



AIR AGE INC.

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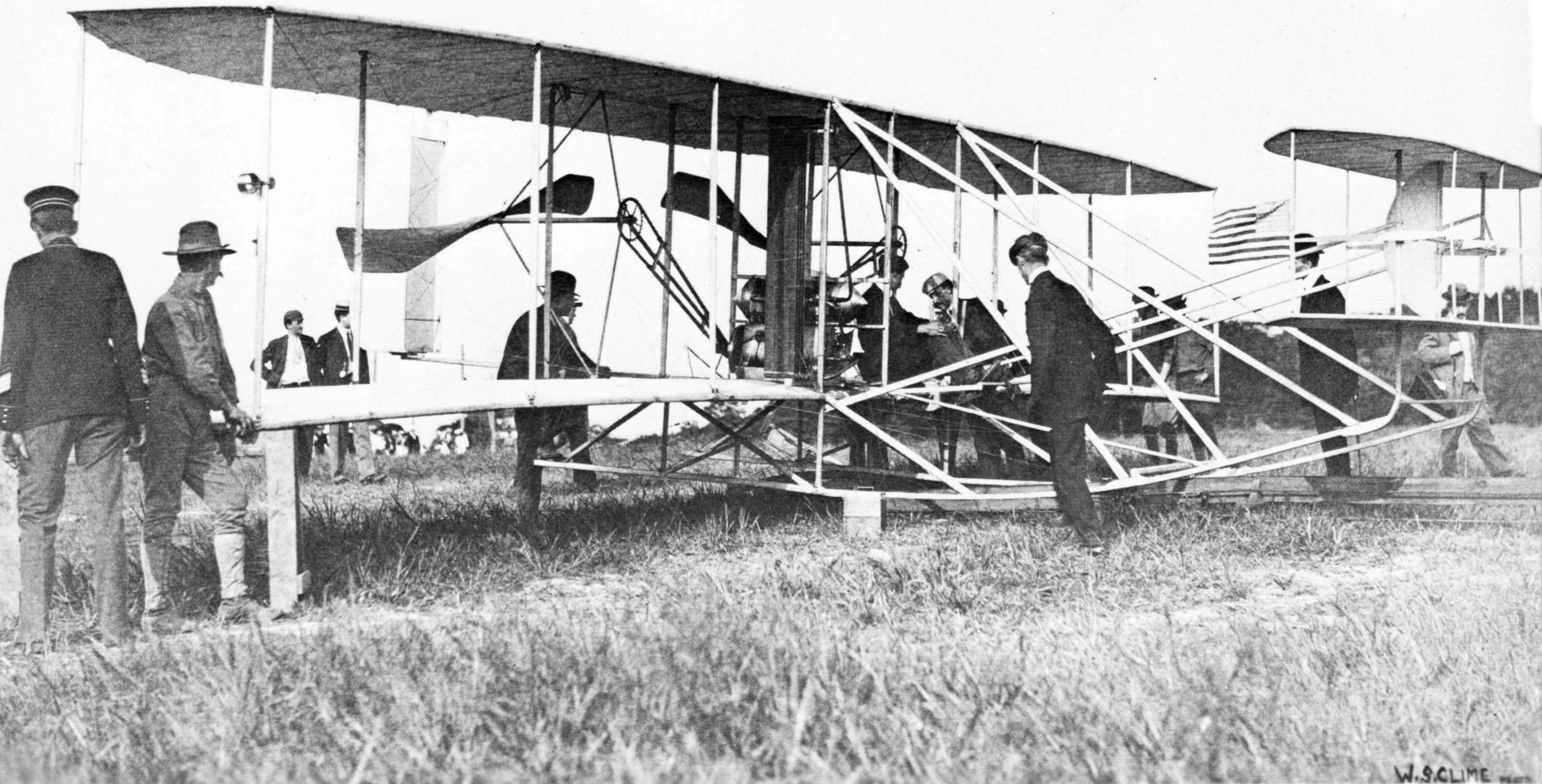
CREDITS

Compiled, Produced,
Cover design by Wm. C. Northrop, Jr.
Edited by Walter L. Schroder
Photograph, Page 2 ... The Smithsonian Institution

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WRIGHT MODEL A

Orville Wright leaning over pilot's seat.



FOREWORD

How many times have you looked through various record selections by your favorite musical artist and wished that just once, you could select the tunes to be included in one particular album?

It may seem easy at first, but there are two very perplexing problems that pop up almost immediately . . .

Before going on, let's jump across to the parallel rail . . . the similar situation. The musical artist now becomes a genius of drafting pen and ink, William A. Wylam; the creations by this artist become a long list of profusely detailed drawings of famous aircraft through the ages; and the album becomes this book, for which we must select the subjects.

The problem? First, having been a Wylam fan for about thirty years and having most of his work on hand, it was necessary for us to try to pick about sixteen of the best out of more than a hundred subjects. Practically every one had something in it that made it worth choosing.

The other, and most perplexing problem, was that we must try to read the minds of the prospective purchasers of this book and guide our selection accordingly.

With this our goal, the subjects chosen are ones that have been well known through the years, not only by the aeronautically minded but also by the general public, who only knows aviation by what it was taught in school or read in the newspapers. For example, when one talks about the beginning of aviation, the word "Wright" will be mentioned by even the most disinterested individual.

As for World War I, Albatross is probably second only to Fokker in the many Luftwaffe legends that have come out of that conflict, which seemed to develop so many individual fighting personalities. And speaking of personalities, what more well-known combination than Rickenbacker and SPAD? The de-

Havilland Company contributed the DH-1, which was so symbolic of the early configurations, and the DH-4, which represented the height of development by 1918 and then went on to more fame as the backbone of the U. S. Air Mail.

During the classic age, the 1930's, Curtiss initiated the start of the Army Air Corps "P" series with the beautiful taper winged biplanes that developed into the famous P-6E and its later refinement, the 111C Hawk. Northrop turned out the A-17A, which later, under the Douglass name, became the foundation of the Navy's Pacific air fleet as the SBD dive bomber.

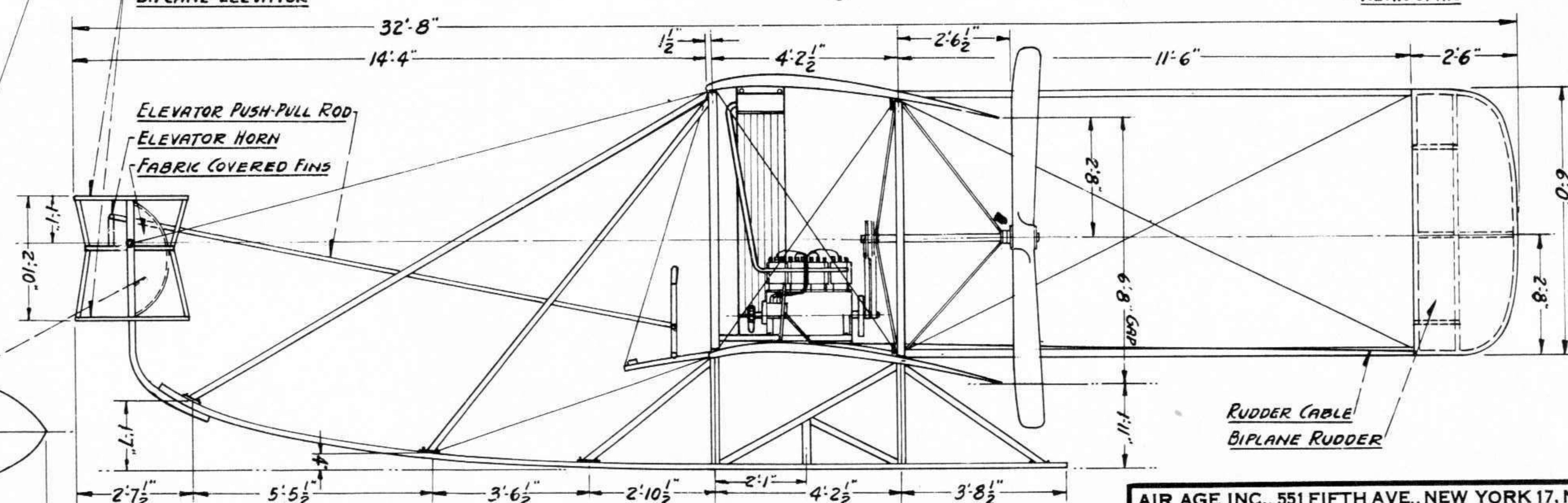
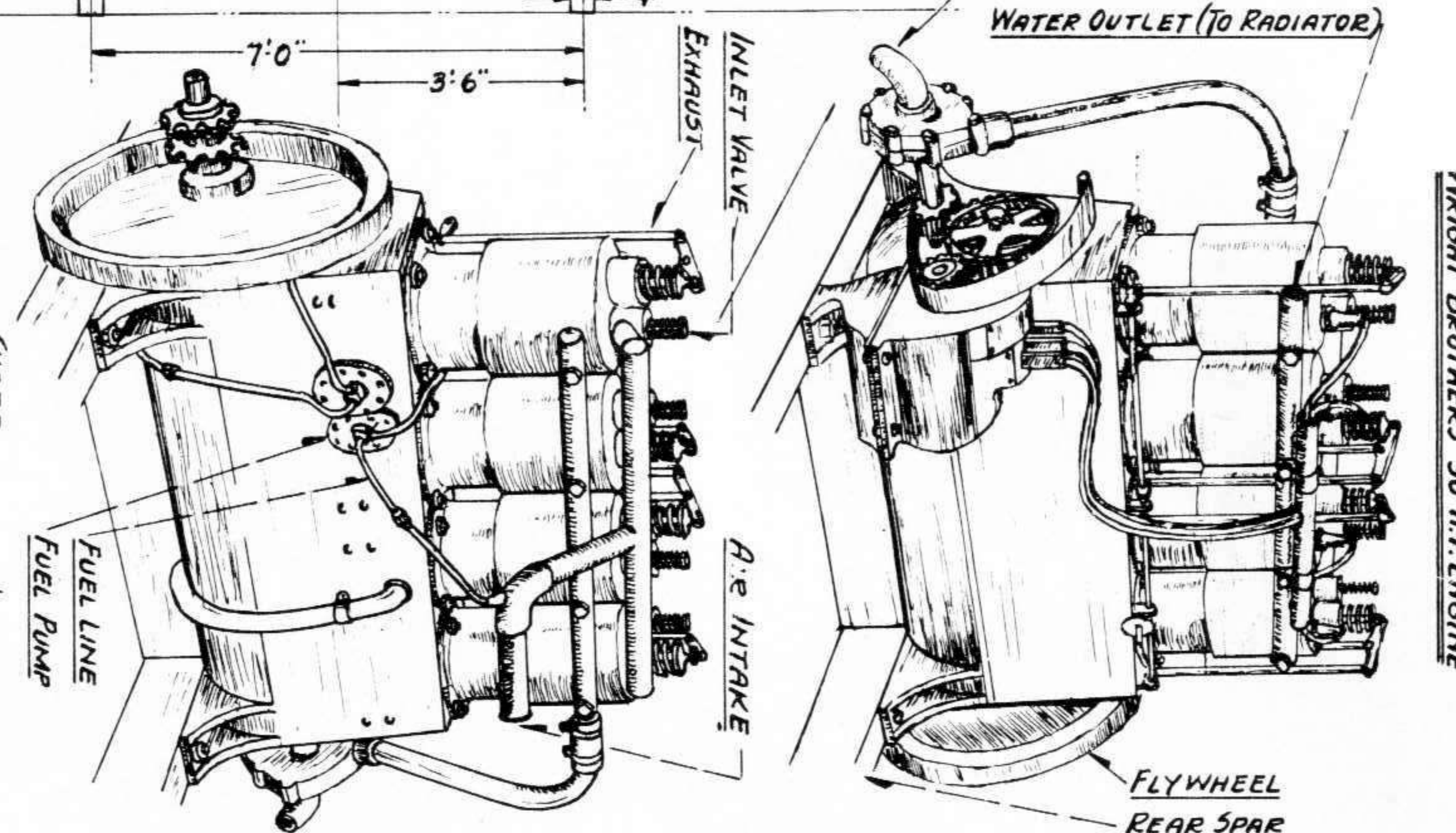
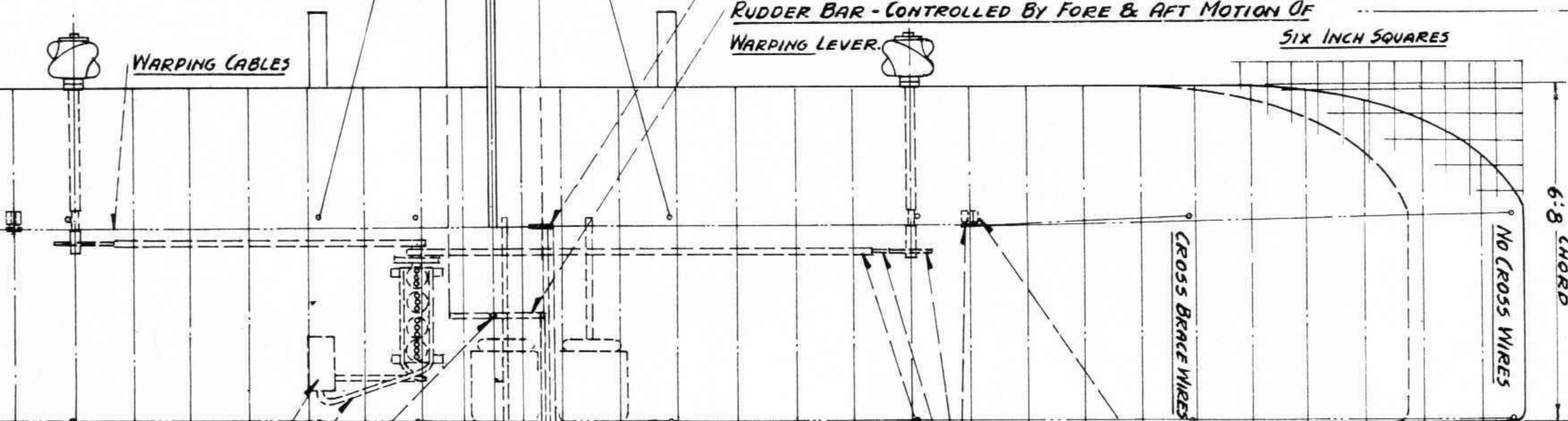
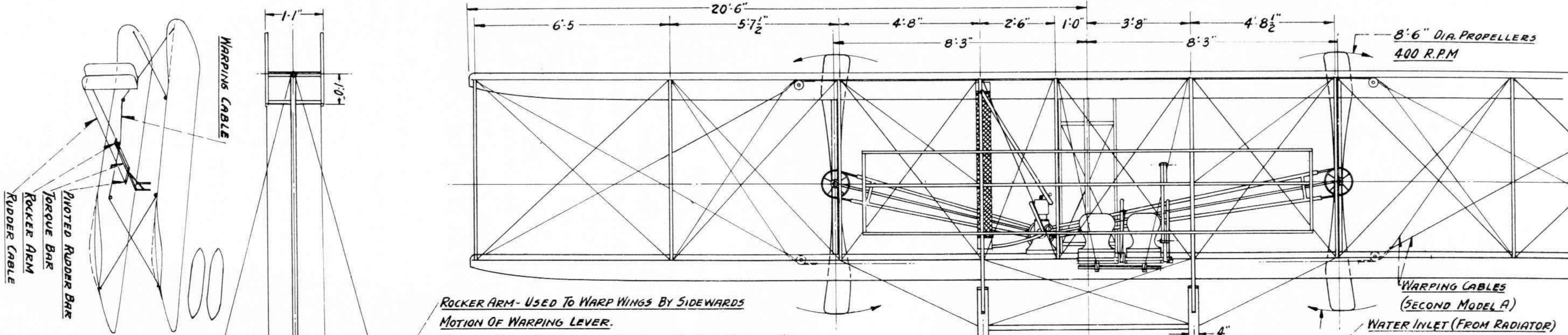
During this same period, the non-military planes were making the land-locked public constantly aware of the rapid development of aviation as a transportation utility. Famous flyers were establishing transcontinental records, transoceanic records, and globetrotting feats, and the name Lockheed was synonymous with many of these accomplishments. While all this was going on, the Ford tri-motor began the process of grinding out the millions of passenger miles that is now making country to country commuting a daily affair.

Unfortunately, war seems to have rightfully gained the reputation of speeding the development of aviation more than any other single force. With World War II, the propeller driven airplane reached its peak as a fighting machine. Ask anyone to name one pursuit or fighter plane each from the United States, Great Britain, and Germany and in many cases you'll hear P-40, Spitfire, and Messerschmitt. Maybe they weren't the fastest and didn't carry the most fire power, but they were beautiful airplanes in functional simplicity.

So here's our Wylam selection: an outline of aviation history, pages out of one man's book of visual recordings.

Their flight is over, but the memory lingers on . . .

—WM. C. NORTHROP, JR.



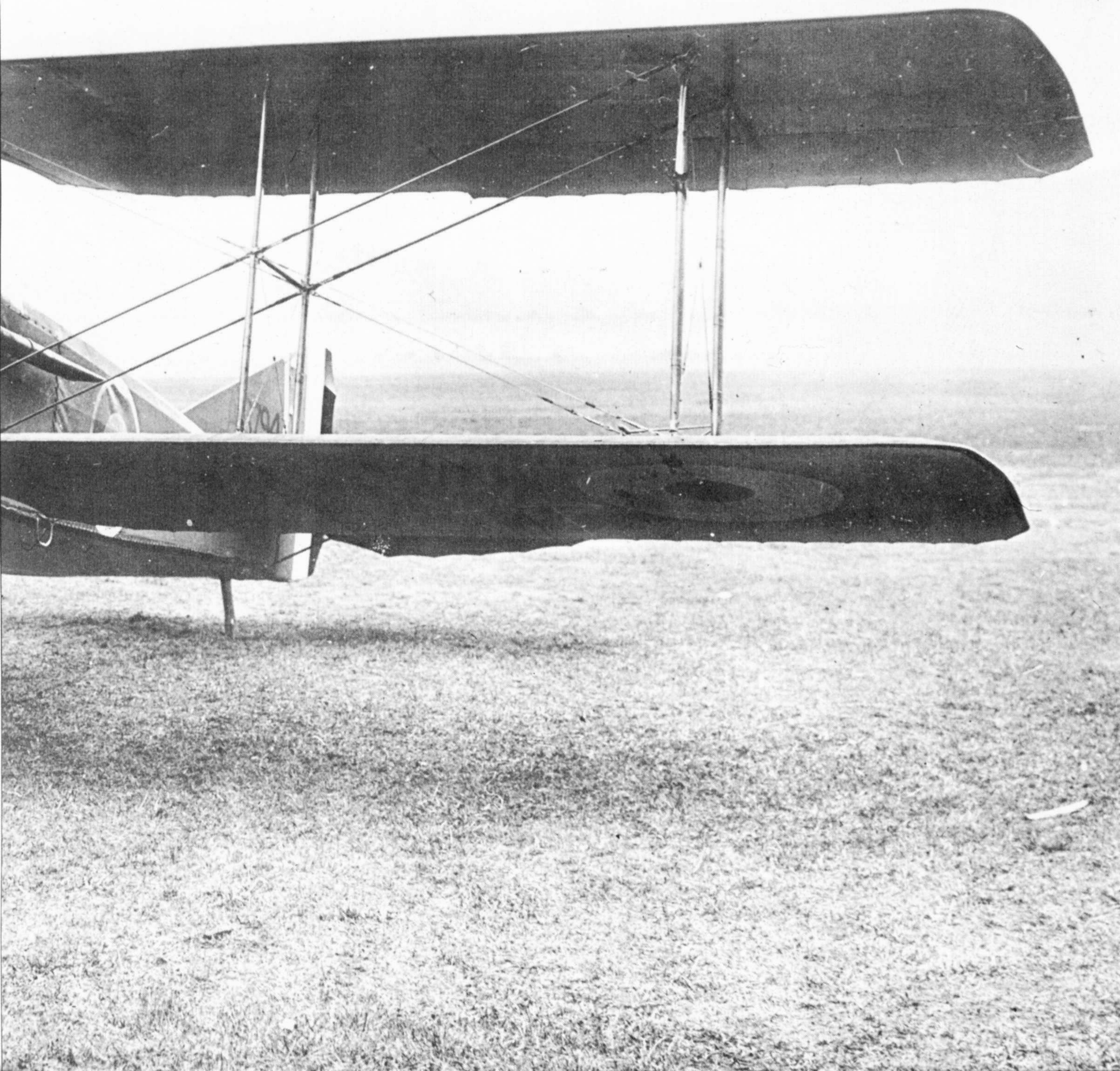
HISTORICAL NOTES:
 THIS WAS THE FIRST AIRPLANE SUBMITTED TO THE U.S. ARMY FOR FLIGHT TESTS AT FORT MEYERS, VIRGINIA. THIS MACHINE CRASHED ON SEPTEMBER 17, 1908 WHICH KILLED LT. THOMAS SELFRIDGE. SELFRIDGE ARMY FIELD, MICHIGAN WAS NAMED IN HIS HONOR.

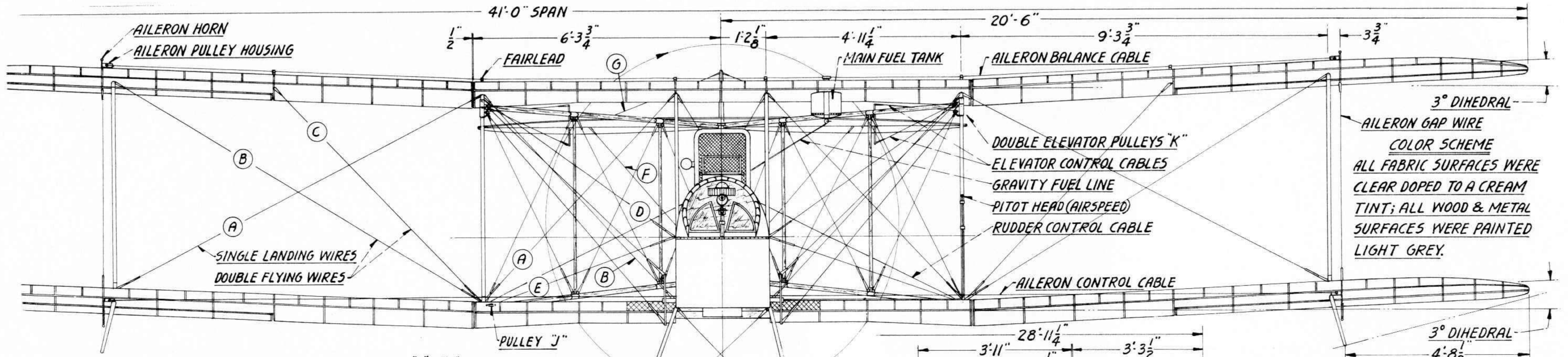
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 3/16" = 1'-0"	GENERAL ARRANGEMENTS
DATE:	WRIGHT BROTHERS-U.S. ARMY
DRAWN BY	MODEL A
W.A. WYLAM	

British-built SPAD 7 with



180 Hp Hispano Suiza

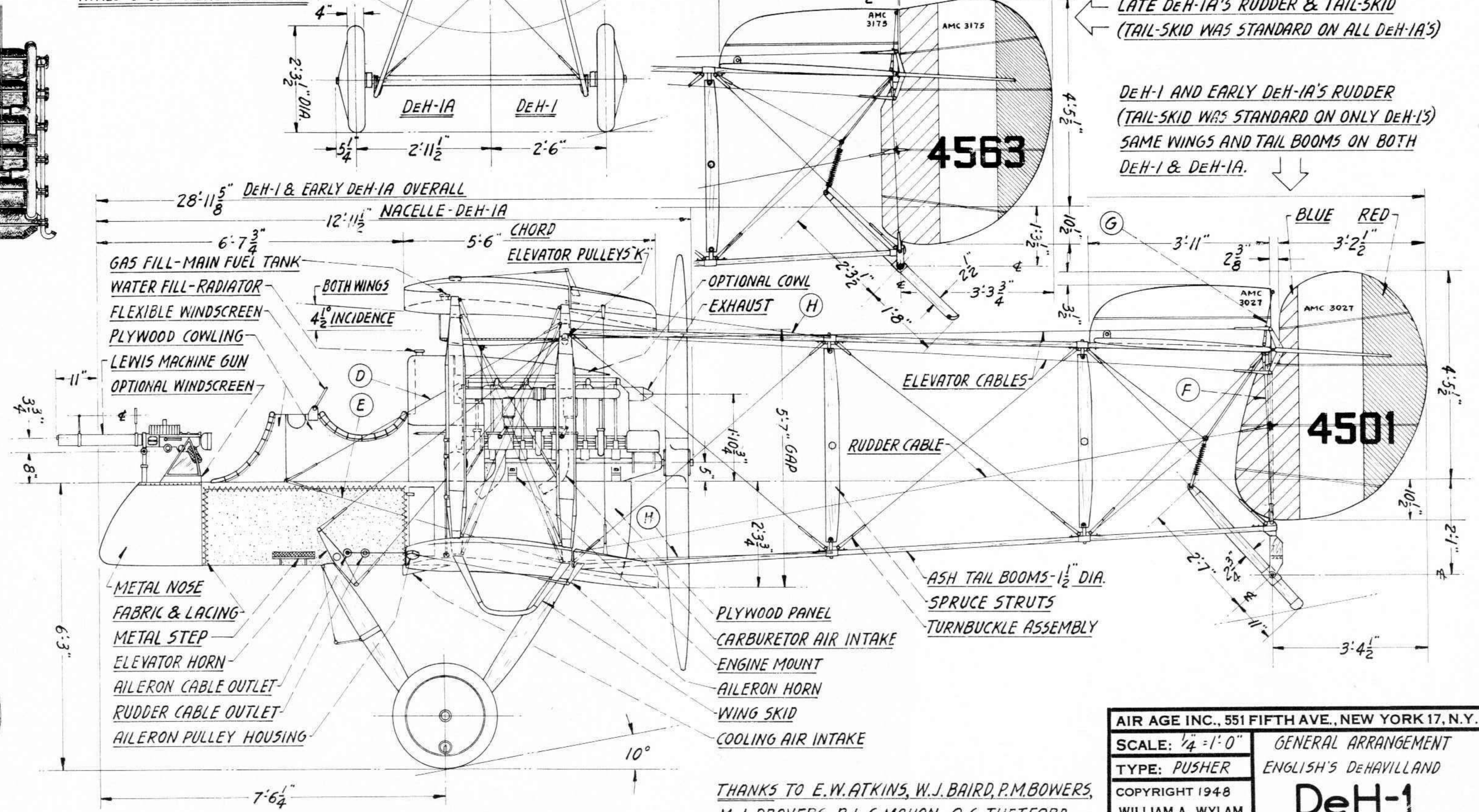
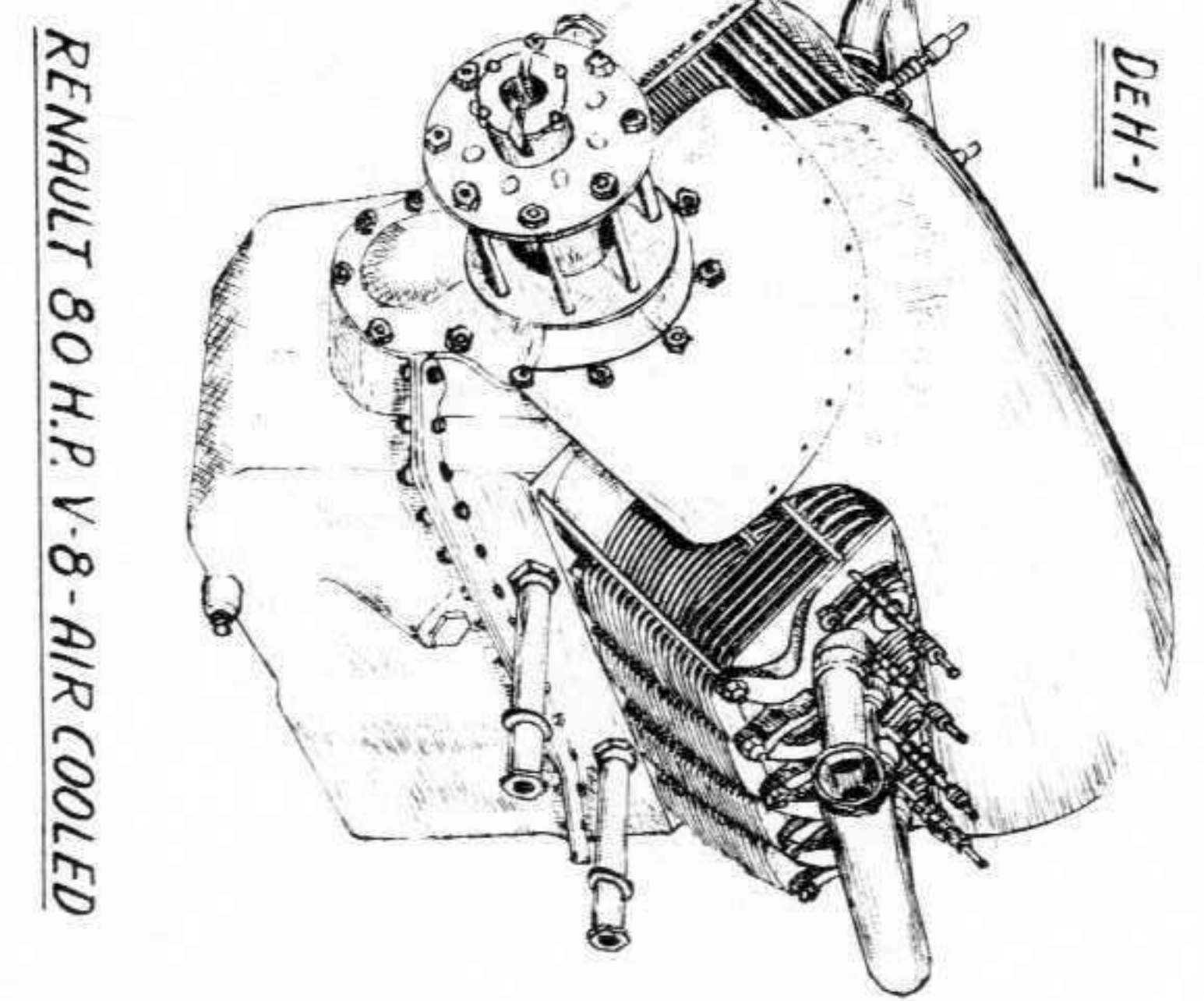
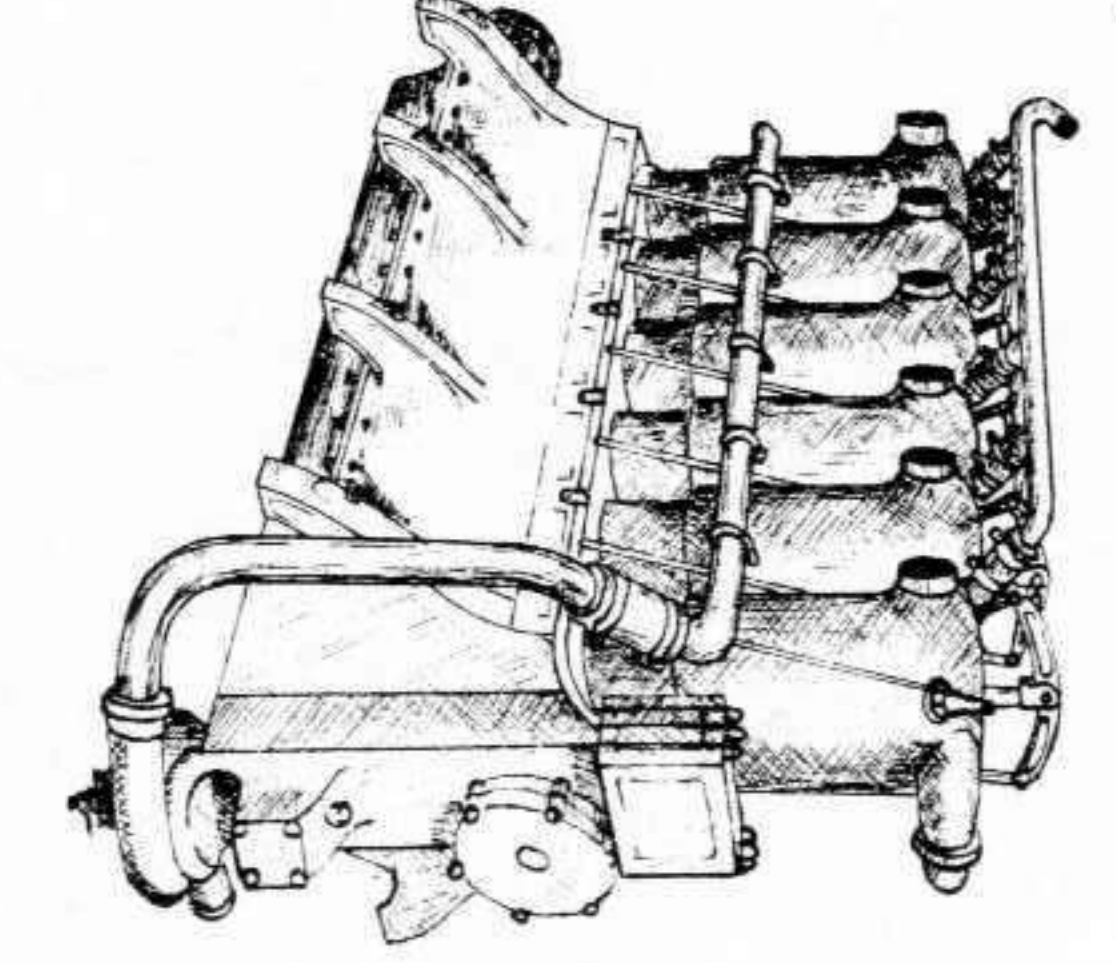
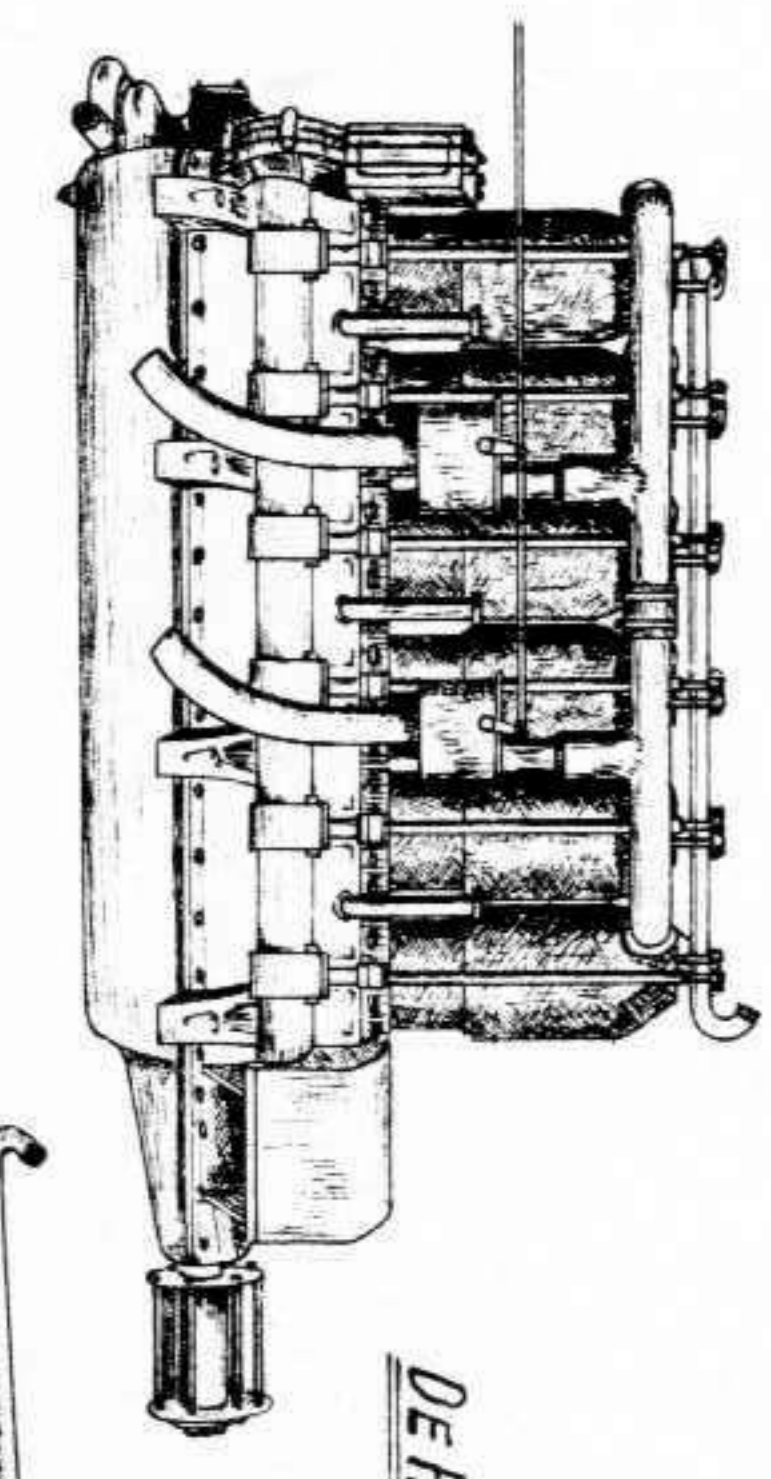




3° DIHEDRAL
 AILERON GAP WIRE
COLOR SCHEME
 ALL FABRIC SURFACES WERE CLEAR DOPED TO A CREAM TINT; ALL WOOD & METAL SURFACES WERE PAINTED LIGHT GREY.

WIRES "B" & "C" WERE STEEL TAPES

BEARDMORE 120 H.P. IN-LINE SIX CYLINDERS - WATER COOLED - ORIGINAL ENGINE WAS DESIGNED BY AUSTRALIAN DRINKER OF AUSTRIA.



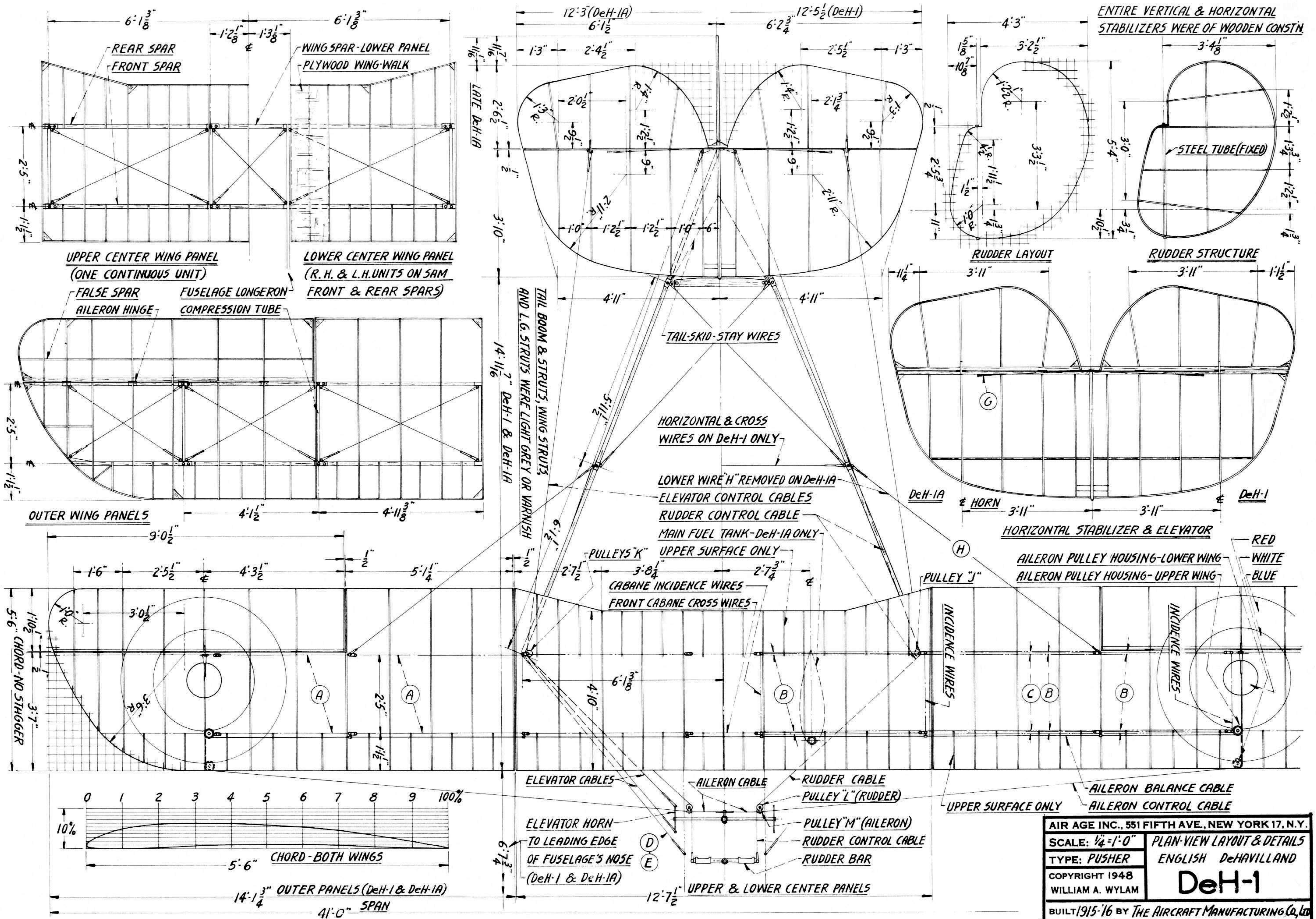
LATE DEH-1A'S RUDDER & TAIL-SKID (TAIL-SKID WAS STANDARD ON ALL DEH-1A'S)

DEH-1 AND EARLY DEH-1A'S RUDDER (TAIL-SKID WAS STANDARD ON ONLY DEH-1'S) SAME WINGS AND TAIL BOOMS ON BOTH DEH-1 & DEH-1A.

DEH-1A SHOWN - BEARDMORE 120 H.P. ENGINE

THANKS TO E.W. ATKINS, W.J. BAIRD, P.M. BOWERS, M.J. DRAVERS, R.L.G. MAHON, O.G. THETFORD & HELMUTH ZIEBE.

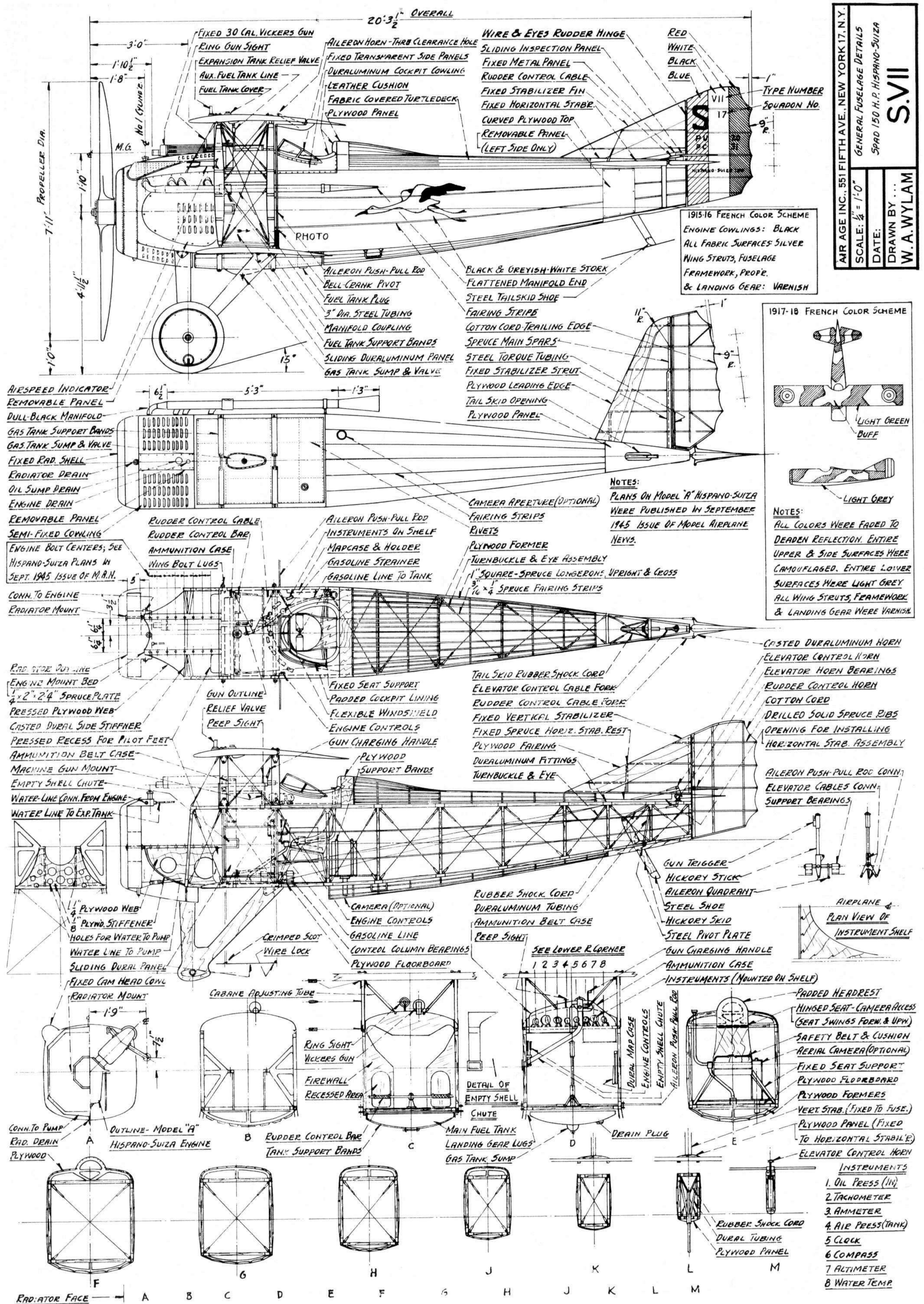
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENT
TYPE: PUSHER	ENGLISH'S DEHAVILLAND
COPYRIGHT 1948	DeH-1
WILLIAM A. WYLAM	
BUILT 1915-16 BY THE AIRCRAFT MANUFACTURING CO., LTD.	



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4"=1'-0"	PLAN-VIEW LAYOUT & DETAILS
TYPE: PUSHER	ENGLISH DeHAVILLAND
COPYRIGHT 1948	
WILLIAM A. WYLAM	
DeH-1	
BUILT 1915-'16 BY THE AIRCRAFT MANUFACTURING CO., LTD.	

