



1

# This CD-ROM contains the following Paul Matt 3-view drawings and photos:

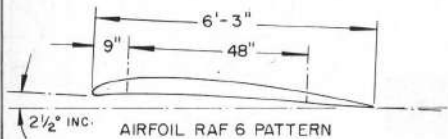
( CD-ROM also contains contents files in the following formats: TXT, DOC )

AEROMARINE 39B	BERKMANS "SPECIAL SCOUT"	CONSOLIDATED P2Y-2
AERONCA 7AC		
AERONCA C-2	BERLINER-JOYCE OJ-2	CONSOLIDATED PBY-5A
AERONCA C-3 "COLLEGIAN"	BERLINER-JOYCE XF3J-1	CURTISS "CARRIER PIGEON"
AERONCA C-3 "MASTER"	BOEING 307	CURTISS "1st MILITARY"
AERONCA K	BOEING F3B-1	CURTISS A-3B
AERONCA LB	BOEING XF7B-1	CURTISS AT-9
ALCOR C.6	BRESTER F2A-3	CURTISS B-2
ANDERSON AG-14	CESSNA 120/140	CURTISS B-20
BEECHCRAFT D-18S	CESSNA C-37	CURTISS 1912 "F BOAT"
BELL P-39Q	CESSNA T-50	CURTISS F9C-2

**COLORING NOTES**

ALL FABRIC COVERED AREAS - MEDIUM "BATTLESHIP" GRAY  
 TOPSIDE UPPER WING & HORIZONTAL TAIL SURFACES, (ONLY) - CHROME YELLOW  
 METAL FUSELAGE TURTLE DECKING, COCKPIT COMBING & ENGINE  
 COWLING - GLOSS BLACK ENAMEL  
 AIRCRAFT I.D. NUMBERS ON FUSELAGE - WHITE  
 LANDING GEAR STRUTS - BLACK  
 SEAPLANE FLOATS, SPRUCE & ASH CONSTRUCTION,  
 MAHOGANY PLY COVERED, FABRIC FINISHED,  
 DOPED "BATTLESHIP" GRAY

WE EXTEND OUR SINCERE APPRECIATION TO MR. HERB KELLEY FOR PRELIMINARY DRAWING SKETCHES AND LAYOUTS, MR. JIM MORROW FOR THE USE OF HIS EXCELLENT DRAWINGS AND RELATED MATERIAL PREPARED BY PETER M. BOWERS ON THIS SUBJECT. ALSO SPECIAL THANKS TO THE U.S. NAVAL DEPTS, MESSRS. CLARKE VAN VLEET, LEE PEARSON, R. J. WILLIARD AND ADM. A. M. PRIDE.



2 1/2" INC. AIRFOIL RAF 6 PATTERN

AILERON RETURN CONTROL LINE & GUIDE SLEEVES  
 PULLEY

48"

15" R

48"

9"

12" B

12" STAGGER

9"

12" STAGGER

VENEER COVERED LEADING EDGE

ALUMINUM COMPARTMENT COVERING SPRING LOADED HOOK MECHANISM

(16'-6 1/2" LOWER WING PANEL)

7'-0"

66 1/2"

10'-8"

5'-4"

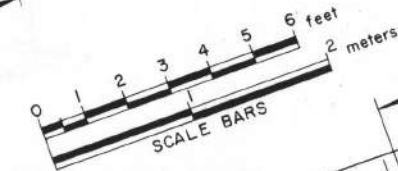
30"

36 1/2"

48"

9 7/8"

60 1/2"



SCALE BARS

60" STAR

(23'-5 3/4" UPPER WING PANEL)

INTERCONNECTING AILERON CONTROL LINE & GUIDES

48"

12" R

9"

3"

15"

15" R

30"

MY PERSONAL THANKS TO MR. CHARLES F. WILLARD FOR HIS INTEREST AND HELP IN THE PREPARATION OF THESE DRAWINGS.

**AEROMARINE 39B**

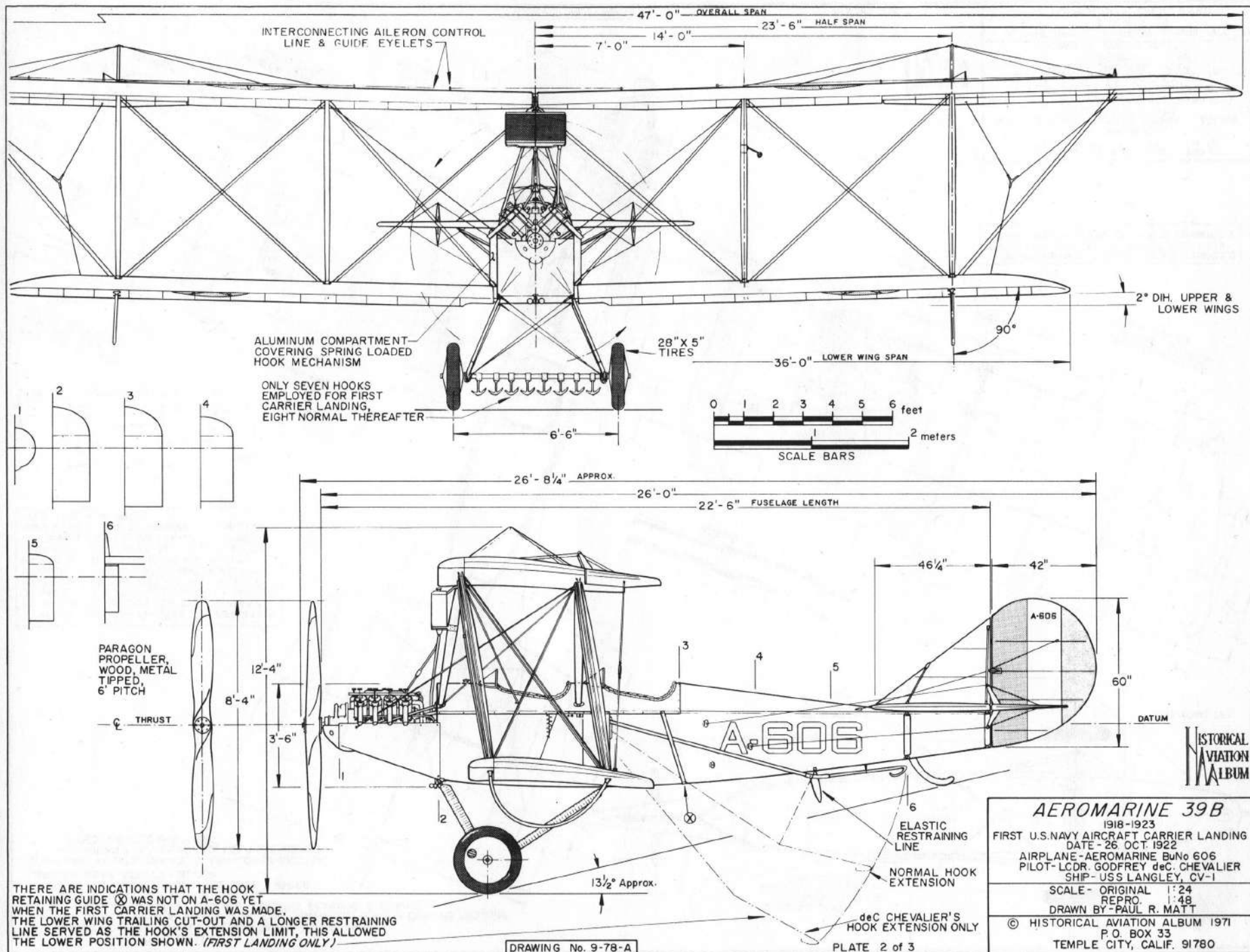
1918-1923  
 FIRST U.S. NAVY AIRCRAFT CARRIER LANDING  
 DATE - 26 OCT. 1922  
 AIRPLANE - AEROMARINE BuNo 606  
 PILOT - LCDR. GODFREY deC. CHEVALIER  
 SHIP - USS LANGLEY, CV-1

SCALE - ORIGINAL 1:24  
 REPRO. 1:48

DRAWN BY PAUL R. MATT

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 TEMPLE CITY, CALIF. 91780





HISTORICAL AVIATION ALBUM

**AEROMARINE 39B**  
1918-1923  
FIRST U.S. NAVY AIRCRAFT CARRIER LANDING  
DATE - 26 OCT. 1922  
AIRPLANE - AEROMARINE BuNo 606  
PILOT - LCDR. GODFREY deC. CHEVALIER  
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SCALE - ORIGINAL 1:24  
REPRO. 1:48  
DRAWN BY - PAUL R. MATT

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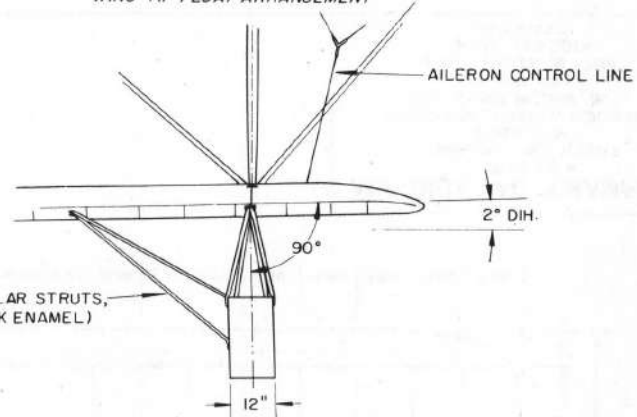
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GENERAL SPECIFICATIONS

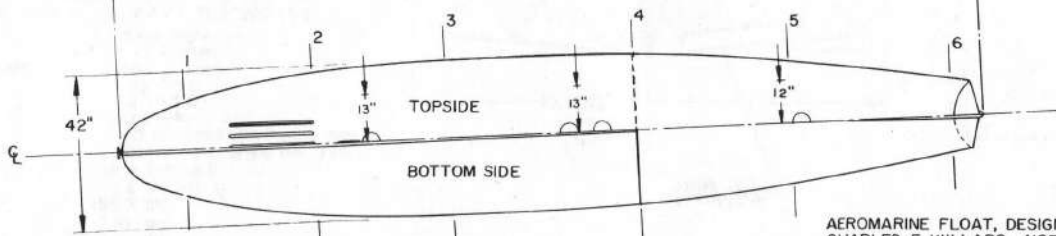
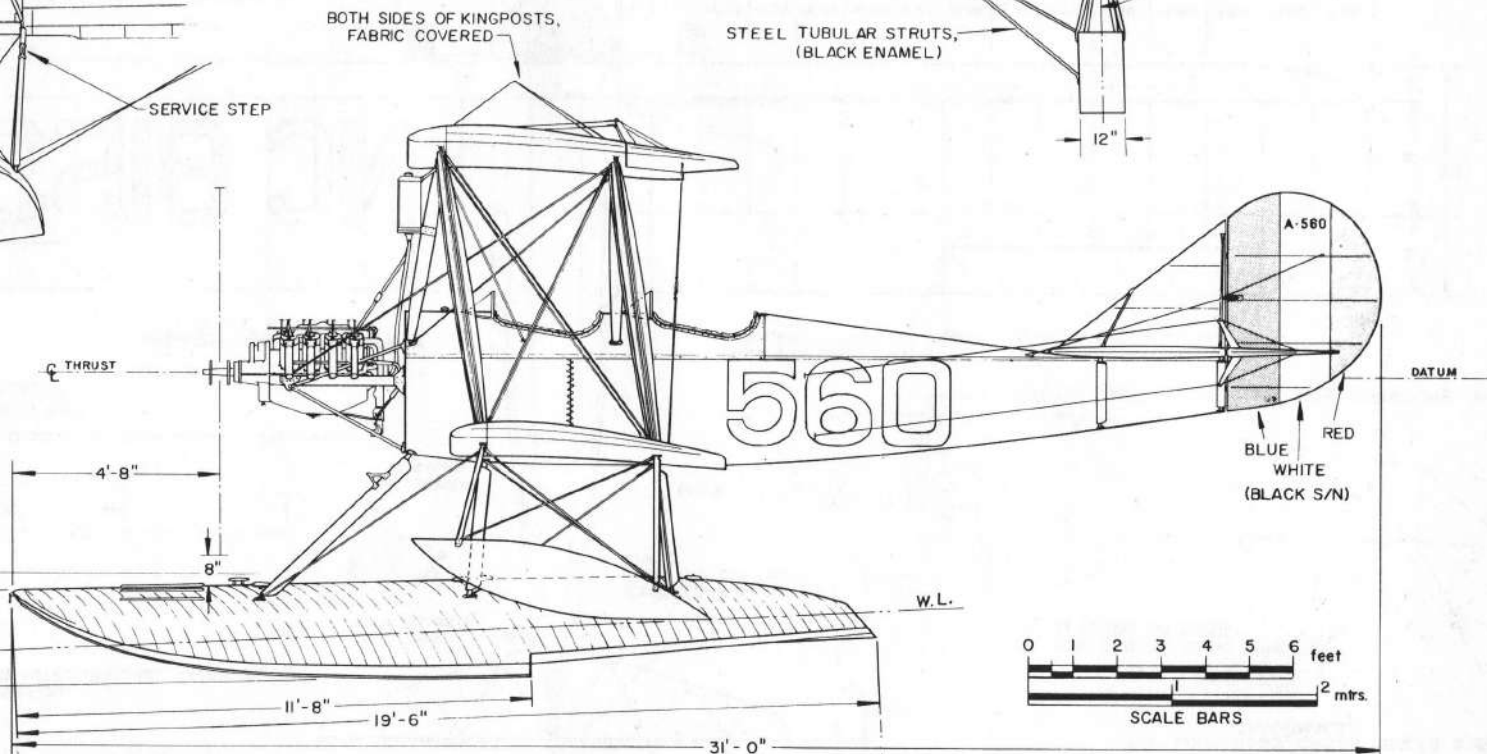
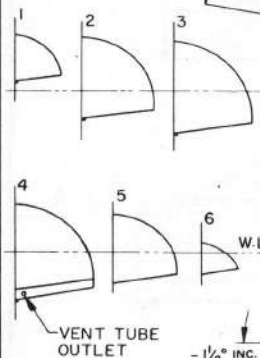
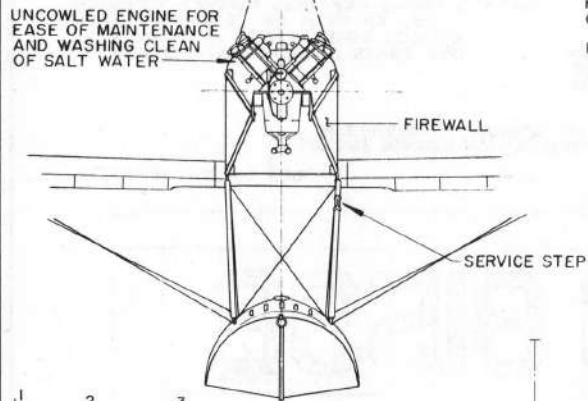
	LANDPLANE	SEAPLANE
WEIGHT EMPTY	1,350 lbs.	1,820 lbs.
USEFUL LOAD	700 lbs.	700 lbs.
GROSS WEIGHT	2,050 lbs.	2,520 lbs.
MAXIMUM SPEED	78 mph	68 mph
LANDING SPEED	48 mph	52 mph
CLIMB IN 10 MIN.	2,800 feet	2,300 feet
SERVICE CEILING	8,200 feet	7,000 feet
FUEL CAPACITY	38/40 gals.	38/40 gals.
OIL CAPACITY	3 gals.	3 gals.

POWER - CURTISS OXX-6, 100 h.p. AT 1550 r.p.m.

WING TIP FLOAT ARRANGEMENT



FRONT VIEW  
CENTRAL FLOAT  
ARRANGEMENT



AEROMARINE FLOAT, DESIGNED BY CHARLES F. WILLARD, NOT A NAVAL AIRCRAFT FACTORY OR A H.C. RICHARDSON DESIGN.

HISTORICAL AVIATION ALBUM

**AEROMARINE 39B**  
1918-1920  
GENERAL ARRANGEMENT U.S. NAVY  
SEAPLANE TRAINER VERSION

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

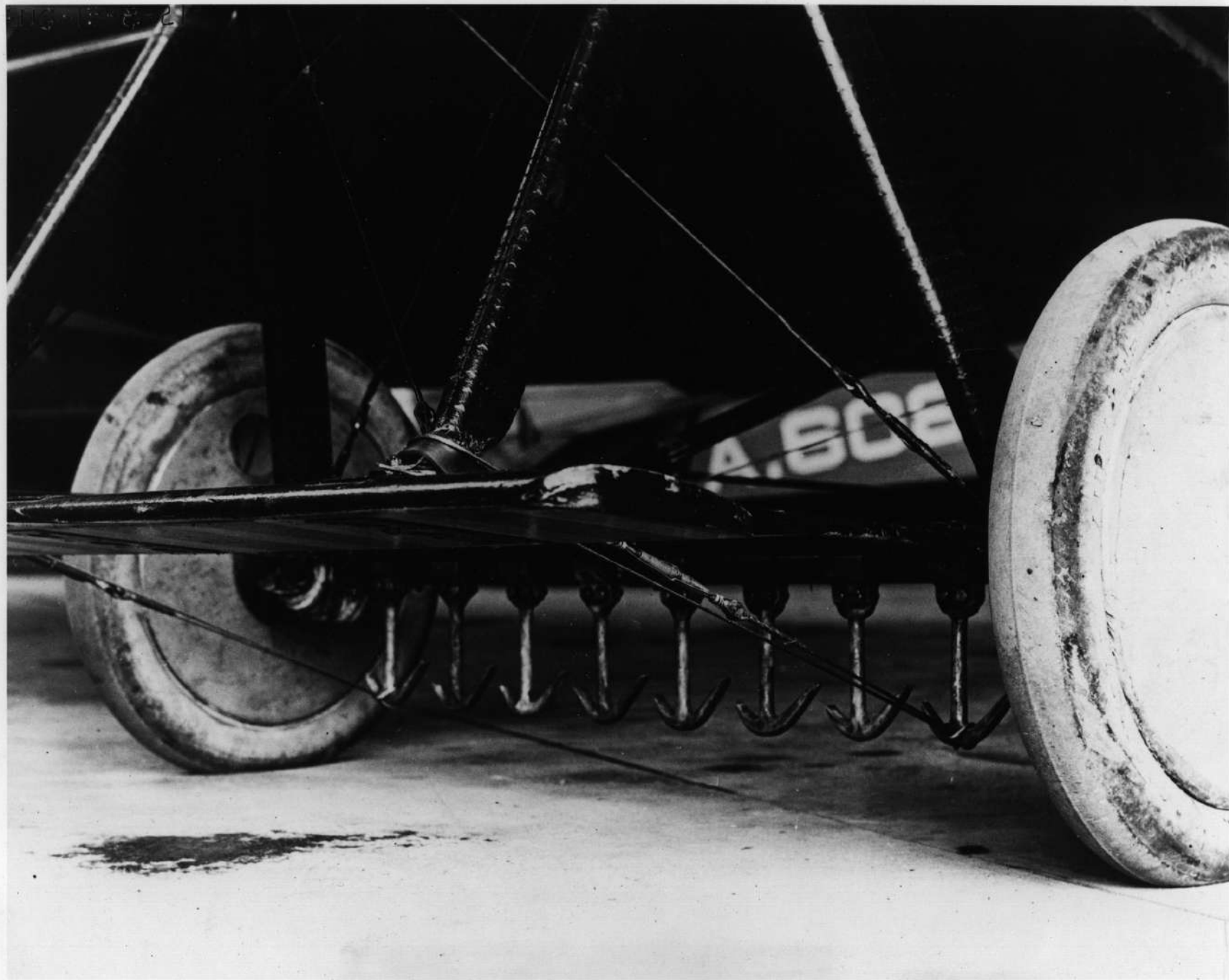
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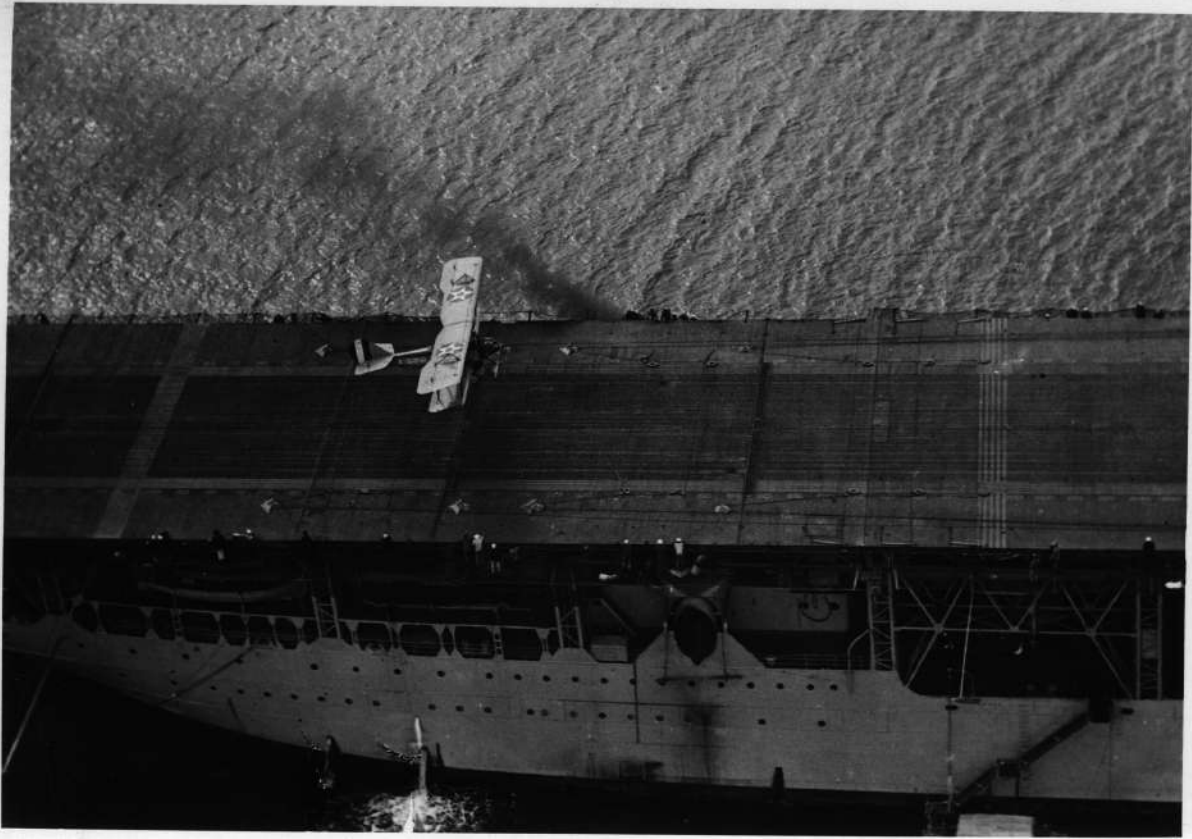


