group', and vice versa.

Northwest Europe

Martin B-26B-1-MA Marauder, AAF Ser. No. 41-17747, "Earthquake McGoon" of the 37th BS, 17th BG, with extensive flak damage over Europe, September 1943.

The B-26 entered service with the Eighth Air Force in England in early 1943, with the 322nd Bombardment Group flying its first missions in May 1943. Operations were similar to those flown in North Africa with B-26s flying at low level and were unsuccessful. The second mission, an unescorted attack on a power station at IJmuiden, Netherlands, resulted in the loss of the entire attacking force of 11 B-26s to anti-aircraft fire and *Luftwaffe* Focke-Wulf Fw 190 fighters.[29]

Following this disaster, the UK-based B-26 force was switched to medium altitude operations, and transferred to the Ninth Air Force, set up to support the planned invasion of France.[29] Bombing from medium altitudes of 10,000 to 15,000 feet (3,000 to 4,600 m) and with appropriate fighter escort, the Marauder proved far more successful, striking against a variety of targets, including bridges and V-1 launching sites in the buildup to D-Day, and moving to bases in France as they became available. The Marauder, operating from medium altitude, proved to be a highly accurate aircraft, with the 9th Air Force rating it the most accurate bomber available in the final month of the war in Europe.[30] Loss rates were far lower than in the early, low-level days, with the B-26 stated by the 9th Air Force as having the lowest loss rate in the European Theater of Operations at less than 0.5%.[7] The B-26 flew its last combat missions against the German garrison at the Île d'Oléron on 1 May 1945, with the last units disbanding in early 1946.[31]

British Commonwealth

In 1942, a batch of 52 B-26A Marauders (designated Marauder I by the RAF) were offered to the United Kingdom under Lend-Lease. Like the earlier Martin Maryland and Baltimore, these aircraft were sent to the Mediterranean, replacing the Bristol Blenheims of No. 14 Squadron in Egypt. The Squadron flew its first operational mission on 6 November 1942, being used for long range reconnaissance, mine-laying and anti-shipping strikes.[32] Unlike the USAAF, 14 Squadron made productive use of the equipment for carrying torpedoes, sinking several merchant ships with this weapon. The Marauder also proved useful in disrupting enemy air transport, shooting down considerable numbers of German and Italian transport aircraft flying between Italy and North Africa.[33] In 1943, deliveries of 100 long-wingspan B-26C-30s (Marauder II) allowed two squadrons of the South African Air Force, 12 and 24 Squadron to be equipped, these being used for bombing missions over the Aegean Sea, Crete and Italy. A further 350 B-26Fs and Gs were supplied in 1944, with two more South African squadrons (21 and 30) joining No 12 and 24 in Italy to form an all-Marauder equipped wing, while one further SAAF squadron (25) and a new RAF squadron (39 Squadron), re-equipped with Marauders as part of the Balkan Air Force supporting Tito's Partisans in Yugoslavia. A Marauder of 25 Squadron SAAF, shot down on the unit's last mission of World War II on 4 May 1945, was the last Marauder lost in combat by any user.[34] The British and South African aircraft were quickly scrapped following the end of the war, the United States not wanting the return of the Lend-Lease aircraft.[32]