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 GENERAL FUSELAGE DETAILS
 SCALE: 1/4" = 1'-0"
 DATE: _____
 DRAWN BY: W.A. WYLAM

S.VII



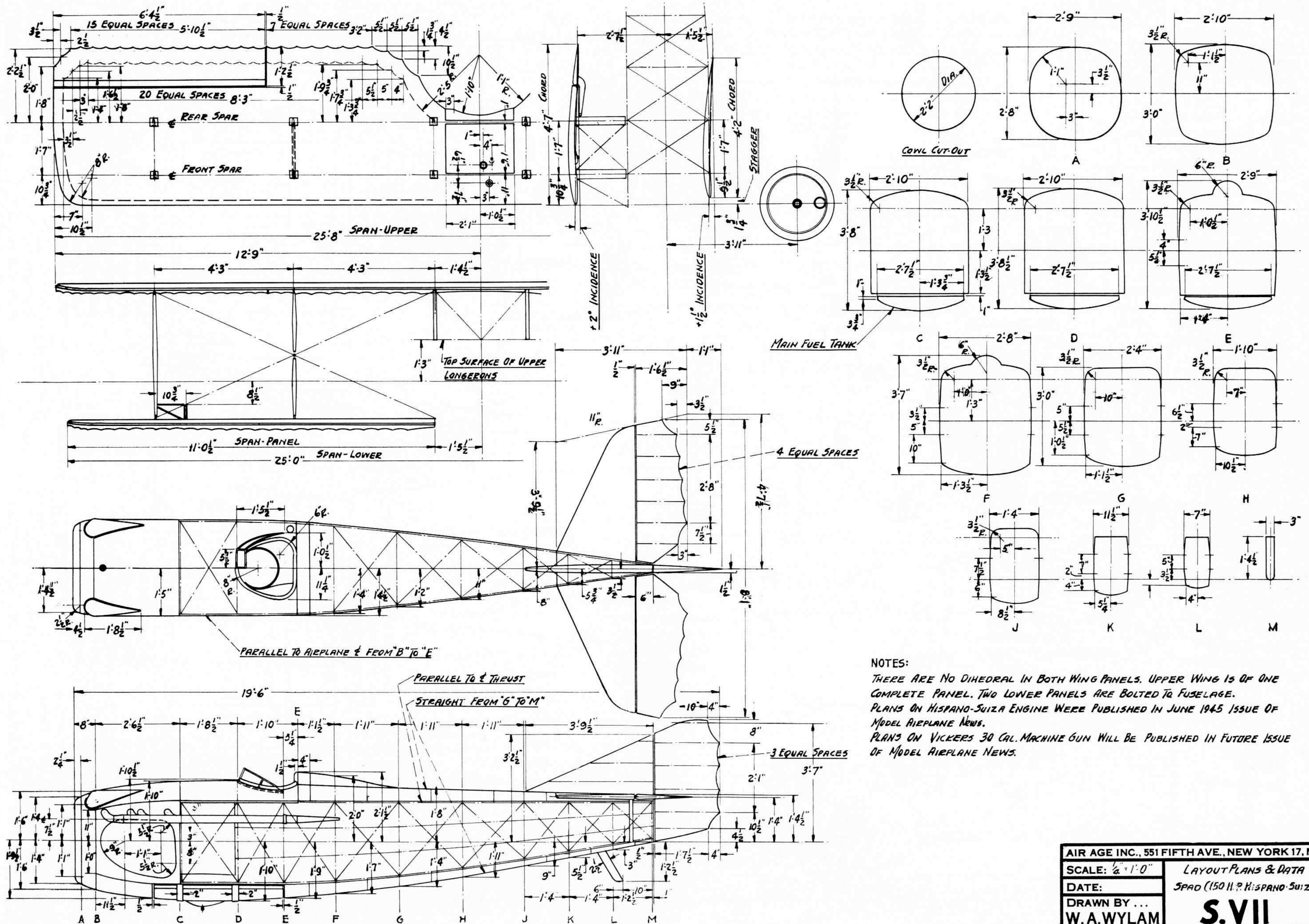
1915-16 FRENCH COLOR SCHEME
 ENGINE COWLINGS: BLACK
 ALL FABRIC SURFACES SILVER
 WING STRUTS, FUSELAGE
 FRAMEWORK, PROPR.
 & LANDING GEAR: VARNISH

1917-18 FRENCH COLOR SCHEME
 LIGHT GREEN
 BUFF
 LIGHT GREY

NOTES:
 ALL COLORS WERE FADED TO
 DEADEN REFLECTION. ENTIRE
 UPPER & SIDE SURFACES WERE
 CAMOUFLAGED. ENTIRE LOWER
 SURFACES WERE LIGHT GREY
 ALL WING STRUTS, FRAMEWORK
 & LANDING GEAR WERE VARNISH

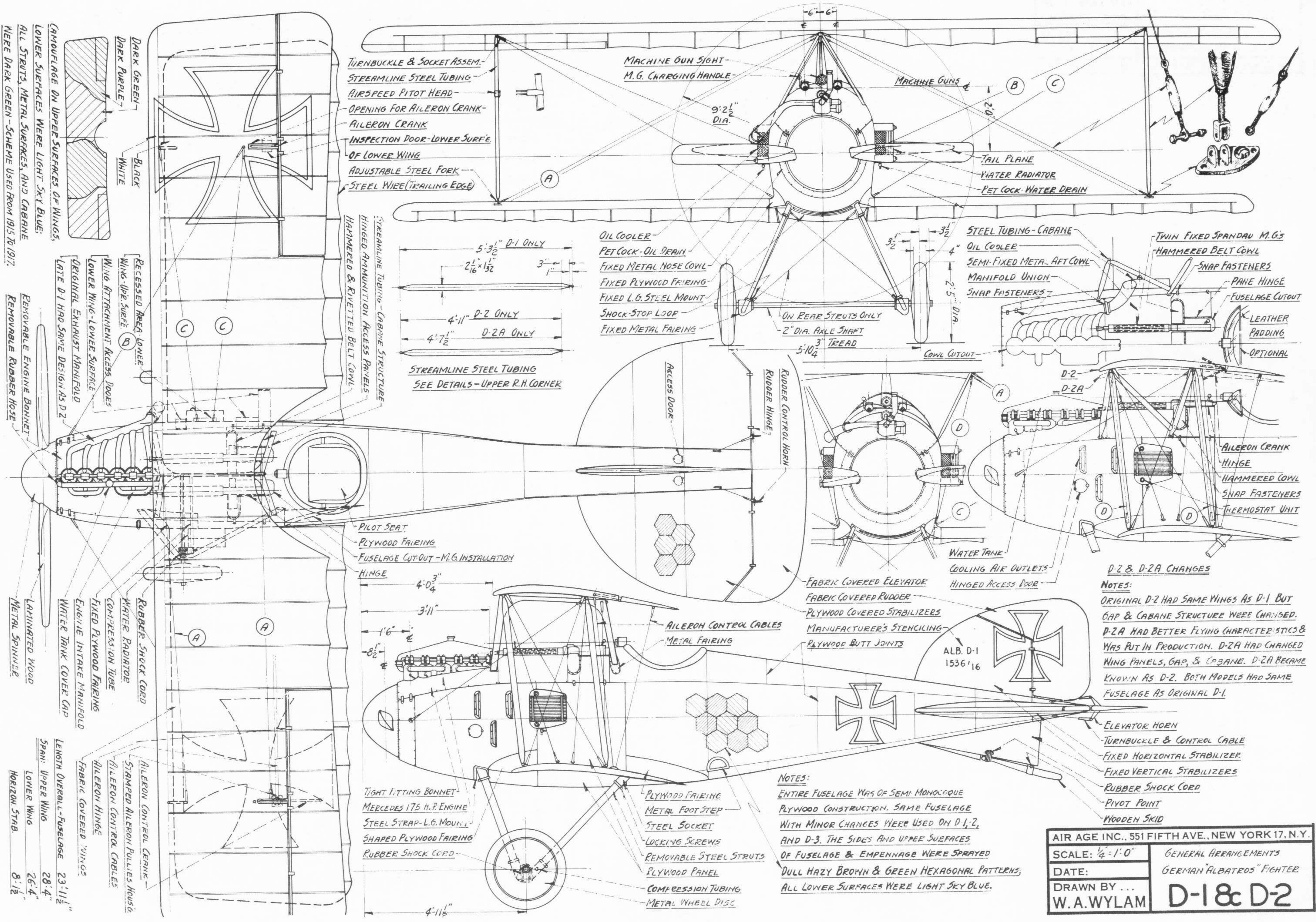
NOTES:
 PLANS ON MODEL 'A' HISPANO-SUIZA
 WERE PUBLISHED IN SEPTEMBER
 1945 ISSUE OF MODEL AIRPLANE
 NEWS.

- INSTRUMENTS
1. OIL PRESS (114)
 2. TACHOMETER
 3. AMMETER
 4. AIR PRESS (TANK)
 5. CLOCK
 6. COMPASS
 7. ALTIMETER
 8. WATER TEMP



NOTES:
 THERE ARE NO DIHEDRAL IN BOTH WING PANELS. UPPER WING IS OF ONE COMPLETE PANEL. TWO LOWER PANELS ARE BOLTED TO FUSELAGE.
 PLANS ON HISPANO-SUIZA ENGINE WERE PUBLISHED IN JUNE 1945 ISSUE OF MODEL AIRPLANE NEWS.
 PLANS ON VICKERS 30 CAL. MACHINE GUN WILL BE PUBLISHED IN FUTURE ISSUE OF MODEL AIRPLANE NEWS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/2" = 1'-0"	LAYOUT PLANS & DATA
DATE:	SPAD (150 H.P. HISPANO-SUIZA)
DRAWN BY ...	S.VII
W.A.WYLAM	



Dark Green -
Dark Purple -
White
BLACK
RECESSED AREA LOWER
WING - UPPER SURF.
WING ATTACHMENT ACCESS DOORS
LOWER WING - LOWER SURFACE
ORIGINAL EXHAUST MANIFOLD
LATE D-1 HAD SAME DESIGN AS D-2
REMOVABLE ENGINE BONNET
REMOVABLE RUBBER HOSE

REMOVEABLE ENGINE BONNET
REMOVABLE RUBBER HOSE

ENGINE INTRAKE MANIFOLD
FIXED PLYWOOD FAIRING
COMPRESSION TUBE
WATER RADIATOR
RUBBER SHOCK CORD
WATER TRINK COVER CAP
LAMINATED WOOD
METAL SPINNER

LENGTH OVERALL - FUSELAGE 23'11 1/2"
SPAN - UPPER WING 28'4"
LOWER WING 26'4"
HORIZONTAL STAB. 8'1 1/2"

TURNBUCKLE & SOCKET ASSEM.
STREAMLINE STEEL TUBING
AIRSPEED PITOT HEAD
OPENING FOR AILERON CRANK
AILERON CRANK
INSPECTION DOOR - LOWER SURF.
OF LOWER WING
ADJUSTABLE STEEL FORK
STEEL WIRE (TRAILING EDGE)

5'3 1/2" D-1 ONLY
2 1/8" x 1 1/2" 3" 1"
4'11" D-2 ONLY
4'7 1/2" D-2A ONLY
STREAMLINE STEEL TUBING
SEE DETAILS - UPPER R.H. CORNER

PILOT SEAT
PLYWOOD FAIRING
FUSELAGE CUT-OUT - M.G. INSTALLATION
HINGE
4'0 3/4"
3'11"
1'6"
8 1/2"

TIGHT FITTING BONNET
MERCEDES 175 H.P. ENGINE
STEEL STRAP - L.G. MOUNT
SHAPED PLYWOOD FAIRING
RUBBER SHOCK CORD
PLYWOOD FAIRING
METAL FOOT STEP
STEEL SOCKET
LOCKING SCREWS
REMOVABLE STEEL STRUTS
PLYWOOD PANEL
COMPRESSION TUBING
METAL WHEEL DISC

OIL COOLER -
PET COCK - OIL DRAIN
FIXED METAL NOSE COWL
FIXED PLYWOOD FAIRING
FIXED L.G. STEEL MOUNT
SHOCK STOP LOOP
FIXED METAL FAIRING

STREAMLINE STEEL TUBING
SEE DETAILS - UPPER R.H. CORNER

AILERON CONTROL CABLES
METAL FAIRING

AILERON CONTROL CABLES
STAMPED AILERON PULLIES HOUSING
AILERON HINGE
FABRIC COVERED WINGS

MACHINE GUN SIGHT
M.G. CHARGING HANDLE
MACHINE GUNS
9'2 1/2" DIA.
2'0"

ON REAR STRUTS ONLY
2" DIA. AXLE SHAFT
3" TREAD
5'10 1/4"

FABRIC COVERED ELEVATOR
FABRIC COVERED RUDDER
PLYWOOD COVERED STABILIZERS
MANUFACTURER'S STENCILING
PLYWOOD BUTT JOINTS

NOTES:
ENTIRE FUSELAGE WAS OF SEMI MONOCOQUE
PLYWOOD CONSTRUCTION. SAME FUSELAGE
WITH MINOR CHANGES WERE USED ON D-1, 2,
AND D-3. THE SIDES AND UPPER SURFACES
OF FUSELAGE & EMPENNAGE WERE SPRAYED
DULL HAZY BROWN & GREEN HEXAGONAL PATTERNS;
ALL LOWER SURFACES WERE LIGHT SKY BLUE.

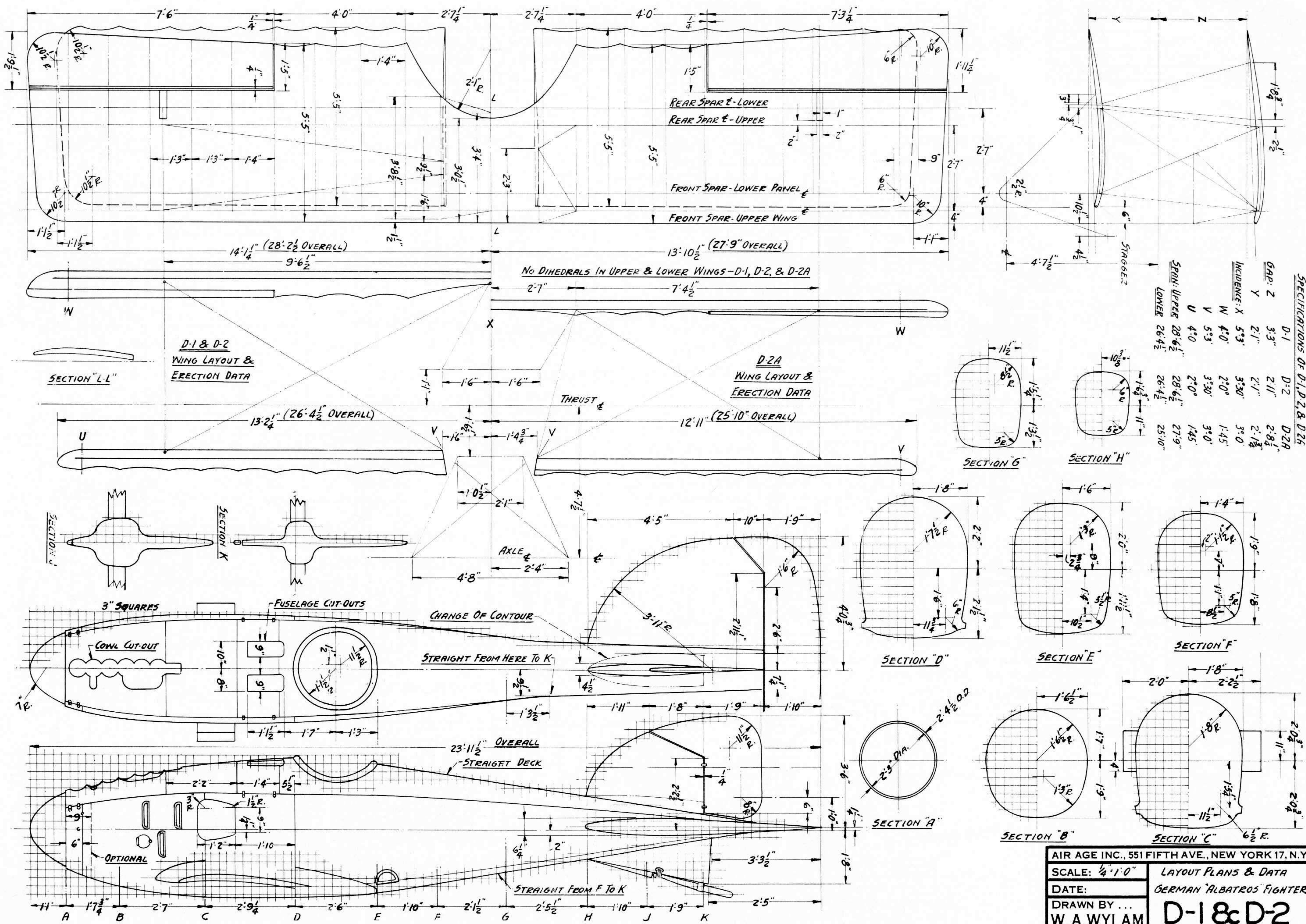
STEEL TUBING - CABANE
OIL COOLER
SEMI-FIXED METAL - AFT COWL
MANIFOLD UNION
SNAP FASTENERS
TWIN FIXED SPANDAU M.G.'S
HAMMERED BELT COWL
SNAP FASTENERS
PANE HINGE
FUSELAGE CUTOUT
LEATHER PADDING
OPTIONAL

D-2
D-2A
AILERON CRANK
HINGE
HAMMERED COWL
SNAP FASTENERS
THERMOSTAT UNIT

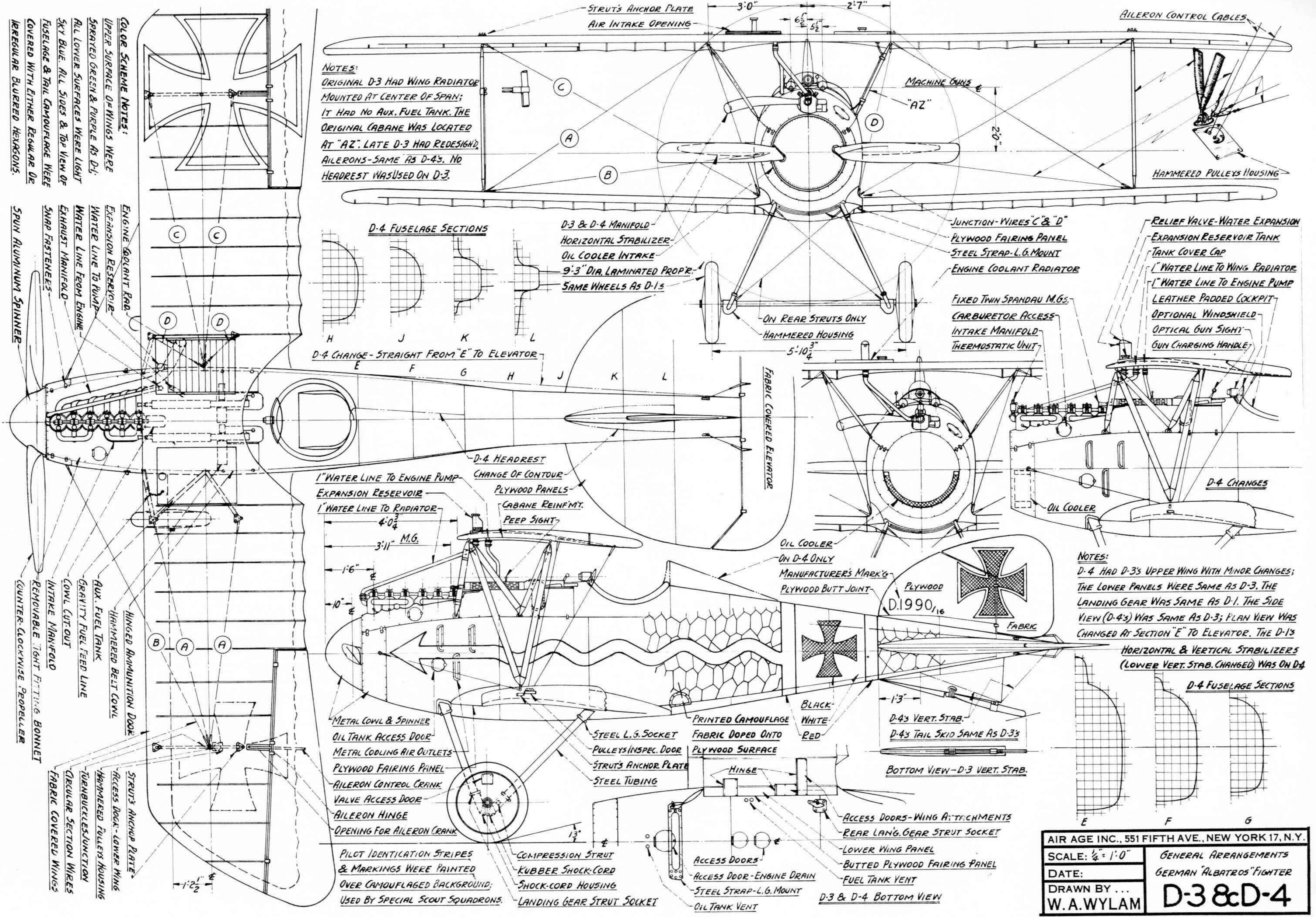
D-2 & D-2A CHANGES
NOTES:
ORIGINAL D-2 HAD SAME WINGS AS D-1 BUT
GAP & CABANE STRUCTURE WERE CHANGED.
D-2A HAD BETTER FLYING CHARACTERISTICS &
WAS PUT IN PRODUCTION. D-2A HAD CHANGED
WING PANELS, GAP, & CABANE. D-2A BECAME
KNOWN AS D-2. BOTH MODELS HAD SAME
FUSELAGE AS ORIGINAL D-1.

ALB. D-1
1536'16
ELEVATOR HORN
TURNBUCKLE & CONTROL CABLE
FIXED HORIZONTAL STABILIZER
FIXED VERTICAL STABILIZERS
RUBBER SHOCK CORD
PIVOT POINT
WOODEN SKID

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'0"	GENERAL ARRANGEMENTS
DATE:	GERMAN "ALBATROS" FIGHTER
DRAWN BY ...	D-1 & D-2
W.A. WYLAM	



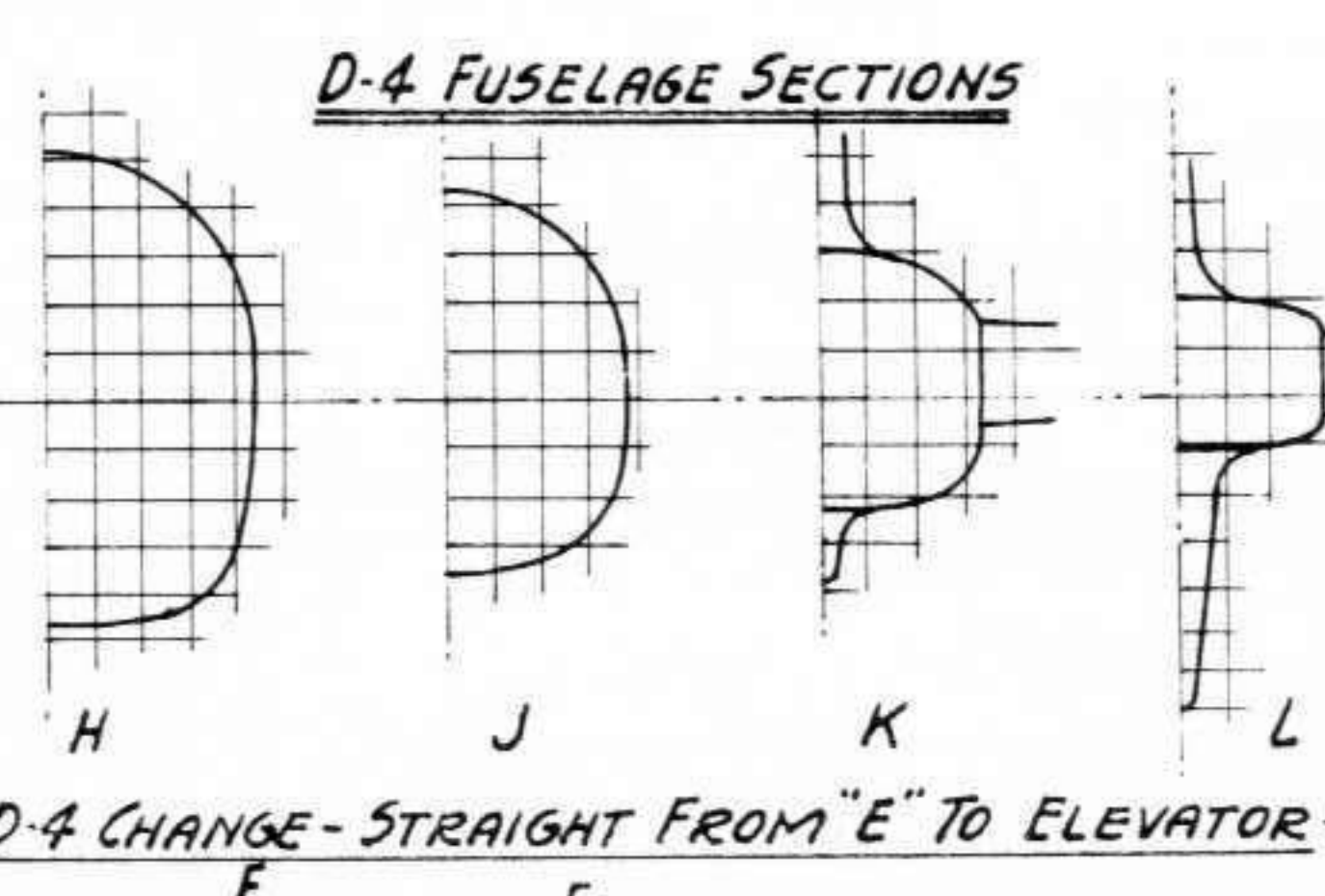
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'-0"
 DATE: _____
 DRAWN BY: W.A. WYLAM
 LAYOUT PLANS & DATA
 GERMAN ALBATROS FIGHTER
D-1 & D-2



NOTES:
 ORIGINAL D-3 HAD WING RADIATOR MOUNTED AT CENTER OF SPAN; IT HAD NO AUX. FUEL TANK. THE ORIGINAL CABANE WAS LOCATED AT "AZ". LATE D-3 HAD REDESIGNED AILERONS—SAME AS D-4'S. NO HEADREST WAS USED ON D-3.

COLOR SCHEME NOTES:
 UPPER SURFACE OF WINGS WERE SPRAYED GREEN & PURPLE AS D-1. ALL LOWER SURFACES WERE LIGHT SKY BLUE. ALL SIDES & TOP VIEW OF FUSELAGE & TAIL CAMOUFLAGE WERE COVERED WITH EITHER REGULAR OR IRRREGULAR BLUEPED HEXAGONS.

ENGINE COOLANT RAD.
 EXPANSION RESERVOIR
 WATER LINE TO PUMP
 WATER LINE FROM ENGINE
 EXHAUST MANIFOLD
 SNAP FASTENERS
 SPUN ALUMINUM SPINNER
 HINGED AMMUNITION DOOR
 HAMMERED BELT COWL
 AUX. FUEL TANK
 GRAVITY FUEL FEED LINE
 COWL CUT-OUT
 INTAKE MANIFOLD
 REMOVABLE TIGHT FITTING BONNET
 COUNTER-CLOCKWISE PROPELLER
 STRUTS ANCHOR PLATE
 ACCESS DOOR—LOWER WING
 HAMMERED PULLEY HOUSING
 TUBULARS—JUNCTION
 REGULAR SECTION WIRES
 FABRIC COVERED WINGS
 1-1/2"



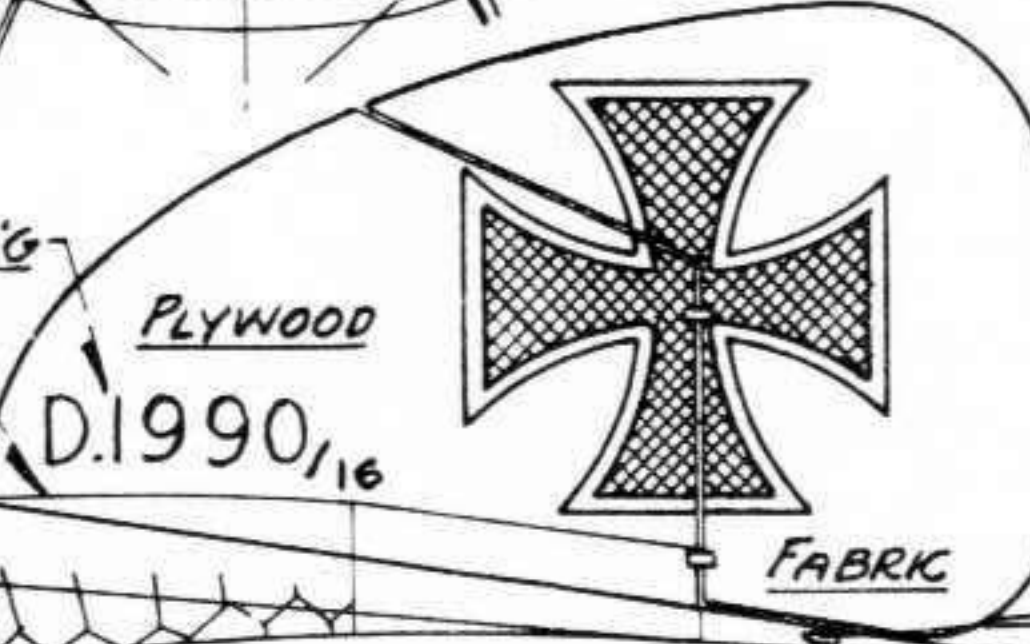
D-3 & D-4 MANIFOLD
 HORIZONTAL STABILIZER
 OIL COOLER INTAKE
 9-3" DIA. LAMINATED PROP.
 SAME WHEELS AS D-1'S

JUNCTION—WIRES "C" & "D"
 PLYWOOD FAIRING PANEL
 STEEL STRAP—L.G. MOUNT
 ENGINE COOLANT RADIATOR
 FIXED TWIN SPANDAU M.G.
 CARBURETOR ACCESS
 INTAKE MANIFOLD
 THERMOSTATIC UNIT

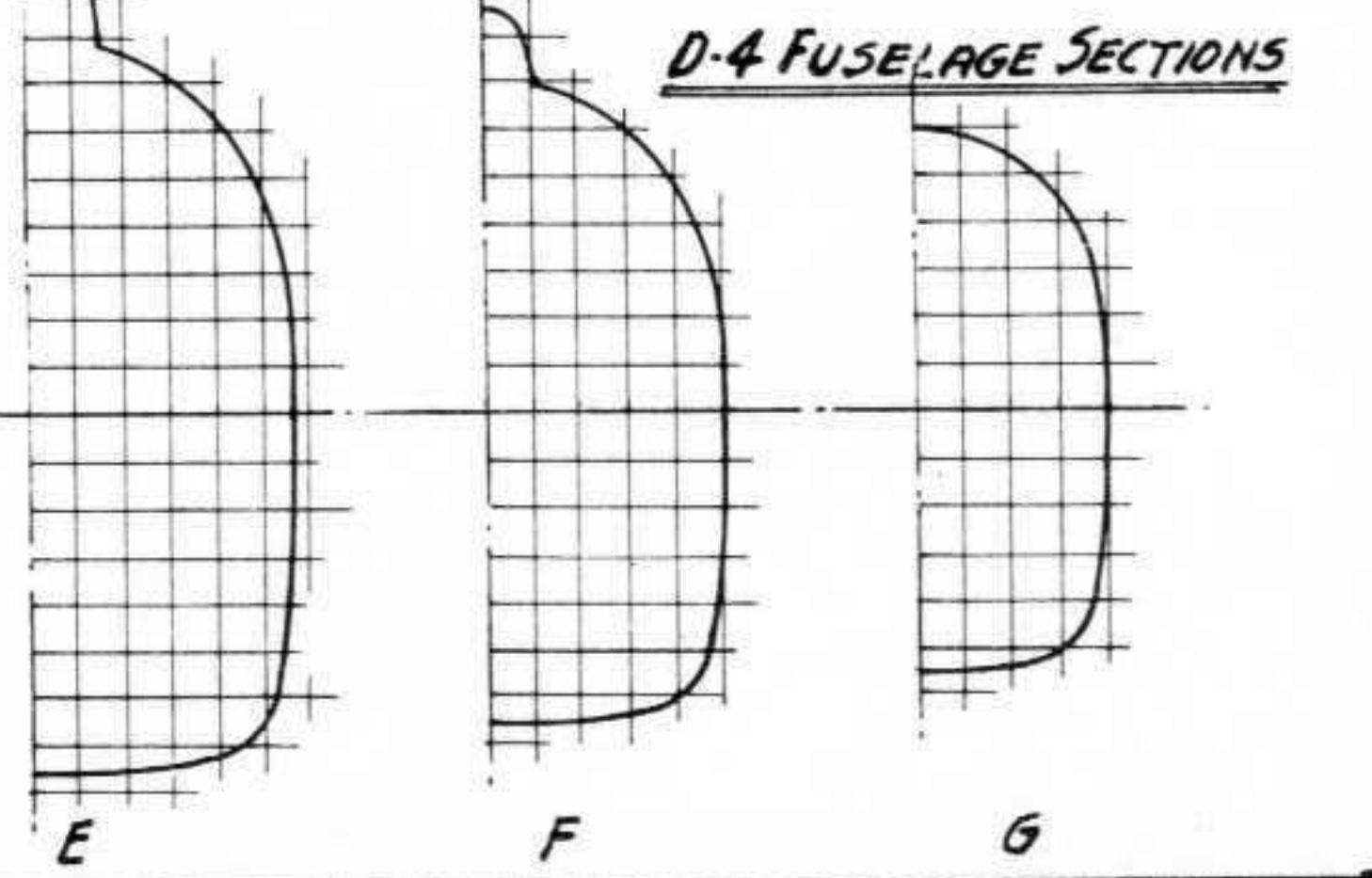
RELIEF VALVE—WATER EXPANSION
 EXPANSION RESERVOIR TANK
 TANK COVER CAP
 1" WATER LINE TO WING RADIATOR
 1" WATER LINE TO ENGINE PUMP
 LEATHER PADDED COCKPIT
 OPTIONAL WINDSHIELD
 OPTICAL GUN SIGHT
 GUN CHARGING HANDLE

D-4 HEADREST
 CHANGE OF CONTOUR
 PLYWOOD PANELS
 CABANE REINFMT.
 PEEP SIGHT
 1" WATER LINE TO ENGINE PUMP
 EXPANSION RESERVOIR
 1" WATER LINE TO RADIATOR
 4-0 3/4
 3-11" M.G.
 1-6"
 10"

OIL COOLER
 ON D-4 ONLY
 MANUFACTURER'S MARK'S
 PLYWOOD BUTT JOINT



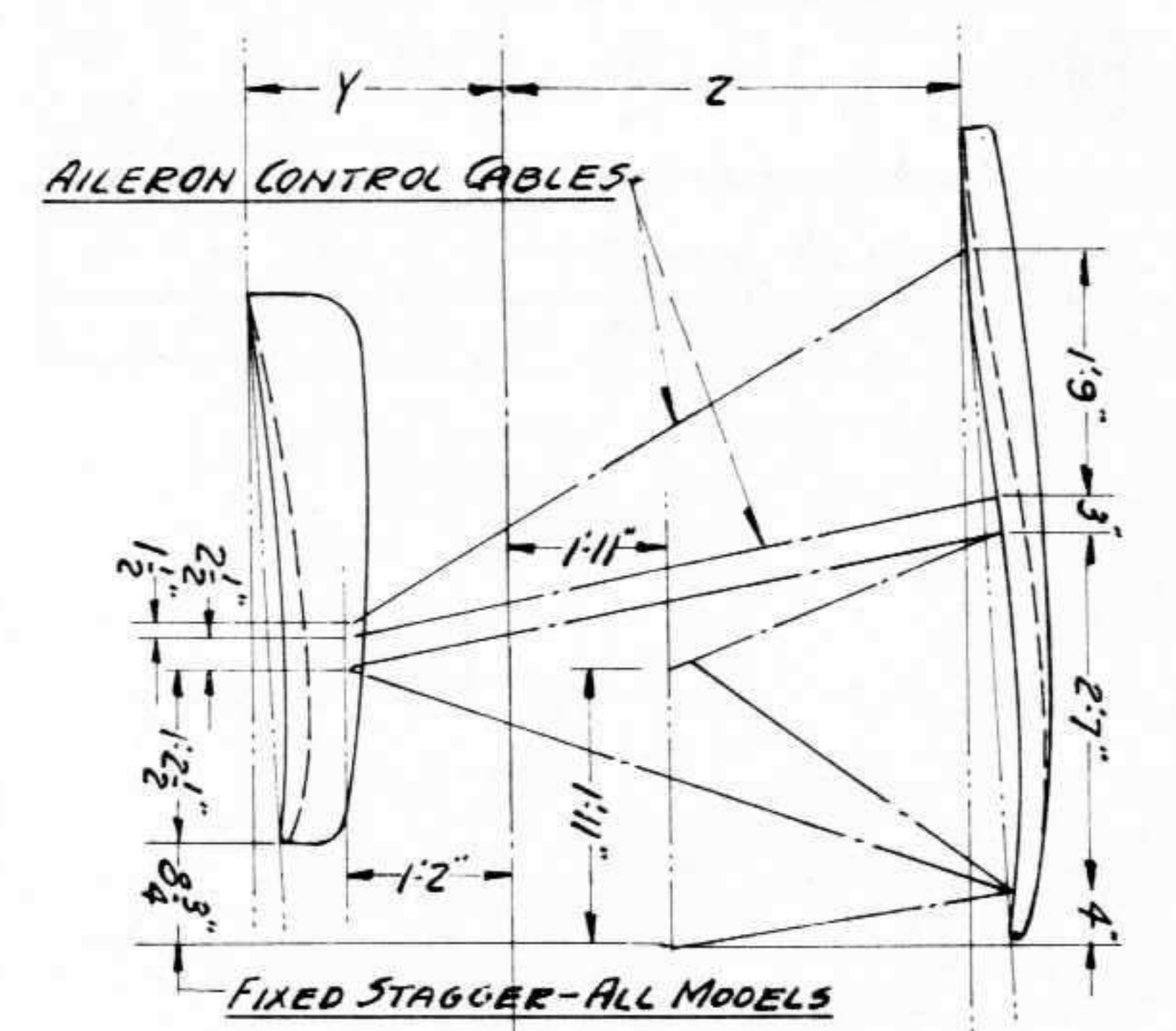
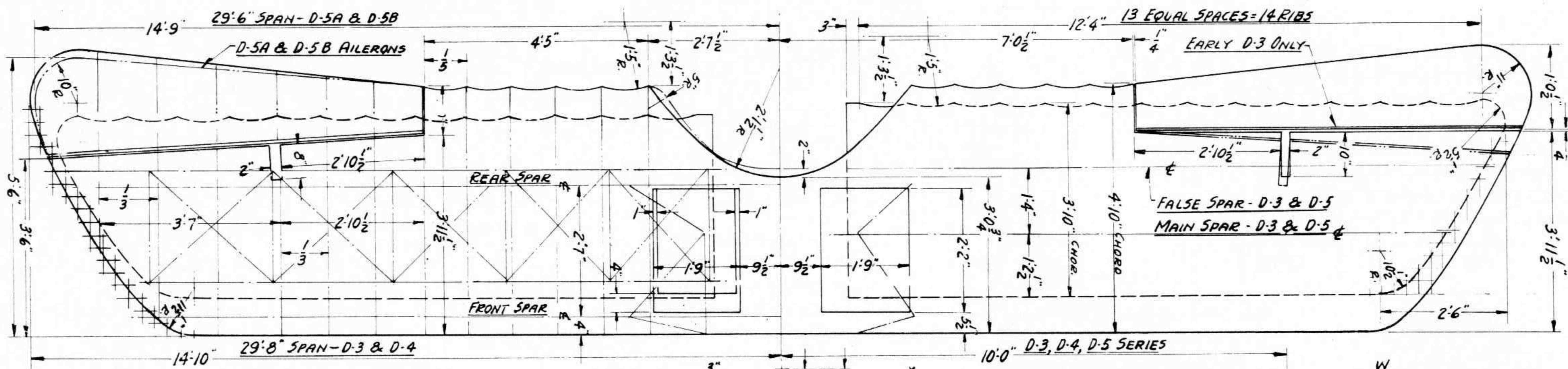
NOTES:
 D-4 HAD D-3'S UPPER WING WITH MINOR CHANGES; THE LOWER PANELS WERE SAME AS D-3. THE LANDING GEAR WAS SAME AS D-1. THE SIDE VIEW (D-4'S) WAS SAME AS D-3; PLAN VIEW WAS CHANGED AT SECTION "E" TO ELEVATOR. THE D-1'S HORIZONTAL & VERTICAL STABILIZERS (LOWER VERT. STAB. CHANGED) WAS ON D-4



METAL COWL & SPINNER
 OIL TANK ACCESS DOOR
 METAL CODLING AIR OUTLETS
 PLYWOOD FAIRING PANEL
 AILERON CONTROL CRANK
 VALVE ACCESS DOOR
 AILERON HINGE
 OPENING FOR AILERON CRANK
 PILOT IDENTIFICATION STRIPES & MARKINGS WERE PAINTED OVER CAMOUFLAGED BACKGROUND. USED BY SPECIAL SCOUT SQUADRONS.
 COMPRESSION STRUT
 RUBBER SHOCK CORD
 SHOCK-CORD HOUSING
 LANDING GEAR STRUT SOCKET

PRINTED CAMOUFLAGE
 FABRIC DOPED ONTO PLYWOOD SURFACE
 BLACK
 WHITE
 RED
 HINGE
 ACCESS DOORS
 ACCESS DOOR—ENGINE DRAIN
 STEEL STRAP—L.G. MOUNT
 OIL TANK VENT
 ACCESS DOORS—WING ATTACHMENTS
 REAR LANG. GEAR STRUT SOCKET
 LOWER WING PANEL
 BUTTED PLYWOOD FAIRING PANEL
 FUEL TANK VENT
 D-3 & D-4 BOTTOM VIEW

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENTS
DATE:	GERMAN "ALBATROS" FIGHTER
DRAWN BY ...	D-3 & D-4
W.A. WYLAM	

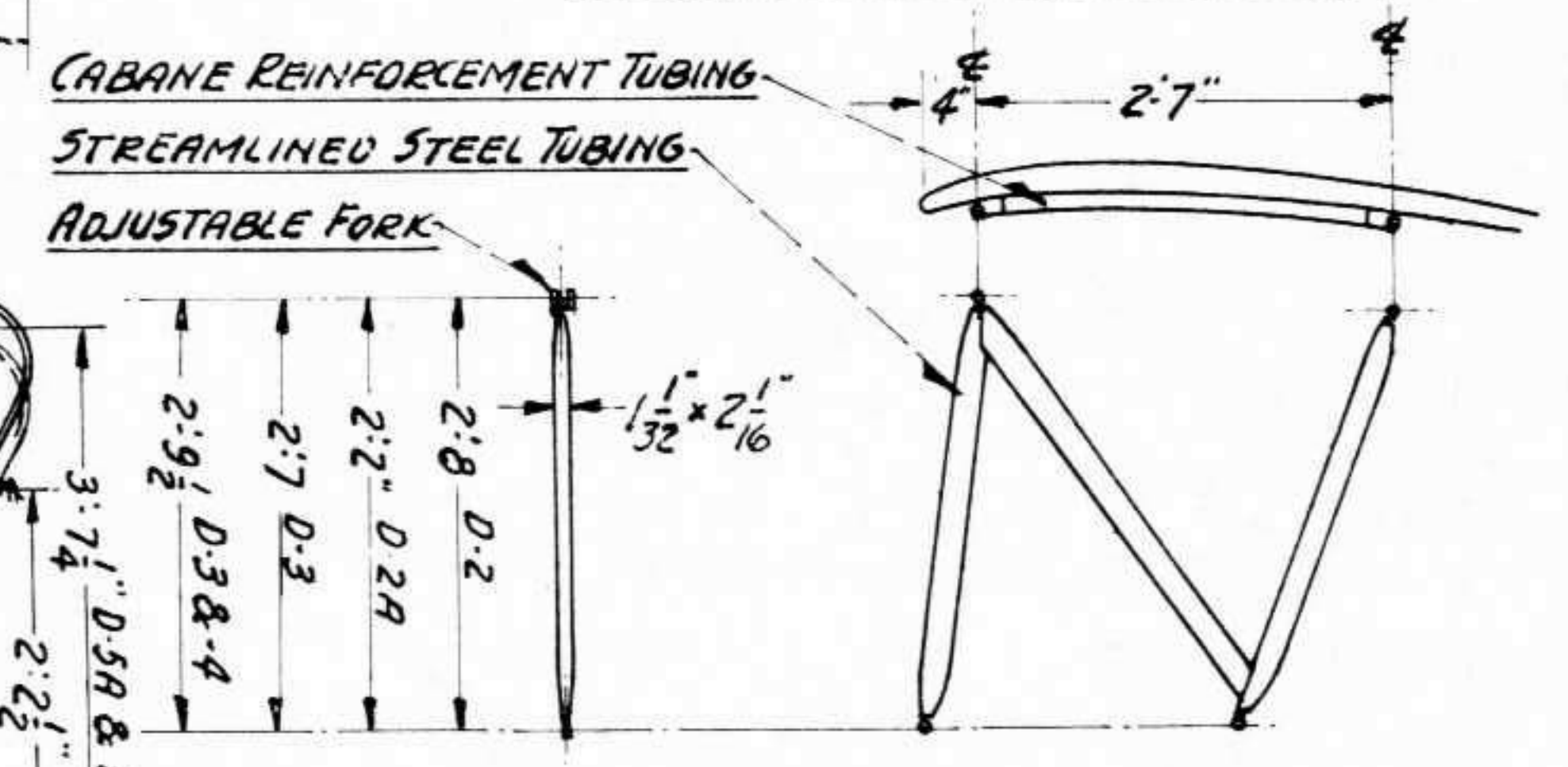
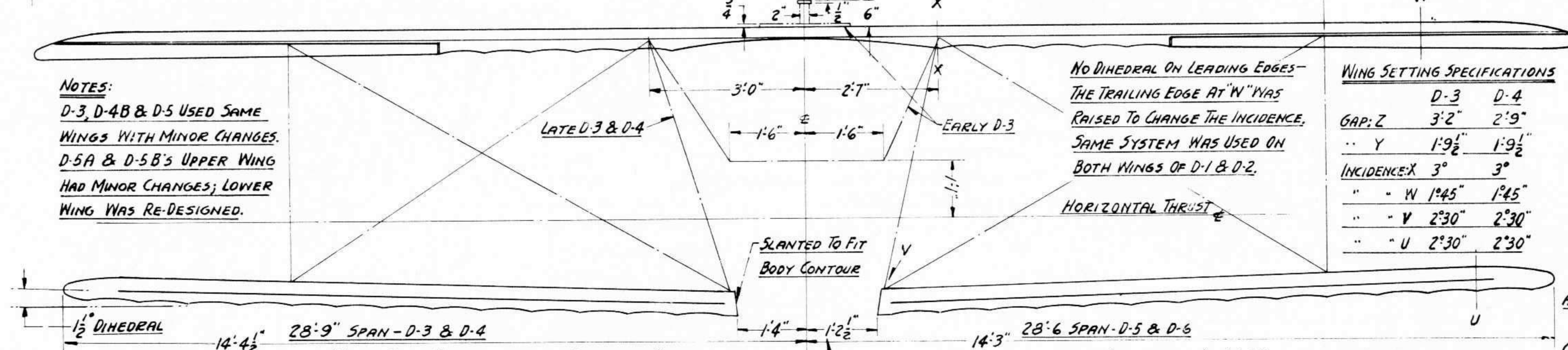
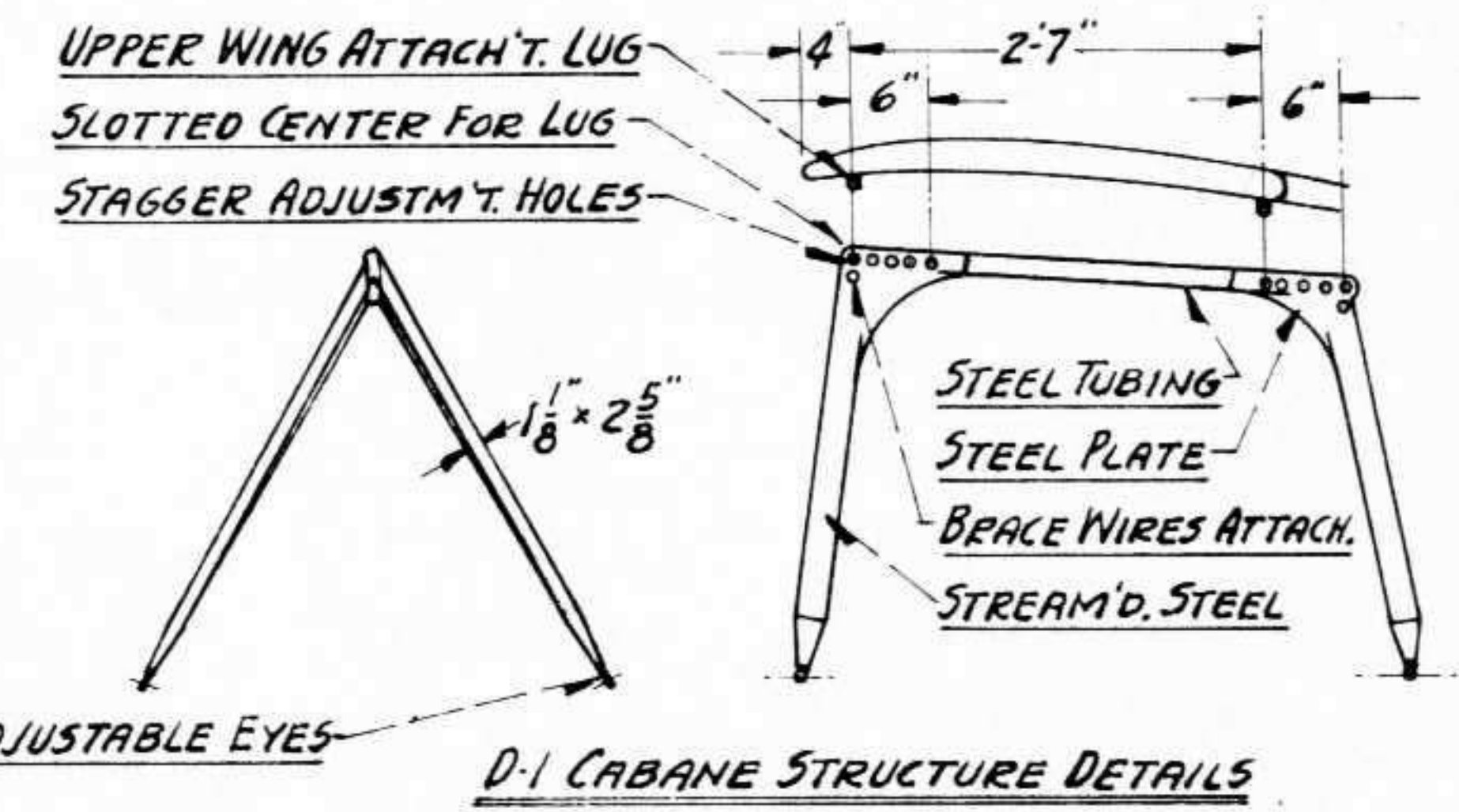


NOTES:
 D-3, D-4B & D-5 USED SAME WINGS WITH MINOR CHANGES. D-5A & D-5B'S UPPER WING HAD MINOR CHANGES; LOWER WING WAS RE-DESIGNED.