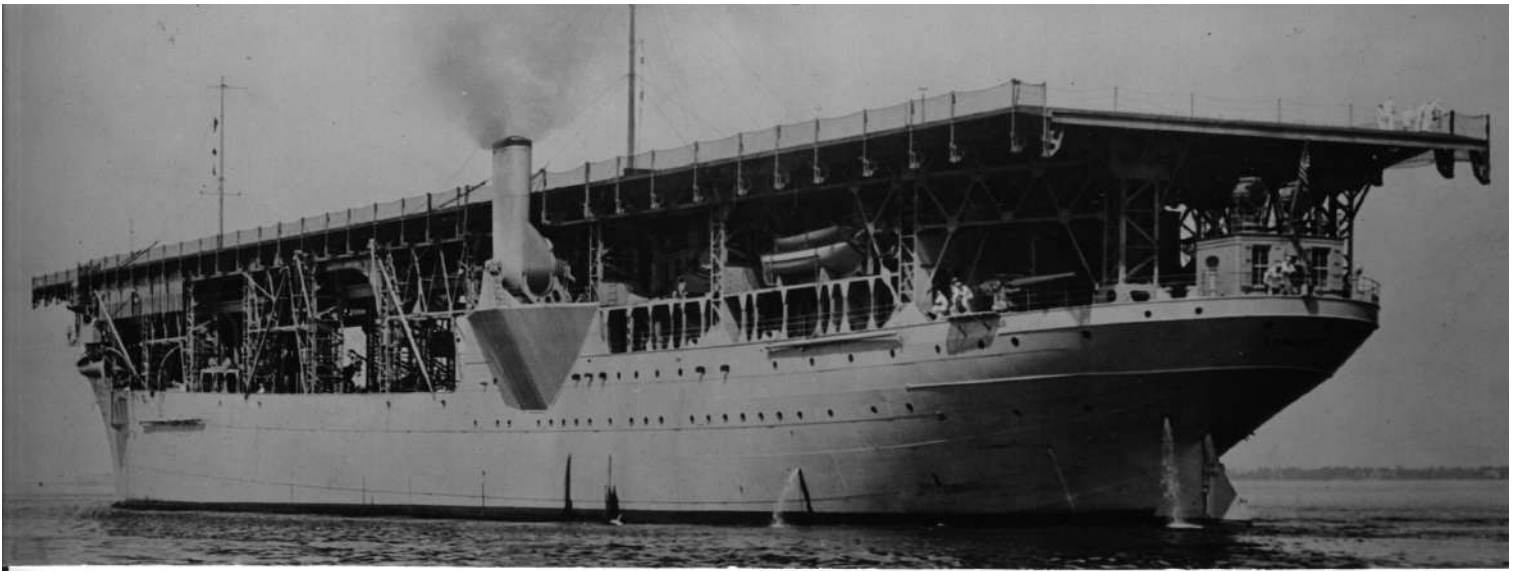


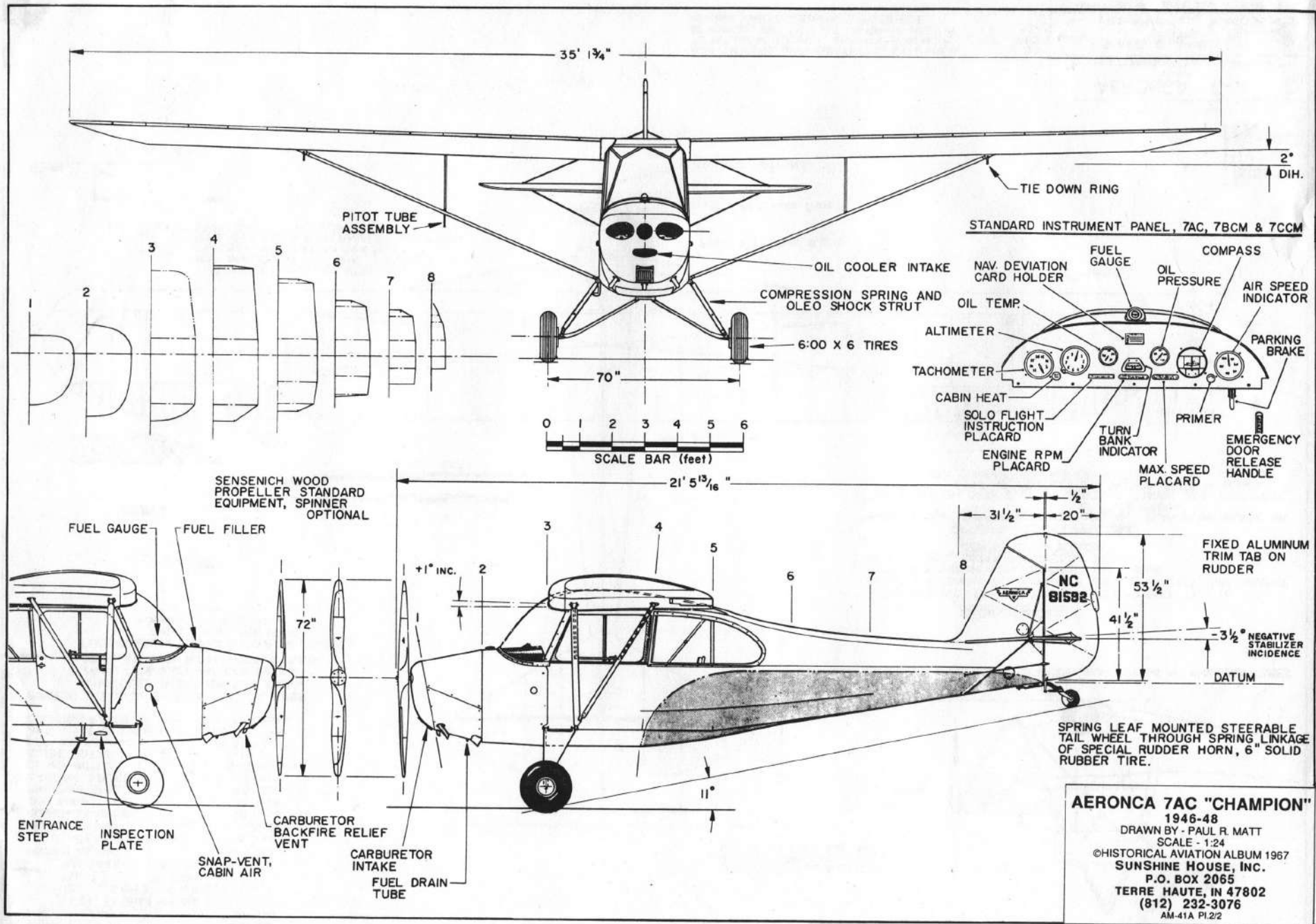










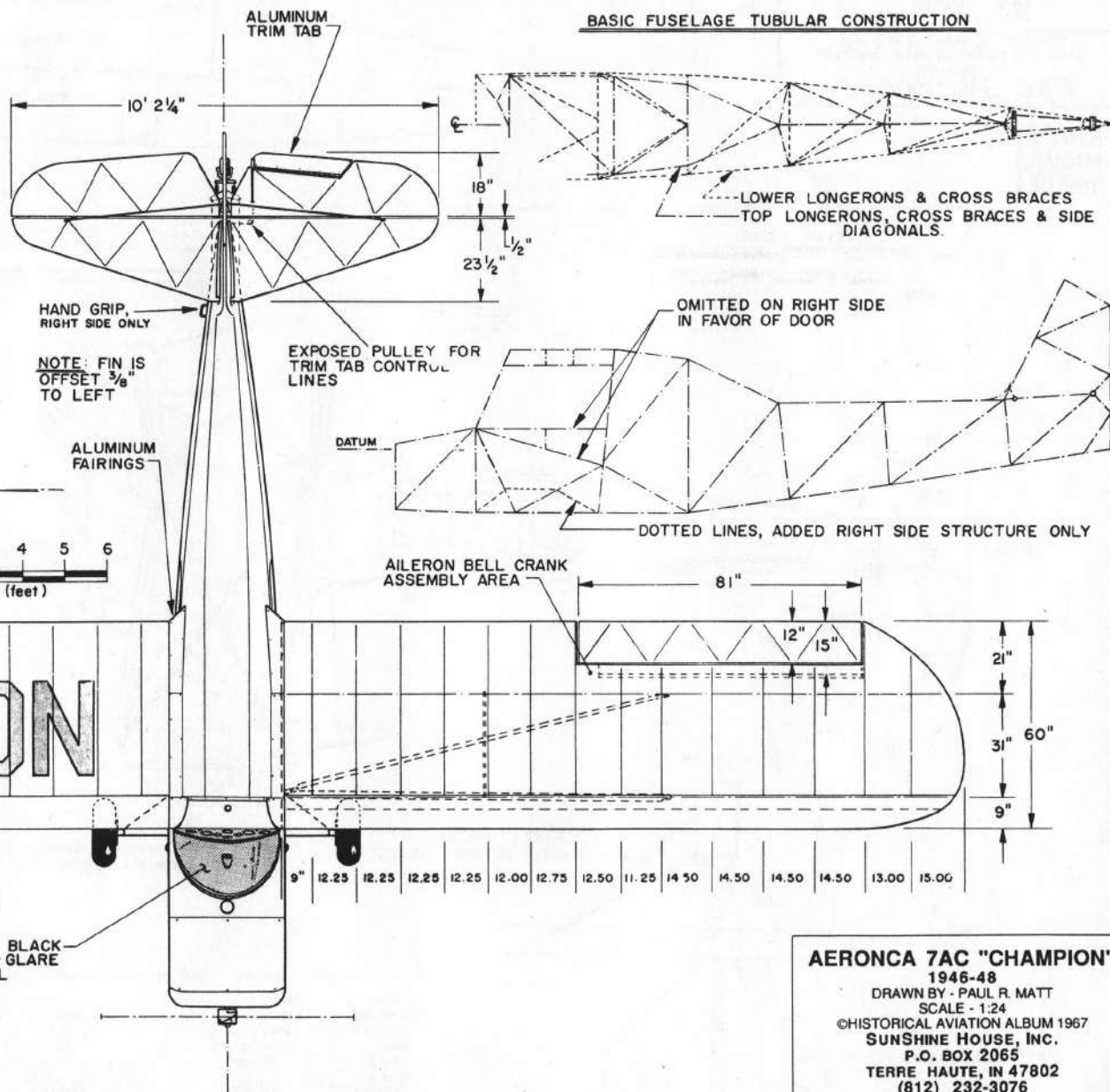


**AERONCA 7AC "CHAMPION"**  
 1946-48  
 DRAWN BY - PAUL R. MATT  
 SCALE - 1:24  
 ©HISTORICAL AVIATION ALBUM 1967  
**SUNSHINE HOUSE, INC.**  
 P.O. BOX 2065  
 TERRE HAUTE, IN 47802  
 (812) 232-3076  
 AM-41A Pl.2/2

GENERAL SPECIFICATIONS MODEL 7AC, 1945-46

WEIGHT EMPTY	710 lbs.
USEFUL LOAD	510 lbs.
GROSS WEIGHT	1220 lbs.
WING LOADING	7.2 lbs./sq. ft.
POWER LOADING	18.8 lbs./h.p.
BAGGAGE ALLOWANCE	20 lbs. - solo flying rear seat 40 lbs. - solo flying front seat
TOP SPEED	100 m.p.h.
CRUISING SPEED	90 m.p.h.
LANDING SPEED	35 m.p.h.
RATE OF CLIMB, INITIAL	500 ft./min.
FUEL CAPACITY	13 gallons
CRUISING RANGE	260 miles
POWER - CONTINENTAL C65-8	65 h.p. at 2,350 r.p.m.
(CRUISE)	53 h.p. at 2,150 r.p.m.

COLORING NOTES:  
ENTIRE AIRCRAFT, CHROME YELLOW,  
TRIM AND LICENSE NUMBERS, INTERNATIONAL ORANGE



AERONCA CHAMPION MODEL 7 SERIES AND CHIEF MODEL II SERIES WINGS TOTALLY INTERCHANGABLE, AS WELL AS TAIL SURFACES, LANDING GEAR AND ENGINE COWLING.

**AERONCA 7AC "CHAMPION"**  
1946-48  
DRAWN BY - PAUL R. MATT  
SCALE - 1:24  
©HISTORICAL AVIATION ALBUM 1967  
SUNSHINE HOUSE, INC.  
P.O. BOX 2065  
TERRE HAUTE, IN 47802  
(812) 232-3076  
AM-41A PL1/2



## General Specifications for Aeronca 7AC

Wing Span .....	35' 1 3/4"
Chord .....	60"
Wing Area .....	175.75 sq. ft.
Airfoil .....	NACA 4412
Overall Length .....	21' 6"
Overall Height .....	7' 0"
Empty Weight .....	710 lbs.
Useful Load .....	510 lbs.
Wing Loading .....	7.2 lbs./sq.ft.
Power Loading .....	18.8 lbs./hp
High Speed .....	100 mph
Cruising Speed .....	90 mph
Landing Speed .....	35 mph
Rate of Climb Initial .....	500 ft./min.
Fuel Capacity .....	13 gallons
Cruising Range .....	260 miles
Baggage Allowance flying .....	20 lbs. — solo flying from rear seat 40 lbs. — solo flying from front seat
Absolute Ceiling .....	6,000 ft.
Take Off Run .....	632 ft.

### Facts on the Aeronca 7AC

April 29	1944	7AC experimental completed to become NC39556
May	1944 approx.	First Flight
January	1945	Flight Tested for CAA approval
Test Pilot:		Louis E. Wehrung
October 18	1945	Received ATC #759
April 12	1948	Last 7AC, S/N 7190 was built
June	1954	Champ rights sold to Champion Aircraft Corporation of St. Paul, MI

Models	Year Built	# Built	Comments
7AC	1945	7,200	A65 Continental
7BCM	1947	509	(L-16A) M for Military C-85 Injected Continental engine
7CCM	1948	225	(L-16B) M for Military C-90 Injected Continental Dorsal Fin
7DC	1948	168	C-85 Continental engine, Dorsal Fin
7EC	1949	96	C-98 Continental with electric system, Dorsal Fin
<b>Total Built</b>		<b>8,198</b>	

### Coloring Notes

Entire Aircraft — Chrome Yellow  
Trim and License Numbers — International Orange

## AERONCA CHAMPION

During the closing months of World War II a great many aircraft manufacturers turned to the design and construction of a trainer type airplane in anticipation of an overwhelming grass-roots move to "Mr. Averageman" taking wings. For the most part this dream of grandeur never materialized. The majority of the light, two-place postwar offerings were cleaned up versions of pre-war types. While these aircraft were well accepted, none quite received the immediate attention and high praise of the Aeronca Champion.

It was early in 1944 when the chief engineer, Raymond Hermes working for the Aeronautical Corporation of America in Middletown, OH, put his slide rule to work and laid out the preliminary drawings for what would become known as the Model 7 series Champion. The new design was nothing extraordinary or radical. While the basic configuration followed the pre-war TA series of popular tandem trainers and the military O-58 Defender counterparts produced during the war, the Champion was a completely new design and incorporated a number of welcome features.

Following the war, the conventional gear was still the most acceptable even though as far as the manufacturers were concerned, it was to be the final days of the tail draggers. One of the biggest drawbacks with the tailwheel configuration has been forward visibility when the aircraft is on the ground. This is especially true with the tandem seating arrangement.

Good visibility was not the only attribute the Champion had for its brisk but brief postwar market. The large one-piece autotype door, the large and sensitive elevator trim tab and combination oleo-spring shock absorbing system of the main landing gear were also big plus features.

The fuselage was of welded steel tubing, faired with plywood formers and wood stringers. The basic tubular framework was triangular in shape aft of the cabin area. The wing consisted of two wood spars and metal ribs with an aluminum sheet leading edge. Tail surfaces were metal tube construction and the entire aircraft fabric covered. Somewhat novel at the time was a brown sprayed-on flocking used for the cabin lining surface. This simple textured finish proved both durable and eye appealing and also served as sound proofing.

Power was supplied by the Continental A-65-8 engine rated 65 hp at 2,350 rpm take-off and emergency, 53 hp at 2,150 rpm cruise setting. This provided the Champion with an honest top speed of 100 mph, cruising speed of 83/90 mph and a stalling speed of 38 mph. On the normal fuel capacity of 14 gallons, a range of 270 miles could be obtained at cruise. This was excellent performance on such low horsepower. The Champ featured as standard



equipment a full complement of VFR instruments, dual mechanical wheel brakes in the front cockpit, a parking brake, wiring for navigation lights, fittings for radio installation, steerable tail-wheel, dual stick control, rudder pedals, throttle, carburetor controls and ignition switch. While the company recommended solo flying from the front seat, the plane was just as stable when soloing from the rear seat. It was also suggested that the student use the front seat during dual instruction and it was found that he learned the rudiments faster; a reverse of early policies and training procedures.

Initial rate of climb was 500 ft. per minute with the best climb being at 60 mph. The Champion was a thoroughly honest airplane; coordination of controls came easily and stalls were smooth with no tendency to fall off on a wing. Turns were natural right up to the near vertical bank where the plane seemed to help you in establishing the correct attitude to make the maneuver like an expert. Although the Champ could be put into a spin, it wanted to work itself around this maneuver and it took a bit of forcing to make it perform. This was even more prevalent on later models with the added dorsal fin.

The two prototypes Aeronca Model 7AC Champions, NC39556 and NC39557 were completed on April 19, 1944. A third and fourth machine, NC39562 and NC39632, joined the evaluation and sales force as demonstrators shortly thereafter. Chief test pilot, Louis E. Wehrung, took up 7AC No. 1 on its maiden flight at the Middletown Airport in May 1944 and the Champion took wings. The first three machines were international orange and chrome yellow in color. Number three sported a green and yellow scheme. These optional colors and a variance upon a design theme were to be offered to the public but, in the interest of maintaining a set production line and keeping costs low, only the familiar and attractive orange and yellow survived. Flight tests of the prototype for CAA approval were flown in January 1945. The ATC 759 was granted the Aeronca Model 7 series on October 18, 1945. Under this certificate the Champion was also eligible for operation on twin floats or with skis when flying from winter snows.

They called it the Aeronca Champion, the Champ, the Airknocker, the Sunday Putt Putt, but whatever the name, it was usually said with affection. For the model builder, the Aeronca Champion is a natural flyer for scale free light, U.C., R.C. or just as an attractive, neat and clean display model.

# PERSONAL PLANES

AERONAUTICAL COLLECTION

Grand Old Man

For 1947



## AERONCA: Champion,

**CHAMPION** For several years Aeronca has been a leader in the field of lightplane trainers. The *Champion* is one of the best of Aeronca's long line. A tandem ship, the two-place trainer is powered by 65-hp Continental, cruises at 90 mph. With a full load, it has a baggage capacity of 40 pounds. The *Champion* is CAA-approved for floats and skis. Because of the plane's sturdiness, its short take-off run and easy handling, it is used by many farmers and ranchers for quick checking of farm lands, cattle, etc., and for hurried trips to town for equipment parts, etc. Not a few sportsmen use *Champions* on floats to fly them to inland waterways for fishing, hunting. The *Champion* today sells for \$2475. A radio receiver calls for \$70 more.





*Aeronca Champ*





*Aeronca Champ*





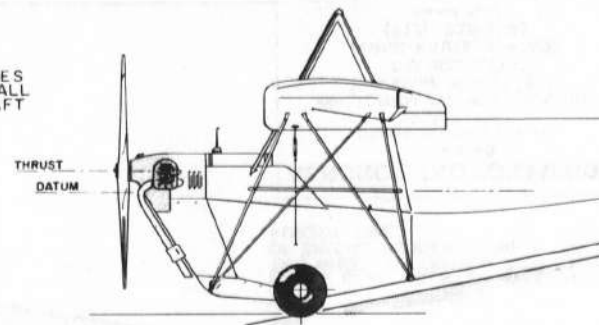
*Oleo strut of Aeronca Champion*

**GENERAL SPECIFICATIONS**

WEIGHT EMPTY 398 lbs.  
 USEFUL LOAD 274 lbs.  
 FUEL (8 gals.) 45 lbs.  
 OIL (5 qts.) 9.4 lbs.  
 PILOT 170 lbs.  
 BAGGAGE 50 lbs.  
 GROSS WEIGHT 672 lbs.  
 WING AREA (incl. ailerons) 145.0 sq. ft.  
 WING LOADING 4.71 lbs./sq. ft.  
 POWER LOADING 25.8 lbs./h.p.  
 TOP SPEED 75 mph  
 CRUISING SPEED 60 mph  
 LANDING SPEED 32 mph  
 CLIMB, INITIAL, S.L. 600 ft./min.  
 GLIDE RATIO 11 to 1  
 SERVICE CEILING 16,500 feet  
 ABSOLUTE CEILING 20,000 feet  
 CRUISING RANGE 240 miles

POWER: AERONCA E-107-A, TWO CYLINDER,  
 AIRCOOLED, SINGLE IGNITION ENGINE.  
 26 h.p. AT 2,500 R.P.M. (CAA RATING)  
 30 h.p. AT 2,500 R.P.M. (MFRs RATING)  
 FUEL CONSUMPTION AT 2,100 R.P.M. CRUISE,  
 2 GALS. FUEL PER HOUR  
 1/2 PINT OIL PER HOUR

HORIZONTAL TAIL SURFACES  
 REMAINED THE SAME ON ALL  
 C-2 & C-3 TYPE AIRCRAFT



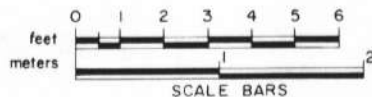
TYPICAL C-2 MODEL EMPLOYING 14" BALLOON TIRES

**COLORING NOTES**

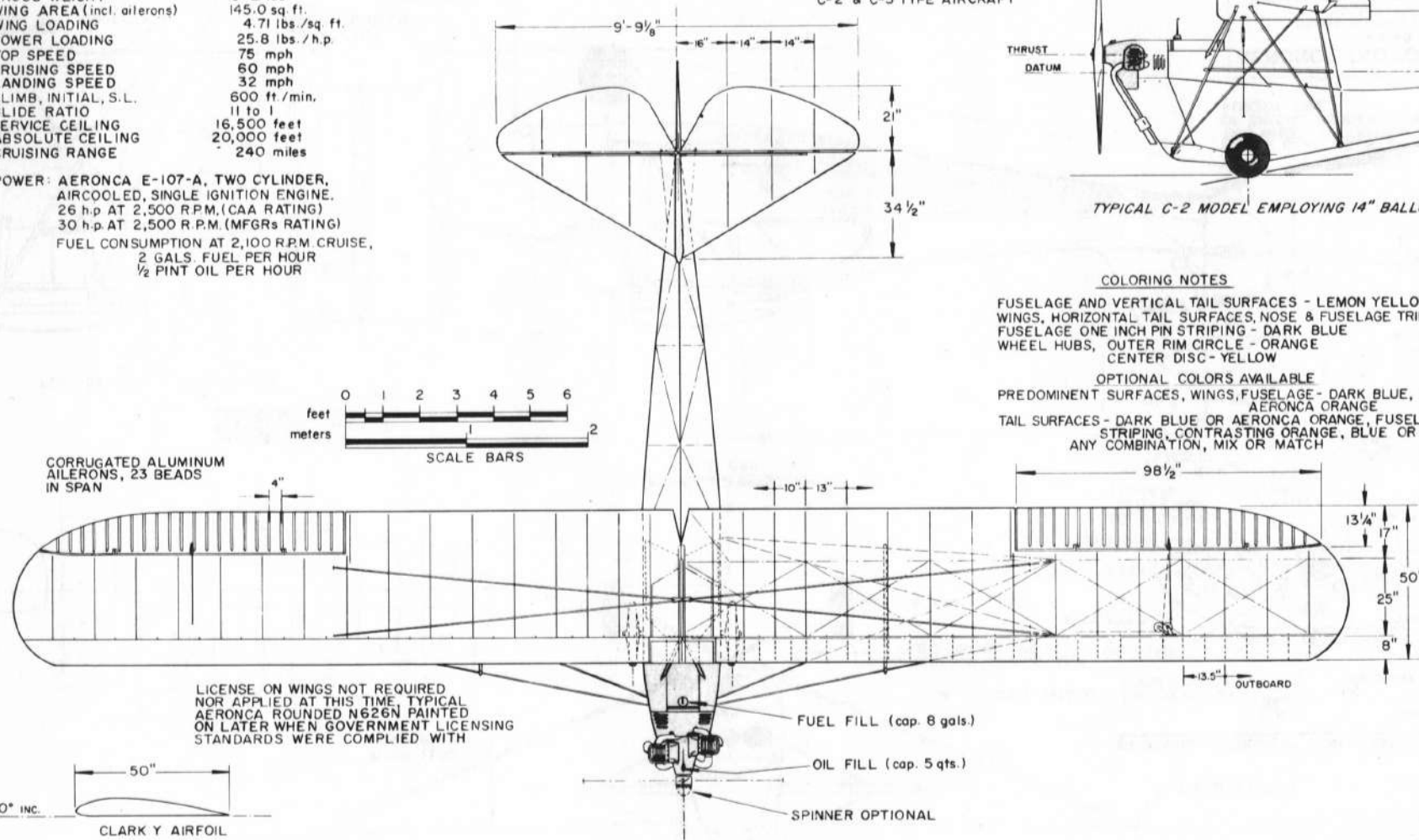
FUSELAGE AND VERTICAL TAIL SURFACES - LEMON YELLOW  
 WINGS, HORIZONTAL TAIL SURFACES, NOSE & FUSELAGE TRIM - ORANGE  
 FUSELAGE ONE INCH PIN STRIPING - DARK BLUE  
 WHEEL HUBS, OUTER RIM CIRCLE - ORANGE  
 CENTER DISC - YELLOW

**OPTIONAL COLORS AVAILABLE**

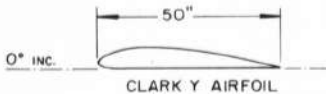
PREDOMINANT SURFACES, WINGS, FUSELAGE - DARK BLUE, BLACK OR  
 AERONCA ORANGE  
 TAIL SURFACES - DARK BLUE OR AERONCA ORANGE, FUSELAGE TRIM  
 STRIPING, CONTRASTING ORANGE, BLUE OR BLACK  
 ANY COMBINATION, MIX OR MATCH



CORRUGATED ALUMINUM  
 AILERONS, 23 BEADS  
 IN SPAN



LICENSE ON WINGS NOT REQUIRED  
 NOR APPLIED AT THIS TIME. TYPICAL  
 AERONCA ROUNDED N626N PAINTED  
 ON LATER WHEN GOVERNMENT LICENSING  
 STANDARDS WERE COMPLIED WITH

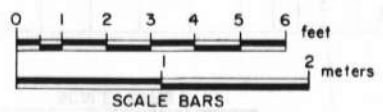
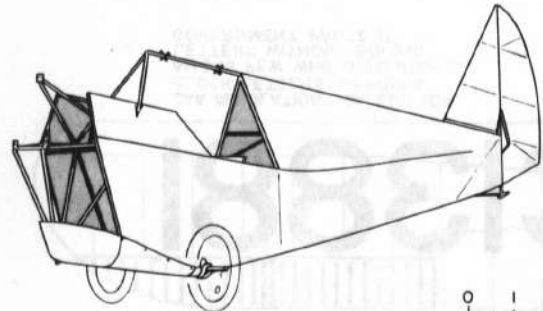
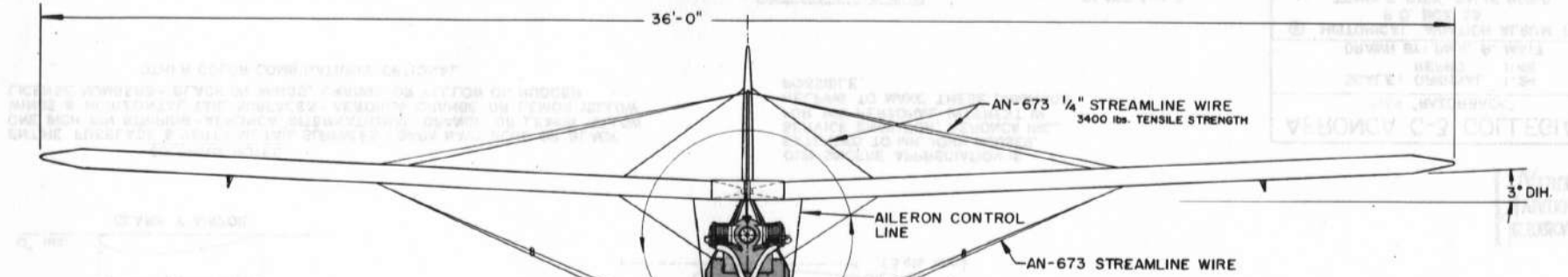


**AERONCA C-2**  
 1929  
 FIRST PRODUCTION AIRCRAFT

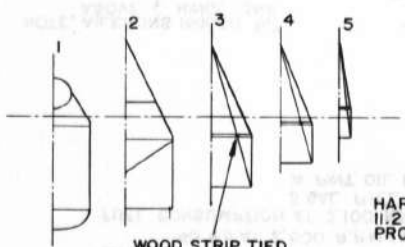
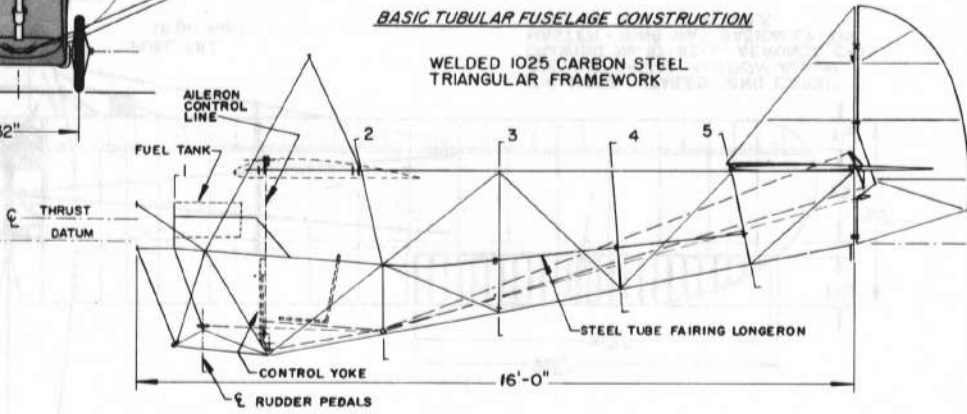
SCALE: ORIGINAL 1:24  
 REPRO. 1:48  
 DRAWN BY: PAUL R. MATT

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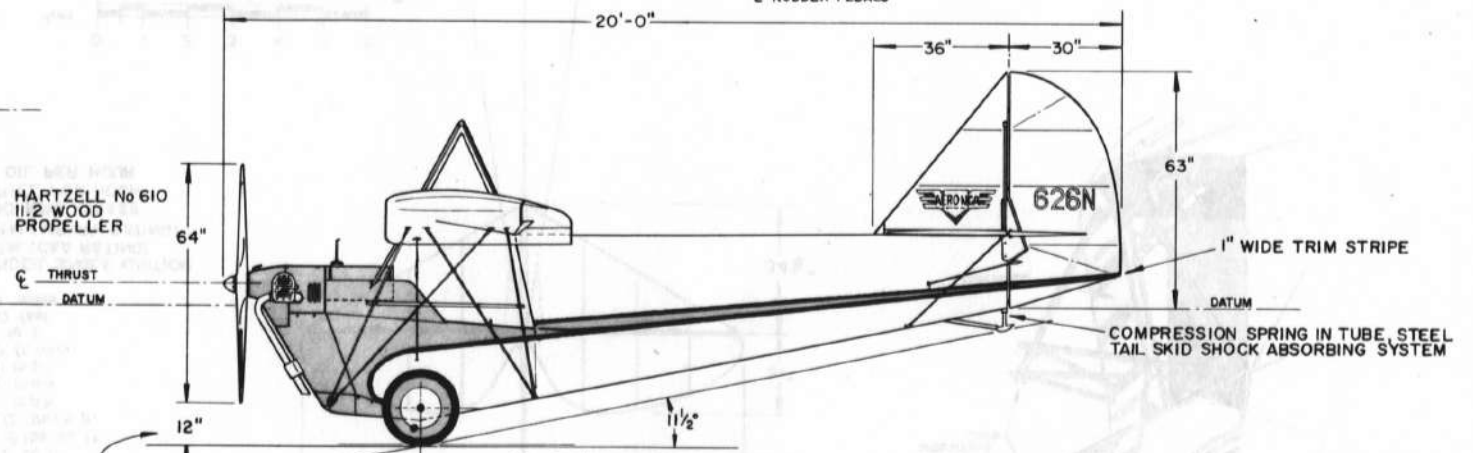
OUR SINCERE APPRECIATION IS EXTENDED  
 TO MR. JOHN HOUSER, SERVICE ENGINEER,  
 AERONCA, INC. FOR HIS UNTIRING HELP IN  
 MAKING THESE DRAWINGS POSSIBLE.



**BASIC TUBULAR FUSELAGE CONSTRUCTION**



HARTZELL No 610  
11.2 WOOD  
PROPELLER



7" NORMAL GROUND  
CLEARANCE USING  
14" BALLOON TIRES

20 x 2.5" HIGH PRESSURE TIRES  
GOODYEAR LOW PRESSURE BALLOON  
TIRES AVAILABLE AT \$50.00 ADDITIONAL  
COST

DRAWINGS PREPARED FROM  
AERONCA DRAWINGS No 5000  
AND RELATED OF JULY 1929



<b>AERONCA C-2</b>	
1929 FIRST PRODUCTION AIRCRAFT	
SCALE: ORIGINAL	1:24
REPRO.	1:48
DRAWN BY: PAUL R. MATT	
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Grand Central Air Terminal  
Aerial Photo Service,  
E. C. Talbot, Glendale, Cal.









