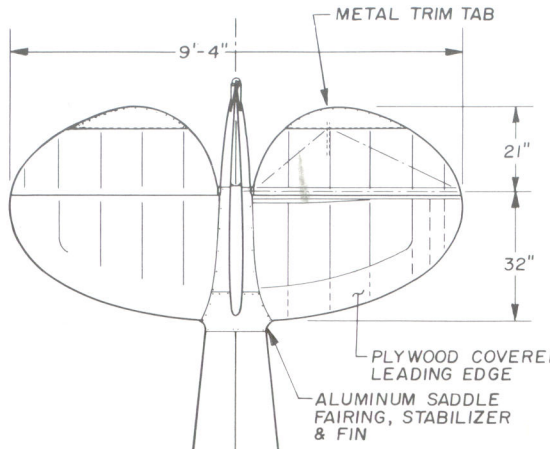
GENERAL SPECIFICATIONS

WEIGHT EMPTY	1,315 lbs.
USEFUL LOAD	935 lbs.
GROSS WEIGHT	2,250 lbs.
WING AREA	182 sq. ft.
POWER LOADING	15.5 lbs. / h.p.
WING LOADING	12.3 lbs./sq. ft.
TOP SPEED	162 m.p.h.
CRUISING SPEED	143 m.p.h.
LANDING SPEED, WITH FLAPS	47 m.p.h.
BEST RATE OF CLIMB	1,000 ft. / min.
SERVICE CEILING	18,900 feet
RANGE, AT CRUISE	525 miles
FUEL CAPACITY	35 gals.
OIL CAPACITY	3.5 gals.

POWER - 7 CYLINDER AIRCOOLED WARNER SCARAB
145 H.P AT 2,050 R.P.M.

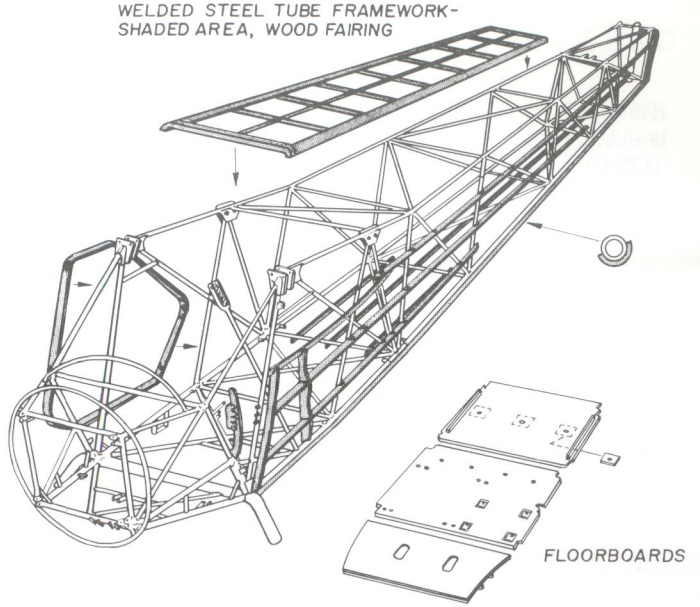
LIST PRICE, STANDARD MODEL - $5,490 FAF, WICHITA

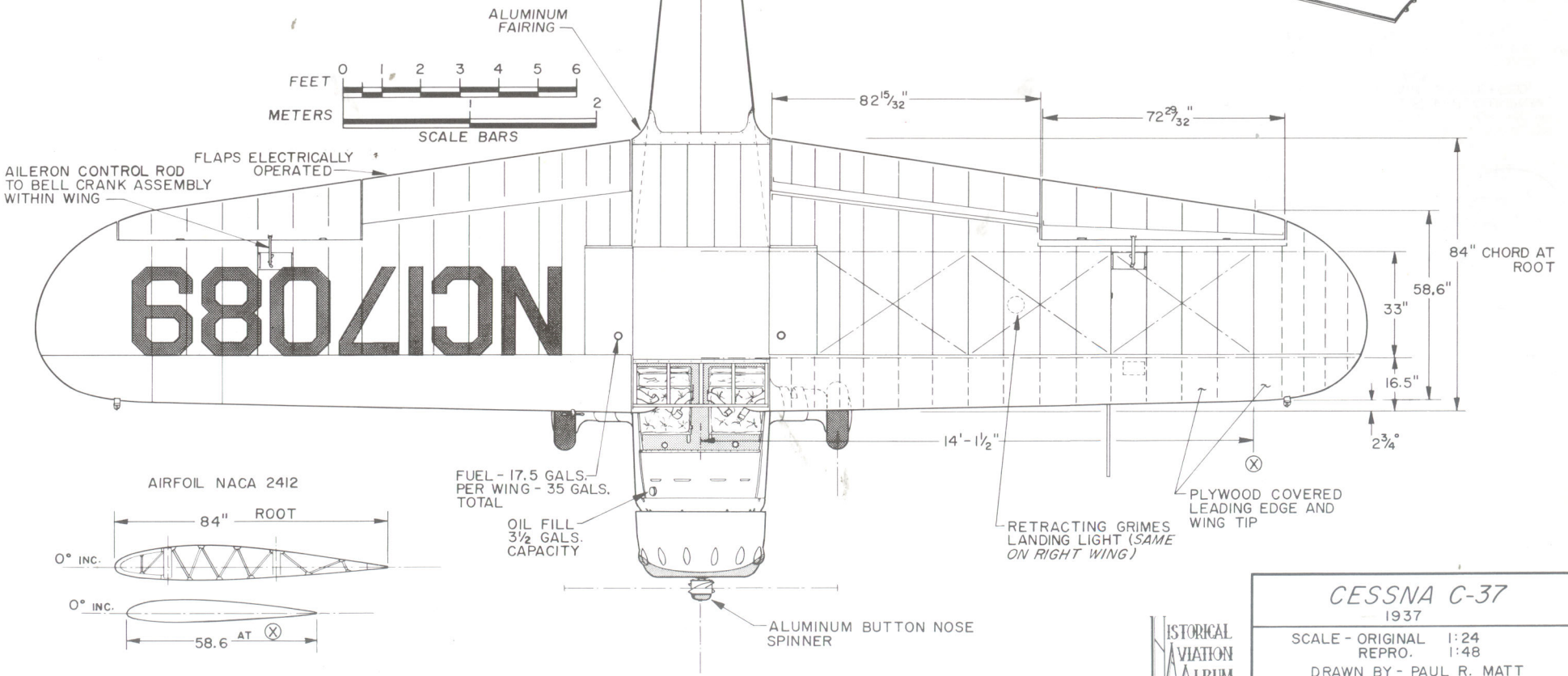
STABILIZER - WOOD & METAL, FABRIC COVERED
ELEVATORS - METAL, FABRIC COVERED



BASIC FUSELAGE AIRFRAME

WELDED STEEL TUBE FRAMEWORK -
SHADED AREA, WOOD FAIRING





AIRFOIL NACA 2412

CESSNA C-37

1937

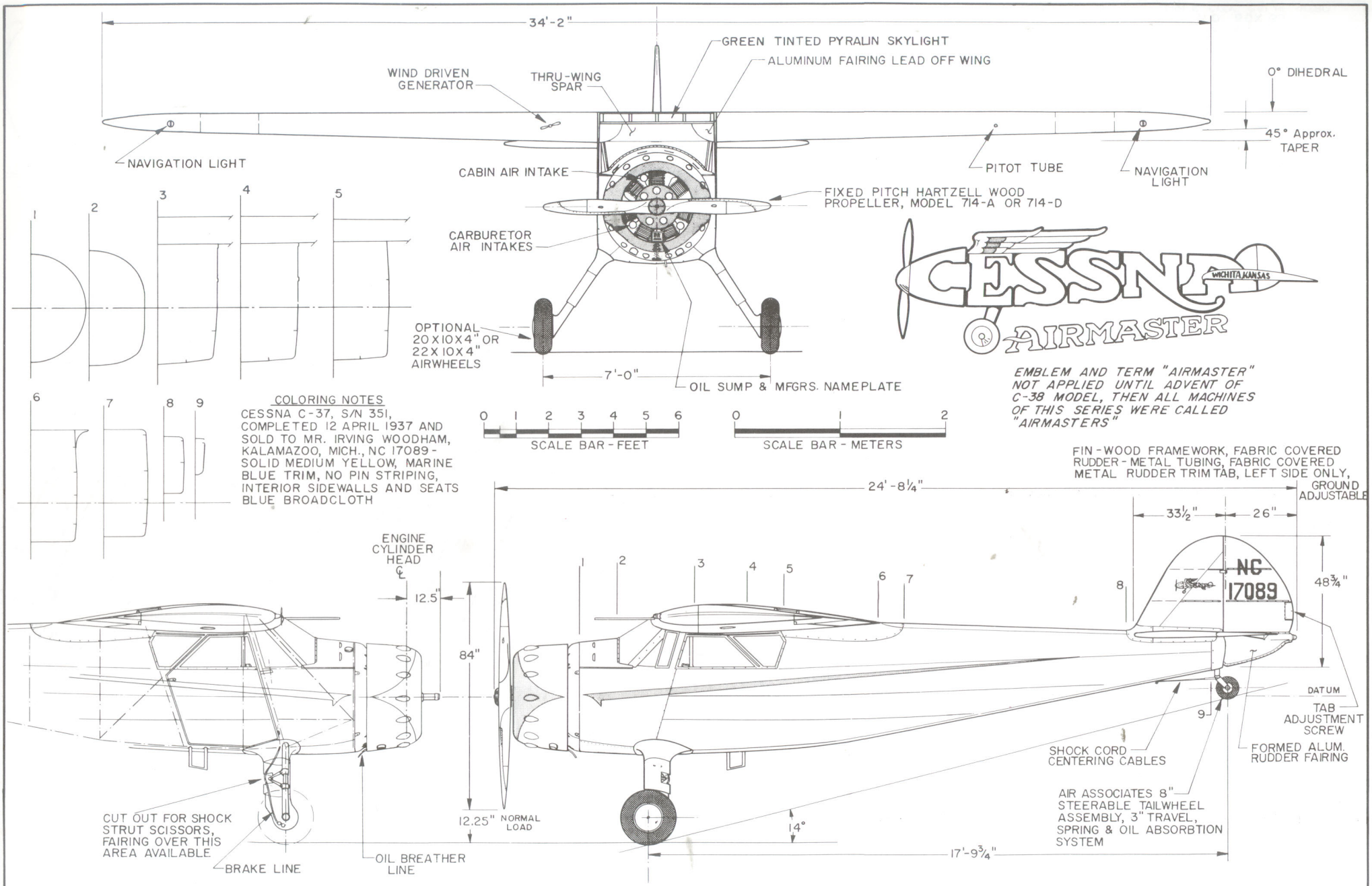
SCALE - ORIGINAL 1:24
REPRO. 1:48

DRAWN BY - PAUL R. MATT

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HISTORICAL AVIATION ALBUM

DRAWING No. 6-50-A



CESSNA AIRMASTER WICHITA, KANSAS

EMBLEM AND TERM "AIRMASTER" NOT APPLIED UNTIL ADVENT OF C-38 MODEL, THEN ALL MACHINES OF THIS SERIES WERE CALLED "AIRMASTERS"

COLORING NOTES

CESSNA C-37, S/N 351, COMPLETED 12 APRIL 1937 AND SOLD TO MR. IRVING WOODHAM, KALAMAZOO, MICH., NC 17089 - SOLID MEDIUM YELLOW, MARINE BLUE TRIM, NO PIN STRIPING, INTERIOR SIDEWALLS AND SEATS BLUE BROADCLOTH

ENGINE COWL WAS ONE PIECE, SLIT AT THE BOTTOM, SPRUNG OPEN TO REMOVE FROM ENGINE

CESSNA C-37

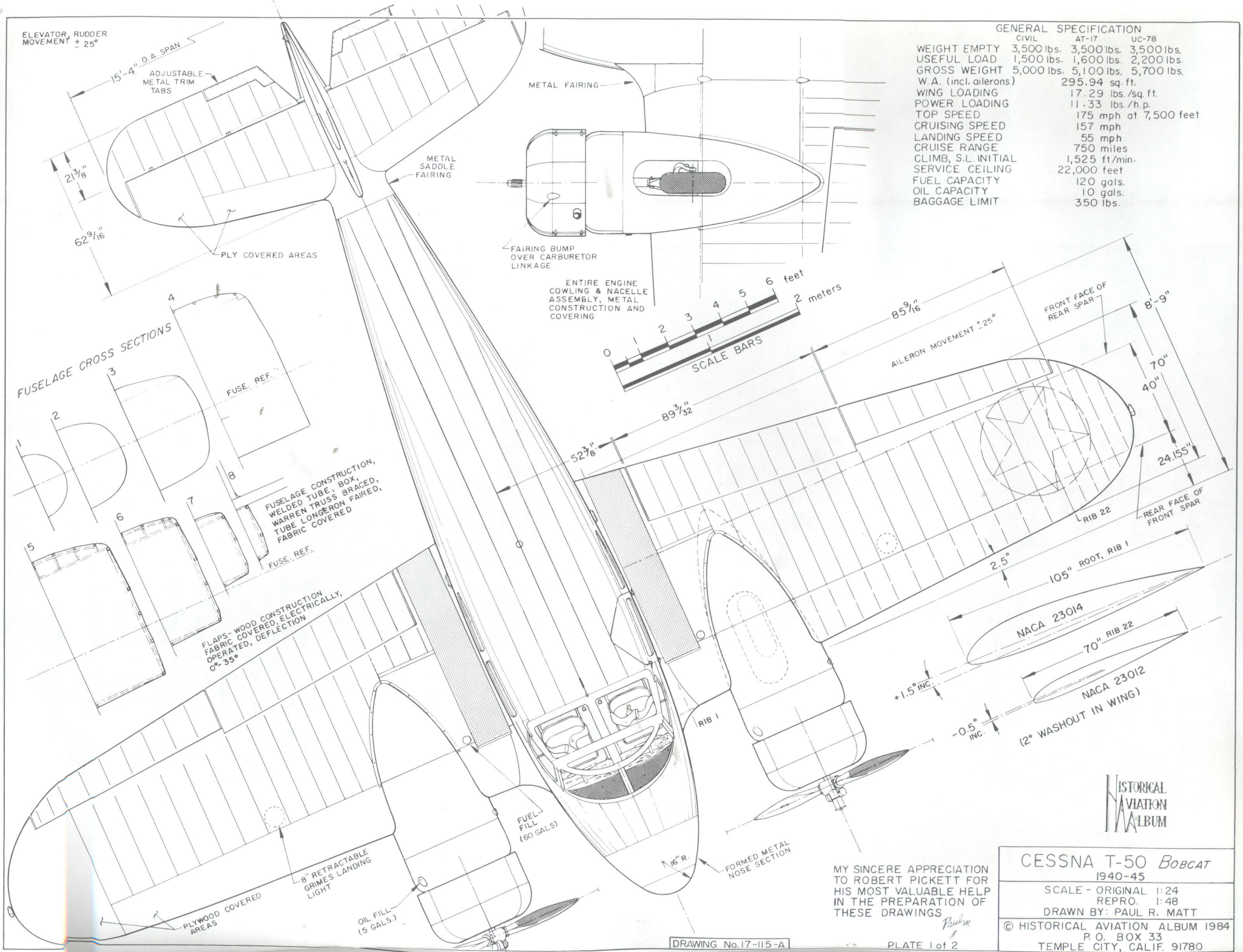
1937

SCALE - ORIGINAL 1:24
REPRO. 1:48

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HISTORICAL AVIATION ALBUM



GENERAL SPECIFICATION

	CIVIL	AT-17	UC-78
WEIGHT EMPTY	3,500 lbs.	3,500 lbs.	3,500 lbs.
USEFUL LOAD	1,500 lbs.	1,600 lbs.	2,200 lbs.
GROSS WEIGHT	5,000 lbs.	5,100 lbs.	5,700 lbs.
W.A. (incl. ailerons)	295.94 sq. ft.		
WING LOADING	17.29 lbs./sq. ft.		
POWER LOADING	11.33 lbs./h.p.		
TOP SPEED	175 mph at 7,500 feet		
CRUISING SPEED	157 mph		
LANDING SPEED	55 mph		
CRUISE RANGE	750 miles		
CLIMB, S.L. INITIAL	1,525 ft/min.		
SERVICE CEILING	22,000 feet		
FUEL CAPACITY	120 gals.		
OIL CAPACITY	10 gals.		
BAGGAGE LIMIT	350 lbs.		

MY SINCERE APPRECIATION TO ROBERT PICKETT FOR HIS MOST VALUABLE HELP IN THE PREPARATION OF THESE DRAWINGS
Paul M

DRAWING No. 17-115-A

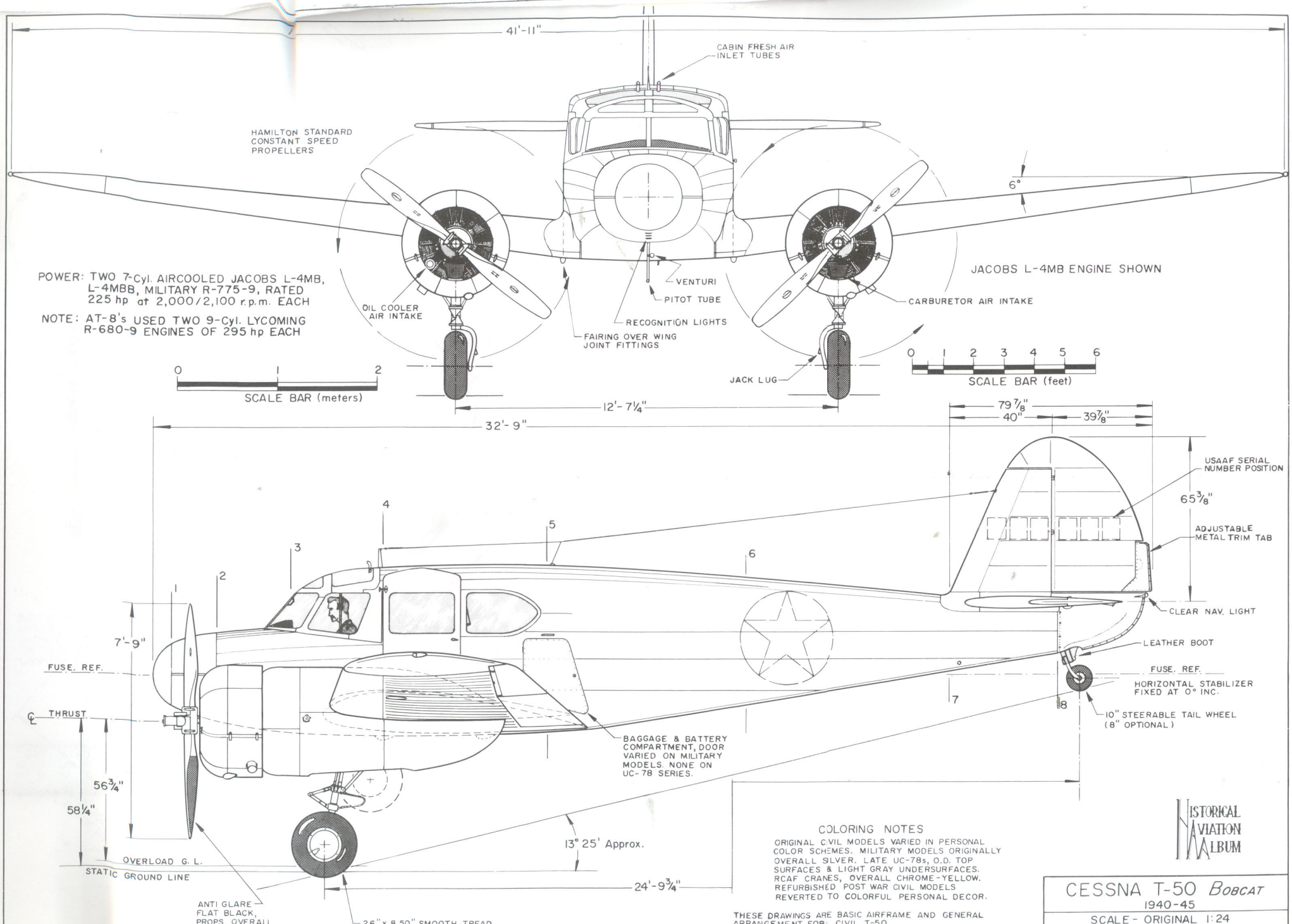
PLATE 1 of 2

HISTORICAL AVIATION ALBUM

CESSNA T-50 *BOBCAT*
1940-45

SCALE - ORIGINAL 1:24
REPRO. 1:48
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COLORING NOTES

ORIGINAL CIVIL MODELS VARIED IN PERSONAL COLOR SCHEMES. MILITARY MODELS ORIGINALLY OVERALL SILVER. LATE UC-78s, O.D. TOP SURFACES & LIGHT GRAY UNDERSURFACES. RCAF CRANES, OVERALL CHROME-YELLOW. REFURBISHED POST WAR CIVIL MODELS REVERTED TO COLORFUL PERSONAL DECOR.

THESE DRAWINGS ARE BASIC AIRFRAME AND GENERAL ARRANGEMENT FOR: CIVIL T-50
USAAF - AT-8, AT-17 & UC-78
RCAF, CRANE Mk I/II
USN, JRC-1

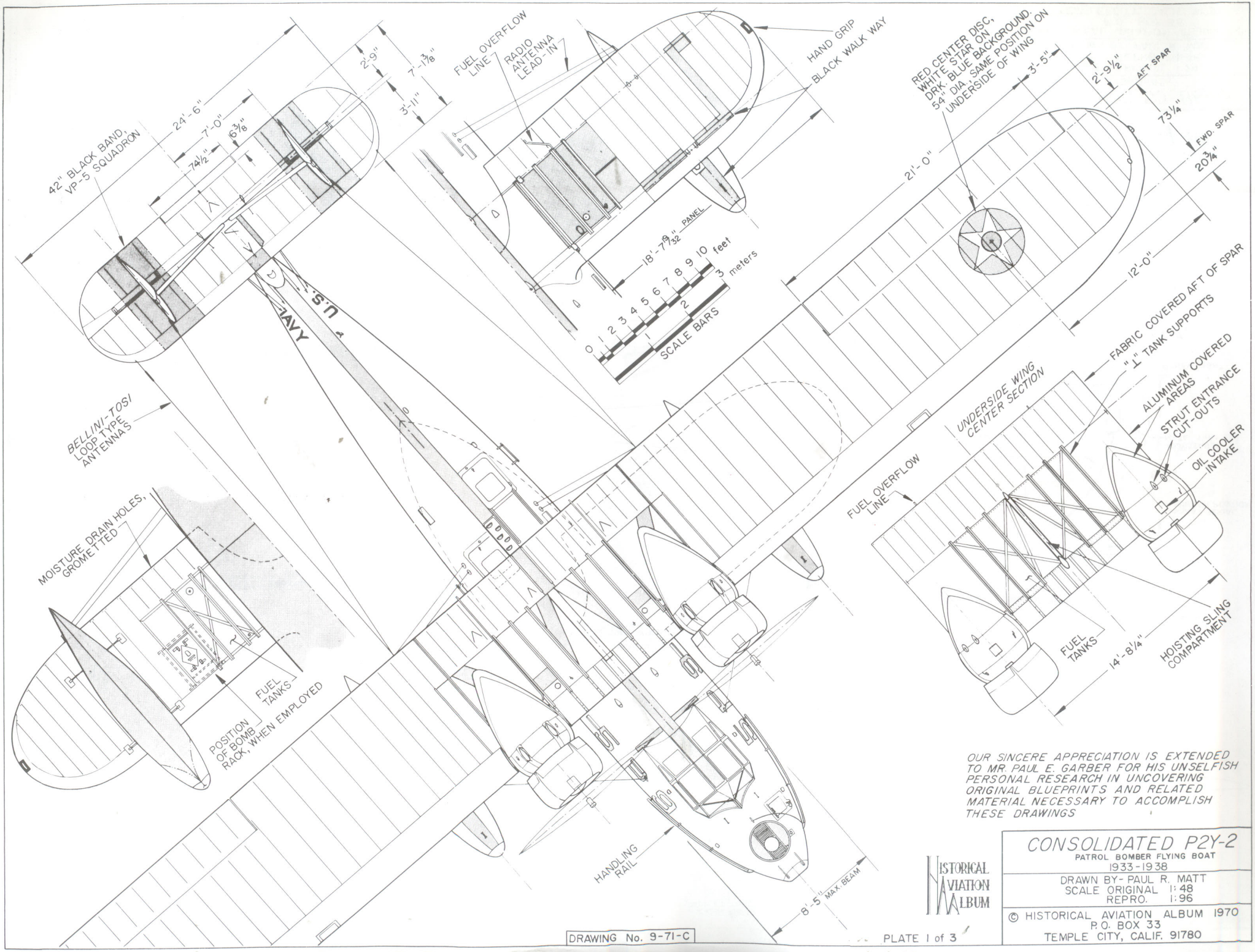
HISTORICAL AVIATION ALBUM

CESSNA T-50 *BOBCAT*

1940-45

SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY: PAUL R. MATT

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OUR SINCERE APPRECIATION IS EXTENDED TO MR. PAUL E. GARBER FOR HIS UNSELFISH PERSONAL RESEARCH IN UNCOVERING ORIGINAL BLUEPRINTS AND RELATED MATERIAL NECESSARY TO ACCOMPLISH THESE DRAWINGS

CONSOLIDATED P2Y-2

PATROL BOMBER FLYING BOAT
1933-1938

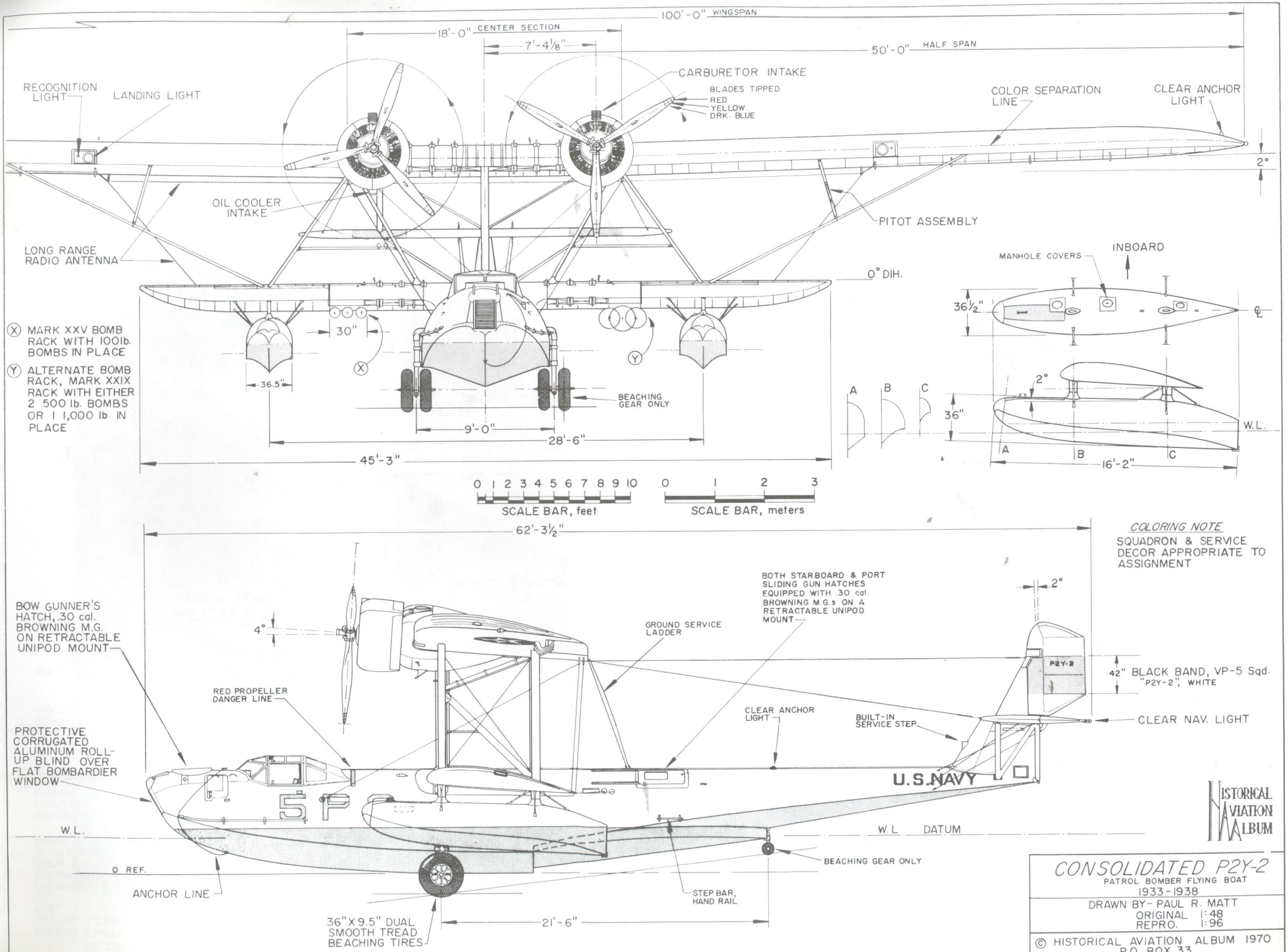
DRAWN BY- PAUL R. MATT
SCALE ORIGINAL 1:48
REPRO. 1:96

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HISTORICAL AVIATION ALBUM

DRAWING No. 9-71-C

PLATE 1 of 3



HISTORICAL AVIATION ALBUM

CONSOLIDATED P2Y-2

PATROL BOMBER FLYING BOAT
1933-1938

DRAWN BY - PAUL R. MATT
ORIGINAL 1:48
REPRO. 1:96

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DRAWING No. 9-71-C

GENERAL SPECIFICATIONS
BASED UPON SERVICE USE
AS PATROL PLANE

WEIGHT EMPTY	11,900 lbs.
USEFUL LOAD	8,897 lbs.
FUEL	6,000 lbs.
OIL	6,600 lbs.
ORDNANCE	637.4 lbs.
EQUIPMENT	659.2 lbs.
CREW	1,000 lbs.
GROSS WEIGHT	20,797 lbs.
OVERLOAD	21,997 lbs.