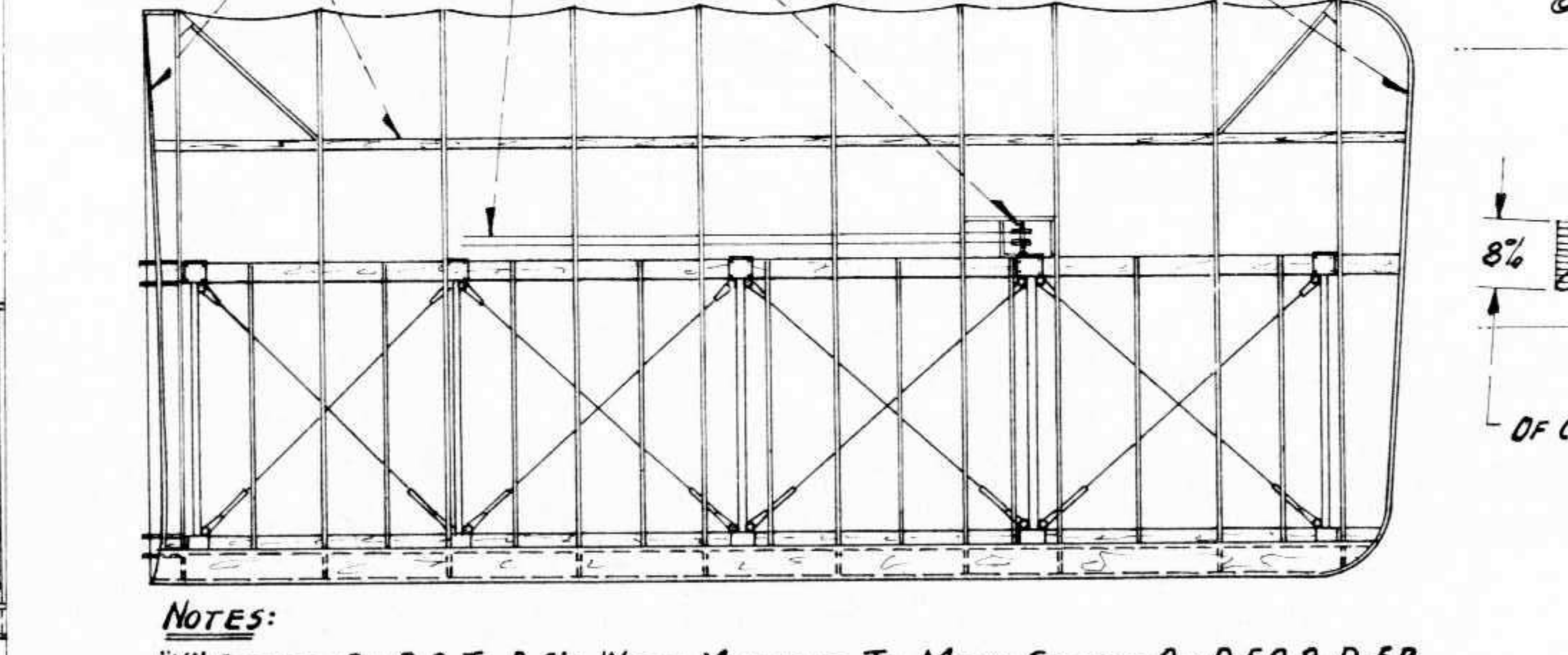
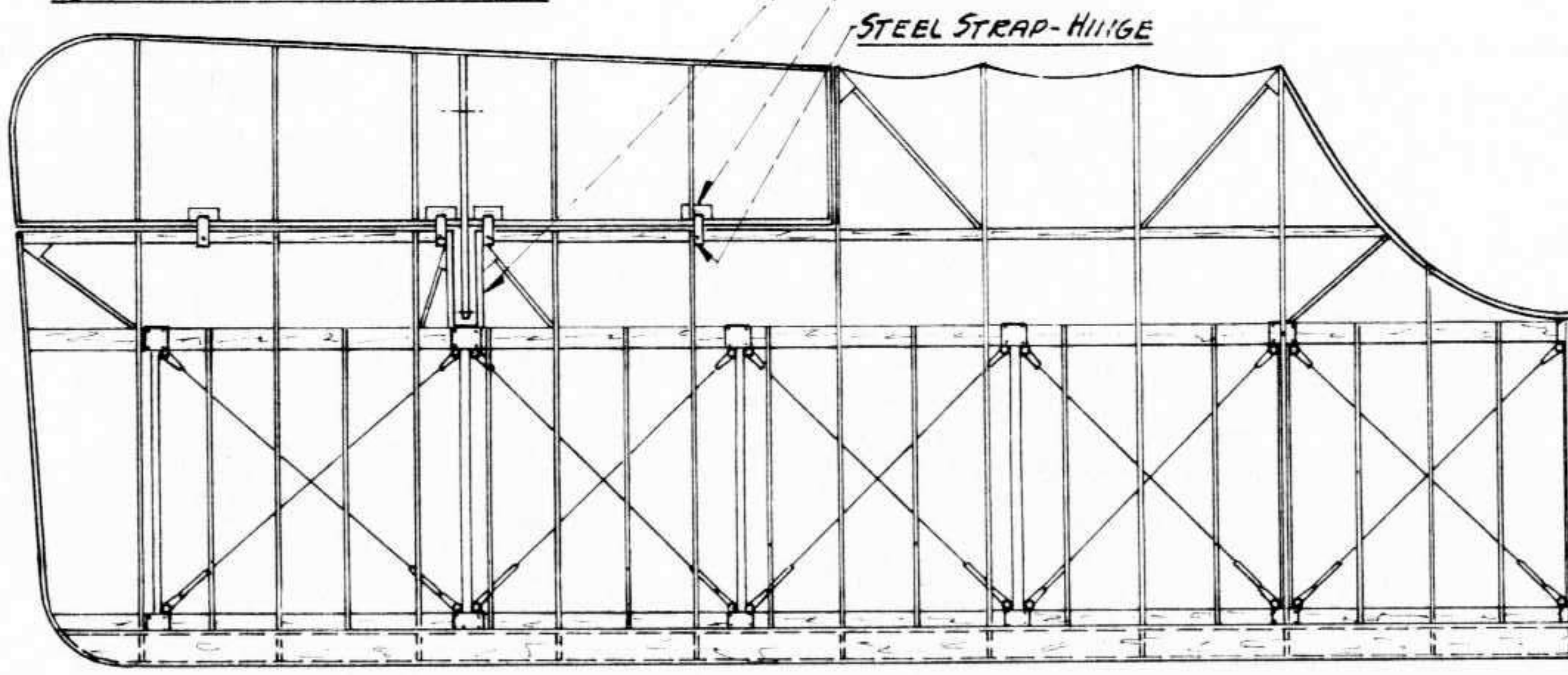
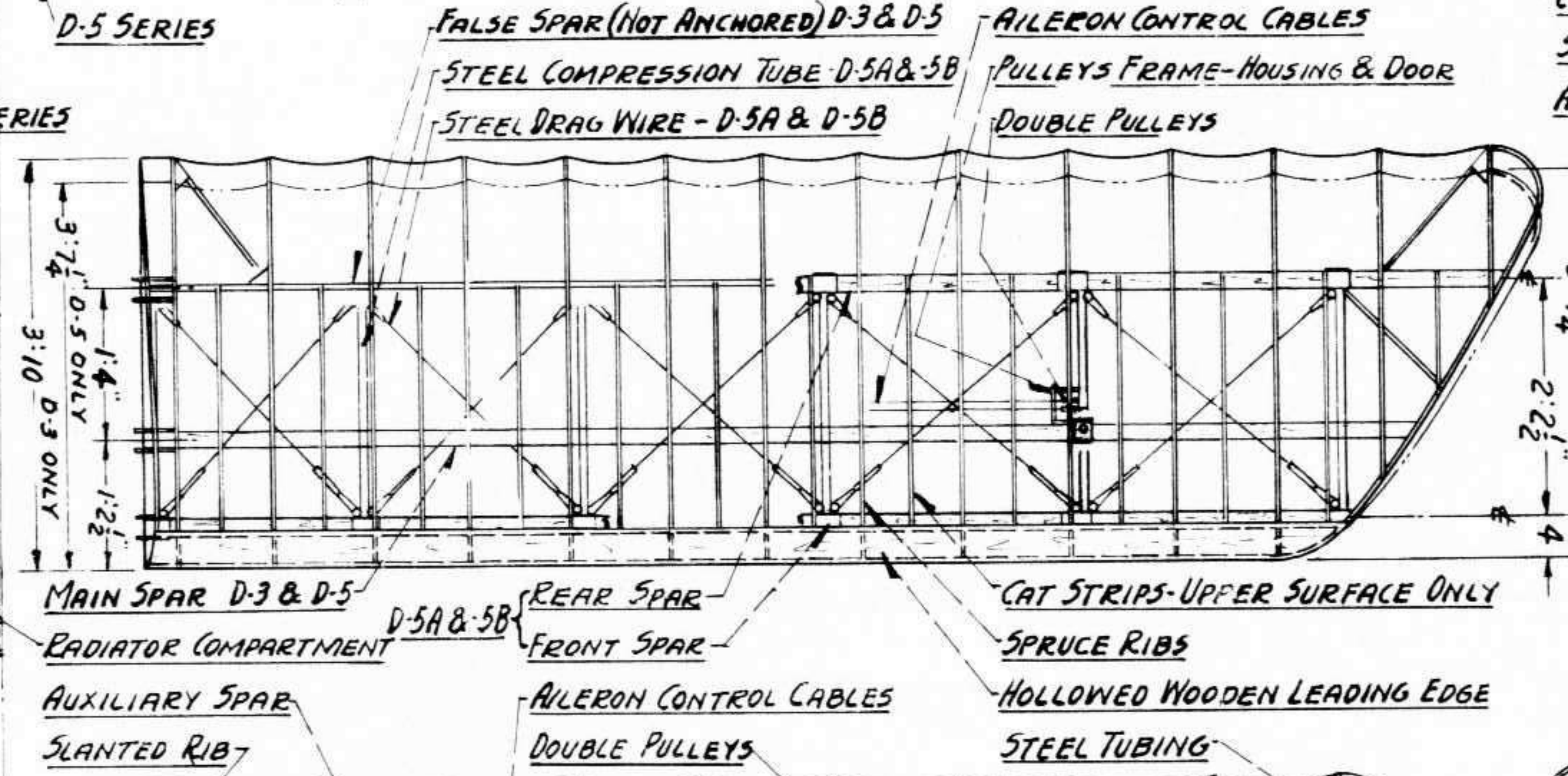
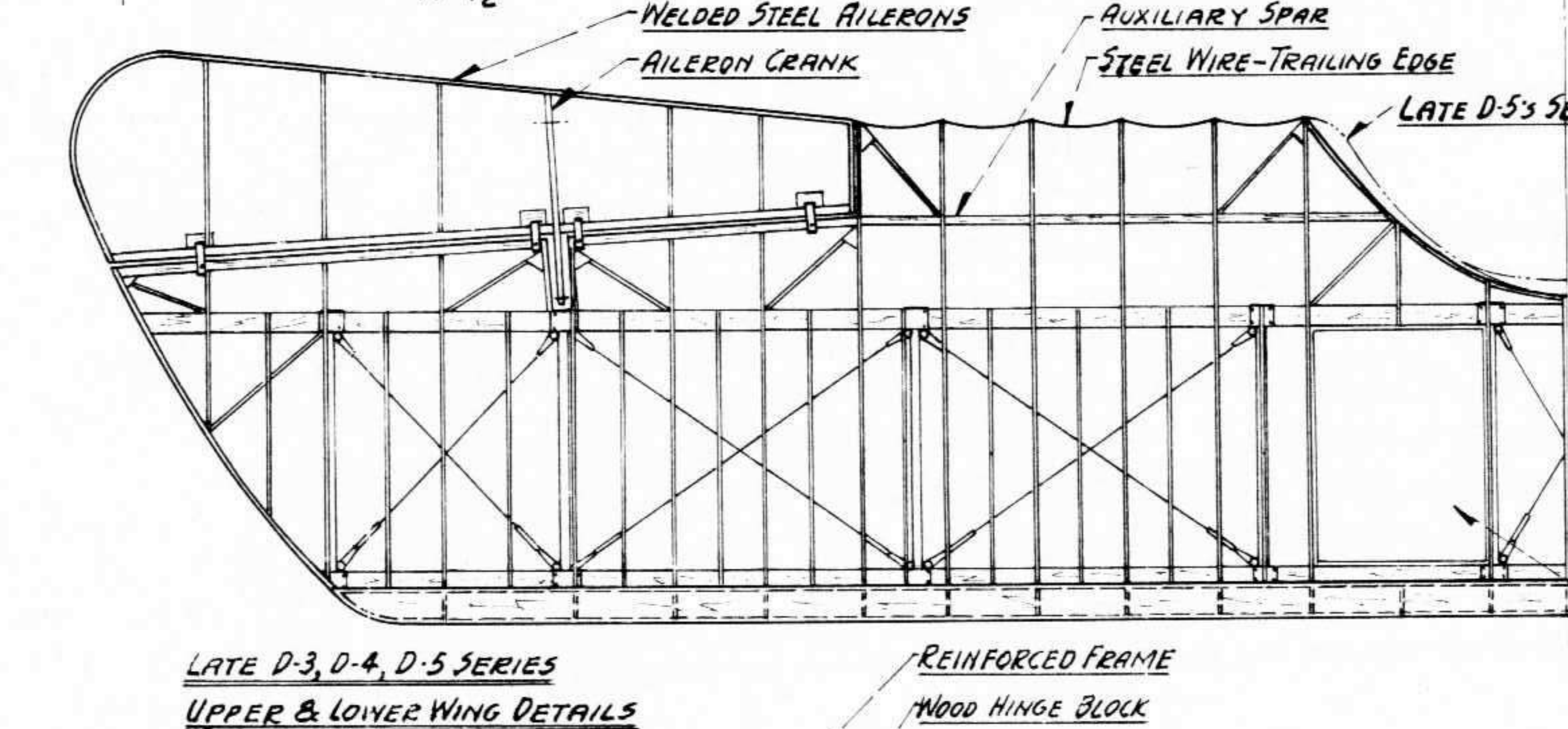
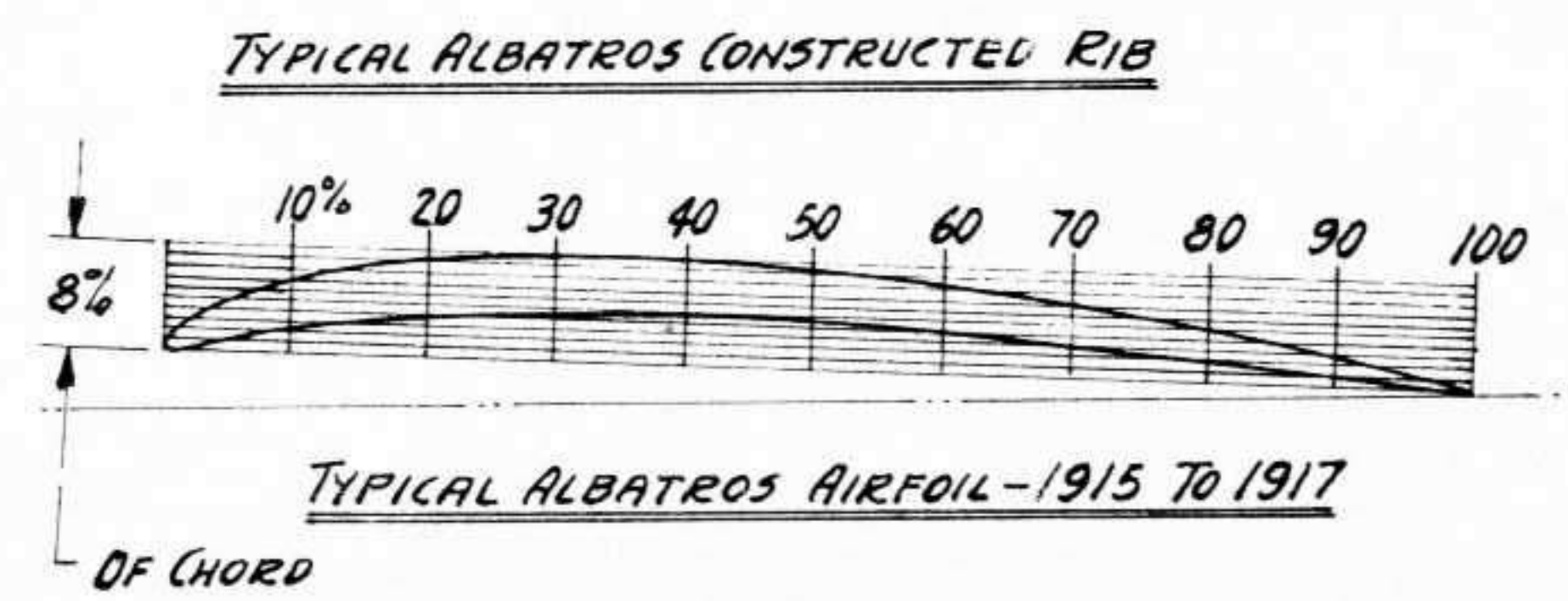
NO DIHEDRAL ON LEADING EDGES—THE TRAILING EDGE AT "W" WAS RAISED TO CHANGE THE INCIDENCE. SAME SYSTEM WAS USED ON BOTH WINGS OF D-1 & D-2.

WING SETTING SPECIFICATIONS

	D-3	D-4
GAP: Z	3'2"	2'9"
Y	1'9 1/2"	1'9 1/2"
INCIDENCE: X	3°	3°
" W	1°45'	1°45'
" V	2°30'	2°30'
" U	2°30'	2°30'



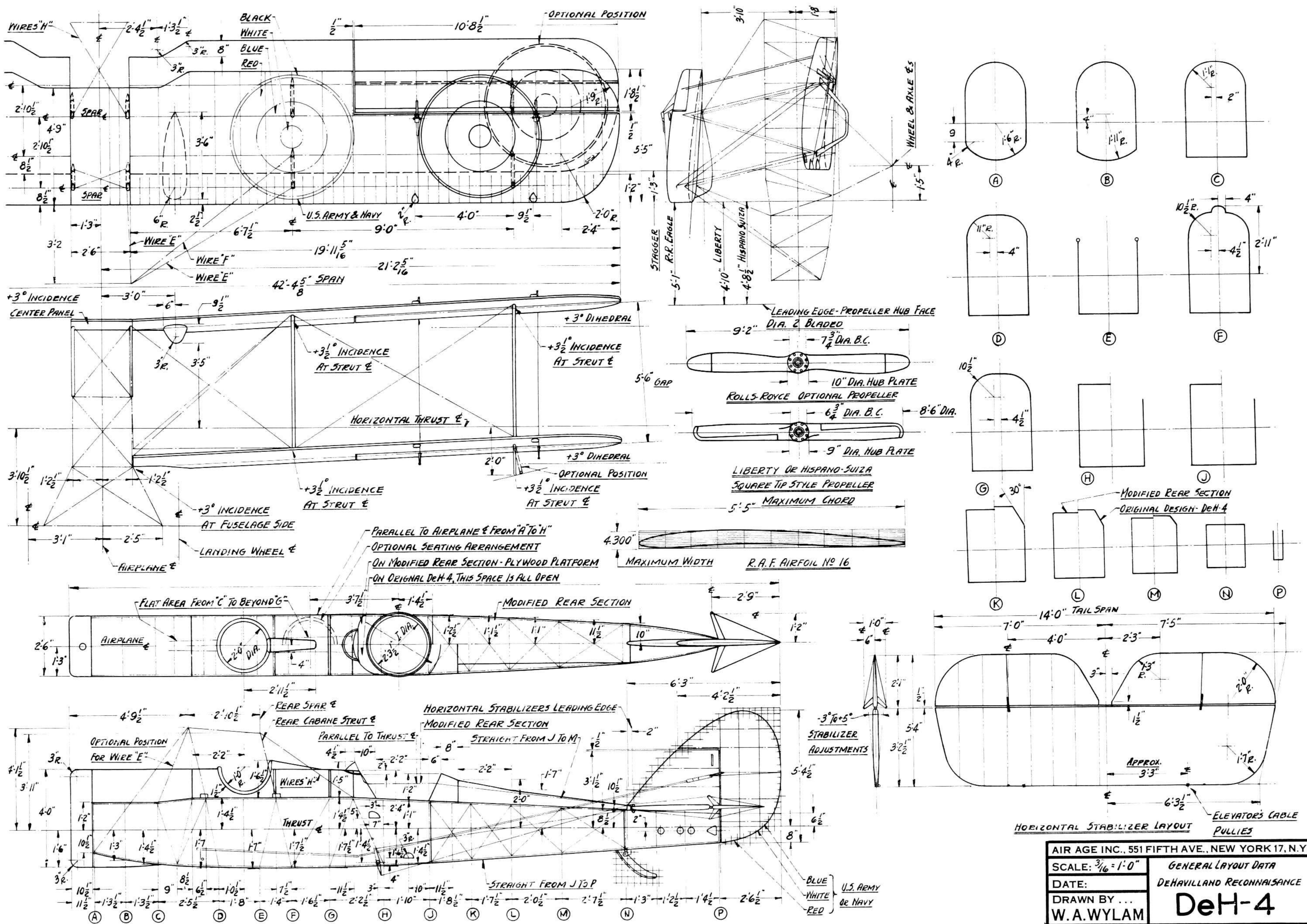
TYPICAL ALBATROS D-2, 3B-4 CABANE
 MAIN CHANGES ON LOWER WING ARE: D-3 & D-5 HAD SINGLE MAIN SPAR & UNANCHORED FALSE SPAR; ON D-5A & D-5B, DOUBLE ANCHORED MAIN SPARS WITH INTERNAL WIRE TRUSS.

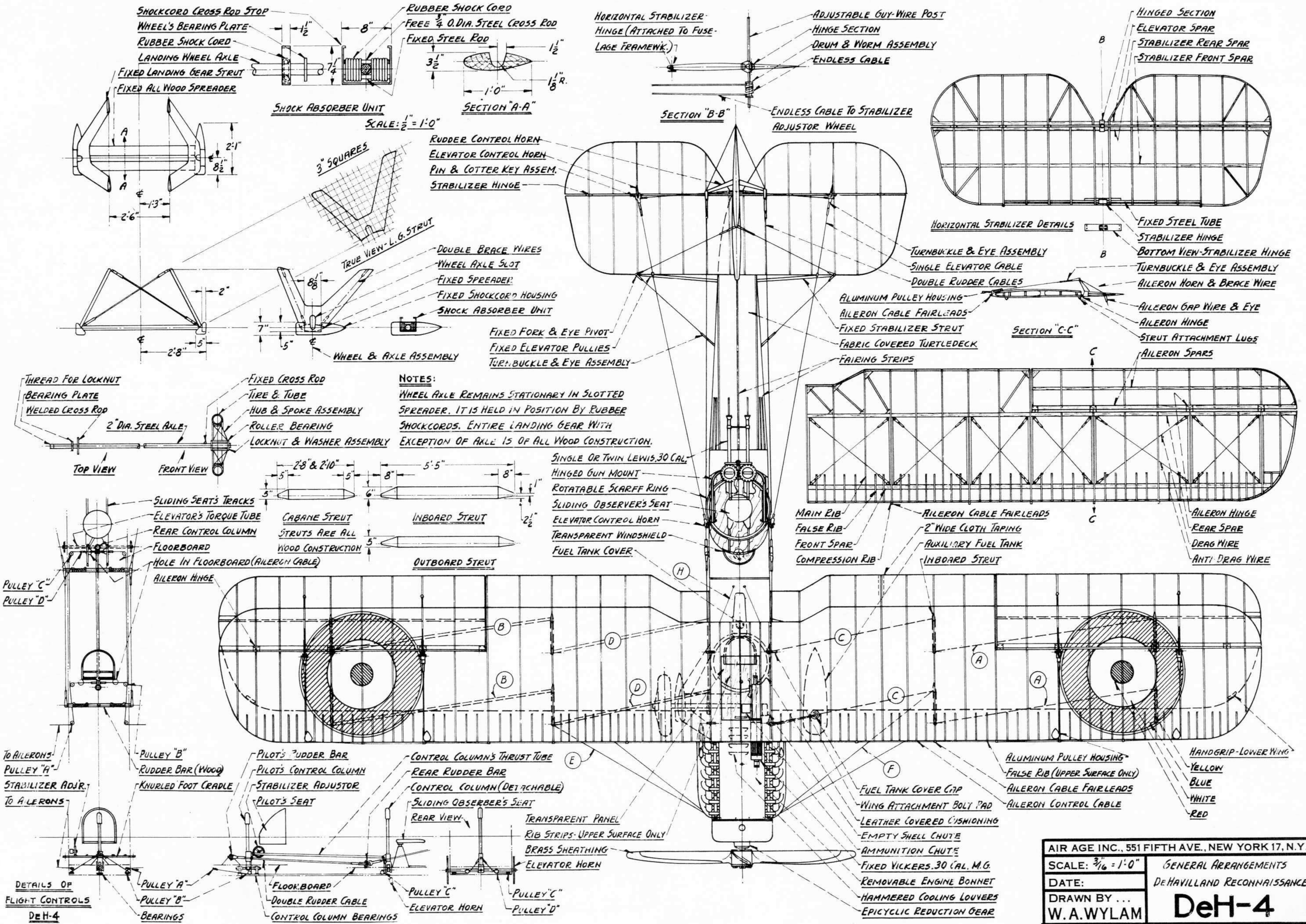


NOTES:
 "V" STRUTS ON D-3 TO D-5'S WERE MOUNTED TO MAIN SPARS; ON D-5A & D-5B, "V" STRUTS WERE MOUNTED ON COMPRESSION TUBES IN LOWER WING PANELS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/8" = 1'-0"
 DATE: _____
 DRAWN BY ...
 W. A. WYLAM

WING LAYOUTS & DETAILS
 GERMAN "ALBATROS" FIGHTER
D-1 TO D-5





AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: $\frac{3}{16}'' = 1'-0''$
 DATE: _____
 DRAWN BY ...
 W.A.WYLAM

GENERAL ARRANGEMENTS
 DeHavilland RECONNAISSANCE
DeH-4

CURTISS HAWK F6C-1

Navy version of the Army's P-1A

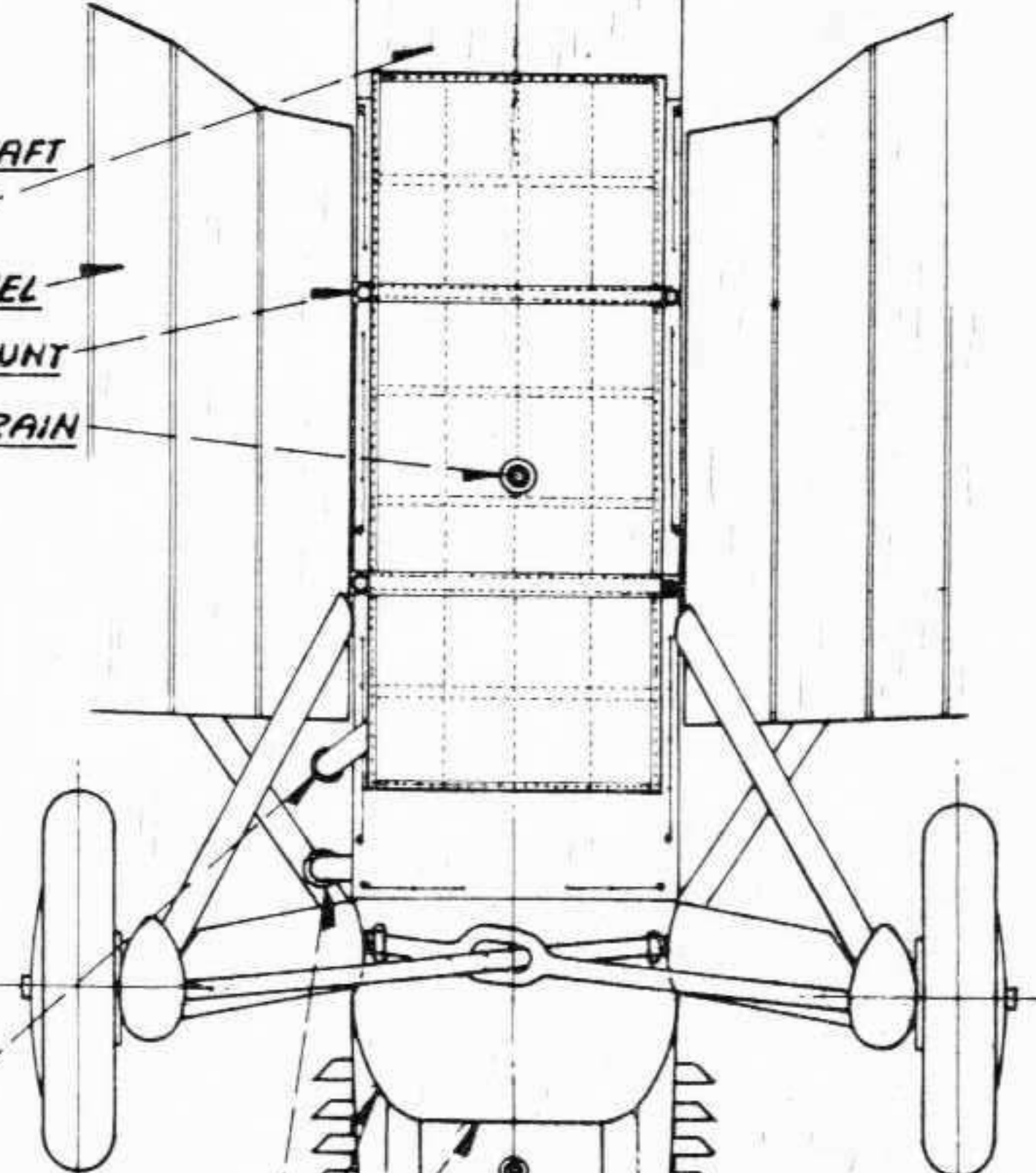
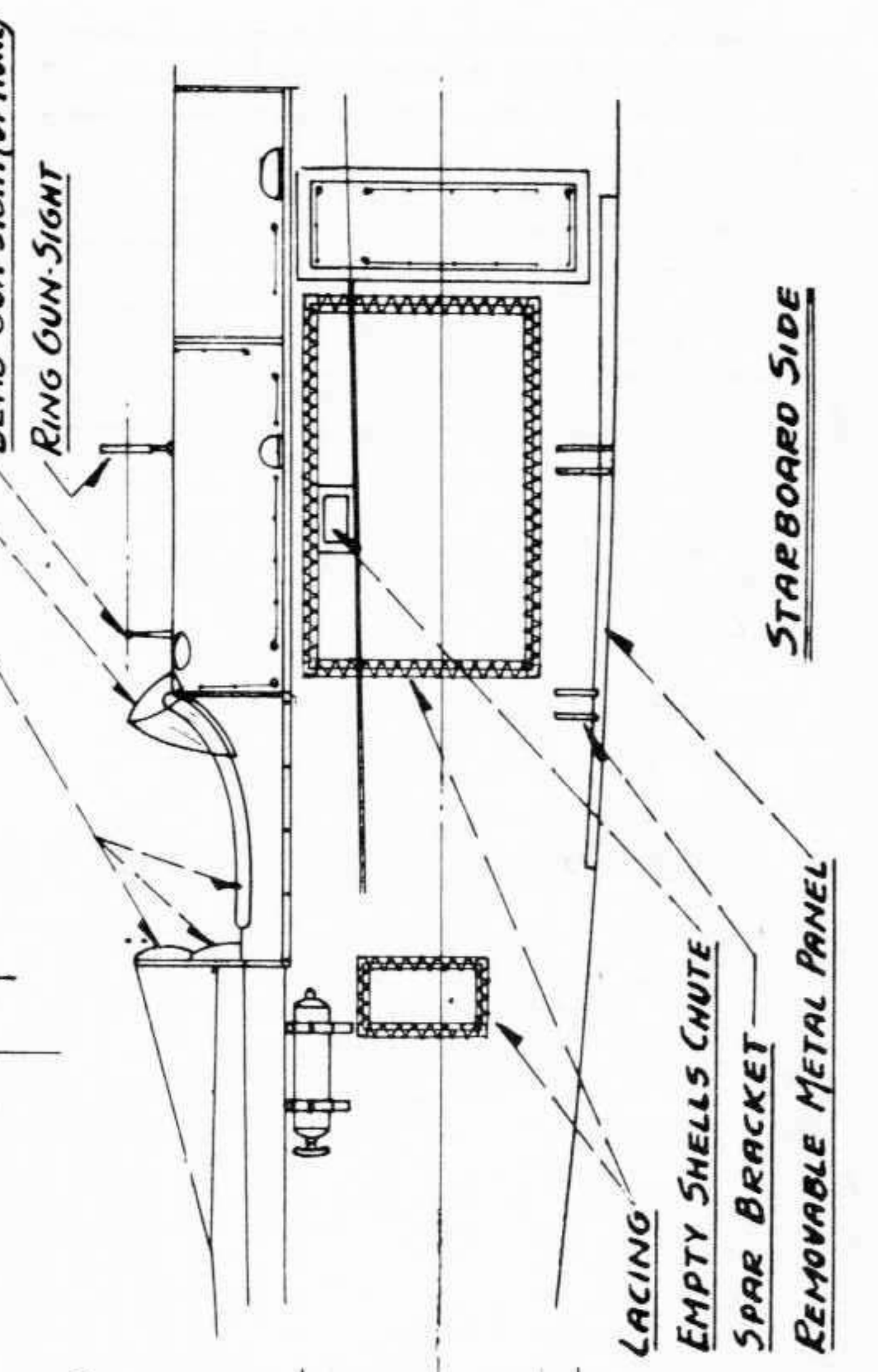
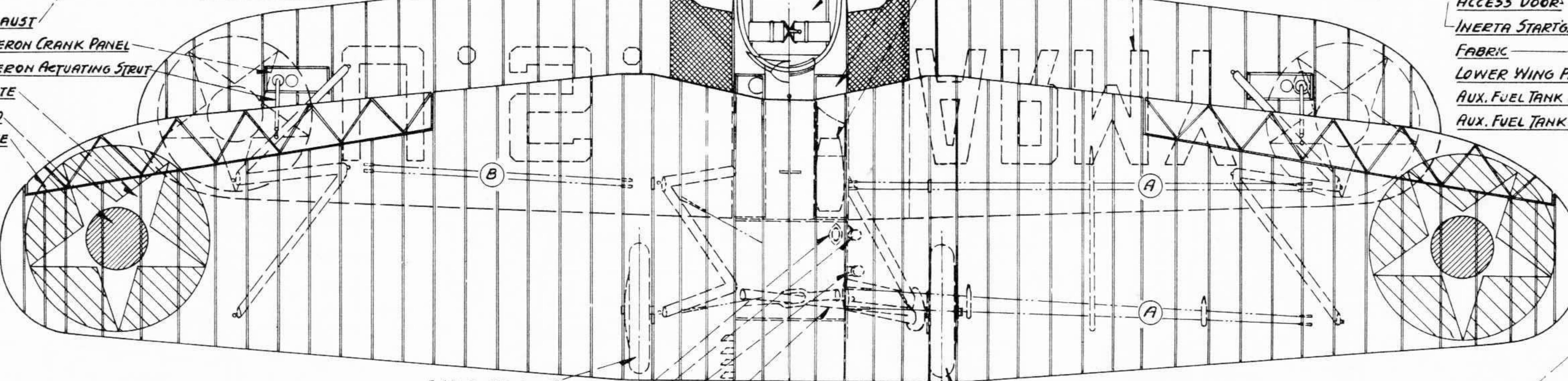
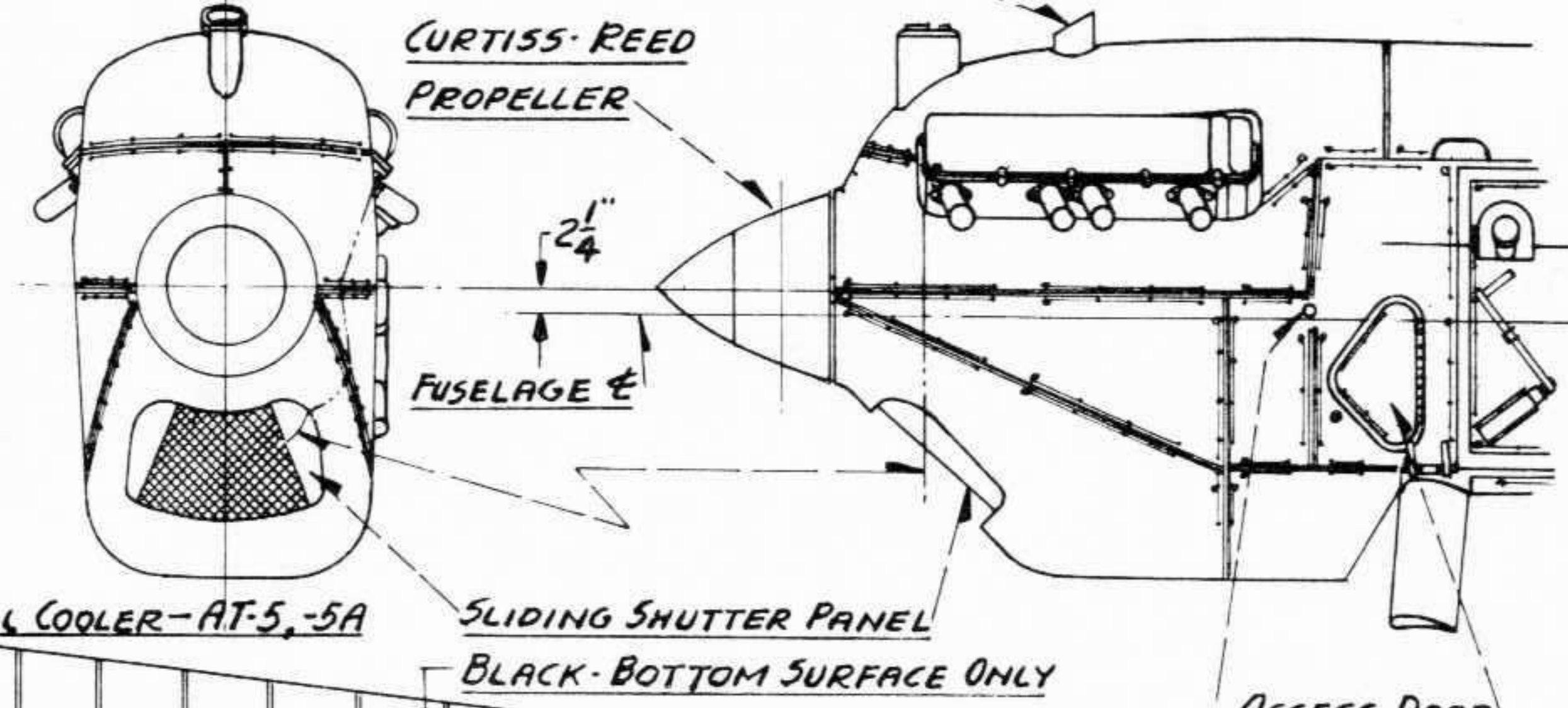
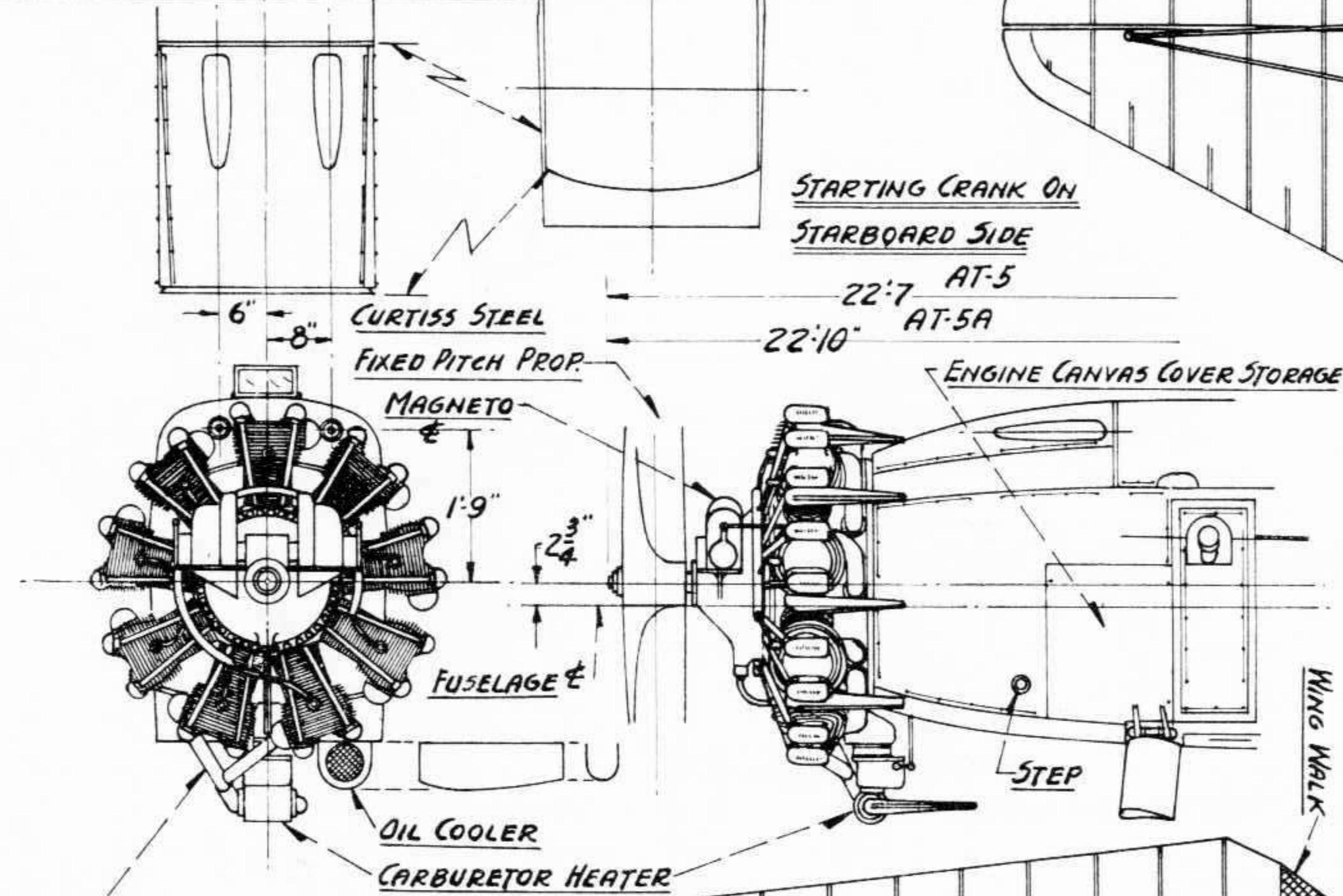




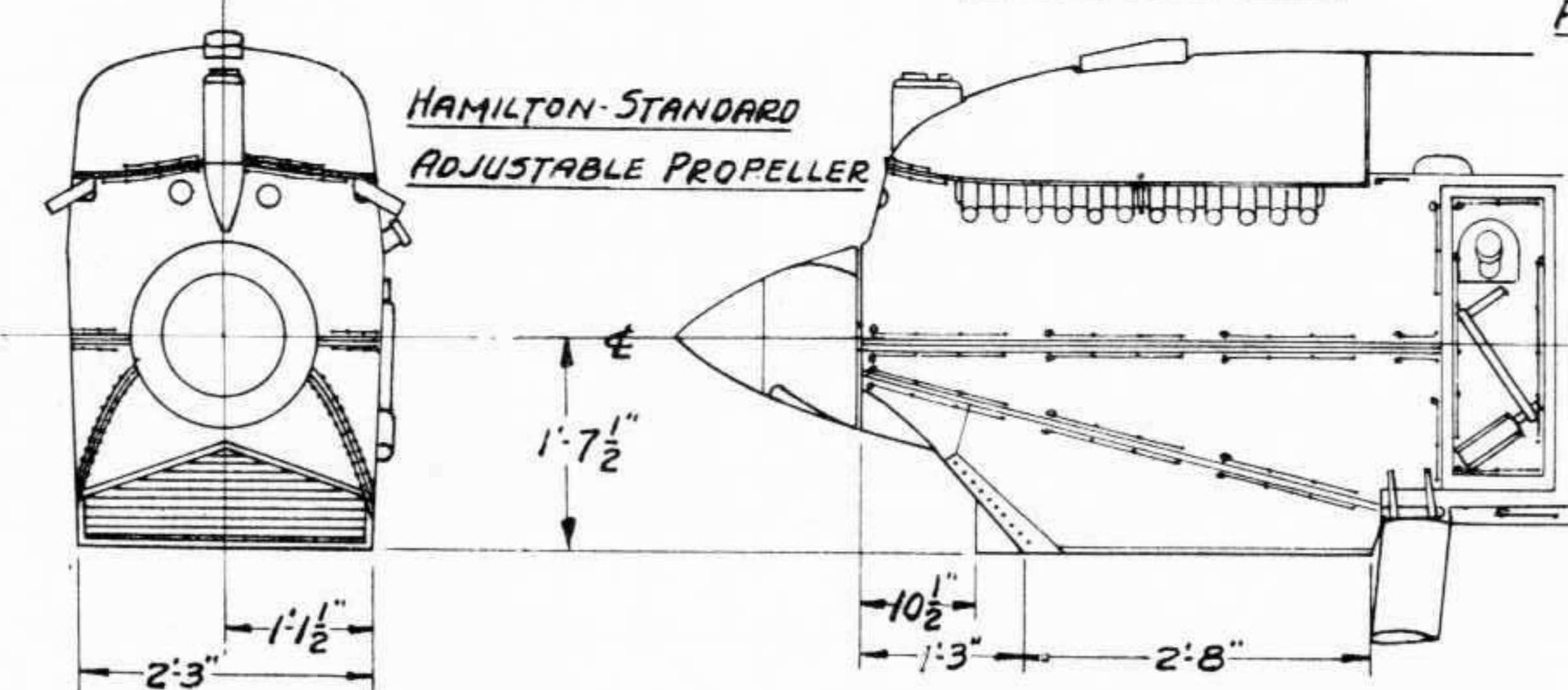
CURTISS AT-5 & AT-5A TRAINER
 220 H.P. WRIGHT "WHIRLWIND" J-5
 AT-5 22:7" LENGTH P-1B FUSELAGE
 AT-5A 22:10" LENGTH P-1C FUSELAGE

RUDDER CONTROL HORN
 ELEVATOR CONTROL HORN
 STREAMLINED BRACE WIRES
 GROMMET
 METAL FAIRING COWL

CURTISS AT-4 TRAINER
 180 H.P. WRIGHT "E" (HISPANO-SUIZA)
 23:3 LENGTH P-1A FUSELAGE
 CARBURETOR AIR INTAKE



CURTISS P-1B WITH SPECIAL NOSE
 435 H.P. CURTISS D-12(V-1150-4)
 (RE-DESIGNED TUNNEL RADIATOR)
 DESIGN WAS DROPPED IN 1927

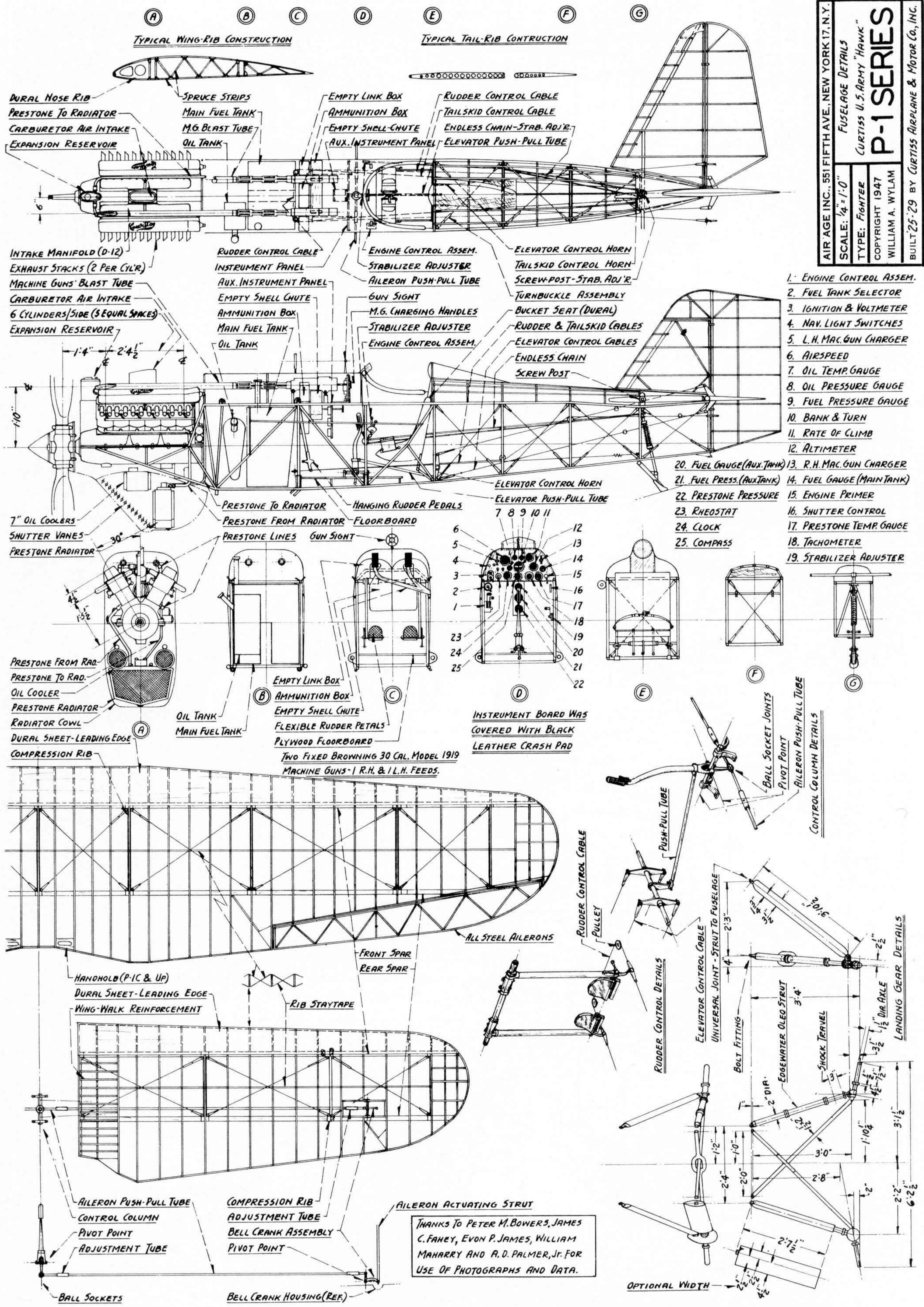


THE "CURTISS-REED" PROPELLER WAS DROP-FORGED TO SHAPE FROM A PLATE STEEL BLANK, HUB PLATES WERE WELDED IN PLACE FOR PROPELLER MOUNT. FIXED-PITCH PROPELLER WAS ALSO DROP-FORGED TO SHAPE FROM A STEEL CASTING.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENTS
TYPE: FIGHTER	CURTISS U.S. ARMY "HAWK"
COPYRIGHT 1947	P-1 SERIES
WILLIAM A. WYLAM	
BUILT '25-'29 BY CURTISS AIRPLANE & MOTOR CO., INC.	