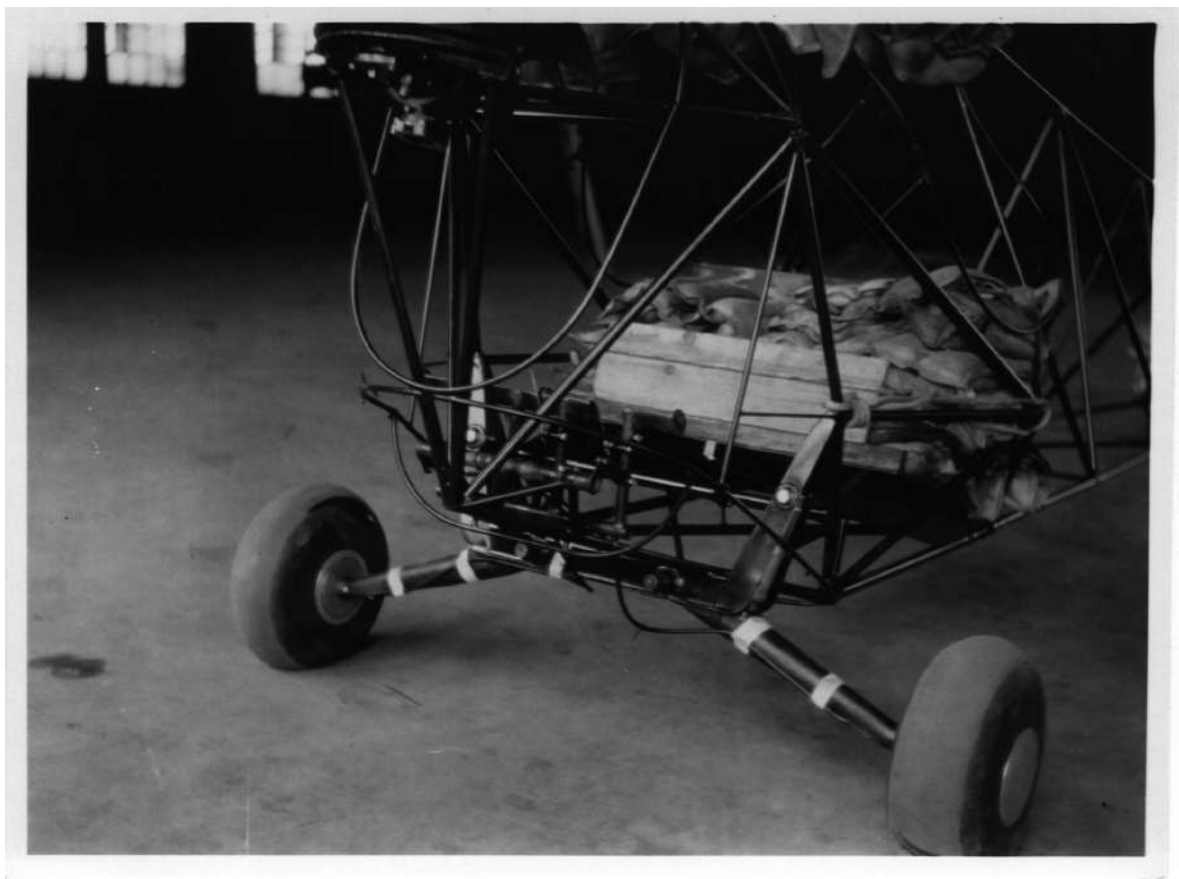


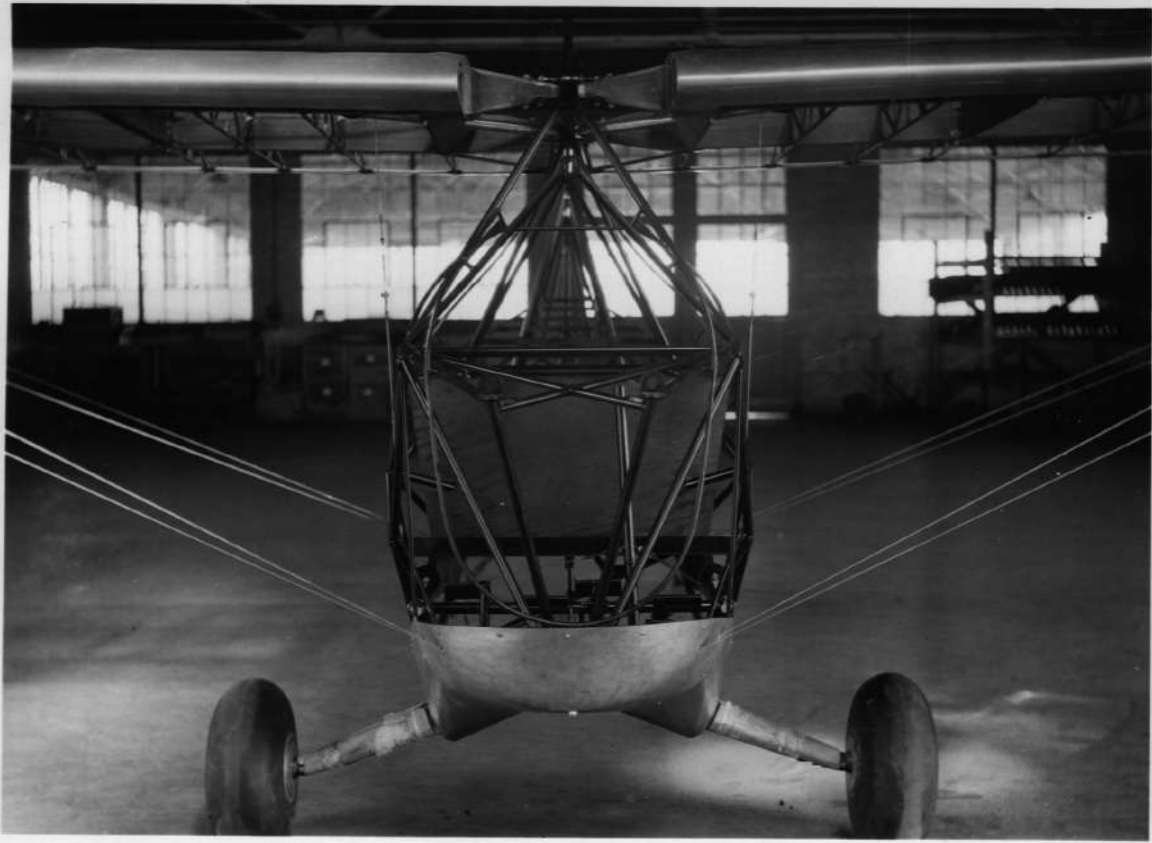














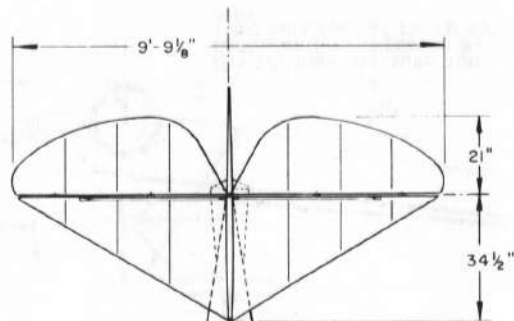
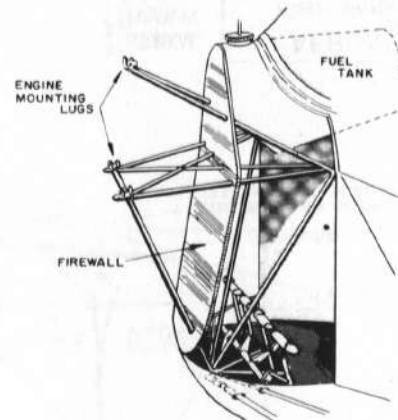
GENERAL SPECIFICATIONS

WEIGHT EMPTY	466 lbs.
USEFUL LOAD	411 lbs.
FUEL (8 gals.)	48 lbs.
OIL (3 qts.)	6 lbs.
PILOT	170 lbs.
PASSENGER	170 lbs.
BAGGAGE	20 lbs.
GROSS WEIGHT	877 lbs.
MAX. GROSS WEIGHT	900 lbs.
WING AREA, incl. ailerons	142.2 sq. ft.
WING LOADING	6.15 lbs./sq. ft.
POWER LOADING	25.0 lbs./h.p.
TOP SPEED	82 m.p.h.
CRUISING SPEED	70 m.p.h.
LANDING SPEED	35 m.p.h.
CLIMB, INITIAL, S.L.	450 ft./min.
GLIDE RATIO	10 to 1
SERVICE CEILING	12,000 feet
CRUISING RANGE	200 miles

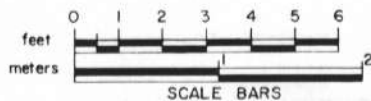
POWER: AERONCA E-113A, TWO CYLINDER, SINGLE IGNITION ENGINE, 36 h.p. AT 2,400 R.P.M. (CAA RATING)  
 40 h.p. AT 2,500 R.P.M. (MFGR'S RATING)  
 FUEL CONSUMPTION AT 2,100 R.P.M. CRUISE,  
 3 GAL. FUEL PER HOUR  
 ¼ PINT OIL PER HOUR

HORIZONTAL TAIL SURFACES  
 REMAINED THE SAME ON ALL  
 C-2 & C-3 TYPE AIRCRAFT

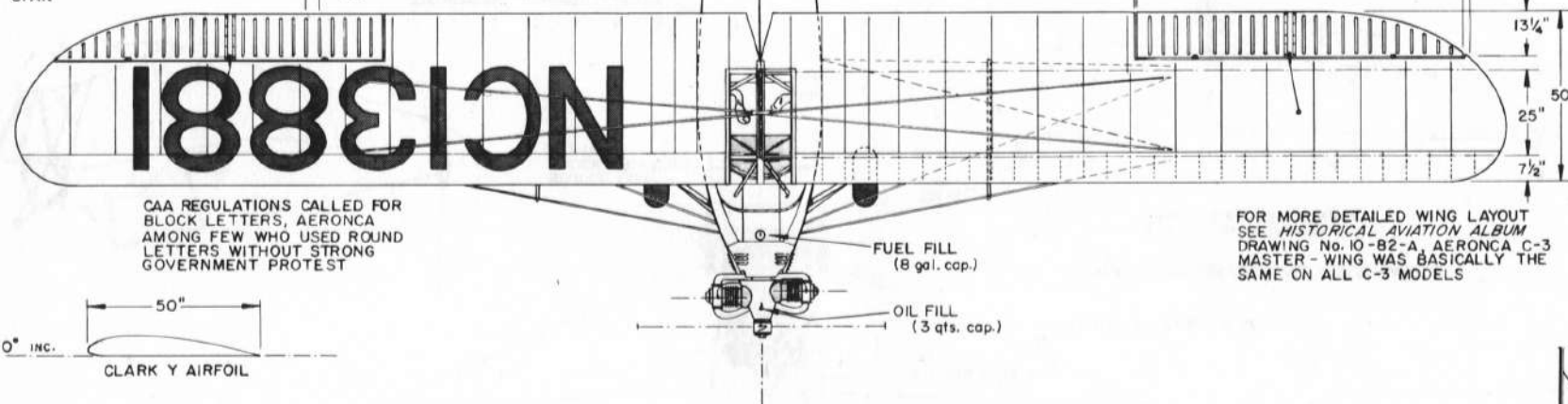
TYPICAL ENGINE MOUNT & FORWARD  
 INTERNAL STRUCTURE OF C-3 SERIES



NOTE, AILERONS RIGGED ¾" ABOVE C HINGE LINE

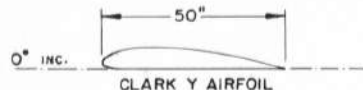


CORRUGATED ALUMINUM AILERONS, 23 BEADS IN SPAN



CAA REGULATIONS CALLED FOR BLOCK LETTERS, AERONCA AMONG FEW WHO USED ROUND LETTERS WITHOUT STRONG GOVERNMENT PROTEST

FOR MORE DETAILED WING LAYOUT SEE HISTORICAL AVIATION ALBUM DRAWING No. 10-82-A, AERONCA C-3 MASTER - WING WAS BASICALLY THE SAME ON ALL C-3 MODELS



COLORING NOTES

ENTIRE FUSELAGE & VERTICAL TAIL SURFACES - DARK NAVY BLUE OR BLACK  
 ONE INCH PIN STRIPING - AERONCA 'INTERNATIONAL' ORANGE OR LEMON YELLOW  
 WINGS & HORIZONTAL TAIL SURFACES - AERONCA ORANGE OR LEMON YELLOW  
 LICENSE NUMBERS - BLACK ON WINGS, ORANGE OR YELLOW ON RUDDER  
 OTHER COLOR COMBINATIONS OPTIONAL

OUR SINCERE APPRECIATION IS EXTENDED TO MR. JOHN HOUSER, SERVICE ENGINEER, AERONCA INC., FOR HIS PERSONAL INTEREST IN HELPING TO MAKE THESE DRAWINGS POSSIBLE.

HISTORICAL AVIATION ALBUM

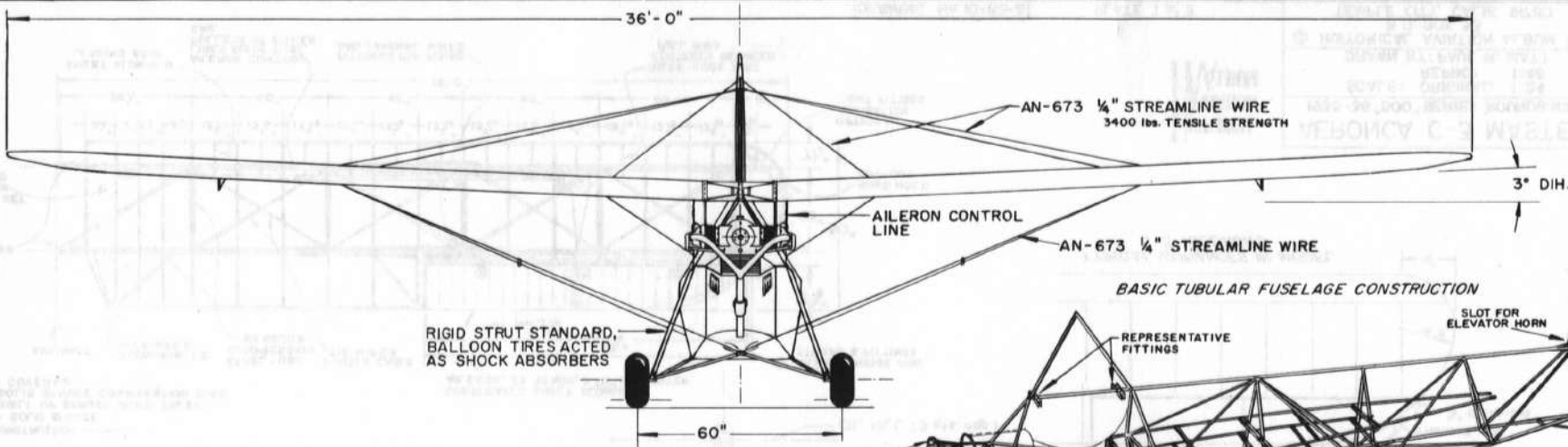
**AERONCA C-3 COLLEGIAN**

1934 "RAZORBACK"

SCALE: ORIGINAL 1:24  
 REPRO. 1:48

DRAWN BY: PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1971  
 P. O. BOX 33  
 TEMPLE CITY, CALIF. 91780



RIGID STRUT STANDARD,  
BALLOON TIRES ACTED  
AS SHOCK ABSORBERS

AILERON CONTROL  
LINE

BASIC TUBULAR FUSELAGE CONSTRUCTION

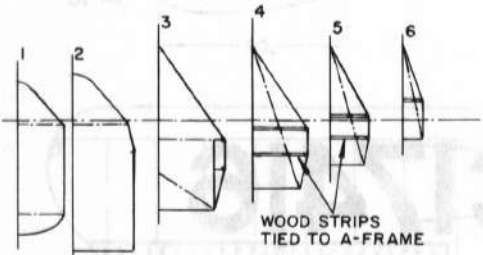
REPRESENTATIVE  
FITTINGS

SLOT FOR  
ELEVATOR HORN

60"

3-POINT  
ENGINE  
MOUNT

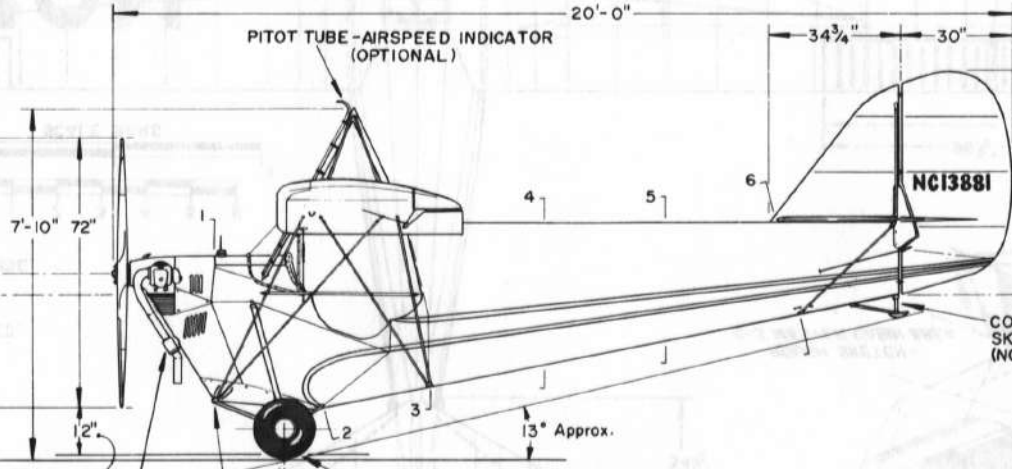
WOOD SLATS TIED TO A-FRAME  
HOLD LONGERON FAIRING TUBE  
IN PLACE



WOOD STRIPS  
TIED TO A-FRAME

SENENICH WOOD  
OR  
HARTZELL No 64112  
WOOD PROPELLER

THRUST  
DATUM



PITOT TUBE - AIRSPEED INDICATOR  
(OPTIONAL)

NC13881

COMPRESSION SPRING IN TUBE, STEEL TAIL  
SKID SHOCK ABSORBING SYSTEM  
(NON-STEERABLE 8" TAILWHEEL, OPTIONAL)

UNDER LIGHT LOAD  
OF 700 lbs.

MUFFLER,  
CARBURETOR AIR  
INTAKE 1/2" HOLE  
IN FUSELAGE  
FAIRING

DENT IN TUB  
FAIRING TO ALLOW  
CLEARANCE FOR  
FLYING WIRES

16 x 7" GOODYEAR STREAMLINE AIRWHEELS  
(18 x 8.3" AIRWHEELS OPTIONAL USING SAME HUB)



DRAWINGS PREPARED FROM  
AERONCA DRAWINGS Nos 5002,  
5027, 5035 AND LATER REF. OF  
5700, 5716 & 5720.

**AERONCA C-3 COLLEGIAN**  
1934 "RAZORBACK"

SCALE: ORIGINAL 1:24  
REPRO. 1:48

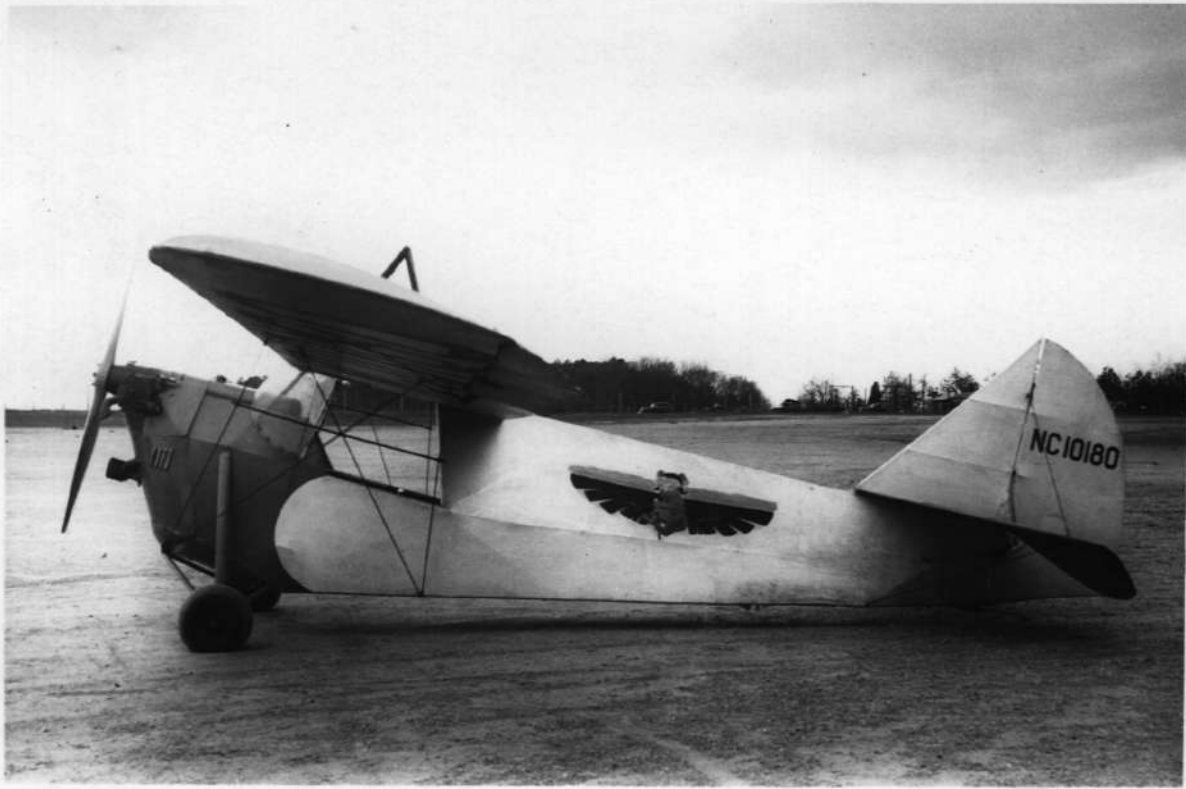
DRAWN BY: PAUL R. MATT

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TEMPLE CITY, CALIF 91760











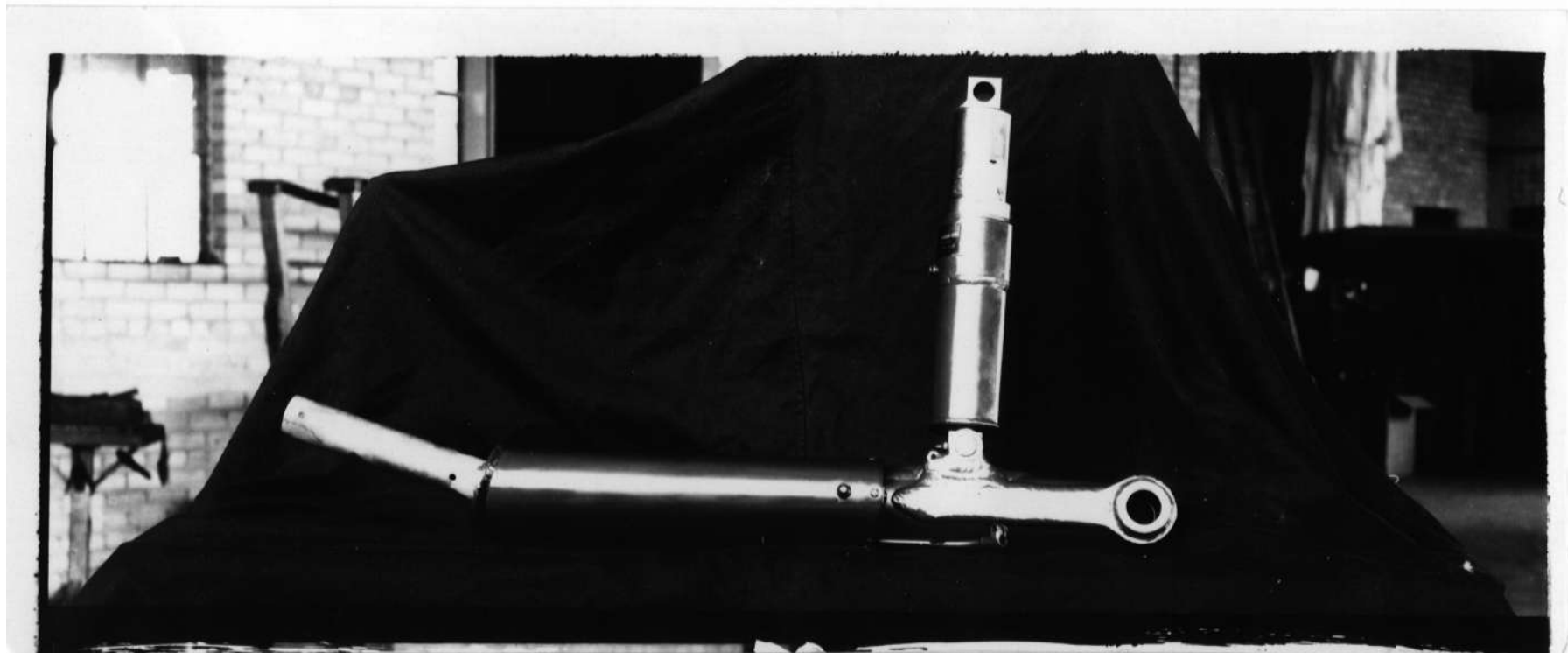




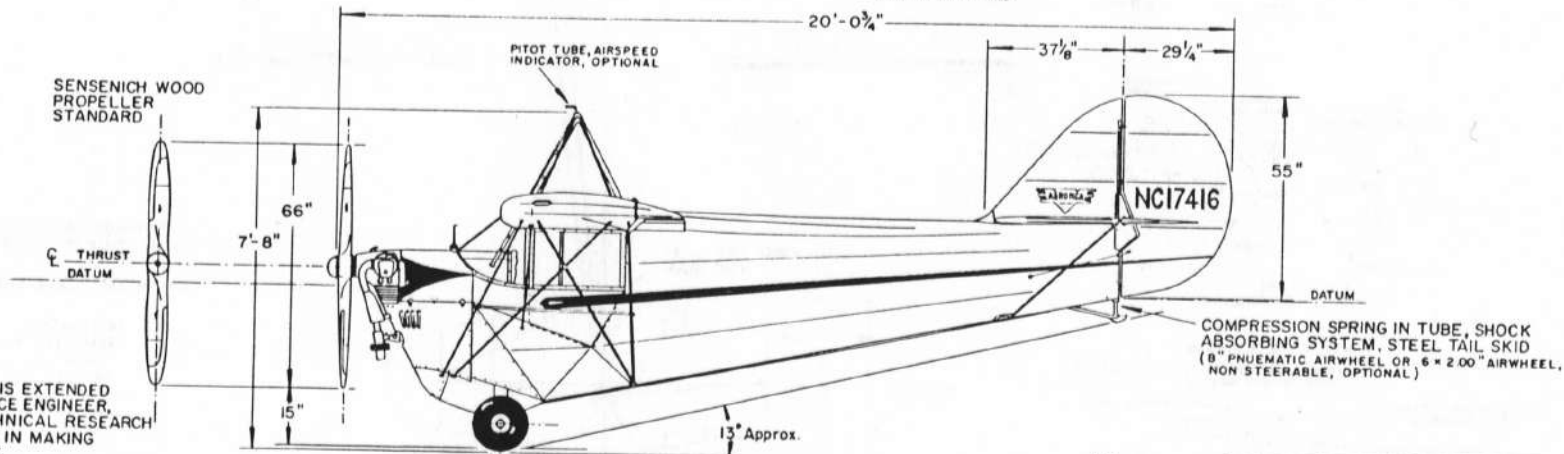
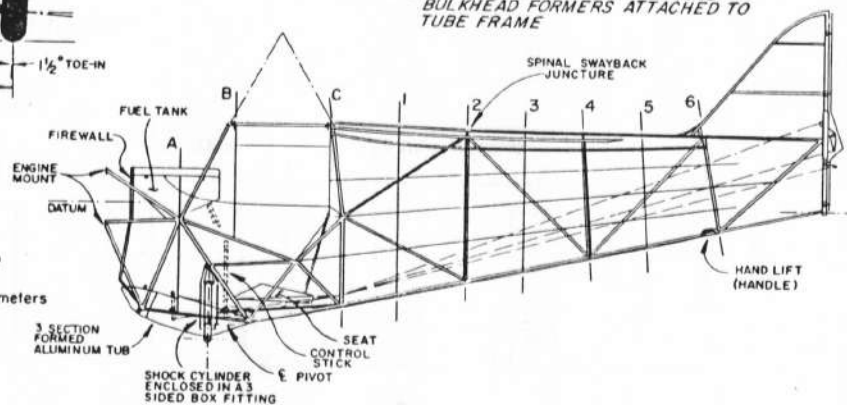
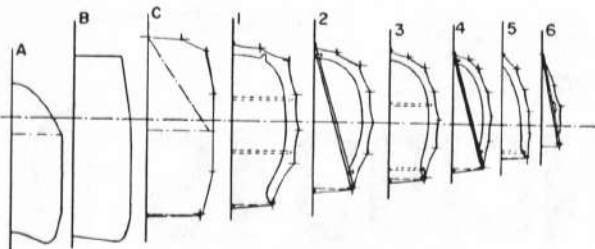
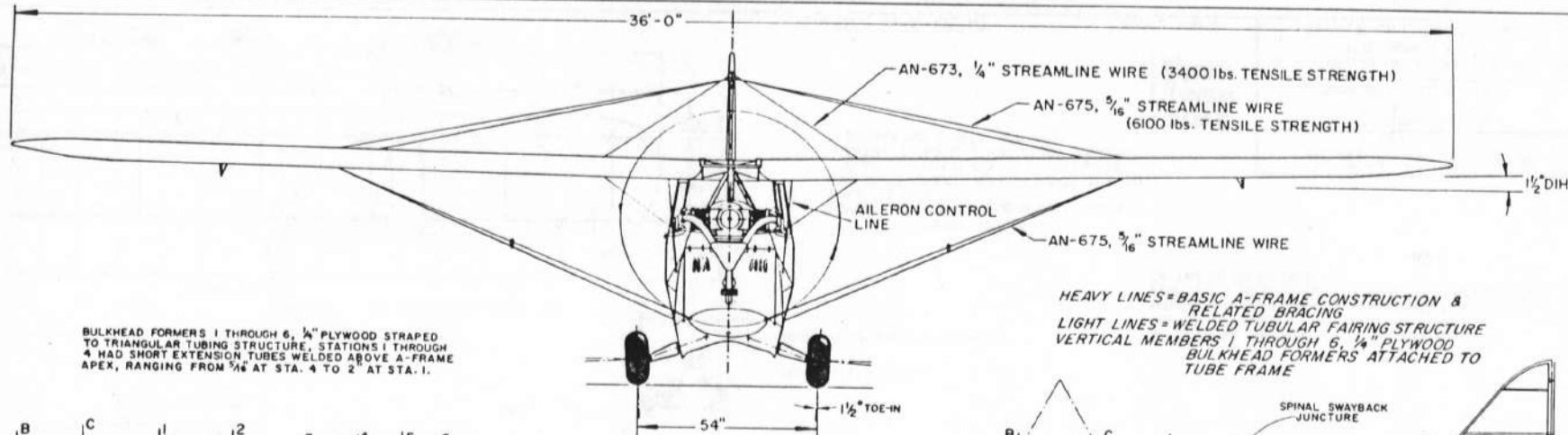