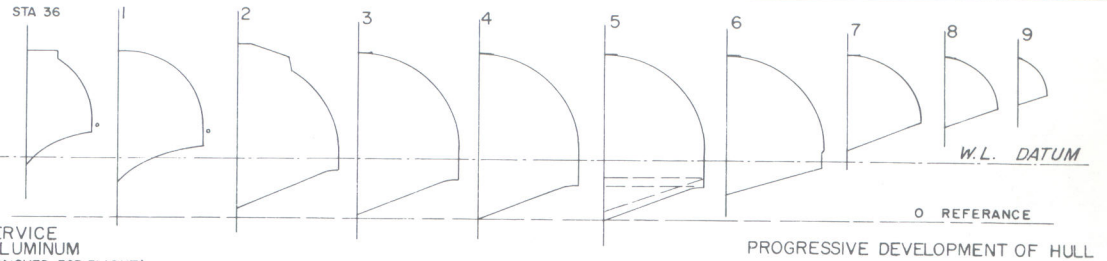
AS BOMBER

WEIGHT EMPTY	11,900 lbs.
ORDNANCE & EQUIPMT	3,479 lbs.
NORMAL GROSS WHT.	20,999 lbs.
OVERLOAD	22,319 lbs.
TOP SPEED	135 mph AT 4,000 feet 128 mph AT SEA LEVEL
CRUISING SPEED	109 mph
LANDING SPEED	63 mph
SERVICE CEILING	16,100 feet
RANGE, PATROL	1,800 miles
BOMBER (2,000 lb. BOMB LOAD)	1,180 miles
WING AREA, incl. ailerons	1,514 sq. ft.
UPPER WING	1,111 sq. ft.
SESQUI WING (incl. 76 sq. ft. of hull)	403 sq. ft.

POWER - TWO WRIGHT R-1820-90 CYCLONES, GEARED 16:11, 700 hp. EA. AT 1950 r.p.m. S.L. TO 4,000 ft. RATING

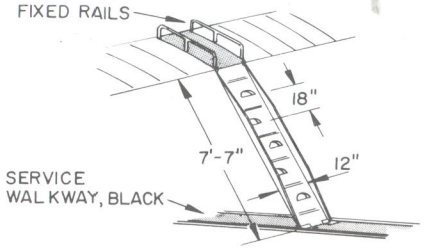
BASIC COLORING NOTES

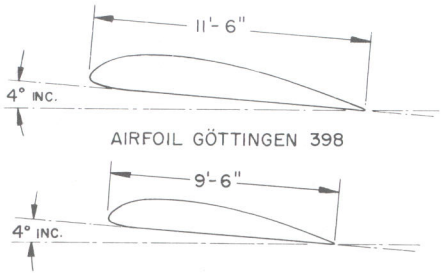
ALL METAL AREAS - LIGHT GRAY, APPROX-AMATING SILVER.
(hull, tip floats, vertical fins, struts, engine cowling)
FABRIC FLYING SURFACES, - SILVER DOPE
(top & bottom lower wing, undersurface only top wing, both surfaces horizontal stabilizer & rudders)
TOP SURFACE UPPER WING ONLY, CHROME-YELLOW
DETAILS - BLACK, incl. surfaces below water line

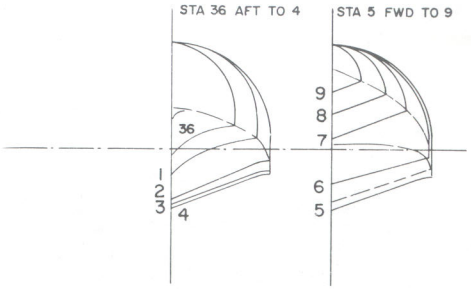


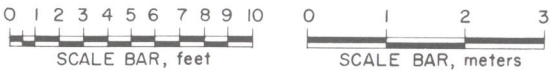
PROGRESSIVE DEVELOPMENT OF HULL

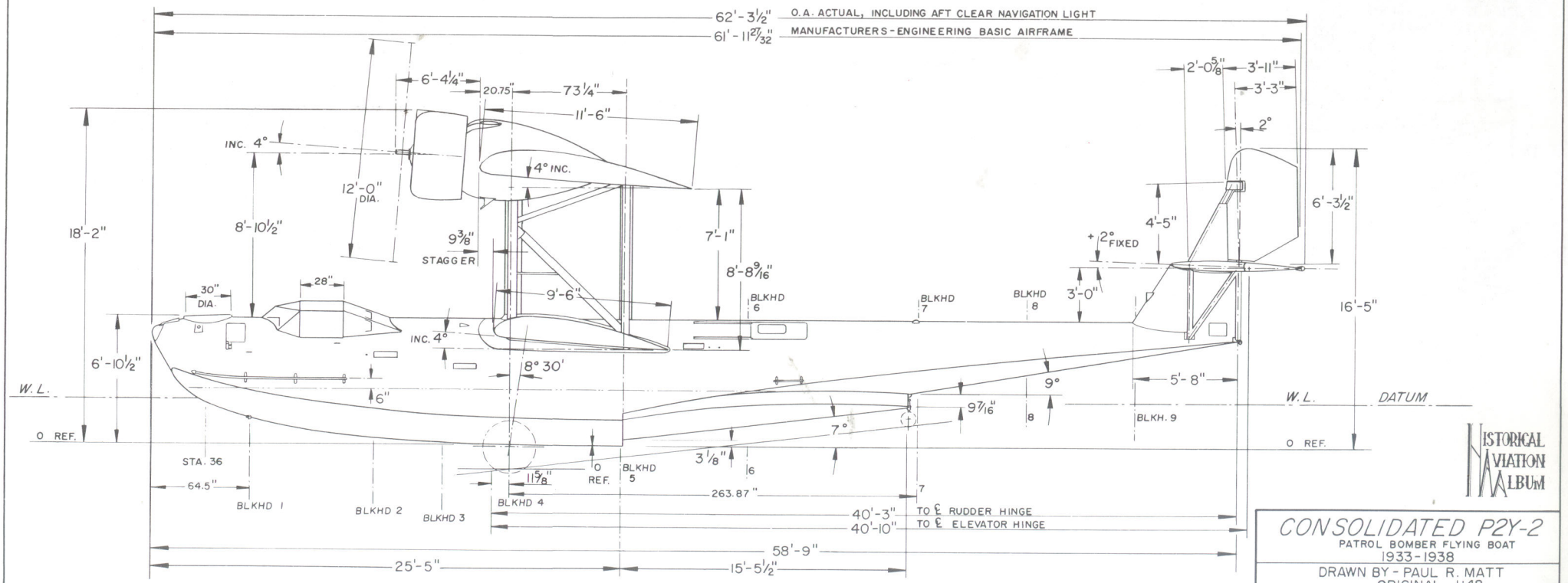
TOPSIDE UPPER WING SERVICE LADDER, STAMPED ALUMINUM
(GROUND SERVICE USE ONLY, REMOVED FOR FLIGHT)











PREPARED FROM CONSOLIDATED AIRCRAFT CORP, BUFFALO, N.Y.
DRAWING 22 Z 1017, AND RELATED, AS COMPLETED 6/8/34

DRAWING No. 9-71-C

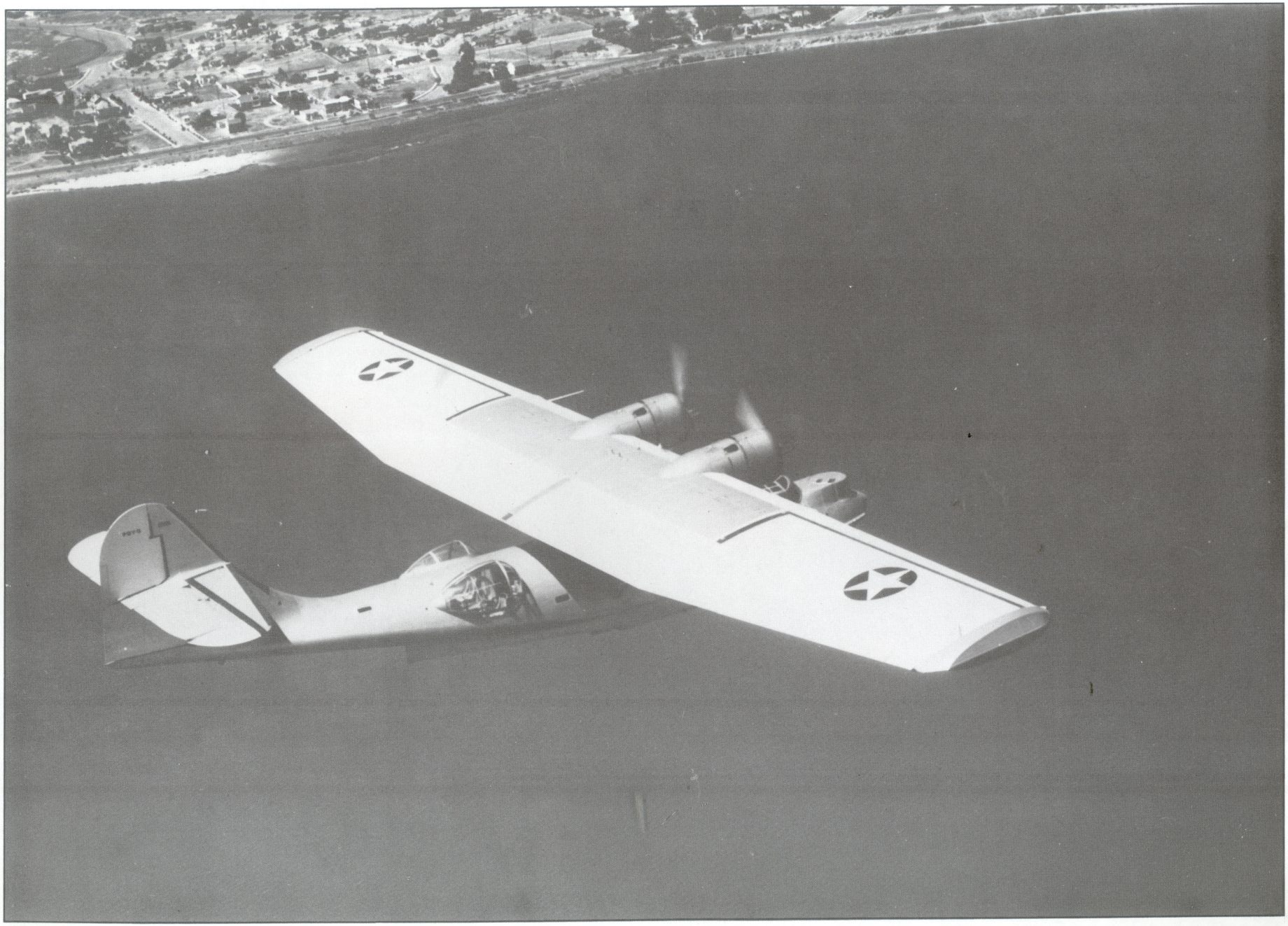
PLATE 3 of 3

HISTORICAL AVIATION ALBUM

CONSOLIDATED P2Y-2
PATROL BOMBER FLYING BOAT
1933-1938

DRAWN BY - PAUL R. MATT
ORIGINAL 1:48
REPRO. 1:96

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P.O. BOX 33
TEMPLE CITY, CALIF. 91780



Consolidated PBY-5

GENERAL SPECIFICATIONS

BASED ON AVERAGE FIGURES OF AIRCRAFT IN NORMAL SERVICE USE

WEIGHT EMPTY	20,910 lbs.
USEFUL LOAD	9,590 lbs.
GROSS WEIGHT	30,500 lbs.
OVERLOAD	35,300 lbs.
MAX. SPEED, light condition	157 knts (180.55 mph)
CRUISING SPEED	90/95 knts (103/109 mph)
LANDING SPEED	85 knts (97.75 mph)
SERVICE CEILING	14,700 feet
RANGE, PATROL	2,500 miles
BOMBER	1,800 miles
WING AREA	1,400 sq. ft.
FUEL CAPACITY	1,475 gals. (1,750 gals. IF NO SELF-SEALING LINERS USED)
OIL CAPACITY	50 gals.

POWER: TWO 14-cyl. PRATT & WHITNEY R-1830-92 ENGINES
1,200 H.P. MILITARY-TAKEOFF POWER
900 H.P. NORMAL-CRUISE

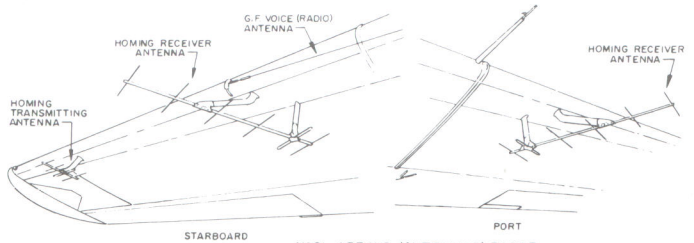
—COLORING NOTES—
U.S.N. "COUNTER SHADING" SYSTEM
AIRCRAFT ASSIGNED TO COMBAT THEATER

PLANVIEW SURFACES - SEA BLUE SEMI-GLOSS ENAMEL (DARK) BLEND TO SEA BLUE, NON-SPECULAR, MOTTLED (MEDIUM) THEN TO INTERMEDIATE BLUE, MOTTLED (LIGHT BLUE) TO WHITE, NON-SPECULAR, UNDERSURFACES

INTERIOR SURFACES - ZINC CHROMATE, GREEN PRIMER

COCKPIT COMPARTMENT - FLAT BLACK INSTRUMENT PANEL & CONTROLS, HULL & SEATS, ZINC CHROMATE

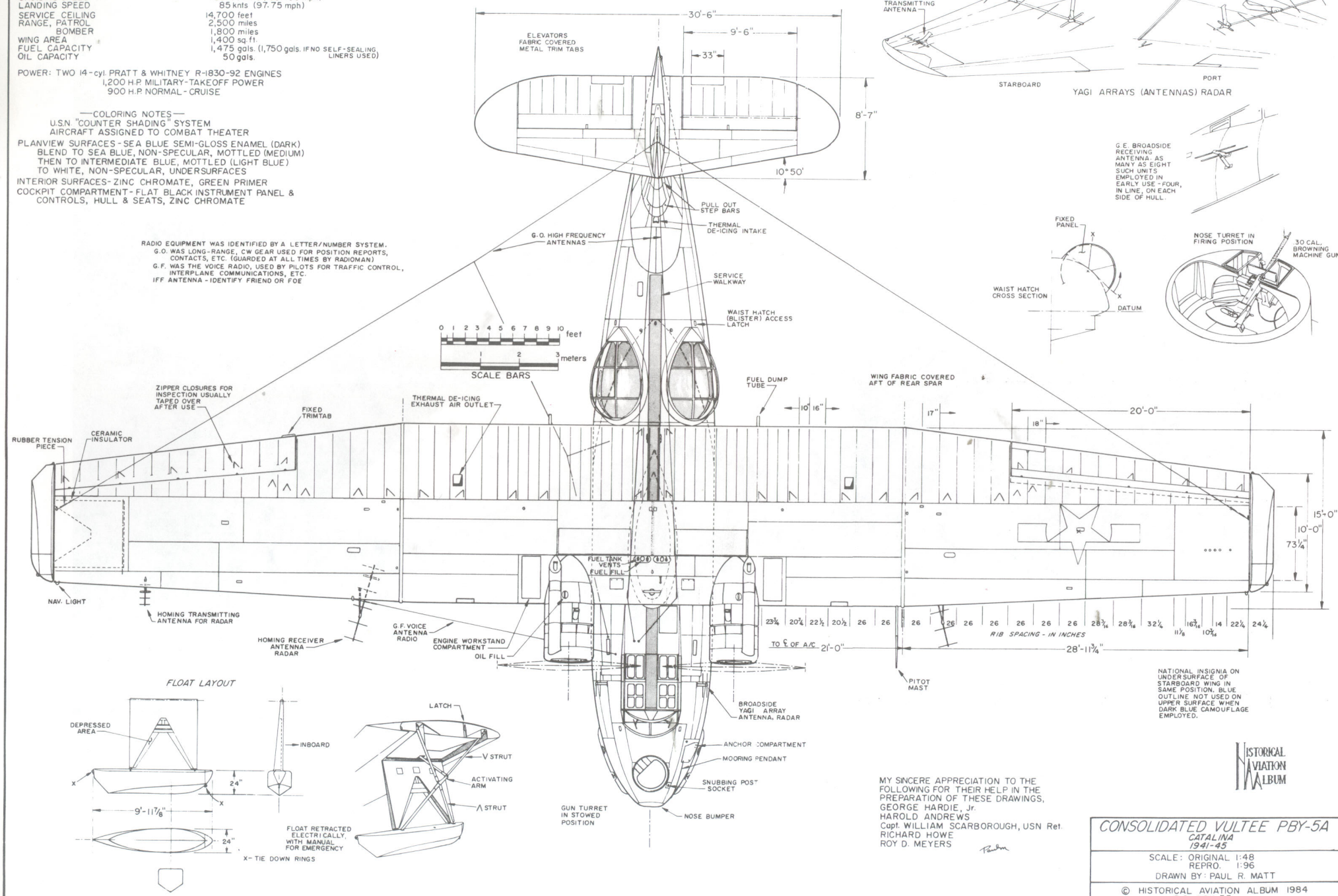
RADIO EQUIPMENT WAS IDENTIFIED BY A LETTER/NUMBER SYSTEM.
G.O. WAS LONG-RANGE, CW GEAR USED FOR POSITION REPORTS, CONTACTS, ETC. (GUARDED AT ALL TIMES BY RADIOMAN)
G.F. WAS THE VOICE RADIO, USED BY PILOTS FOR TRAFFIC CONTROL, INTERPLANE COMMUNICATIONS, ETC.
IFF ANTENNA - IDENTIFY FRIEND OR FOE



YAGI ARRAYS (ANTENNAS) RADAR

G.E. BROADSIDE RECEIVING ANTENNA - AS MANY AS EIGHT SUCH UNITS EMPLOYED IN EARLY USE - FOUR, IN LINE, ON EACH SIDE OF HULL.

WAIST HATCH CROSS SECTION



NATIONAL INSIGNIA ON UNDERSURFACE OF STARBOARD WING IN SAME POSITION. BLUE OUTLINE NOT USED ON UPPER SURFACE WHEN DARK BLUE CAMOUFLAGE EMPLOYED.

FLOAT LAYOUT

FLOAT RETRACTED ELECTRICALLY, WITH MANUAL FOR EMERGENCY

MY SINCERE APPRECIATION TO THE FOLLOWING FOR THEIR HELP IN THE PREPARATION OF THESE DRAWINGS,
GEORGE HARDIE, Jr.
HAROLD ANDREWS
Capt. WILLIAM SCARBOROUGH, USN Ret.
RICHARD HOWE
ROY D. MEYERS

HISTORICAL AVIATION ALBUM

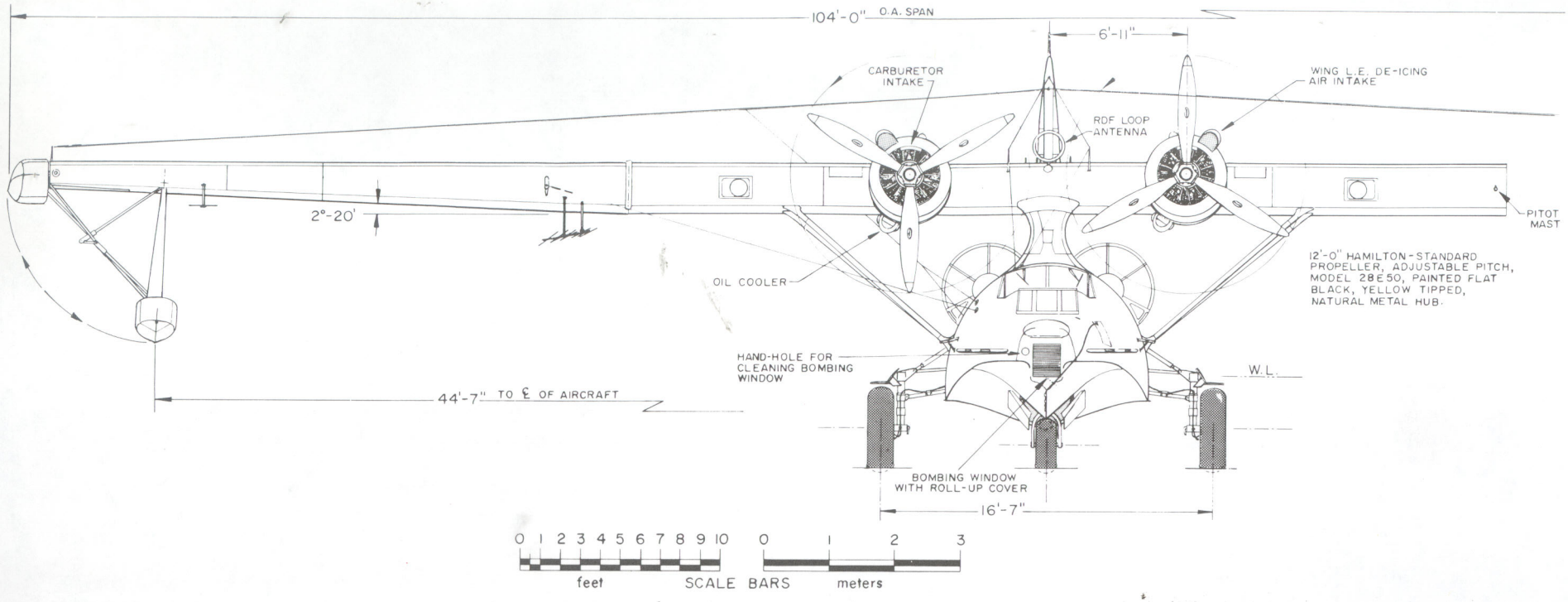
CONSOLIDATED VULTEE PBY-5A
CATALINA
1941-45

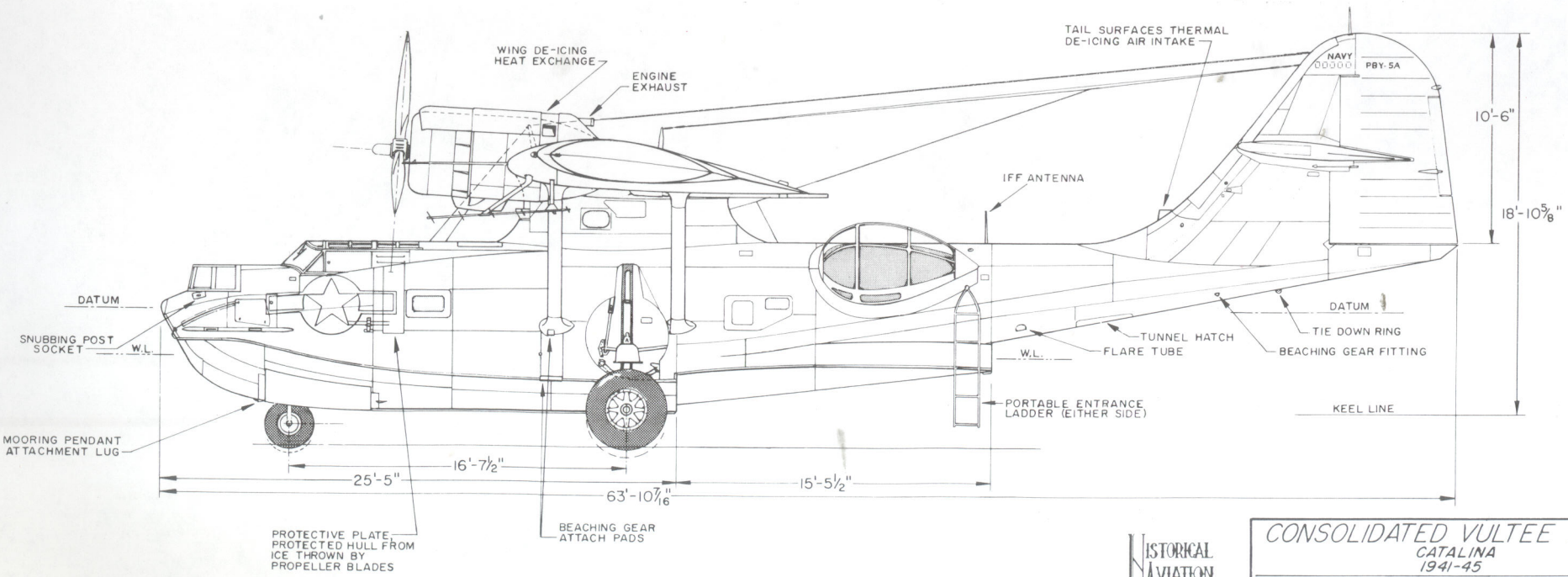
SCALE: ORIGINAL 1:48
REPRO. 1:96
DRAWN BY: PAUL R. MATT