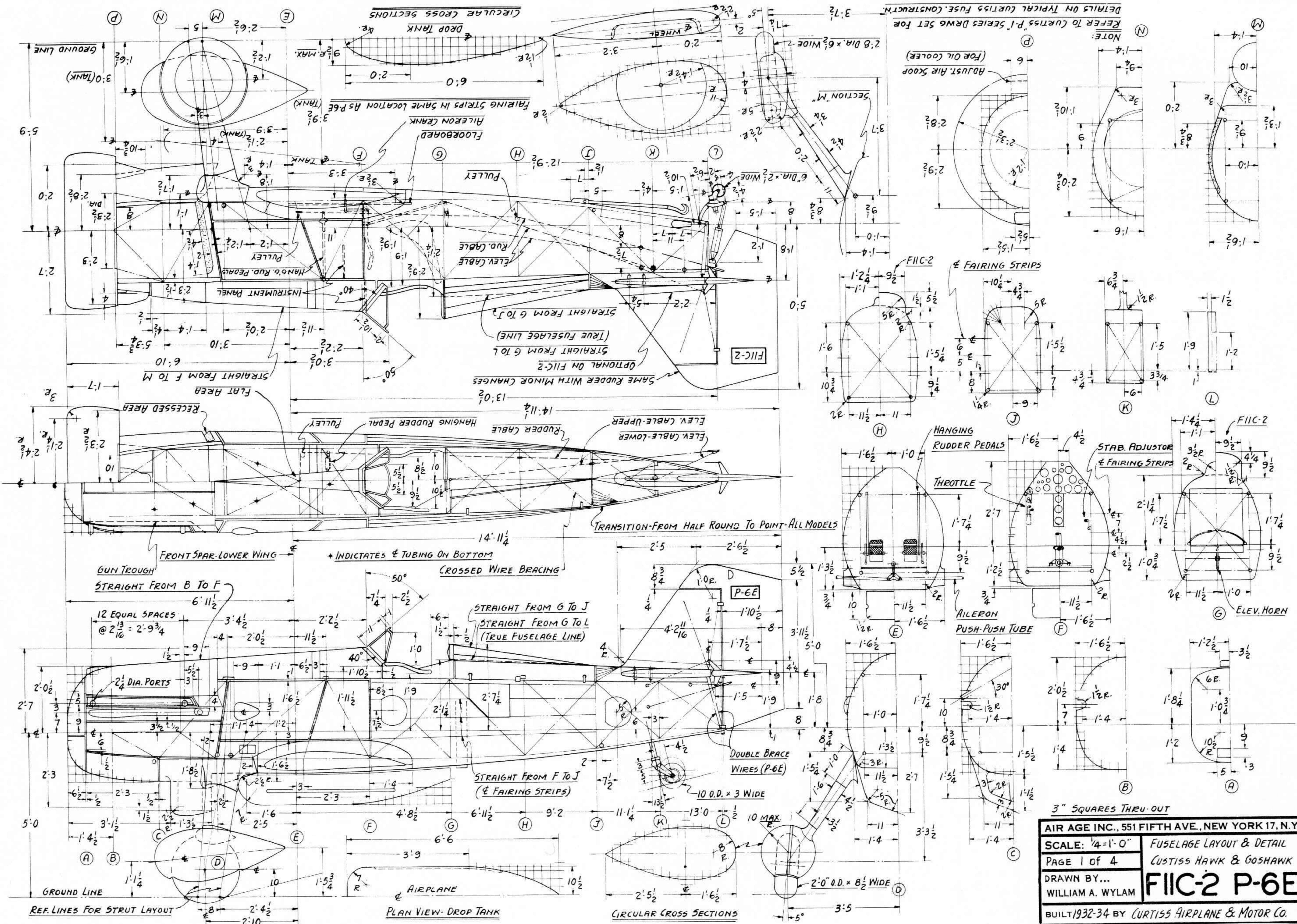
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'-0"
 TYPE: FIGHTER
 COPYRIGHT 1947
 WILLIAM A. WYLAM
 BUILT 25-29 BY CURTISS AIRPLANE & MOTOR CO., INC.

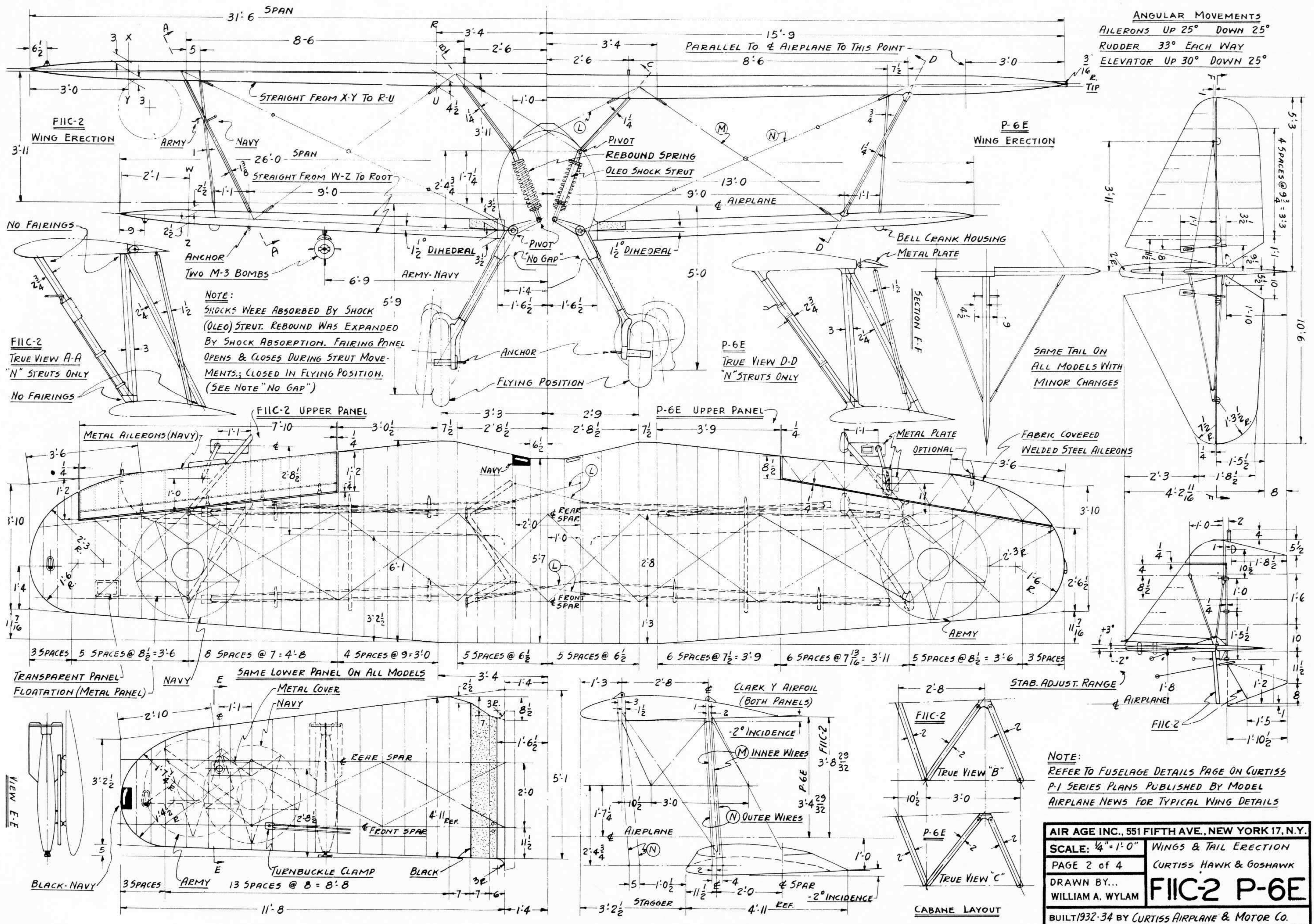
FUSELAGE DETAILS
 CURTISS U.S. ARMY "HAWK"
P-1 SERIES

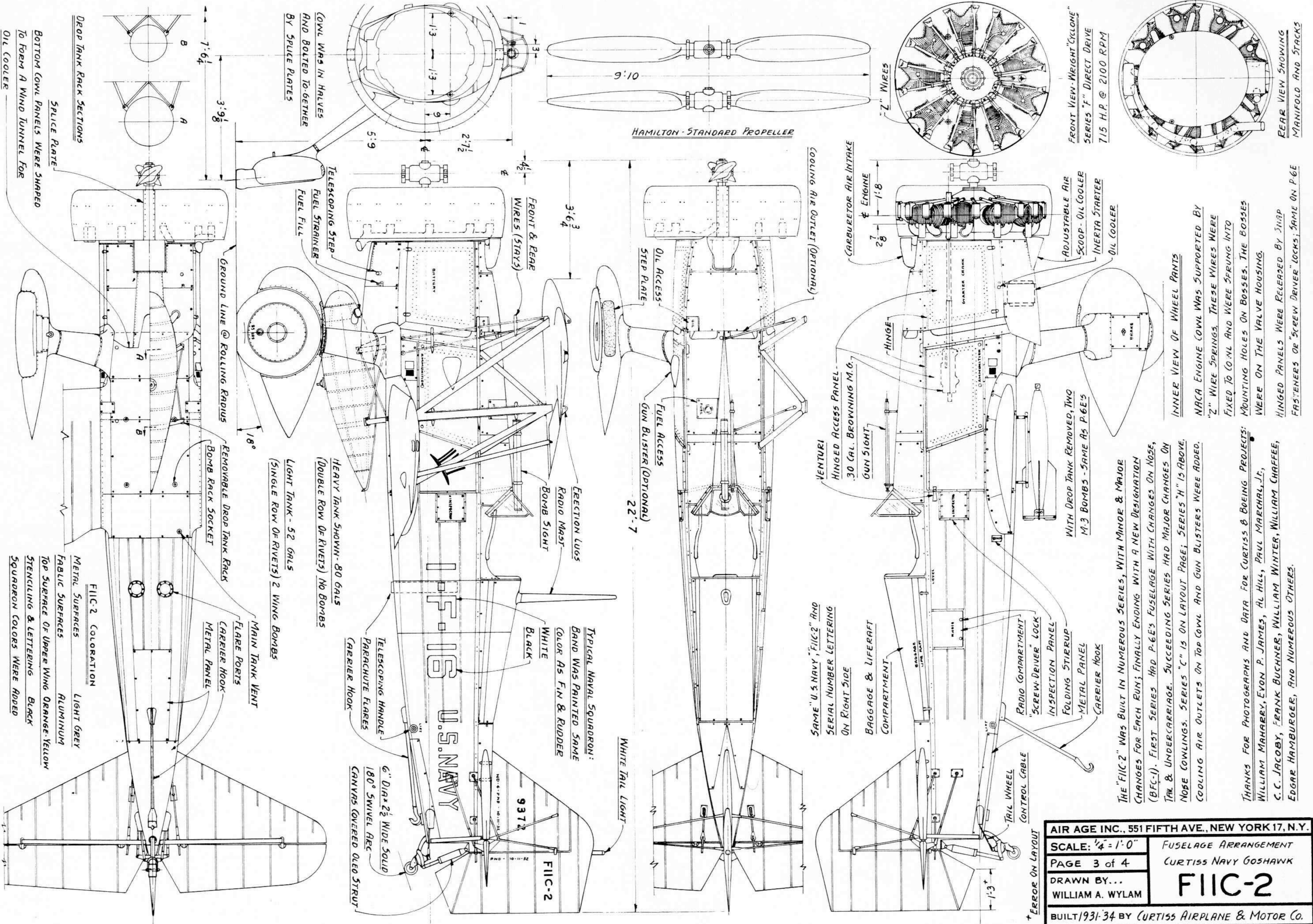


1. ENGINE CONTROL ASSEM.
2. FUEL TANK SELECTOR
3. IGNITION & VOLTMETER
4. NAV. LIGHT SWITCHES
5. L. H. MAC. GUN CHARGER
6. AIRSPEED
7. OIL TEMP GAUGE
8. OIL PRESSURE GAUGE
9. FUEL PRESSURE GAUGE
10. BANK & TURN
11. RATE OF CLIMB
12. ALTIMETER
13. R. H. MAC. GUN CHARGER
14. FUEL GAUGE (MAIN TANK)
15. ENGINE PRIMER
16. SHUTTER CONTROL
17. PRESTONE TEMP. GAUGE
18. TACHOMETER
19. STABILIZER ADJUSTER
20. FUEL GAUGE (AUX. TANK)
21. FUEL PRESS. (AUX. TANK)
22. PRESTONE PRESSURE
23. RHEOSTAT
24. CLOCK
25. COMPASS

THANKS TO PETER M. BOWERS, JAMES C. FAHEY, EVON P. JAMES, WILLIAM MAHARRY AND A. D. PALMER, JR. FOR USE OF PHOTOGRAPHS AND DATA.





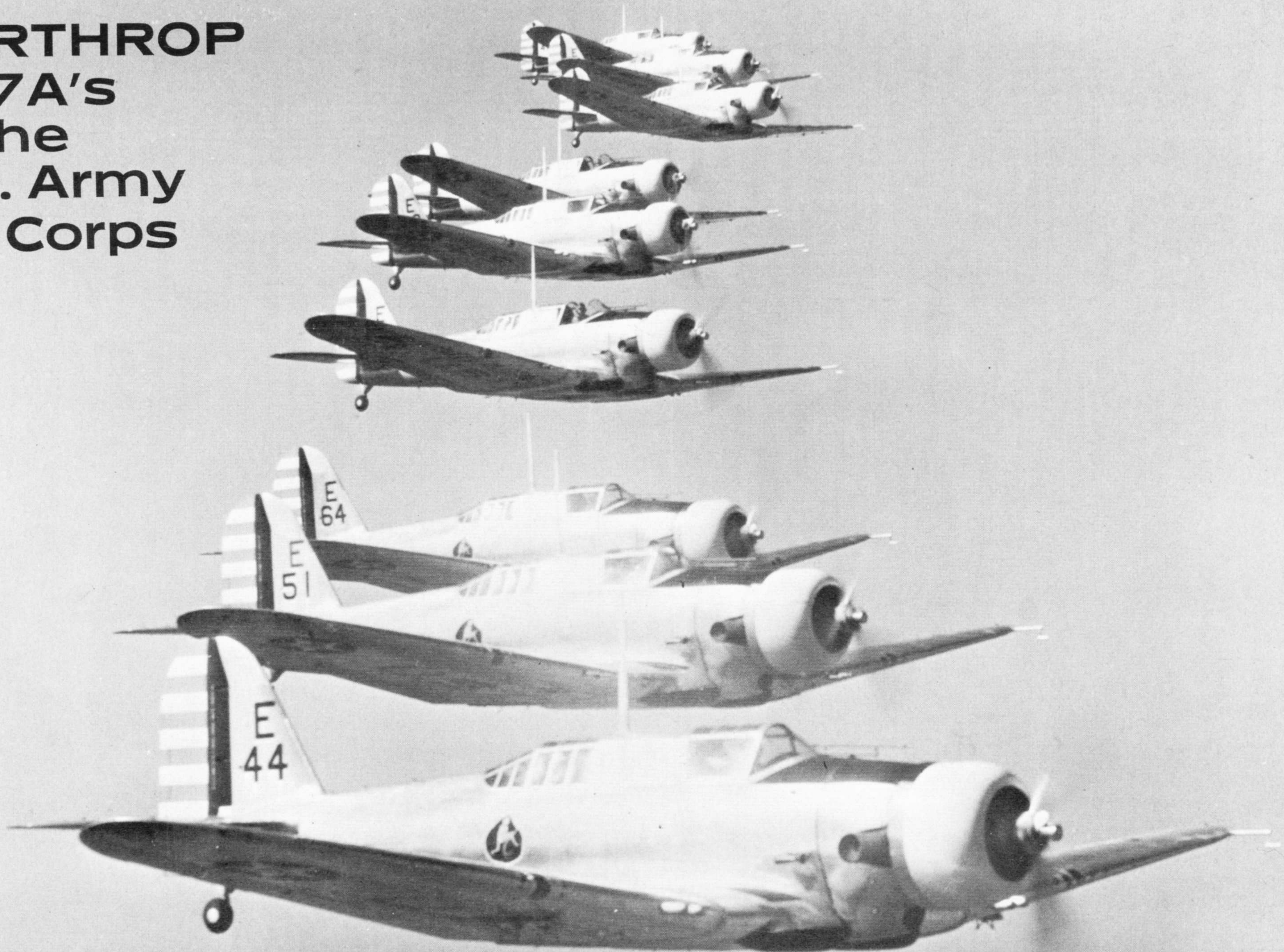


THE "FIIC-2" WAS BUILT IN NUMEROUS SERIES, WITH MINOR & MAJOR CHANGES FOR EACH RUN; FINALLY ENDING WITH A NEW DESIGNATION (BFC-1). FIRST SERIES HAD P-6E'S FUSELAGE WITH CHANGES ON NOSE, TAIL & UNDERCARRIAGE. SUCCEEDING SERIES HAD MAJOR CHANGES ON NOSE COWLINGS. SERIES "C" IS ON LAYOUT PAGE; SERIES "H" IS ABOVE. COOLING AIR OUTLETS ON TOP COWL AND GUN BLISTERS WERE ADDED.

THANKS FOR PHOTOGRAPHS AND DATA FOR CURTISS & BOEING PROJECTS: WILLIAM MAHARRY, EYON P. JAMES, AL HILL, PAUL MARCHAL, JR., C. C. JACOBY, FRANK BUCHNER, WILLIAM WINTER, WILLIAM CHAFFEE, EDGAR HAMBURGER, AND NUMEROUS OTHERS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	FUSELAGE ARRANGEMENT
PAGE 3 of 4	CURTISS NAVY GOSHAWK
DRAWN BY... WILLIAM A. WYLAM	FIIC-2
BUILT 1931-34 BY CURTISS AIRPLANE & MOTOR CO.	

**NORTHROP
A-17A's
of the
U.S. Army
Air Corps**



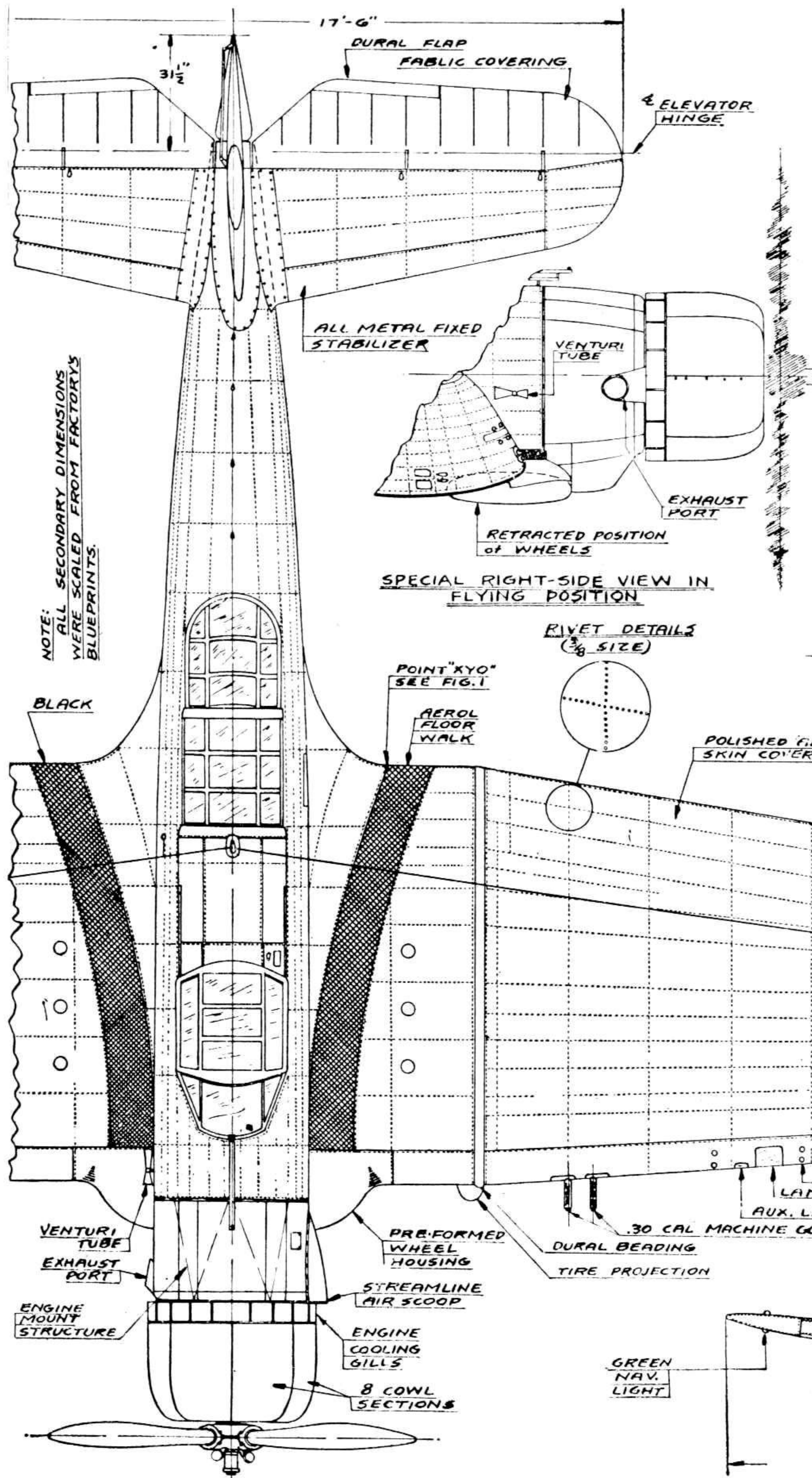


FIG. 3 - FINAL ASSEMBLY - TOP VIEW

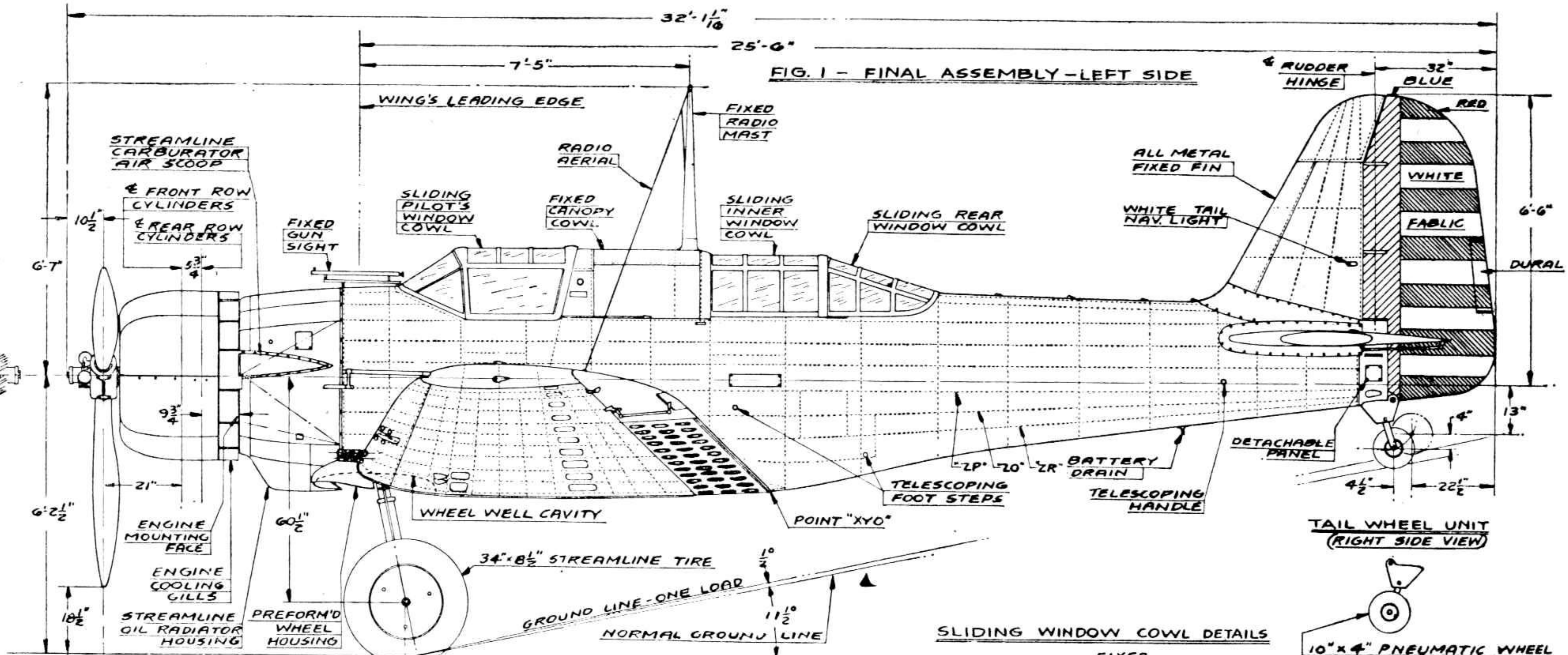
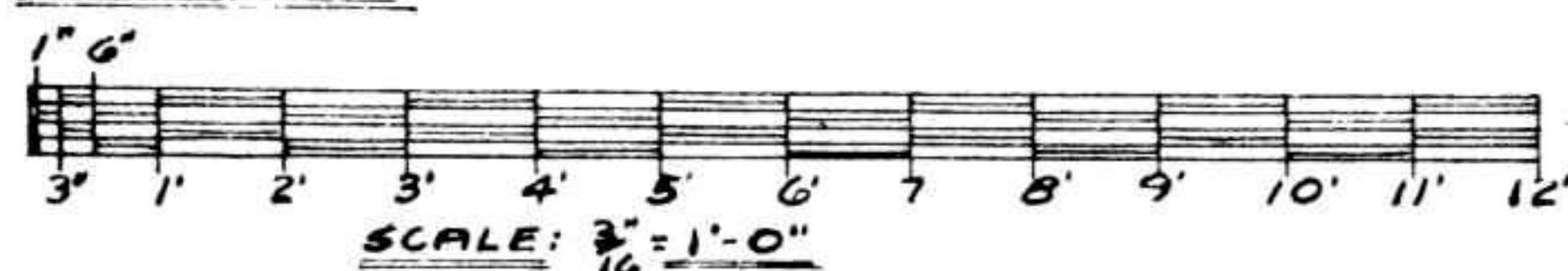


FIG. 1 - FINAL ASSEMBLY - LEFT SIDE

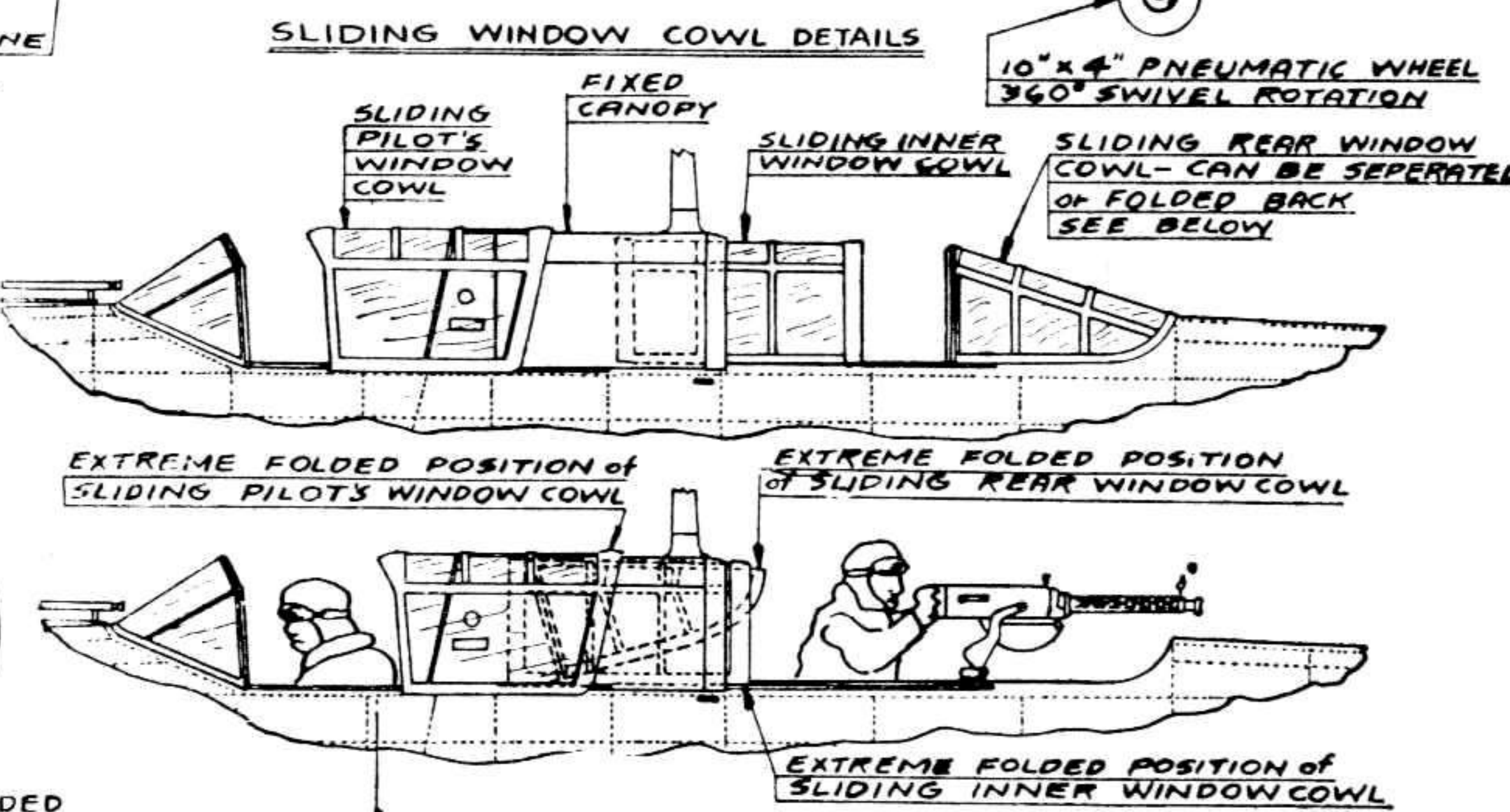
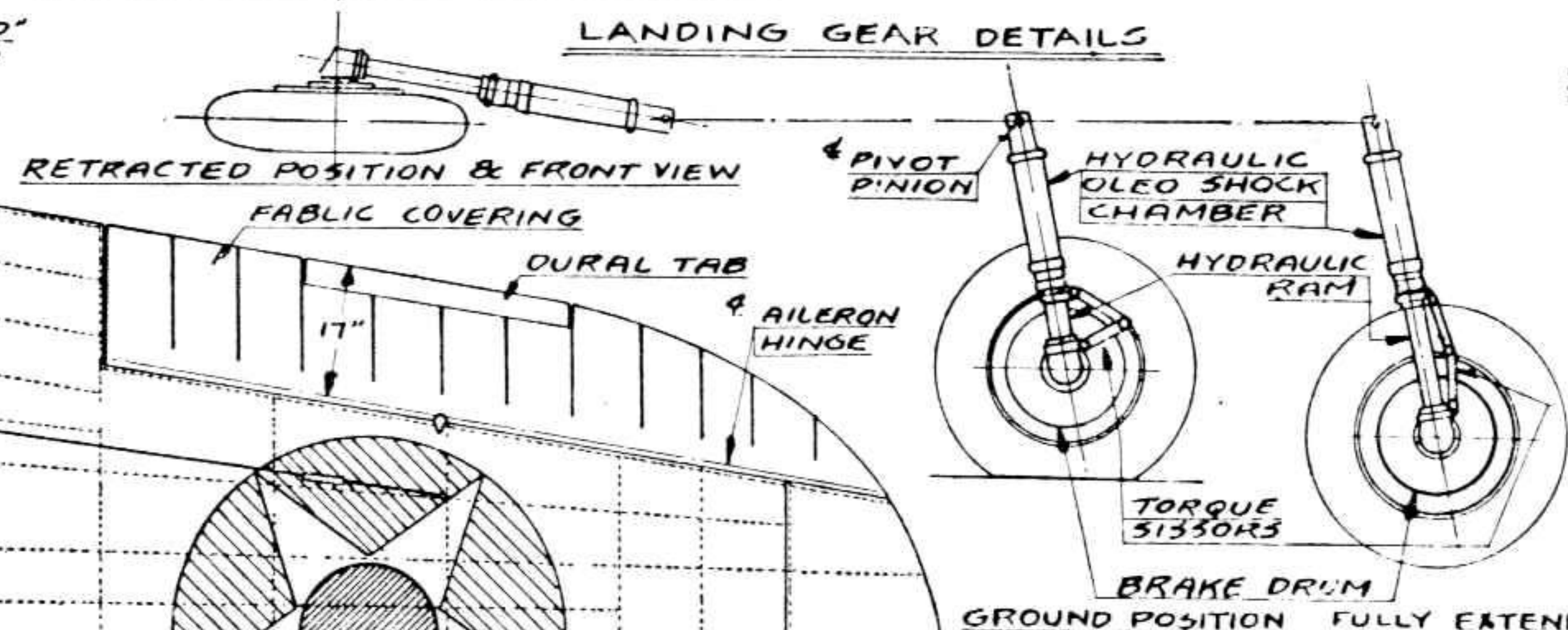


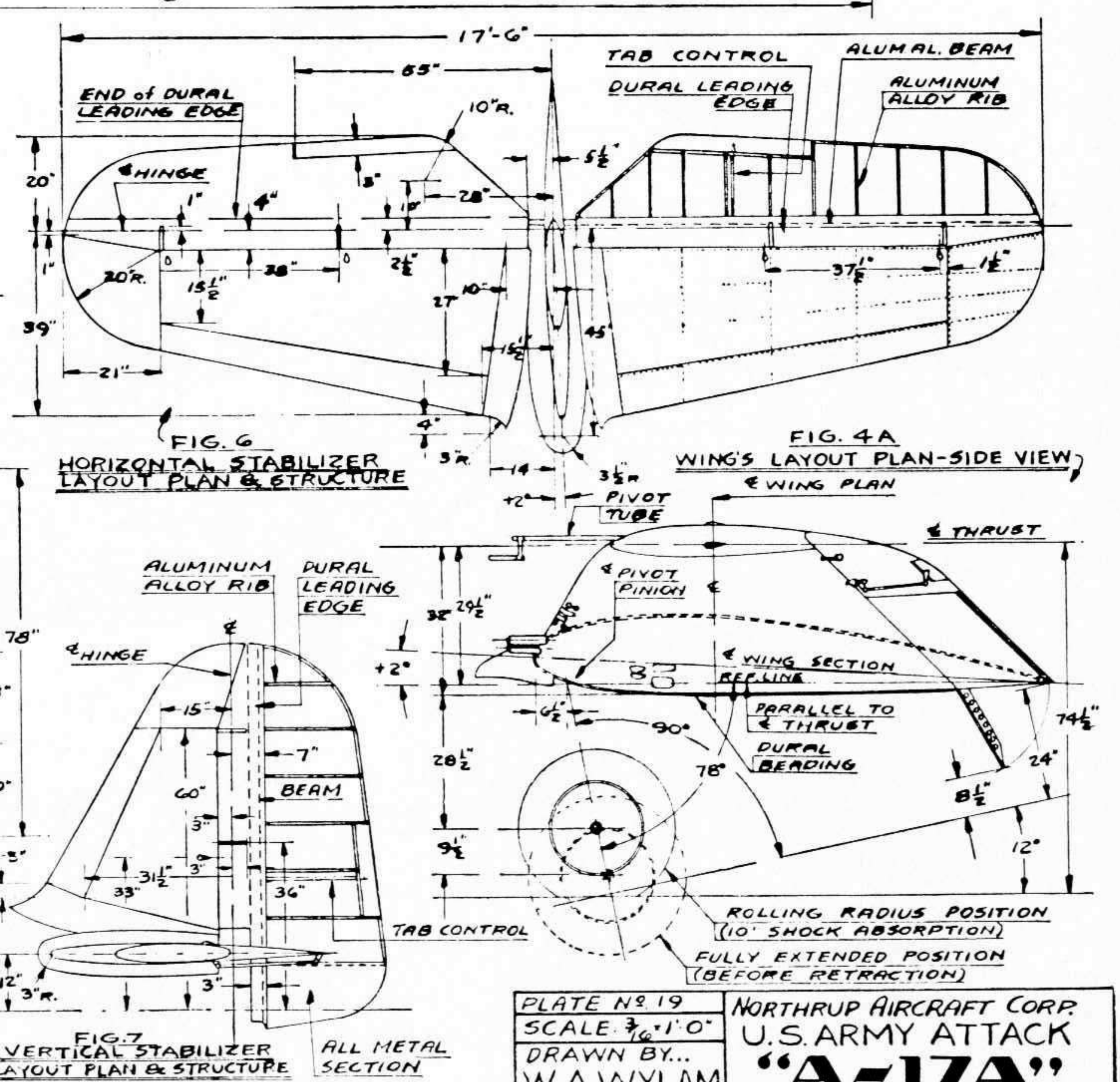
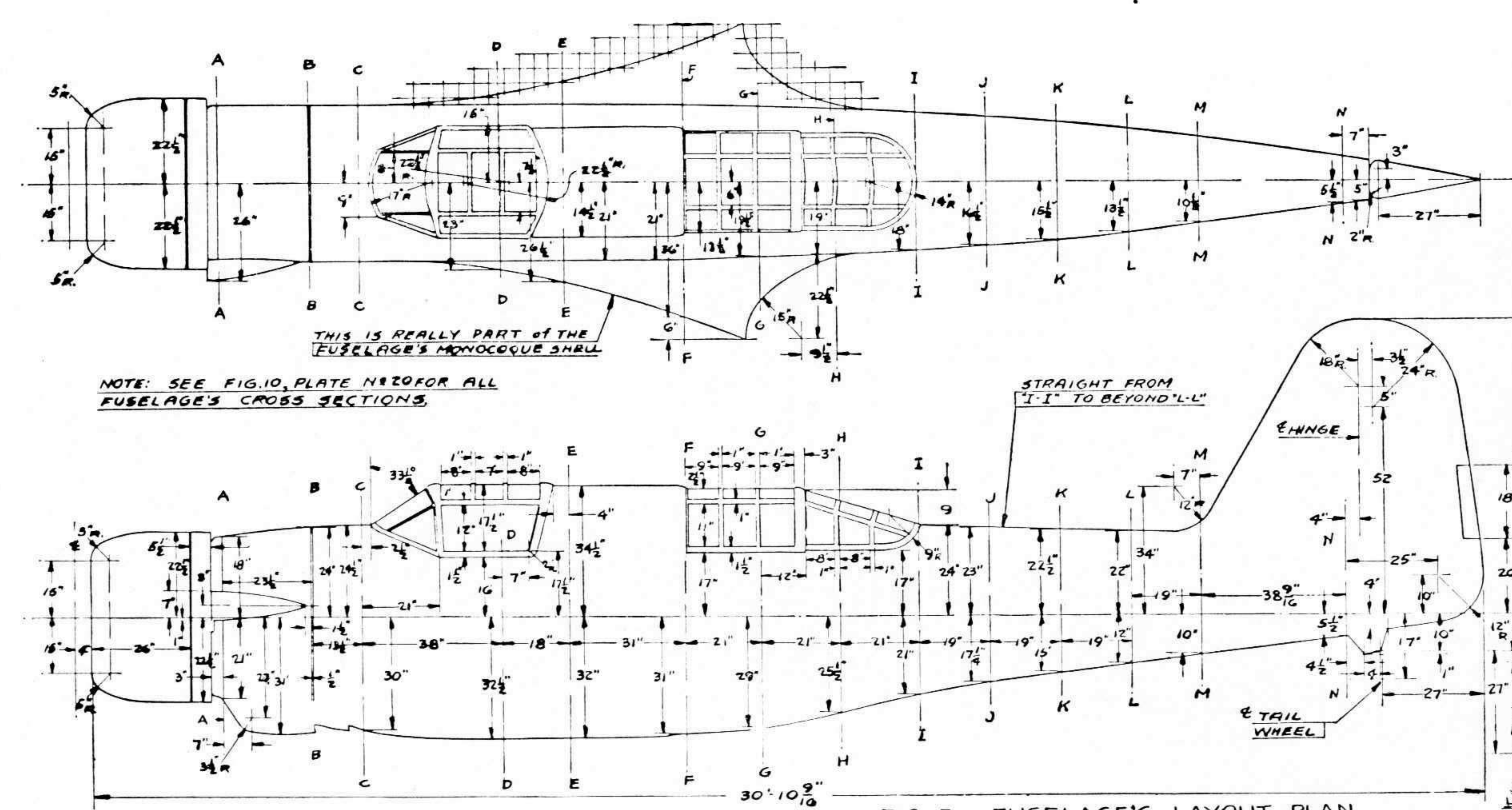
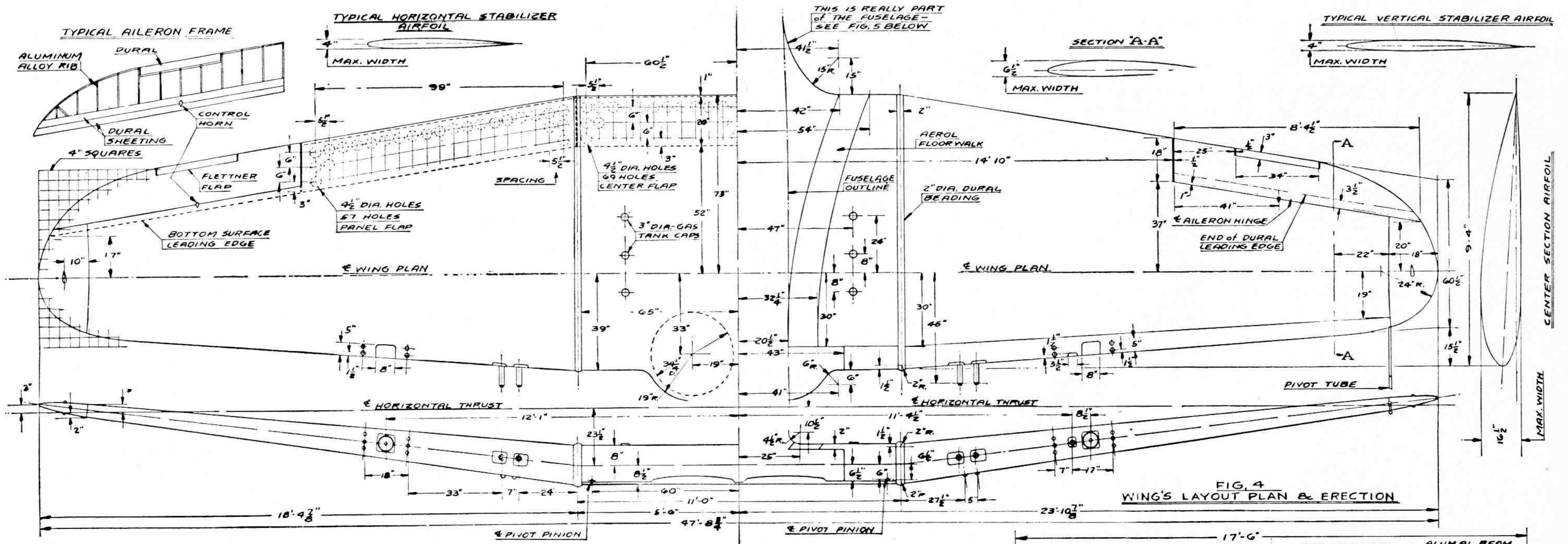
FIG. 2 - FINAL ASSEMBLY - FRONT VIEW

ENTIRE AIRPLANE IS OF ALL METAL CONSTRUCTION—THE OUTER METAL FINISH IS SIMILAR TO THE FINISH OF CHROMIUM PLATED PARTS ON AUTOMOBILES. (HIGHLY POLISHED "ALCAD")

THE ELEVATOR, RUDDER & AILERONS ARE OF ALUMINUM ALLOY FRAMEWORKS & FIN FABRIC COVERED. THE AILERONS & ELEVATOR ARE SPRAYED ALUMINUM WHILE THE RUDDER IS PAINTED WITH BLUE VERTICAL STRIPE & RED & WHITE HORIZONTAL STRIPES.

PLATE NO. 18
SCALE: 3/16"=1'-0"
DRAWN BY...
W.A. WYLAM

NORTHROP AIRCRAFT CORP.
U.S. ARMY ATTACK
"A-17A"



NOTE: SEE FIG. 10, PLATE NO. 20 FOR ALL FUSELAGE'S CROSS SECTIONS.

PLATE NO. 19
 SCALE 3/16" = 1'-0"
 DRAWN BY...
 W.A. WYLAM

NORTHROP AIRCRAFT CORP.
 U.S. ARMY ATTACK
 "A-17A"

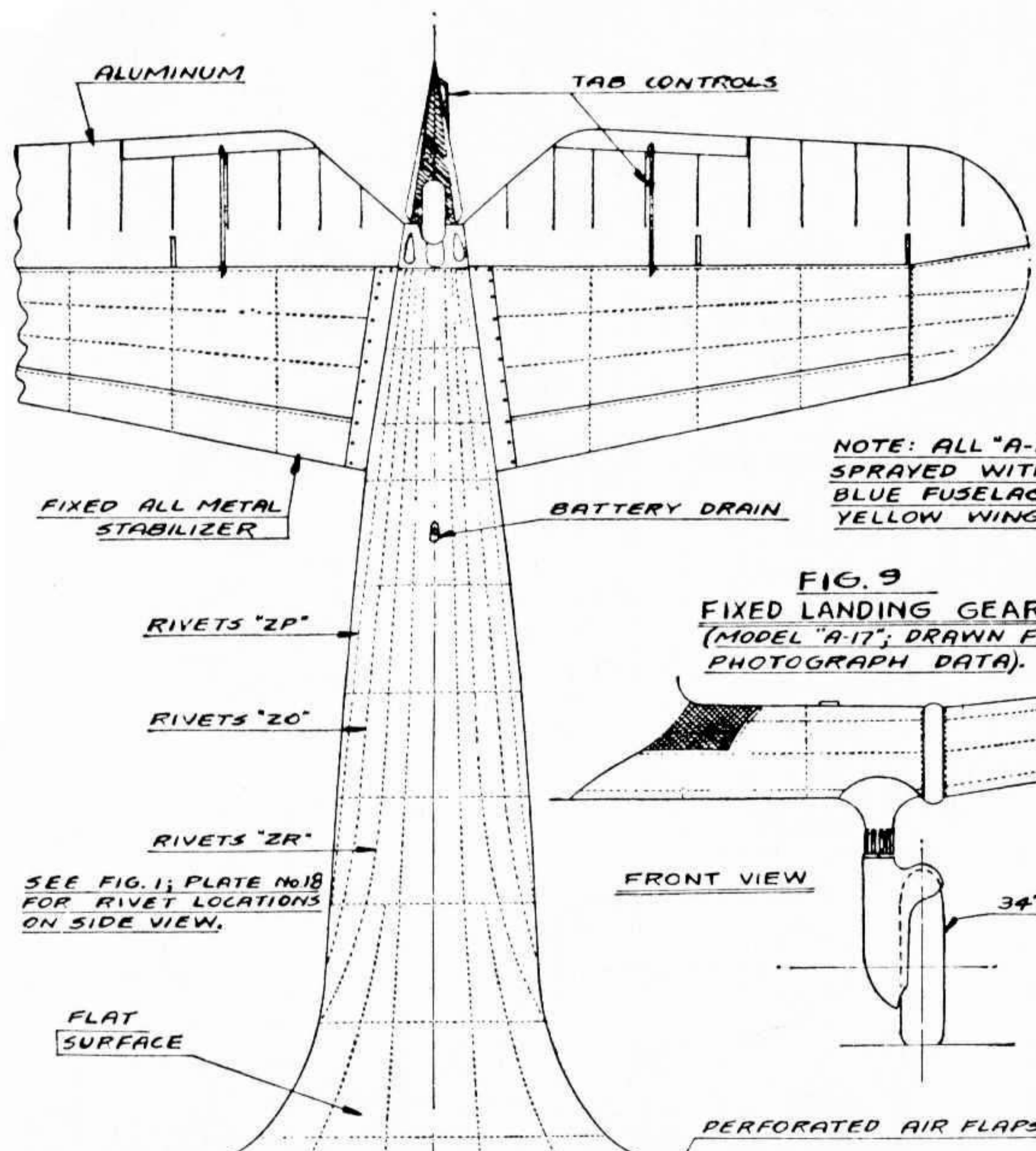


FIG. 9
FIXED LANDING GEARS
(MODEL "A-17"; DRAWN FROM
PHOTOGRAPH DATA).