OUR SINCERE APPRECIATION IS EXTENDED TO MR. JOHN HOUSER, SERVICE ENGINEER, AERONCA INC., FOR HIS TECHNICAL RESEARCH AND PERSONAL ATTENTION IN MAKING THESE DRAWINGS POSSIBLE

DRAWINGS PREPARED FROM AERONCA DRAWINGS Nos. 5030  
 5700  
 5716  
 5720  
 5727  
 AND RELATED PRINTS

15.5" GOODYEAR BALLOON TIRES, AERONCA OLEO STRUTS, 16 x 7.00" GOODYEAR STREAMLINE AIRWHEELS AND BRAKES, OPTIONAL (SPECIAL 18 x 8.3" TIRES ALSO OPTIONAL)

HISTORICAL AVIATION ALBUM

AERONCA C-3 MASTER  
 1935-36 "500" SERIES 'ROUNDBACK'

SCALE: ORIGINAL 1:24

REPRO. 1:48

DRAWN BY: PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1971

P.O. BOX 33

TEMPLE CITY, CALIF. 91780

DRAWING No. 10-82-A

PLATE 2 of 2











MAR • 65



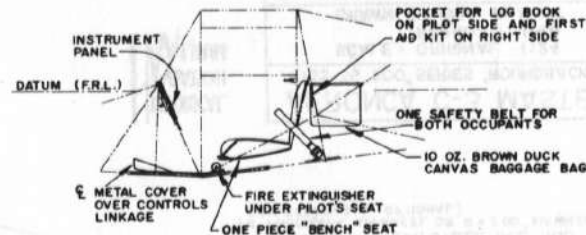
GENERAL SPECIFICATIONS

WEIGHT EMPTY 590 lbs.  
 USEFUL LOAD 450 lbs.  
 PAYLOAD (360 lbs.)  
 GROSS WEIGHT 1,040 lbs.  
 WING AREA 146.35 sq. ft.  
 WING LOADING 7.13 lbs./sq. ft.  
 POWER LOADING 26.0 lbs./h.p.  
 TOP SPEED 78 mph  
 CRUISING SPEED 70 mph  
 LANDING SPEED 38 mph  
 INITIAL CLIMB, S.L. 400 ft./min.  
 FUEL CAPACITY 10 gals.  
 OIL CAPACITY 3 qts.  
 CRUISING RANGE at 4 gals./hr. 175 miles  
 SERVICE CEILING 13,000 feet

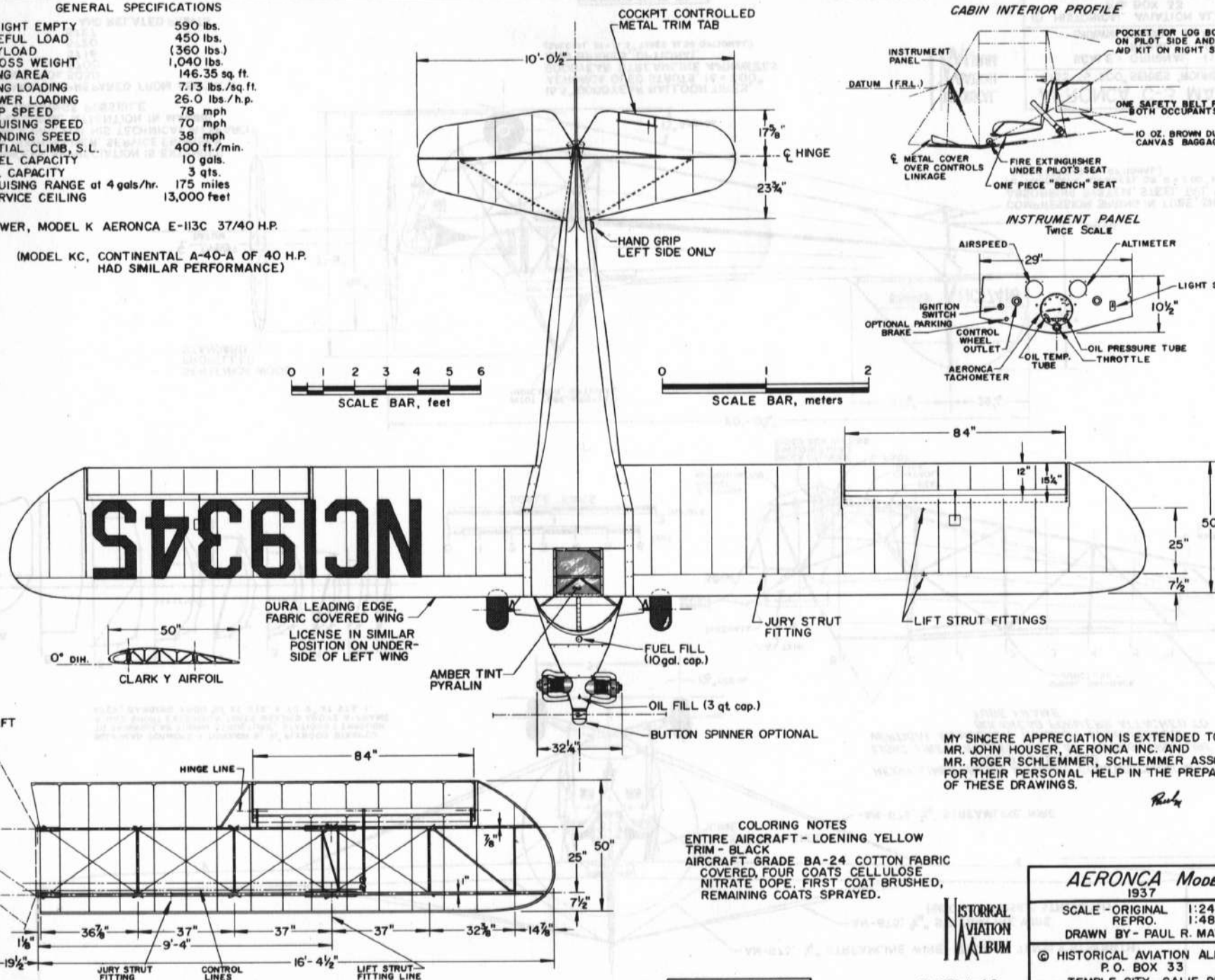
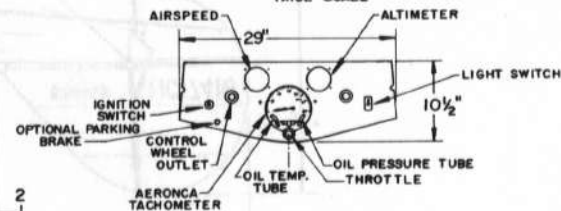
POWER, MODEL K AERONCA E-113C 37/40 H.P.

(MODEL KC, CONTINENTAL A-40-A OF 40 H.P. HAD SIMILAR PERFORMANCE)

CABIN INTERIOR PROFILE



INSTRUMENT PANEL



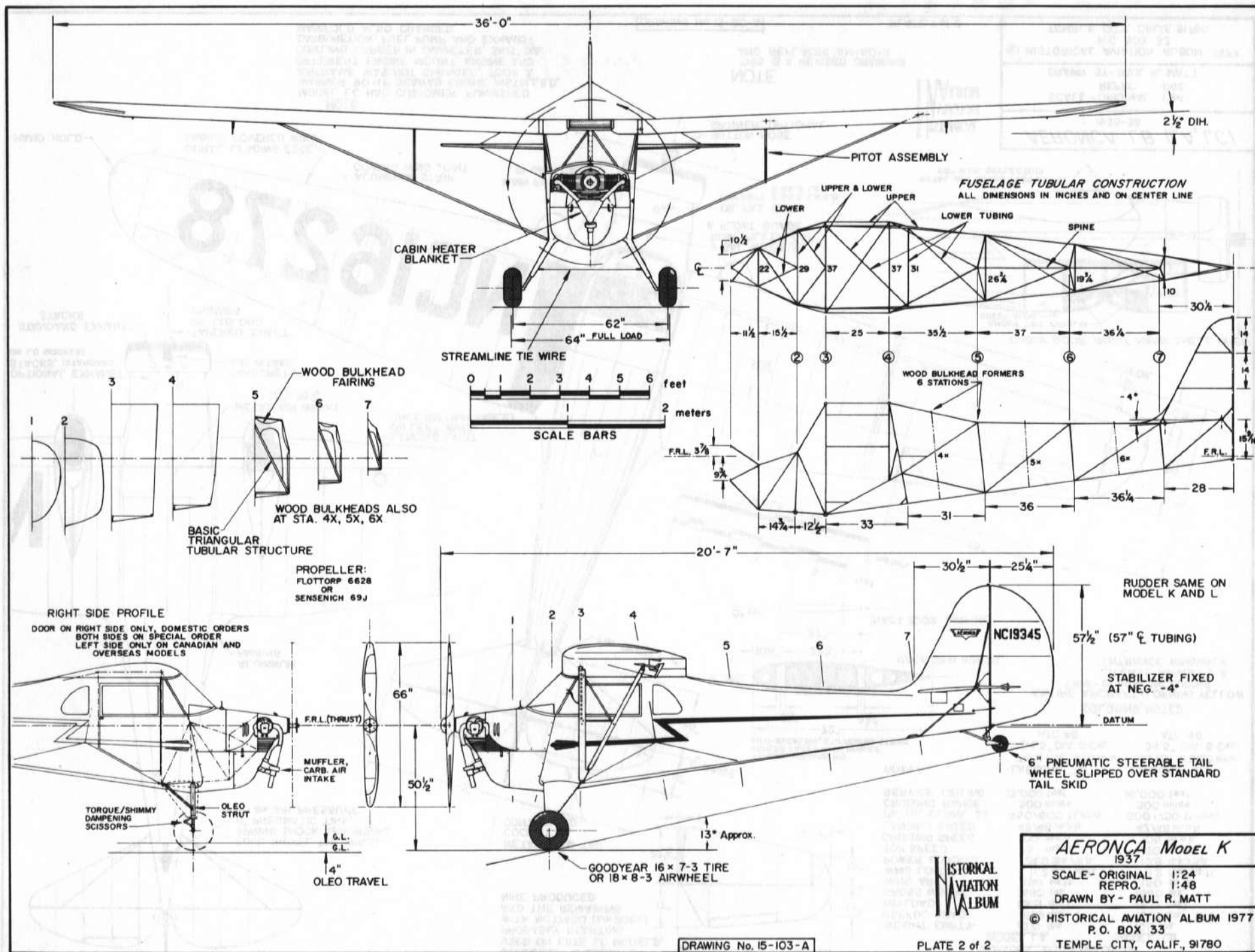
MY SINCERE APPRECIATION IS EXTENDED TO MR. JOHN HOUSER, AERONCA INC. AND MR. ROGER SCHLEMMER, SCHLEMMER ASSOCS., FOR THEIR PERSONAL HELP IN THE PREPARATION OF THESE DRAWINGS.

*Reddy*

COLORING NOTES  
 ENTIRE AIRCRAFT - LOENING YELLOW  
 TRIM - BLACK  
 AIRCRAFT GRADE BA-24 COTTON FABRIC COVERED, FOUR COATS CELLULOSE NITRATE DOPE, FIRST COAT BRUSHED, REMAINING COATS SPRAYED.



<b>AERONCA Model K</b> 1937	
SCALE - ORIGINAL	1:24
REPRO.	1:48
DRAWN BY - PAUL R. MATT	
© HISTORICAL AVIATION ALBUM 1977 P. O. BOX 33 TEMPLE CITY, CALIF. 91780	









319 4

757





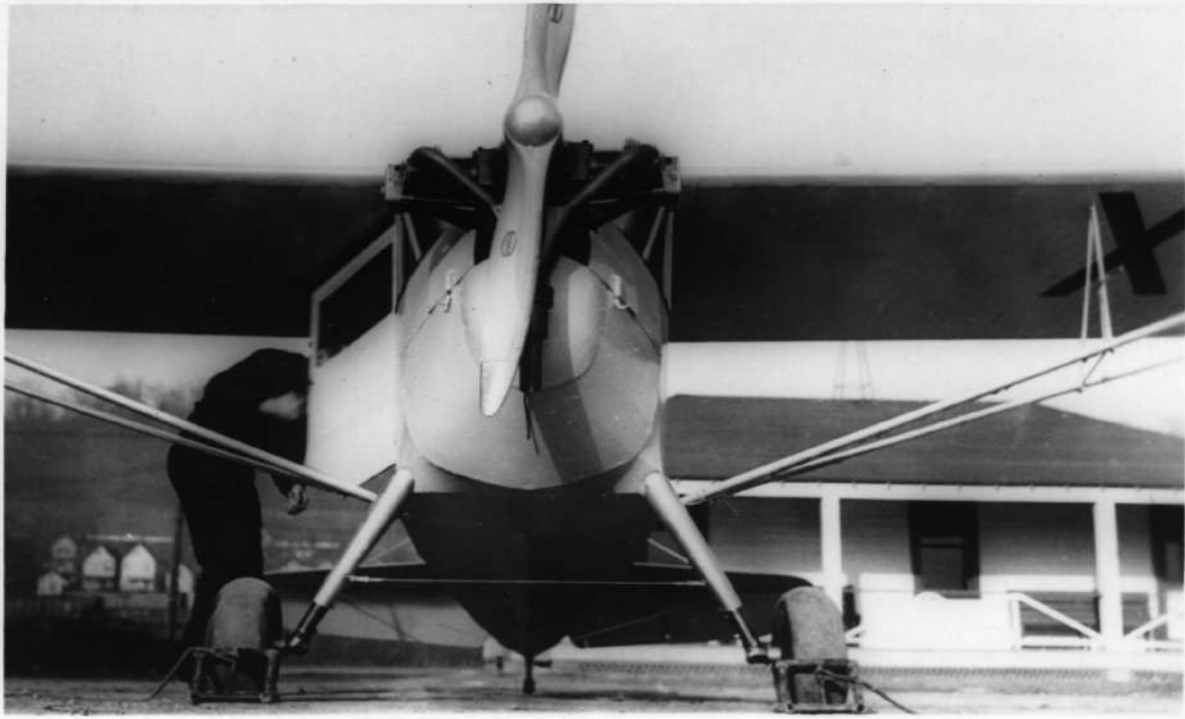


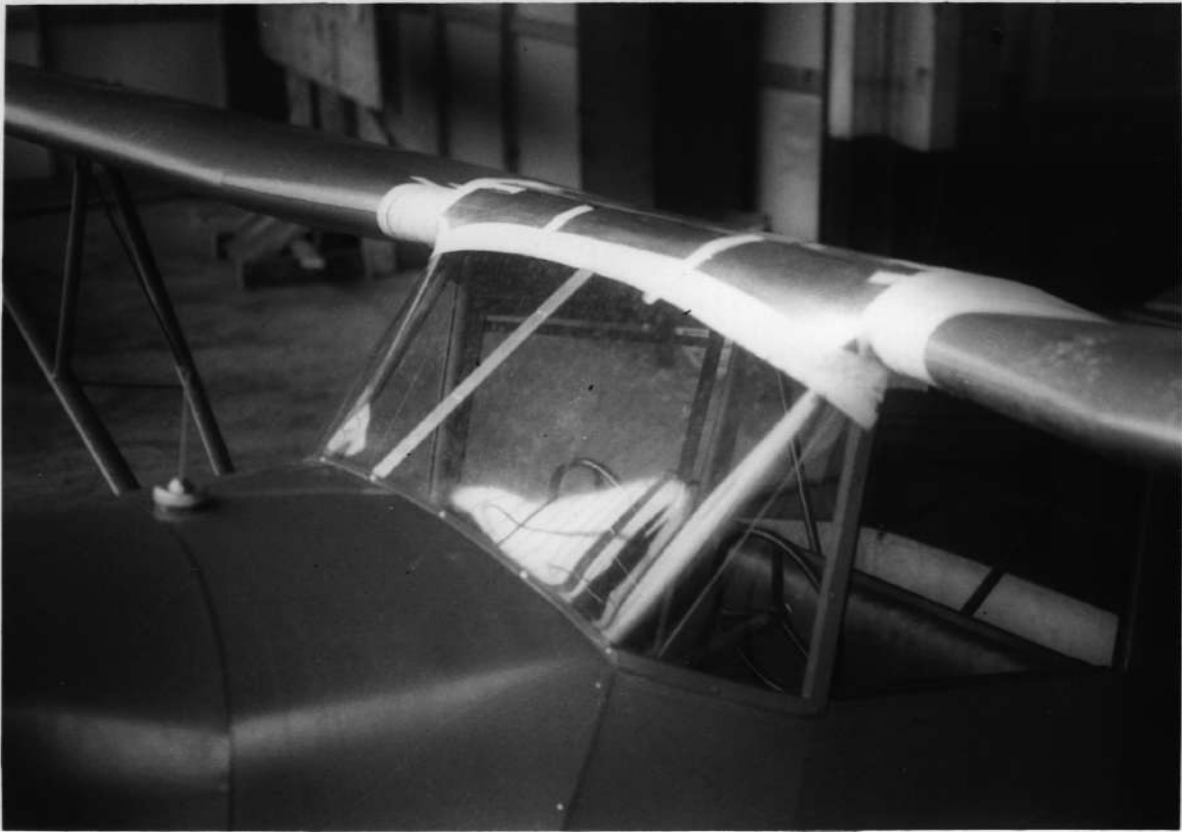




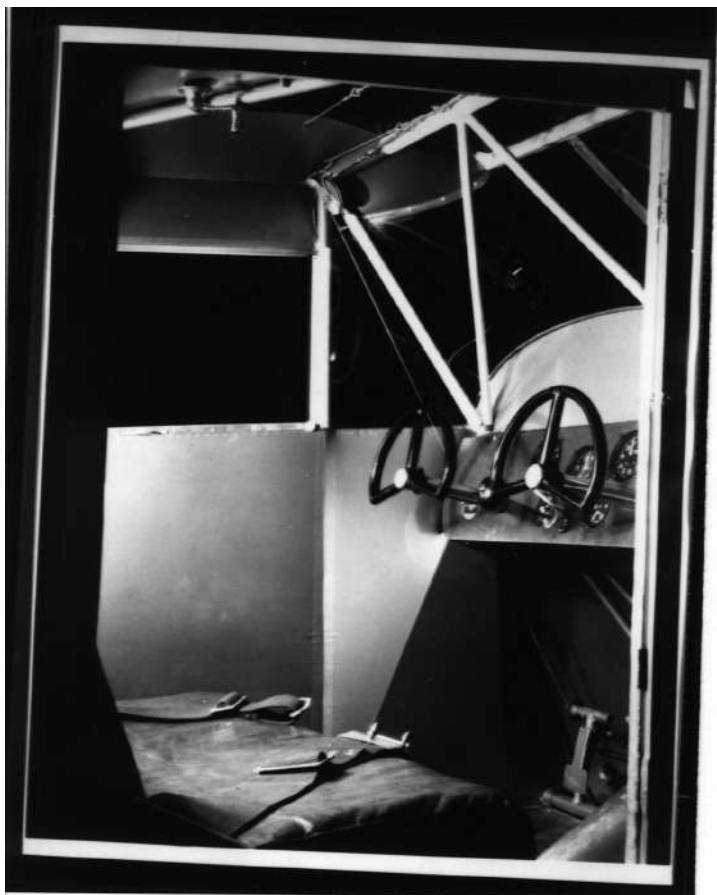
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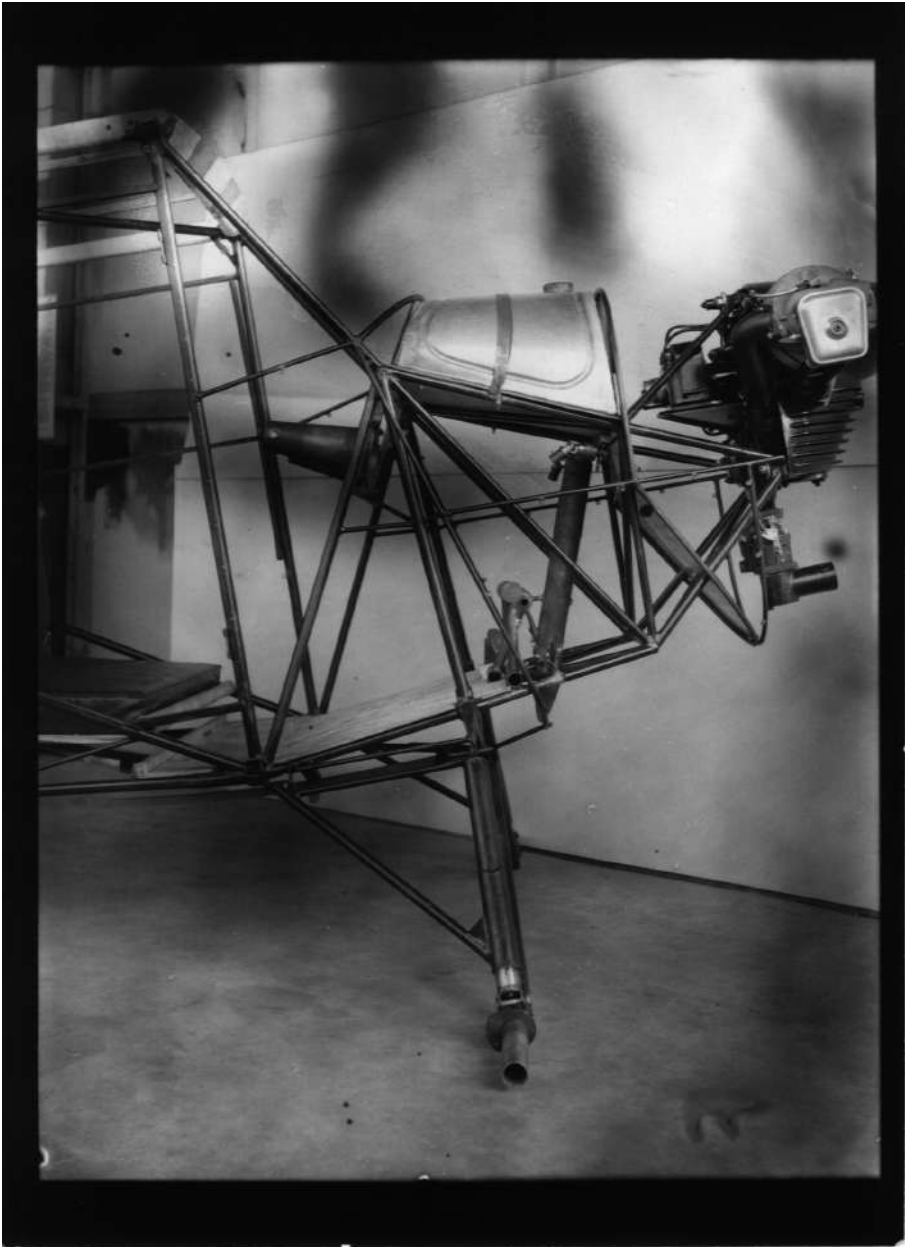
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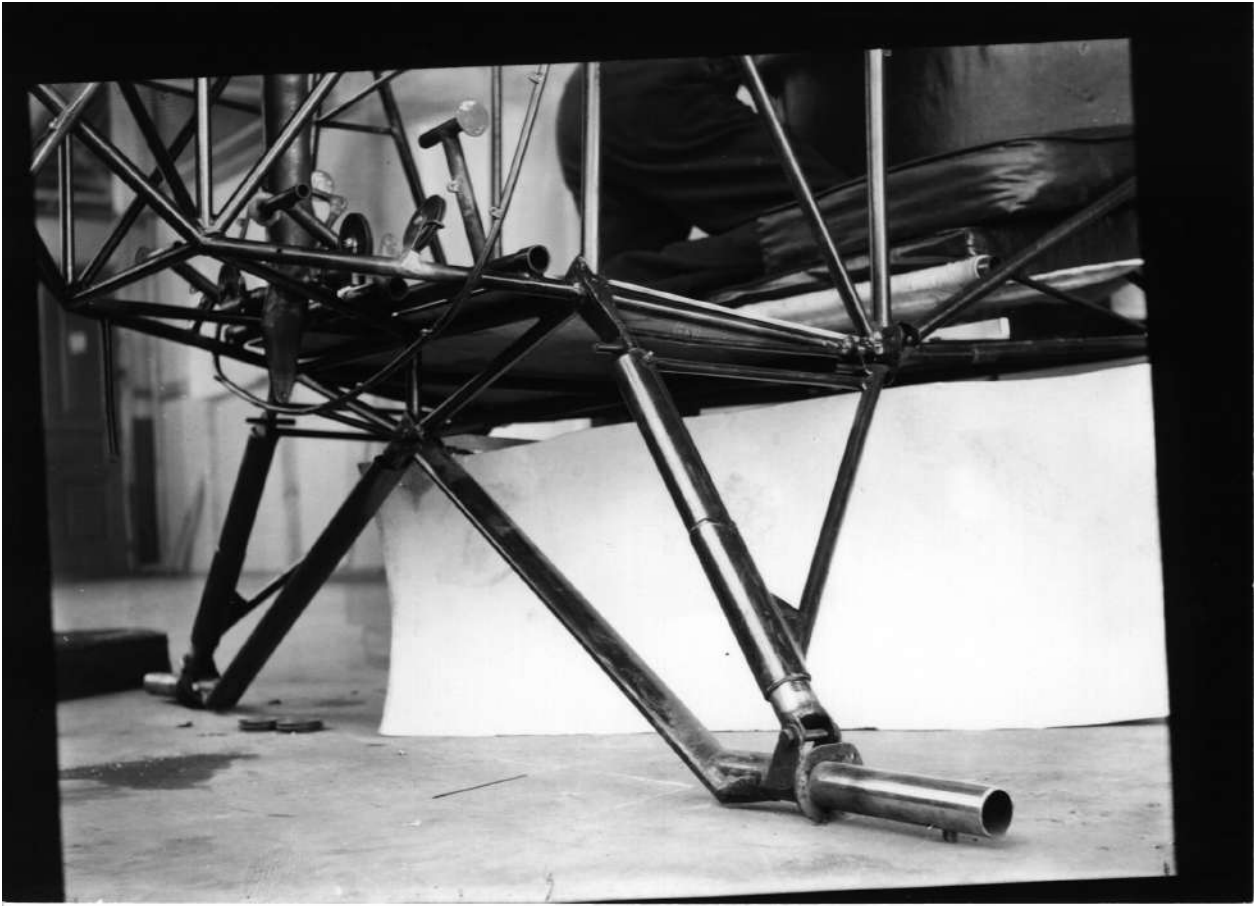