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DRAWING No. 17-114-C

PLATE 1 of 3





HISTORICAL AVIATION ALBUM

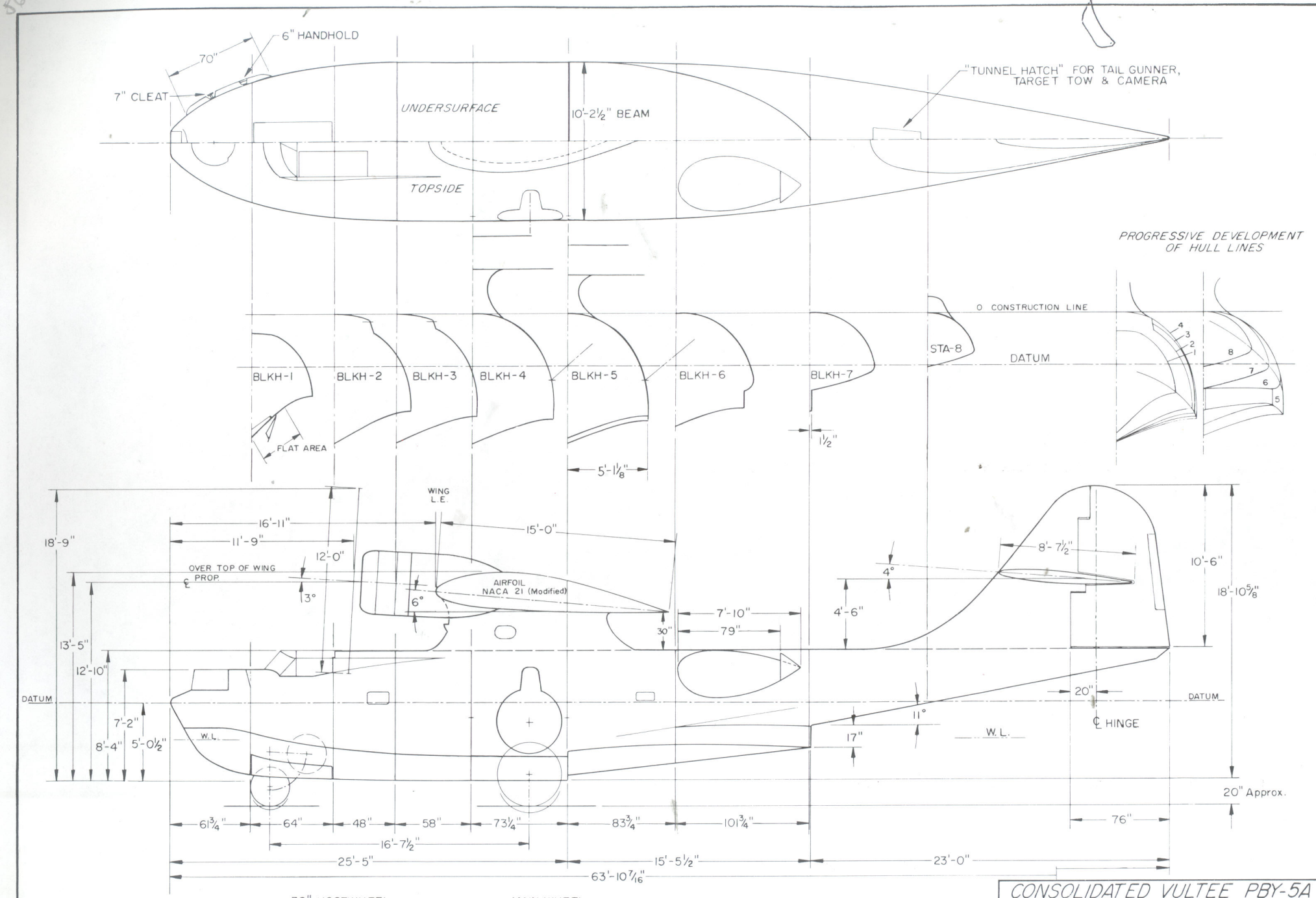
CONSOLIDATED VULTEE PBY-5A

CATALINA
1941-45

SCALE: ORIGINAL 1:48
REPRO, 1:96
DRAWN BY: PAUL R. MATT

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DRAWING No. 17-114-C



30" NOSEWHEEL

MAIN WHEEL—
WELL 50½" DIA.
28" DEEP AT
GREATEST DEPTH

HISTORICAL AVIATION ALBUM

CONSOLIDATED VULTEE PBY-5A

CATALINA
1941-45

SCALE: ORIGINAL 1:48
REPRO. 1:96
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DRAWING No. 17-114-C

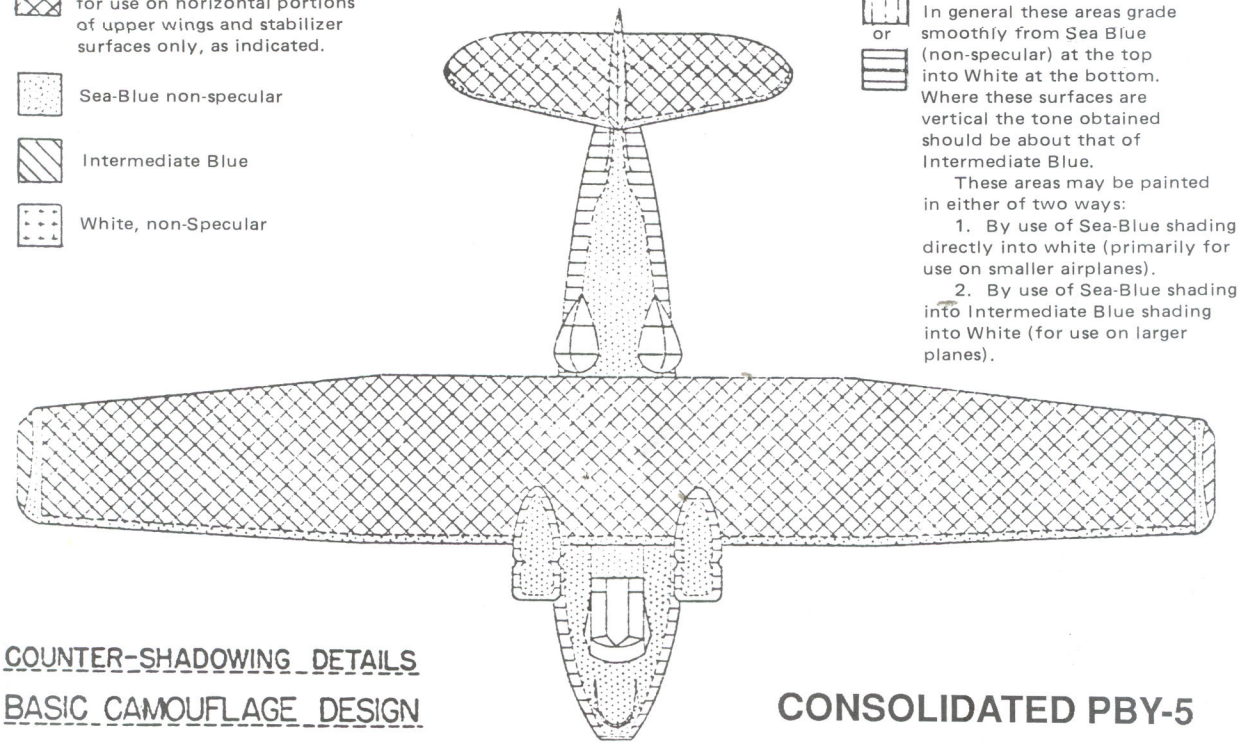
PLATE 3 of 3

Sea-Blue, semi-gloss: for use on horizontal portions of upper wings and stabilizer surfaces only, as indicated.

Sea-Blue non-specular

Intermediate Blue

White, non-Specular



Areas of graded tone. In general these areas grade smoothly from Sea Blue (non-specular) at the top into White at the bottom. Where these surfaces are vertical the tone obtained should be about that of Intermediate Blue.

or

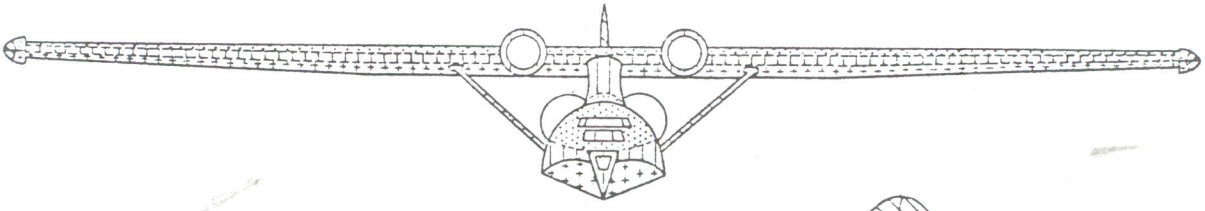
These areas may be painted in either of two ways:

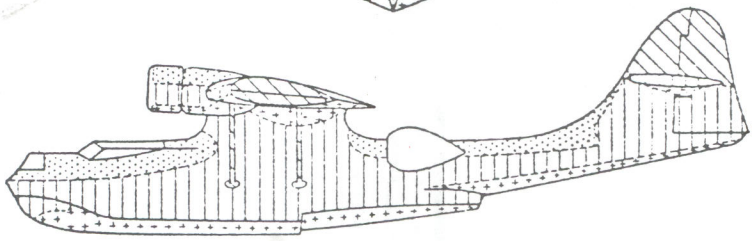
1. By use of Sea-Blue shading directly into white (primarily for use on smaller airplanes).
2. By use of Sea-Blue shading into Intermediate Blue shading into White (for use on larger planes).

COUNTER-SHADOWING DETAILS

BASIC CAMOUFLAGE DESIGN

CONSOLIDATED PBY-5





Intermediate Blue

Sea-Blue semi-gloss

Sea Blue, non-spec.

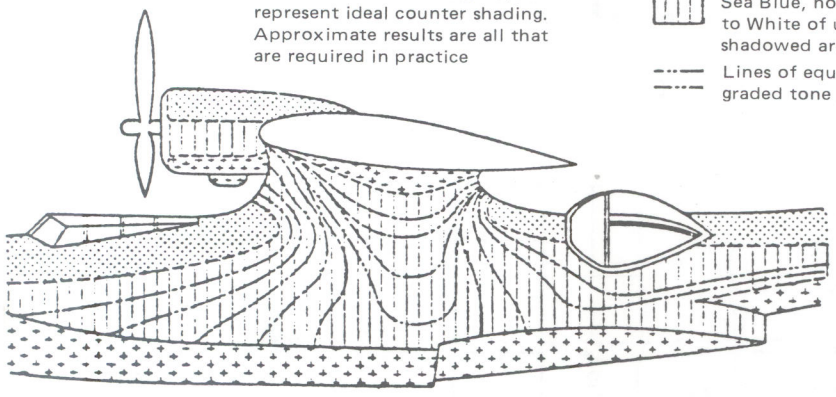
White, non spec.

Note:

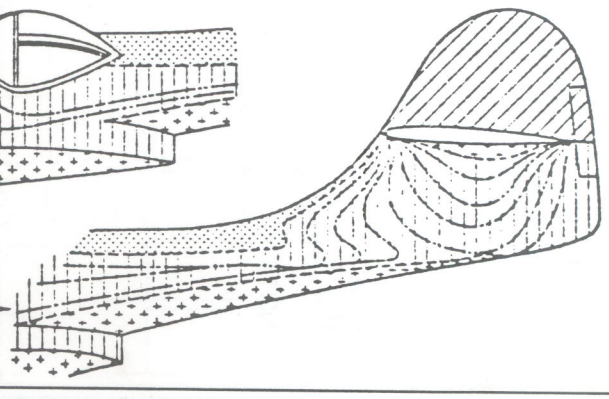
The tone lines of details below represent ideal counter shading. Approximate results are all that are required in practice

Areas of graded tone. Graduation from Sea Blue, non-specular, of upper surfaces to White of under surfaces and counter-shadowed areas

Lines of equal tone. In areas of graded tone



UNDER HIGH WING (PBY-5)

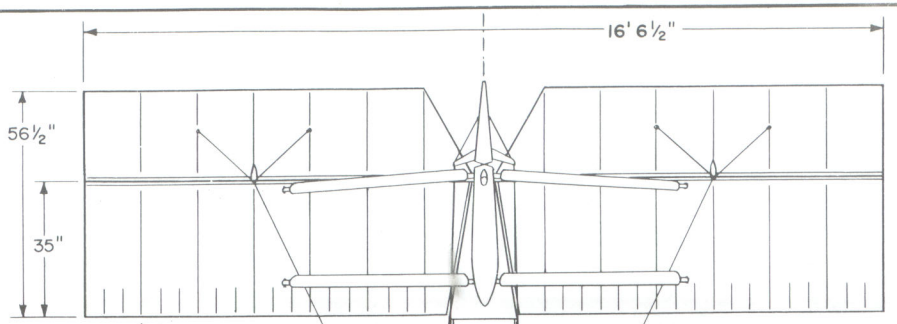


UNDER HORIZONTAL STABILIZER

GENERAL SPECIFICATIONS

WEIGHT EMPTY	3045 lbs.
USEFUL LOAD	1855 lbs.
GROSS WEIGHT	4900 lbs.
FUEL CAPACITY	160 gals.
OIL CAPACITY	10 gals.
MAXIMUM SPEED	120 m.p.h.
CRUISING SPEED	105 m.p.h. at 1500 rpm
LANDING SPEED	50 m.p.h.
RATE OF CLIMB	1020 ft./min., initial
WING AREA	505 sq. ft. (incl. ailerons)
WING LOADING	9.78 lbs./sq. ft.
POWER LOADING	12.29 lbs./H.P.
SERVICE CEILING	15100 feet
RANGE AT CRUISE	725 miles

HORIZONTAL TAIL SURFACES, INTERCHANGABLE IN AN EMERGENCY, - TO UTILIZE ONE FOR VERTICAL SURFACE REQUIRED EXTENSIVE MODIFICATION BUT COULD BE SO INTERCHANGED.

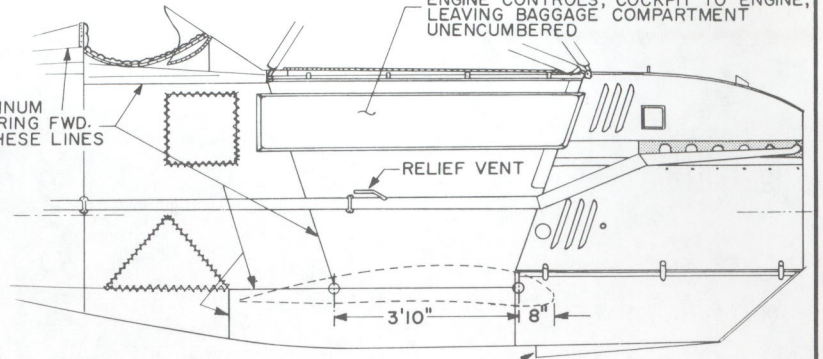


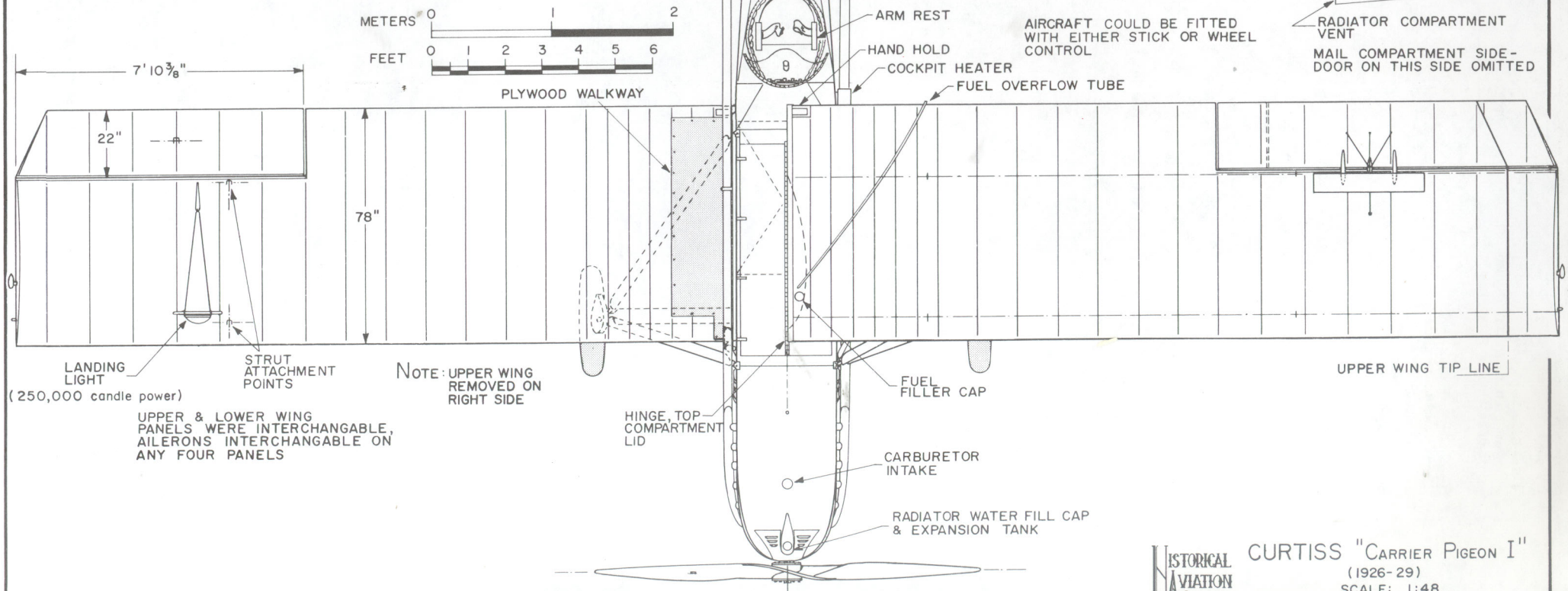
COLORING NOTES

ALL FLYING SURFACES - WINGS & TAIL SURFACES - SILVER
FUSELAGE, ALL STRUTS - OLIVE GREEN (O.D.)
LETTERING ON FIN - BLACK
FUSELAGE INSIGNIA & LETTERING - AS CALLED OUT
NO MARKINGS ON WINGS

NOTE: IN LATE USE, N.A.T. PAINTED TOP OF UPPER WING (ONLY) HIGH VISIBILITY BRIGHT YELLOW, TO COLOR LINE ——·——·——

RIGHT SIDE FUSELAGE AMIDSHIP PROFILE





UPPER & LOWER WING PANELS WERE INTERCHANGABLE, AILERONS INTERCHANGABLE ON ANY FOUR PANELS

CURTISS "CARRIER PIGEON I"

(1926-29)

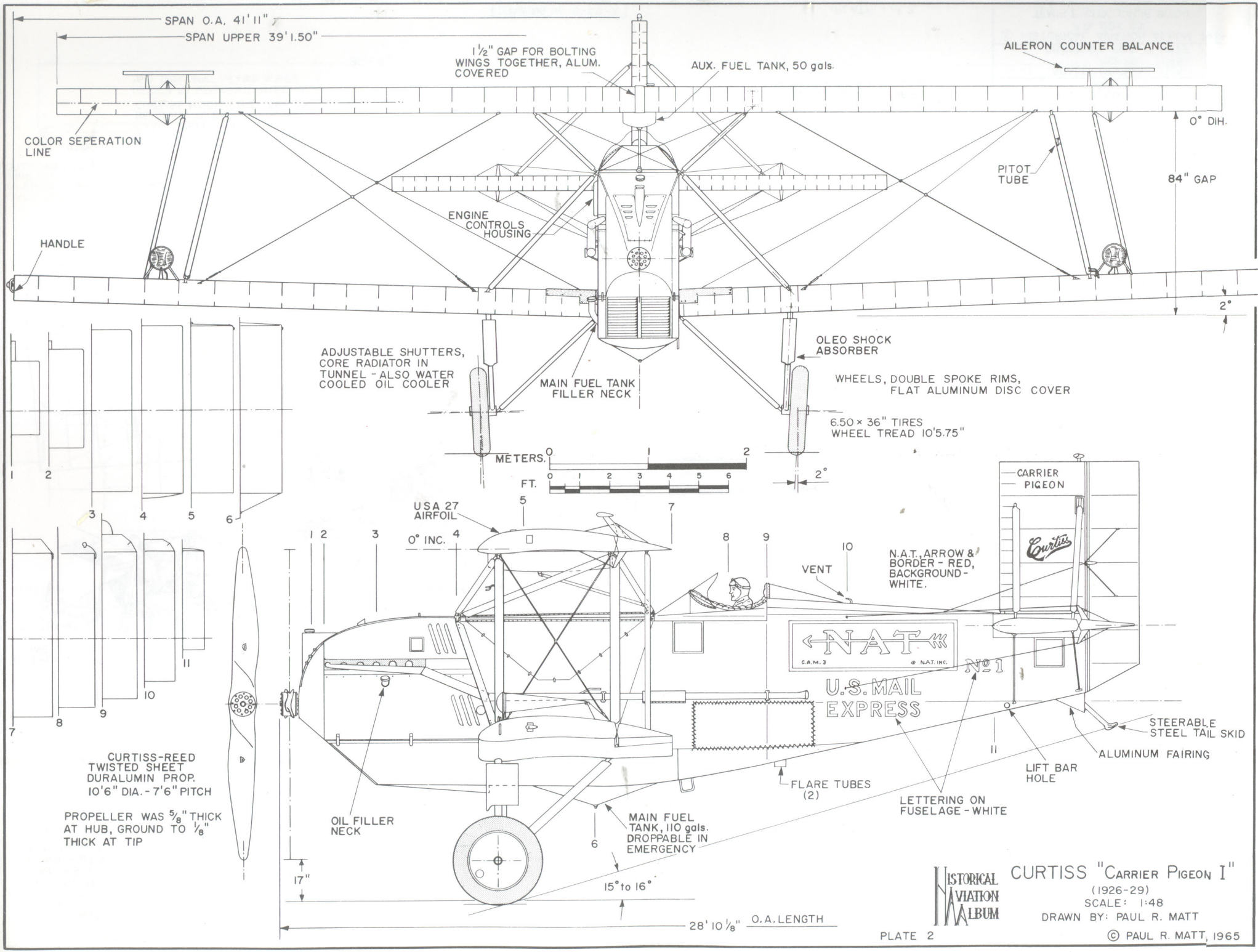
SCALE: 1:48

DRAWN BY: PAUL R. MATT

HISTORICAL AVIATION ALBUM

PLATE I

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HISTORICAL AVIATION ALBUM

CURTISS "CARRIER PIGEON I"

(1926-29)

SCALE: 1:48

DRAWN BY: PAUL R. MATT

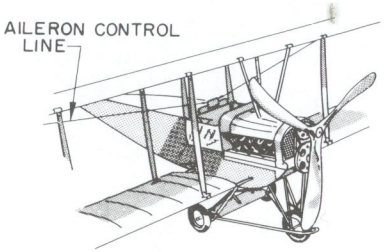
PLATE 2

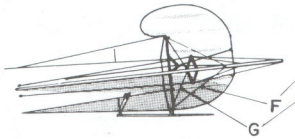
© PAUL R. MATT, 1965

GENERAL SPECIFICATIONS

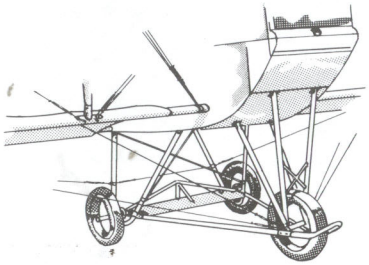
GROSS WEIGHT	1290 lbs. Approx.
WEIGHT EMPTY	1050 lbs. Incl. water & fuel
TOP SPEED	75 m.p.h.
CRUISING OR "NORMAL"	60 m.p.h.
LANDING SPEED	45 m.p.h.
CLIMB, INITIAL, S. L.	200 ft./min.
RANGE, AT CRUISE	315 miles

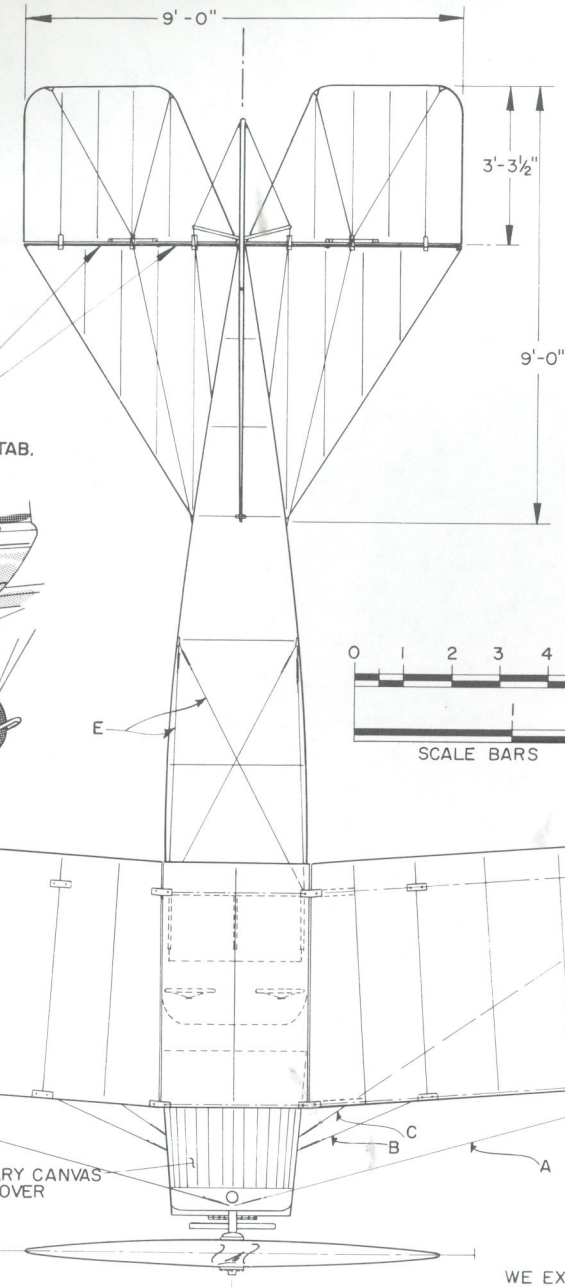
POWER - 8 Cyl. W.C. CURTISS MODEL O ENGINE, 70 h.p. PROPELLER GEARED DOWN, 2:1 RATIO, 6" GEAR AND 20" FLYWHEEL ON ENGINE SHAFT, BICYCLE CHAIN POWER TRANSMISSION TO 12" GEAR ON SUSPENDED PROPELLER SHAFT 18" ABOVE POWER DRIVE. IT IS BELIEVED THE ENGINE TURNED AT 1600 r.p.m., PROPELLER AT 800 r.p.m. (MAX. RATING).

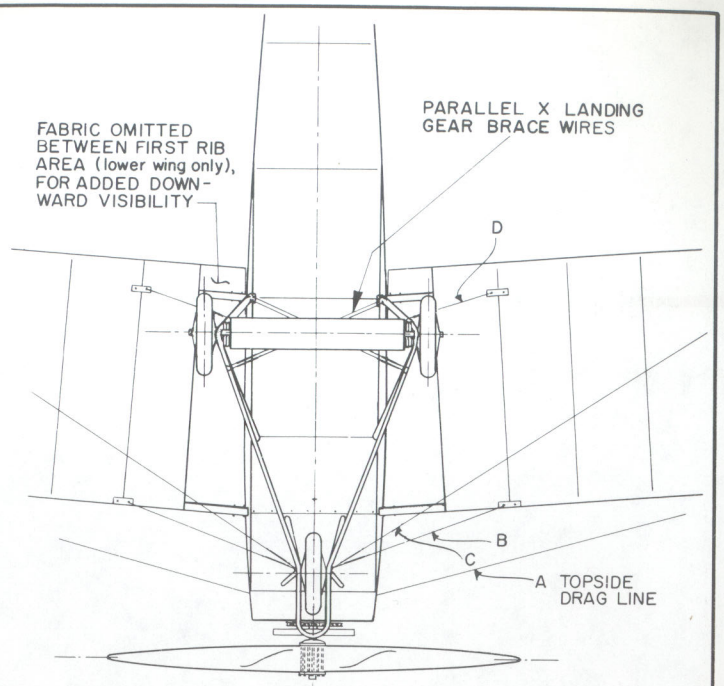


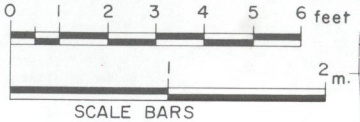


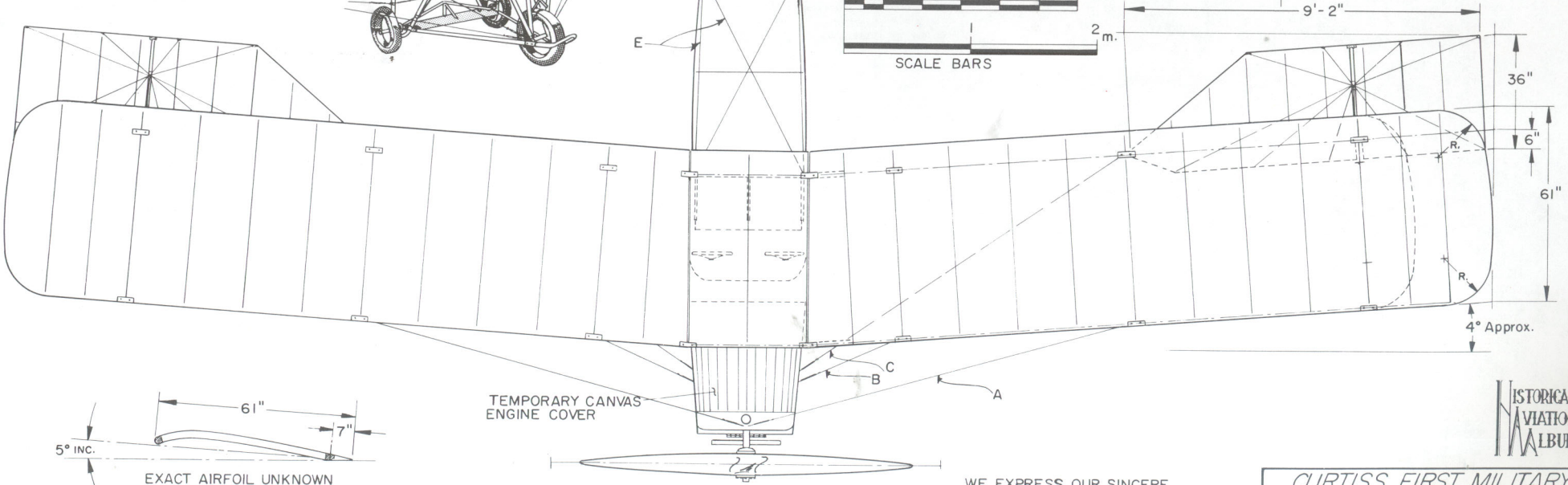
HORIZONTAL STAB. BRACING WIRES











EXACT AIRFOIL UNKNOWN BELIEVED TO BE TYPICAL CURTISS MODIFIED EIFFEL 35

WE EXPRESS OUR SINCERE APPRECIATION MR. BRUCE REYNOLDS FOR MAKING ORIGINAL RESEARCH AND PERSONAL INTERVIEWS ON THIS AIRCRAFT AVAILABLE TO US.