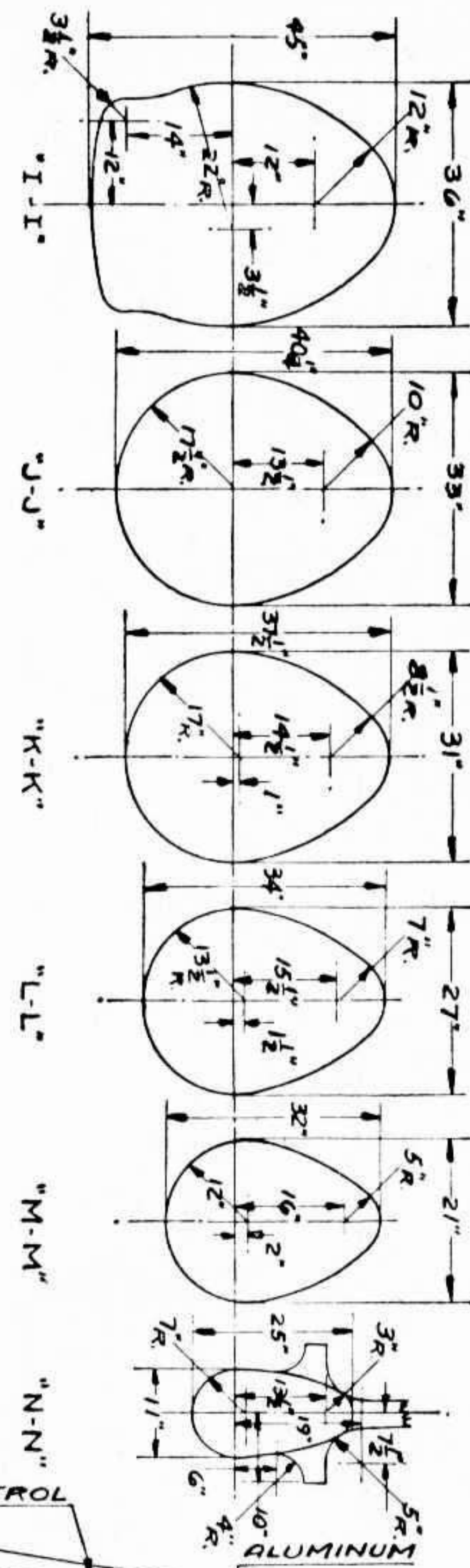
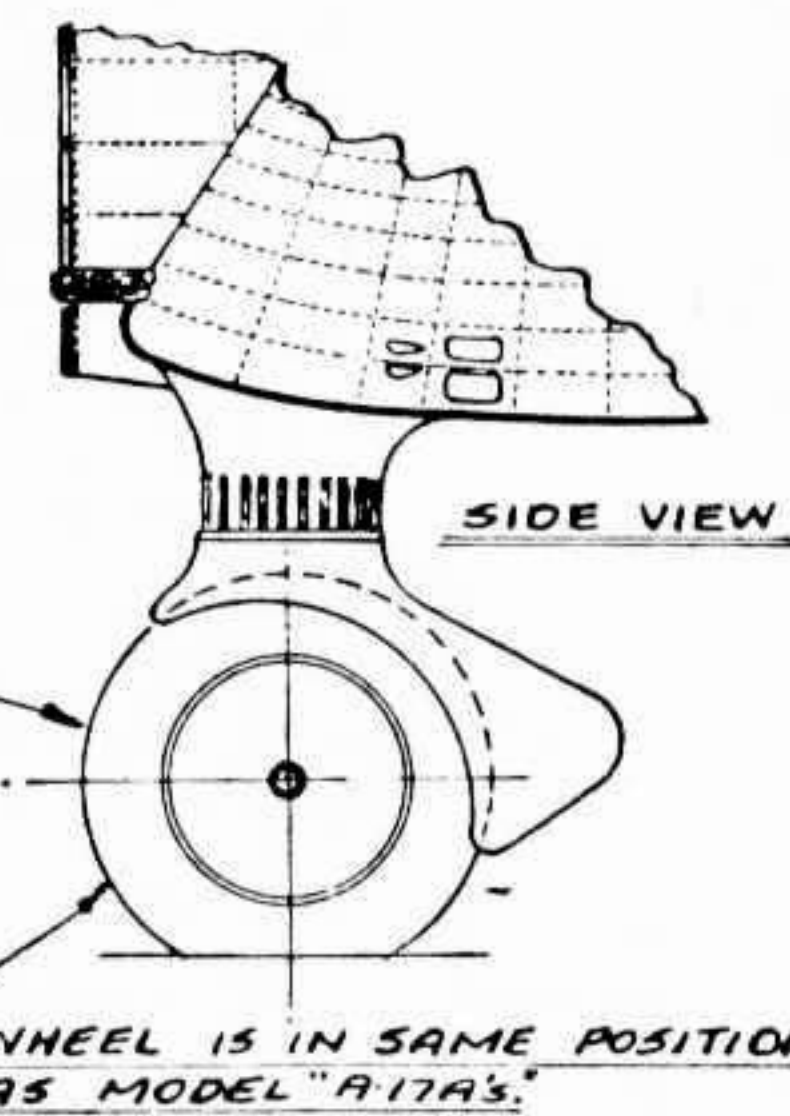
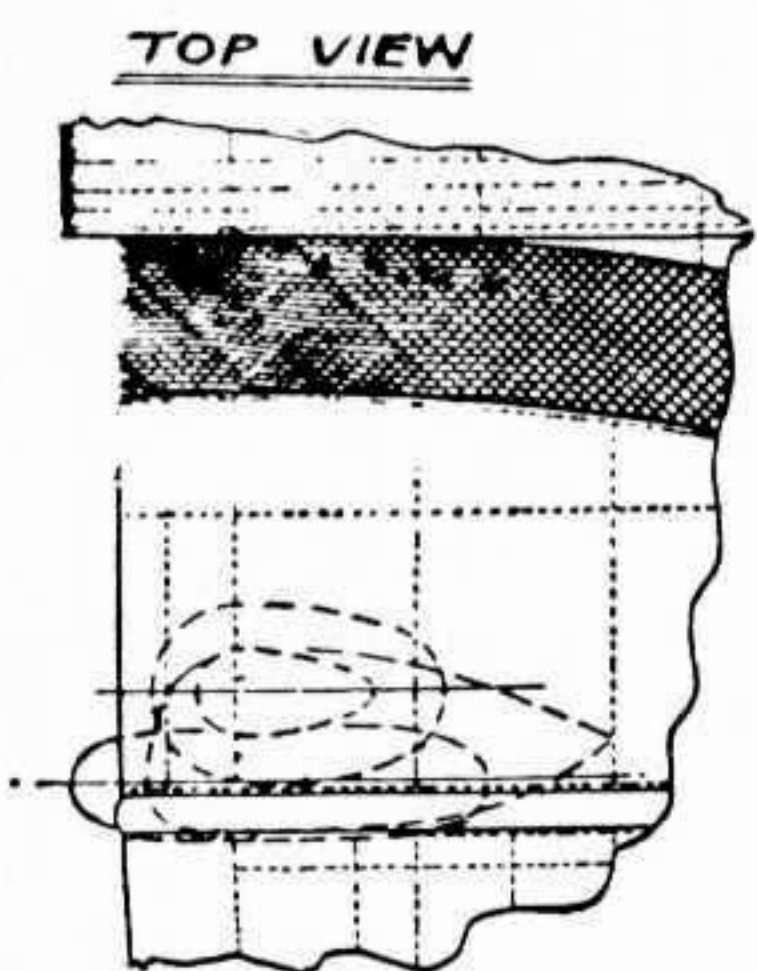


FIG. 10 FUSELAGES CROSS SECTIONS

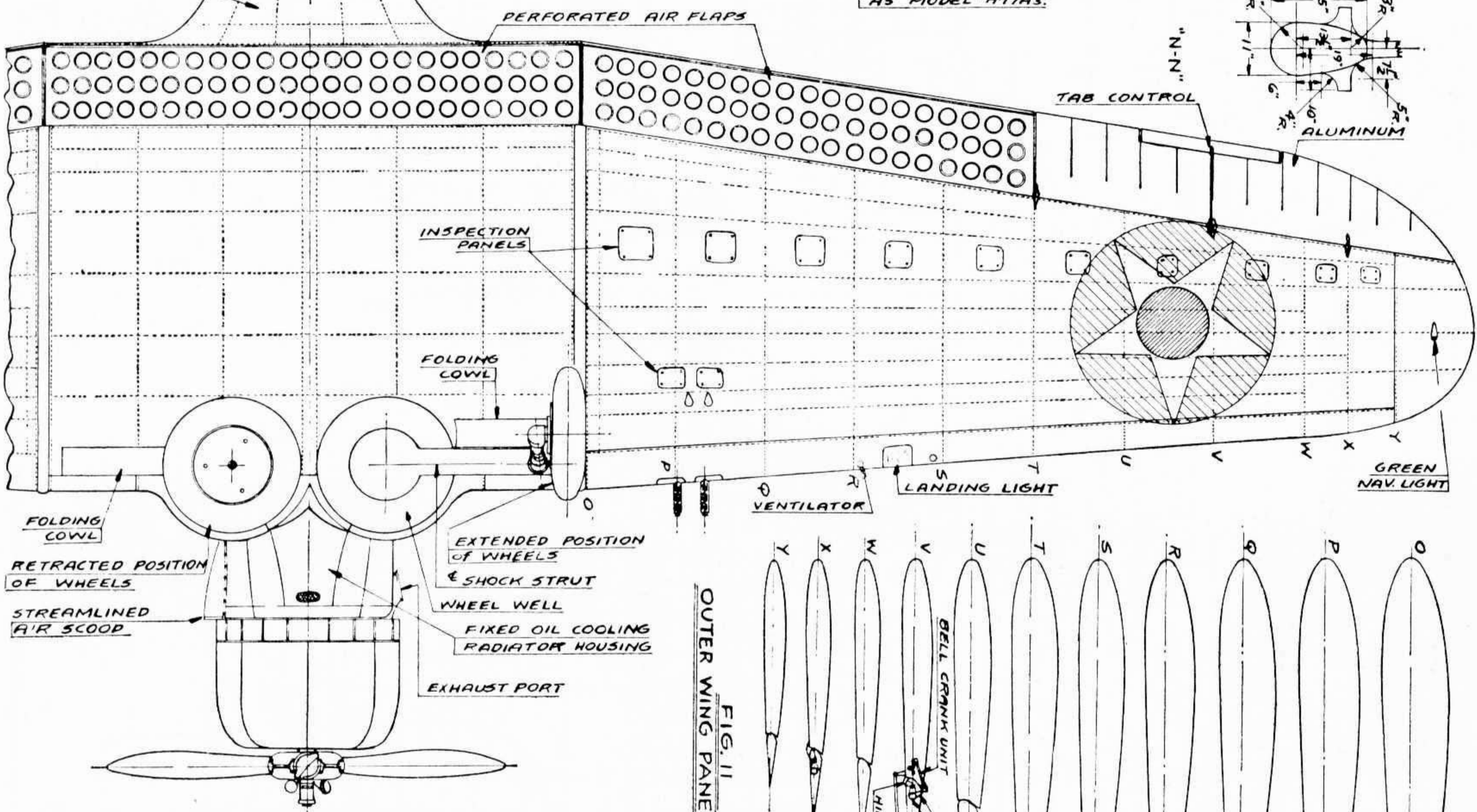
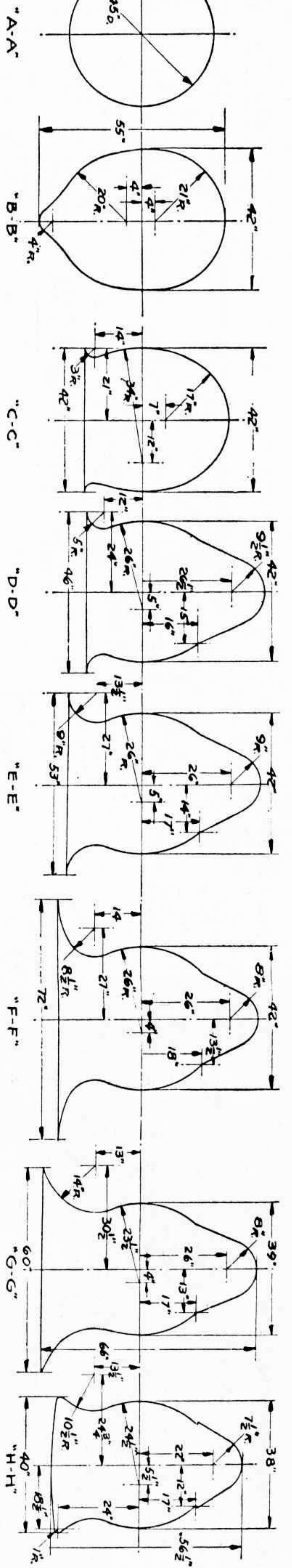


FIG. 8
SPECIAL BOTTOM VIEW

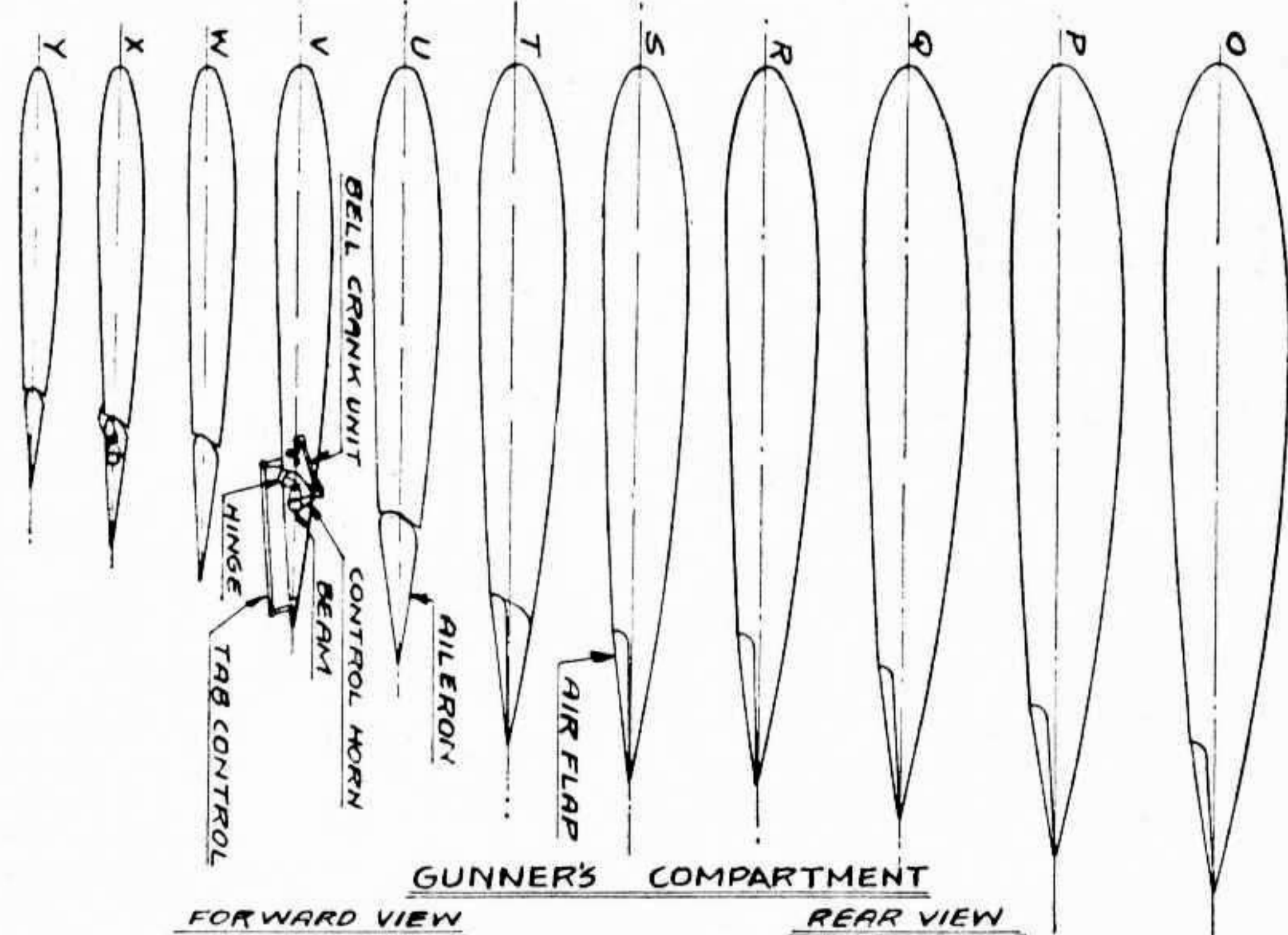


FIG. 11
OUTER WING PANELS RIB SECTIONS

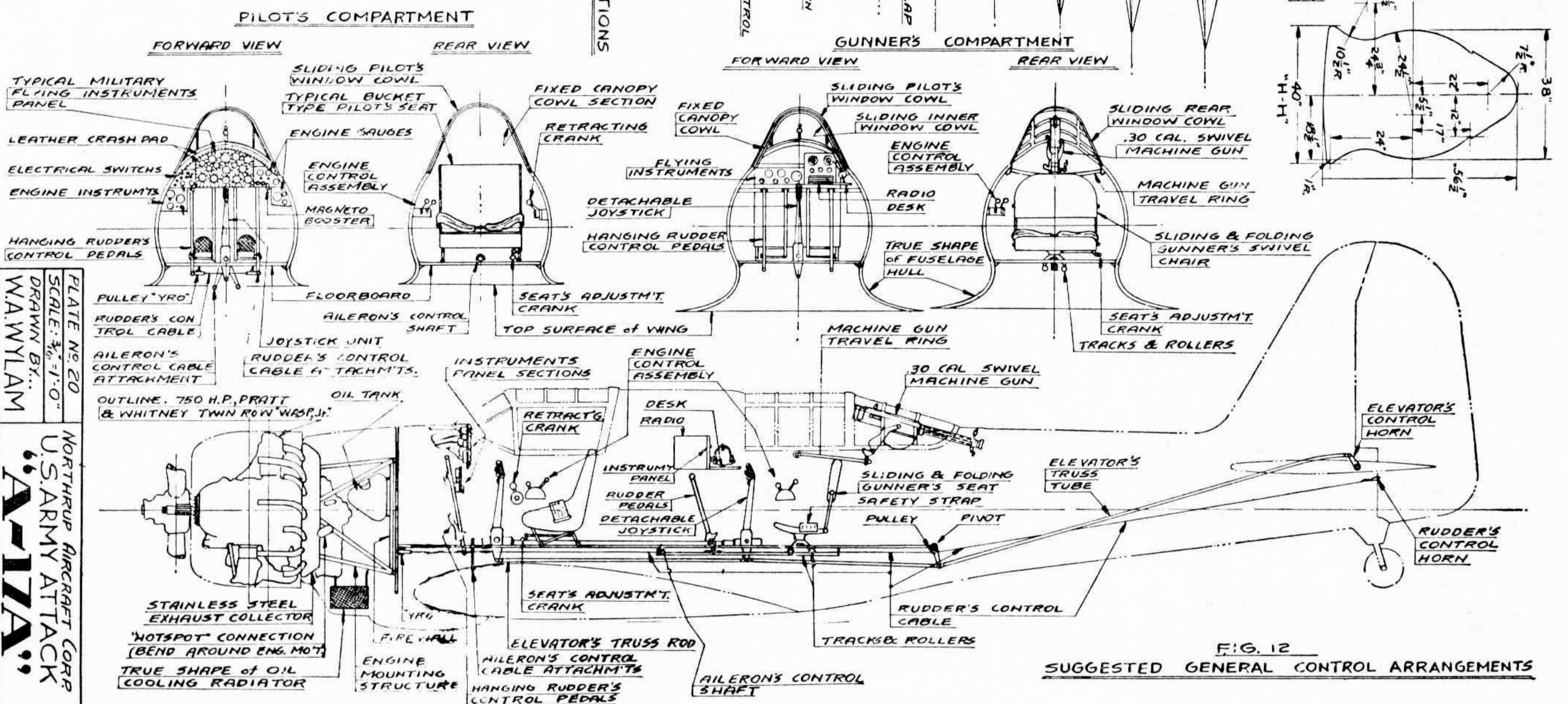
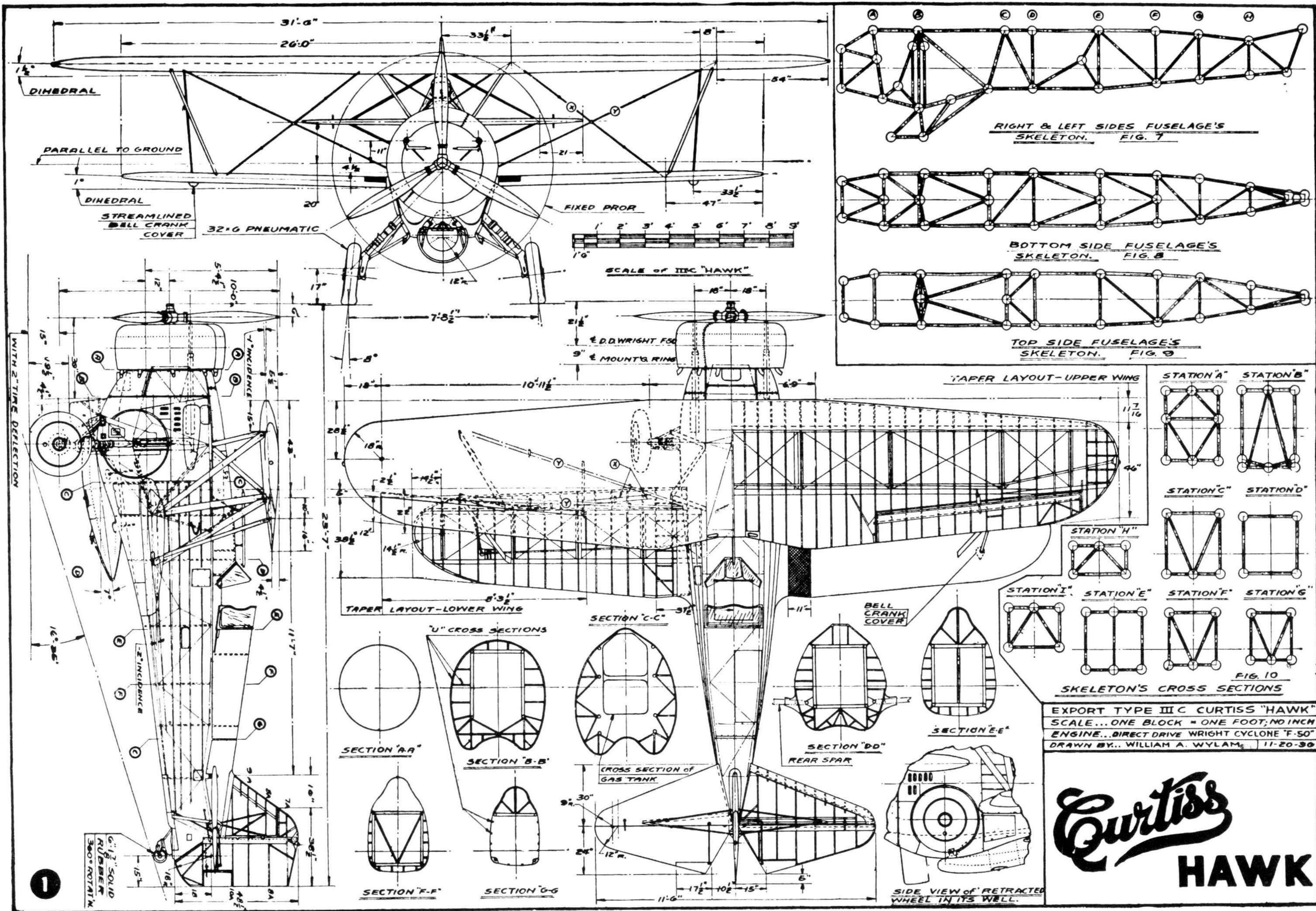


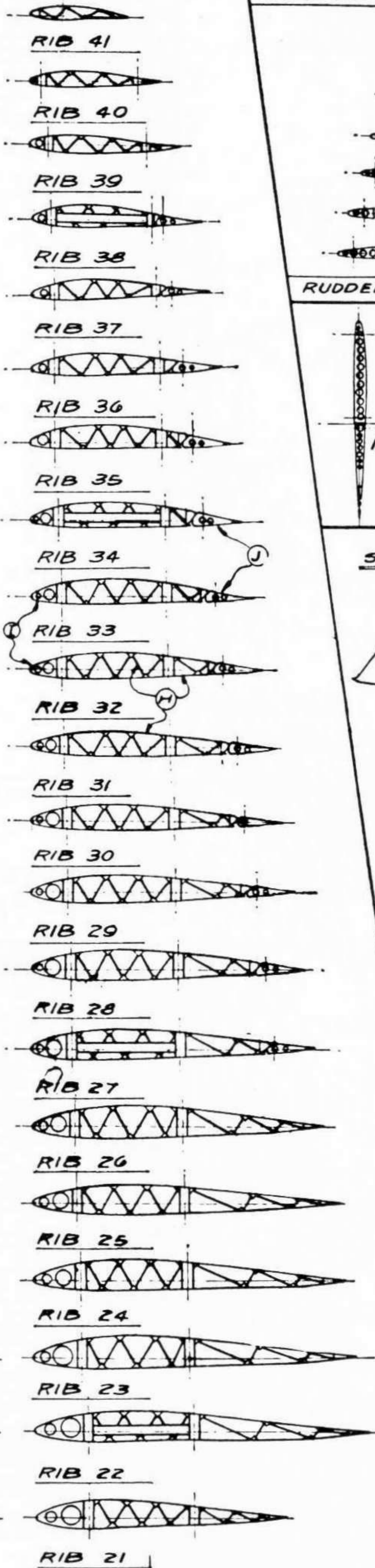
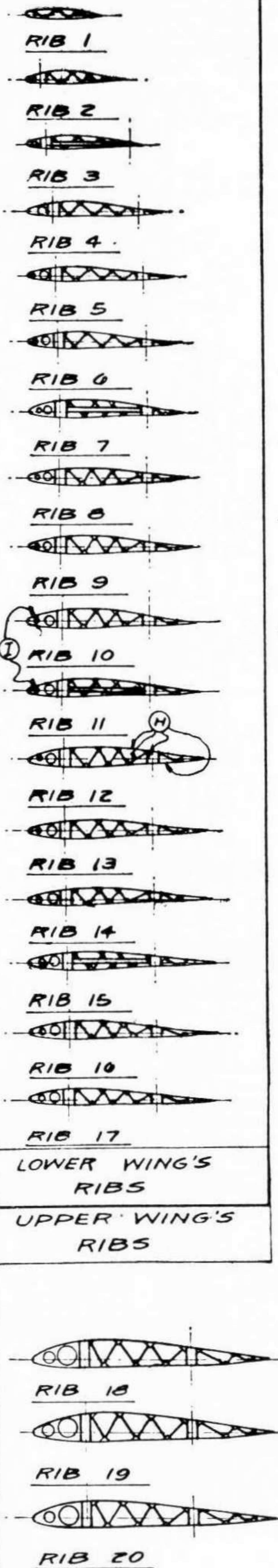
FIG. 12
SUGGESTED GENERAL CONTROL ARRANGEMENTS

PLATE No. 20
SCALE: 3/4" = 1'-0"
DRAWN BY:
W.A. WYLLAM
NORTHROP AIRCRAFT CORP.
U.S. ARMY ATTACK
"A-17A"

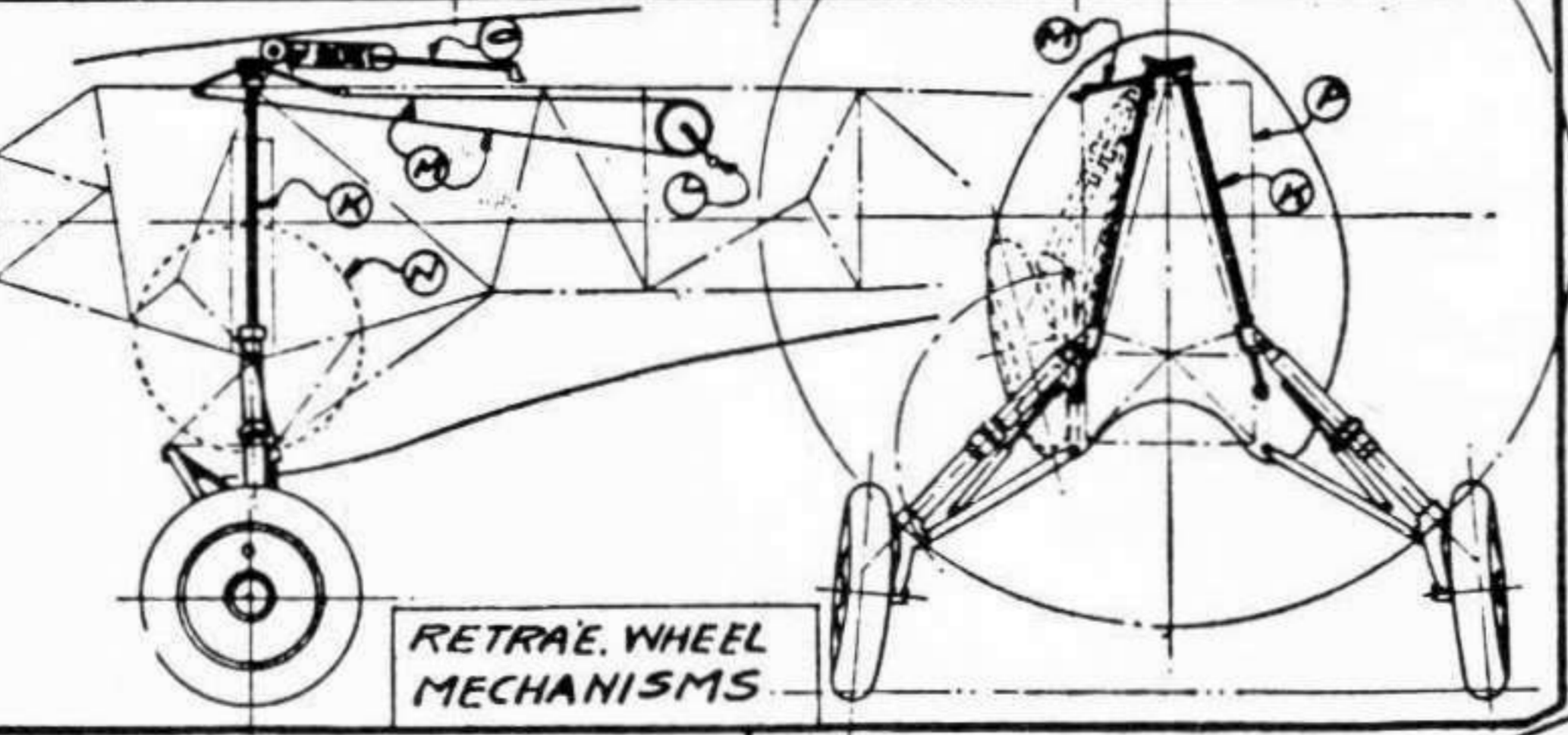
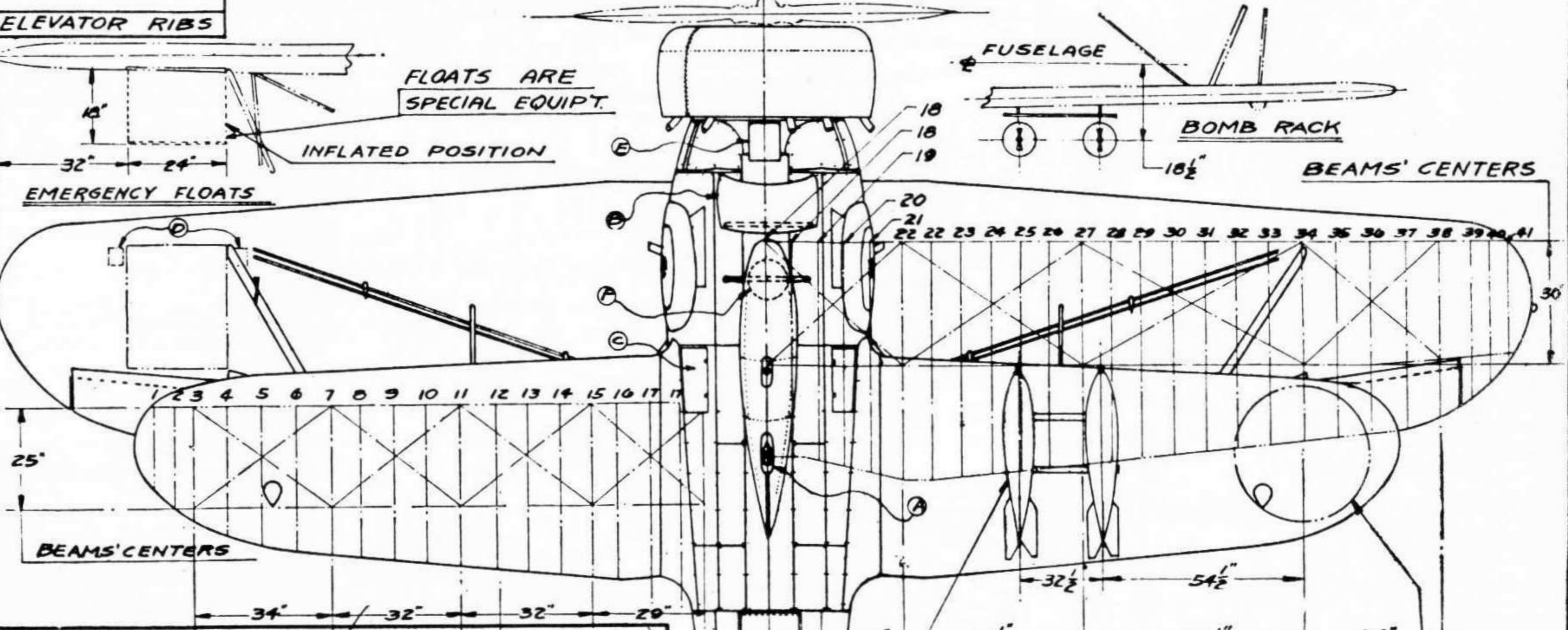
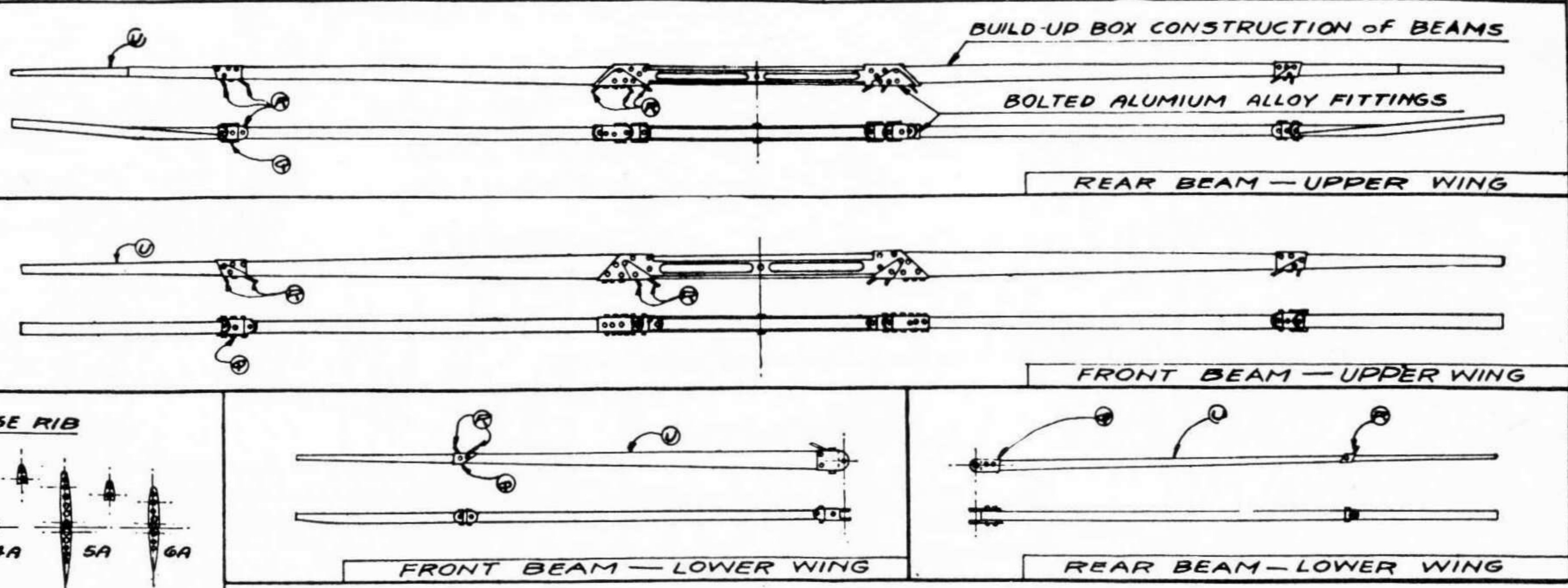
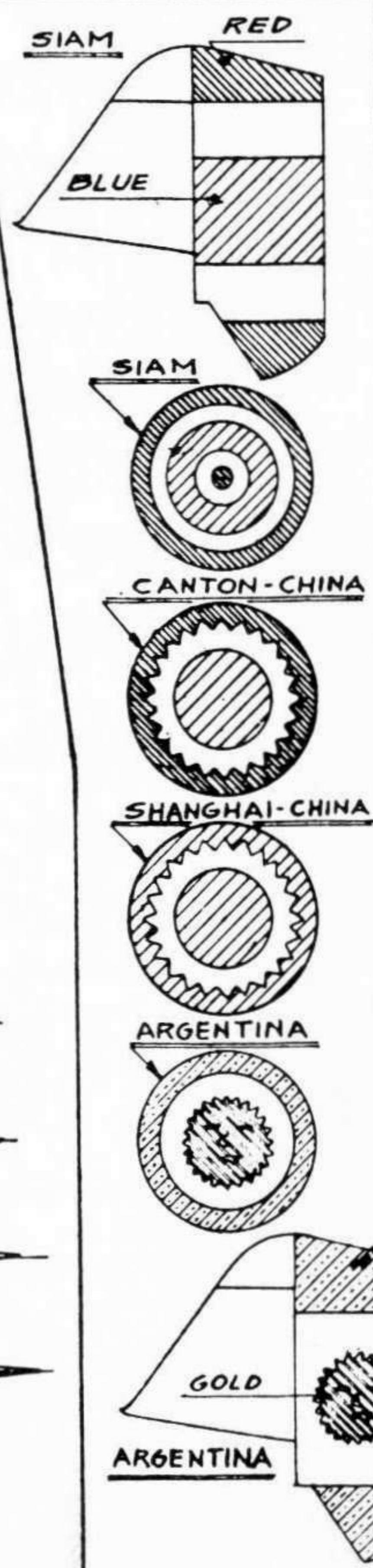
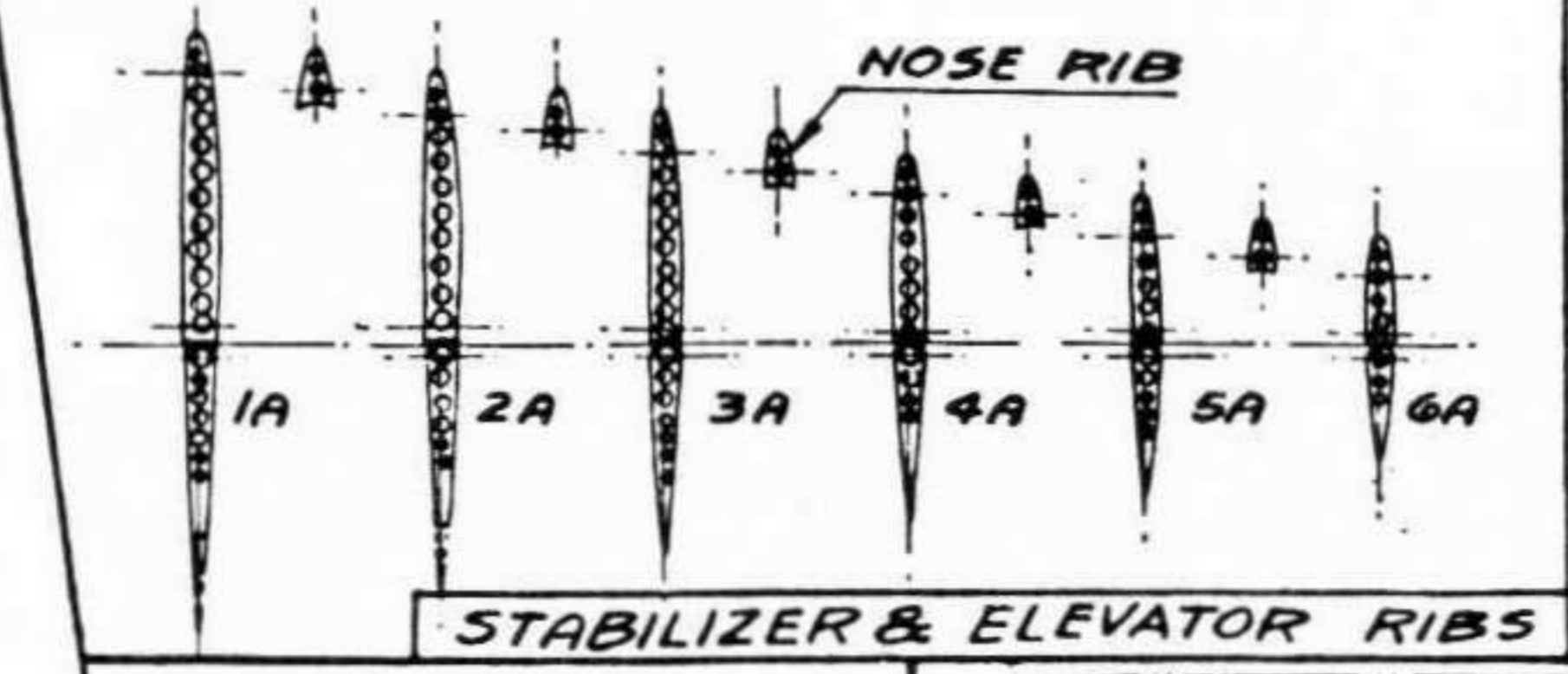
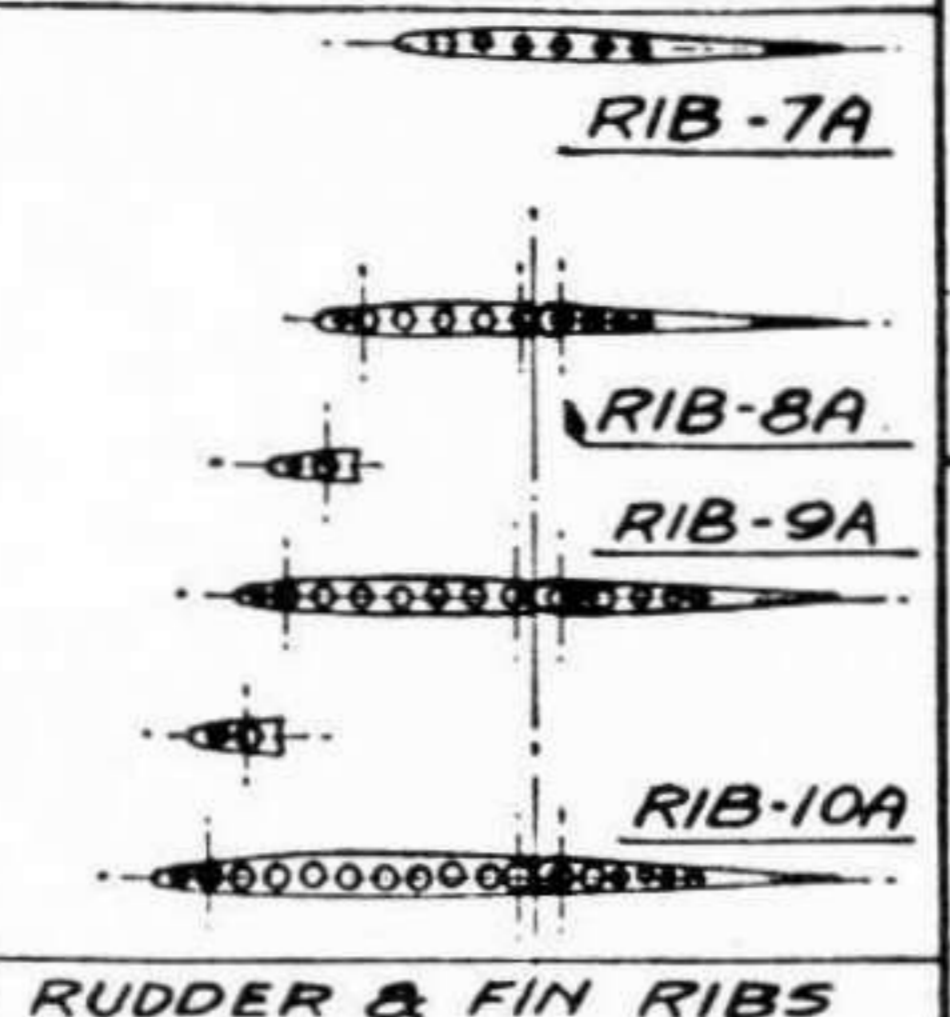


EXPORT TYPE IIC CURTISS "HAWK"
 SCALE... ONE BLOCK = ONE FOOT; NO INCH
 ENGINE... DIRECT DRIVE WRIGHT CYCLONE "F-50"
 DRAWN BY... WILLIAM A. WYLAN, 11-20-30



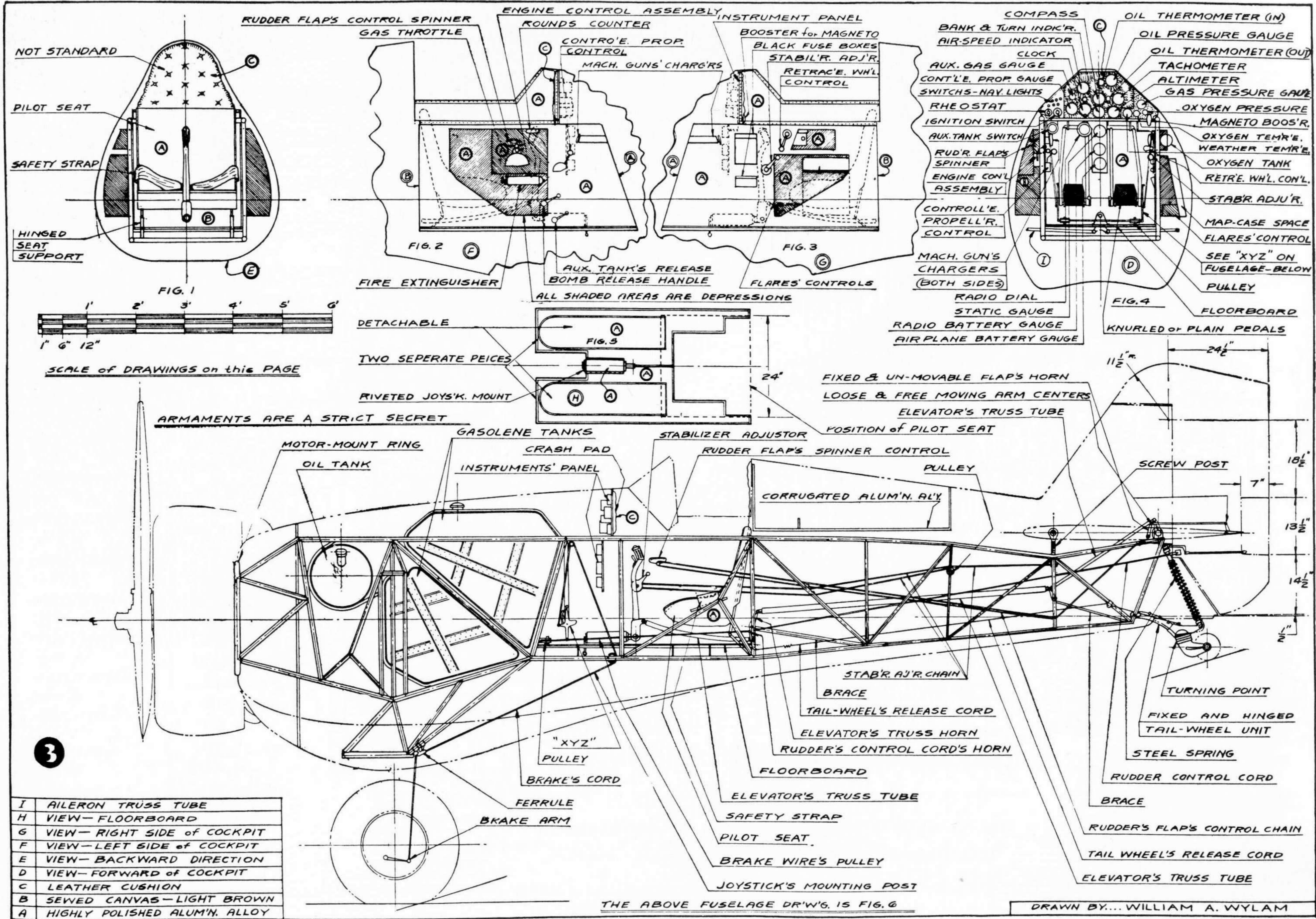


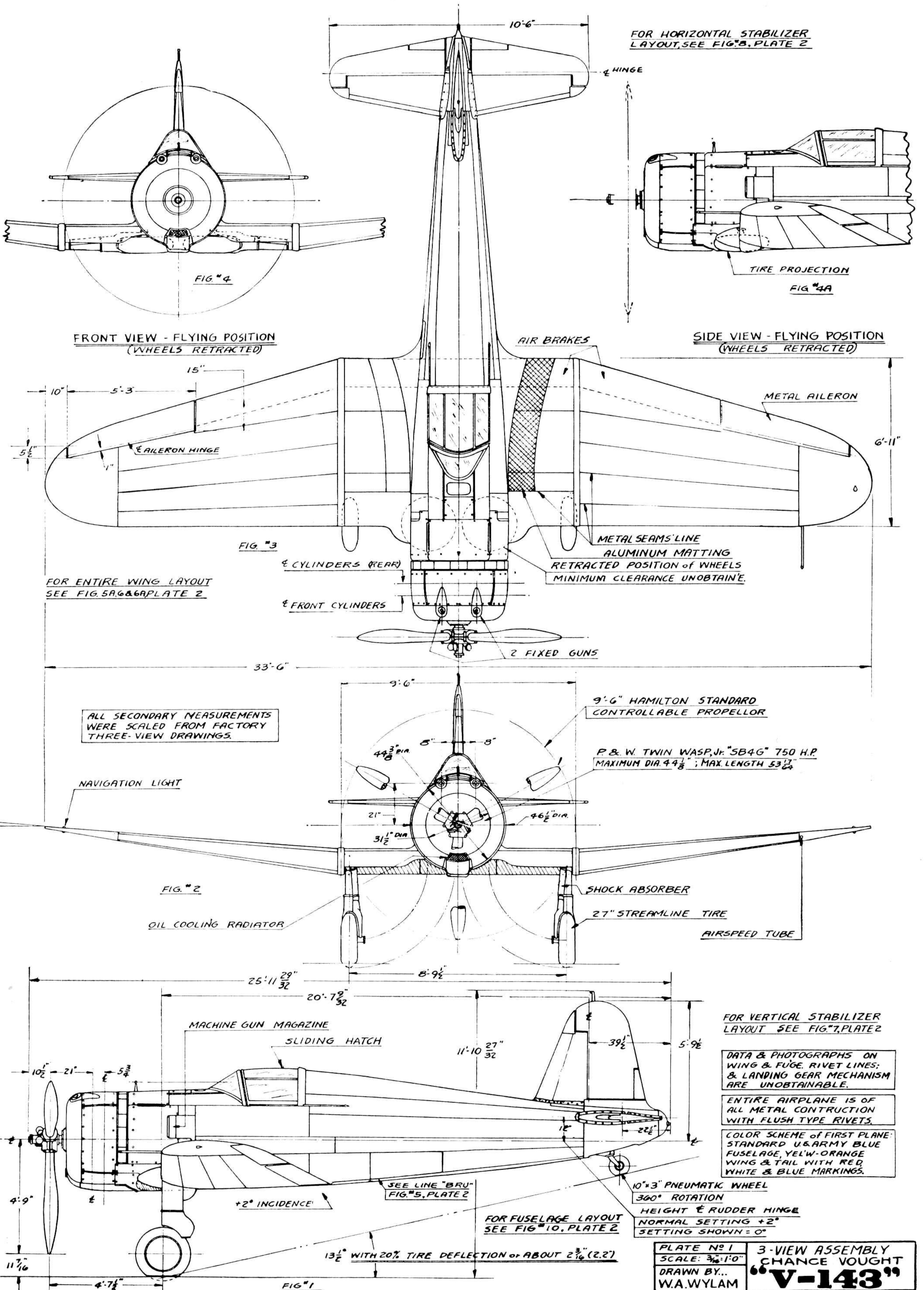
REFER TO SIDE VIEW OF THREE-VIEW DRAWINGS.