France

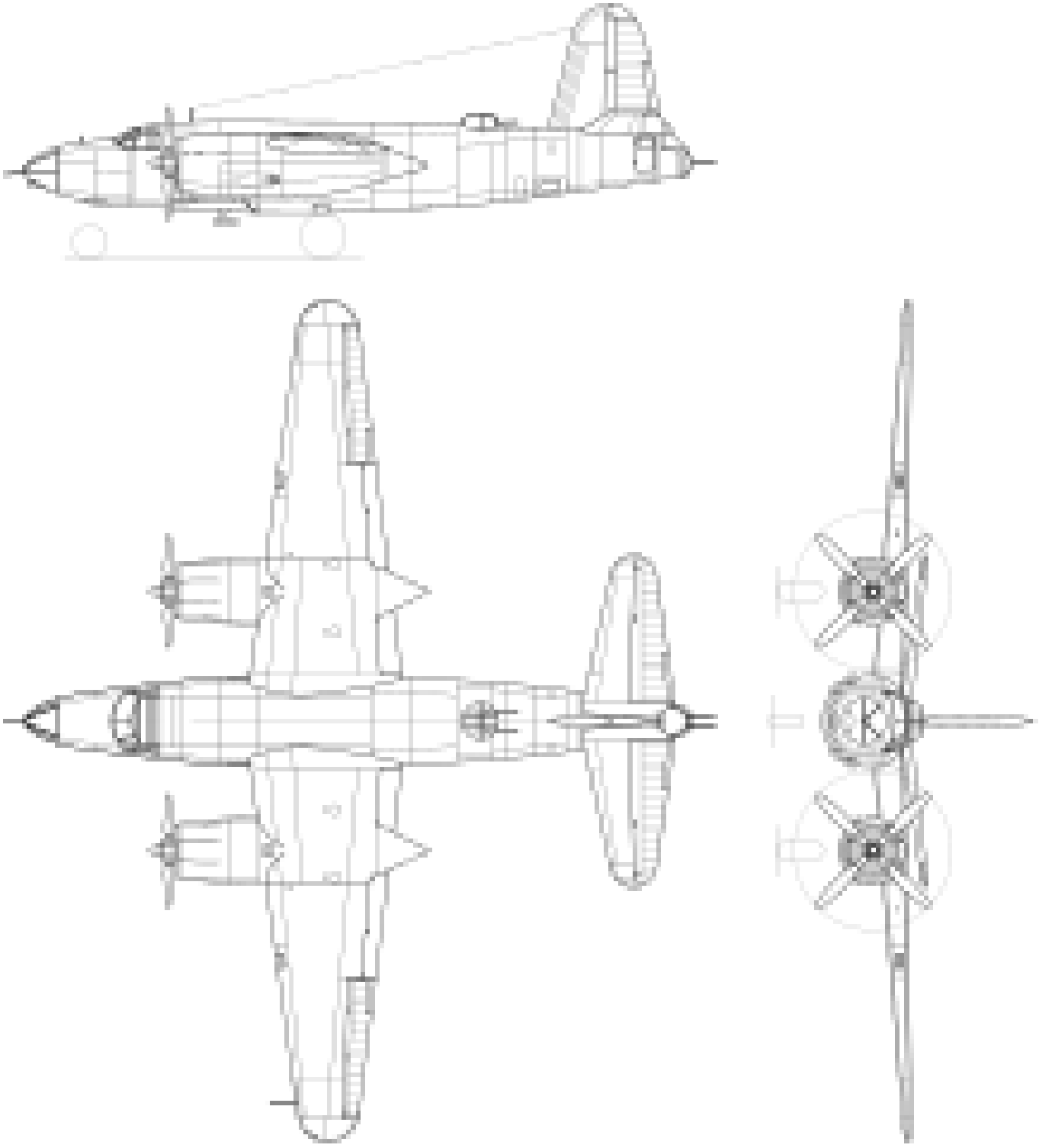
Following Operation Torch, (the Allied invasion of North Africa), the Free French Air Force re-equipped three squadrons with Marauders for medium-bombing operations in Italy and the Allied invasion of southern France.[35] These B-26s replaced Lioré et Olivier LeO 451s and Douglas DB-7s.[36] Toward the end of the war, seven of the nine French *Groupes de Bombardement* used the Marauder, taking part in 270 missions with 4,884 aircraft sorties in combat.[36] Free French B-26 groups were disbanded in June 1945.[37] Replaced in squadron service by 1947, two lingered on as testbeds for the Snecma Atar jet engine, one of these remaining in use until 1958.[35]

Corporate operations

B-26C modified for corporate use in 1948 with faired nose and rear fuselage and added passenger windows

In the immediate post-war years, a small number of Marauders were converted as high-speed executive transports, accommodating up to fifteen passengers. The specifications of the individual conversions differed considerably.[38] The example shown in the image was completed in 1948 and had streamlined nose and tail fairings and windows inserted in the rear fuselage. It served United Airlines before being sold to Mexico. It was purchased by the Confederate Air Force and restored to wartime markings for air display purposes before being lost in a fatal crash in 1995.

Specifications (B-26G)



B-26 Marauder

Martin B-26G-11-MA Marauder, *43-34581*, at the National Museum of the United States Air Force, marked as B-26B-50-MA, *42-95857*, written off in an accident on 19 April 1945.