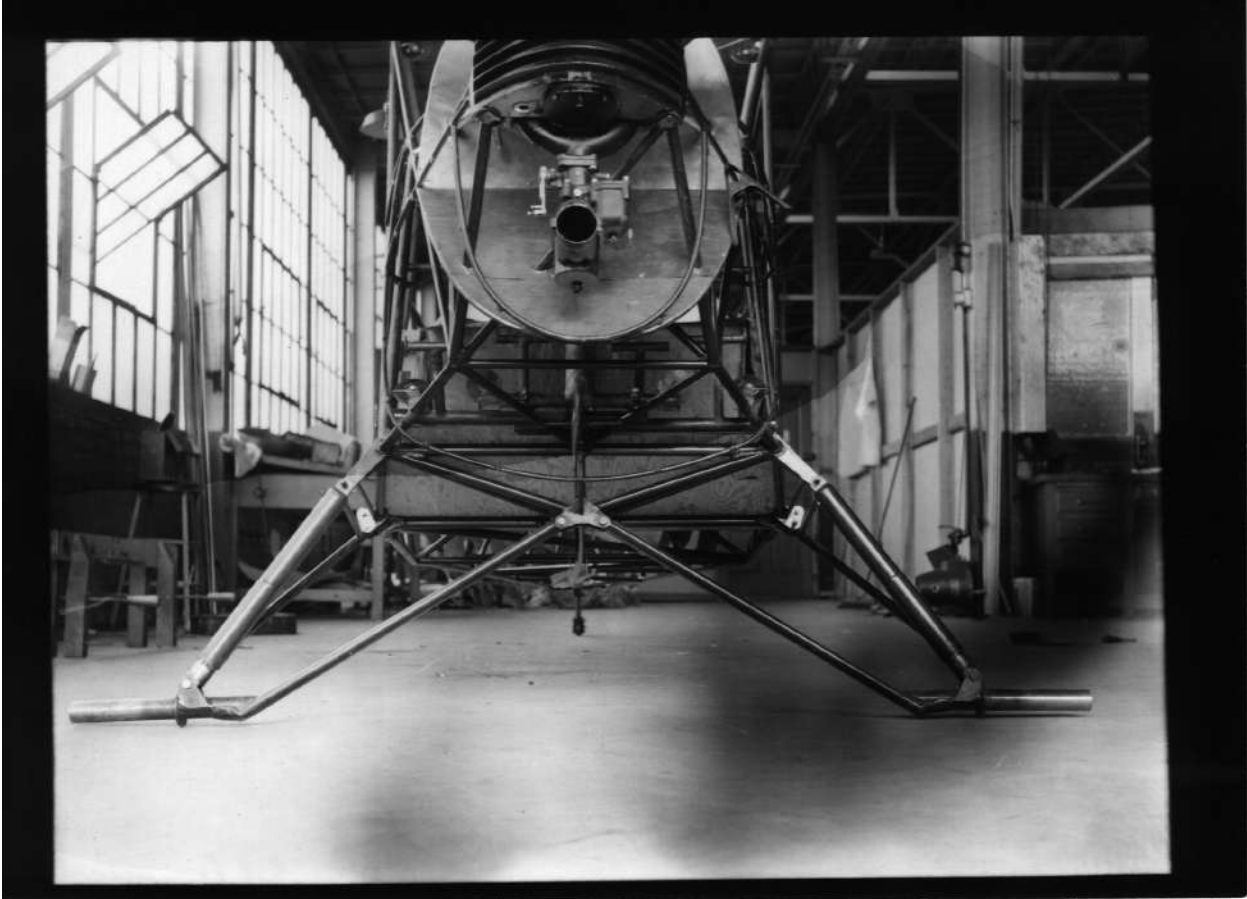


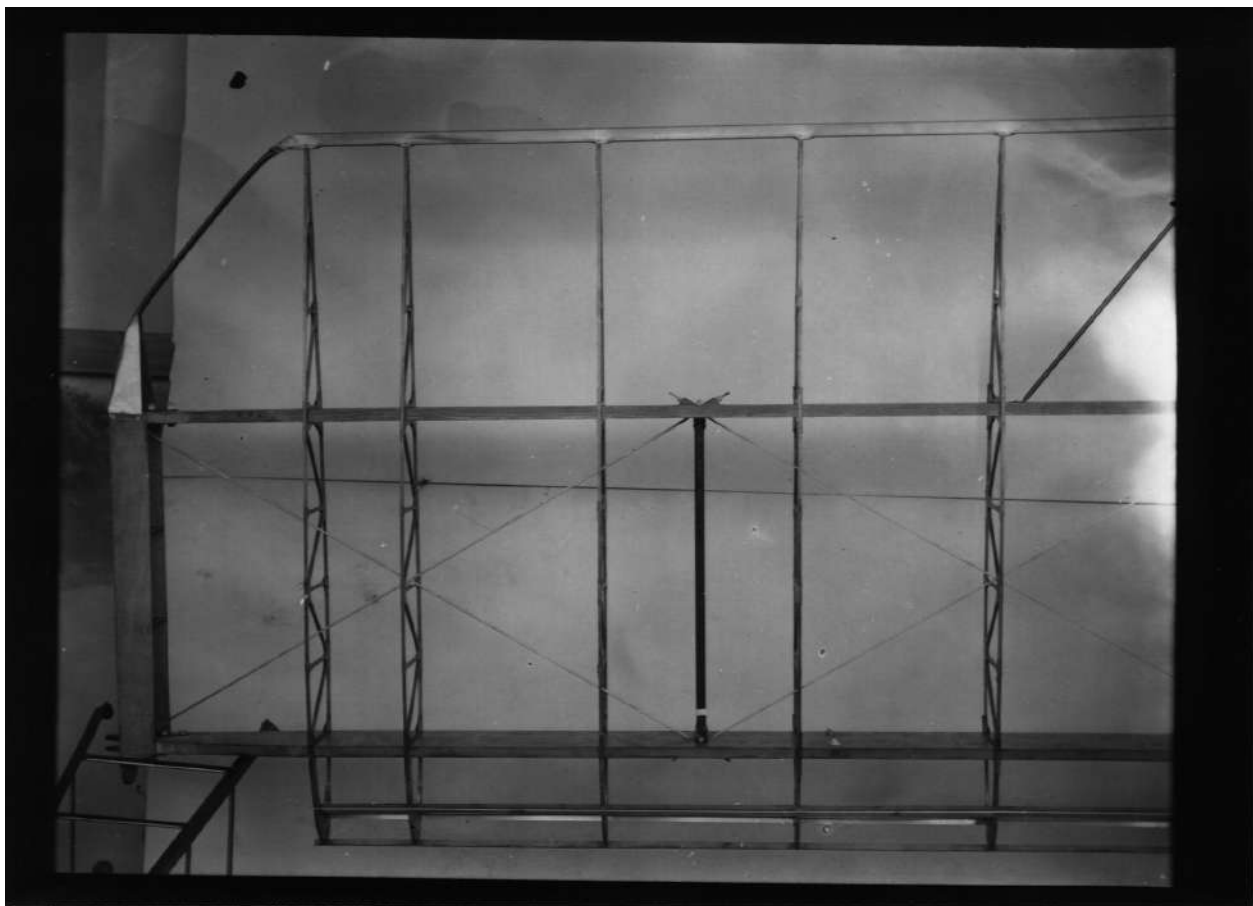




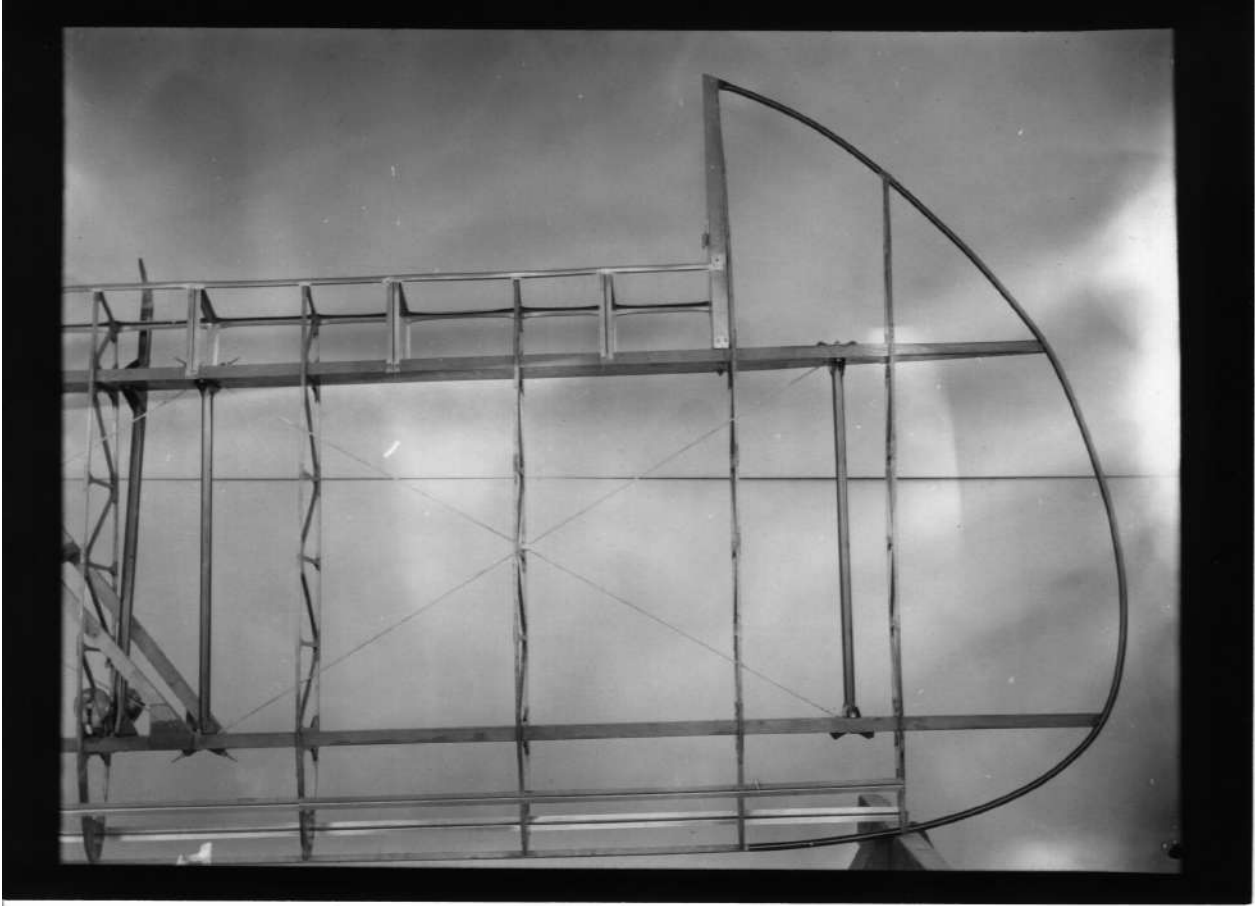


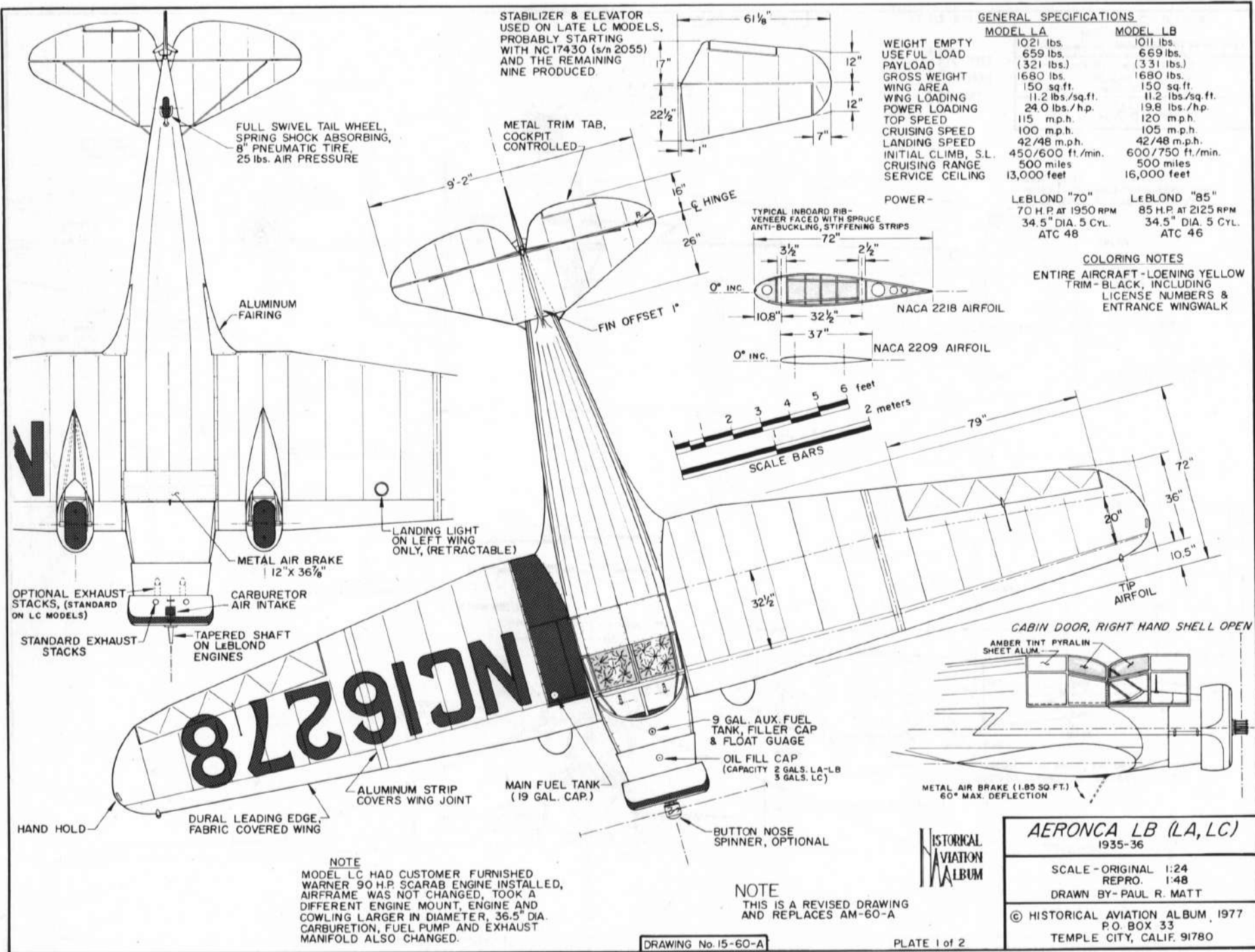












STABILIZER & ELEVATOR USED ON LATE LC MODELS, PROBABLY STARTING WITH NC17430 (s/n 2055) AND THE REMAINING NINE PRODUCED.

**GENERAL SPECIFICATIONS**

	MODEL LA	MODEL LB
WEIGHT EMPTY	1021 lbs.	1011 lbs.
USEFUL LOAD	659 lbs.	669 lbs.
PAYLOAD	(321 lbs.)	(331 lbs.)
GROSS WEIGHT	1680 lbs.	1680 lbs.
WING AREA	150 sq.ft.	150 sq.ft.
WING LOADING	11.2 lbs./sq.ft.	11.2 lbs./sq.ft.
POWER LOADING	24.0 lbs./h.p.	19.8 lbs./h.p.
TOP SPEED	115 m.p.h.	120 m.p.h.
CRUISING SPEED	100 m.p.h.	105 m.p.h.
LANDING SPEED	42/48 m.p.h.	42/48 m.p.h.
INITIAL CLIMB, S.L.	450/600 ft./min.	600/750 ft./min.
CRUISING RANGE	500 miles	500 miles
SERVICE CEILING	13,000 feet	16,000 feet

**POWER -**

	LEBLOND "70"	LEBLOND "85"
	70 H.P. AT 1950 RPM	85 H.P. AT 2125 RPM
	34.5" DIA. 5 CYL.	34.5" DIA. 5 CYL.
	ATC 48	ATC 46

**COLORING NOTES**  
 ENTIRE AIRCRAFT - LOENING YELLOW  
 TRIM - BLACK, INCLUDING LICENSE NUMBERS & ENTRANCE WINGWALK

**NOTE**  
 MODEL LC HAD CUSTOMER FURNISHED WARNER 90 H.P. SCARAB ENGINE INSTALLED, AIRFRAME WAS NOT CHANGED, TOOK A DIFFERENT ENGINE MOUNT, ENGINE AND COWLING LARGER IN DIAMETER, 36.5" DIA. CARBURETOR, FUEL PUMP AND EXHAUST MANIFOLD ALSO CHANGED.

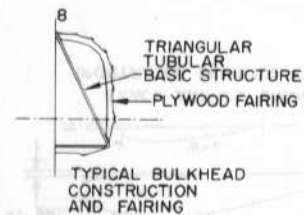
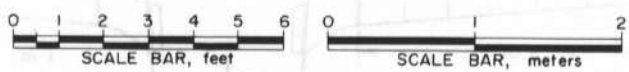
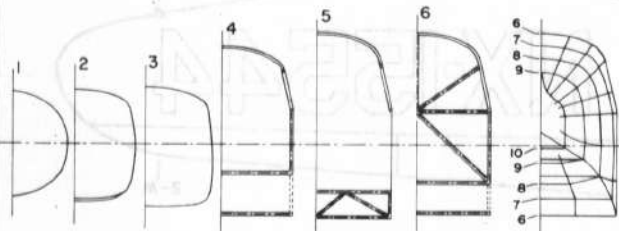
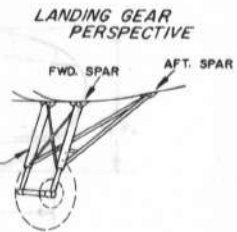
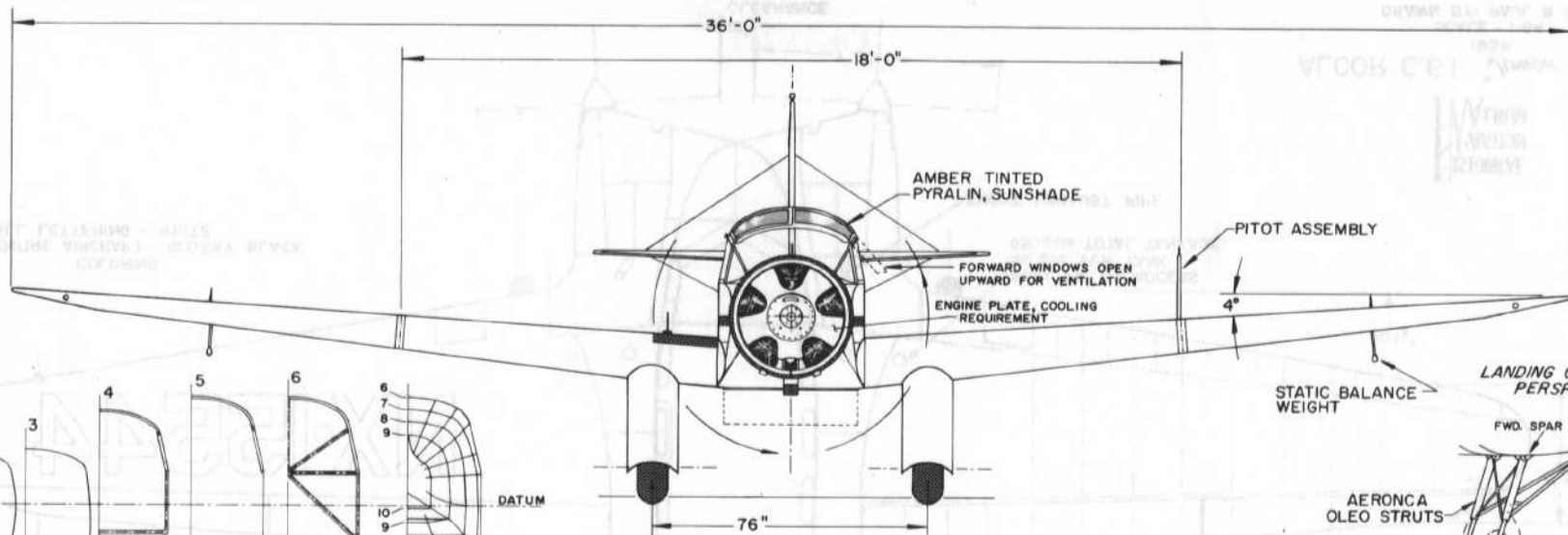
**NOTE**  
 THIS IS A REVISED DRAWING AND REPLACES AM-60-A



**AERONCA LB (LA, LC)**  
 1935-36

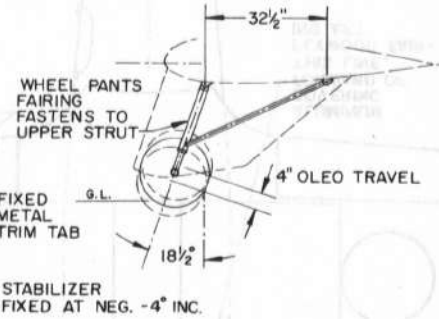
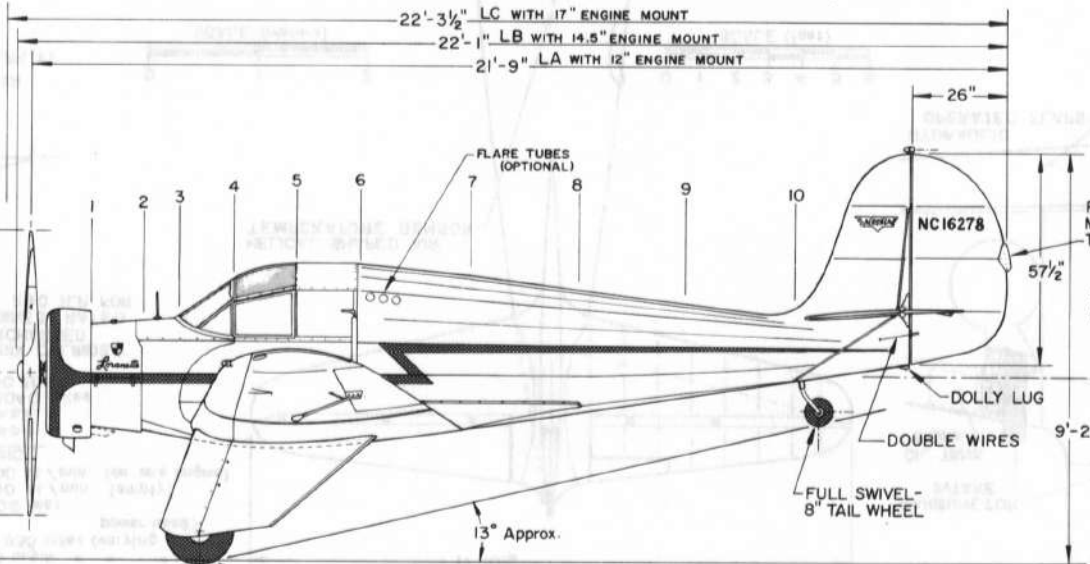
SCALE - ORIGINAL 1:24  
 REPRO. 1:48  
 DRAWN BY - PAUL R. MATT

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 TEMPLE CITY, CALIF. 91780



SENSENHICH WOOD PROPELLER, MODEL 76 (LEBLOND '70')  
 MODEL 76A (LEBLOND '85' & WARNER '90 SCARAB')

F.R.L. (THRUST)



MY SINCERE APPRECIATION IS EXTENDED TO MR. JOHN HOUSER, AERONCA INC. AND MR. ROGER SCHLEMMER, SCHLEMMER ASSOCIATES FOR THEIR SINCERE PERSONAL HELP IN THE PREPARATION OF THESE DRAWINGS.

*Paul R. Matt*

**NOTE**  
 THIS IS A REVISED DRAWING AND REPLACES AM-60-A

18x8-3 BALLOON AIRWHEELS, 10 lbs. AIR PRESSURE (SHOWN)  
 7.00x5 AIRWHEEL OPTIONAL

**AERONCA LB (LA, LC)**  
 1935-36

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

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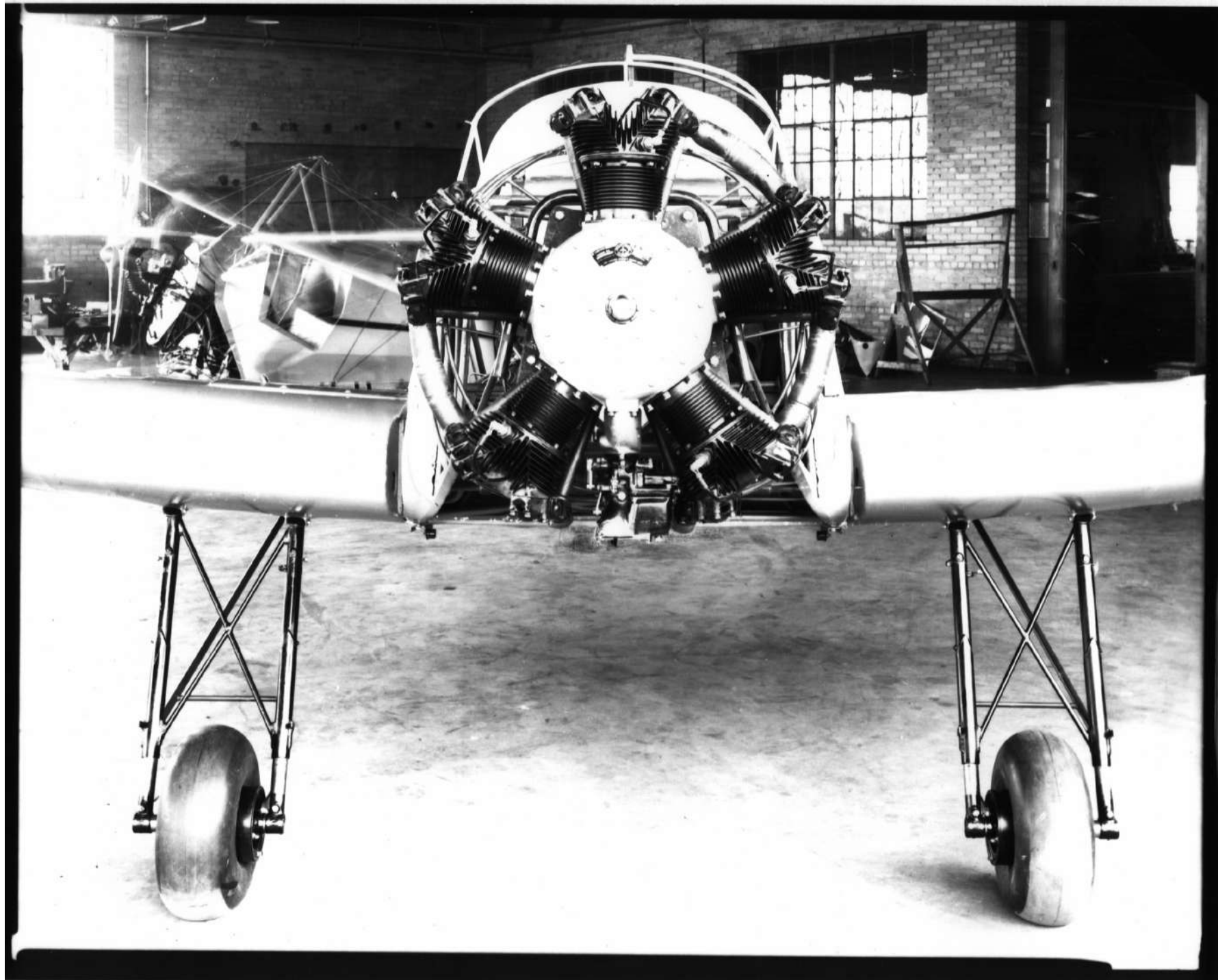


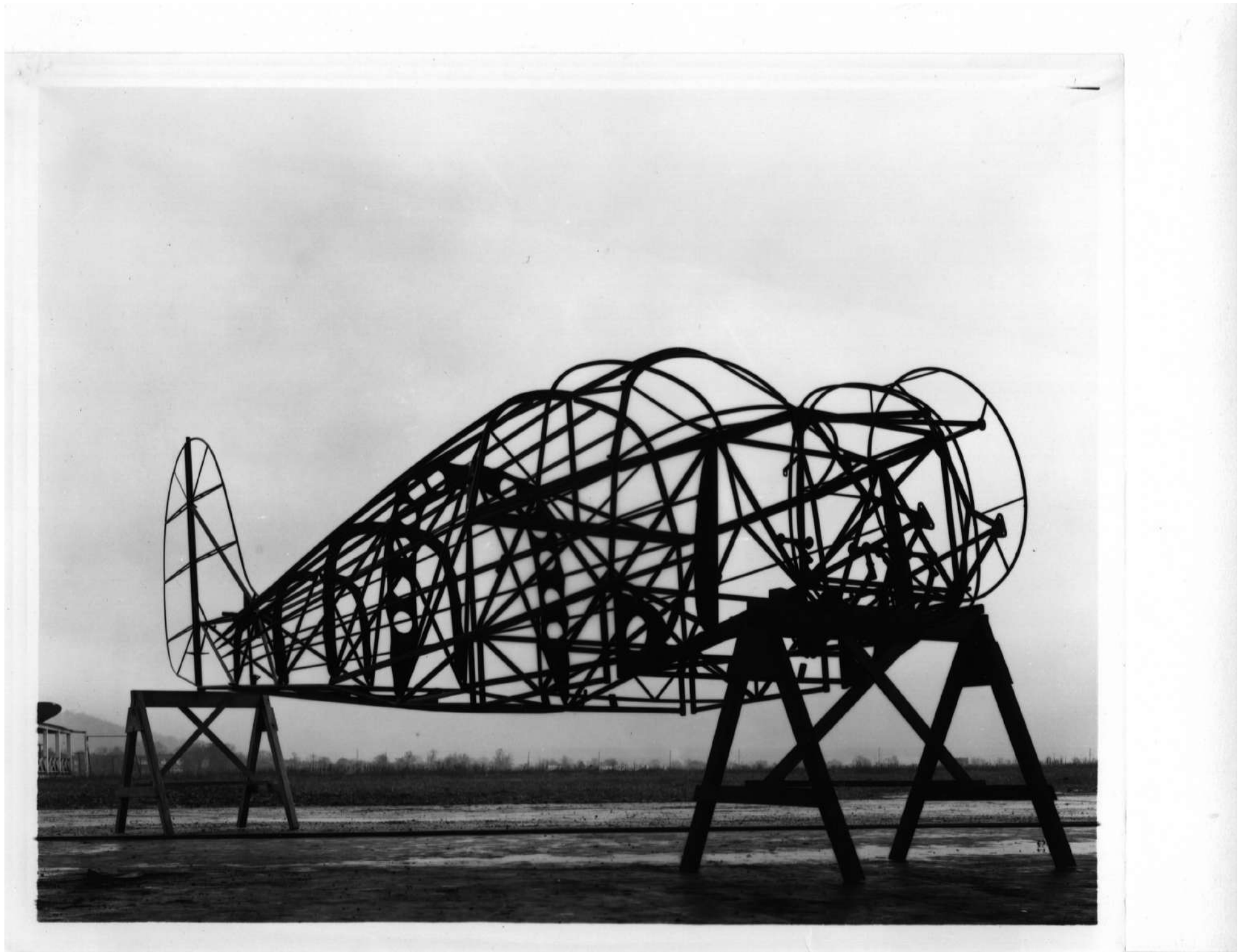
P.M.