SEE AIR BOMB'S DRWS. WHEN PRINTED. USE DEMOLITION BOMB-100LBS.

R	WIRES & STRUTS ATTACH'TS.
U	SPRUCE
Q	ALUM. ALLOY FITTINGS
P	FUSELAGE SKELETON'S CENTERS
O	COUNTER BALANCE
N	WHEEL WELL
M	RETRACTING CHAIN
L	RETRACTING HANDLE
K	RETRACTING SCREW
J	ALUM. ALLOYAILERON RIBS
I	ALUM. ALLOY NOSE RIBS
H	1/4" SQUARE SPRUCE STRIPS
G	DRILLED ALUM. ALLOY SHEET RIB
F	MAIN GAS TANK'S VALVE ENRAN'E.
E	OIL COOLING RADIATOR
D	TRANSPARENTS INSPECTORS
C	INSPECTION DOORS
B	AUX. GAS TANK'S WIND COWL
A	AUX. GAS TANK'S EMSEY. VALVE
SCALE: SAME AS THREE-VIEWS'	
DRAWN BY... WILLIAM A. WYLAM	
CURTISS EXPORT HAWK "III-C"	

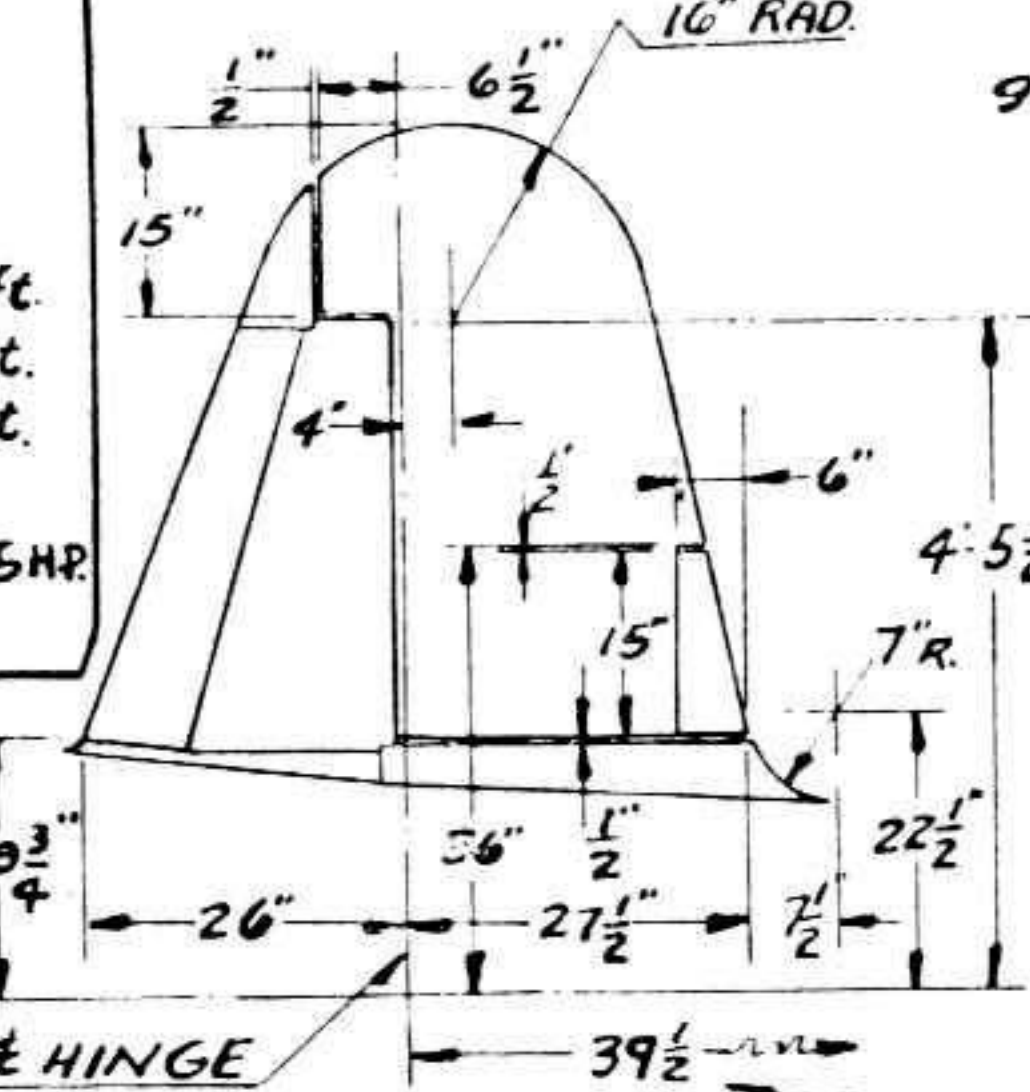
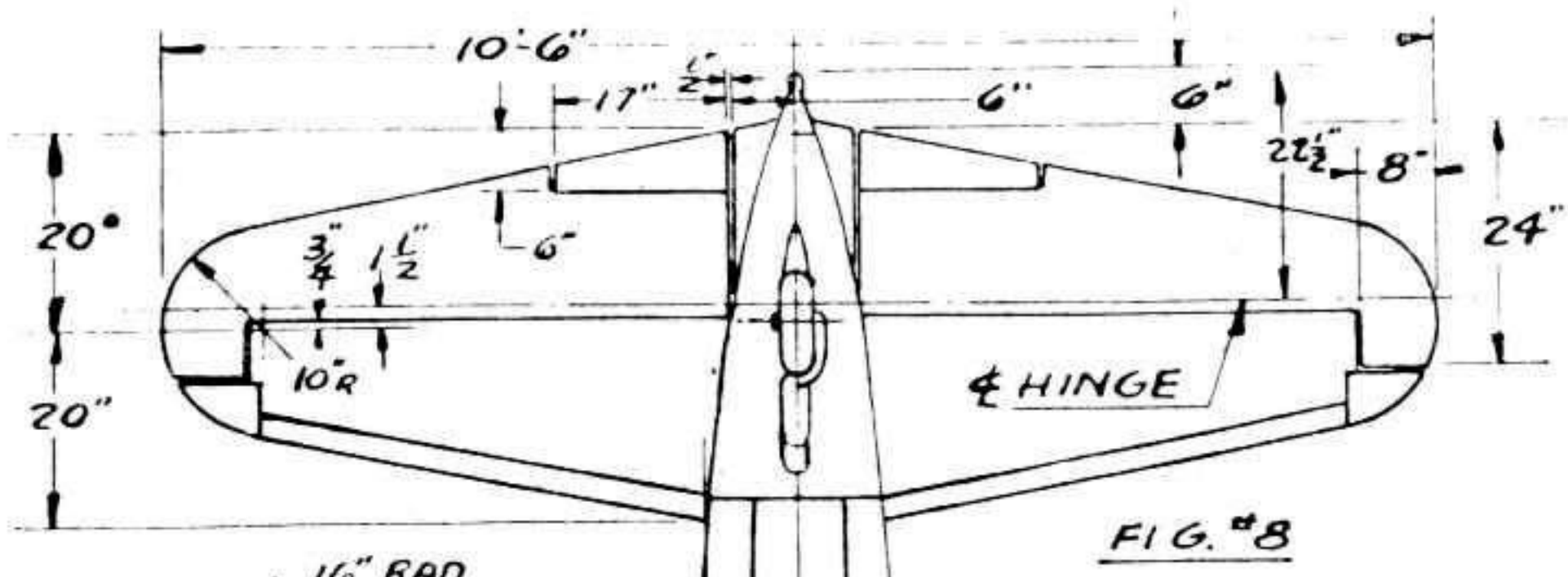




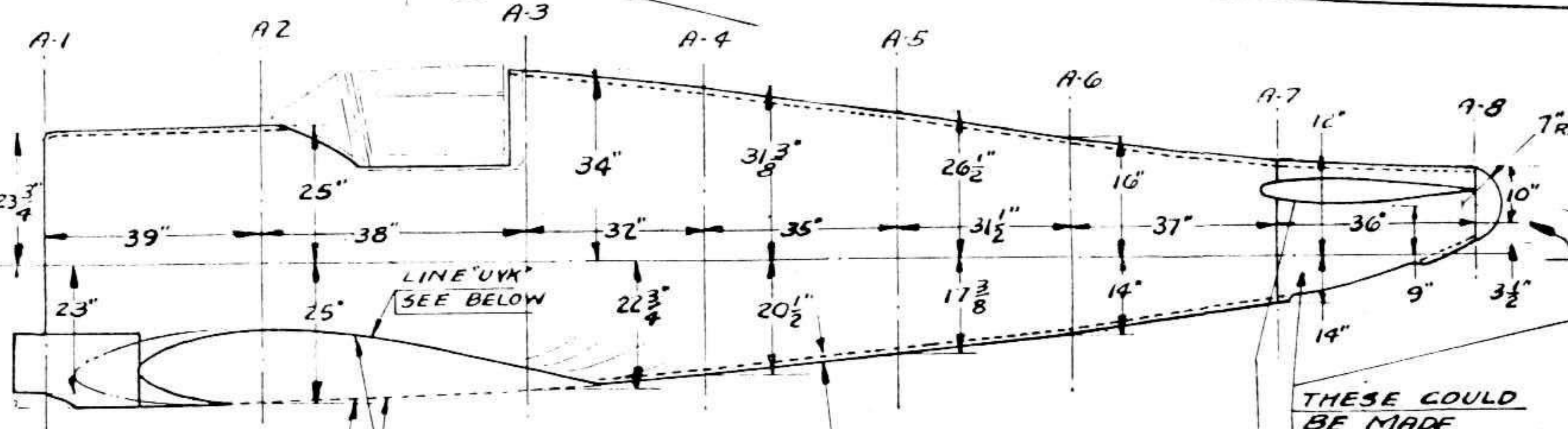
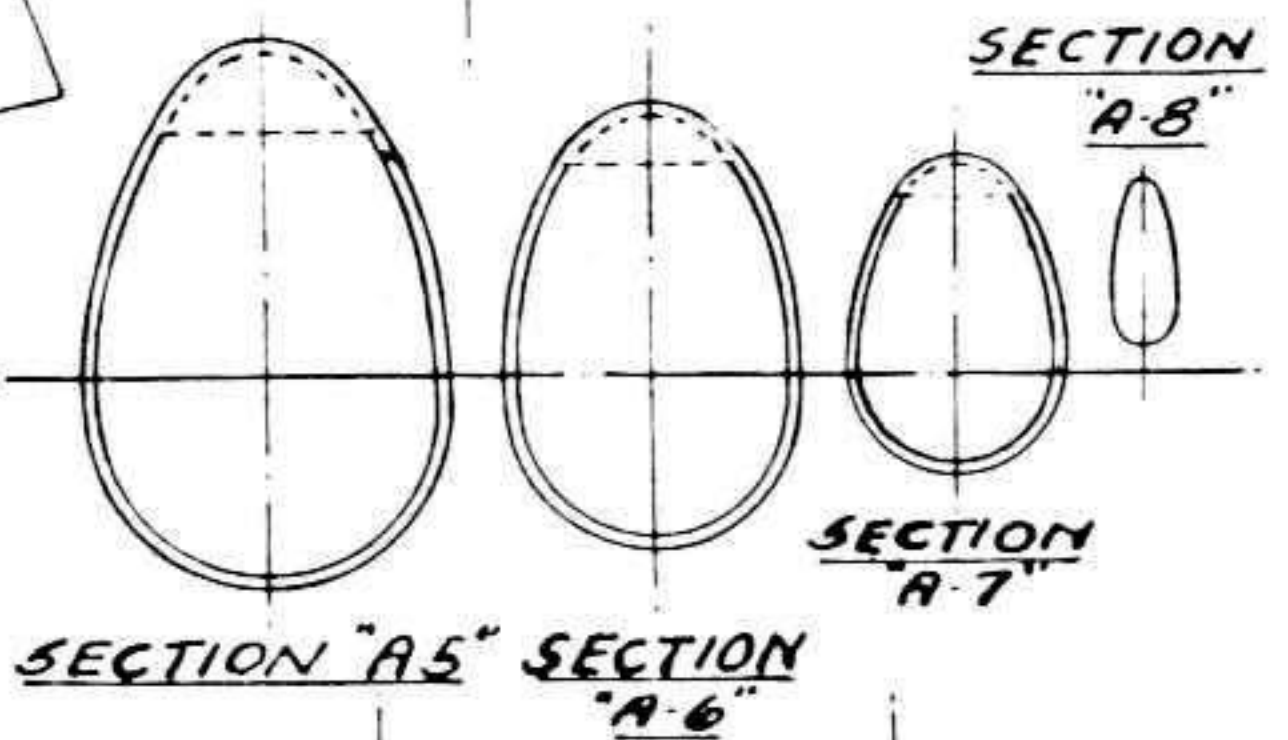
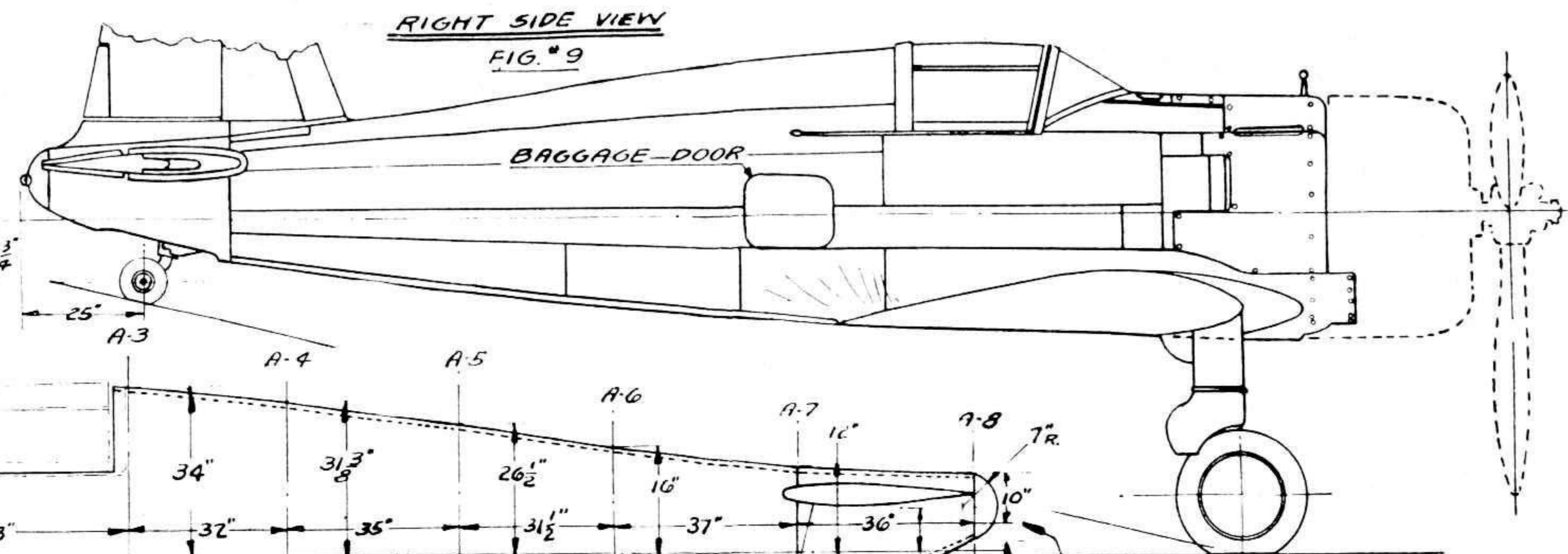
CHANCE-VOUGHT AIRC'T. PLATE I
 SPECIAL LAYOUT & SECTIONS
"V-143" SCALE: 3/16"=1"
 DRAWN BY W.A.WYLAM

GENERAL INFORMATION:
 ANGULAR MOVEMENTS:
 AILERONS UP-25°-DOWN 8°
 ELEVATOR 30°
 RUDDER 30° EACH WAY
 ELEVATOR TAB UP 25°-DOWN 25°
 RUDDER TAB 25° EACH WAY
 INCIDENCE (WING) +2°
 (STABILIZER)* +2°
 VERTICAL STABILIZER AREA 5.85 Sq. ft.
 HORIZONTAL STABILIZER AREA 14.9 Sq. ft.
 WING AREA (WITH AILERONS) 187 Sq. ft.
 ASPECT RATIO 6:1
 ENGINE: P&W TWIN WASP, JR. 750 & 825 HP
 *NORMAL SETTING TO FUSELAGE

ALL MEASUREMENTS WERE
 SCALED FROM FACTORY PLANS.
 (THREE-VIEW OUTLINE)



REFER TO FIG. #1 PLATE I
 FIG. #7



CARVE RIGHT THRU
 FUSELAGE TO FIT CENTER
 WING SECTION SNUG
 THIS IS TRUE SHAPE OF
 FUSELAGE

SUGGESTED WALL
 THICKNESS: 1/16 TO 1/8"

SUGGESTED WOODEN FUSELAGE SHELL
 FIG. #10

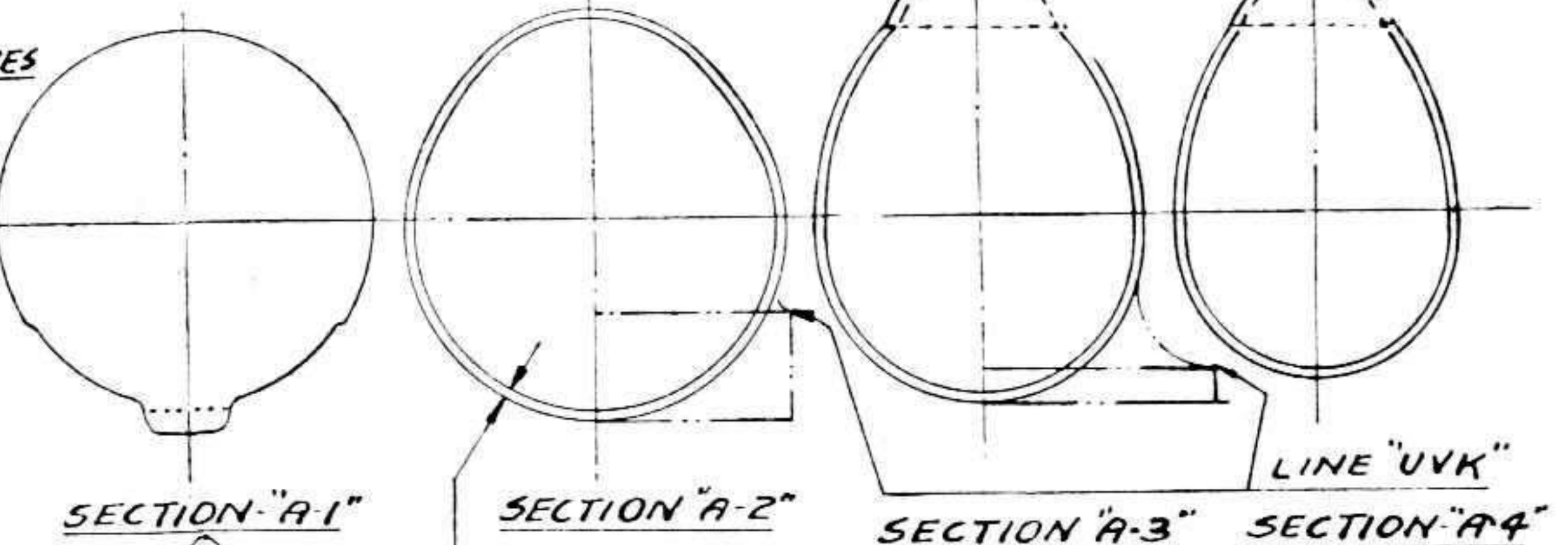
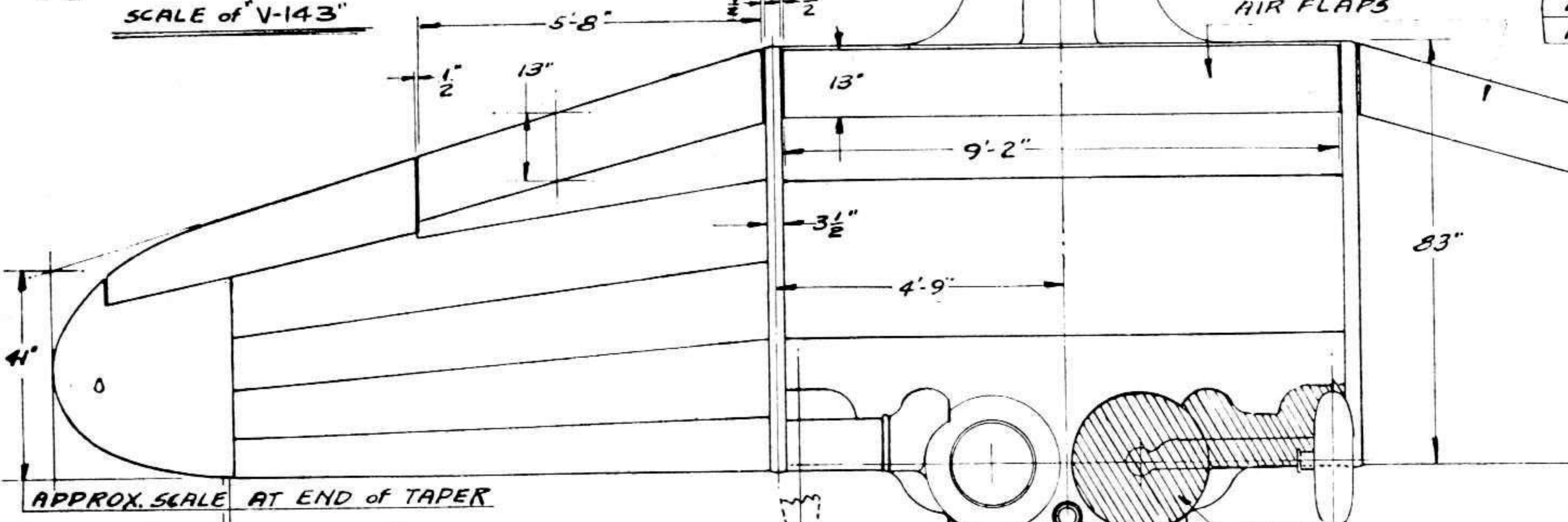


FIG. #5A



SPECIAL BOTTOM VIEW
 FIG. #5

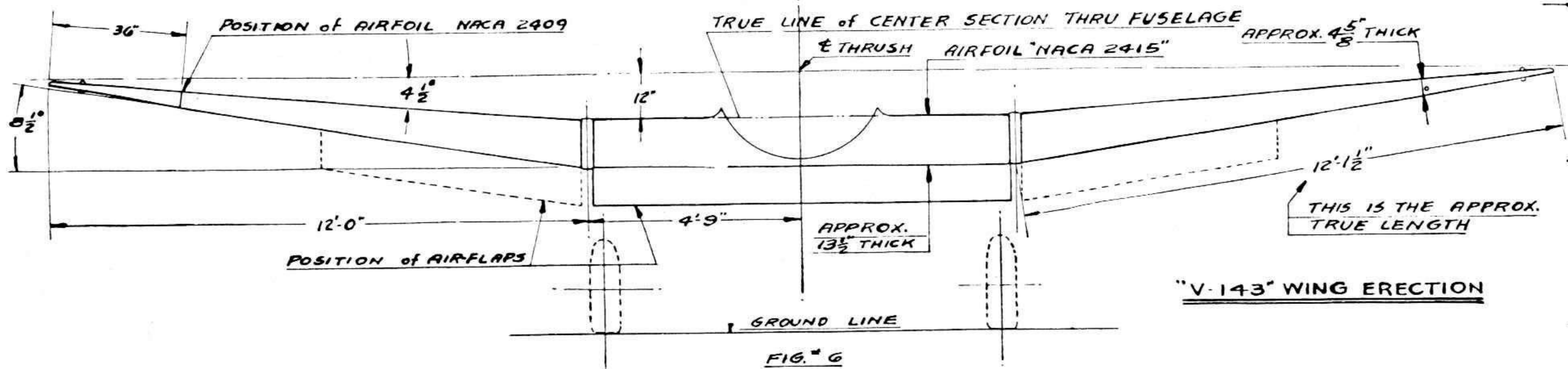
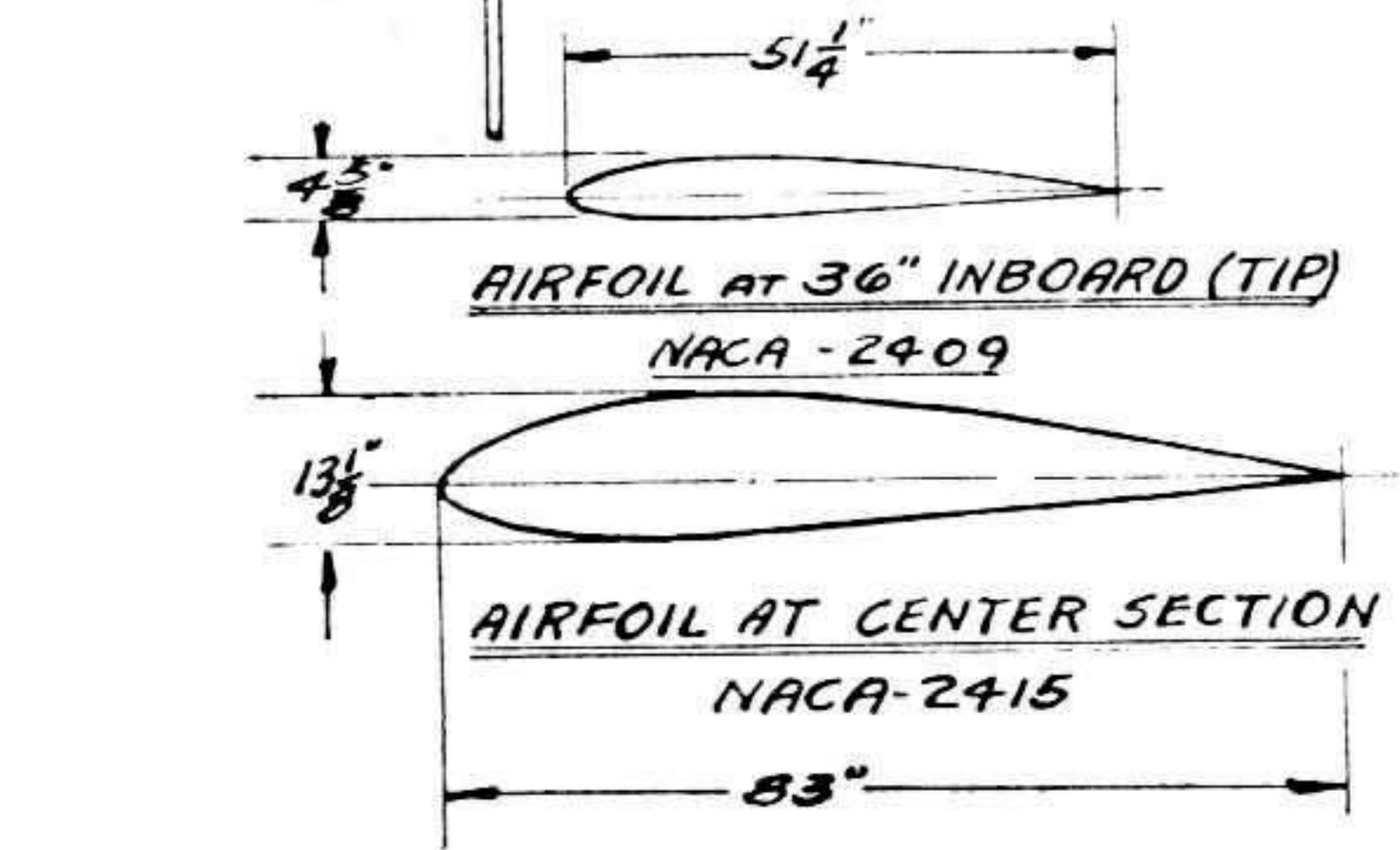


FIG. #6

"V-143" WING ERECTION

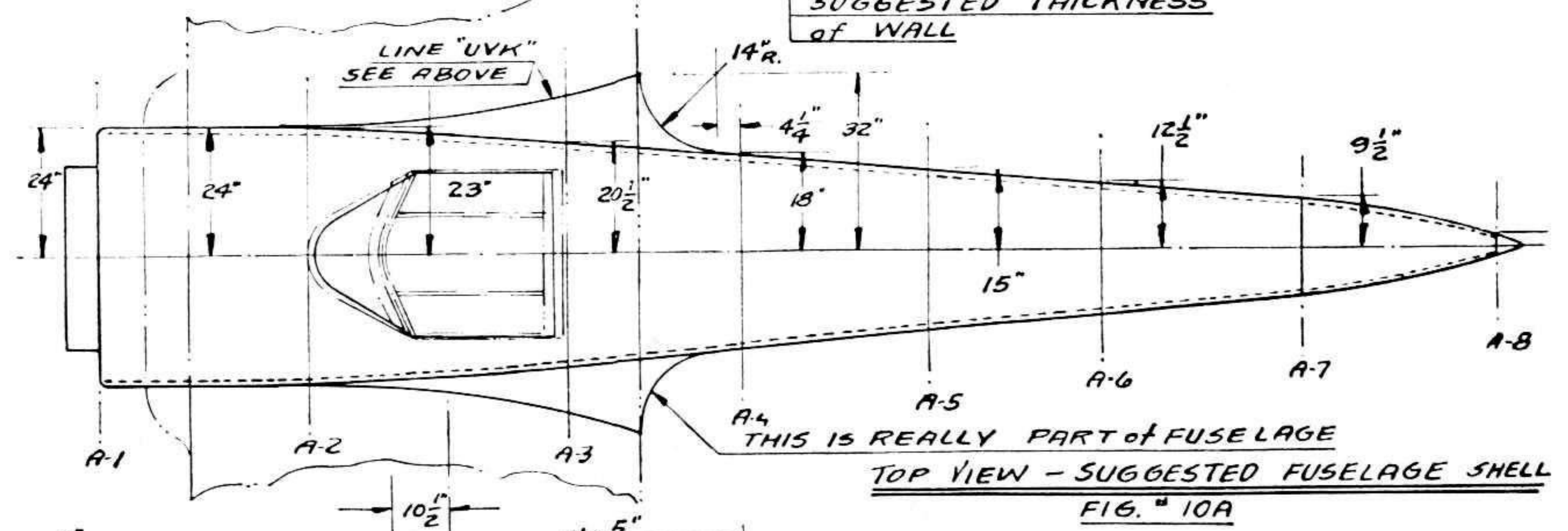


FIG. #10A

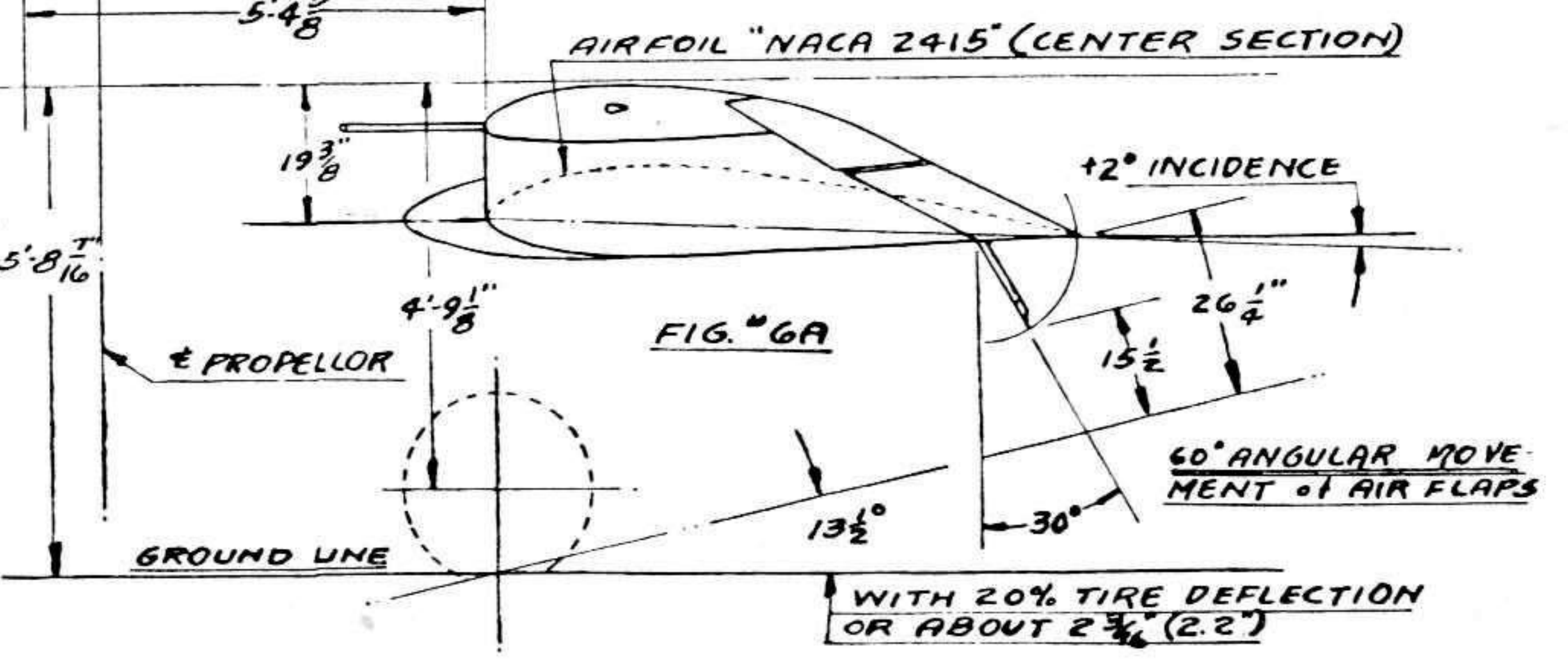


FIG. #6A

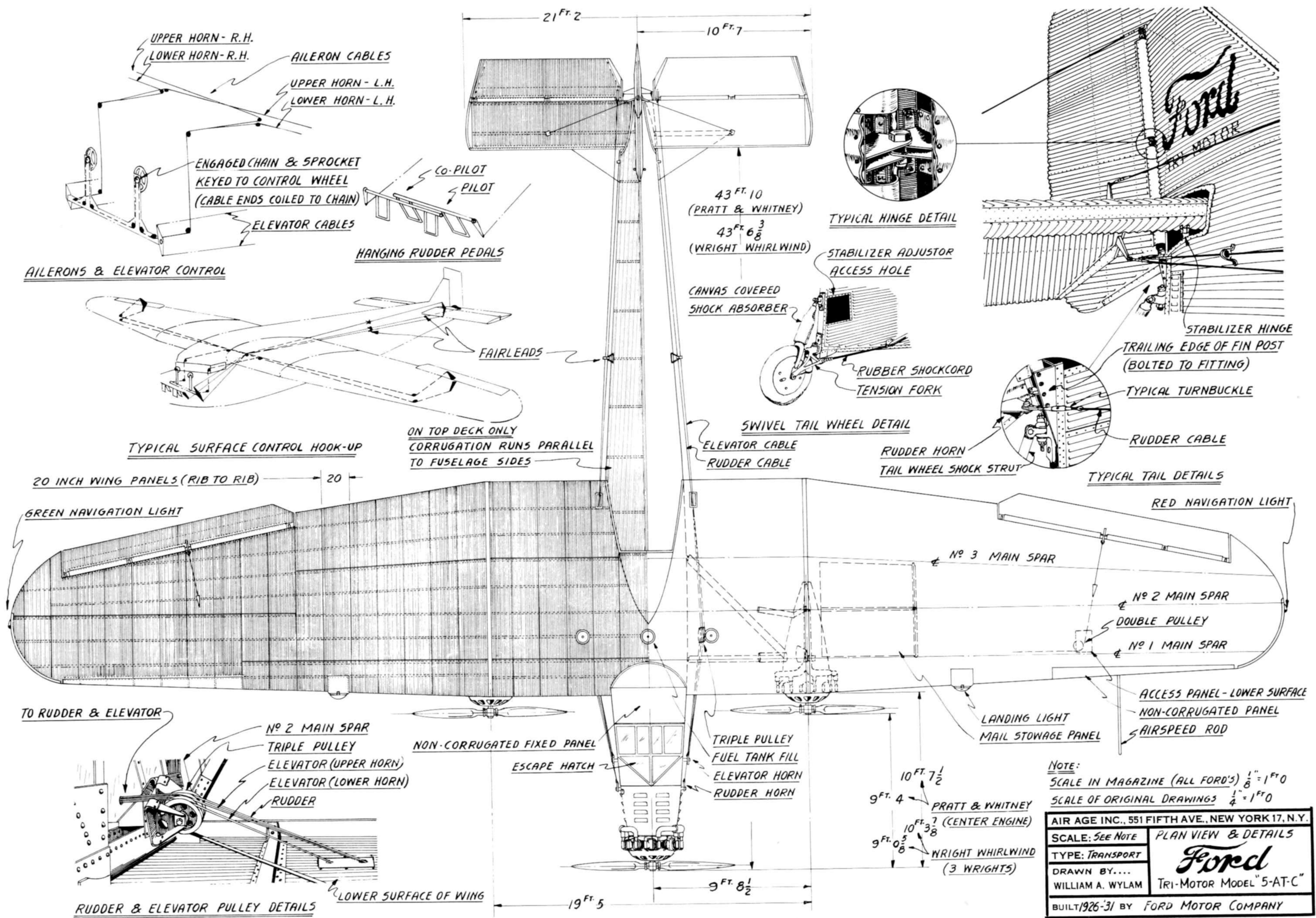
WITH 20% TIRE DEFLECTION
 OR ABOUT 2 3/4" (2.2")

LOCKHEED VEGA 5C-



-500 Hp P&W Wasp





NOTE:
 SCALE IN MAGAZINE (ALL FORD'S) $\frac{1}{8}'' = 1\text{ FT } 0$
 SCALE OF ORIGINAL DRAWINGS $\frac{1}{4}'' = 1\text{ FT } 0$