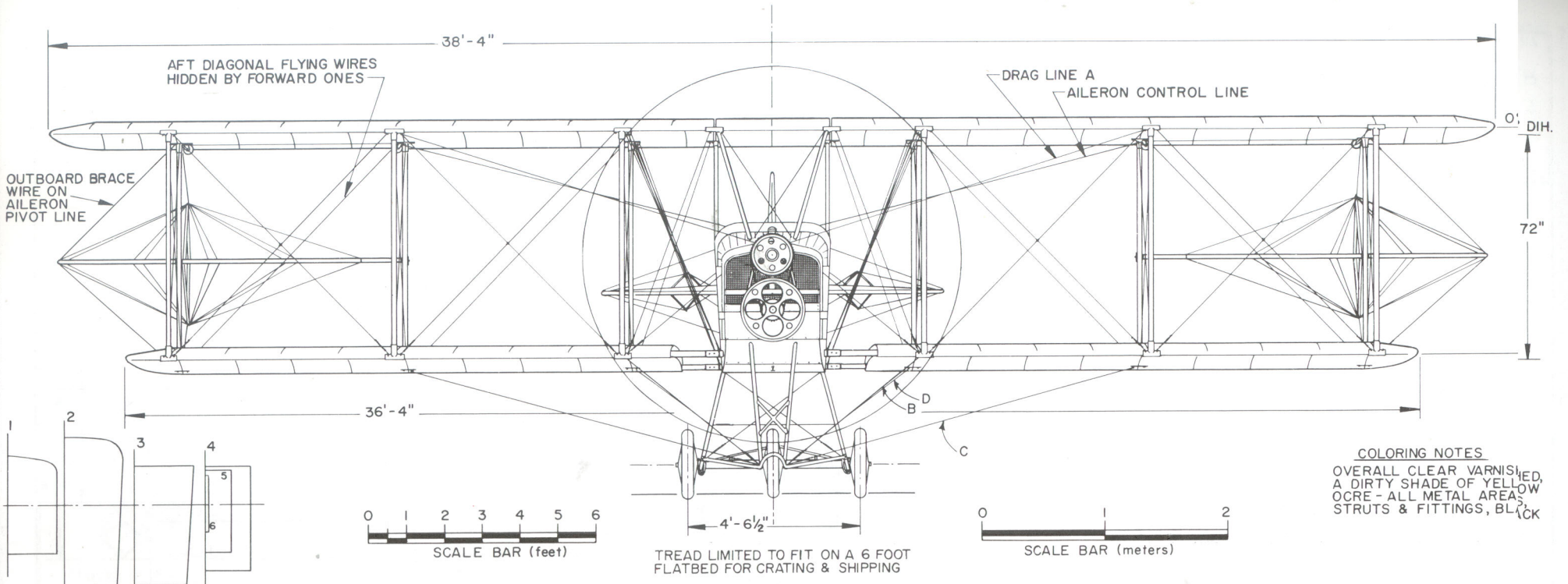
HISTORICAL AVIATION ALBUM

CURTISS FIRST MILITARY TRACTOR TYPE AIRCRAFT

SIGNAL CORPS No. 21
1913-14

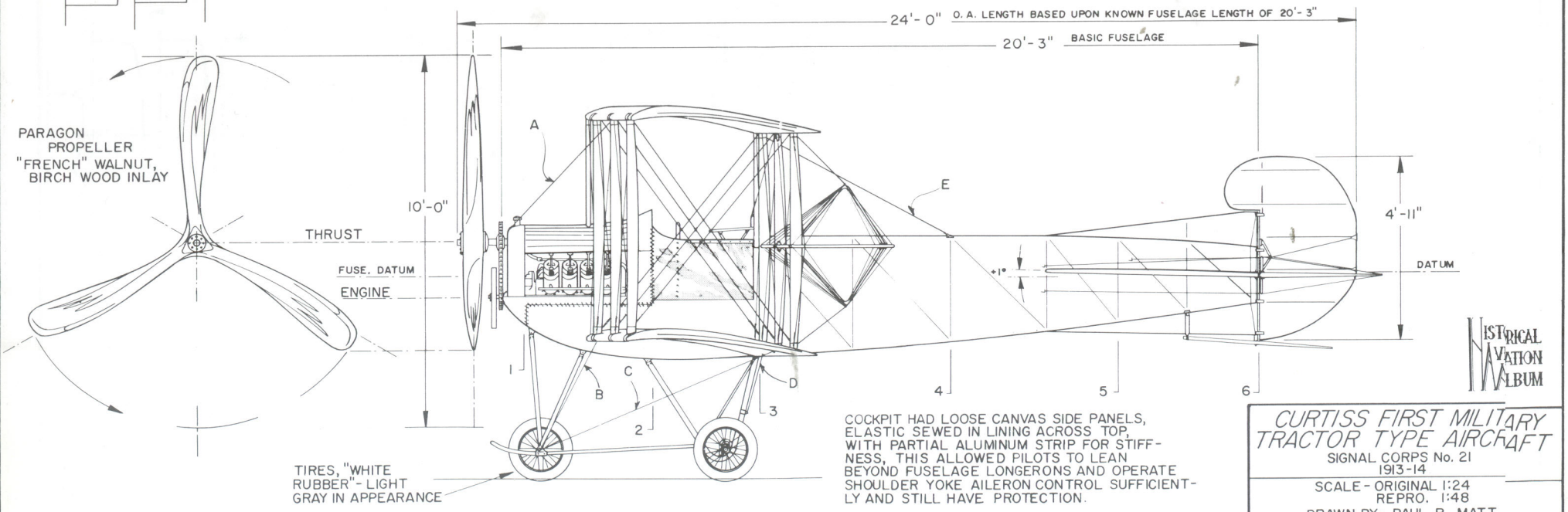
SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT

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COLORING NOTES

OVERALL CLEAR VARNISHED, A DIRTY SHADE OF YELLOW OCRE - ALL METAL AREAS, STRUTS & FITTINGS, BLACK



COCKPIT HAD LOOSE CANVAS SIDE PANELS, ELASTIC SEWED IN LINING ACROSS TOP, WITH PARTIAL ALUMINUM STRIP FOR STIFFNESS, THIS ALLOWED PILOTS TO LEAN BEYOND FUSELAGE LONGERONS AND OPERATE SHOULDER YOKE AILERON CONTROL SUFFICIENTLY AND STILL HAVE PROTECTION.

HISTORICAL AVIATION ALBUM

CURTISS FIRST MILITARY TRACTOR TYPE AIRCRAFT

SIGNAL CORPS No. 21
1913-14

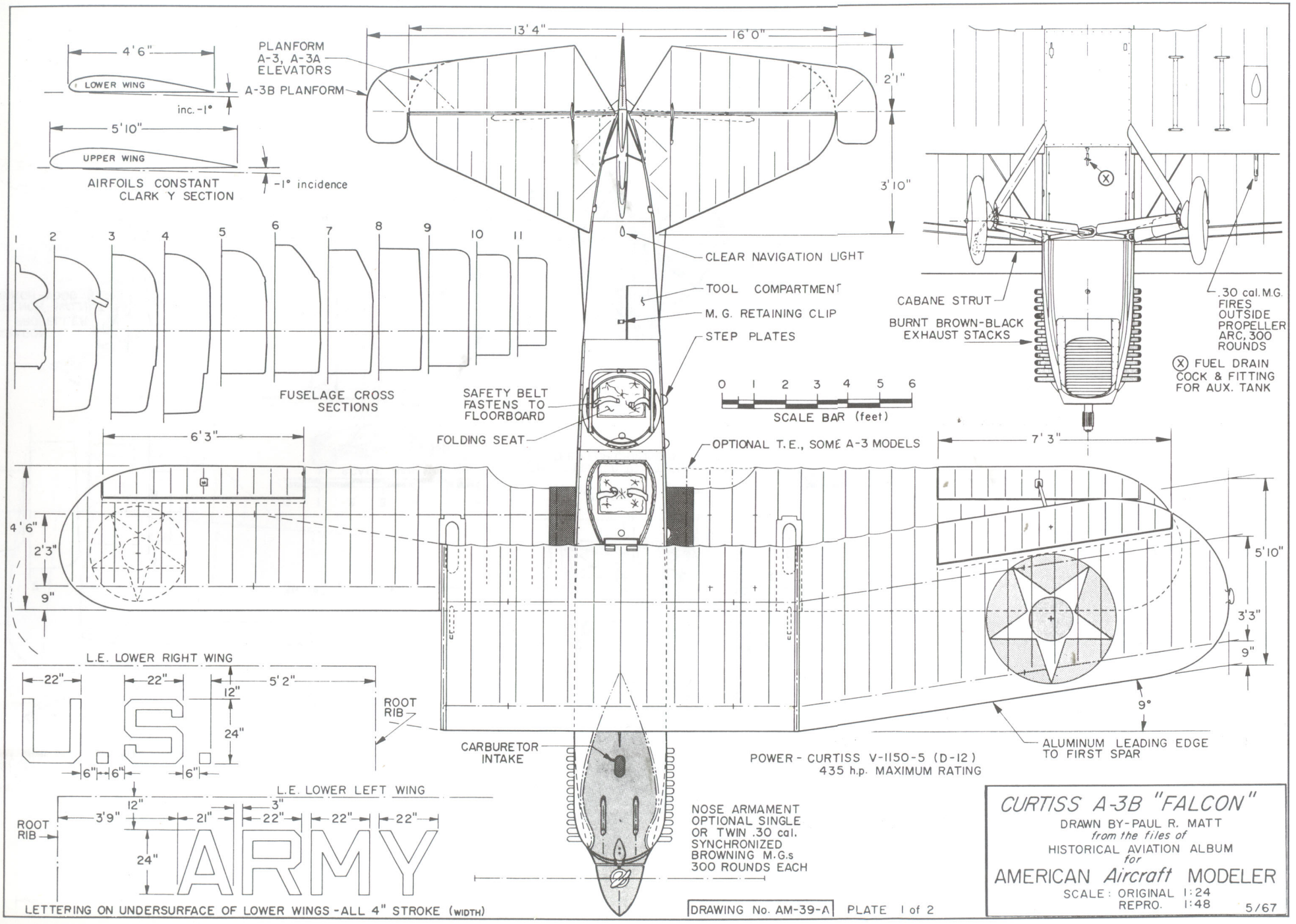
SCALE - ORIGINAL 1:24
REPRO. 1:48

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DRAWING No. 6-55-A



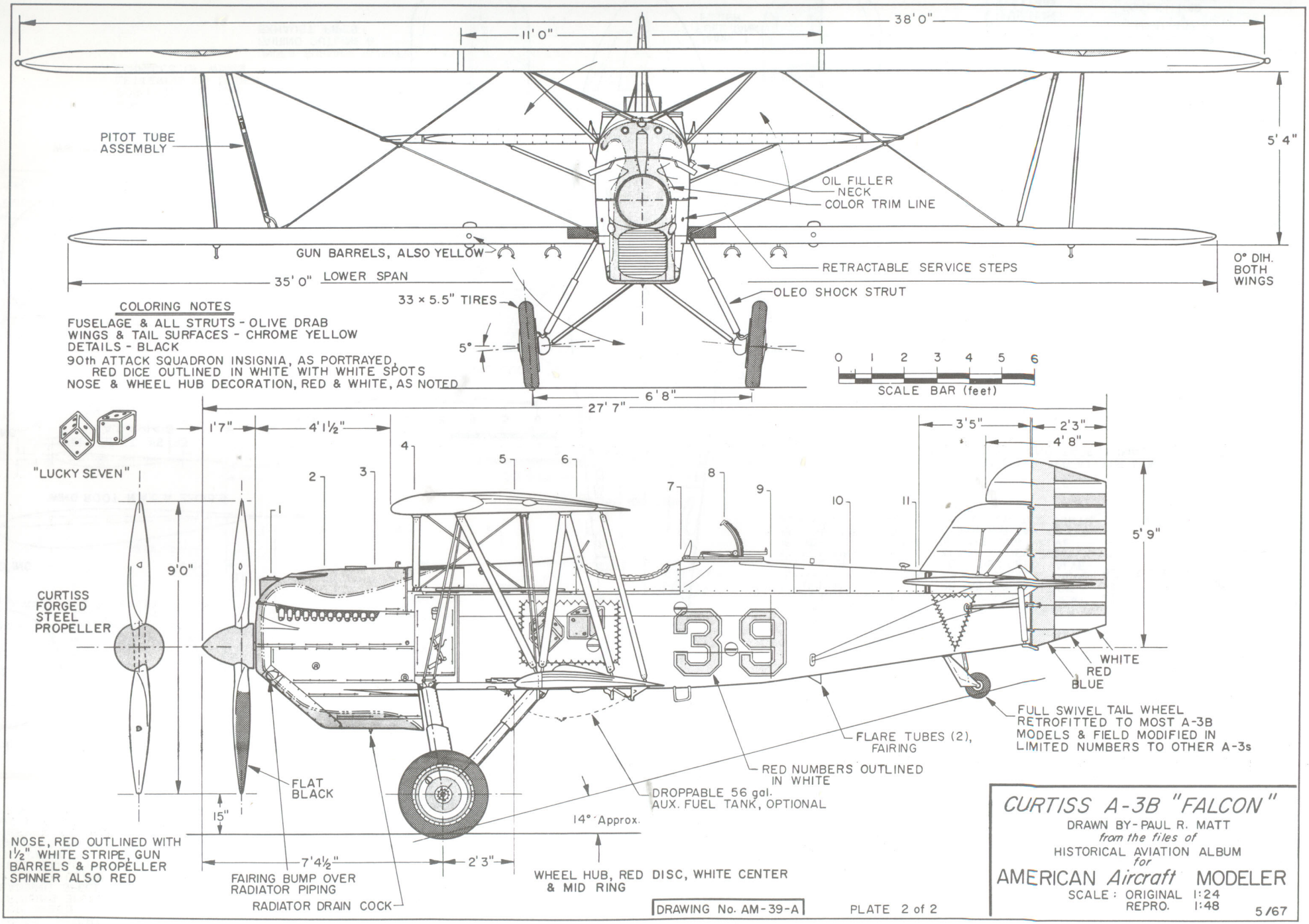
CURTISS A-3B "FALCON"

DRAWN BY - PAUL R. MATT
from the files of
HISTORICAL AVIATION ALBUM
for
AMERICAN *Aircraft* MODELER

SCALE: ORIGINAL 1:24
REPRO. 1:48

5/67

DRAWING No. AM-39-A | PLATE 1 of 2



DRAWING No. AM-39-A

PLATE 2 of 2

CURTISS A-3B "FALCON"

DRAWN BY - PAUL R. MATT

from the files of

HISTORICAL AVIATION ALBUM

for

AMERICAN *Aircraft* MODELER

SCALE : ORIGINAL 1:24

REPRO. 1:48

5/67

GENERAL SPECIFICATIONS

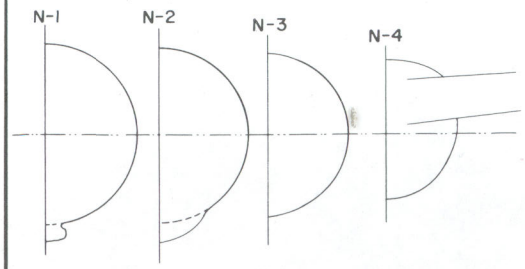
WEIGHT EMPTY	4,630 lbs.
USEFUL LOAD	1,303 "
GROSS WEIGHT	5,933 "
TOP SPEED	193 m.p.h.
CRUISING SPEED	158 m.p.h. 60% power
LANDING SPEED	105 m.p.h. w/flaps
RATE OF CLIMB	1,325 ft/min. - initial (combat)
FUEL CAPACITY	130 gals.
OIL CAPACITY	12 gals.
CRUISING RANGE	662 miles at 158 m.p.h.
SERVICE CEILING	18,000 feet
WING LOADING	24.78 lbs./sq. ft.
POWER LOADING	10.29 lbs./ H.P.

HINGE ON TOP SURFACE OF LEFT TRIM TAB, UNDER ON RIGHT TAB

14'6"

22"

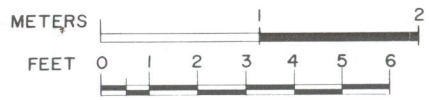
5'0"

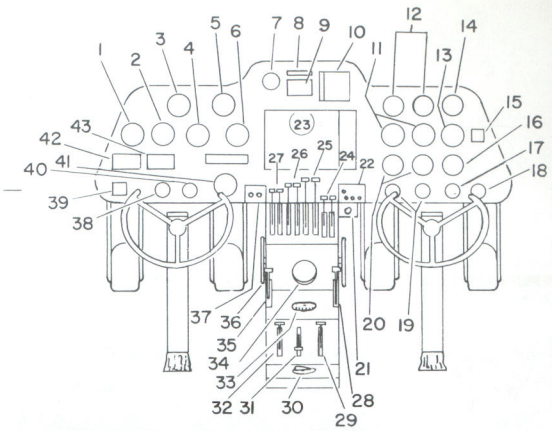


ENTIRE EMPANNAGE SECTION IS REMOVABLE AT THIS LINE









1 ALTIMETER
2 AIR SPEED
3 TURN INDICATOR
4 BANK & TURN
5 FLIGHT INDICATOR
6 RATE OF CLIMB
7 COMPASS
8 SPARE BULBS
9 COMPASS CARD
10 TELL TALE INDICATOR
11 TACHOMETERS
12 MANIFOLD PRESSURE
13 CYLINDER HEAD TEMP.
14 FUEL MIXTURE
15 MANIFOLD VENT CONT.
16 FUEL LEVEL
17 FREE AIR TEMP.
18 HYDRAULIC PRESSURE
19 CARB. AIR TEMP.
20 ENGINE GAUGES
21 PRIMER
22 RECON. LIGHT SWTHS
23 AUTO. PILOT
24 MIXTURE CONTROLS
25 THROTTLES
26 PROP. CONTROLS
27 CARBURETOR HEAT
28 TAILWHEEL LOCK
29 L.G. SELECT. VALVE
30 CROSS FEED VALVE
31 HAND FUEL PUMP
32 TIME LAG VALVE
33 RUDDER TAB CONTRL
34 AILERON TAB CONTR.
35 FLAP SELECT. VALVE
36 ELEV. TAB CONTROL
37 COCKPIT LITE SWTCH
38 SUCTION GAUGE
39 STATIC PRSUR. CONTR.
40 CLOCK
41 FLAP & L.G. POSITION
42 ALT. CORRECTION CARD
43 AIR SPEED " "

AIRCRAFT PORTRAYED BASED AT THE ARMY AIR CORPS ADVANCED TRAINING BASE, YUMA, ARIZONA, 1942/45

16'2"

12'0¾"

7'5½"

4°

HOISTING LUGS

47.42"

8°52'

INSPECTION PLATES, UNDER SURFACES ONLY

OIL FILLER

MAIN FUEL TANK FILLER

WS 193

N-4

N-3

N-2

N-1

NATIONAL INSIGNIA - WHITE STAR ON DARK BLUE BACKGROUND, UNDER SIDE APPLIED IN SAME POSITION - NO U.S. ARMY LETTERING ON UNDER SURFACES OF WINGS

UNDER SURFACE INTAKE FAIRING OUTLINE & EXHAUST PIPES

CURTISS AT-9 "JEEP"

(1941-45)

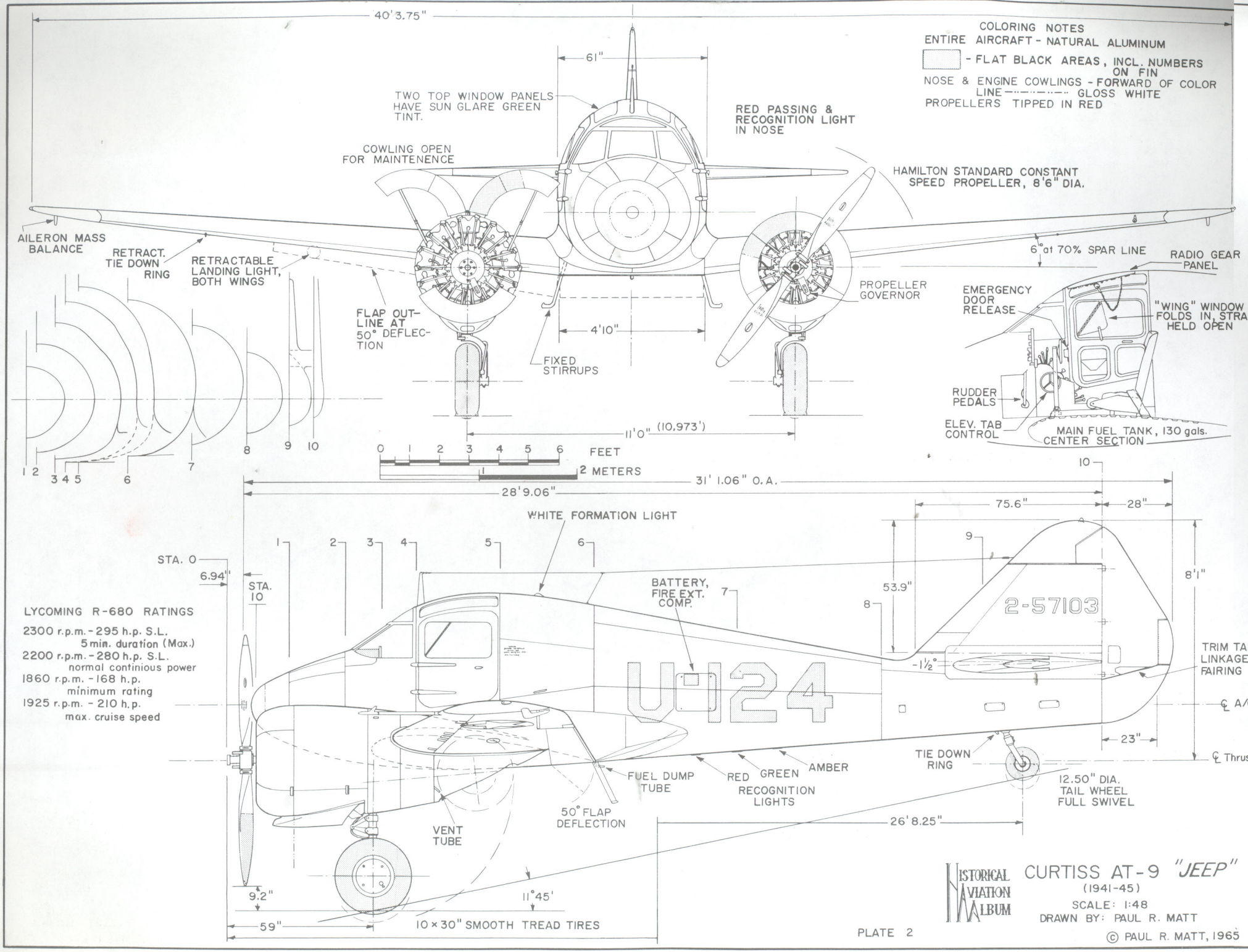
SCALE: 1:48

DRAWN BY: PAUL R. MATT

HISTORICAL AVIATION ALBUM

PLATE 1

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HISTORICAL AVIATION ALBUM

CURTISS AT-9 "JEEP"

(1941-45)

SCALE: 1:48

DRAWN BY: PAUL R. MATT

PLATE 2

© PAUL R. MATT, 1965

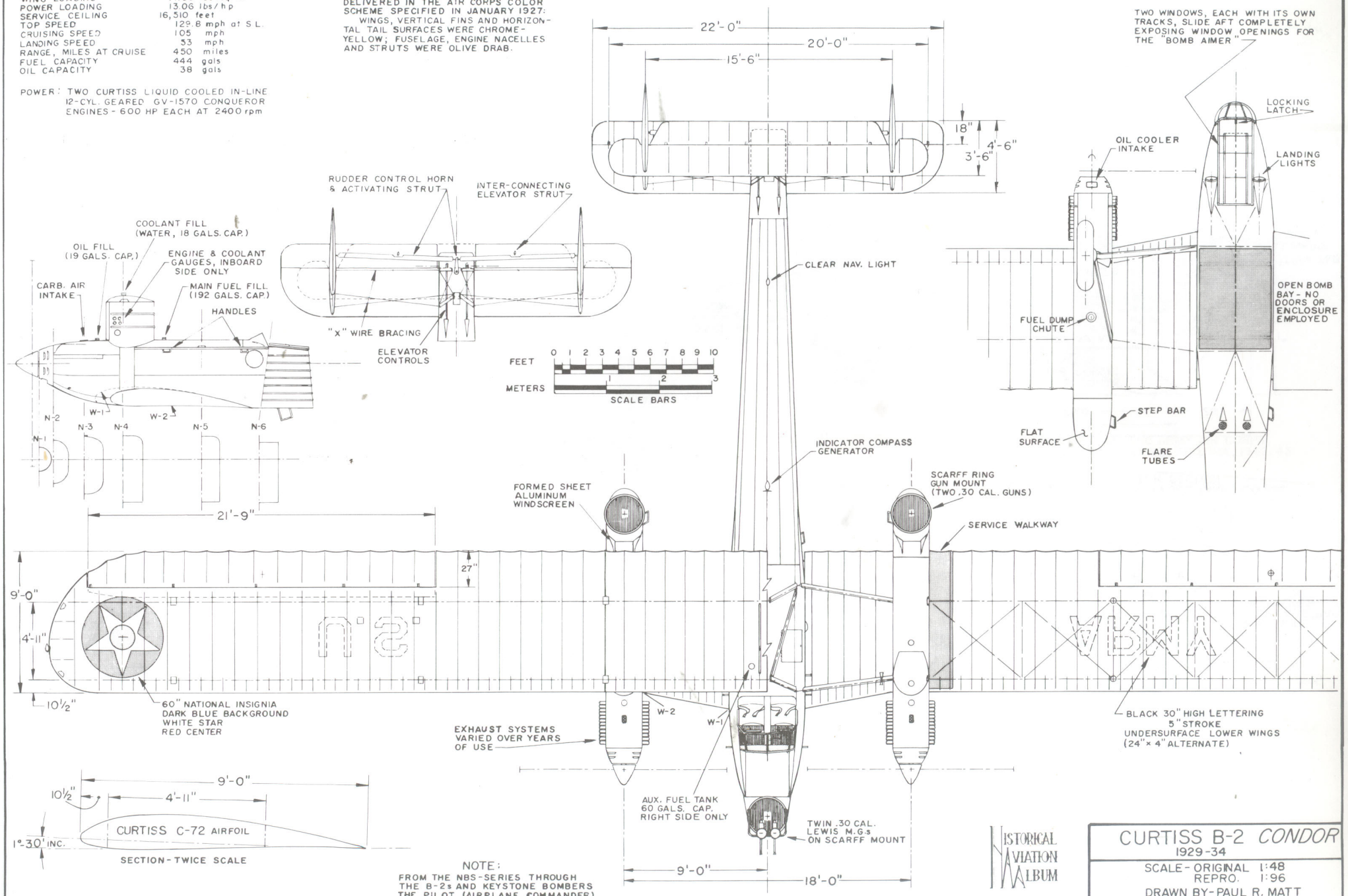
GENERAL SPECIFICATIONS

WEIGHT EMPTY	9039 lbs.
USEFUL LOAD	7477 lbs.
GROSS WEIGHT	16516 lbs.
WING AREA	1498.6 sq.ft.
WING LOADING	11.03 lbs/sq.ft.
POWER LOADING	13.06 lbs/hp
SERVICE CEILING	16,510 feet
TOP SPEED	129.8 mph at S.L.
CRUISING SPEED	105 mph
LANDING SPEED	53 mph
RANGE, MILES AT CRUISE	450 miles
FUEL CAPACITY	444 gals
OIL CAPACITY	38 gals

POWER: TWO CURTISS LIQUID COOLED IN-LINE 12-CYL. GEARED GV-1570 CONQUEROR ENGINES - 600 HP EACH AT 2400 rpm

COLORING NOTES

ALL PRODUCTION B-2 CONDORS WERE DELIVERED IN THE AIR CORPS COLOR SCHEME SPECIFIED IN JANUARY 1927: WINGS, VERTICAL FINS AND HORIZONTAL TAIL SURFACES WERE CHROME-YELLOW; FUSELAGE, ENGINE NACELLES AND STRUTS WERE OLIVE DRAB.