General characteristics

- **Crew:** 7: (2 pilots, bombardier/radio operator, navigator/radio operator, 3 gunners)
- **Length:** 58 ft 3 in (17.75 m)
- **Wingspan:** 71 ft 0 in (21.64 m)
- **Height:** 21 ft 6 in (6.55 m)
- **Wing area:** 658 sq ft (61.1 m^2)
- **Airfoil: root:** NACA 0017-64; **tip:** NACA 0010-64[63]
- **Empty weight:** 24,000 lb (10,886 kg)
- **Gross weight:** 37,000 lb (16,783 kg)
- **Powerplant:** 2 × Pratt & Whitney R-2800-43 Double Wasp 18-cylinder radial piston engines, 2,000–2,200 hp (1,500–1,600 kW) each
- **Propellers:** 4-bladed constant-speed feathering propellers

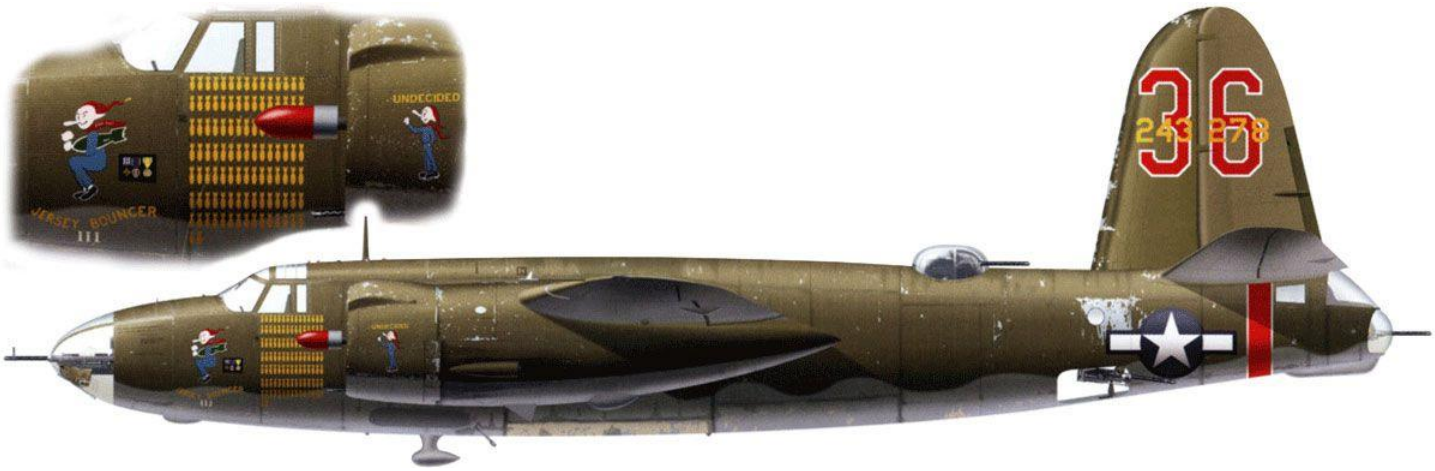
Performance

- **Maximum speed:** 287 mph (462 km/h, 249 kn) at 5,000 feet (1,500 m)
- **Cruise speed:** 216 mph (348 km/h, 188 kn) * **Landing speed:** 114 mph (99 kn; 183 km/h)
- **Combat range:** 1,150 mi (1,850 km, 1,000 nmi) with 3,000 pounds (1,400 kg) bombload and 1,153 US gal (4,365 L) of fuel
- **Ferry range:** 2,850 mi (4,590 km, 2,480 nmi)

- **Service ceiling:** 21,000 ft (6,400 m)
- **Rate of climb:** 1,200 ft/min (6.1 m/s)
- **Power/mass:** 0.10 hp/lb (0.16 kW/kg)

Armament

- **Guns:** 11 × .50 in (12.7 mm) M2 Browning machine guns. One flexible in nose position, four fixed in blisters on fuselage (aimed and fired by the pilot), two in dorsal turret, two in tail turret, one each in port and starboard lower waist positions
- **Bombs:** Up to 4,000 lb (1,800 kg)



Source : https://en.wikipedia.org/wiki/Martin_B-26_Marauder