G.E.I.

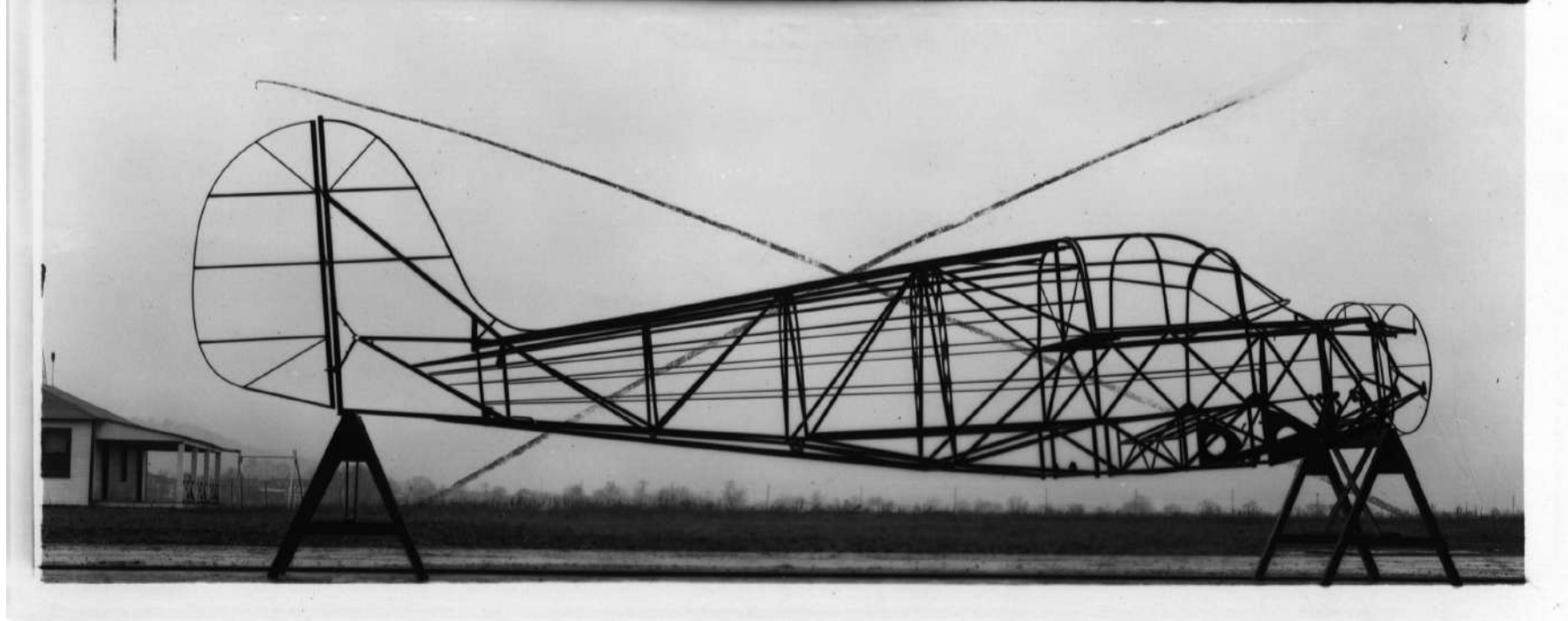


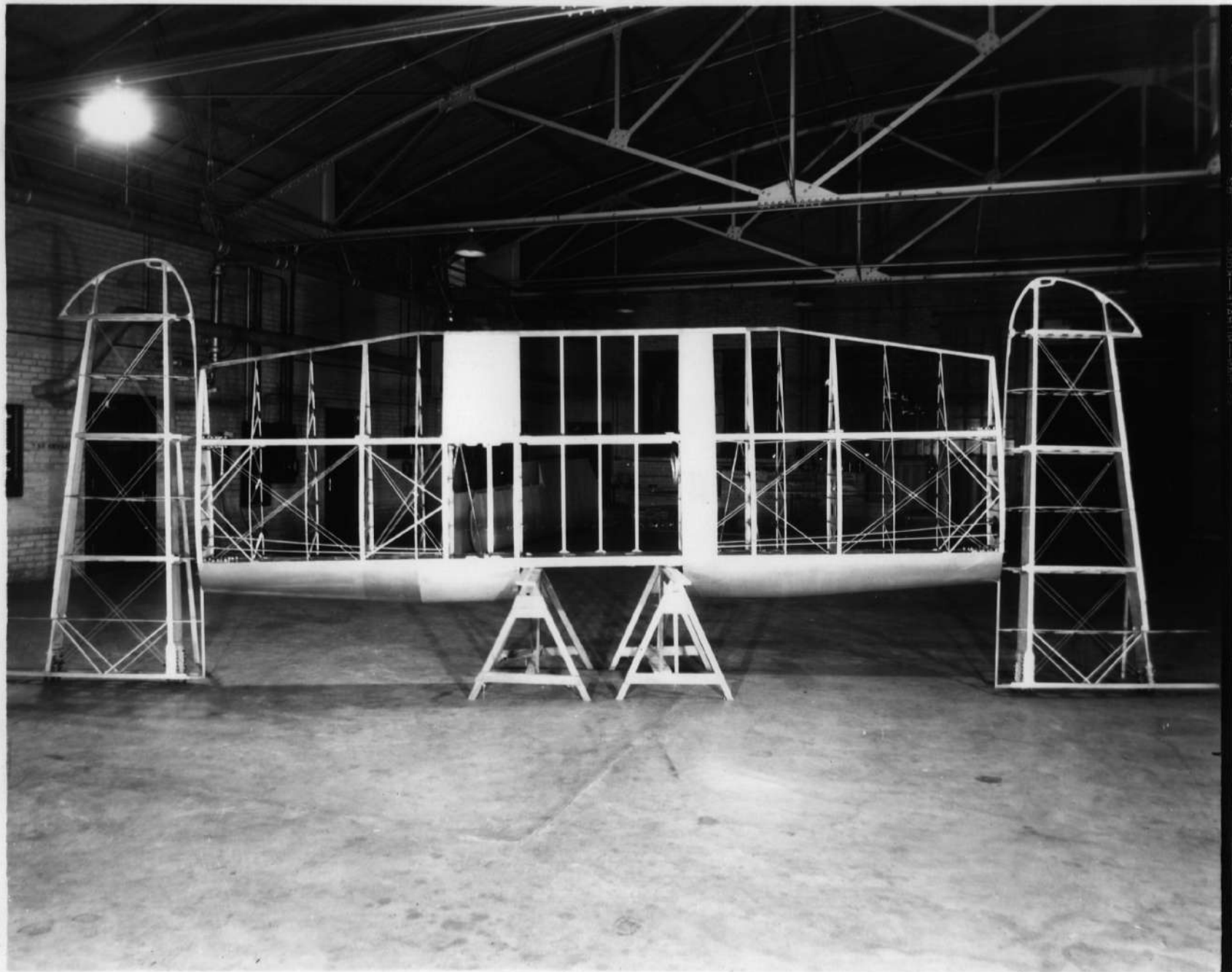




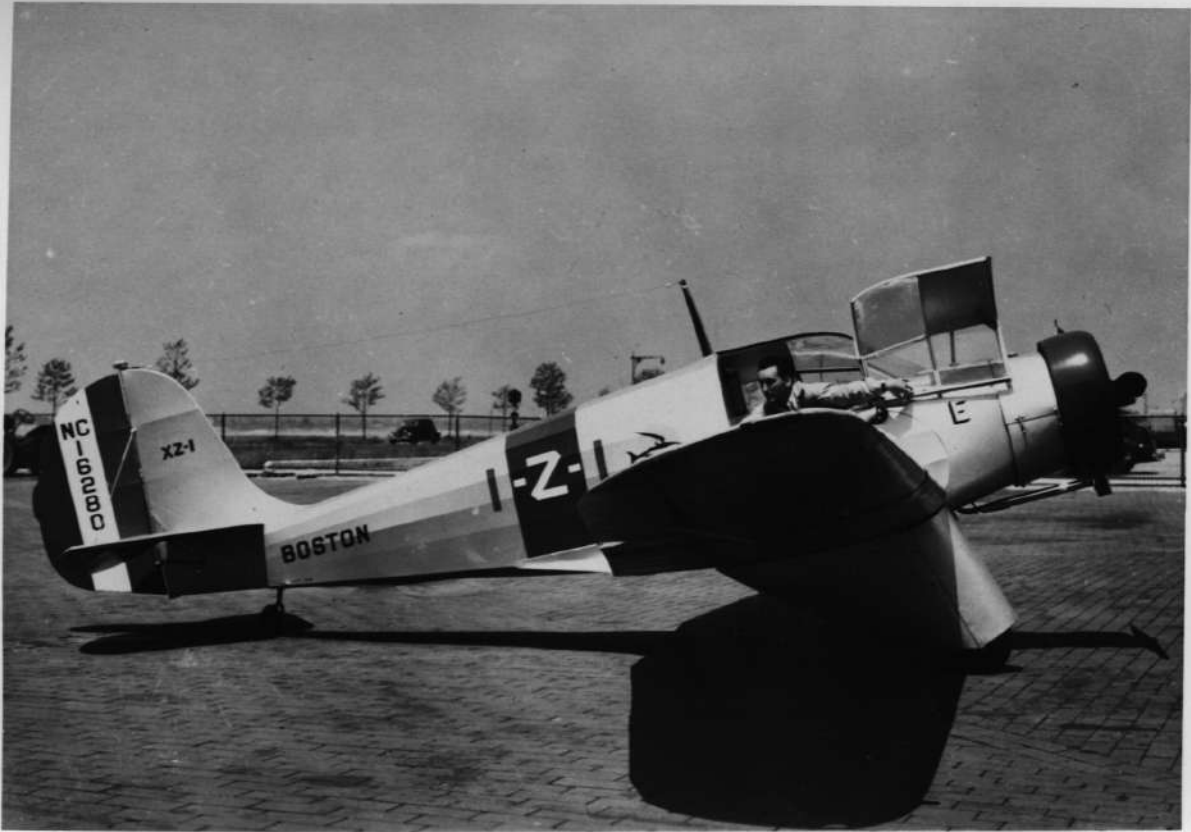


























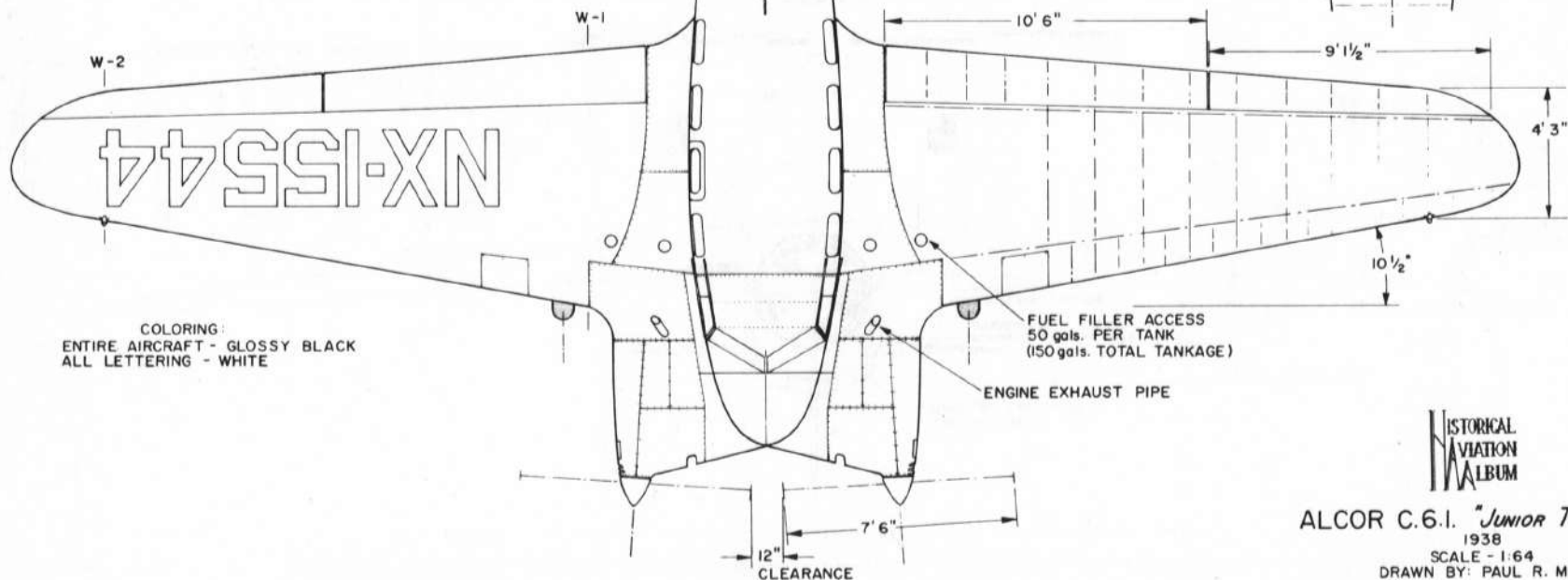
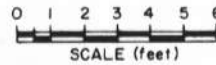
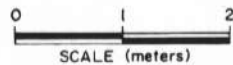
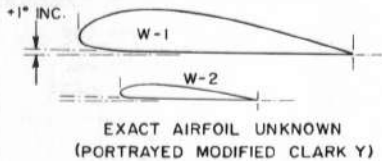
**GENERAL SPECIFICATIONS**

WEIGHT EMPTY	4141 lbs.
USEFUL LOAD	2059 lbs.
GROSS WEIGHT	6200 lbs.
WING LOADING	19.5 lbs./sq. ft.
POWER LOADING	12.4 lbs./H.P. at 500 H.P.
MAXIMUM SPEED	at S.L. 196 m.p.h.
	at 5500 ft. 211 m.p.h.
CRUISING SPEED	at S.L. 176 m.p.h. at 75% POWER
	at 5500 ft. 190 m.p.h. " " "
	at 10,000 ft. 200 m.p.h. " " "
CRUISING RANGE	675-835 miles (varying with power used)
ABSOLUTE CEILING	24,000 feet
MAXIMUM INITIAL CLIMB	1,350 ft./min. (empty)
	300 ft./min. (on one engine)

**SINGLE ENGINE PERFORMANCE**

TOP SPEED	147 m.p.h.
CRUISE	129 m.p.h.
RANGE	976-1040 miles
ABSOLUTE CEILING	12,600 ft.

POWER - TWO MENASCO C6S-4 SIX CYLINDER  
 INLINE AIRCOOLED SUPERCHARGED  
 "SUPER BUCCANEER" ENGINES, RATED  
 250 H.P. EACH - MAXIMUM 290 H.P. FOR  
 TAKE OFF

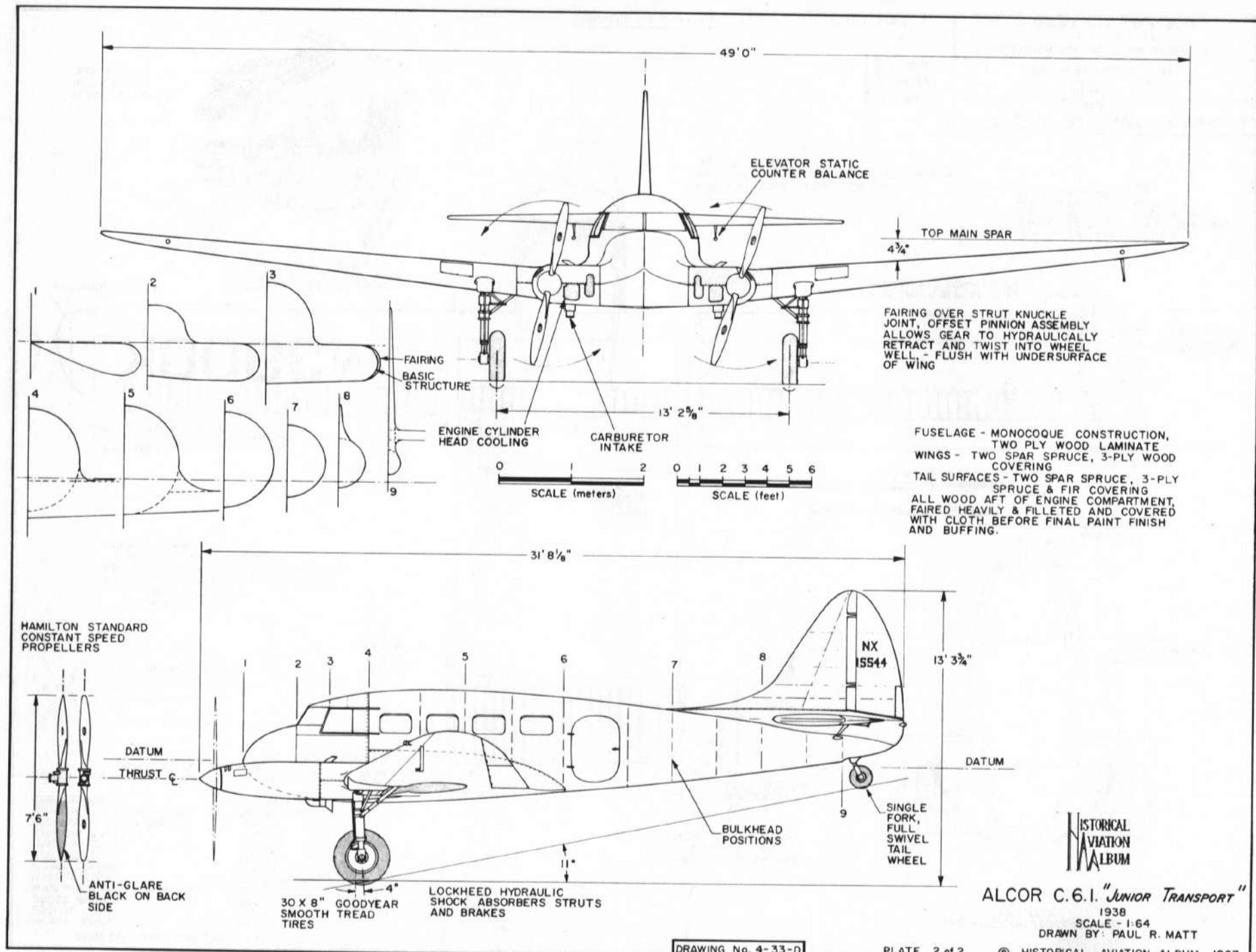


COLORING:  
 ENTIRE AIRCRAFT - GLOSSY BLACK  
 ALL LETTERING - WHITE

HISTORICAL  
 AVIATION  
 ALBUM

ALCOR C.6.I. "JUNIOR TRANSPORT"  
 1938

SCALE - 1:64  
 DRAWN BY: PAUL R. MATT













**GENERAL SPECIFICATIONS**

WEIGHT EMPTY 850 lbs.  
 USEFUL LOAD 550 lbs.  
 GROSS WEIGHT 1,400 lbs.  
 WING AREA (INCL. FUSE. PORTION) 120 sq. ft.  
 WING LOADING 11.5 lbs./sq. ft.  
 POWER LOADING 15.5 lbs./H.P.  
 TOP SPEED 120 mph  
 CRUISING SPEED 110 mph  
 LANDING SPEED 49 mph  
 ENDURANCE AT CRUISE 4 hrs.  
 RATE OF CLIMB, INITIAL, S.L. 700 ft./min.  
 SERVICE CEILING 16,500 feet

POWER: CONTINENTAL C-90-12 FP (PUSHER MODIFICATION), RATED 90 H.P.



**COLORING NOTES**  
(AIRCRAFT PORTRAYED)

ENTIRE AIRCRAFT NATURAL ALUMINUM  
 RED NOSE TRIM & PARALLEL STRIPES ON VERTICAL TAIL SURFACES  
 LICENSE NUMBERS - BLACK

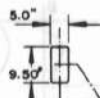
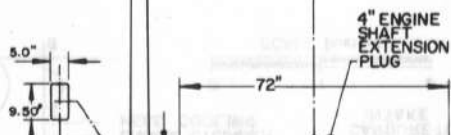
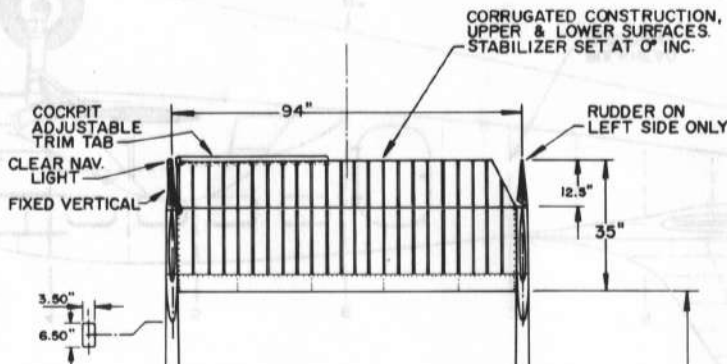
CORRUGATED AILERONS, FLAPS AND TRAILING EDGES OF CENTER SECTION, UPPER & LOWER SURFACES

**X006EN**

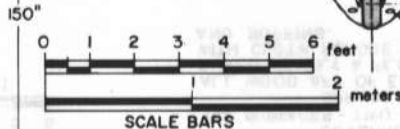
FIBREGLASS TIP

SKETCH OF GENERAL AG-14 COCKPIT LAYOUT, RIGHT HAND CONTROLS NOT INSTALLED

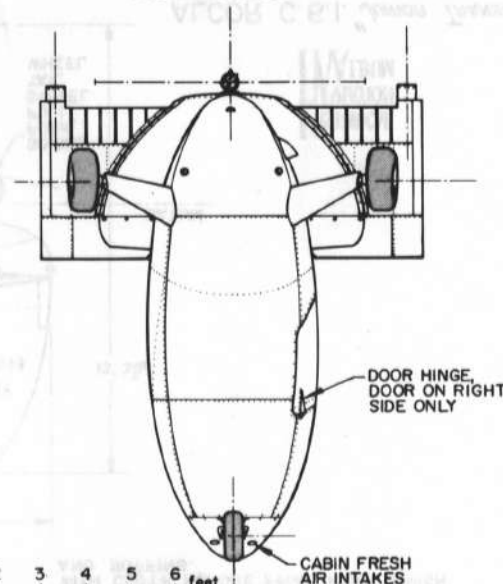
PLAID SEAT COVERS, RED & TAN OR BLUE & GRAY



FUEL FILL (23 gals. CAP.)



**UNDERSIDE OF FUSELAGE POD AND WING STUBS**



NOTE: WINGS DRAWN IN FLAT PLANE, DIHEDRAL NOT COMPENSATED

OUR SINCERE APPRECIATION IS EXPRESSED TO MR. BEN M. ANDERSON FOR HIS PERSONAL INTEREST AND HELP IN THE PREPARATION OF THESE DRAWINGS.