NOTE:
FROM THE NBS-SERIES THROUGH THE B-2s AND KEYSTONE BOMBERS THE PILOT (AIRPLANE COMMANDER) OCCUPIED THE RIGHT HAND SEAT WITH THE CREW CHIEF GENERALLY IN THE LEFT SEAT. SINGLE CONTROL WHEEL OF THROW-OVER TYPE.

DRAWING No. 18-116-C

PLATE 1 of 2

HISTORICAL AVIATION ALBUM

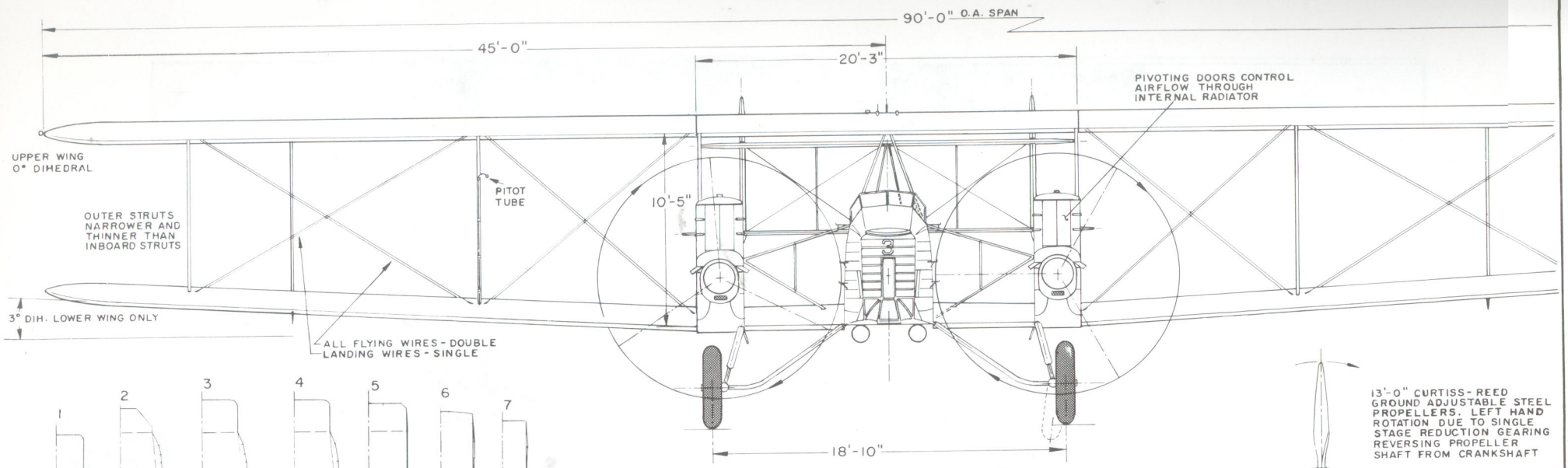
CURTISS B-2 *CONDOR*

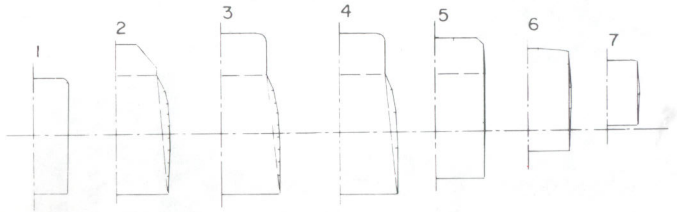
1929-34

SCALE - ORIGINAL 1:48
REPRO. 1:96

DRAWN BY - PAUL R. MATT

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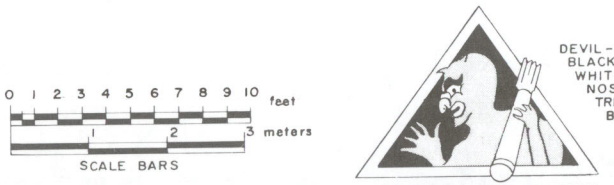




JIGGS - BLACK SUIT & HAT, RED VEST, BLUE TIE, WHITE SPATS, LT. BLUE BOMB TRIMED IN ORANGE, ON CIRCULAR WHITE BACKGROUND WITH BLACK PIPING & DETAILING



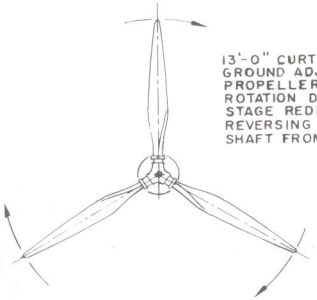
11th BOMBARDMENT SQUADRON
7th BOMBARDMENT GROUP
ROCKWELL FIELD, SAN DIEGO AND
MARCH FIELD, SAN BERNARDINO, CAL.



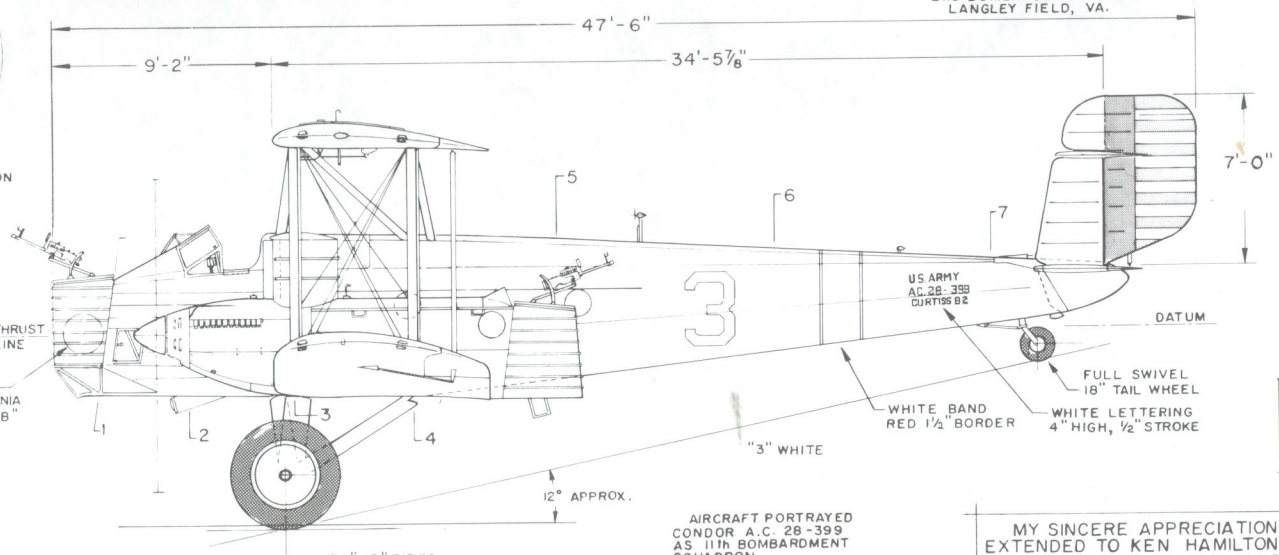
SCALE BARS

96th BOMBARDMENT SQUADRON
2nd BOMBARDMENT GROUP
LANGLEY FIELD, VA.

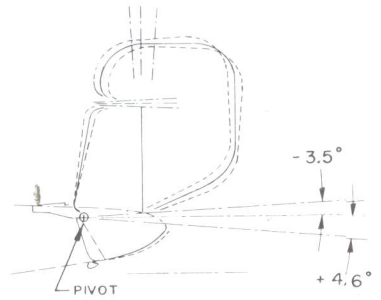
DEVIL - RED, BLACK-TRIANGLE WHITE - BOMB, EYES, NOSE, LIPS AND TRIANGLE BORDER BLACK DETAILING



13'-0" CURTISS - REED GROUND ADJUSTABLE STEEL PROPELLERS. LEFT HAND ROTATION DUE TO SINGLE STAGE REDUCTION GEARING REVERSING PROPELLER SHAFT FROM CRANKSHAFT



AIRCRAFT PORTRAYED CONDOR A.C. 28-399 AS 11th BOMBARDMENT SQUADRON



ENTIRE TAILCONE & EMPENNAGE PIVOTS AT UPPER FRONT TO ACHIEVE LONGITUDINAL TRIM

HISTORICAL AVIATION ALBUM

MY SINCERE APPRECIATION IS EXTENDED TO KEN HAMILTON, WHO DID ORIGINAL RESEARCH AND DRAWINGS OF THE B-2 TYPE AIRCRAFT AND ROBERT CAVANAGH FOR FURTHER VERIFICATION OF THESE DRAWINGS

Paul M

CURTISS B-2 "CONDOR"

1929-34

SCALE - ORIGINAL 1:48
REPRO. 1:96

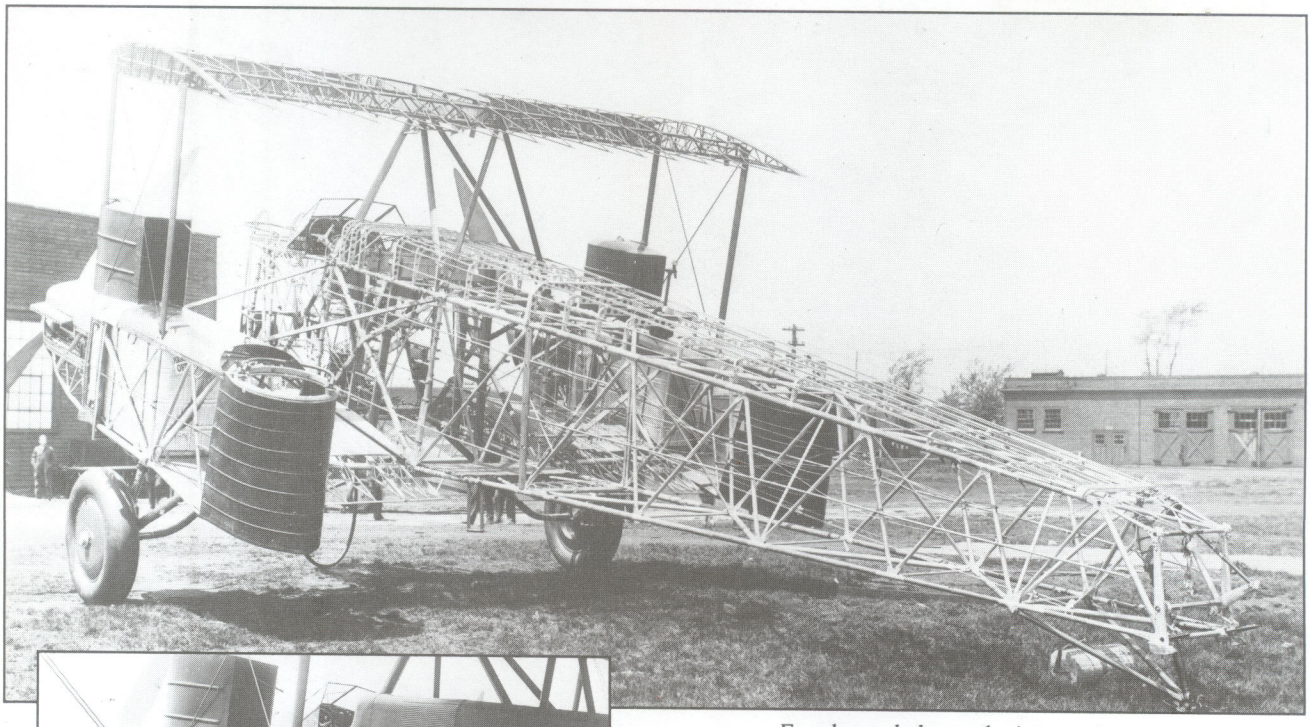
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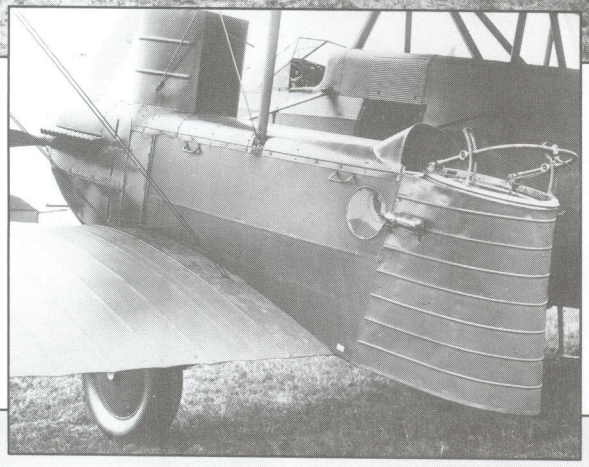
DRAWING No. 18-116-C

PLATE 2 of 2

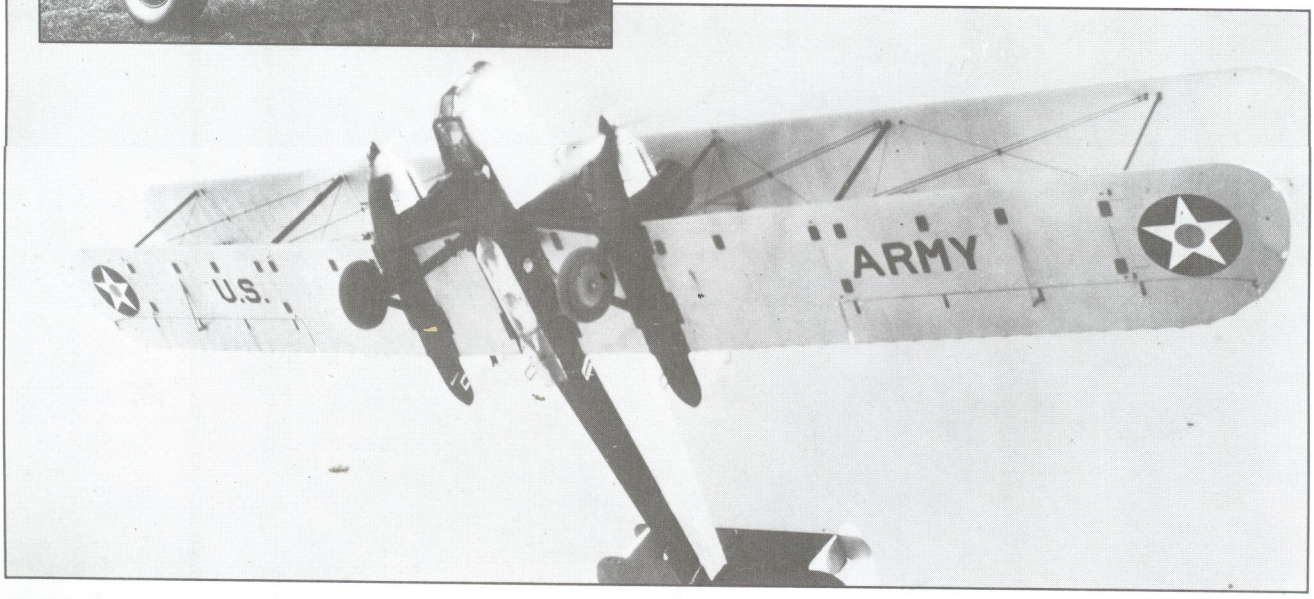
Curtiss B-2 Condor Bomber



Fuselage skeleton during engine run-up tests.

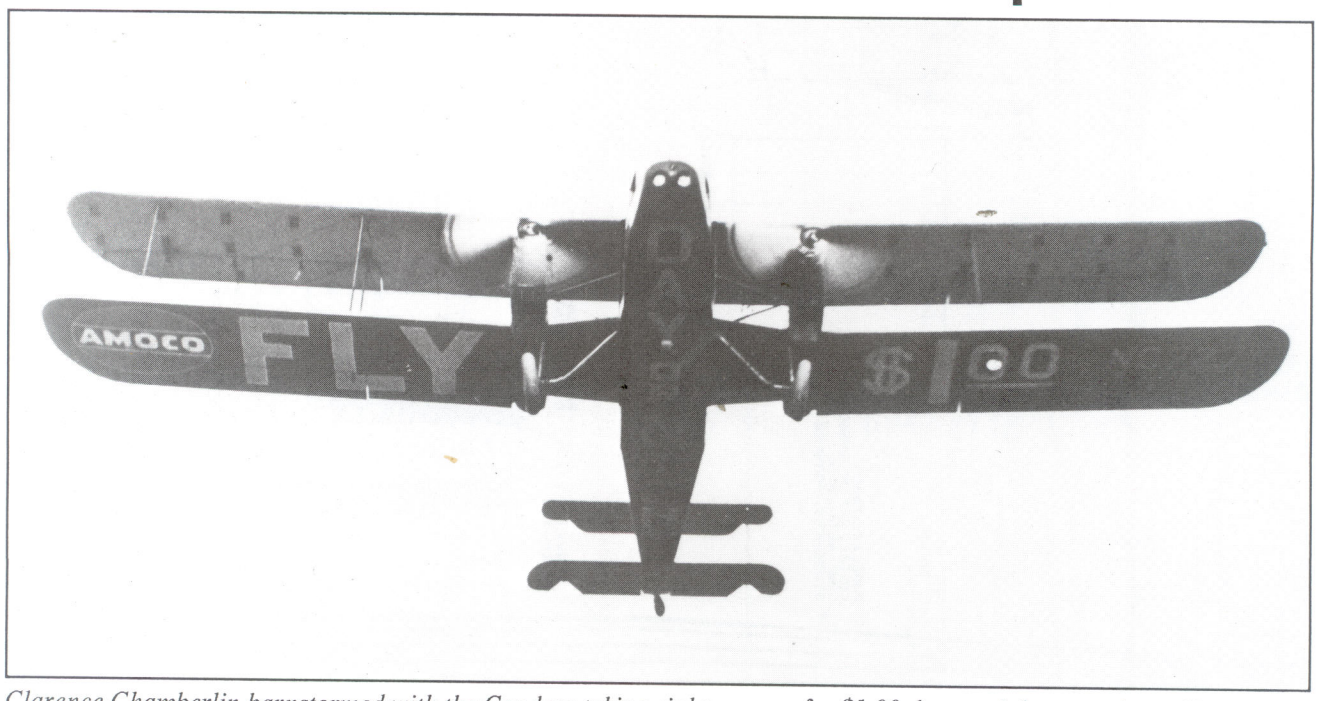


Engine nacelle and gunner's barrell.



No problem... a one ton bomb slung under a B-2 demonstrates the great lifiing ability of the Condor, Fort Bill, VA. Oct. 23, 1930. This was one of a number of trials carried out by the 96th Bombardment Squadron at Langley Field.

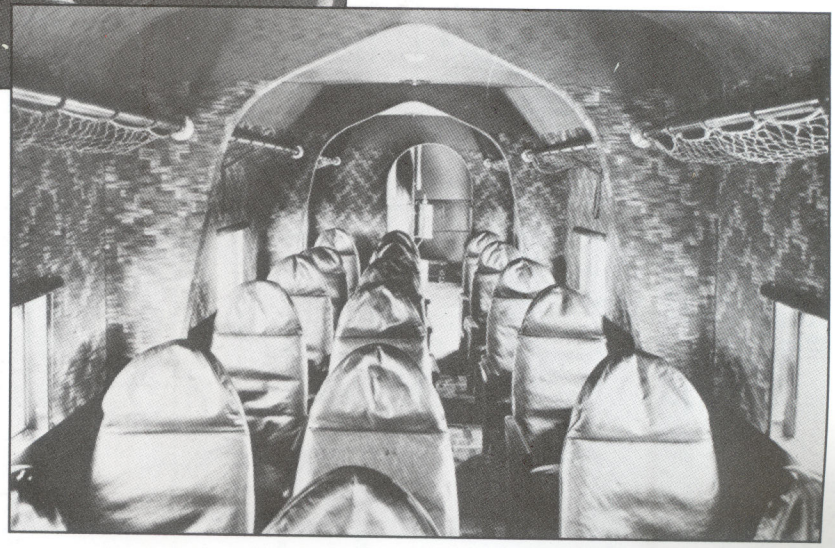
Curtiss B-20 Condor Transport



Clarence Chamberlin barnstormed with the Condors taking sightseers up for $1.00 day or night excursions. He got a discount on the fuel bill by using and advertising American Oil Company (Amoco).



Cabin arrangements proposed by the Curtiss company for the B-20 Condor. All one class arrangement with lavatory aft. The B-20 was probably the first American airliner to have interchangeable passenger seating arragement. Interiors were featured for review by TAT airline officials using Condor G-1 as the model. Eastern Air settled on the all tourist 18-seat arrangement later on.

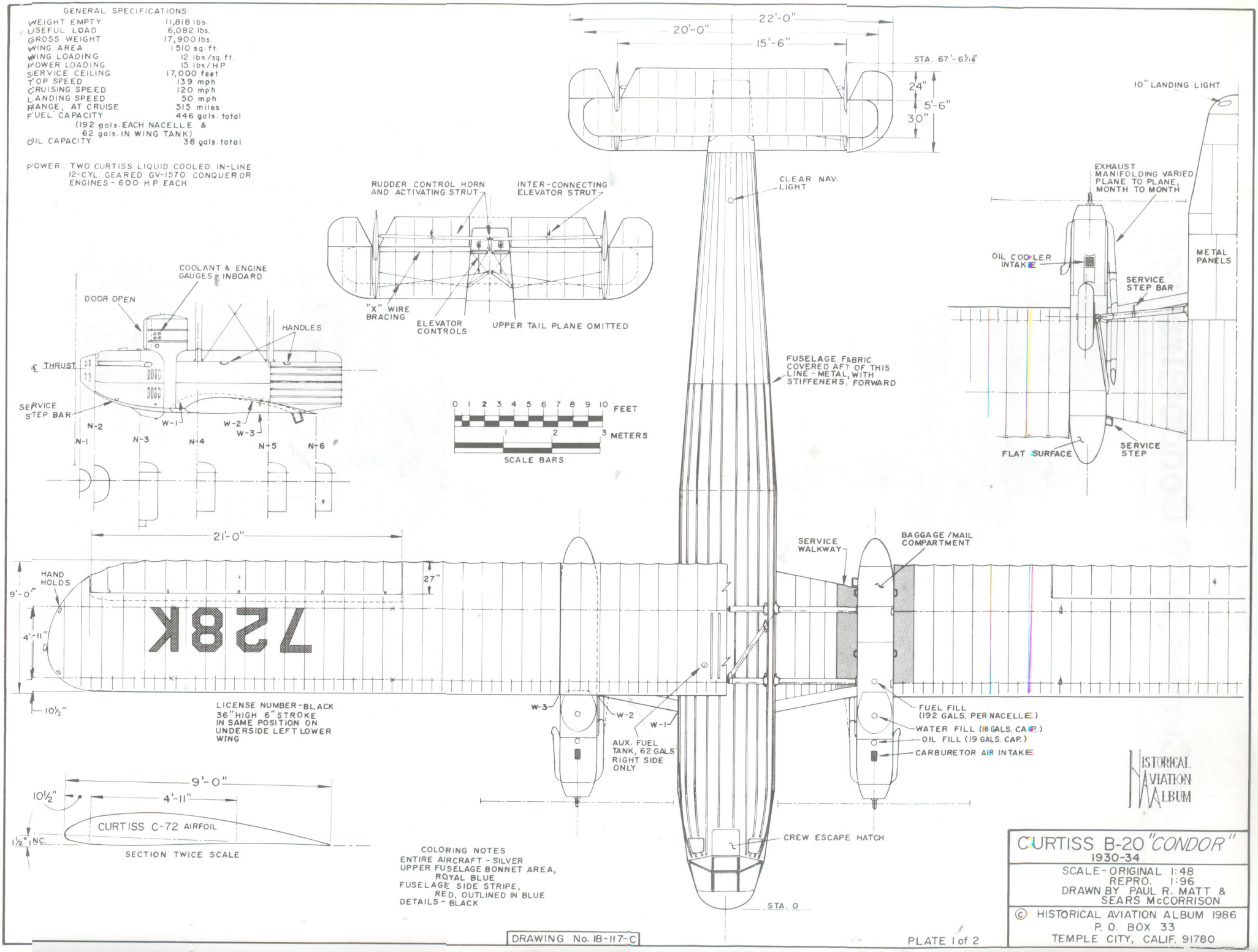


Split, "First Class" compartment aft and "Tourist Class" forward, with the lavatory between.