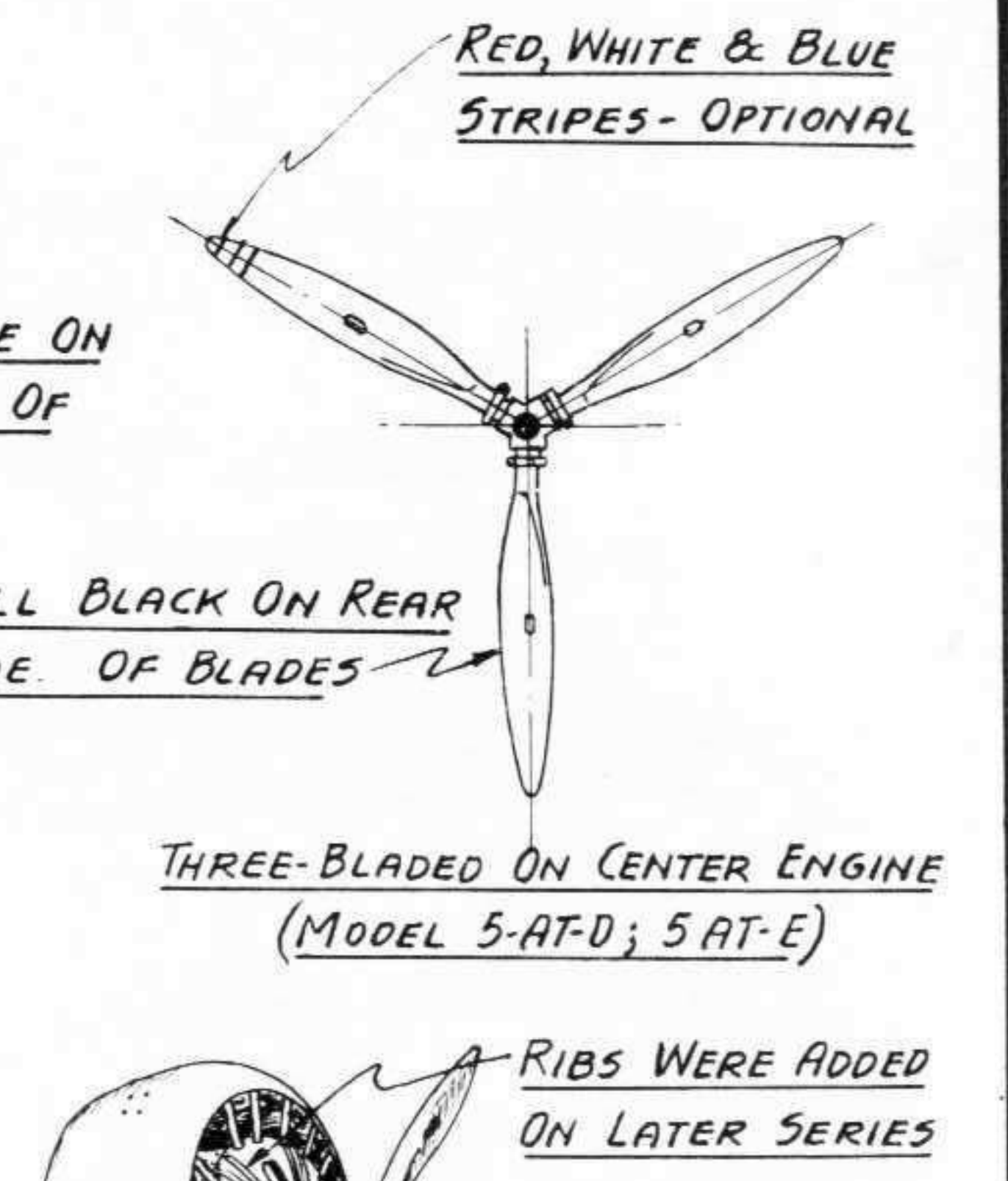
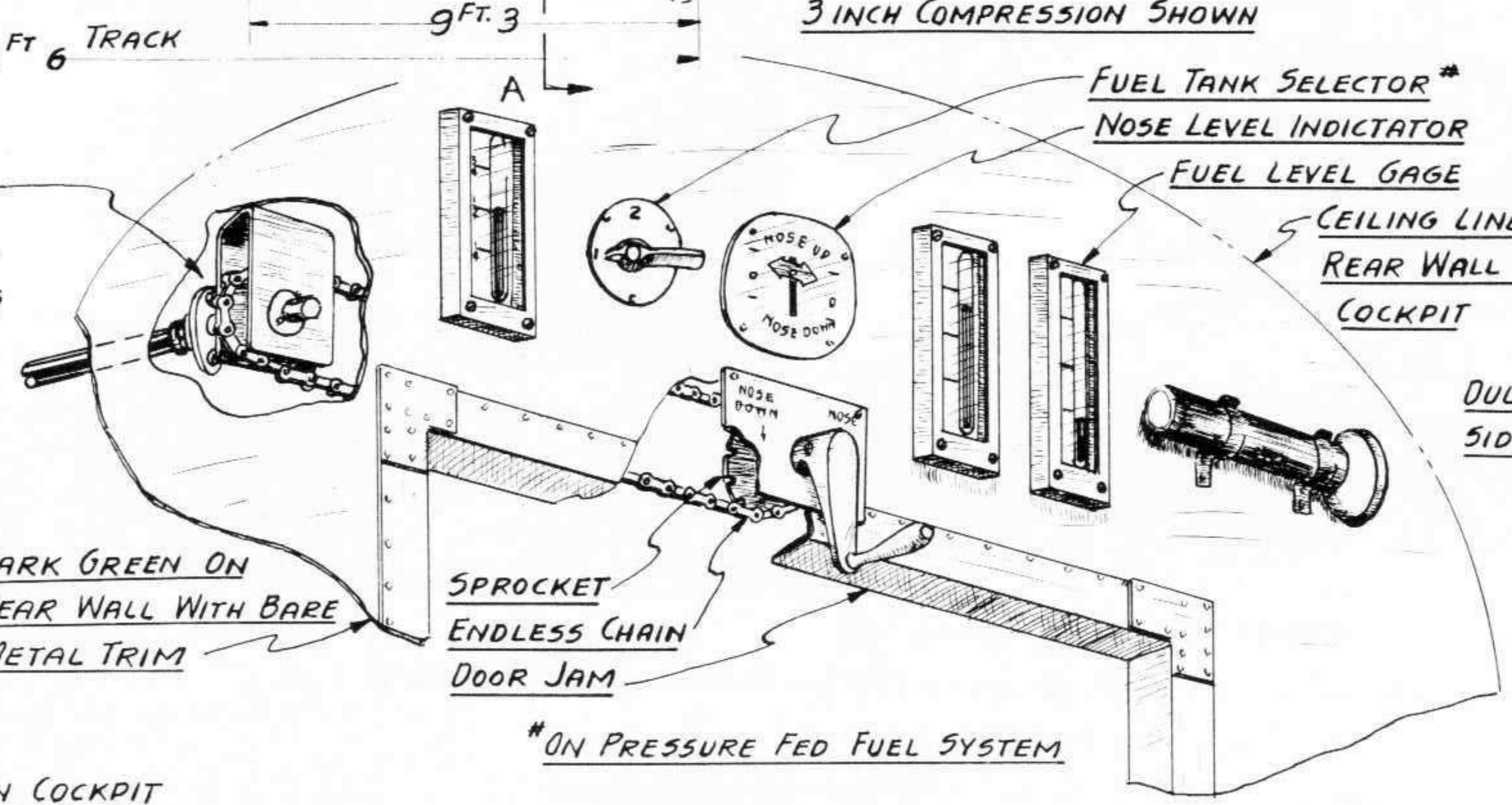
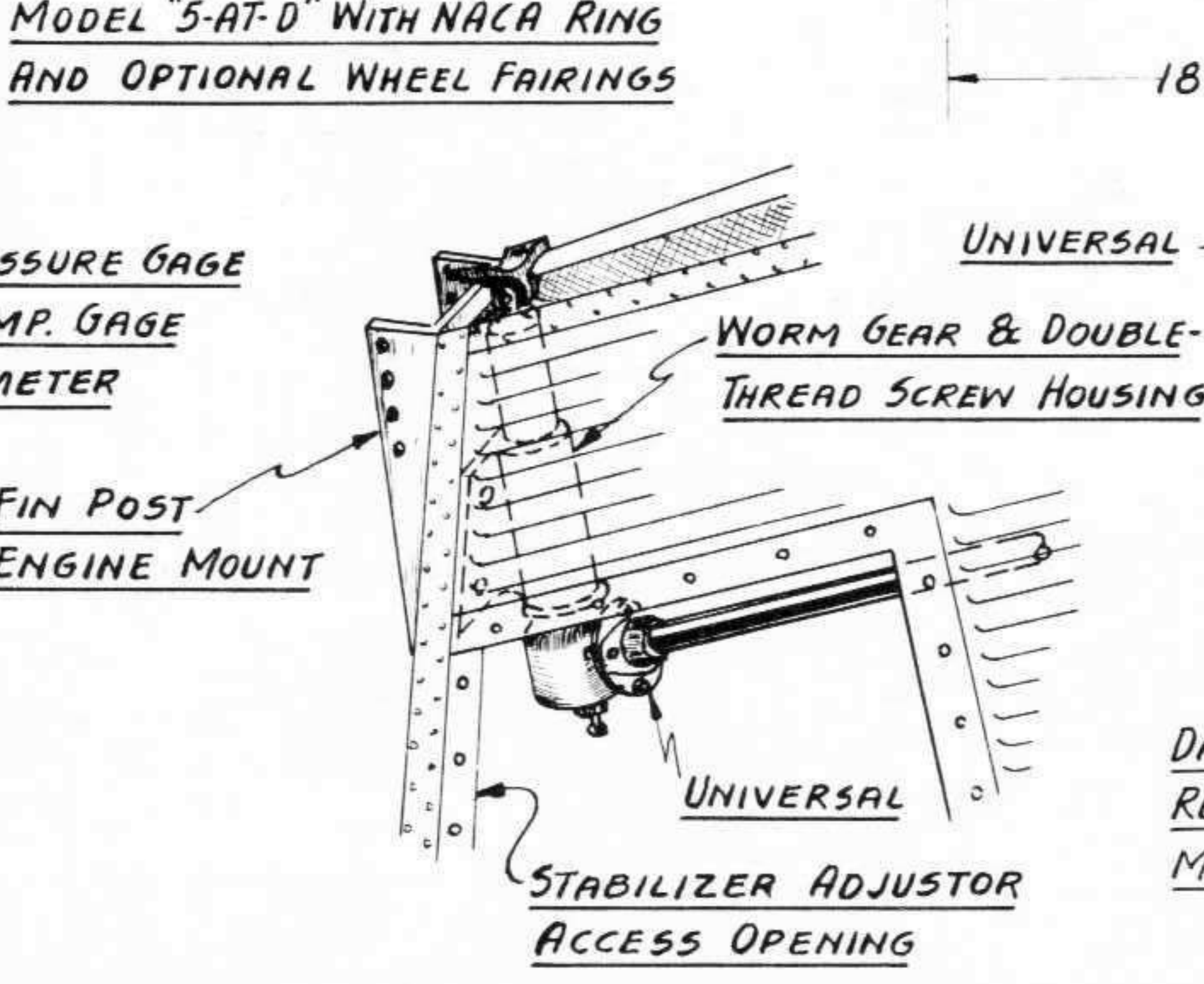
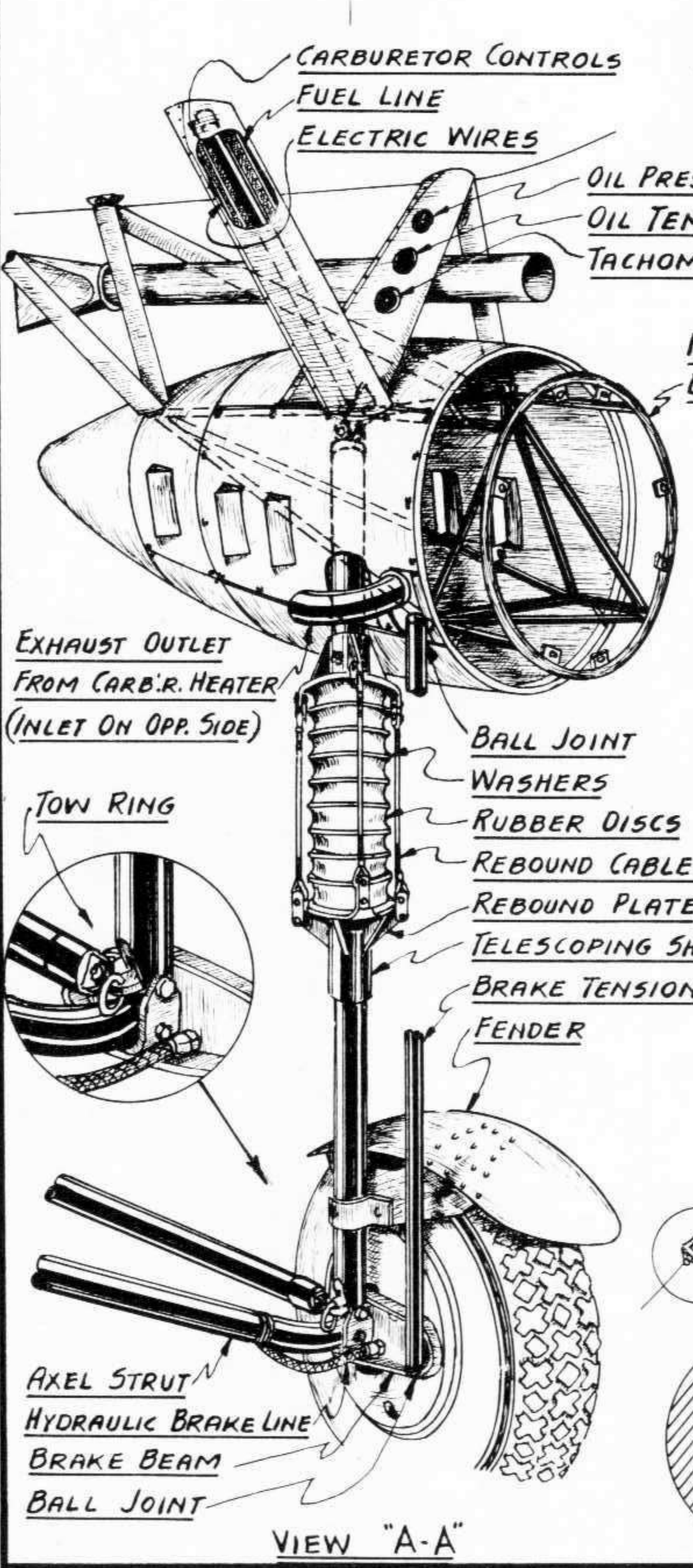
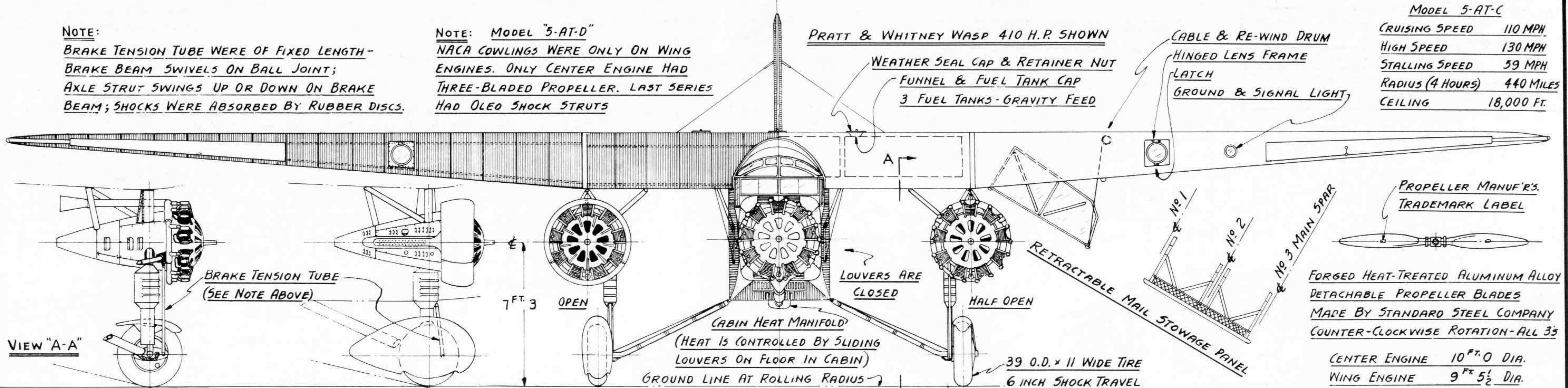
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: SEE NOTE	PLAN VIEW & DETAILS
TYPE: TRANSPORT	Ford
DRAWN BY... WILLIAM A. WYLAM	
TRI-MOTOR MODEL "5-AT-C"	
BUILT 1926-31 BY FORD MOTOR COMPANY	

NOTE:
BRAKE TENSION TUBE WERE OF FIXED LENGTH-
BRAKE BEAM SWIVELS ON BALL JOINT;
AXLE STRUT SWINGS UP OR DOWN ON BRAKE
BEAM; SHOCKS WERE ABSORBED BY RUBBER DISCS.

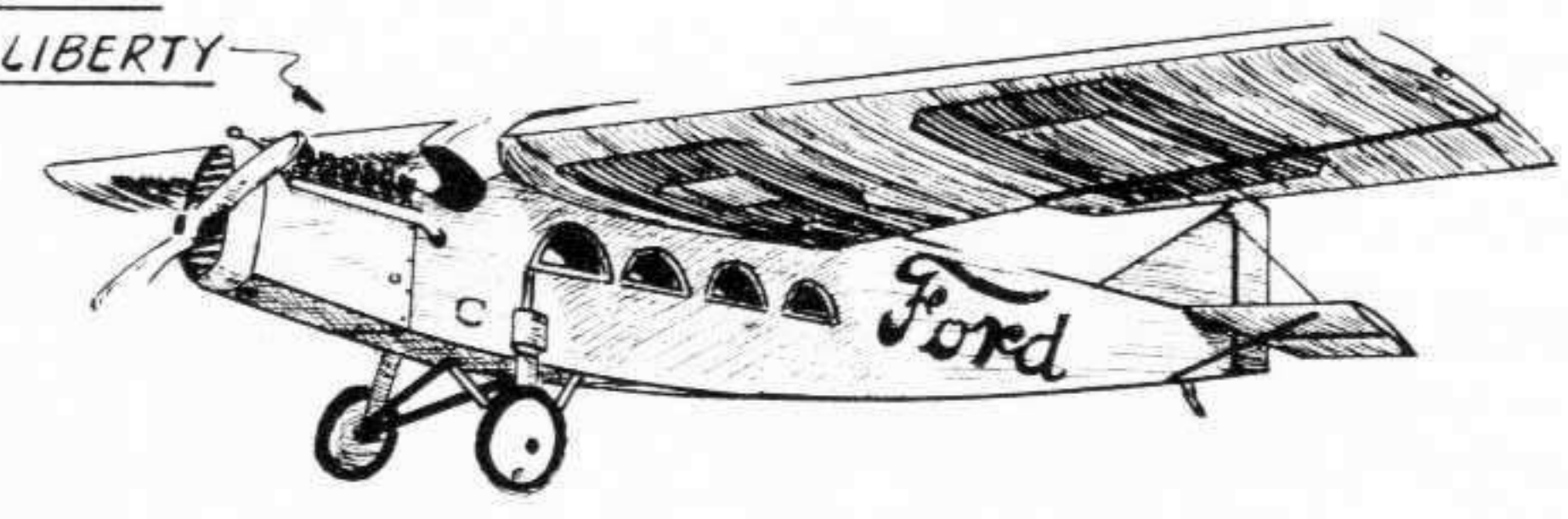
NOTE: MODEL "5-AT-D"
NACA COWLINGS WERE ONLY ON WING
ENGINES. ONLY CENTER ENGINE HAD
THREE-BLADED PROPELLER. LAST SERIES
HAD OLEO SHOCK STRUTS

MODEL 5-AT-C

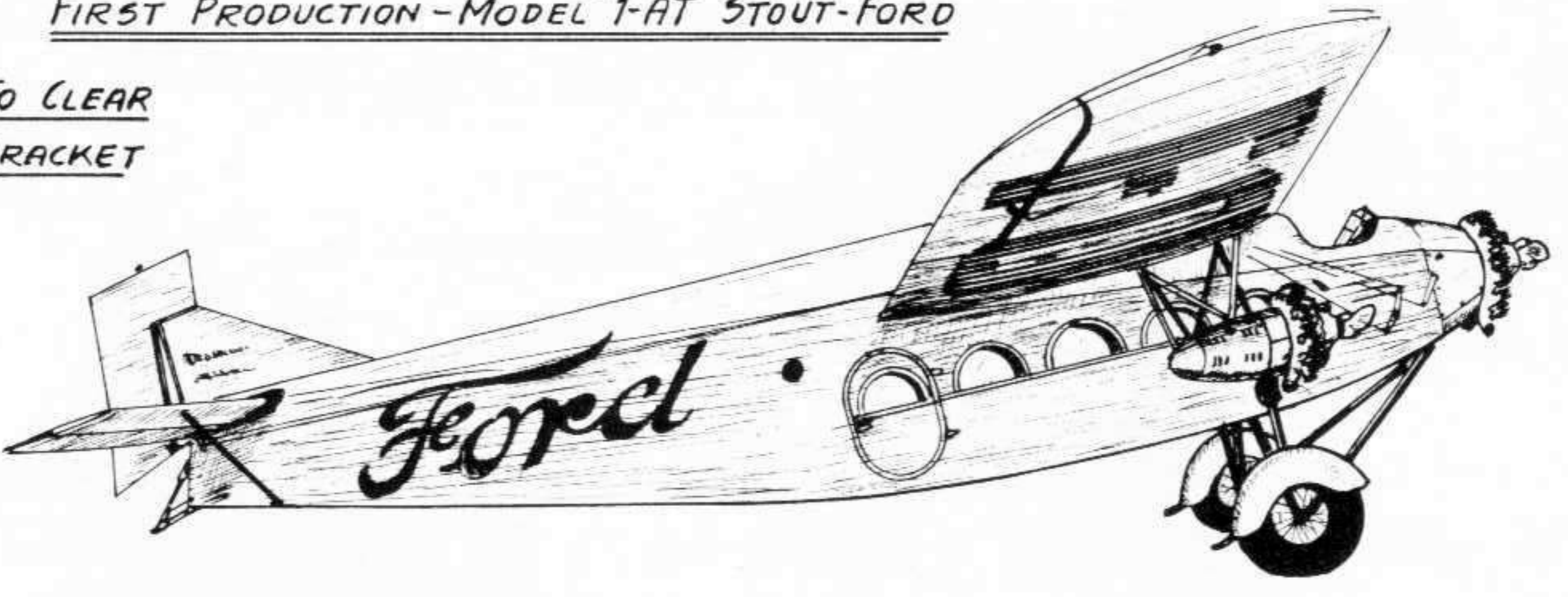
CRUISING SPEED	110 MPH
HIGH SPEED	130 MPH
STALLING SPEED	59 MPH
RADIUS (4 HOURS)	440 MILES
CEILING	18,000 FT.



OPEN COCKPIT
400 H.P. LIBERTY



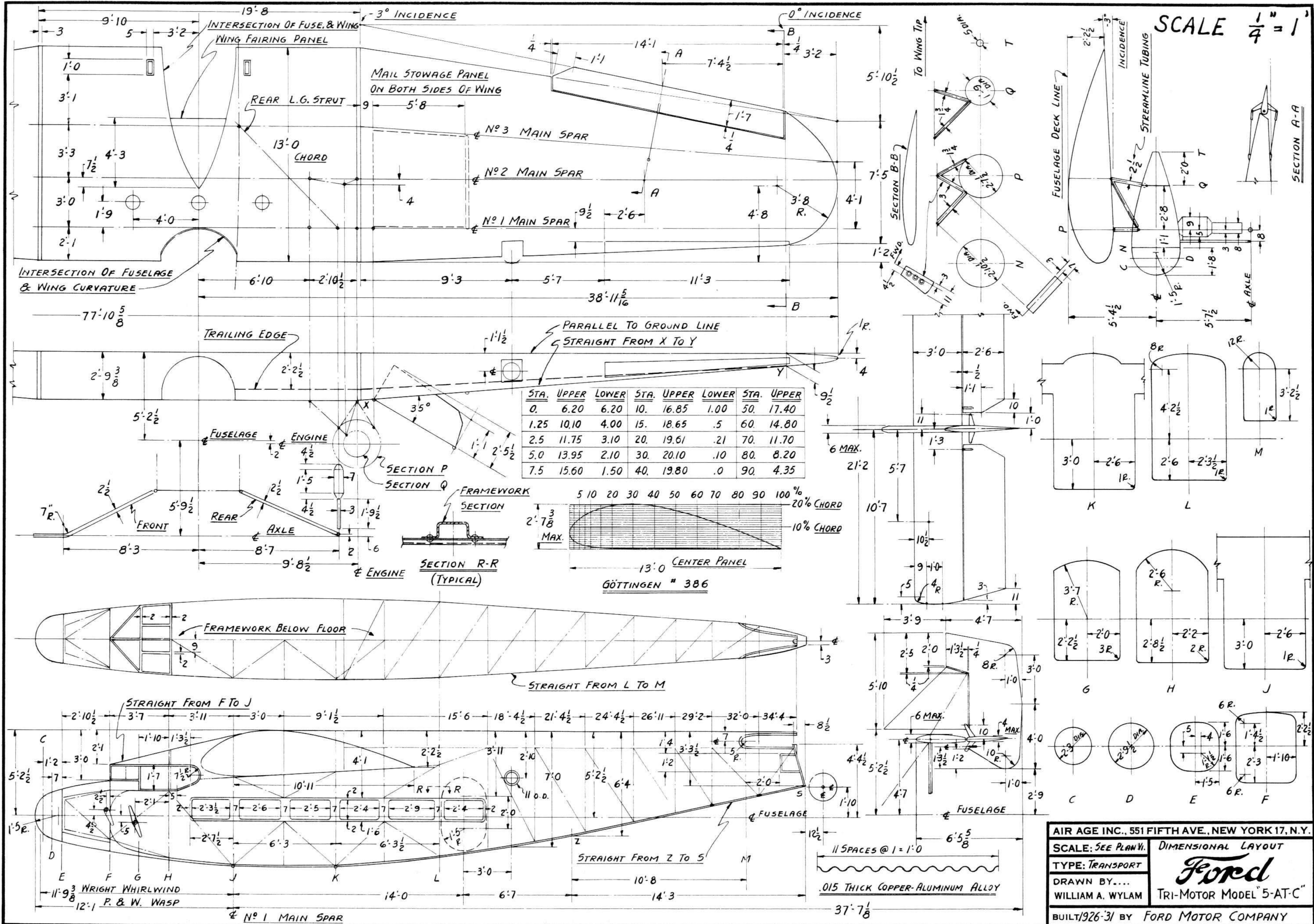
FIRST PRODUCTION - MODEL "1-AT" STOUT-FORD



FIRST TRI-MOTOR - MODEL "2-AT" - THREE WRIGHT "J-3" 200 H.P.

THANKS TO THE FOLLOWING:
WILLIAM B. STOUT, THE DESIGNER
M.G. BEARD, PETER M. BOWERS, JOHN A. COLLINGS,
WILLIAM CHAFFEE, WILLIAM SWIFT, RAY GRAHAM,
PAUL MARCHAL, JR., E. GLENN SIBLEY, AND THE LATE
MAJOR R.W. SCHROEDER.
W. A. Wylam

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: SEE PLAN V.	FRONT-VIEW & DETAILS
TYPE: TRANSPORT	Ford
DRAWN BY... WILLIAM A. WYLAM	
TRI-MOTOR MODEL "5-AT-C"	
BUILT 1926-'31 BY FORD MOTOR COMPANY	



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: SEE PLAN W. DIMENSIONAL LAYOUT

TYPE: TRANSPORT

DRAWN BY... WILLIAM A. WYLAM

Ford

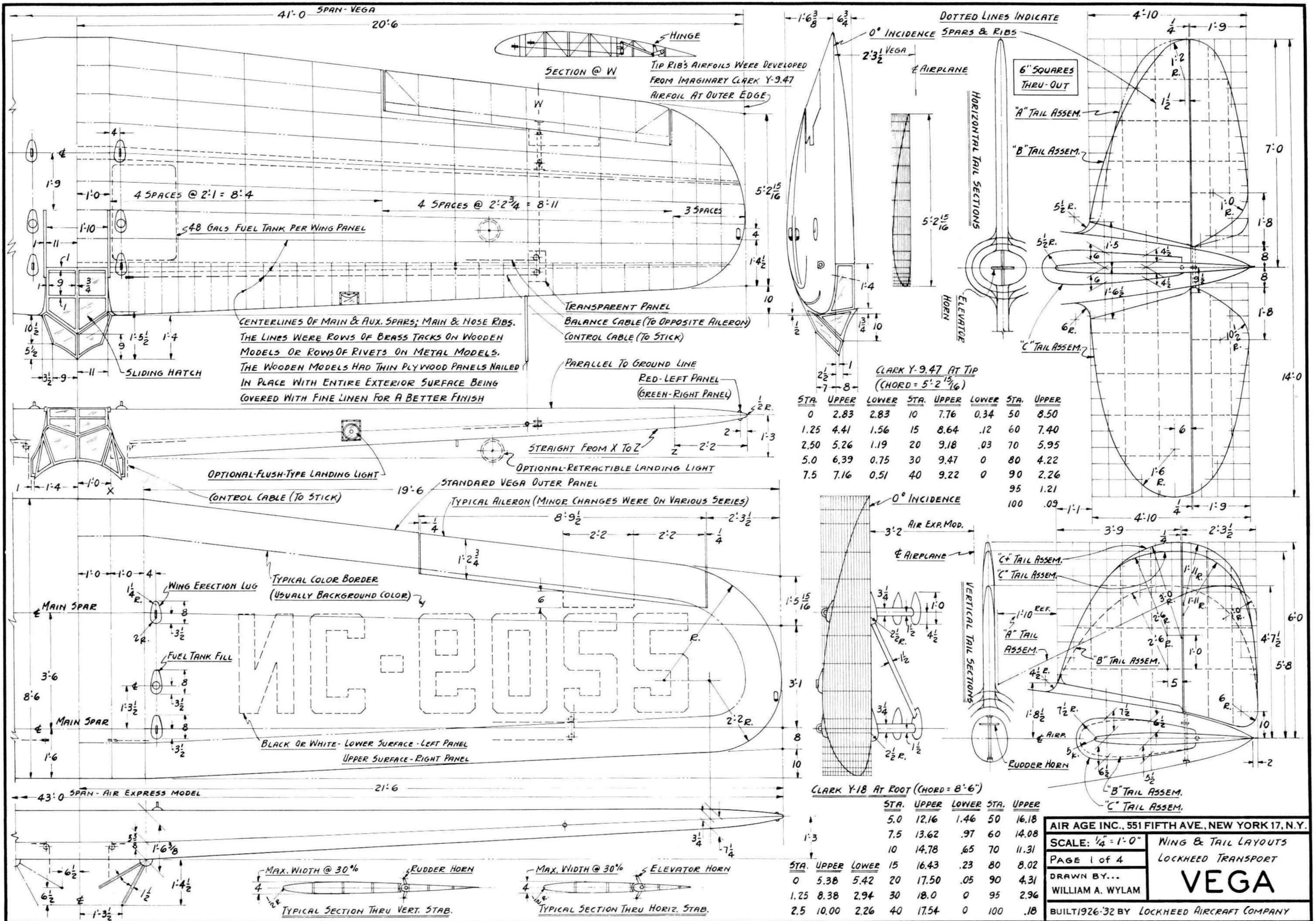
TRI-MOTOR MODEL "5-AT-C"

BUILT 1926-31 BY FORD MOTOR COMPANY

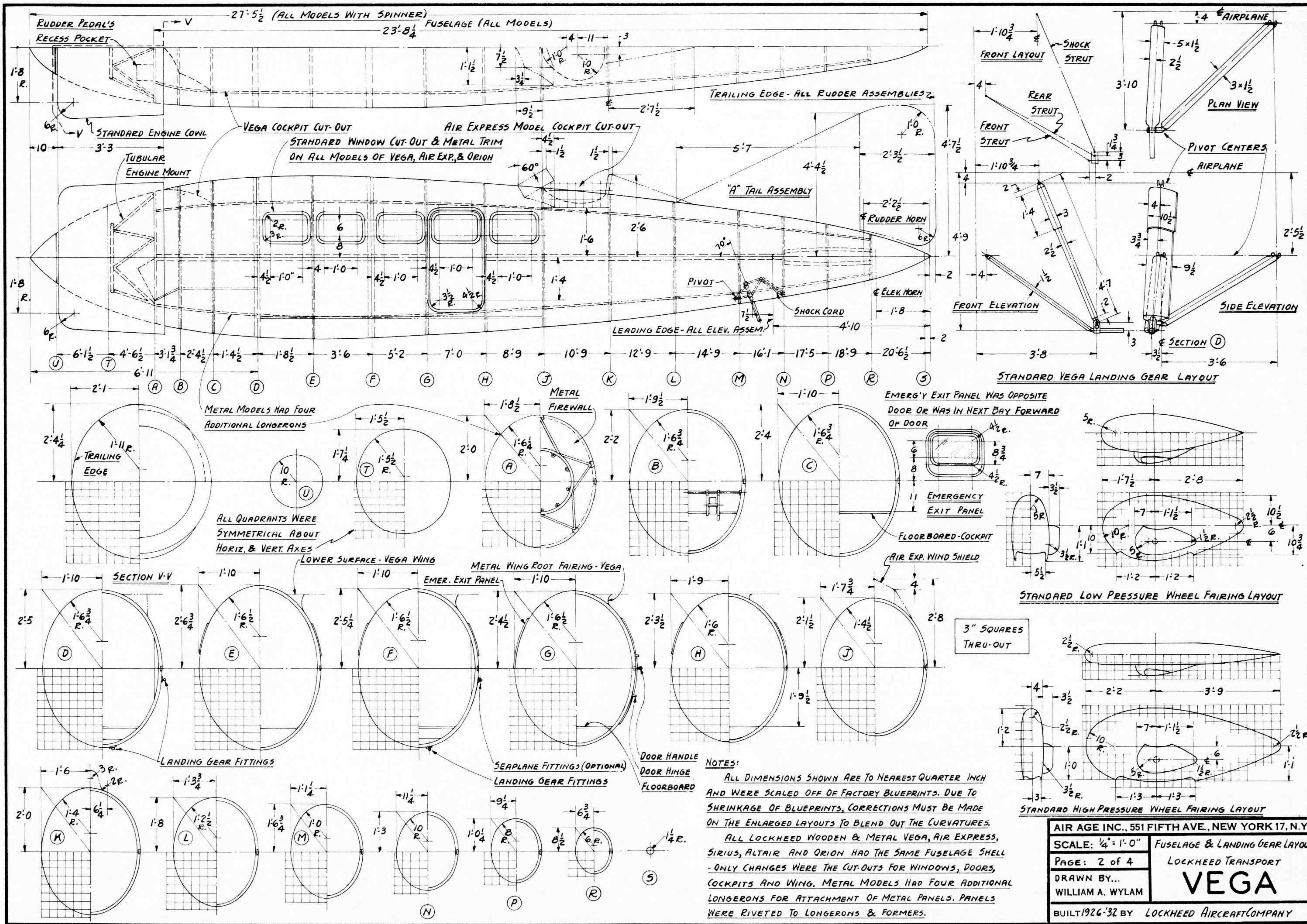
11 SPACES @ 1 = 1:0

.015 THICK COPPER-ALUMINUM ALLOY

37-7 1/8

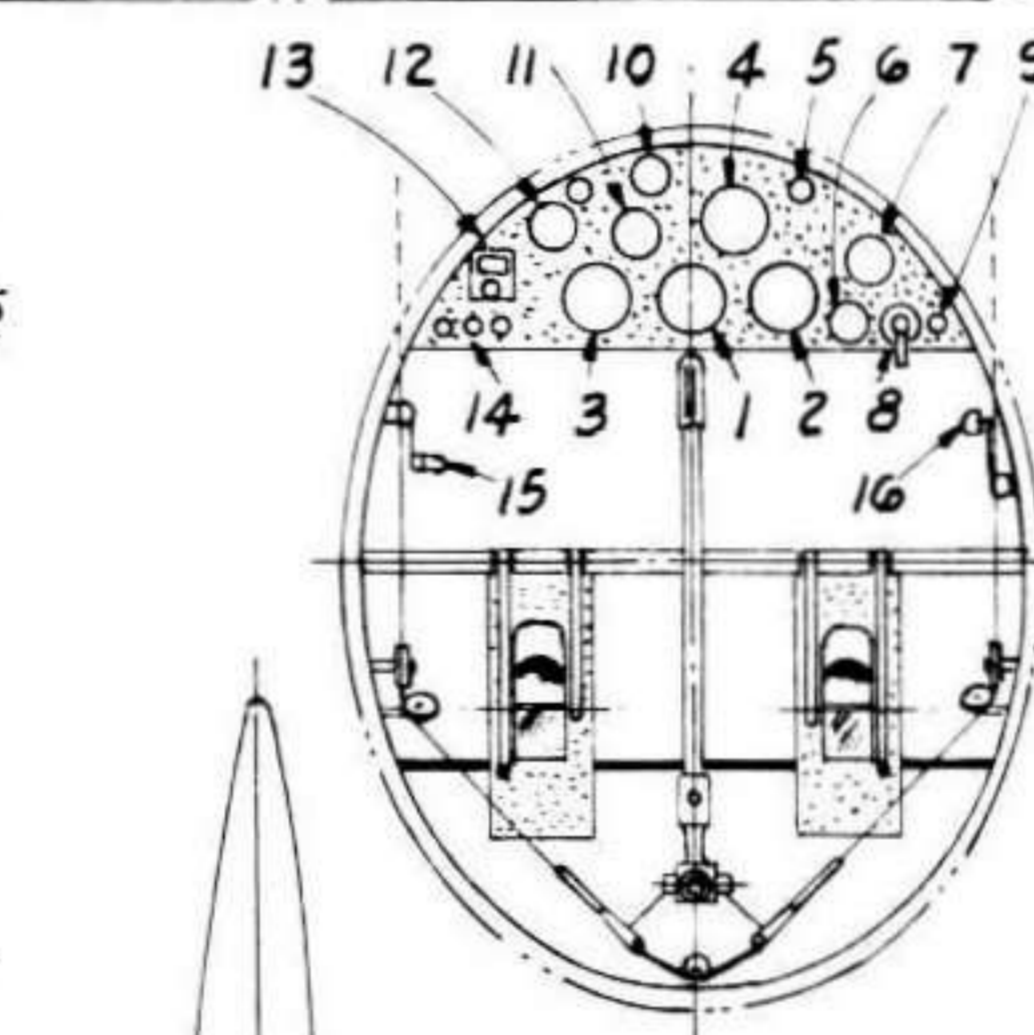
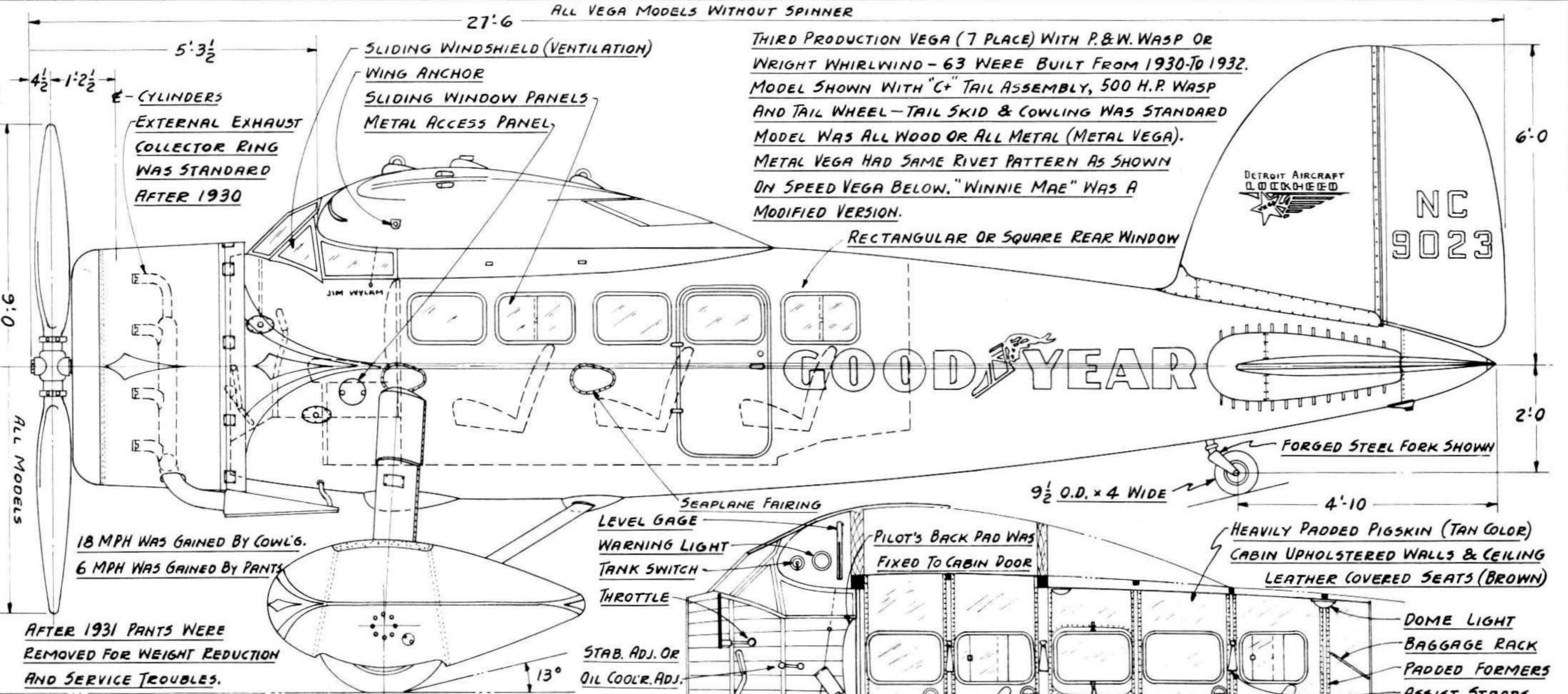
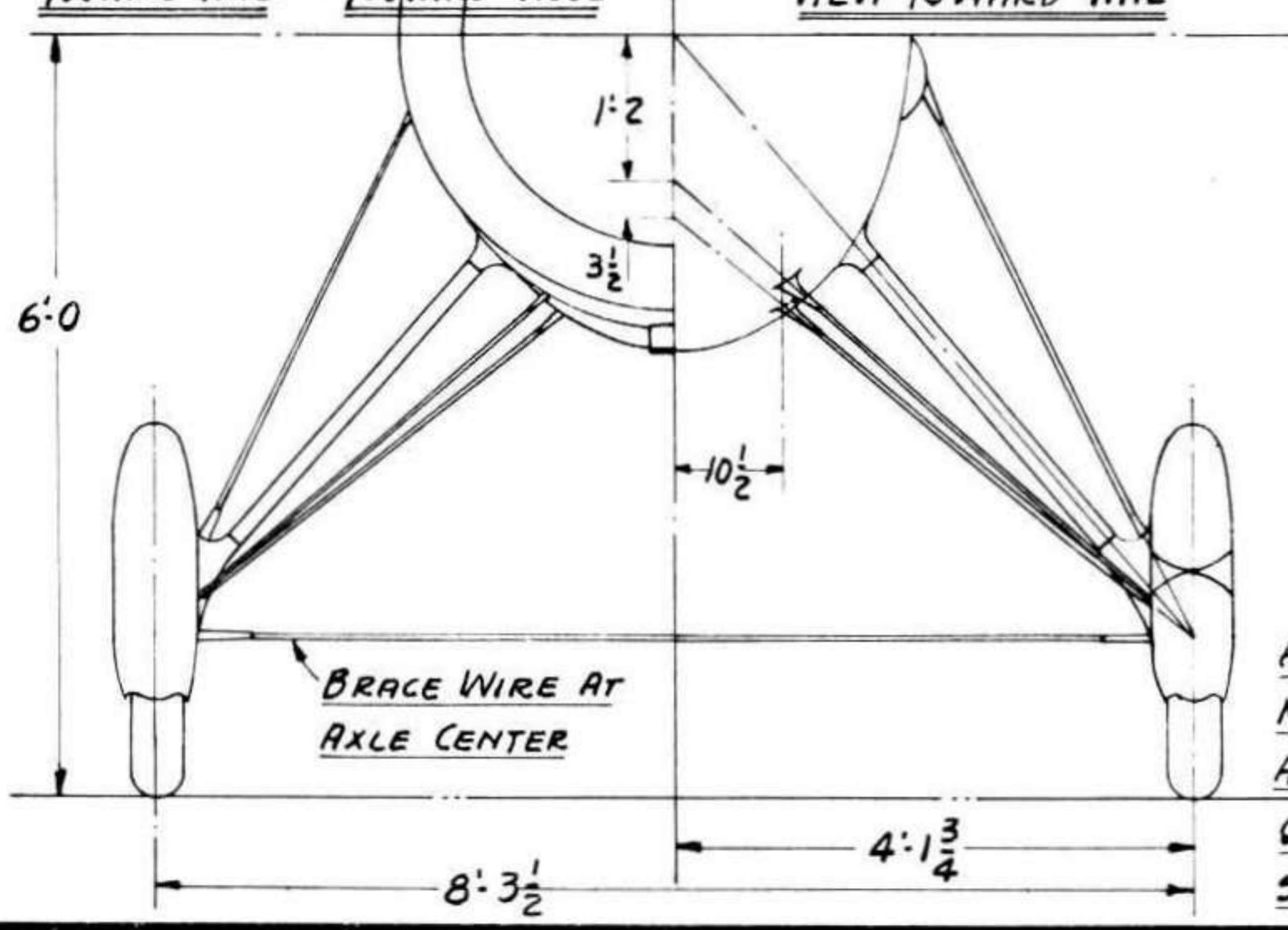
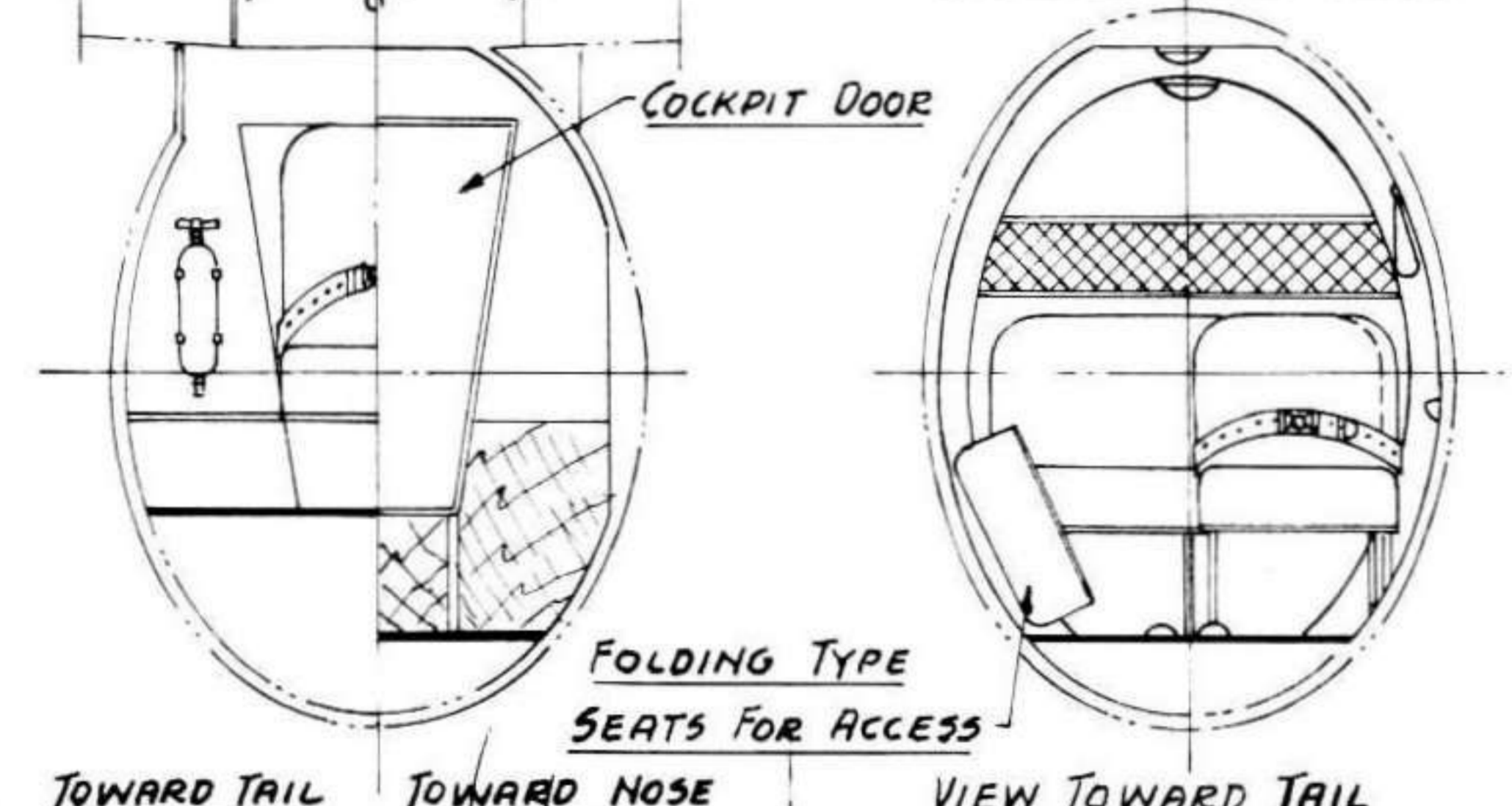
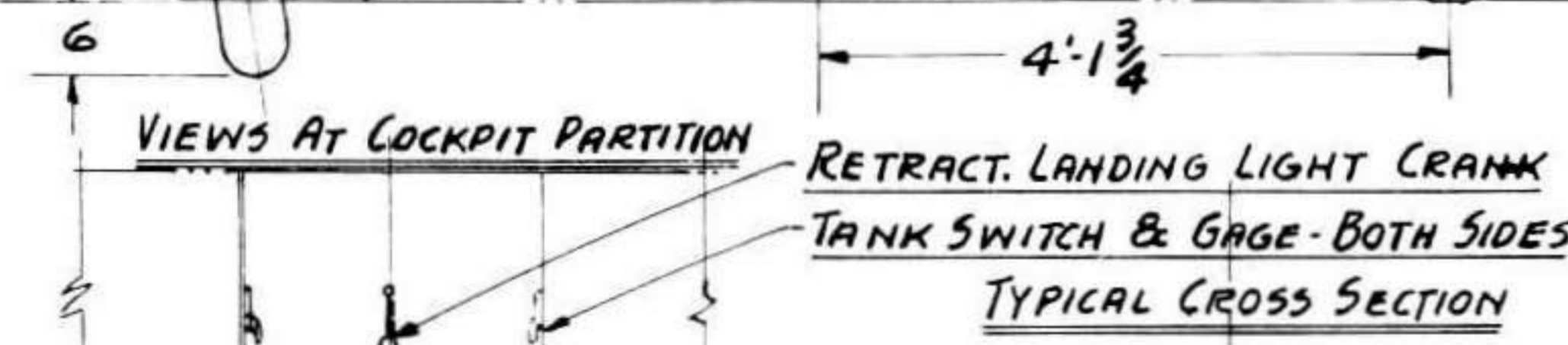
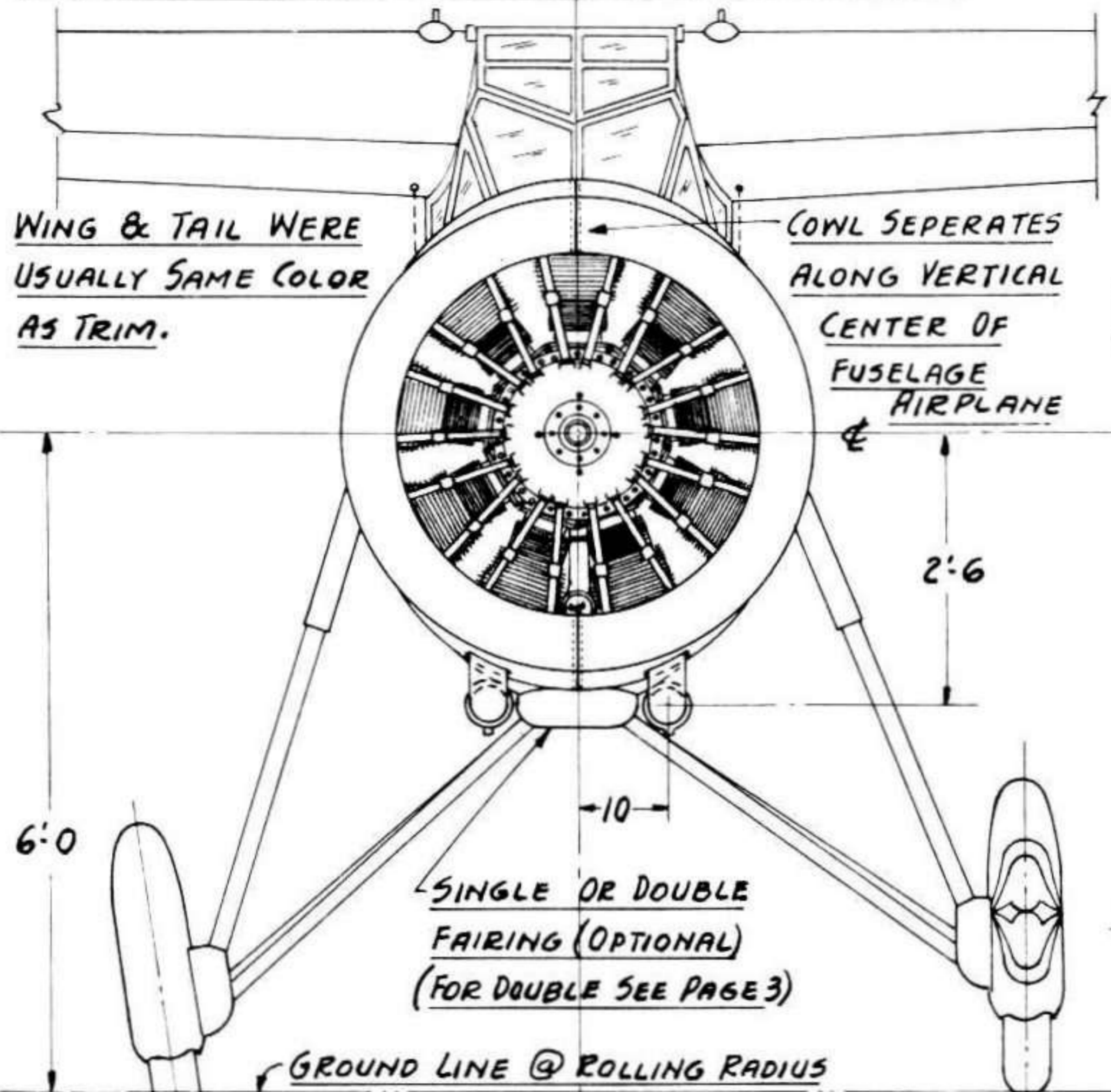


AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.
 SCALE: 1/4" = 1'-0"
 WING & TAIL LAYOUTS
 LOCKHEED TRANSPORT
 PAGE 1 of 4
 DRAWN BY...
 WILLIAM A. WYLAN
VEGA
 BUILT 1926-32 BY LOCKHEED AIRCRAFT COMPANY

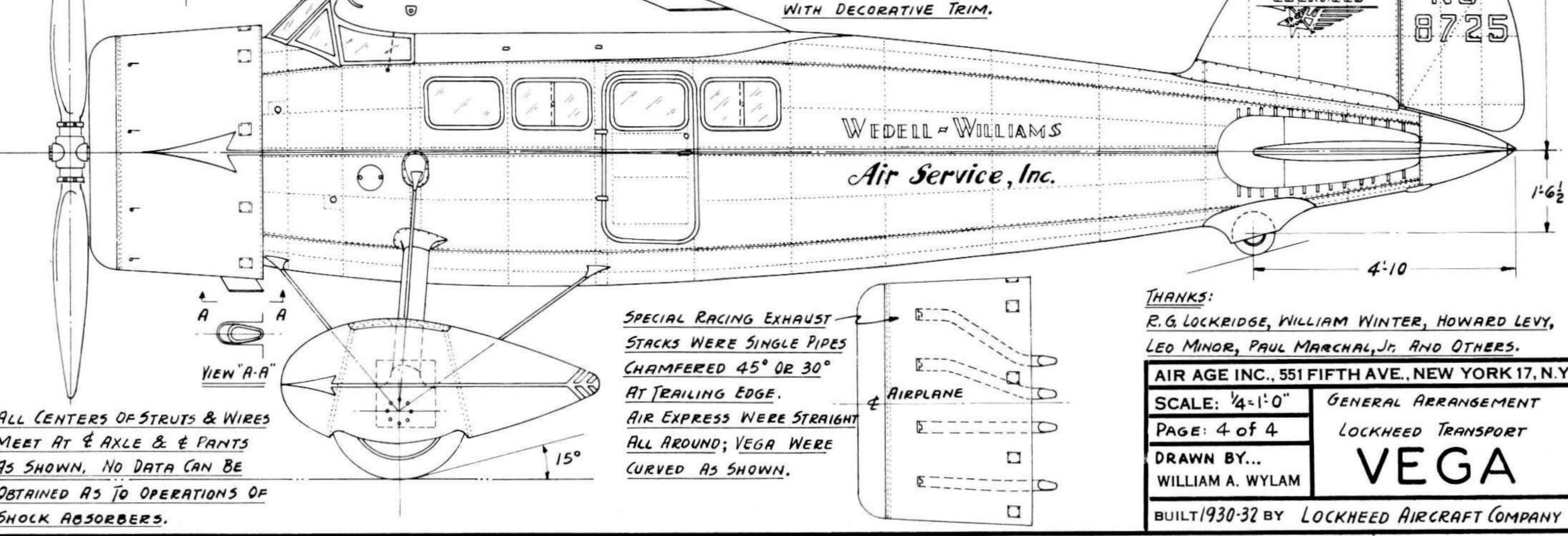


AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	FUSELAGE & LANDING GEAR LAYOUT
PAGE: 2 of 4	LOCKHEED TRANSPORT
DRAWN BY... WILLIAM A. WYLAN	VEGA
BUILT 1926-32 BY LOCKHEED AIRCRAFT COMPANY	

COLOR SCHEME & DECORATIVE TRIMS WERE AT OPTION OF BUYER. MOST POPULAR COLORS WERE: WHITE WITH RED, BLUE, OR GREEN TRIM; RED, GREEN, OR BLUE WITH WHITE OR CREAM TRIM. CONTRASTING COLOR WAS USED FOR PIN STRIPING AS A SPECIAL ORDER; I.E., WHITE WITH RED TRIM HAD BLACK PIN STRIPES ON THE EDGES OF THE RED TRIM.