FOR ADDITIONAL DETAIL CONSTRUCTION SKETCHES SEE HISTORICAL AVIATION, ALBUM, VOLUME XII (12), 1973

**ANDERSON GREENWOOD Model 14**

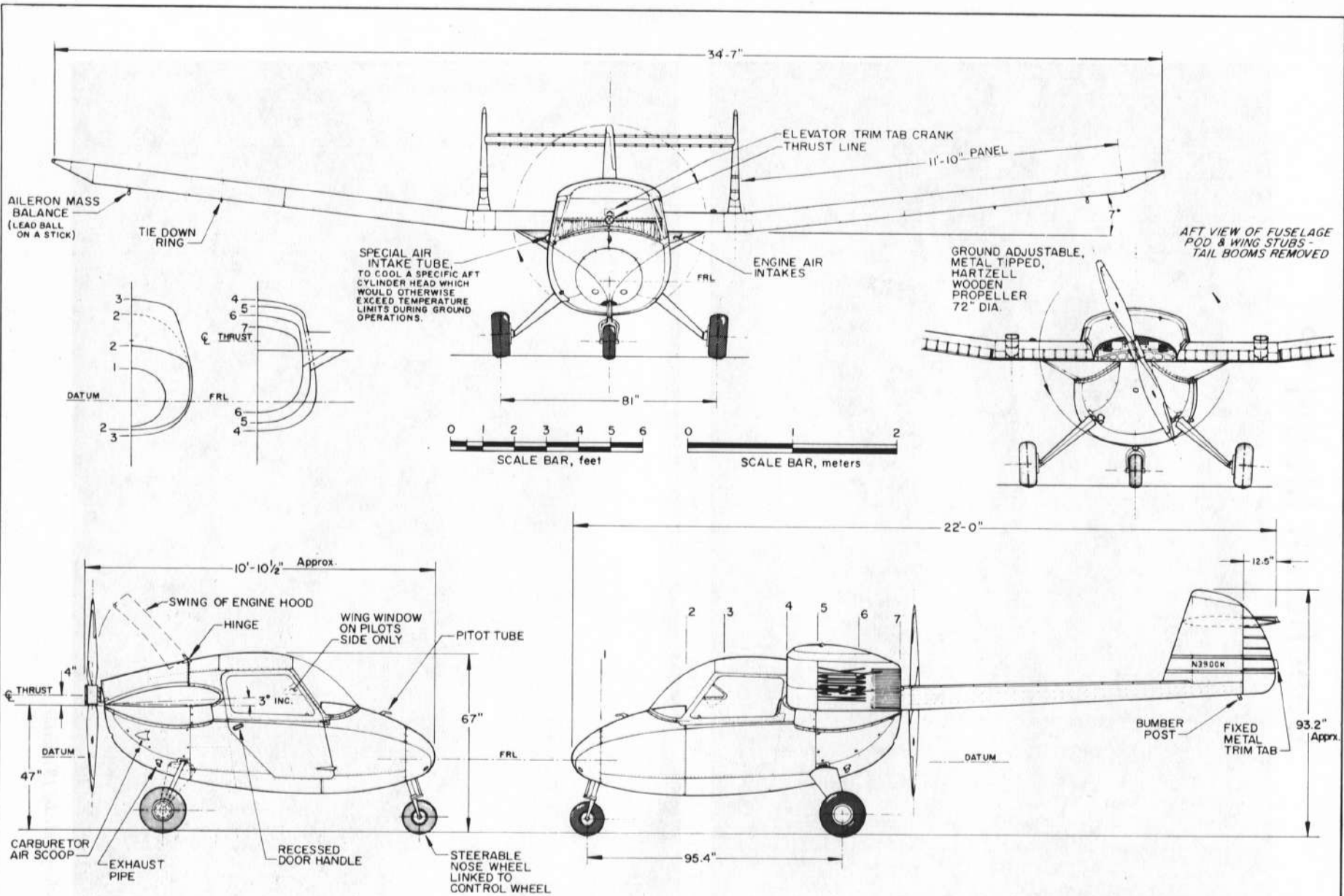
1950

SCALE - ORIGINAL 1:24  
 REPRO. 1:48

DRAWN BY - PAUL R. MATT

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



DRAWING No. 12-94-A

PLATE 2 of 2

HISTORICAL AVIATION ALBUM

ANDERSON GREENWOOD MODEL 14	
1950	
SCALE - ORIGINAL	1:24
REPRO	1:48
DRAWN BY - PAUL R. MATT	
© HISTORICAL AVIATION ALBUM 1973	
P. O. BOX 33	
TEMPLE CITY, CALIF. 91780	



AG-14 AIRPLANE, TYPE CERTIFICATE 4A1, DEVELOPED AND BUILT BY AGCO









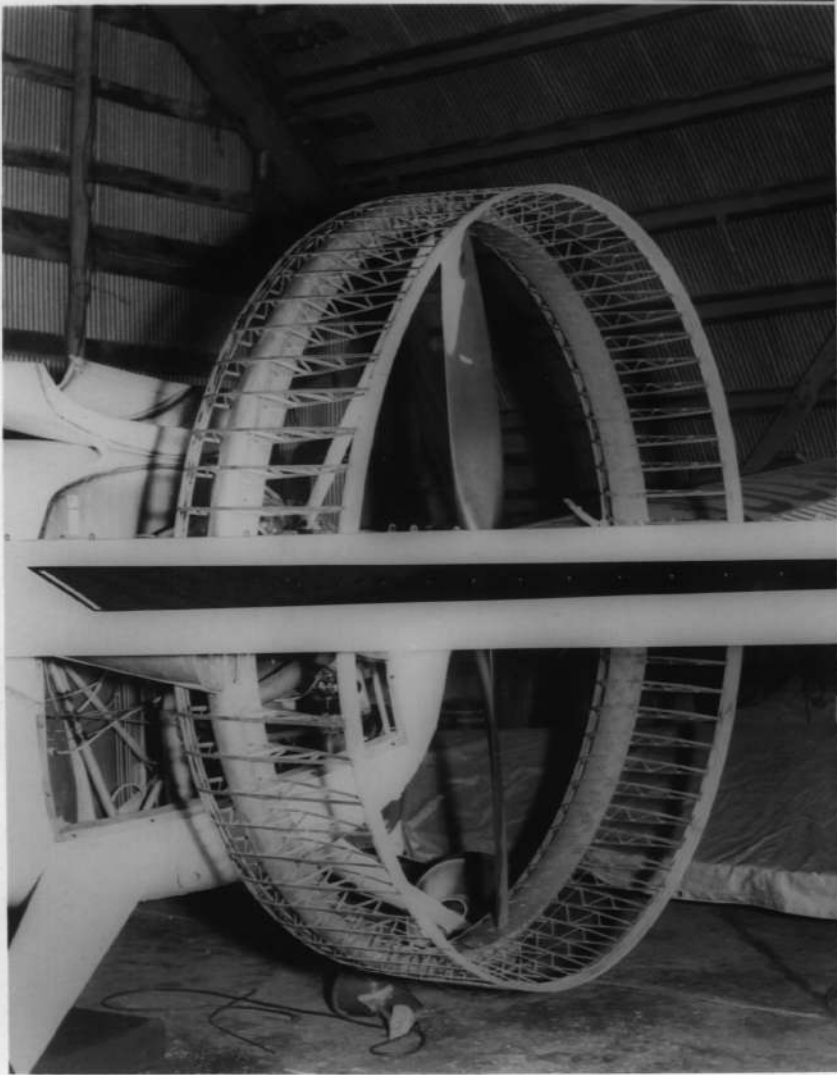
112 11

7376











FABRIC COVERED ELEVATOR,  
DOPED SILVER, METAL  
TRIM TABS

DE-ICING BOOT  
FIXED PERMANENT-  
LY TO FINNS

BLACK RUBBER DE-ICING  
BOOT FITTED TO LEADING  
EDGE OF THIS LINE, WHEN  
EMPLOYED

**GENERAL SPECIFICATIONS**

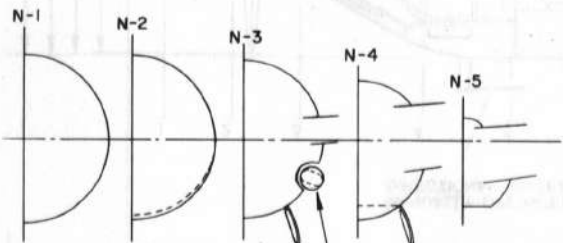
MODEL 185 WITH HYDROMATIC PROPELLERS,  
AND STANDARD EQUIPMENT ABOARD.

WEIGHT EMPTY	5697 lbs.
USEFUL LOAD	3053 lbs.
GROSS WEIGHT	8750 lbs.
MAXIMUM SPEED at 400 h.p./ENGINE	230 m.p.h.
CRUISING SPEED at 300 h.p./ENGINE	211 m.p.h. at 10,000 feet
SERVICE CEILING	21,200 ft.
RATE OF CLIMB, S.L. (8500 lbs. gross)	1,250 ft./min.
RATE OF CLIMB, S.L. ONE ENGINE	225 ft./min.
FUEL CAPACITY, STANDARD	206 gals.
OPTIONAL FUEL TANKS, TOTAL TO	286 gals.
RANGE, AT 200 m.p.h. CRUISE	535/910 miles

6 to 9 PLACE CONFIGURATION, PLUS 900 lbs. BAGGAGE  
POWER, TWO PRATT & WHITNEY R-985 WASP Jr. ENGINES  
450 h.p. max., DIRECT DRIVE

**COLORING NOTES**

AIRCRAFT PORTRAYED  
ENTIRE AIRCRAFT HIGH POLISHED NATURAL  
ALUMINUM, FABRIC COVERED CONTROL  
SURFACES SILVER  
TRIM, LIGHT BLUE, NAVY BLUE PIN STRIPE  
OUTLINE INCLUDES BEECH BIRD STRIPE  
ON FUSELAGE, WING TIPS DESIGN AND  
ALL LICENSE NUMBERS AND VERTICAL  
TAIL DESIGN, ENGINE COWL TRIM.  
DETAIL, BLACK



OPTIONAL  
CROSS SECTION  
OF DIFFERENT  
EXHAUST STACKS  
EMPLOYED, OVAL  
AND ROUND



NOTE -  
ONLY MAJOR PANELING  
AND PROMINENT RIVET LINES  
ARE SHOWN ON THESE THREE  
PAGES OF DRAWINGS, ALL  
WERE NOT NECESSARILY  
TRANSFERRED FROM ONE  
VIEW TO ANOTHER.

FABRIC COVERED  
AILERONS AND  
FLAPS, DOPED  
SILVER

LANDING FLAPS  
ELECTRICALLY  
OPERATED

FUEL  
FILL

AILERON TRAVEL  
UP 38.5°  
DOWN 21°

42"

PRE WAR NACELLE  
OUTLINE, POST WAR  
MODIFICATION IN  
HEAVY LINE

STA. 96

INSPECTION PLATES

METAL TRIM  
TAB

GRIMES  
RETRACTABLE  
LANDING LIGHT

L.E. BLACK RUBBER  
DE-ICING BOOT TO THIS  
LINE, WHEN EMPLOYED  
(GOODRICH RUBBER CO.)

CHROME PLATED  
HUB

OIL FILL

HINGES, NOSE  
CONE HATCH

HISTORICAL  
AVIATION  
ALBUM

**BEECHCRAFT**  
Model 18

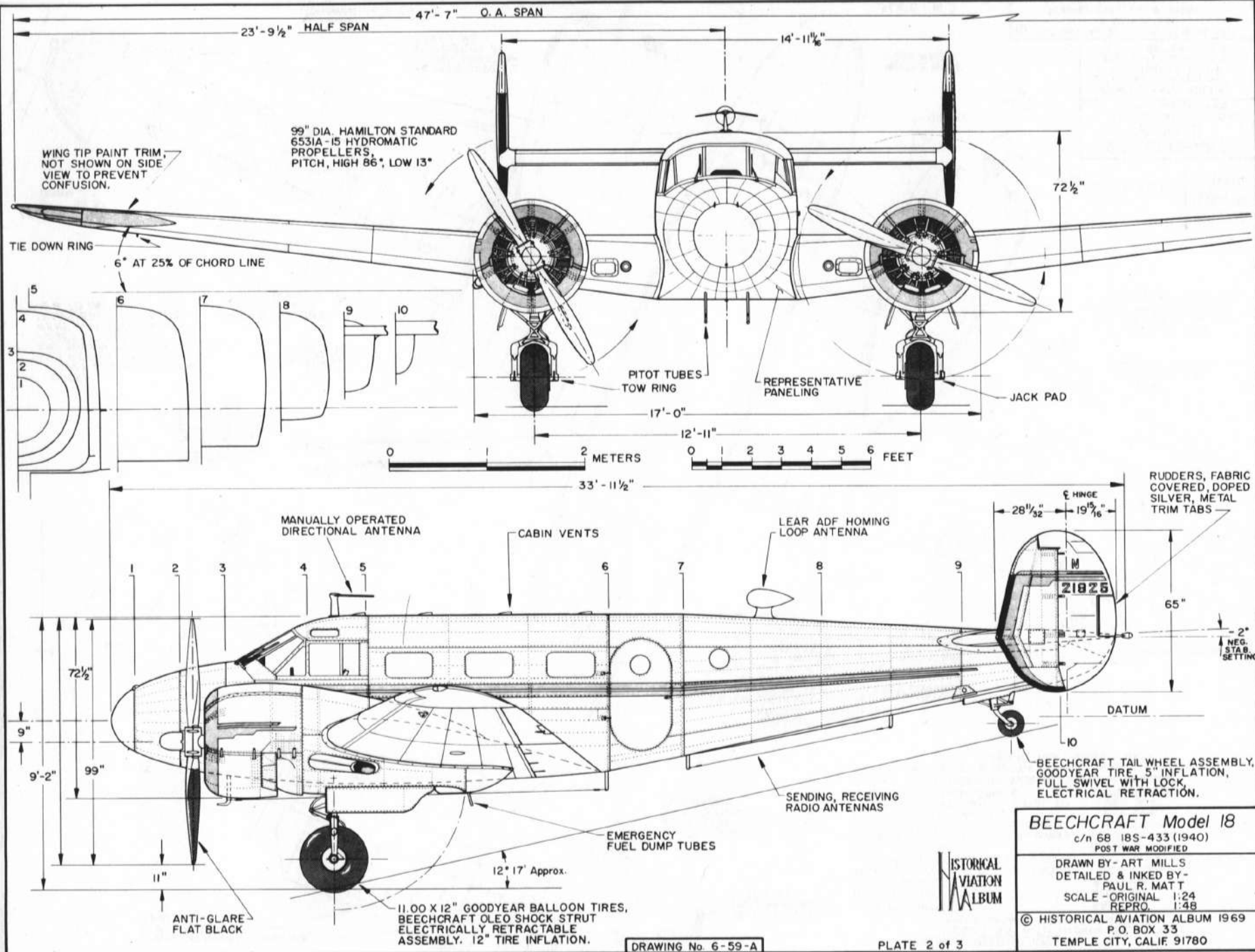
c/n 68 185-433 (1940)  
POST WAR MODIFIED

DRAWN BY - ART MILLS  
DETAILED & INKED BY -  
PAUL R. MATT  
SCALE - ORIGINAL 1:24  
REPRO. 1:48

© HISTORICAL AVIATION ALBUM 1969  
P.O. BOX 33  
TEMPLE CITY, CALIF. 91780

DRAWING No. 6-59-A

PLATE 1 of 3



DRAWING No. 6-59-A

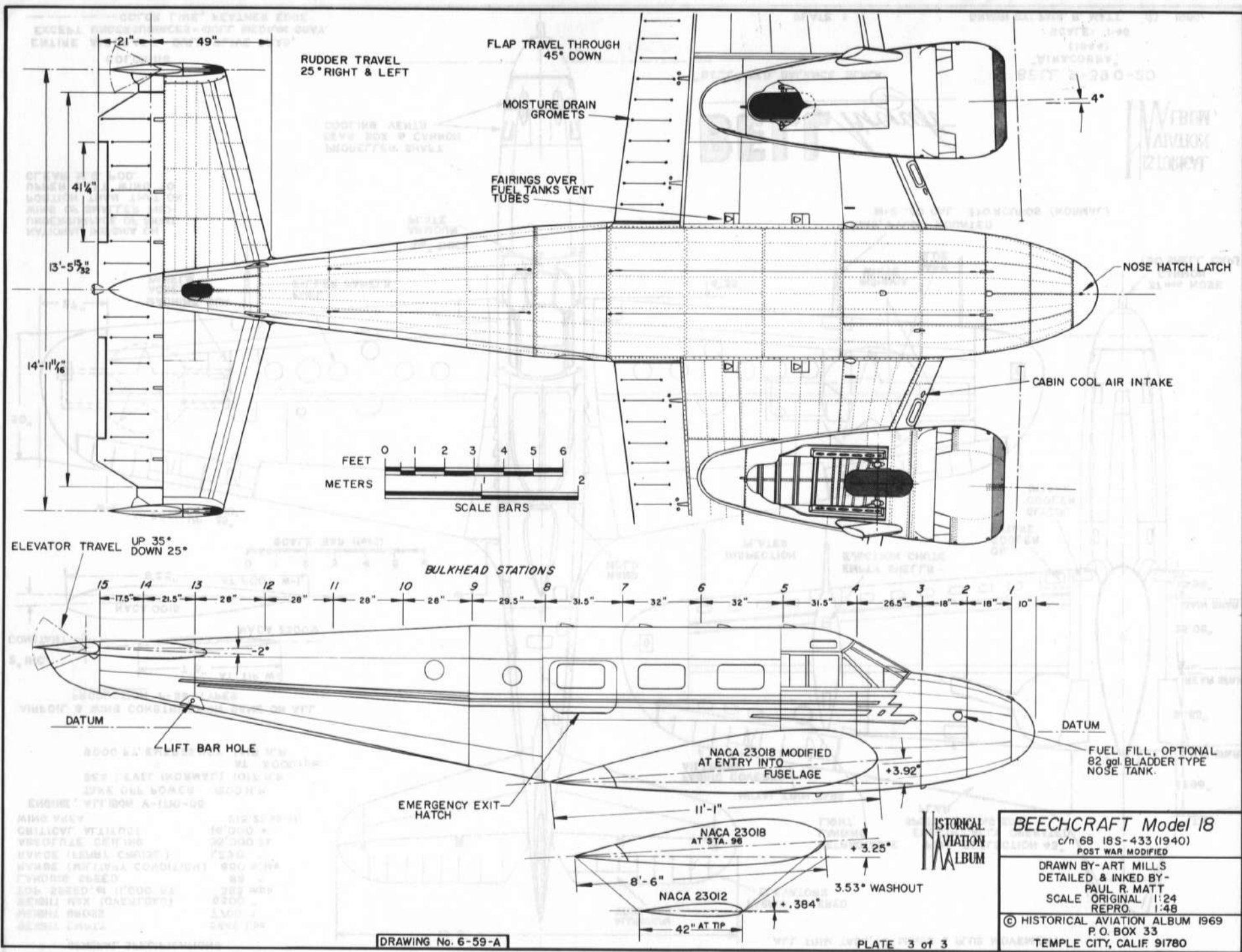
PLATE 2 of 3



**BEECHCRAFT Model 18**  
 c/n 68 185-433 (1940)  
 POST WAR MODIFIED

DRAWN BY - ART MILLS  
 DETAILED & INKED BY -  
 PAUL R. MATT  
 SCALE - ORIGINAL 1:24  
 REPRO. 1:48

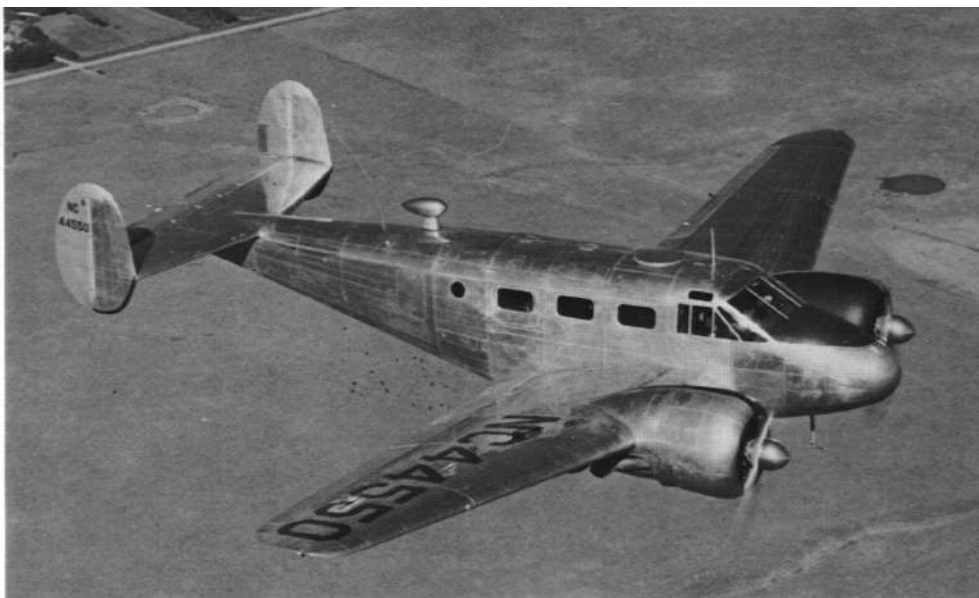
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 P. O. BOX 33  
 TEMPLE CITY, CALIF 91780



DRAWING No. 6-59-A



First Beech "peacetime" delivery was made in Oct. 1945 with the release of VC-45B, 43-35489 to Time, Inc. It became NC 44550 and was used to expedite war contracts held by the private company. It was Beech S/N 5862.



Peter M. Bowers Collection

Beech 18A-318, the 27th model 18 built and sold on May 1, 1940, as seen still in active service at Vancouver, British Columbia in 1956.

Beautiful aircraft in a beautiful setting. A typical D-18S of the post WW II era in its high polished aluminum finish and dark blue "Beech Bird Stripe."



The first all new commercial Model 18 was D-18S, NC 44592, S/N A-1. It was retained by Beech as a demonstrator for several years before being sold. It received the first type certificate, No. 757, issued to any postwar aircraft.

All photos, except where noted, are through the courtesy of the Beech Aircraft Corporation.





Early AT-7 pilot proficiency trainer seen in early 1942 still carrying 1941 tail stripes and organizational numbers on fin, but serial number on fuselage.

Peter M. Bowers Collection

Three AT-11s flying right echelon formation. They carry markings of the June 1942 to May 1943 period. Large numbers are training unit aircraft numbers.



Photo by William T. Larkins



Familiar on all fronts during WW II was the UC-45 in warpaint. C-45A through C-45Fs were war time products. Most were dull olive-drab in coloring.

C-45s returned to Beech factory after WW II were completely rebuilt and went back into service with the USAF as C-45G and -H models. So extensive was the re-work that they started life anew with flying hours recorded from Zero. Pictured is typical C-45G in USAF markings.



High forehead marked distinctive profile of the five Navy JRB-1s. They were used for in-flight radio control of target drones.



Personnel transport for U.S. Navy in the early 1940s is exemplified by the JRB-2. They were used in Embassy services abroad as well as at home.

Known to thousands of pilots, navigators, bombardiers, aerial gunners of WW II... the AT-11, Navigator. Nearly 90% of the Air Force service personnel received some phase of their training in the famed trainer.



Navy's version of the AT-11 was the SNB-1. The 320 built carried same basic equipment but Navy had power operated turret installed.



**Cockpit and cabin interior of the original Beech 18. All succeeding civil versions varied little in general arrangement.**

**BEECH MODEL 18 AIRPLANES DELIVERED  
ON GOVERNMENT CONTRACTS 1939-1945**

Military Type	Date of First Delivery	Date of Last Delivery	Quantity Built
F-2	Dec. 1939	Aug. 1945	56
C-45	Mar. 1940	Aug. 1940	11
C-45A	Mar. 1941	Jan. 1942	22
C-45B	Jan. 1943	Apr. 1944	206
C-45C	Jan. 1943	Jan. 1943	2
C-45D	Dec. 1942	Jul. 1943	5
C-45E	Jan. 1943	Aug. 1943	7
C-45F	Mar. 1944	Aug. 1945	1153
CQ-3BH	Aug. 1945	Aug. 1945	3
AT-7	Feb. 1941	Jan. 1944	582
AT-7A	Jul. 1942	Jul. 1942	1
AT-7C	Oct. 1943	Sep. 1944	301
JRB-2	May 1941	Sep. 1941	15
JRB-3	Jan. 1944	Mar. 1944	19
JRB-4	May 1944	Aug. 1945	324
JRB-1	Oct. 1940	Sep. 1941	11
SNB-1	Aug. 1942	Jul. 1943	320
SNB-2	Jul. 1942	Nov. 1943	240
SNB-2C	Oct. 1943	Oct. 1944	366
AT-11	Sep. 1941	May 1944	1560
		TOTAL	5204

Serial numbers for the post-war Model D18S and C18S airplanes (1945-1955) are A-1 through A-1031.



Orange and green check visibility markings on F-2, Oakland, California July 1941.

Peter M. Bowers Collection



Beech C-45F in 1st Air Commando Group markings, Barrackpore, Calcutta, India, 1/45.

Peter M. Bowers Collection



One of three C-45Fs modified in 1944 to target control CQ-3BHs. Extra aerials, 7/47.

Peter M. Bowers Collection



Beech Expeditor, a C-45 released to British. Calcutta, India. 9/45, S/N KJ 555.

Peter M. Bowers



Navy JRB-2 in orange and white training plane colors of the current era.

Sgt. W. Geimenhardt



A TC-11 (AT-11 under Training Command Buzz — Letter redesignation of 1945-54). Eleven's were stricken from USAF roster in 1955.

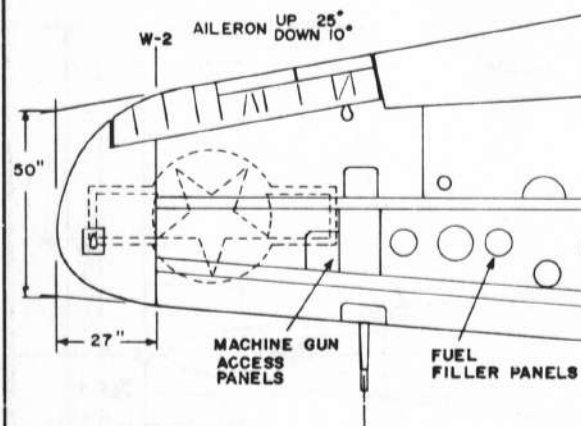
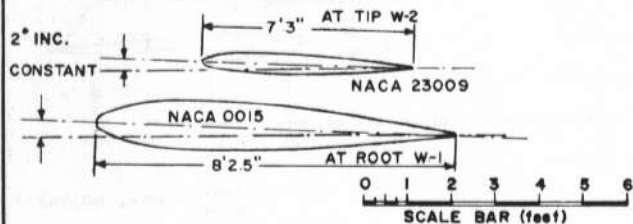
Photo by W. T. Larkins

**GENERAL SPECIFICATIONS**

WEIGHT EMPTY 5645 Lbs.  
 WEIGHT GROSS 7700 "  
 WEIGHT MAX. (OVERLOAD) 8300 "  
 TOP SPEED, at 11,000 FT. 385 mph  
 LANDING SPEED 88 "  
 RANGE (MILITARY CONDITION) 650 miles  
 RANGE (FERRY CRUISE) 1,250 "  
 ABSOLUTE CEILING 35,000 ft.  
 CRITICAL ALTITUDE 16,000 "  
 WING AREA 213.22 sq. ft.

ENGINE, ALLISON V-1710-85  
 TAKE OFF POWER 1200 H.P.  
 SEA LEVEL (NORMAL) 1017 H.P.  
 AT 3000rpm  
 9000 FT. EMERGENCY 1418 H.P.

AIRFOIL & WING CONSTRUCTION SAME ON ALL PRODUCTION P-39 TYPES

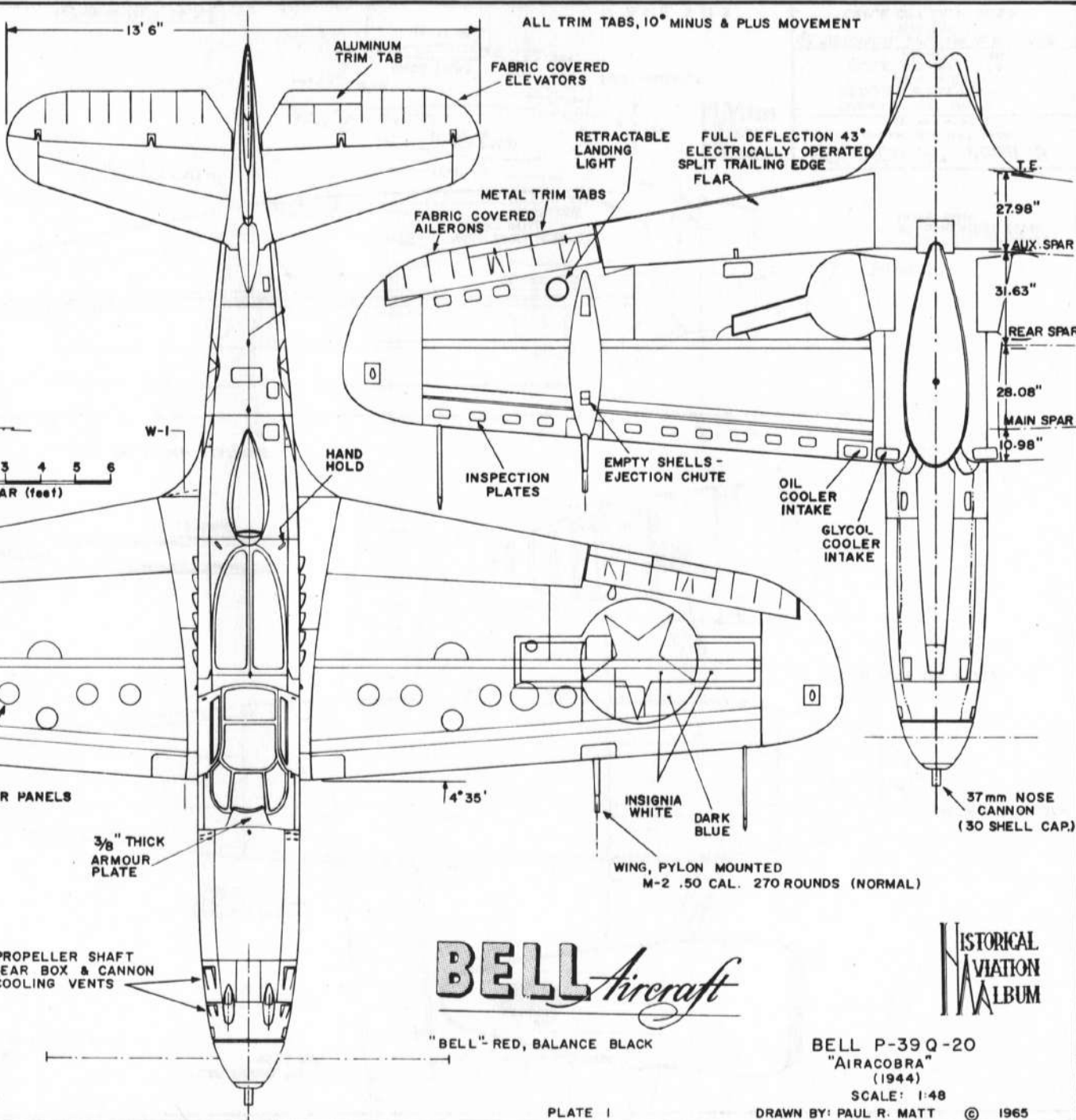


NATIONAL INSIGNIA ON UNDERSURFACE OF RIGHT WING OF SMALLER PROPORTION THAN THAT ON UPPER LEFT WING TO CLEAR M.G. POD.