GENERAL SPECIFICATIONS

WEIGHT EMPTY	11,818 lbs.
USEFUL LOAD	6,082 lbs.
GROSS WEIGHT	17,900 lbs.
WING AREA	1510 sq. ft.
WING LOADING	12 lbs./sq. ft.
POWER LOADING	15 lbs/HP
SERVICE CEILING	17,000 feet
TOP SPEED	139 mph
CRUISING SPEED	120 mph
LANDING SPEED	50 mph
RANGE, AT CRUISE	515 miles
FUEL CAPACITY	446 gals. total
(192 gals. EACH NACELLE & 62 gals. IN WING TANK)	
OIL CAPACITY	38 gals. total

POWER: TWO CURTISS LIQUID COOLED IN-LINE 12-CYL. GEARED GV-1570 CONQUEROR ENGINES - 600 HP EACH



COLORING NOTES
ENTIRE AIRCRAFT - SILVER
UPPER FUSELAGE BONNET AREA, ROYAL BLUE
FUSELAGE SIDE STRIPE, RED, OUTLINED IN BLUE
DETAILS - BLACK

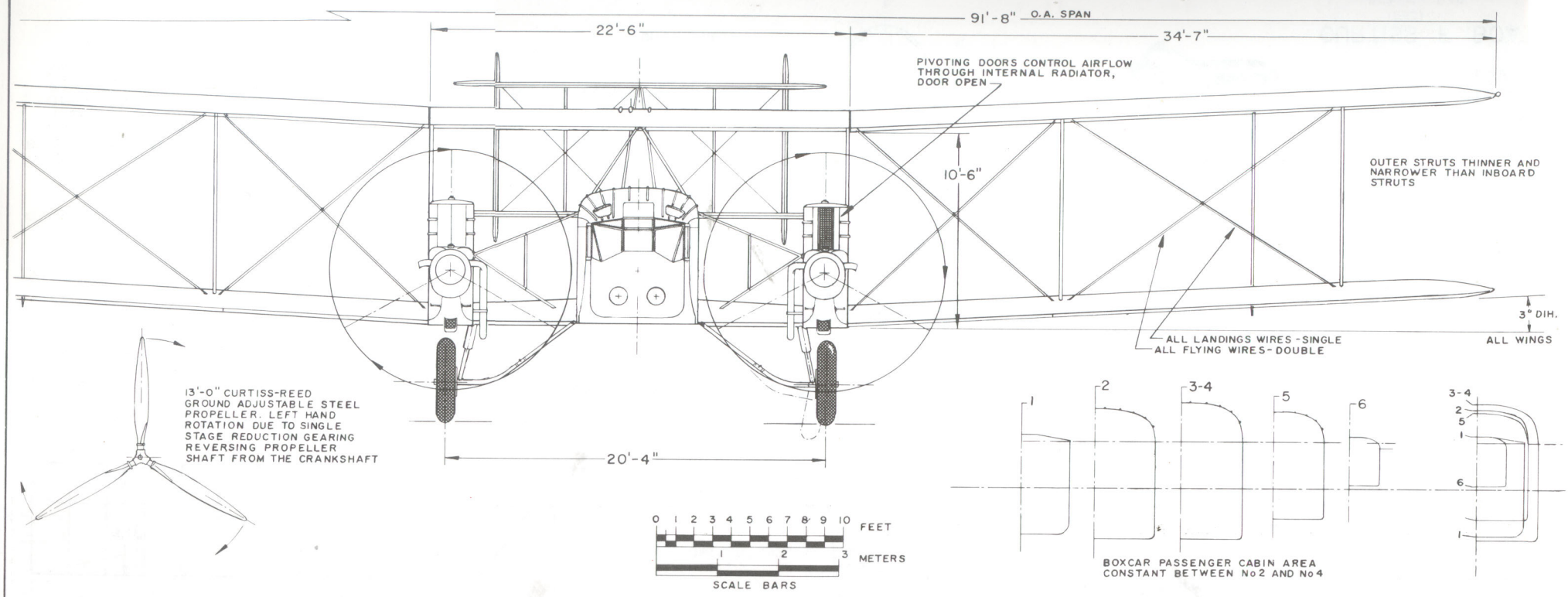
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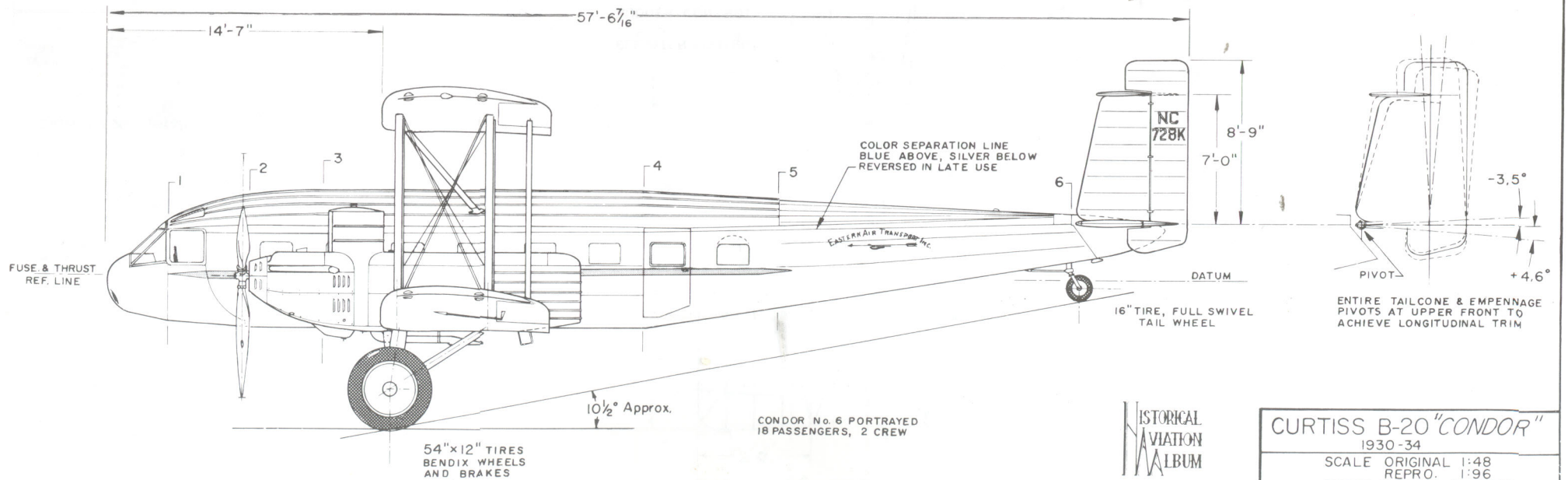
CURTISS B-20 "CONDOR"
1930-34

SCALE - ORIGINAL 1:48
REPRO. 1:96
DRAWN BY PAUL R. MATT & SEARS McCORRISON

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DRAWING No. 18-117-C





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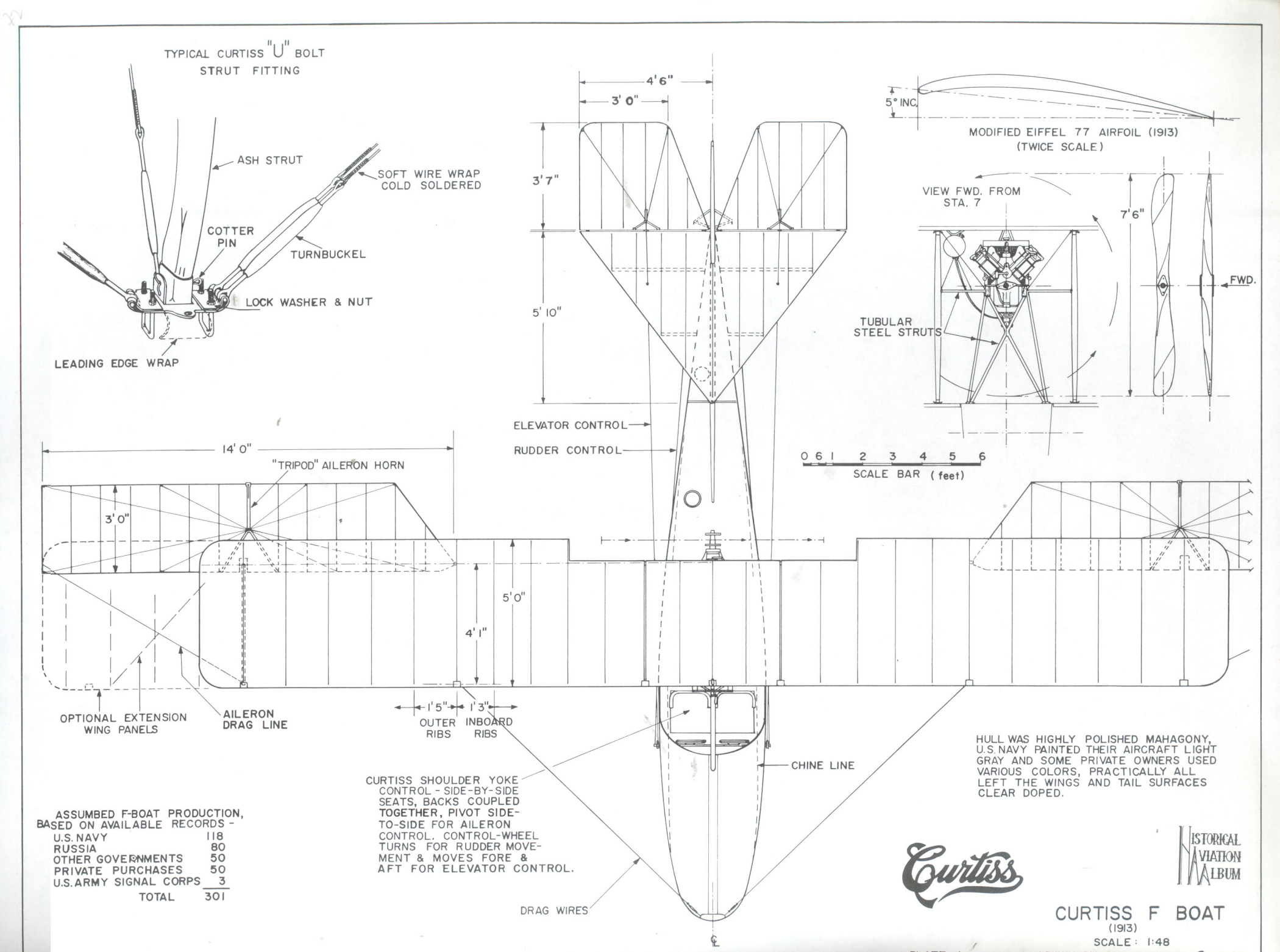
CURTISS B-20 "CONDOR"

1930-34

SCALE ORIGINAL 1:48
REPRO. 1:96
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ASSUMBED F-BOAT PRODUCTION, BASED ON AVAILABLE RECORDS -

U.S. NAVY	118
RUSSIA	80
OTHER GOVERNMENTS	50
PRIVATE PURCHASES	50
U.S. ARMY SIGNAL CORPS	3
TOTAL	301

Curtiss

HISTORICAL AVIATION ALBUM

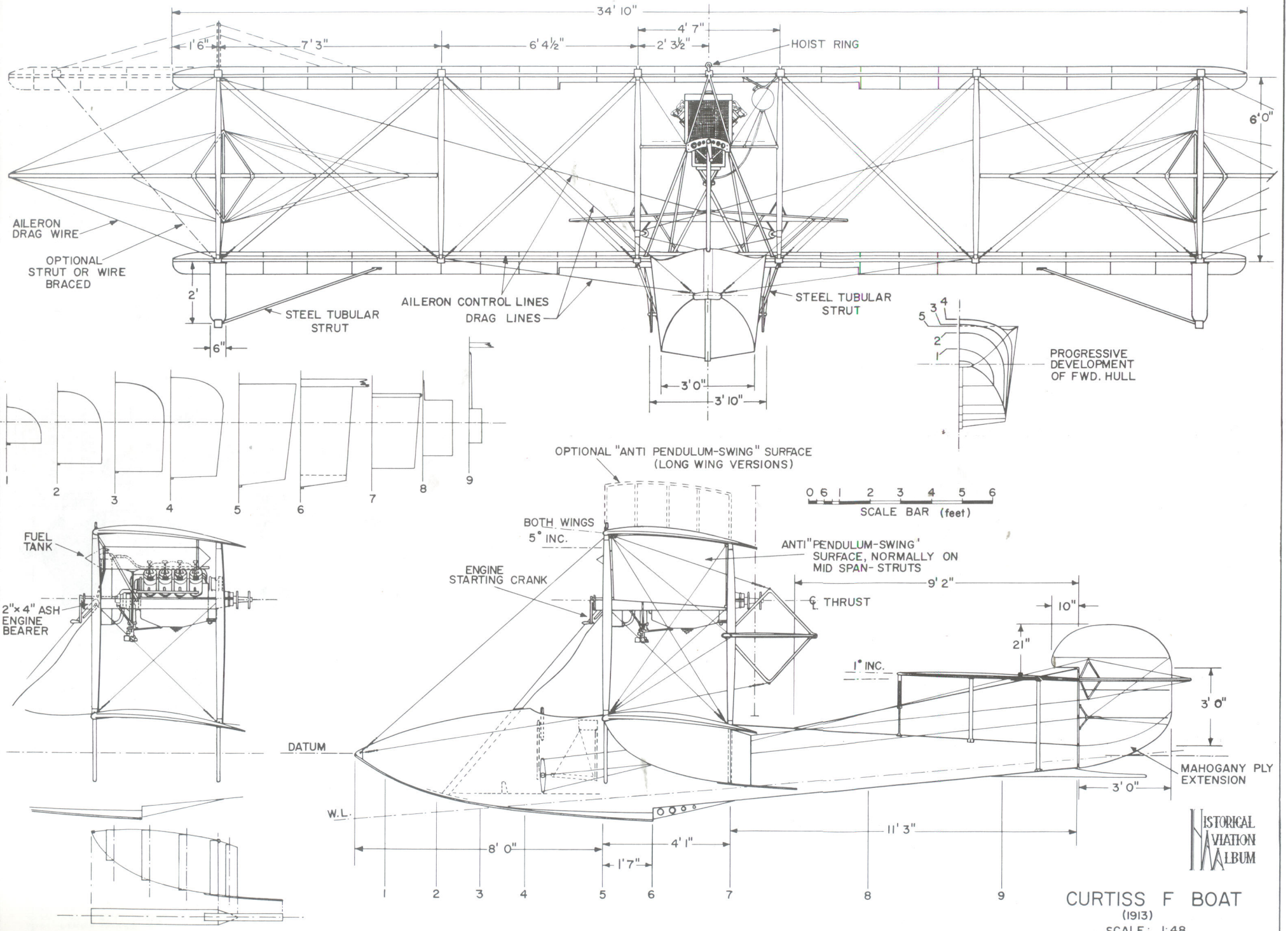
CURTISS F BOAT

(1913)

SCALE: 1:48

PLATE 1

DRAWN BY: PAUL R. MATT © 1965



HISTORICAL AVIATION ALBUM

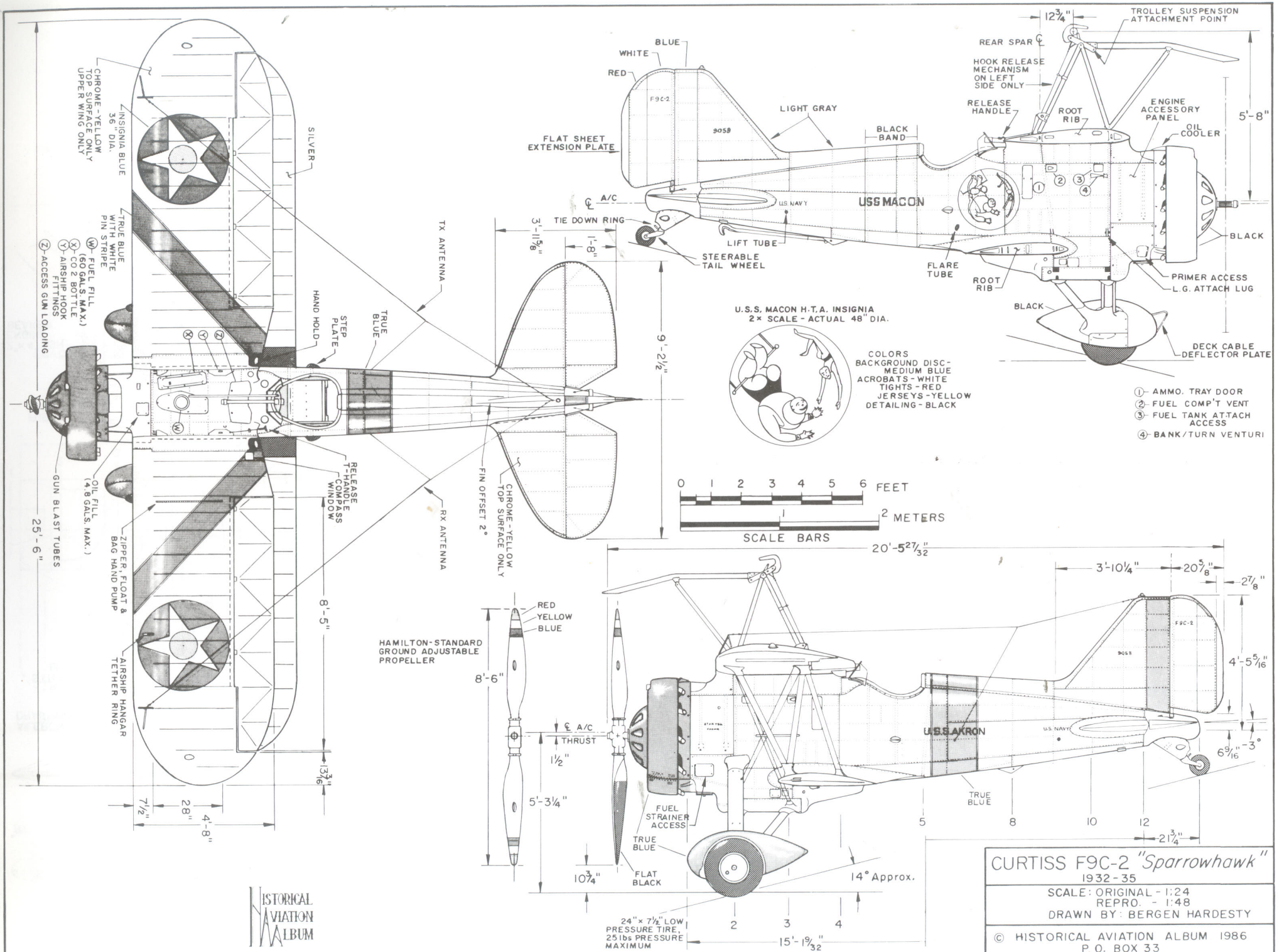
CURTISS F BOAT

(1913)

SCALE: 1:48

PLATE 2

DRAWN BY: PAUL R. MATT © 1965



CURTISS F9C-2 "Sparrowhawk"

1932-35

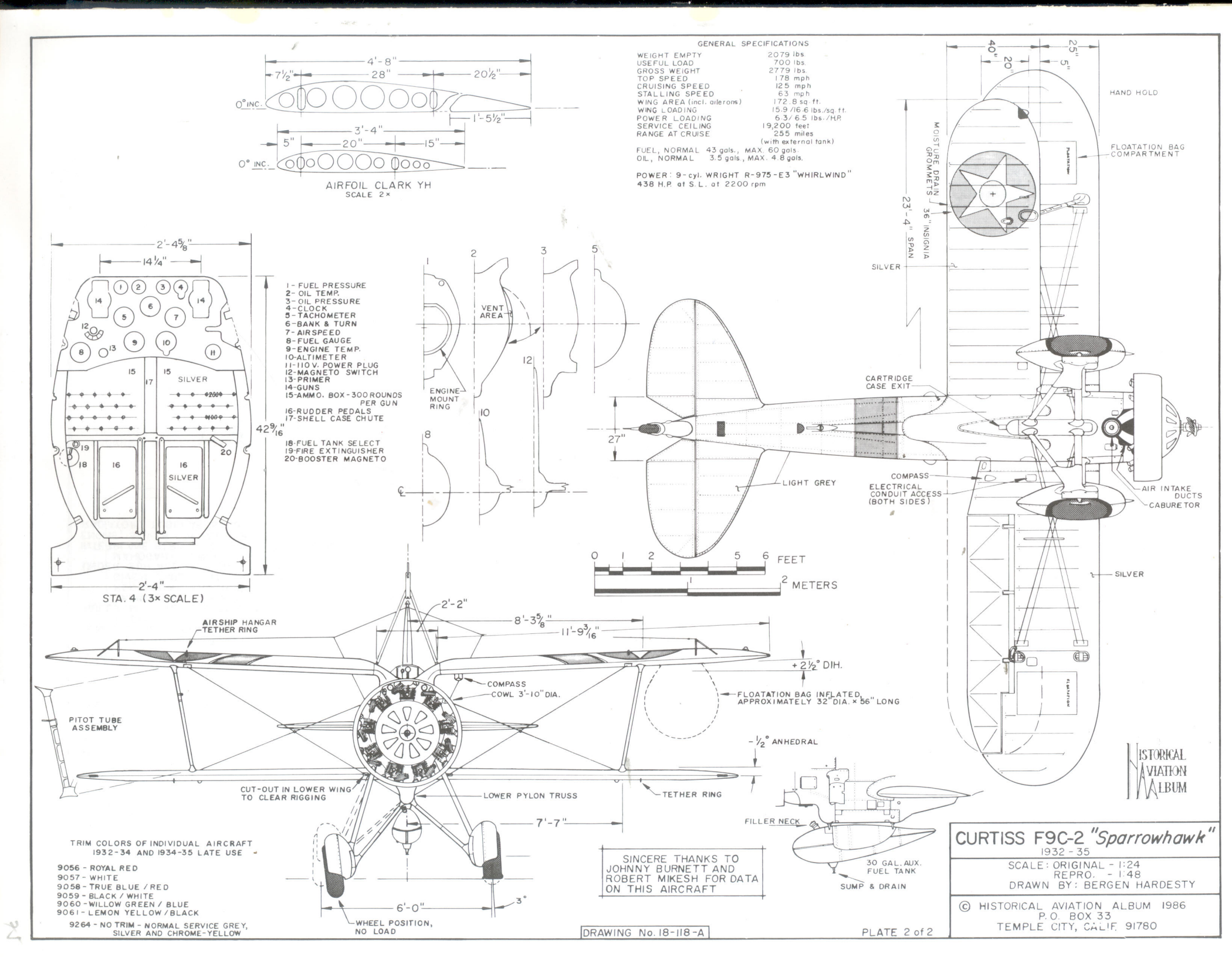
SCALE: ORIGINAL - 1:24
REPRO. - 1:48
DRAWN BY: BERGEN HARDESTY

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HISTORICAL AVIATION ALBUM

DRAWING No. 18-118-A

PLATE 1 of 2


GENERAL SPECIFICATIONS
WEIGHT EMPTY 2079 lbs.
USEFUL LOAD 700 lbs.
GROSS WEIGHT 2779 lbs.
TOP SPEED 178 mph
CRUISING SPEED 125 mph
STALLING SPEED 63 mph
WING AREA (incl. ailerons) 172.8 sq. ft.
WING LOADING 15.9/16.6 lbs./sq. ft.
POWER LOADING 6.3/6.5 lbs./H.P.
SERVICE CEILING 19,200 feet
RANGE AT CRUISE 255 miles (with external tank)
FUEL, NORMAL 43 gals., MAX. 60 gals.
OIL, NORMAL 3.5 gals., MAX. 4.8 gals.
POWER: 9-cyl. WRIGHT R-975-E3 "WHIRLWIND" 438 H.P. at S.L. at 2200 rpm
AIRFOIL CLARK YH
SCALE 2×
STA. 4 (3× SCALE)
1-FUEL PRESSURE
2-OIL TEMP.
3-OIL PRESSURE
4-CLOCK
5-TACHOMETER
6-BANK & TURN
7-AIRSPEED
8-FUEL GAUGE
9-ENGINE TEMP.
10-ALTIMETER
11-110 V. POWER PLUG
12-MAGNETO SWITCH
13-PRIMER
14-GUNS
15-AMMO. BOX-300 ROUNDS PER GUN
16-RUDDER PEDALS
17-SHELL CASE CHUTE
18-FUEL TANK SELECT
19-FIRE EXTINGUISHER
20-BOOSTER MAGNETO
VENT AREA
ENGINE MOUNT RING
CARTRIDGE CASE EXIT
LIGHT GREY
COMPASS
ELECTRICAL CONDUIT ACCESS (BOTH SIDES)
AIR INTAKE DUCTS
CABURETOR
SILVER
HAND HOLD
FLOATATION BAG COMPARTMENT
MOISTURE DRAIN GROMMETS
36" INSIGNIA
23'-4" SPAN
AIRSHIP HANGAR TETHER RING
+2½° DIH.
COMPASS
COWL 3'-10" DIA.
FLOATATION BAG INFLATED, APPROXIMATELY 32" DIA. × 56" LONG
PITOT TUBE ASSEMBLY
-½° ANHEDRAL
CUT-OUT IN LOWER WING TO CLEAR RIGGING
LOWER PYLON TRUSS
TETHER RING
FILLER NECK
30 GAL. AUX. FUEL TANK
SUMP & DRAIN
WHEEL POSITION, NO LOAD
FEET
METERS
TRIM COLORS OF INDIVIDUAL AIRCRAFT 1932-34 AND 1934-35 LATE USE
9056 - ROYAL RED
9057 - WHITE
9058 - TRUE BLUE / RED
9059 - BLACK / WHITE
9060 - WILLOW GREEN / BLUE
9061 - LEMON YELLOW / BLACK
9264 - NO TRIM - NORMAL SERVICE GREY, SILVER AND CHROME-YELLOW
SINCERE THANKS TO JOHNNY BURNETT AND ROBERT MIKESH FOR DATA ON THIS AIRCRAFT
DRAWING No. 18-118-A
PLATE 2 of 2
CURTISS F9C-2 "Sparrowhawk"
1932-35
SCALE: ORIGINAL - 1:24
REPRO. - 1:48
DRAWN BY: BERGEN HARDESTY
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GENERAL SPECIFICATIONS MF-6-K

WEIGHT EMPTY	1,957	lbs.
USEFUL LOAD	769	lbs.
GROSS WEIGHT	2,726	lbs.
MAXIMUM SPEED	76.5	mph
CRUISING SPEED	68.0	mph
LANDING SPEED	48.5	mph
CLIMB, S.L. to 3,000 ft.	10	min.
FUEL CAPACITY	43	gals.
RANGE, (43 gals.)	288	miles at cruise
GAS CONSUMPTION	13.3	gals/hr., cruise
OIL CAPACITY, in crankcase	6	gals.

POWER- CURTISS K-6, SIX CYLINDER, W.C., "EN BLOCK" CAST ALUMINUM, INLINE, FOUR CYCLE ENGINE. RATED 150 hp. at 1700 rpm BORE 4.5", STROKE 6", WEIGHT EMPTY 417 lbs.

NORMAL OCCUPANCY, PILOT & PASSENGER. A THIRD SEAT COULD BE INSTALLED BEHIND PILOT AGAINST FORWARD SPAR LINE OF LOWER PANEL.

CONSTRUCTION & COLORING NOTES

WINGS & TAIL SURFACES, FABRIC COVERED, CLEAR DOPED

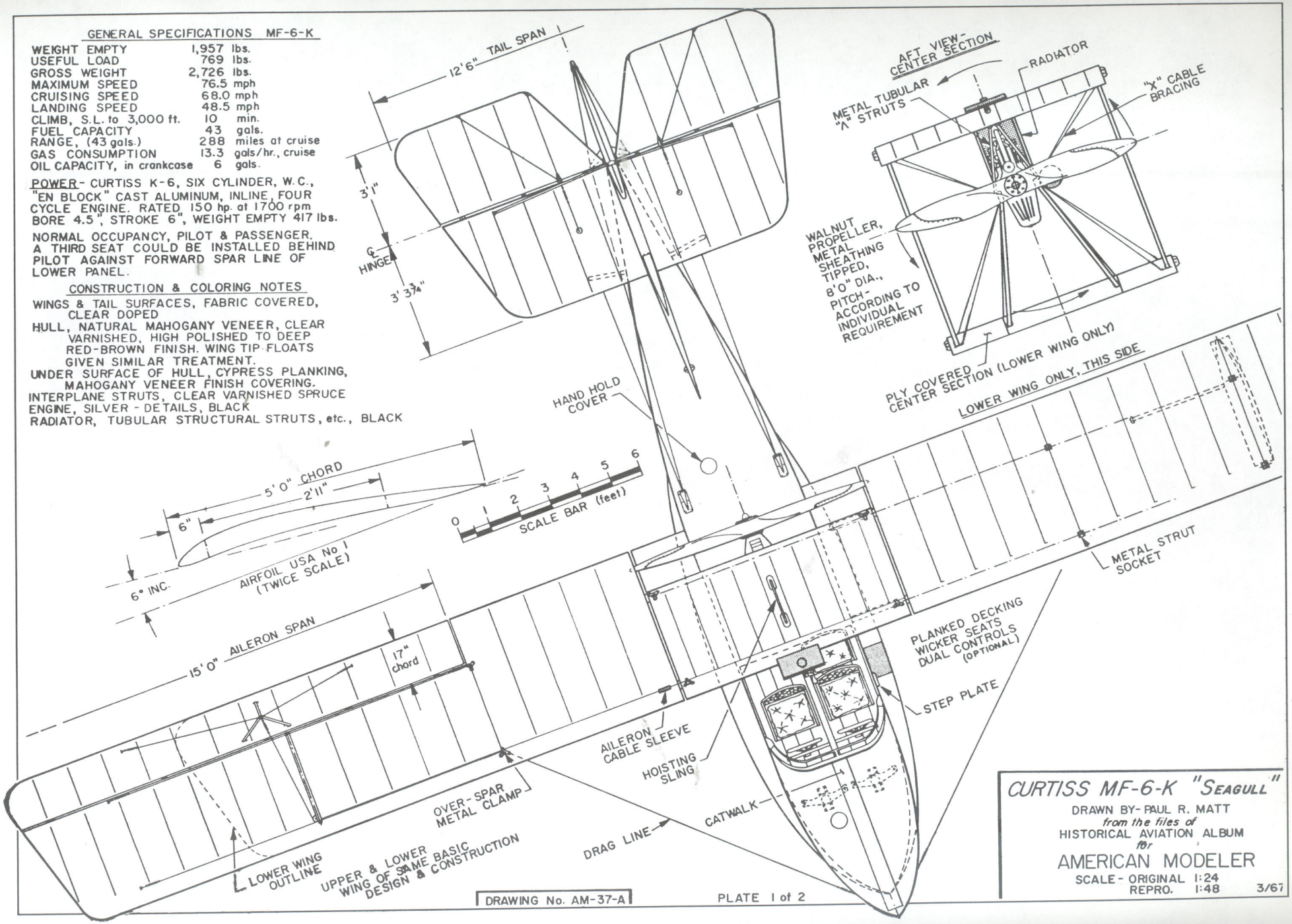
HULL, NATURAL MAHOGANY VENEER, CLEAR VARNISHED, HIGH POLISHED TO DEEP RED-BROWN FINISH. WING TIP FLOATS GIVEN SIMILAR TREATMENT.