1. COMPASS
2. AIRSPEED
3. ALTIMETER
4. BANK & TURN
5. LIGHT
6. THROTTLE
7. TACHOMETER
8. IGNITION
9. PRIMER
10. ENGINE TEMP. (OIL)
11. MANIFOLD PRESS.
12. VELOCITY INDICATOR
13. MASTER SWITCH
14. ELECTRIC SWITCHES
15. STABILIZER ADJUSTOR
16. OIL COOLER DAMPER ADJ.



ALL VEGA MODELS WITHOUT SPINNER
THIRD PRODUCTION VEGA (7 PLACE) WITH P.&W. WASP OR WRIGHT WHIRLWIND - 63 WERE BUILT FROM 1930 TO 1932. MODEL SHOWN WITH "C" TAIL ASSEMBLY, 500 H.P. WASP AND TAIL WHEEL - TAIL SKID & COWLING WAS STANDARD MODEL WAS ALL WOOD OR ALL METAL (METAL VEGA). METAL VEGA HAD SAME RIVET PATTERN AS SHOWN ON SPEED VEGA BELOW. "WINNIE MAE" WAS A MODIFIED VERSION.

FOURTH PRODUCTION VEGA (3-5 PLACE) CALLED "SPEED VEGA" WITH SUPERCHARGED WASP, METAL SURFACES, MODIFIED UNDERCARRIAGE & SPECIAL FAIRINGS - 8 WERE BUILT FROM 1931 TO 1932. FINISH WAS POLISHED METAL WITH DECORATIVE TRIM.

THANKS:
R. G. LOCKRIDGE, WILLIAM WINTER, HOWARD LEVY, LEO MINOR, PAUL MARCHAL, JR. AND OTHERS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.

SCALE: 1/4" = 1'-0"

PAGE: 4 of 4

DRAWN BY... WILLIAM A. WYLAM

GENERAL ARRANGEMENT
LOCKHEED TRANSPORT
VEGA
BUILT 1930-32 BY LOCKHEED AIRCRAFT COMPANY

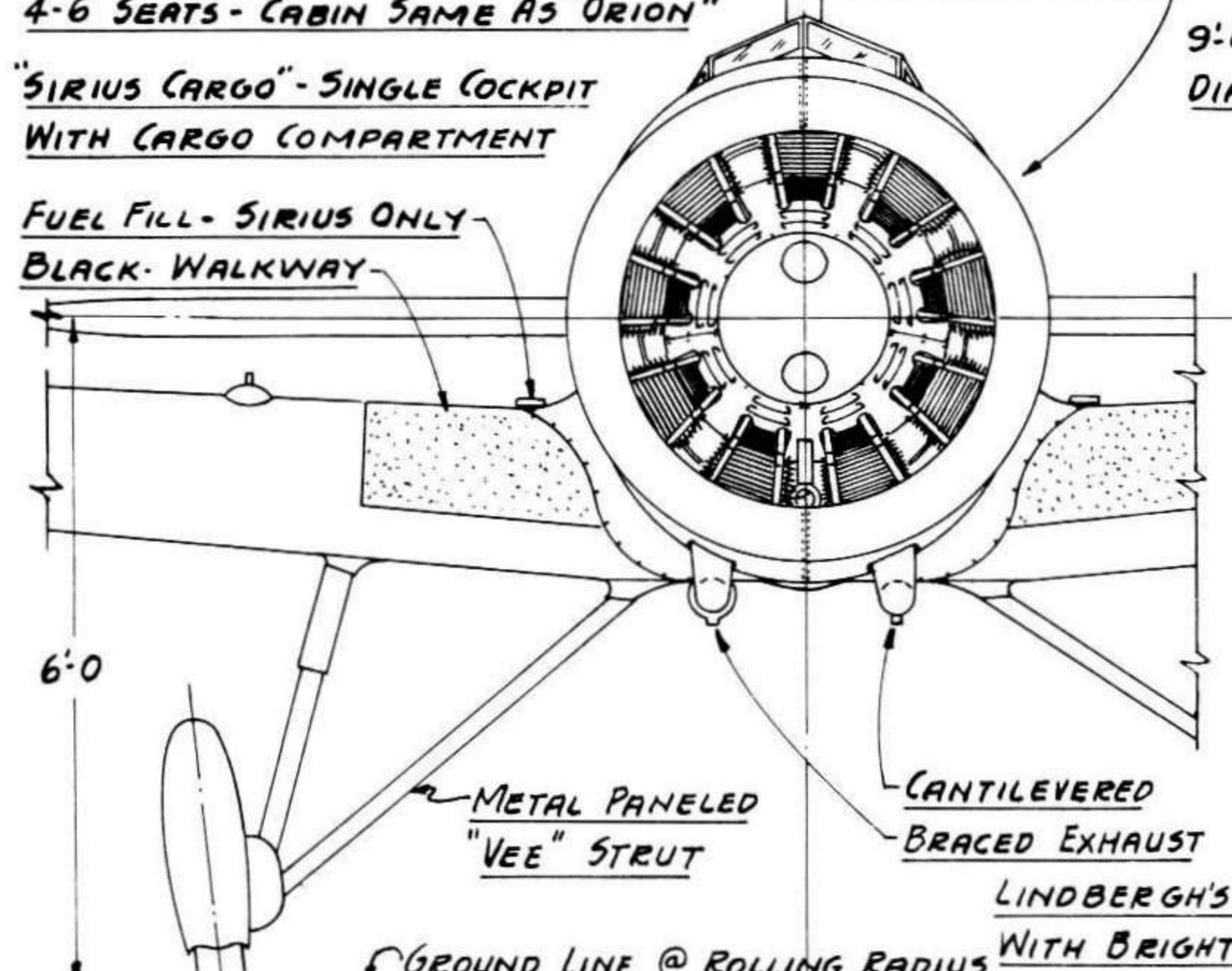
SIRIUS PLACE	HOR.TAIL	VERT.TAIL	OWNER
Nº1 ONE	"D"	"D" EXP.	BROMLEY
Nº2 ONE	"D"	"A" EXP.	BROMLEY
Nº3 TWO	"D"	MOD."C"	LINDBERGH

SIRIUS Nº 4 TO 8 HAD MOD."C" VERT. TAIL WITH "D" HORIZONTAL TAIL.

"SIRIUS EXPRESS" - SINGLE COCKPIT WITH 4-6 SEATS - CABIN SAME AS "ORION"

"SIRIUS CARGO" - SINGLE COCKPIT WITH CARGO COMPARTMENT

FUEL FILL - SIRIUS ONLY - BLACK - WALKWAY



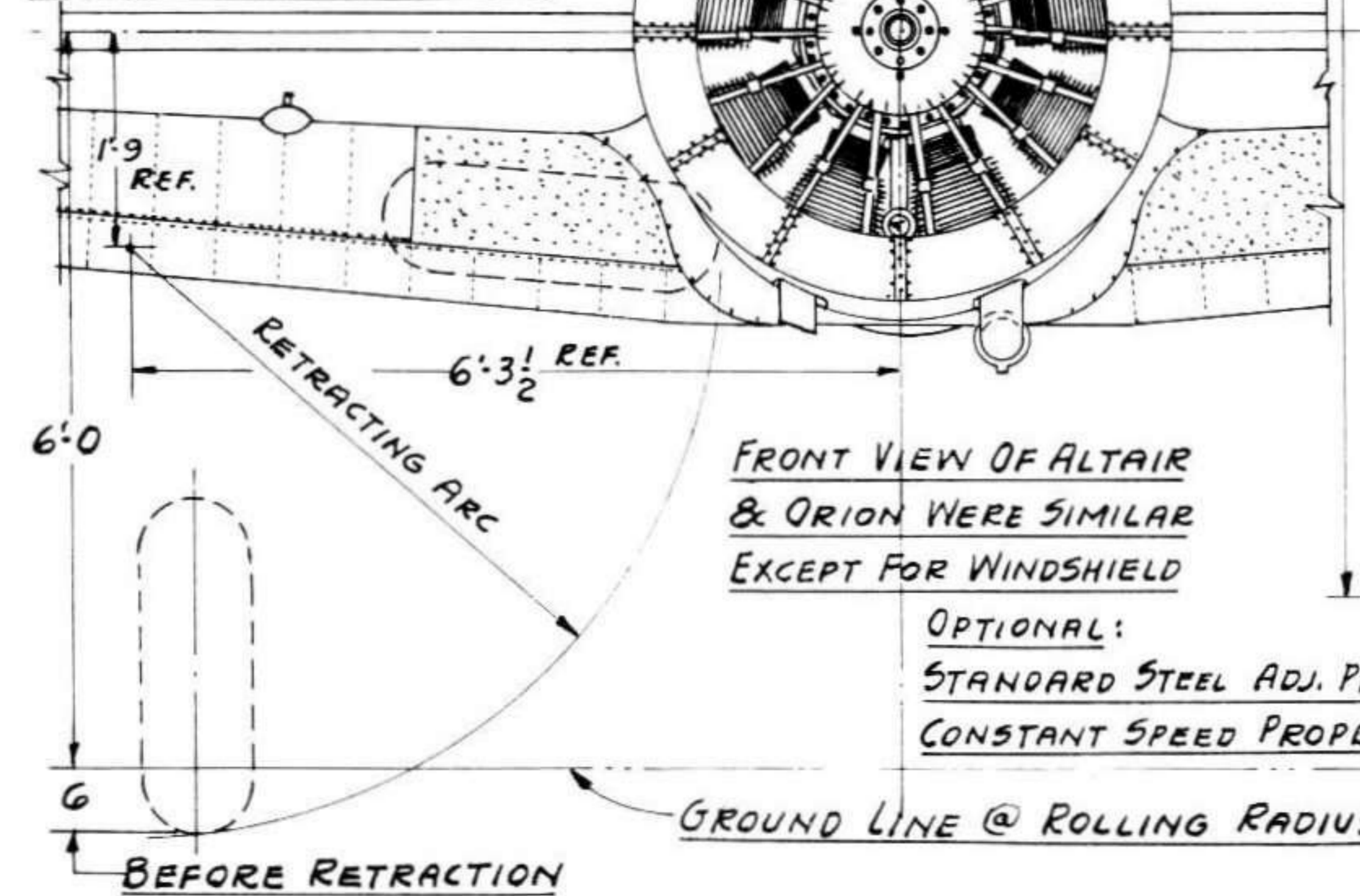
OPTIONAL: LOW OR HIGH PRESSURE TIRES WITH OR WITHOUT STANDARD WHEEL FAIRINGS.

FLYING POSITION

SIRIUS Nº 9 TO 15 HAD "D" TAIL ASSEMBLY AND SLIDING HATCH AS SHOWN AT RIGHT

SIRIUS Nº 16 & 17 WAS FITTED WITH RETRACTABLE LANDING GEAR AND WAS RE-NAMED "ALTAIR". ALTAIR Nº 3 TO 8 HAD RE-DESIGNED DECK (AFT OF REAR COCKPIT) AND VERTICAL TAIL FAIRING WITH "E" RUDDER.

ALL FUSELAGES HAD SAME OUTLINE & CROSS SECTIONS AS SHOWN ON VEGA PLANS.



OPTIONAL SPINNER & ENGINE COWL - SEE VEGA PLANS FOR DETAIL & LAYOUT

CANTILEVERED BRACED EXHAUST

LINDBERGH'S SIRIUS WAS SHINEY BLACK WITH BRIGHT RED TAIL & TRIM

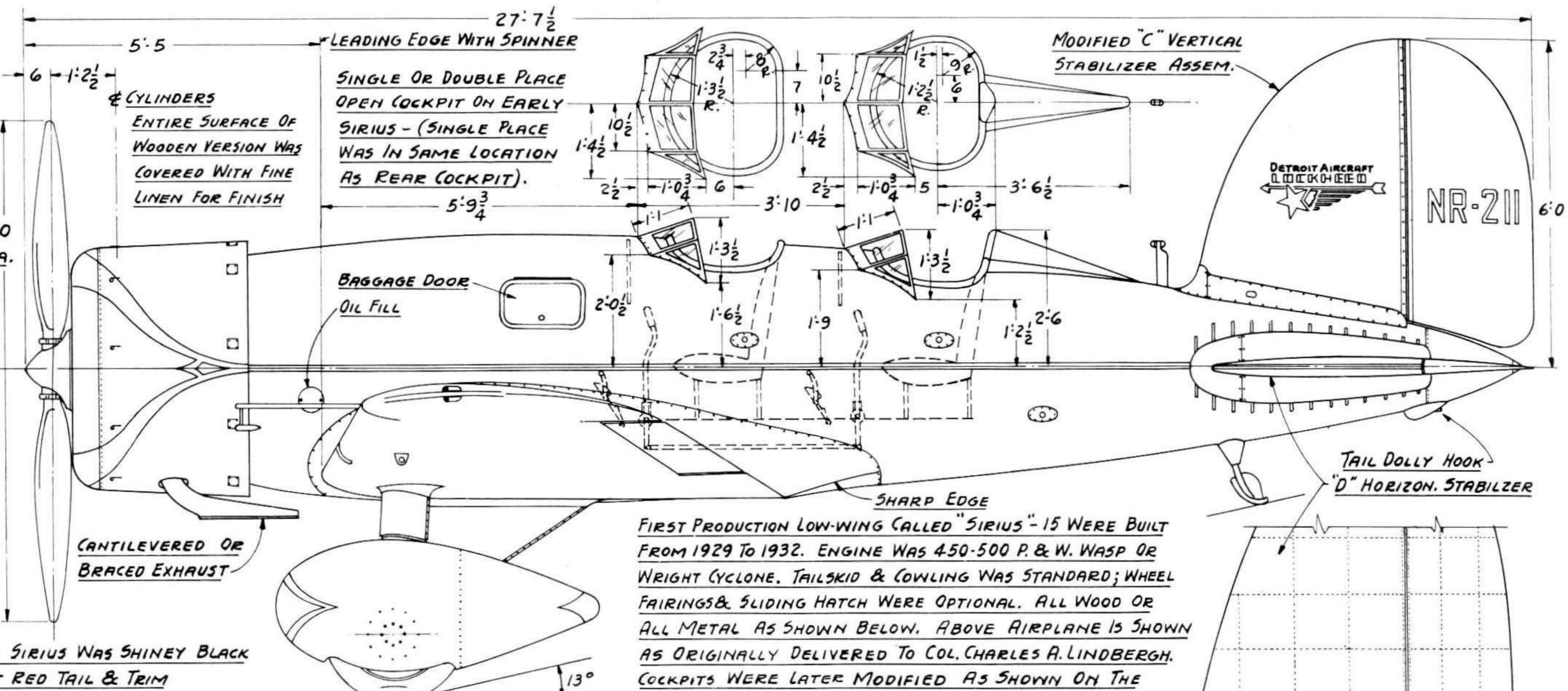
SPINNER, ENGINE COWLS & BONNET PANELS WERE ONLY ON EARLY SIRIUS SERIALS.

RE-DESIGNED ENGINE COWL

FRONT VIEW OF ALTAIR & ORION WERE SIMILAR EXCEPT FOR WINDSHIELD

OPTIONAL: STANDARD STEEL ADJ. PROP. OR CONSTANT SPEED PROPELLER

GROUND LINE @ ROLLING RADIUS



ENTIRE SURFACE OF WOODEN VERSION WAS COVERED WITH FINE LINEN FOR FINISH

SINGLE OR DOUBLE PLACE OPEN COCKPIT ON EARLY SIRIUS - (SINGLE PLACE WAS IN SAME LOCATION AS REAR COCKPIT).

MODIFIED "C" VERTICAL STABILIZER ASSEM.

BAGGAGE DOOR OIL FILL

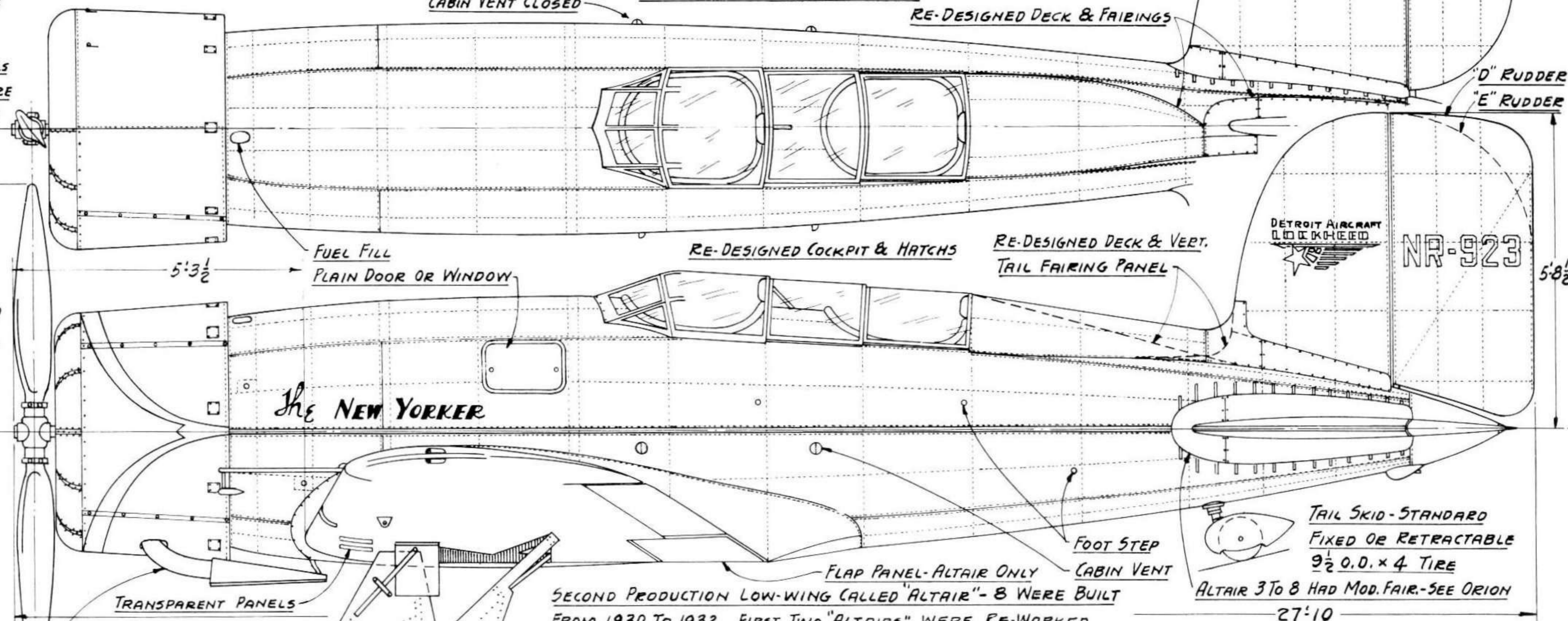
CANTILEVERED OR BRACED EXHAUST

SHARP EDGE

FIRST PRODUCTION LOW-WING CALLED "SIRIUS" - 15 WERE BUILT FROM 1929 TO 1932. ENGINE WAS 450-500 P. & W. WASP OR WRIGHT CYCLONE. TAILSKID & COWLING WAS STANDARD; WHEEL FAIRINGS & SLIDING HATCH WERE OPTIONAL. ALL WOOD OR ALL METAL AS SHOWN BELOW. ABOVE AIRPLANE IS SHOWN AS ORIGINALLY DELIVERED TO COL. CHARLES A. LINDBERGH. COCKPITS WERE LATER MODIFIED AS SHOWN ON THE SIRIUS SEAPLANE DRAWINGS.

CABIN VENT CLOSED

RE-DESIGNED DECK & FAIRINGS



THE NEW YORKER

BRACED EXHAUST, OR OUTLET AS SHOWN ON THE ORION DRAWINGS

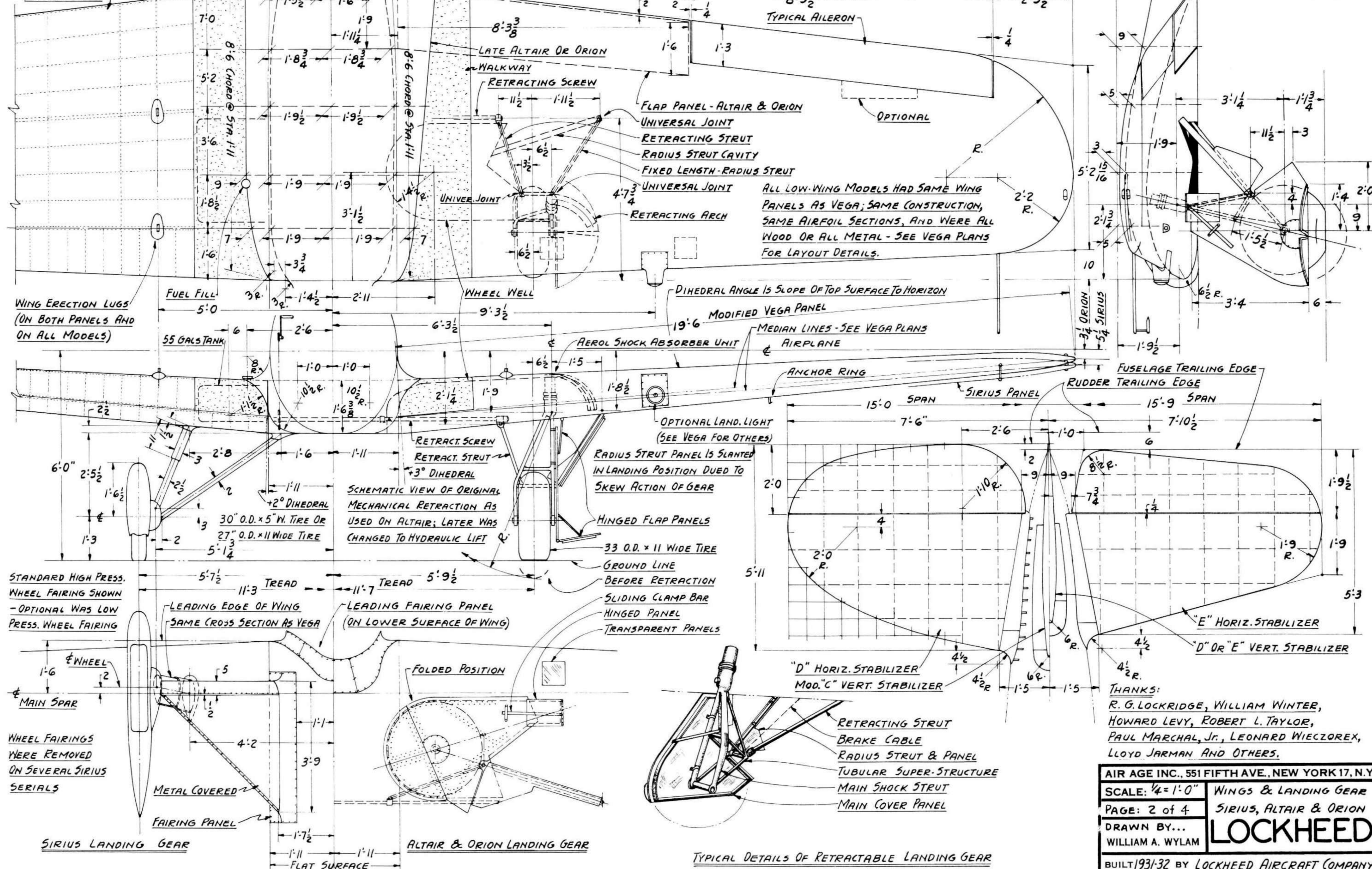
SECOND PRODUCTION LOW-WING CALLED "ALTAIR" - 8 WERE BUILT FROM 1930 TO 1932. FIRST TWO "ALTAIRS" WERE RE-WORKED SIRIUS Nº 16 & 17; LAST SIX SERIALS HAD RE-DESIGNED DECK & "E" RUDDER (SHOWN DOTTED). ALL WOOD OR ALL METAL WITH ONE, TWO OR FOUR PLACE (DOUBLE SEAT IN BAGGAGE SPACE). ALTAIR WAS CUSTOM BUILT AND DIFFERS BY VARIOUS OPTIONAL EQUIPMENTS. ALTAIR Nº 1 WAS U.S. ARMY "C-23"; Nº 2 WAS JOHN MEAR'S "NEW YORKER", Nº 4 WAS "LADY SOUTHERN CROSS" Nº 7 WAS BERNARD Mc FADDEN'S.

TAIL SKID - STANDARD FIXED OR RETRACTABLE 9 1/2" O.D. x 4" TIRE ALTAIR 3 TO 8 HAD MOD. FAIR. - SEE ORION 27'-10"

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENT
PAGE: 1 of 4	SIRIUS AND ALTAIR
DRAWN BY... WILLIAM A. WYLAM	LOCKHEED
BUILT 1929-32 BY LOCKHEED AIRCRAFT COMPANY	

ON WOODEN MODELS, ENTIRE SURFACE WAS COVERED WITH FINE LINEN FOR BETTER FINISH. ON METAL MODELS, BOTTOM HEAD RIVETS WERE USED.

METAL SHOWN



WING ERECTION LUGS (ON BOTH PANELS AND ON ALL MODELS)

STANDARD HIGH PRESS. WHEEL FAIRING SHOWN - OPTIONAL WAS LOW PRESS. WHEEL FAIRING

WHEEL FAIRINGS WERE REMOVED ON SEVERAL SIRIUS SERIALS

SIRIUS LANDING GEAR

ALTAIR & ORION LANDING GEAR

TYPICAL DETAILS OF RETRACTABLE LANDING GEAR

0° INCIDENCE-ALL MODELS
SIRIUS AND EARLY ALTAIR ROOT FAIRING SHOWN-FOR ORION ROOT FAIRING-SEE FUSELAGE LAYOUT PAGE

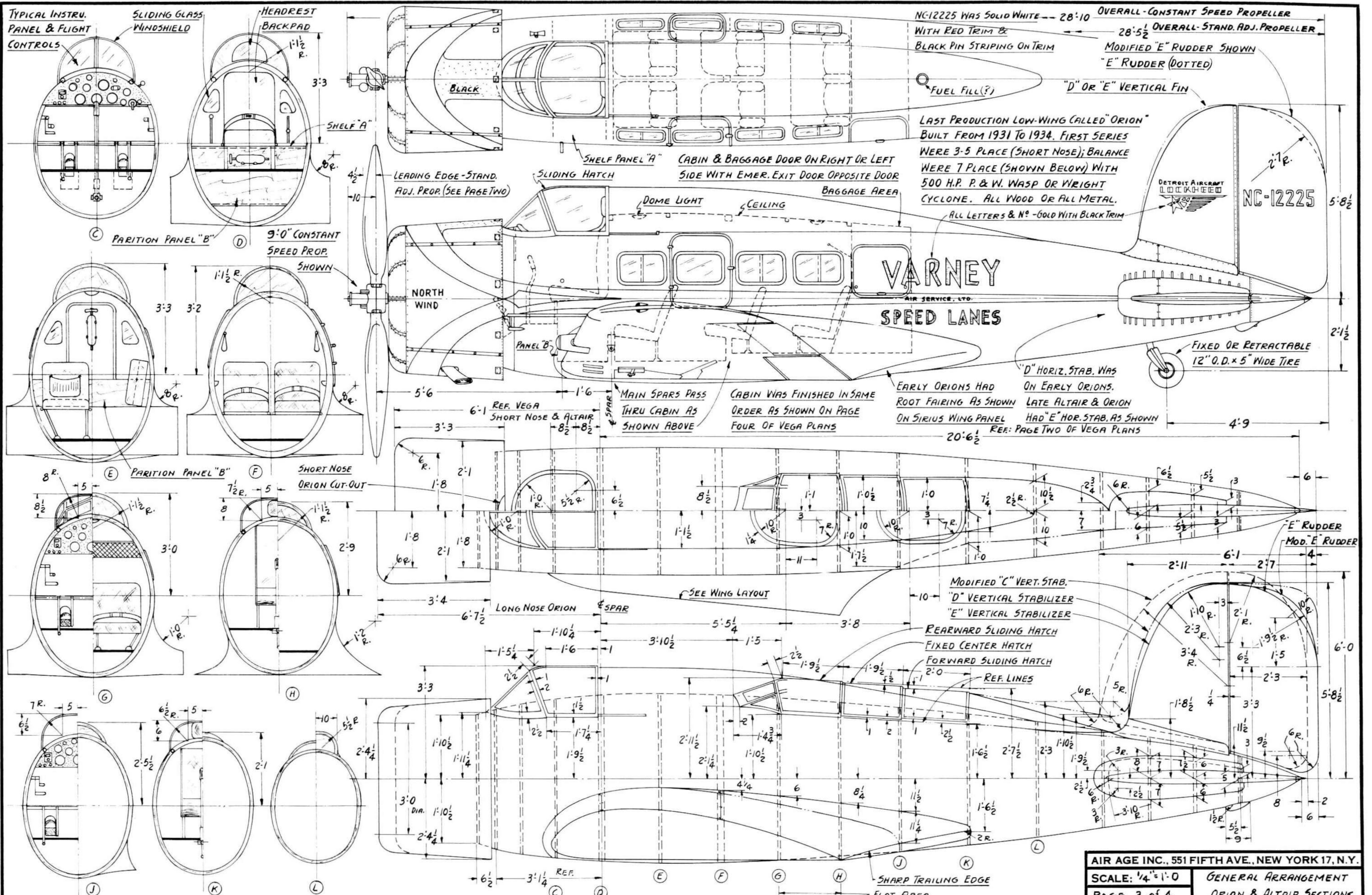
ALL LOW-WING MODELS HAD SAME WING PANELS AS VEGA; SAME CONSTRUCTION, SAME AIRFOIL SECTIONS, AND WERE ALL WOOD OR ALL METAL - SEE VEGA PLANS FOR LAYOUT DETAILS.

SCHEMATIC VIEW OF ORIGINAL MECHANICAL RETRACTION AS USED ON ALTAIR; LATER WAS CHANGED TO HYDRAULIC LIFT

RADIUS STRUT PANEL IS SLANTED IN LANDING POSITION DUE TO SKEW ACTION OF GEAR

THANKS:
R. G. LOCKRIDGE, WILLIAM WINTER, HOWARD LEVY, ROBERT L. TAYLOR, PAUL MARCHAL, JR., LEONARD WIECZOREX, LLOYD JARMAN AND OTHERS.

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	WINGS & LANDING GEAR
PAGE: 2 of 4	SIRIUS, ALTAIR & ORION
DRAWN BY... WILLIAM A. WYLAM	LOCKHEED
BUILT 1931-32 BY LOCKHEED AIRCRAFT COMPANY	



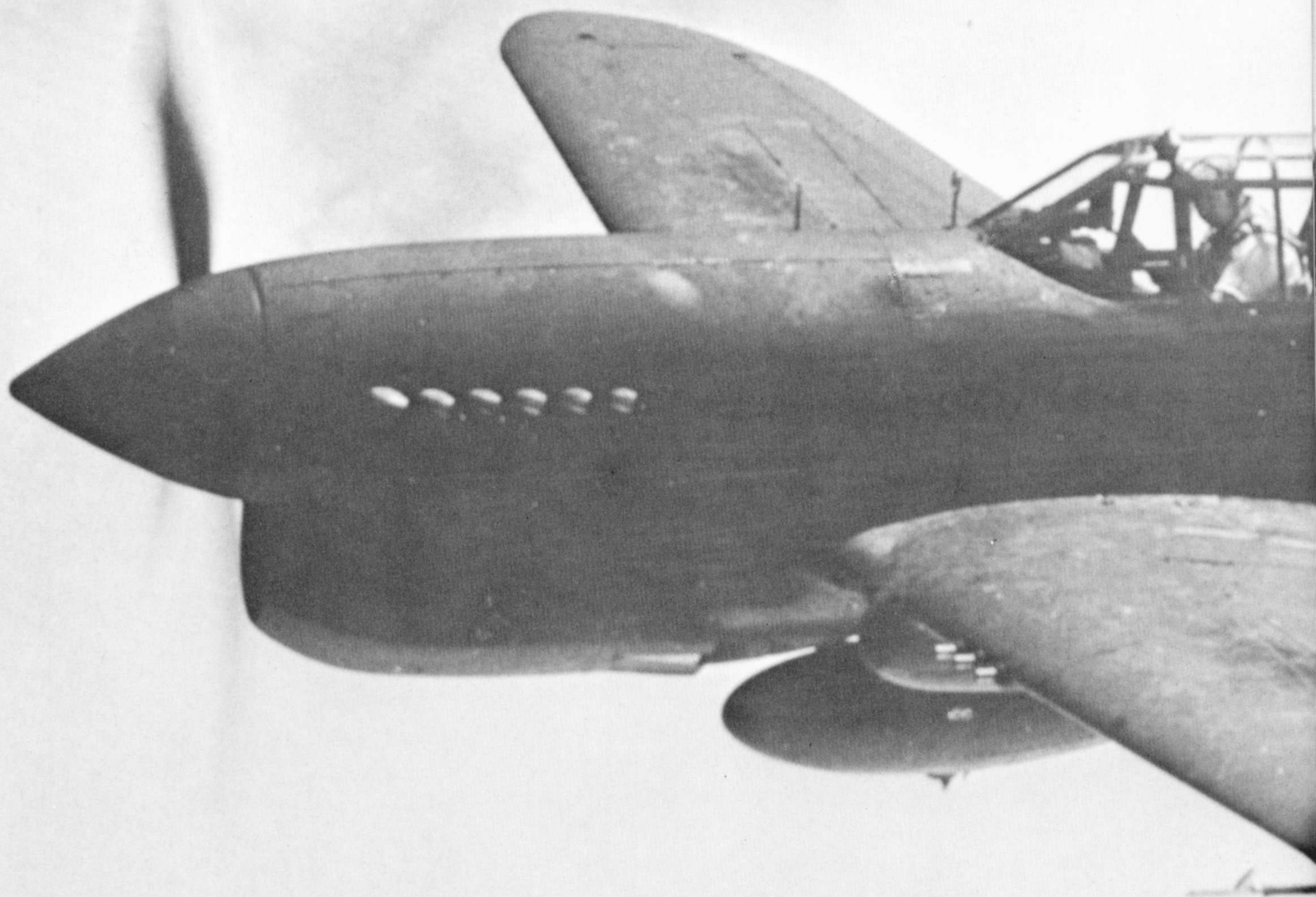
FOR FUSELAGE LAYOUT, CROSS SECTIONS & WINDOW CUT-OUTS, SEE NOVEMBER 1955'S MODEL AIRPLANE NEWS. THE SAME FUSELAGE SHELL WAS USED THRU-OUT.

SHORT NOSE ORION HAD STANDARD FUSELAGE; COWL WAS CUT (IN PLAN VIEW) TO CLEAR WINDSHIELD. LONG NOSE ORION HAD 6 1/2" EXTENSION ADDED TO STANDARD FUSELAGE AS SHOWN.

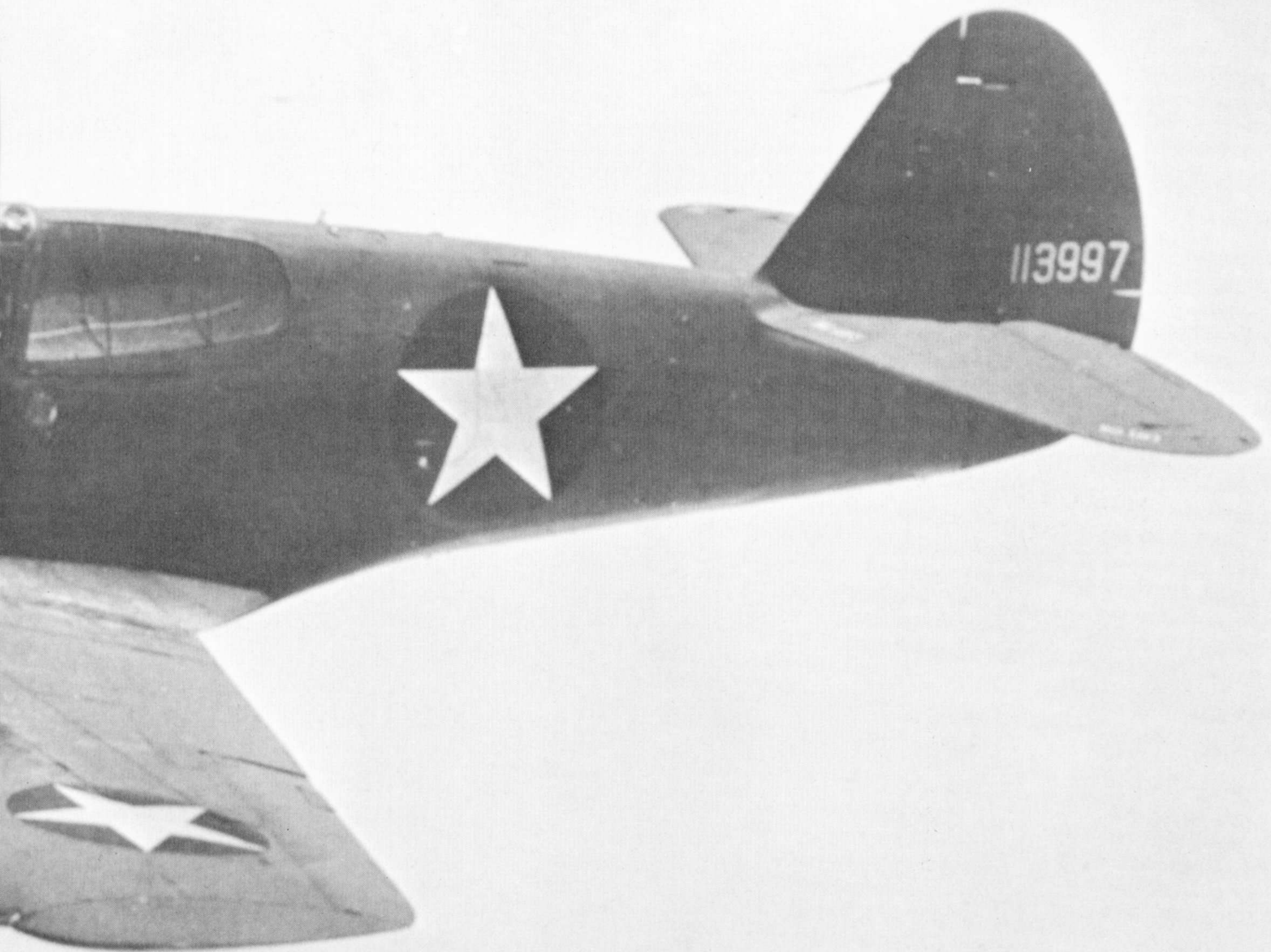
NR12222 (SHELL OIL ORION) IS THE ONLY ORION LEFT AND IT IS A SHORT NOSE MODEL. ORION (7 PLACE) WERE BUILT IN LARGE NUMBERS FOR AIRLINES AND PRIVATE OWNERS.

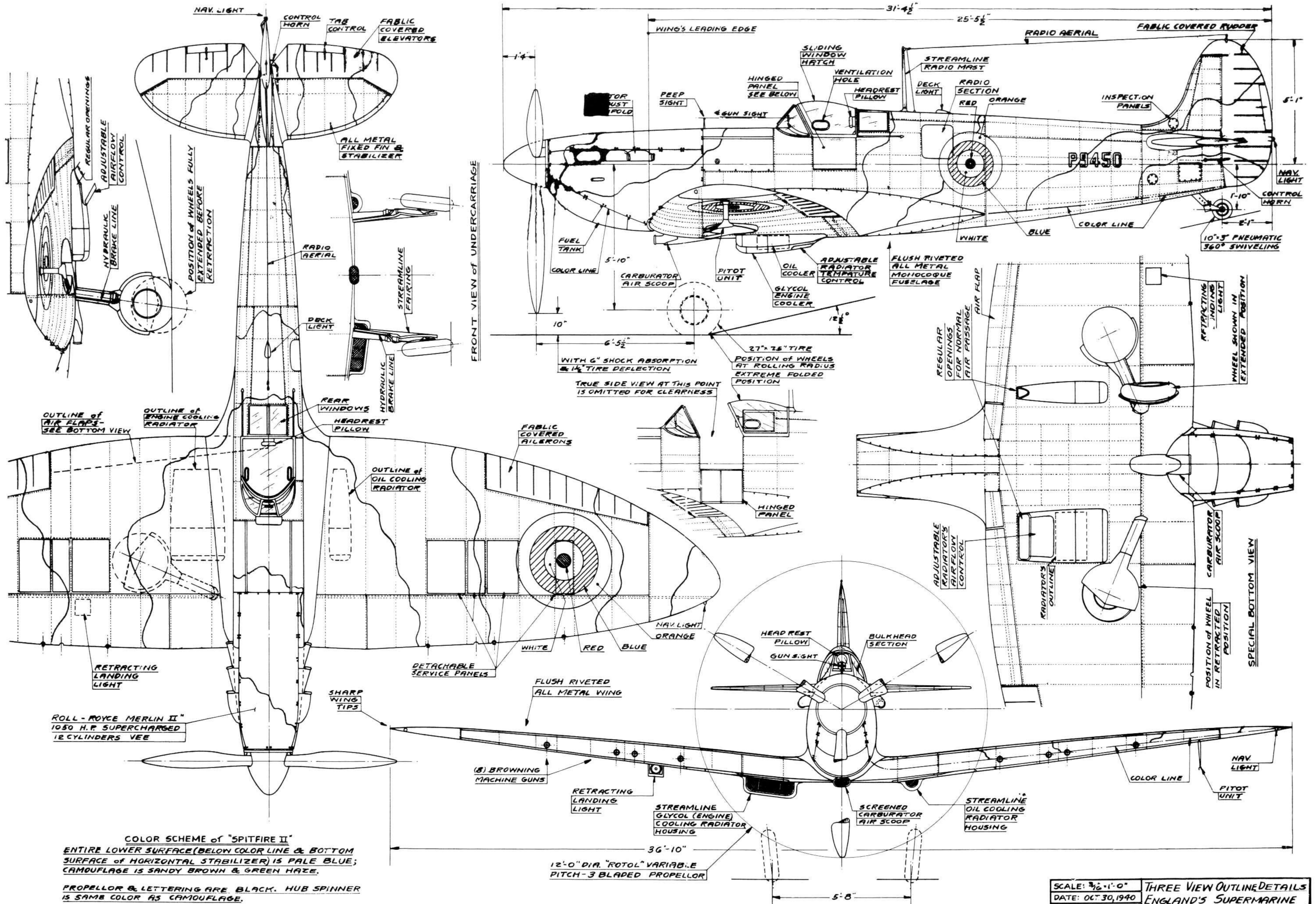
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENT
PAGE 3 OF 4	ORION & ALTAIR SECTIONS
DRAWN BY... WILLIAM A. WYLAN	LOCKHEED
BUILT 1931-34 BY LOCKHEED AIRCRAFT COMPANY	

CURTISS P-40F WARHAWK



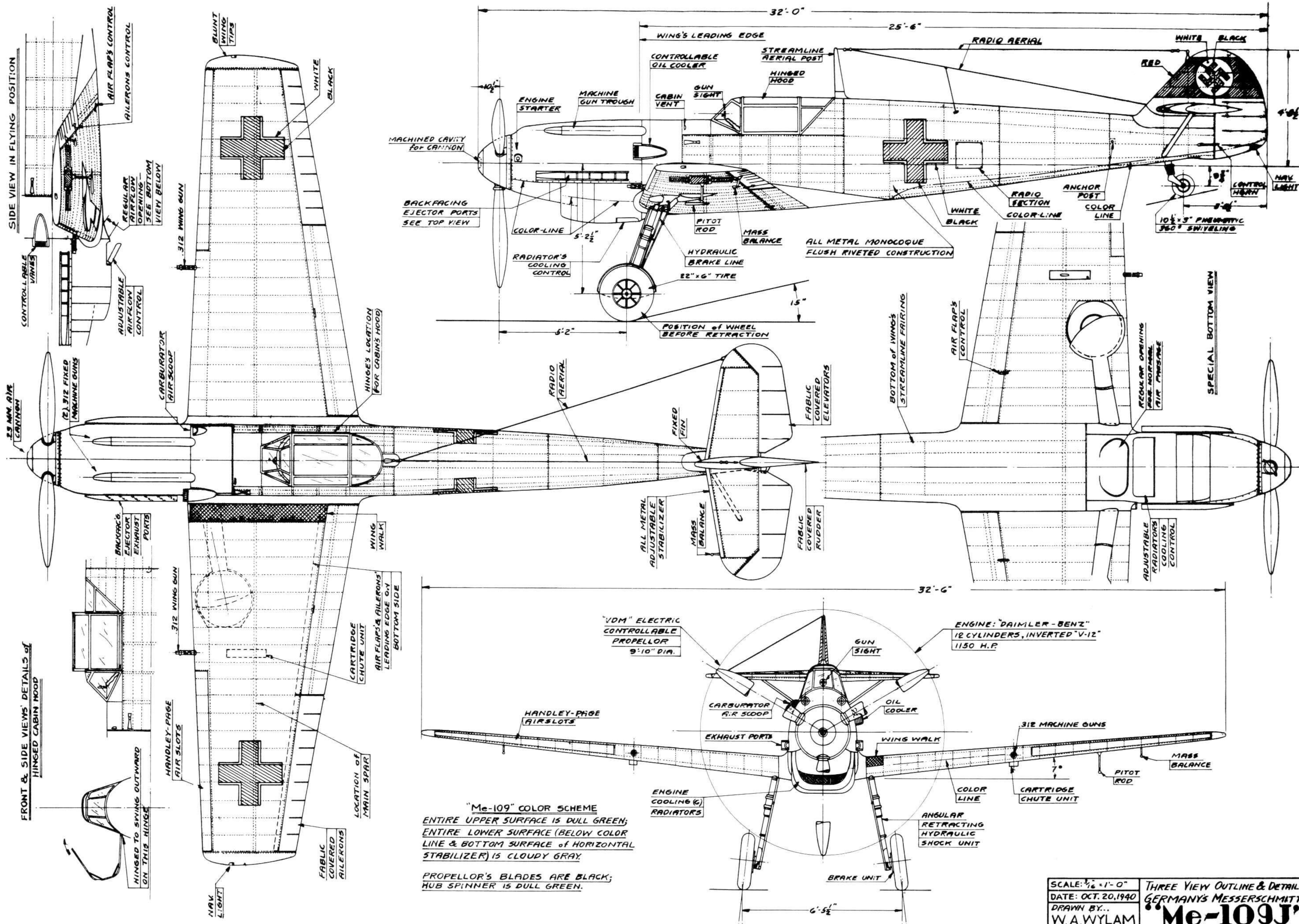
Rolls-Royce Merlin





COLOR SCHEME of "SPITFIRE II"
 ENTIRE LOWER SURFACE (BELOW COLOR LINE & BOTTOM SURFACE OF HORIZONTAL STABILIZER) IS PALE BLUE; CAMOUFLAGE IS SANDY BROWN & GREEN HAZE.
 PROPELLOR & LETTERING ARE BLACK. HUB SPINNER IS SAME COLOR AS CAMOUFLAGE.

SCALE: 3/16" = 1'-0"
 DATE: OCT 30, 1940
 DRAWN BY...
W.A. WYLAM
 THREE VIEW OUTLINE DETAILS
 ENGLAND'S SUPERMARINE
"SPITFIRE II"



"Me-109" COLOR SCHEME
 ENTIRE UPPER SURFACE IS DULL GREEN;
 ENTIRE LOWER SURFACE (BELOW COLOR
 LINE & BOTTOM SURFACE OF HORIZONTAL
 STABILIZER) IS CLOUDY GRAY.
 PROPELLOR'S BLADES ARE BLACK;
 HUB SPINNER IS DULL GREEN.

SCALE: 1/16" = 1'-0"
 DATE: OCT. 20, 1940
 DRAWN BY...
 W.A. WYLAM

THREE VIEW OUTLINE & DETAILS
 GERMANY'S MESSERSCHMITT
"Me-109J"

AIR BOMBS

SCALE: $\frac{1}{16}$ " TO AN INCH

DRAWN WITH PERMISSION FROM U.S. ARMY VIA WAR DEPARTMENT.

DRAWN BY... W.A. WYLAM