UNDER SURFACE OF HULL, CYPRESS PLANKING, MAHOGANY VENEER FINISH COVERING.

INTERPLANE STRUTS, CLEAR VARNISHED SPRUCE

ENGINE, SILVER - DETAILS, BLACK

RADIATOR, TUBULAR STRUCTURAL STRUTS, etc., BLACK



CURTISS MF-6-K "SEAGULL"

DRAWN BY- PAUL R. MATT

from the files of

HISTORICAL AVIATION ALBUM

for

AMERICAN MODELER

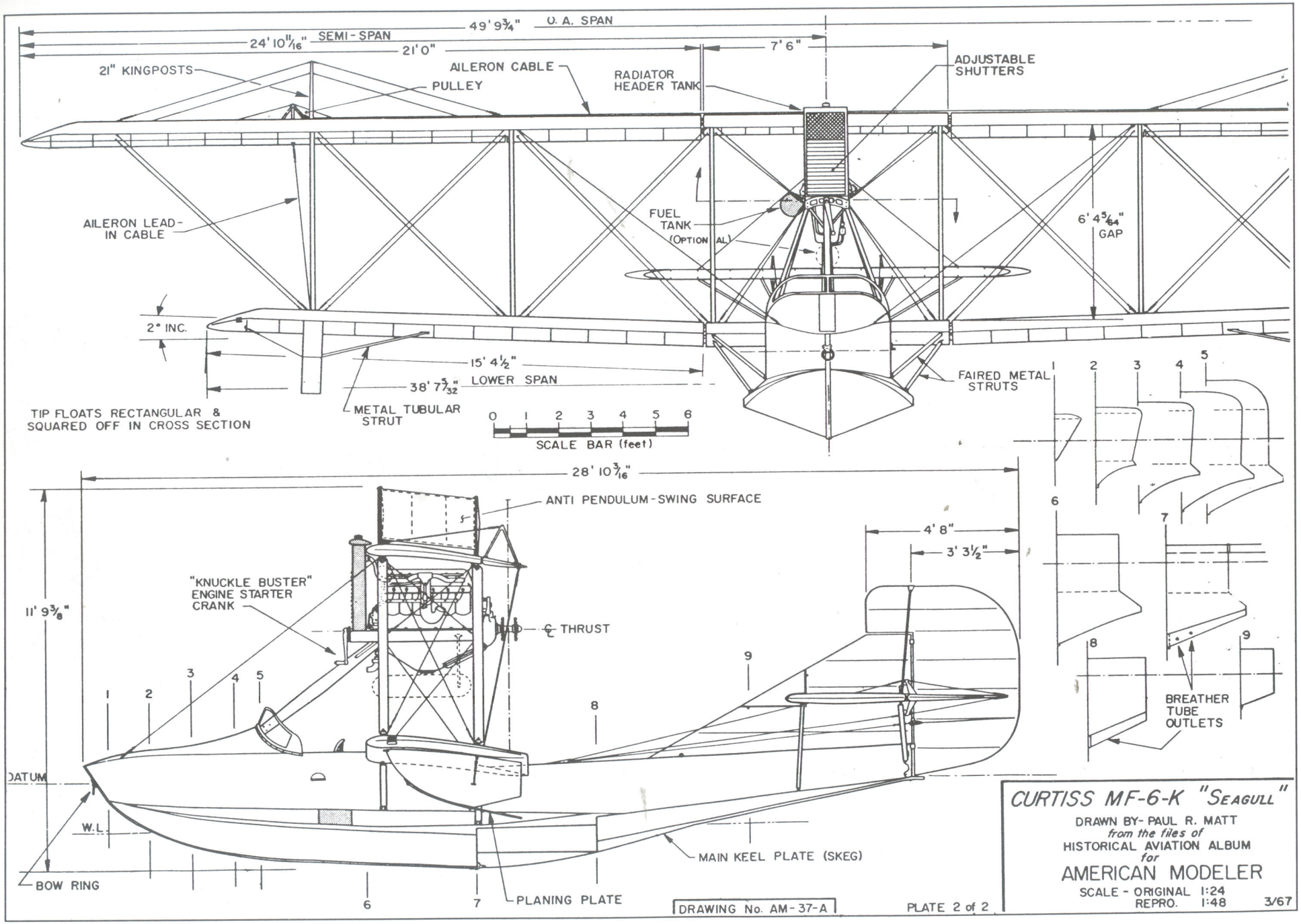
SCALE - ORIGINAL 1:24

REPRO. 1:48

3/67

DRAWING No. AM-37-A

PLATE 1 of 2



CURTISS MF-6-K "SEAGULL"

DRAWN BY- PAUL R. MATT
from the files of
HISTORICAL AVIATION ALBUM
for
AMERICAN MODELER

SCALE - ORIGINAL 1:24
REPRO. 1:48

3/67

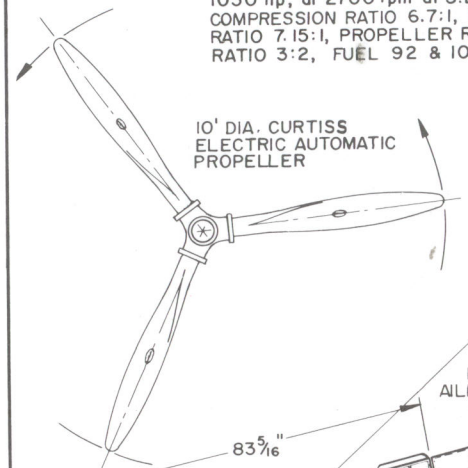
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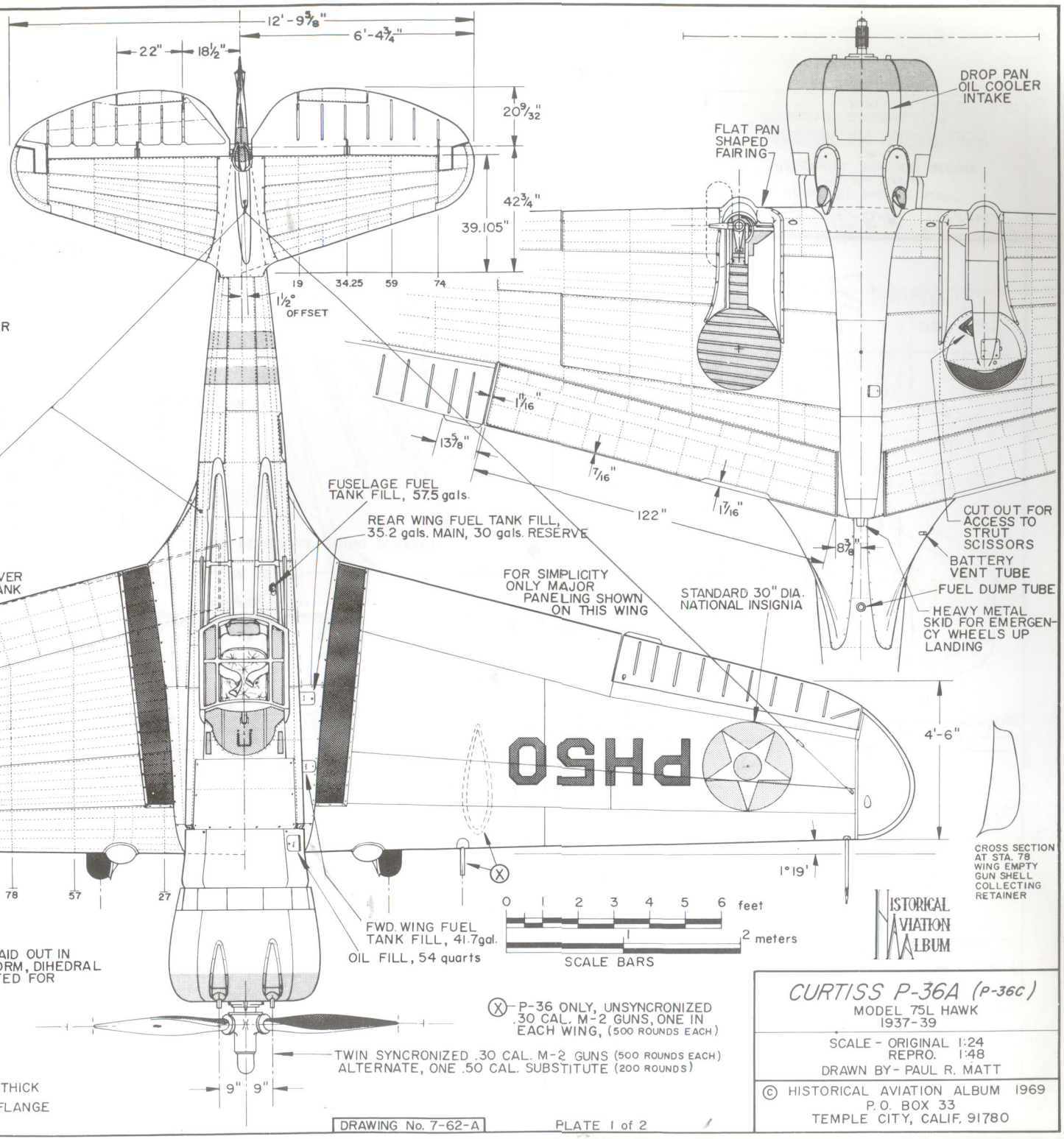
PLATE 2 of 2

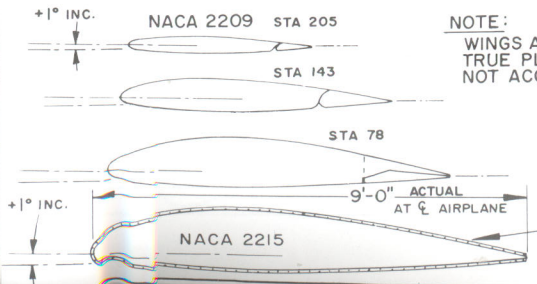
GENERAL SPECIFICATIONS
P-36A, 1938 WRIGHT FIELD FLIGHT TESTS

WEIGHT EMPTY	4493 lbs.
USEFUL LOAD	1075 lbs.
GROSS WEIGHT	5568 lbs.
MAX. OVERLOAD	5640 lbs.
MAX. SPEED	313 mph at 2700 rpm, 1050 hp, at 8,500 feet
OPERATING SPEED	270 mph at 2230 rpm, 690 hp,
CRUISING SPEED	200 mph at 1650 rpm, 370 hp.
PRACTICAL RANGE AT OPERATING SPEED	625 miles
RANGE AT CRUISING SPEED	860 miles
CLIMB, 0-5,000 feet	3,400 ft./min.
5-10,000 feet	2,960 ft./min.
to 25,000 feet	900 ft./min.
SERVICE CEILING	32,700 feet
ABSOLUTE CEILING	33,600 feet
STALLING SPEED	69 mph

POWER - PRATT & WHITNEY R-1830-13 /-17 TWIN WASP,
RATED 900 hp, at 2550 rpm at 12,000 ft.
1050 hp, at 2700 rpm at S.L. TAKEOFF
COMPRESSION RATIO 6.7:1, BLOWER GEAR
RATIO 7.15:1, PROPELLER REDUCTION GEAR
RATIO 3:2, FUEL 92 & 100 OCTANE







NOTE:
WINGS ARE LAID OUT IN TRUE PLANFORM, DIHEDRAL NOT ACCOUNTED FOR

Ⓧ P-36 ONLY, UNSYNCRONIZED .30 CAL. M-2 GUNS, ONE IN EACH WING, (500 ROUNDS EACH)

TWIN SYNCRONIZED .30 CAL. M-2 GUNS (500 ROUNDS EACH)
ALTERNATE, ONE .50 CAL. SUBSTITUTE (200 ROUNDS)

9" 9"

DRAWING No. 7-62-A

PLATE 1 of 2

HISTORICAL AVIATION ALBUM

CURTISS P-36A (P-36C)

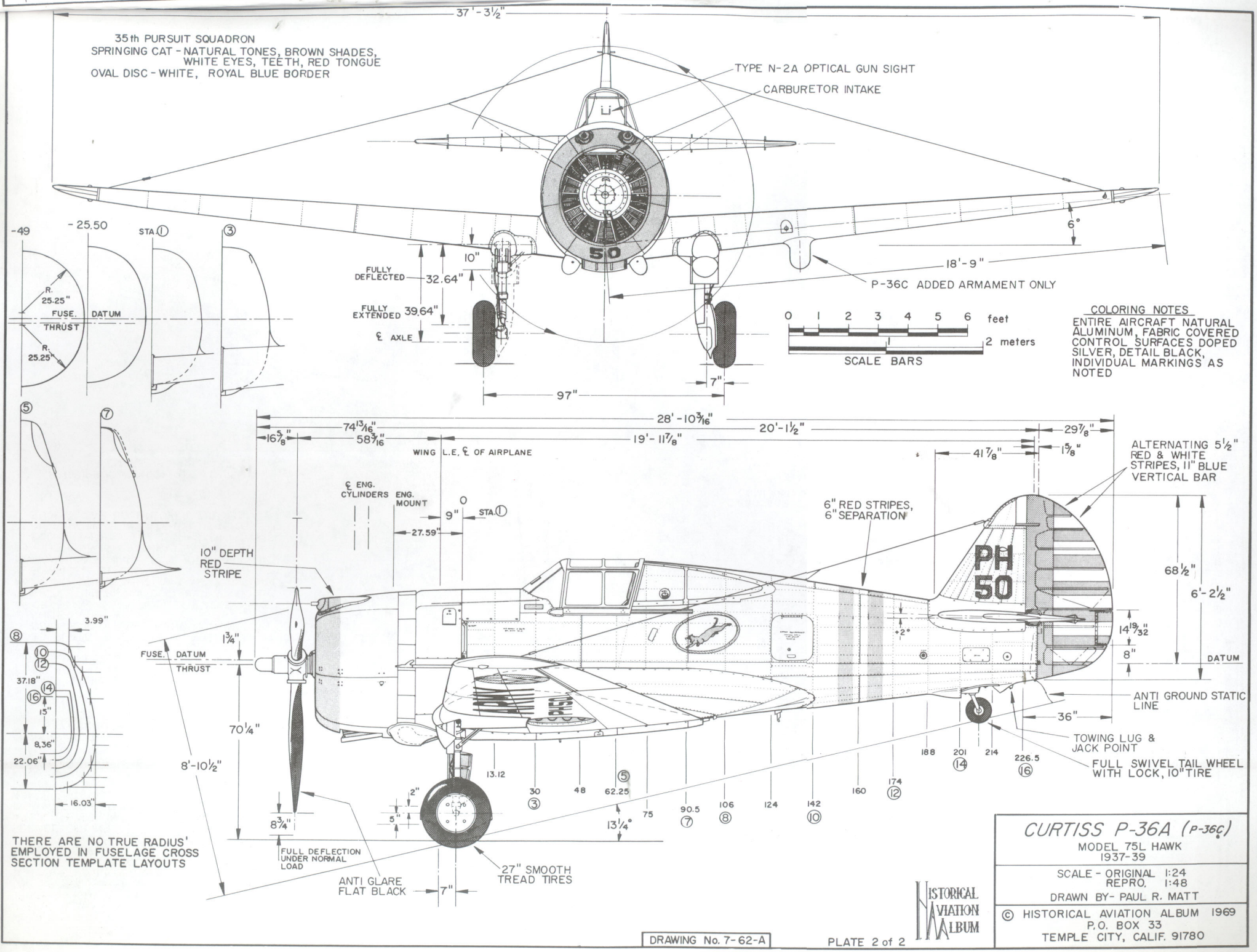
MODEL 75L HAWK
1937-39

SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT

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35th PURSUIT SQUADRON

37'-3 1/2"



CURTISS P-36A (P-36C)

MODEL 75L HAWK
1937-39

SCALE - ORIGINAL 1:24
REPRO. 1:48

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HISTORICAL AVIATION ALBUM

DRAWING No. 7-62-A

GENERAL SPECIFICATIONS

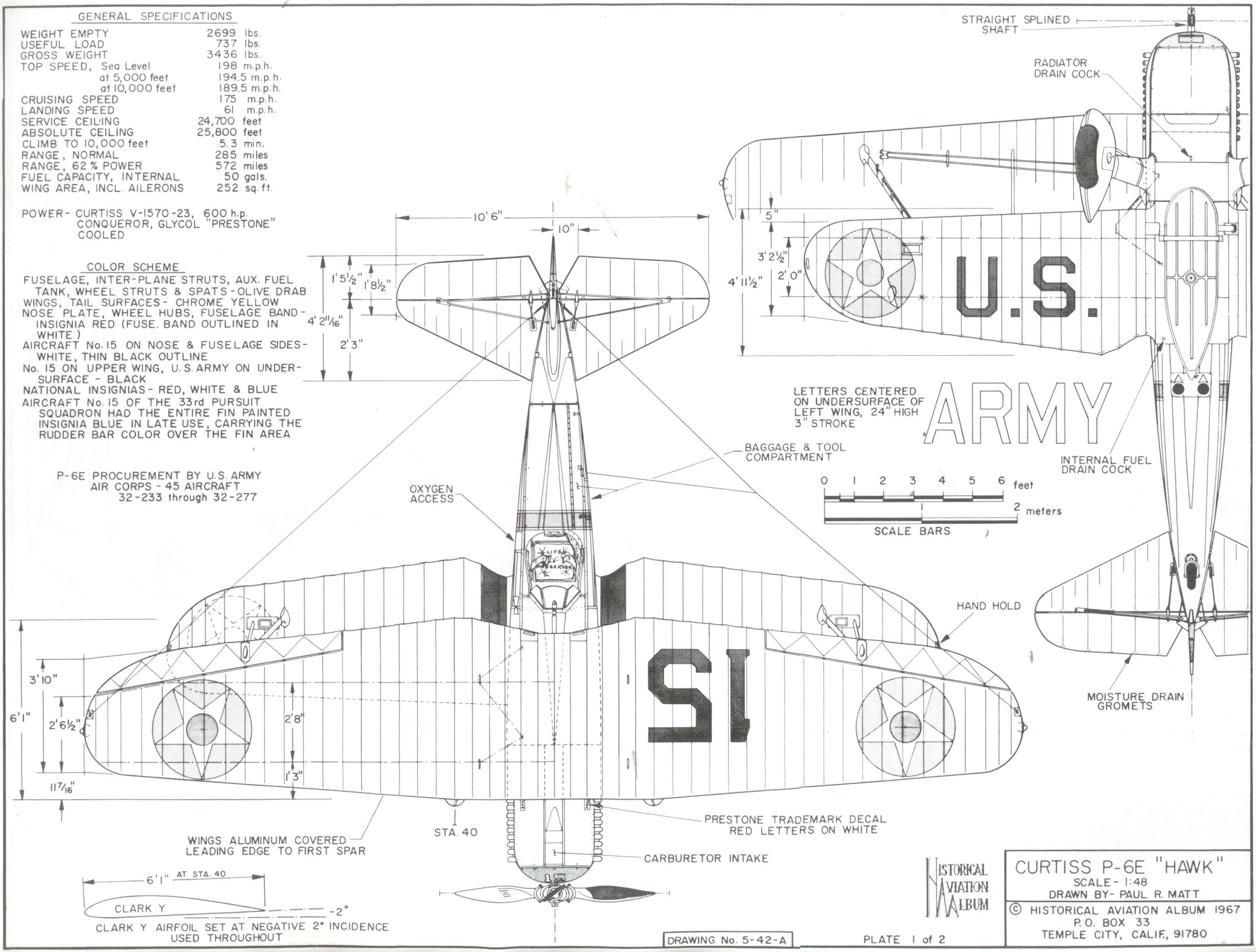
WEIGHT EMPTY	2699 lbs.
USEFUL LOAD	737 lbs.
GROSS WEIGHT	3436 lbs.
TOP SPEED, Sea Level	198 m.p.h.
at 5,000 feet	194.5 m.p.h.
at 10,000 feet	189.5 m.p.h.
CRUISING SPEED	175 m.p.h.
LANDING SPEED	61 m.p.h.
SERVICE CEILING	24,700 feet
ABSOLUTE CEILING	25,800 feet
CLIMB TO 10,000 feet	5.3 min.
RANGE, NORMAL	285 miles
RANGE, 62% POWER	572 miles
FUEL CAPACITY, INTERNAL	50 gals.
WING AREA, INCL. AILERONS	252 sq. ft.

POWER - CURTISS V-1570-23, 600 h.p. CONQUEROR, GLYCOL "PRESTONE" COOLED

COLOR SCHEME

FUSELAGE, INTER-PLANE STRUTS, AUX. FUEL TANK, WHEEL STRUTS & SPATS - OLIVE DRAB
WINGS, TAIL SURFACES - CHROME YELLOW
NOSE PLATE, WHEEL HUBS, FUSELAGE BAND - INSIGNIA RED (FUSE. BAND OUTLINED IN WHITE)
AIRCRAFT No. 15 ON NOSE & FUSELAGE SIDES - WHITE, THIN BLACK OUTLINE
No. 15 ON UPPER WING, U.S. ARMY ON UNDERSURFACE - BLACK
NATIONAL INSIGNIAS - RED, WHITE & BLUE
AIRCRAFT No. 15 OF THE 33rd PURSUIT SQUADRON HAD THE ENTIRE FIN PAINTED INSIGNIA BLUE IN LATE USE, CARRYING THE RUDDER BAR COLOR OVER THE FIN AREA

P-6E PROCUREMENT BY U.S. ARMY AIR CORPS - 45 AIRCRAFT
32-233 through 32-277



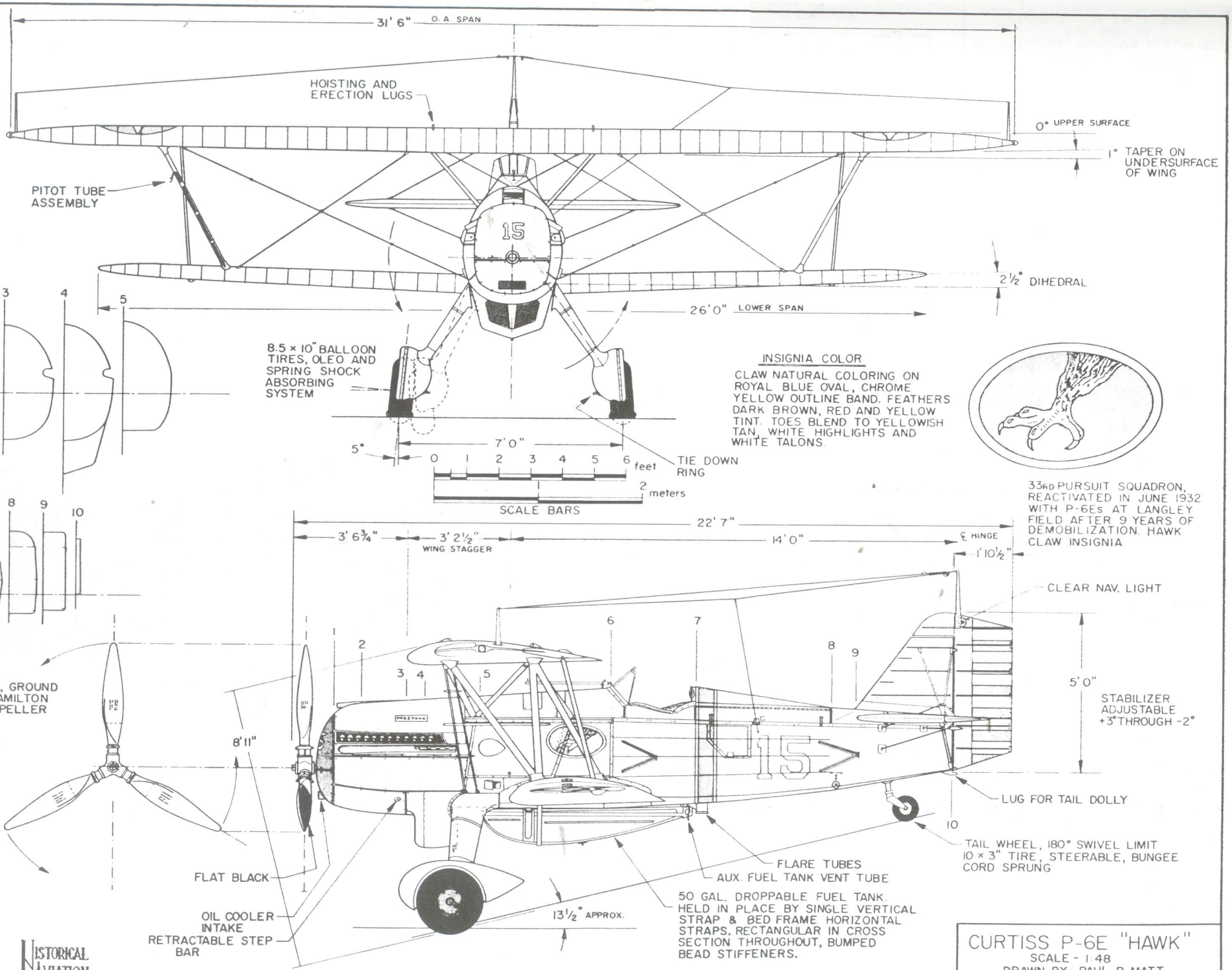
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CURTISS P-6E "HAWK"

SCALE - 1:48
DRAWN BY - PAUL R. MATT

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DRAWING No. 5-42-A



HISTORICAL AVIATION ALBUM

CURTISS P-6E "HAWK"

SCALE - 1:48

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DRAWING No. 5-42-A

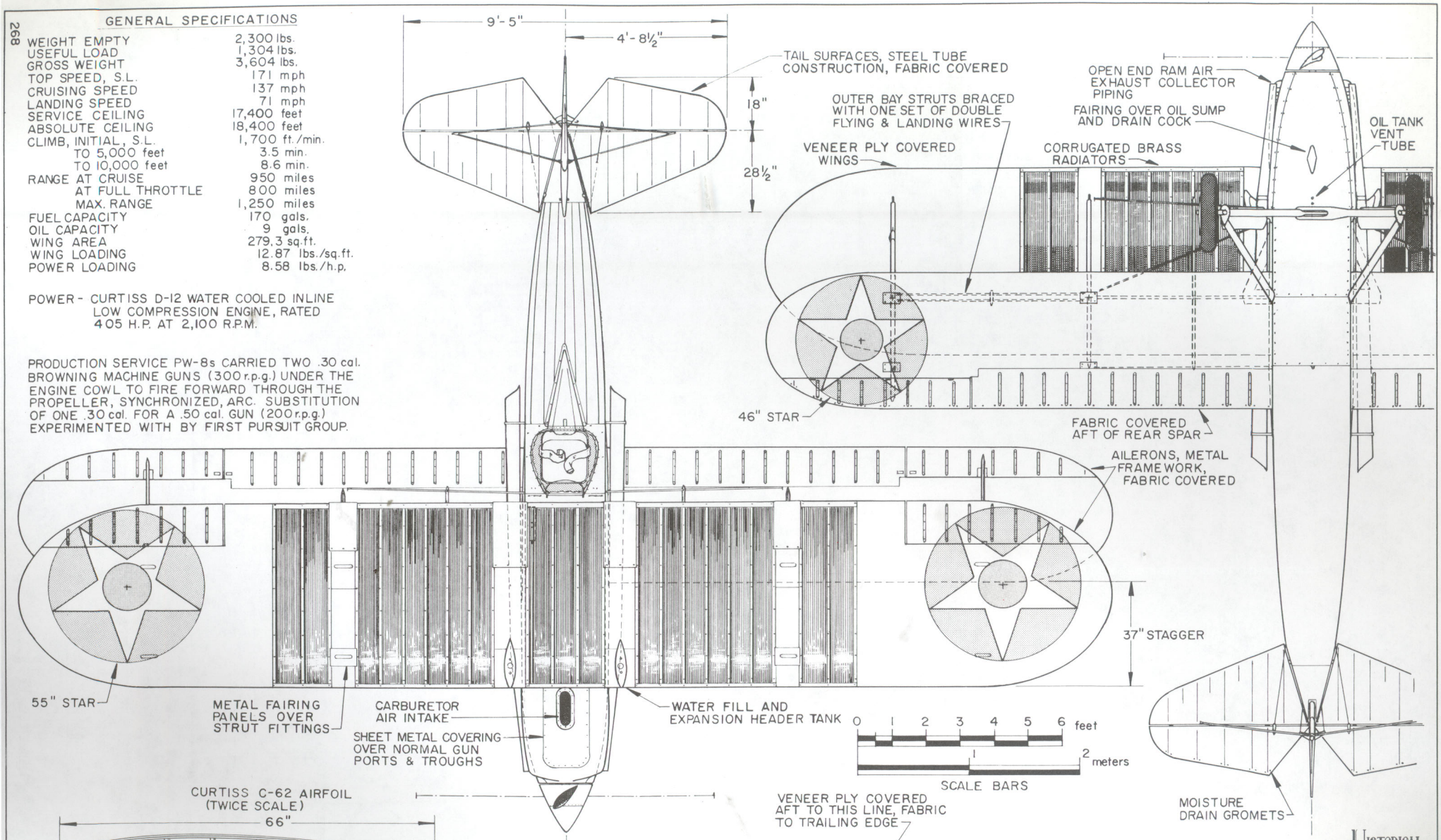
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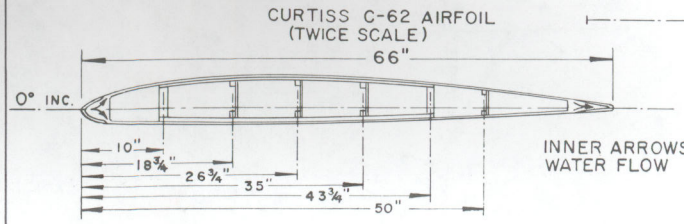
GENERAL SPECIFICATIONS

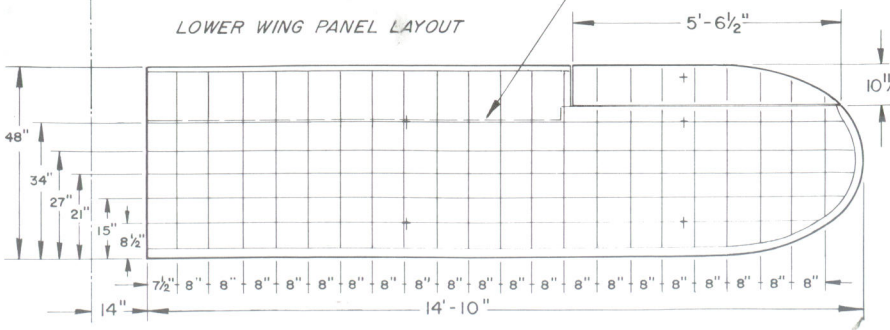
WEIGHT EMPTY	2,300 lbs.
USEFUL LOAD	1,304 lbs.
GROSS WEIGHT	3,604 lbs.
TOP SPEED, S.L.	171 mph
CRUISING SPEED	137 mph
LANDING SPEED	71 mph
SERVICE CEILING	17,400 feet
ABSOLUTE CEILING	18,400 feet
CLIMB, INITIAL, S.L.	1,700 ft./min.
TO 5,000 feet	3.5 min.
TO 10,000 feet	8.6 min.
RANGE AT CRUISE	950 miles
AT FULL THROTTLE	800 miles
MAX. RANGE	1,250 miles
FUEL CAPACITY	170 gals.
OIL CAPACITY	9 gals.
WING AREA	279.3 sq.ft.
WING LOADING	12.87 lbs./sq.ft.
POWER LOADING	8.58 lbs./h.p.

POWER - CURTISS D-12 WATER COOLED INLINE LOW COMPRESSION ENGINE, RATED 405 H.P. AT 2,100 R.P.M.

PRODUCTION SERVICE PW-8s CARRIED TWO .30 cal. BROWNING MACHINE GUNS (300 r.p.g.) UNDER THE ENGINE COWL TO FIRE FORWARD THROUGH THE PROPELLER, SYNCHRONIZED, ARC. SUBSTITUTION OF ONE .30 cal. FOR A .50 cal. GUN (200 r.p.g.) EXPERIMENTED WITH BY FIRST PURSUIT GROUP.







DRAWING No. 10-79-A

PLATE 1 of 2

HISTORICAL AVIATION ALBUM

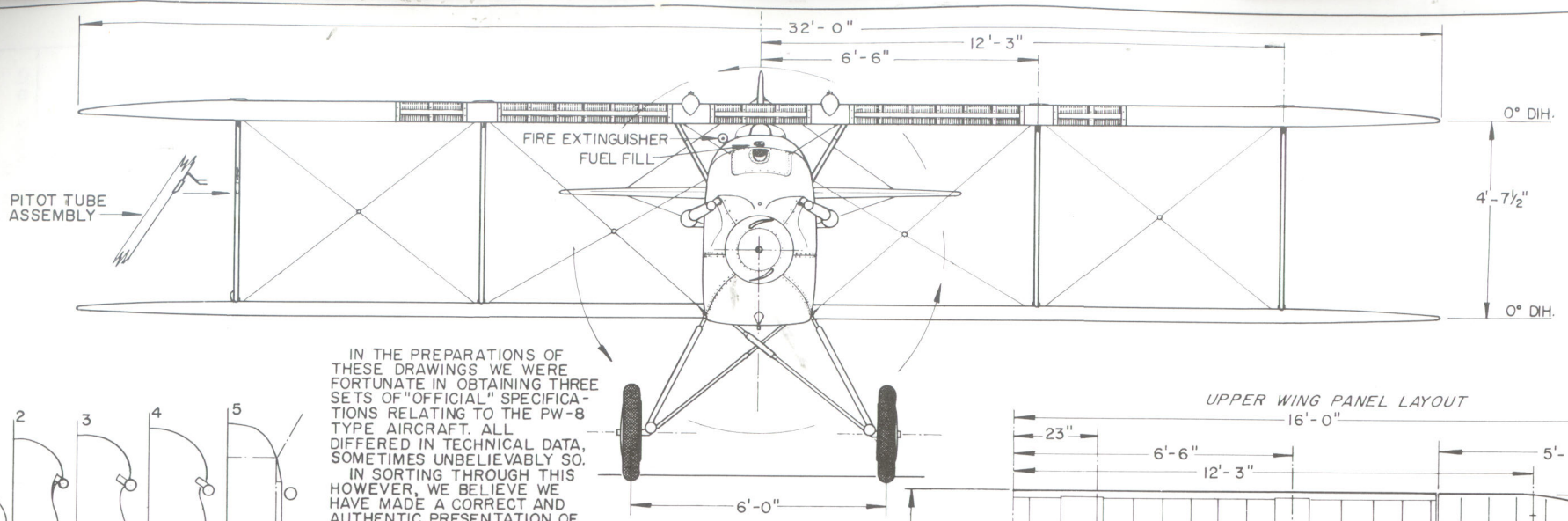
CURTISS PW-8

A.S. 24-204
UNITED STATES TRANSCONTINENTAL DAWN-TO-DUSK FLIGHT, JUNE 23, 1924
PILOT - LT. RUSSELL L. MAUGHAN

SCALE: ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT

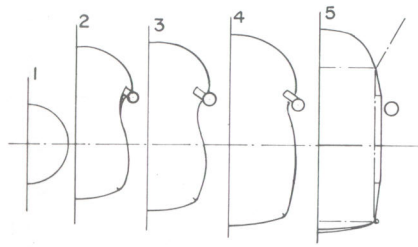
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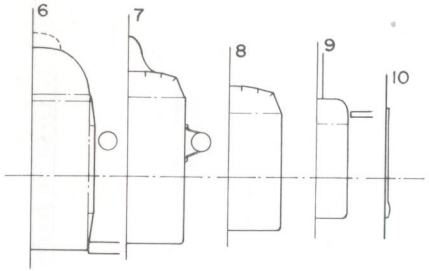
DRAWING No.10-79-A

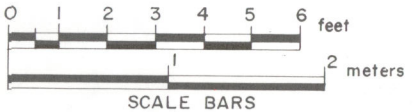


IN THE PREPARATIONS OF THESE DRAWINGS WE WERE FORTUNATE IN OBTAINING THREE SETS OF "OFFICIAL" SPECIFICATIONS RELATING TO THE PW-8 TYPE AIRCRAFT. ALL DIFFERED IN TECHNICAL DATA, SOMETIMES UNBELIEVABLY SO.

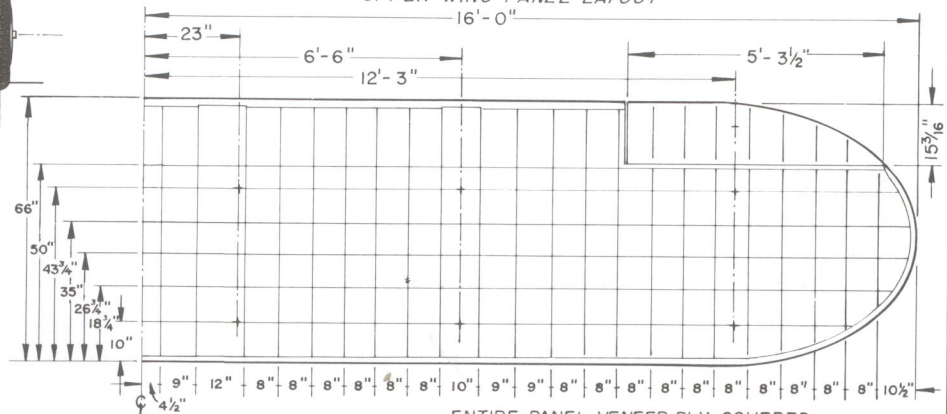
IN SORTING THROUGH THIS HOWEVER, WE BELIEVE WE HAVE MADE A CORRECT AND AUTHENTIC PRESENTATION OF THE PW-8 AND OF A.S. 24-204 IN PARTICULAR.



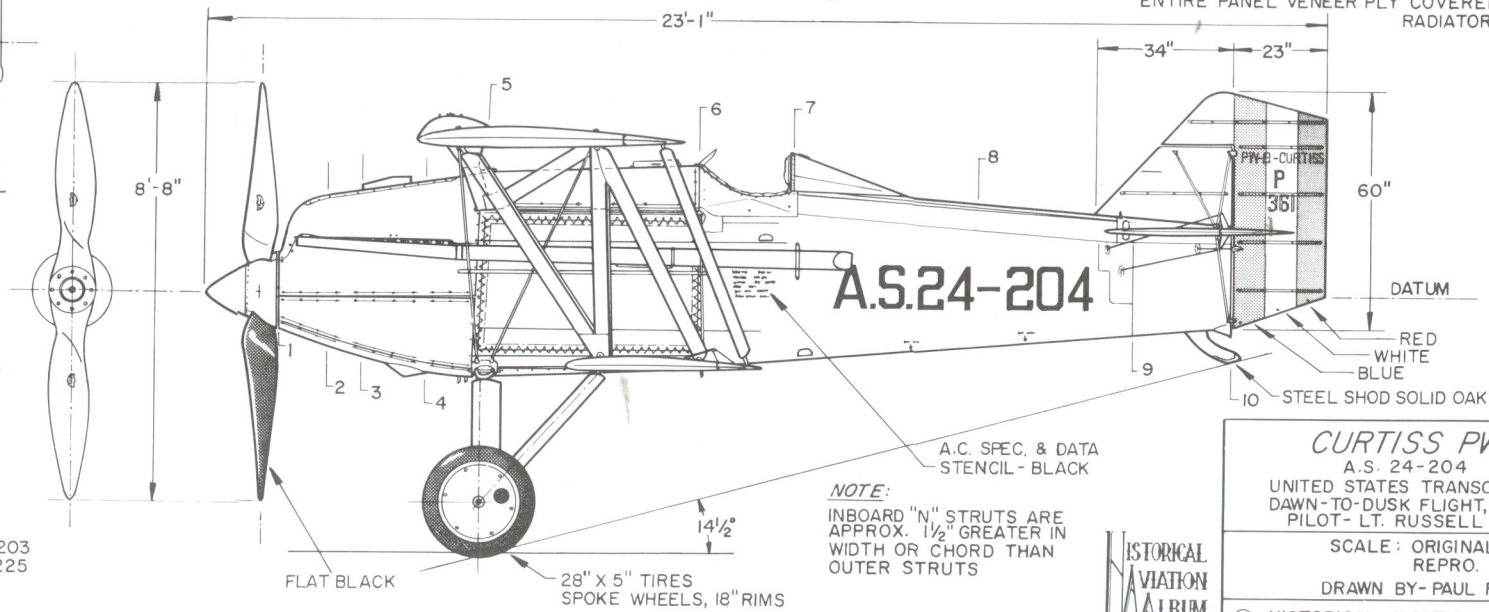




UPPER WING PANEL LAYOUT



ENTIRE PANEL VENEER PLY COVERED, RADIATORS INSET



CURTISS-REED TWISTED DURAL PROPELLER, Ex-32919, 7'-9¾" PITCH

COLORING NOTES

ENTIRE AIRCRAFT - GLOSS OLIVE DRAB, GREEN
WING RADIATORS - NATURAL GOLD BRASS
ALL LETTERING & DETAILS - BLACK
PROPELLER - POLISHED STEEL
ENGINE EXHAUST PIPING ORIGINALLY BLACK, TOOK ON A BURNT BROWN-BLACK APPEARANCE WITH USAGE.

CURTISS PW-8 PRODUCTION

PW-8 (XPW-8) Prototypes	3	23-1201-1203
PW-8 Production	25	24-201-225

NOTE:
INBOARD "N" STRUTS ARE APPROX. 1½" GREATER IN WIDTH OR CHORD THAN OUTER STRUTS

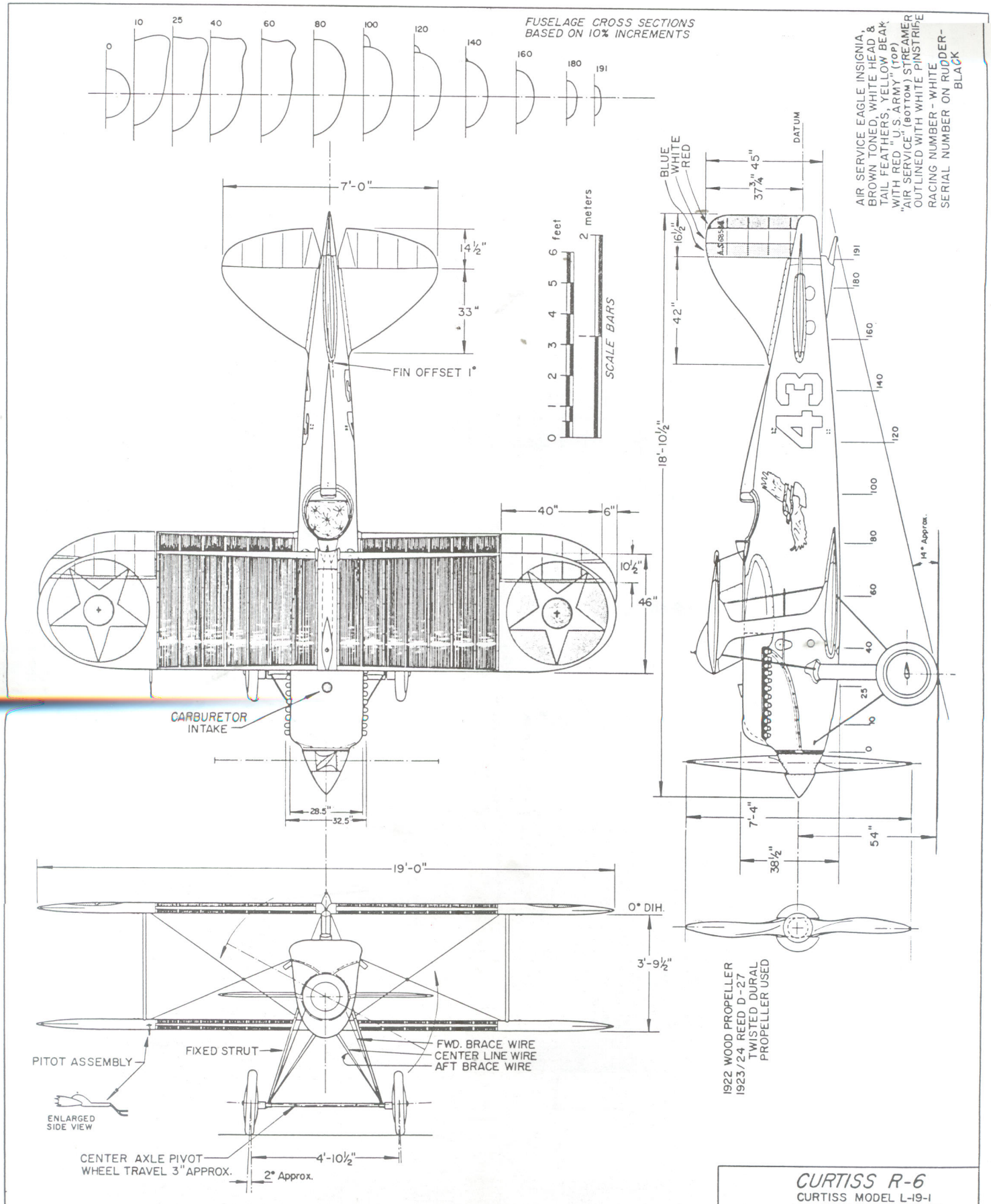
HISTORICAL AVIATION ALBUM

CURTISS PW-8

A.S. 24-204
UNITED STATES TRANSCONTINENTAL DAWN-TO-DUSK FLIGHT, JUNE 23, 1924
PILOT - LT. RUSSELL L. MAUGHAN

SCALE: ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT

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CURTISS R-6

CURTISS MODEL L-19-1
U.S. ARMY RACER 1922-24

DRAWN FOR A.A.H.S. *JOURNAL*
BY PAUL R. MATT

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P.O. BOX 33
TEMPLE CITY, CALIF. 91780

DRAWING No. HS-73-A

PLATE 1 of 2

GENERAL SPECIFICATIONS
BASED ON AIR SERVICE TECH. REPORT
FILED JANUARY 1924

WEIGHT EMPTY (incl. water)	1624	lbs.
USEFUL LOAD	486	lbs.
GROSS WEIGHT	2110	lbs.
WING AREA (incl. ailerons)	136	sq. ft.
WING LOADING	15.9	lbs./sq. ft.
POWER LOADING	4.6	lbs./h.p.
TOP SPEED	240	m.p.h. (with metal prop.)
LANDING SPEED	75	m.p.h.
SAFETY FACTOR	10	
FUEL CAPACITY	48	gals.
OIL CAPACITY	4	gals.

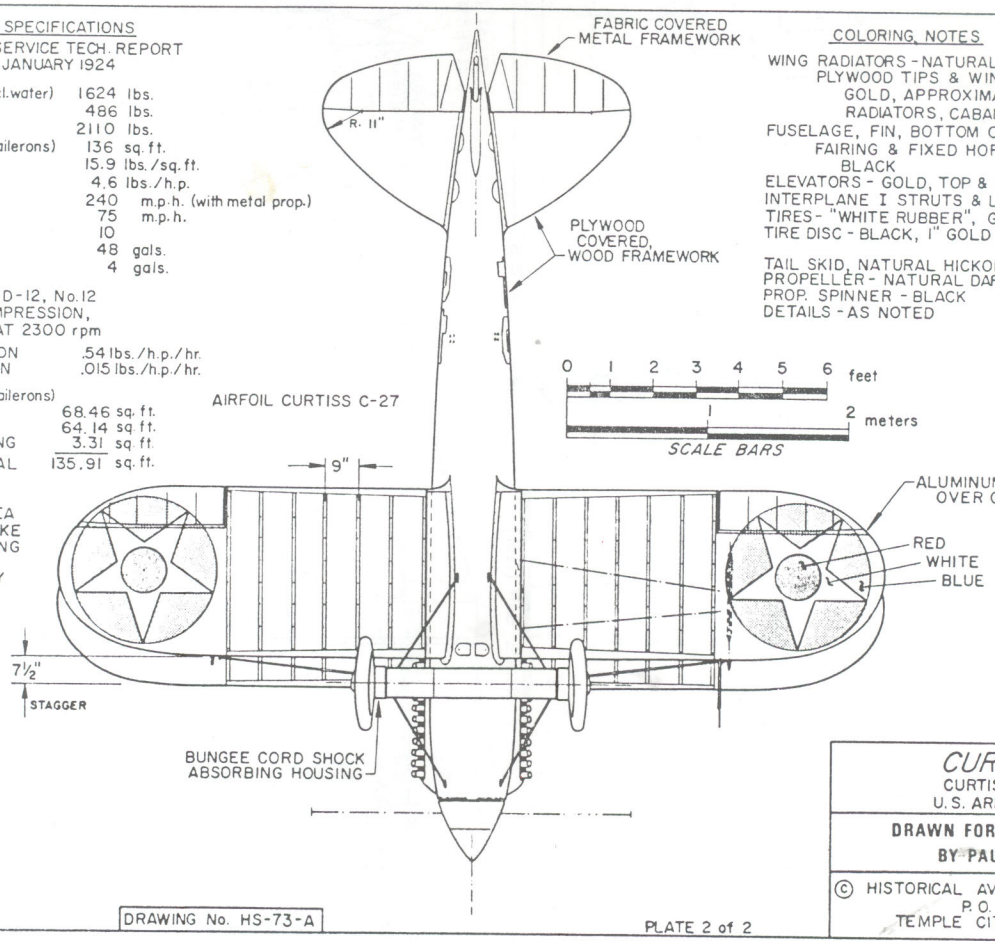
POWER - CURTISS D-12, No. 12
HIGH COMPRESSION,
460 h.p. AT 2300 rpm

FUEL CONSUMPTION	.54 lbs./h.p./hr.
OIL CONSUMPTION	.015 lbs./h.p./hr.

WING AREA (incl ailerons)	
UPPER	68.46 sq. ft.
LOWER	64.14 sq. ft.
AXLE FAIRING	3.31 sq. ft.
TOTAL	135.91 sq. ft.

AIRFOIL CURTISS C-27

NOTE -
AXLE FAIRING AREA WAS NEEDED TO MAKE CALCULATED LANDING SPEED LESS THAN 75 mph TO QUALIFY FOR PULITZER



COLORING NOTES

WING RADIATORS - NATURAL BRASS
PLYWOOD TIPS & WING CENTER SECTION - GOLD, APPROXIMATING TONE OF RADIATORS, CABANE STRUCTURE - GOLD
FUSELAGE, FIN, BOTTOM OF RUDDER, TAIL SKID FAIRING & FIXED HORIZONTAL STABILIZER - BLACK
ELEVATORS - GOLD, TOP & BOTTOM
INTERPLANE I STRUTS & LANDING GEAR - BLACK
TIRES - "WHITE RUBBER", GRAY IN APPEARANCE
TIRE DISC - BLACK, 1" GOLD OUTER RIM & SILVER AXLE FAIRING
TAIL SKID, NATURAL HICKORY WOOD
PROPELLER - NATURAL DARK BROWN MAHOGANY
PROP. SPINNER - BLACK
DETAILS - AS NOTED

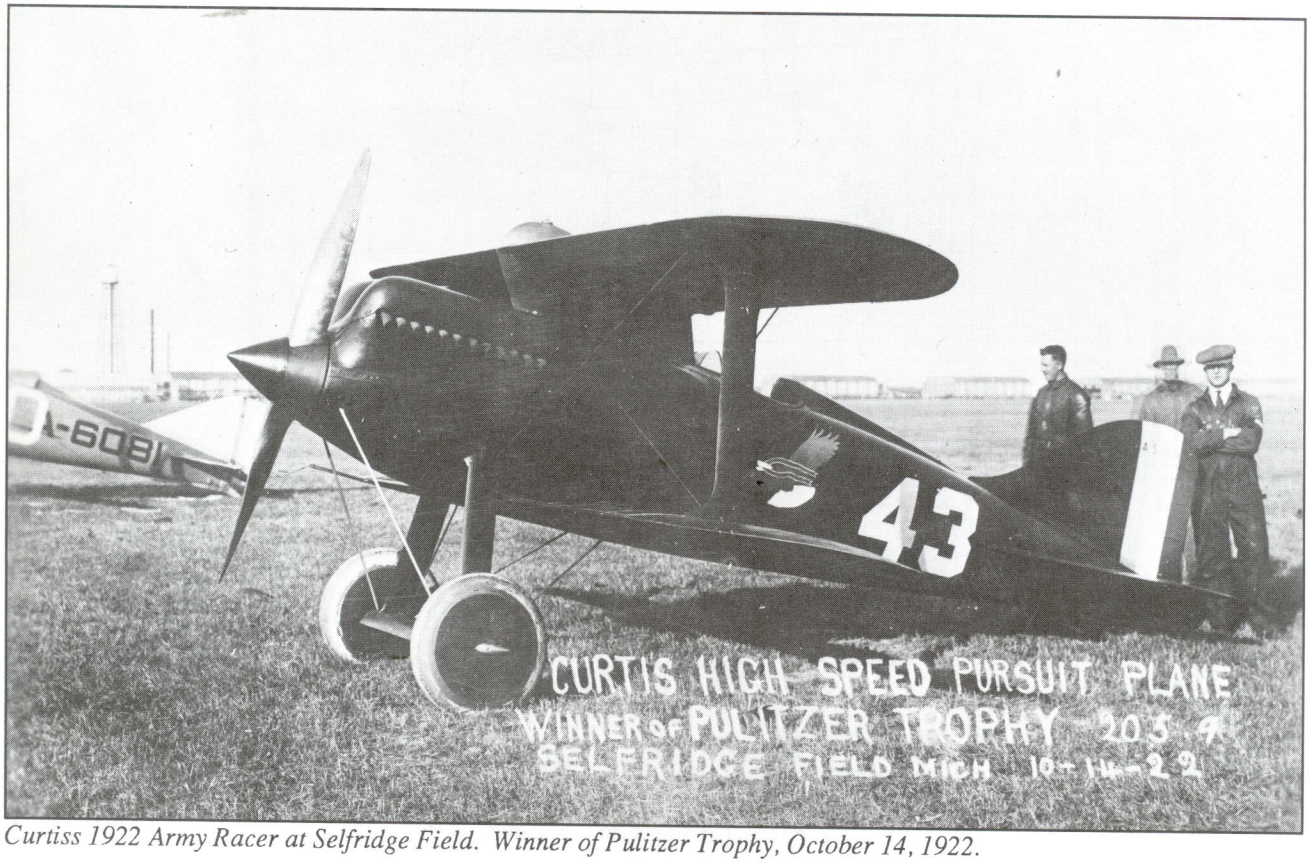
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Curtiss 1922 Army Racer at Selfridge Field. Winner of Pulitzer Trophy, October 14, 1922.