PROPELLER SHAFT GEAR BOX & CANNON COOLING VENTS

3/8" THICK ARMOUR PLATE

**COLORING**  
 ENTIRE AIRCRAFT - DULL OLIVE DRAB,  
 EXCEPT UNDERSURFACES - DULL MEDIUM GRAY.  
 ———— COLOR LINE, FEATHER EDGE



**BELL Aircraft**

"BELL" RED, BALANCE BLACK

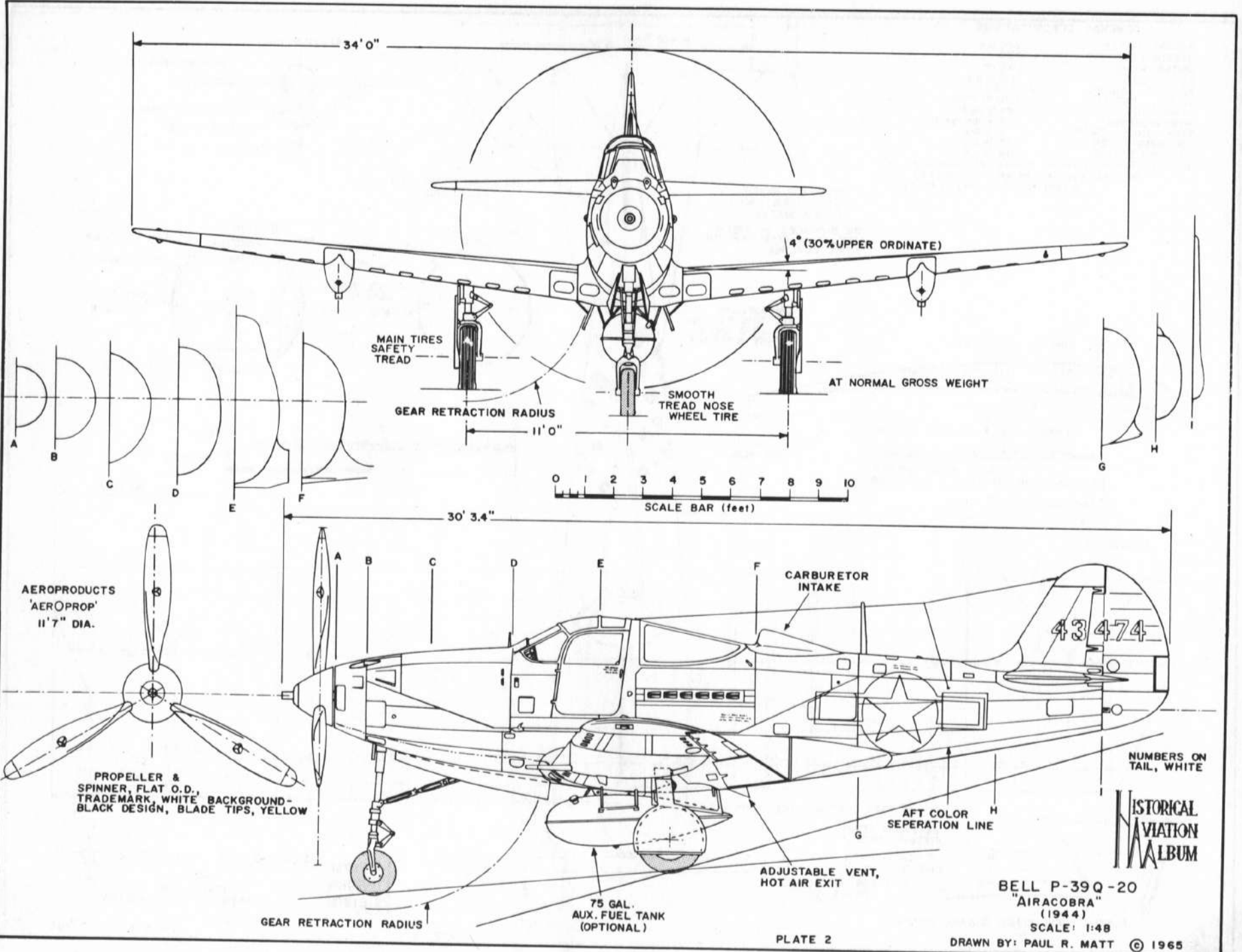
HISTORICAL AVIATION ALBUM

BELL P-39 Q-20  
 "AIRACOBRA"  
 (1944)

SCALE: 1:48

PLATE I

DRAWN BY: PAUL R. MATT © 1965













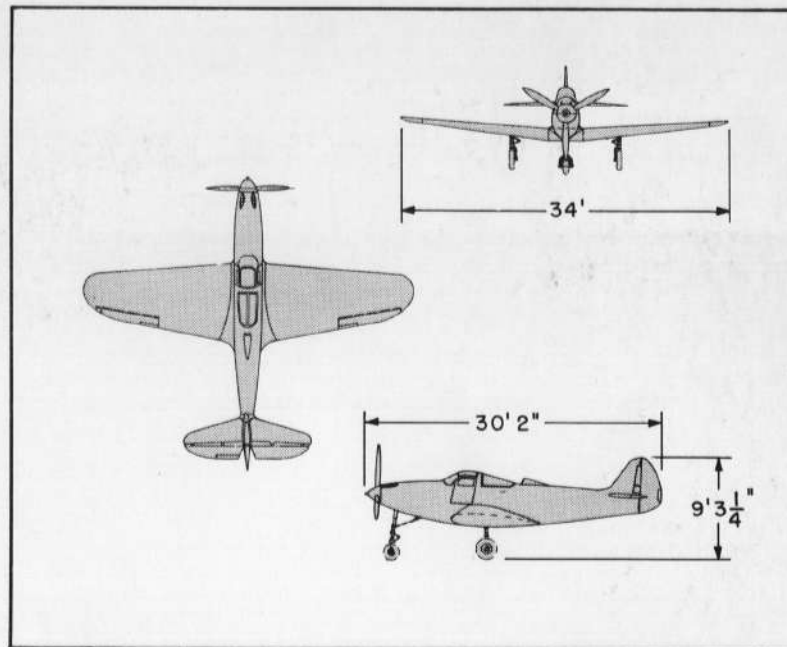
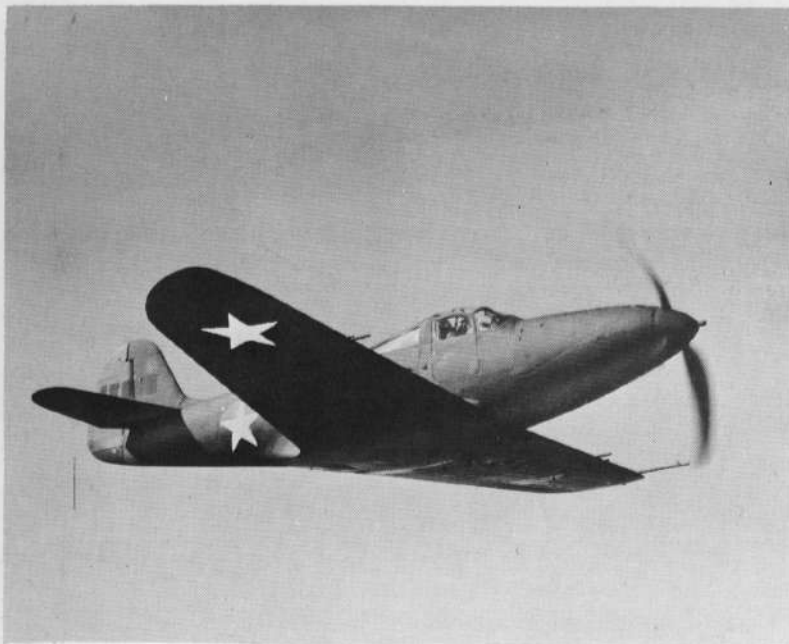


238



BELL YP-39C

20010



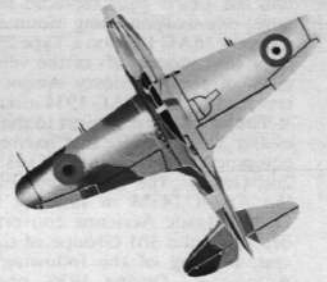
## Bell P-39 Airacobra

The Bell Airacobra was one of the most widely used fighter airplanes in World War II. The first American fighter to carry a cannon, it also packed two .50 caliber and four .30 caliber machine guns. Its speed was in the 400 mile an hour class and it could fight up to 33,000 feet. Installation of a cannon in the nose of the P-39 was made possible by placing the 1200 horsepower Allison engine behind the pilot. Nearly 10,000 Airacobras were built and saw service in the South Pacific, Africa and Europe.

**BELL** *Aircraft* CORPORATION  
POST OFFICE BOX ONE · BUFFALO 5, NEW YORK



(Below) Model 14 Airacobra I of No. 601 "County of London" Squadron



(Below) P-400 Airacobra of USAAF 35th Fighter Group (New Guinea 1942)



(Below) P-39D of 39th Pursuit Squadron (U.S.A., Winter 1941-42). Redesignated 307th Squadron (31st Fighter Group) May 1942



(Below) P-39L of 93rd Fighter Squadron (81st Fighter Group), Tunisia, January-August 1943



(Below) P-39Q flown by Major Alexander Pokryshkin (Sov. A.F.). Southern sector of Russian Front, 1943-44



(Below) P-39N of 4° Stormo Italian Co-belligerent Air Force (Yugoslavia 1944)























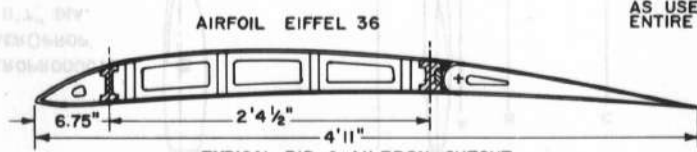
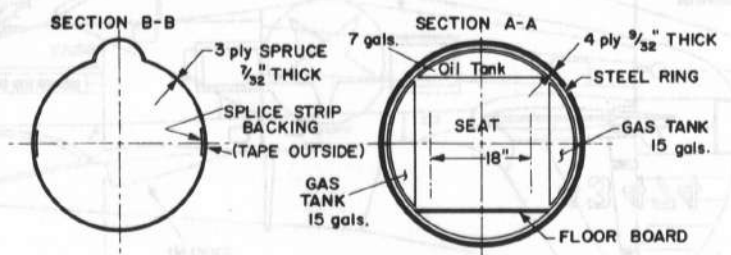
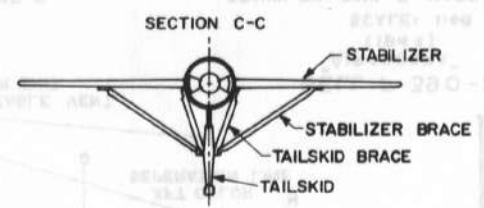
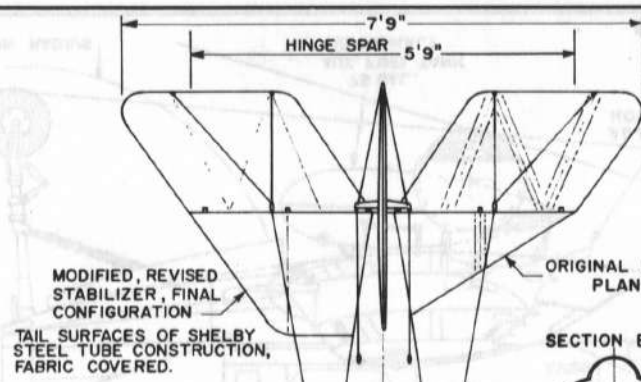






**GENERAL SPECIFICATIONS**

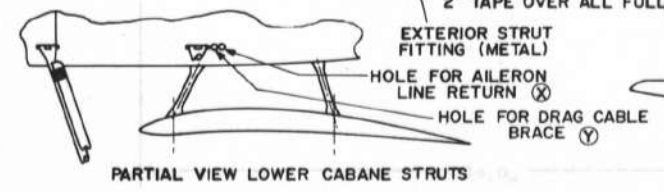
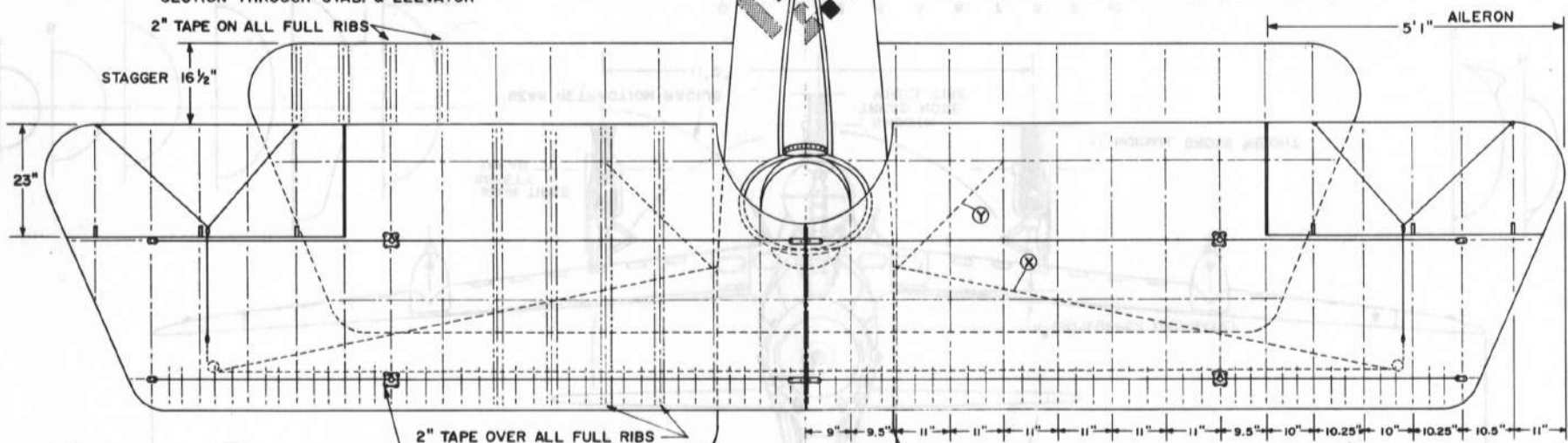
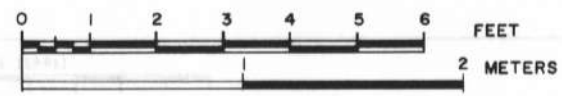
WEIGHT EMPTY	820 lbs.
USEFUL LOAD	370 "
GROSS WEIGHT	1,190 "
TOP SPEED	115 m.p.h.
SERVICE CEILING	20,000 ft.
CLIMB, INITIAL	1,100 ft./min.
WING AREA	184.5 sq. ft.
WING LOADING	6.4 lbs./sq. ft.
ENDURANCE, CRUISE	2.5 hrs.
CRUISING SPEED	85 m.p.h.
LANDING SPEED	54 m.p.h.
ENGINE, Gnome Rotary 100 h.p. at 1200 r.p.m.	
WEIGHT, (incl. AIR INTAKE VAPORIZERS & IGNITION SYSTEM)-	272 lbs.



TYPICAL RIB & AILERON CUTOUT

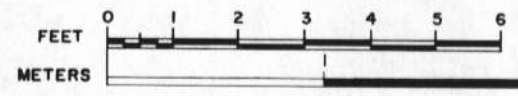
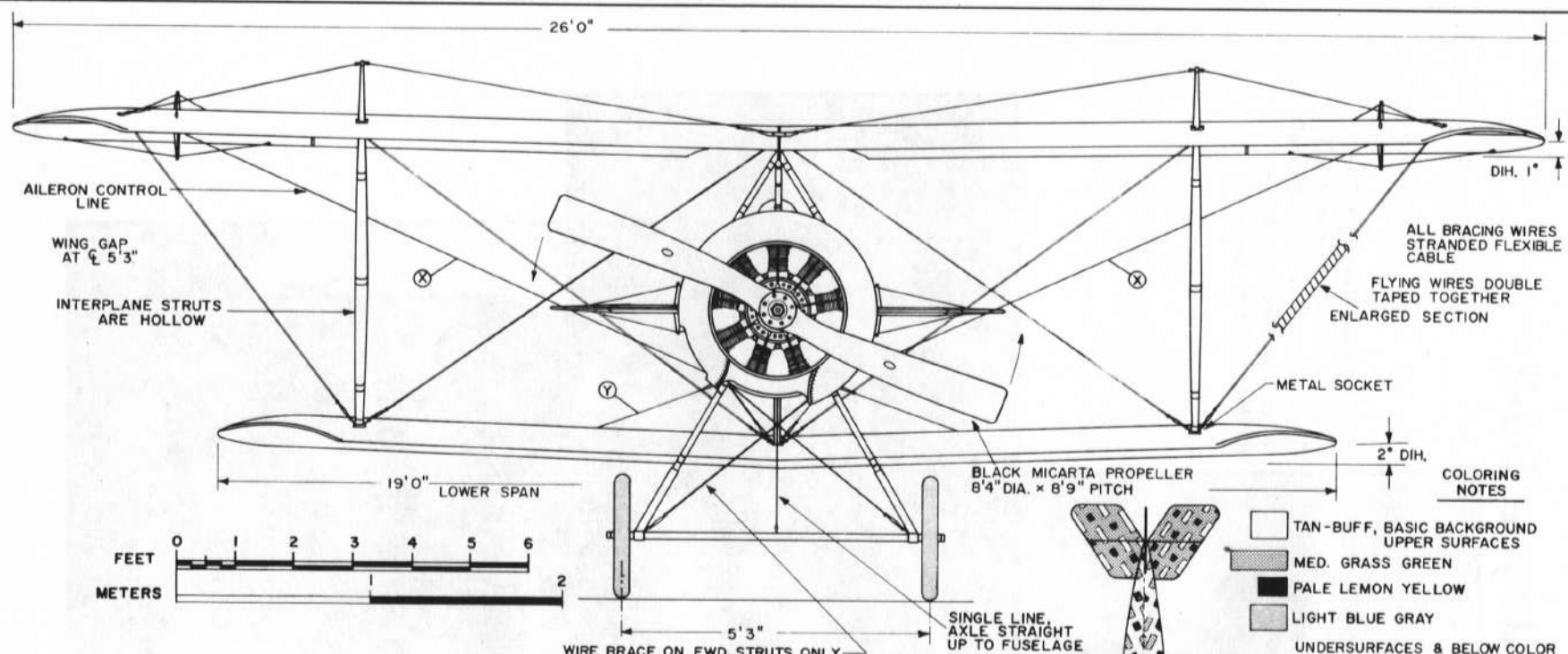


AIRFOIL SECTIONS TWICE SCALE



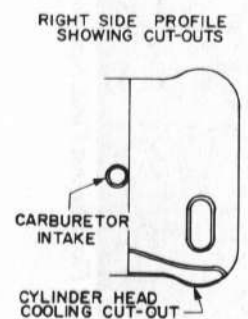
HISTORICAL AVIATION ALBUM

BERKMANS "SPEED SCOUT"  
(1918/19)  
SCALE 1:32  
DRAWN BY: HERB. KELLEY

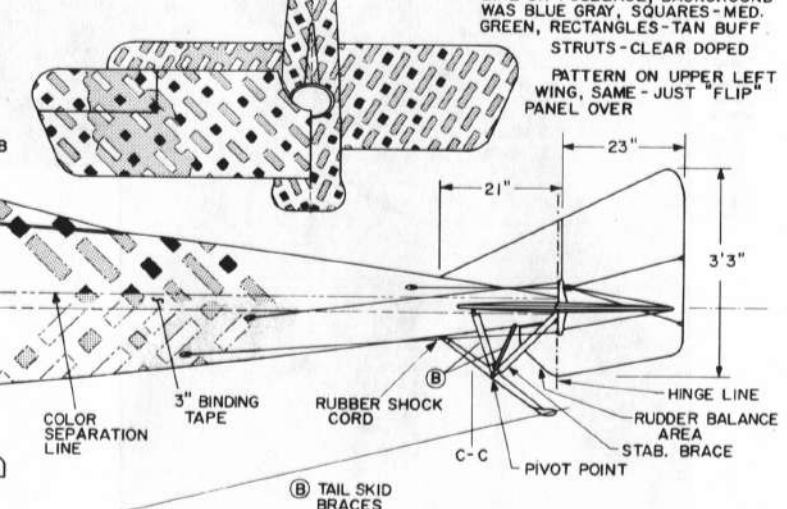
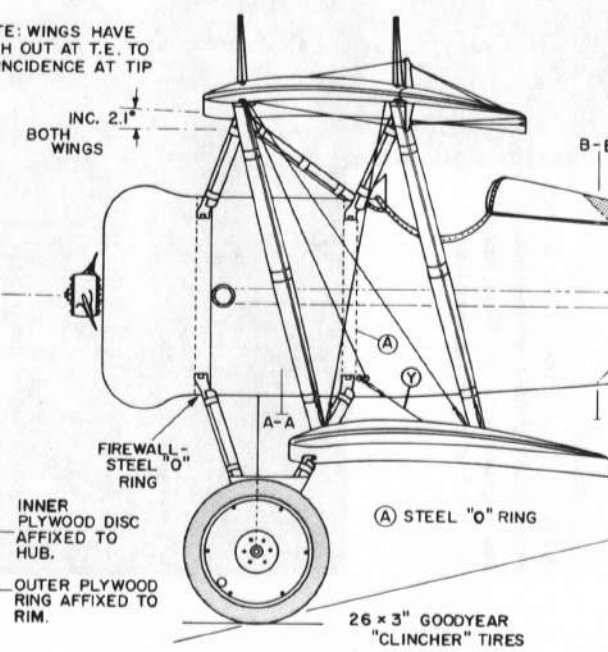
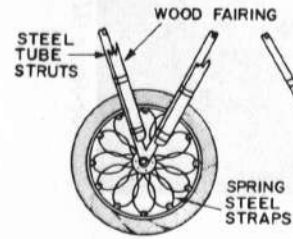


- COLORING NOTES**
- TAN-BUFF, BASIC BACKGROUND UPPER SURFACES
  - MED. GRASS GREEN
  - PALE LEMON YELLOW
  - LIGHT BLUE GRAY

UNDERSURFACES & BELOW COLOR LINE ON FUSELAGE, BACKGROUND WAS BLUE GRAY, SQUARES-MED. GREEN, RECTANGLES-TAN BUFF. STRUTS-CLEAR DOPED. PATTERN ON UPPER LEFT WING, SAME - JUST "FLIP" PANEL OVER

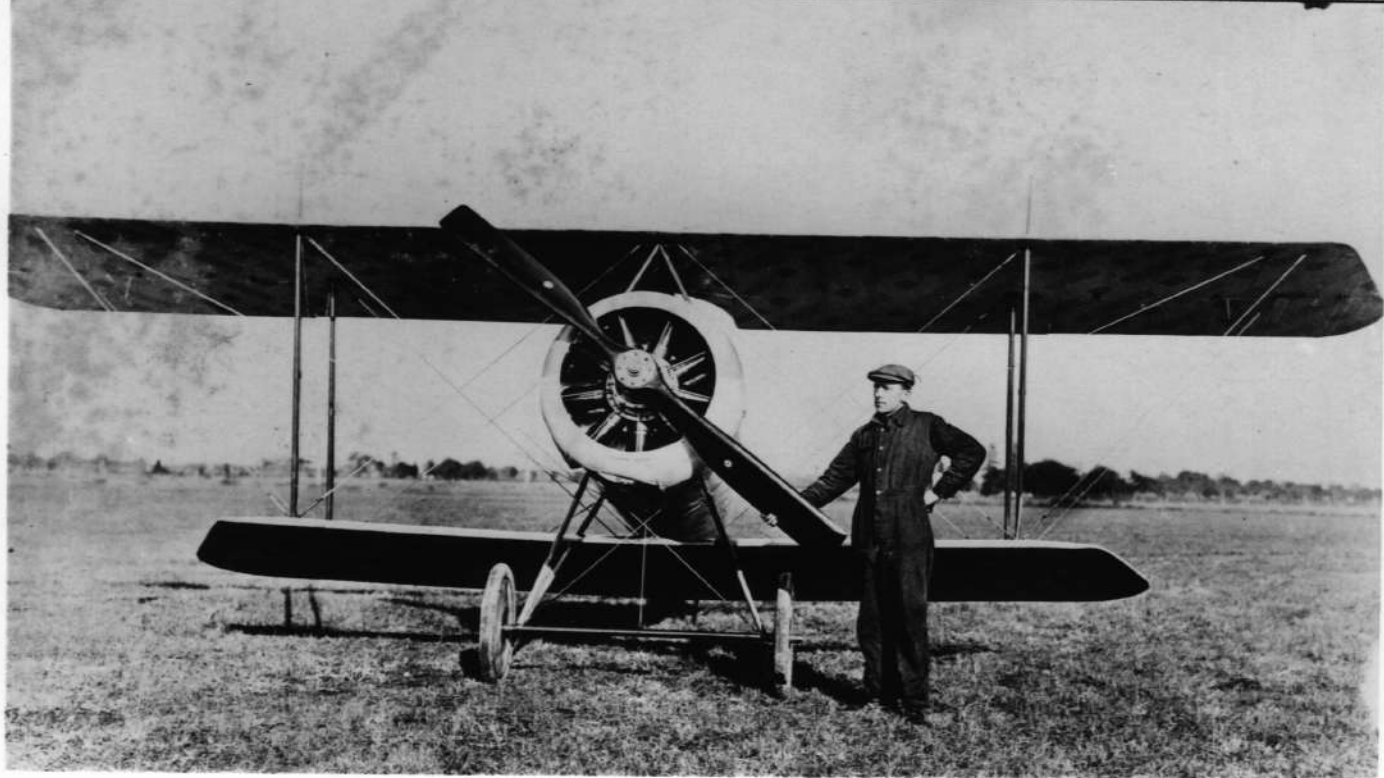
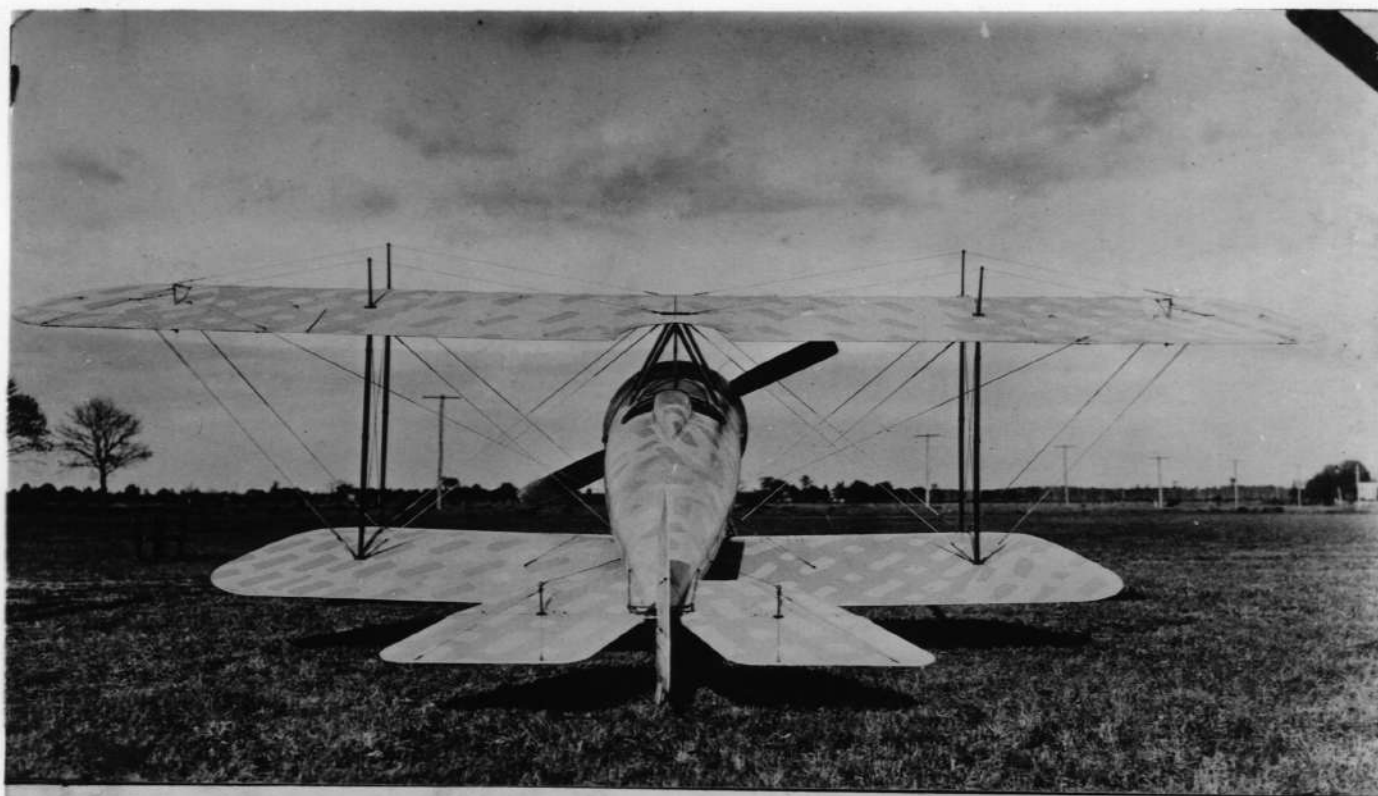


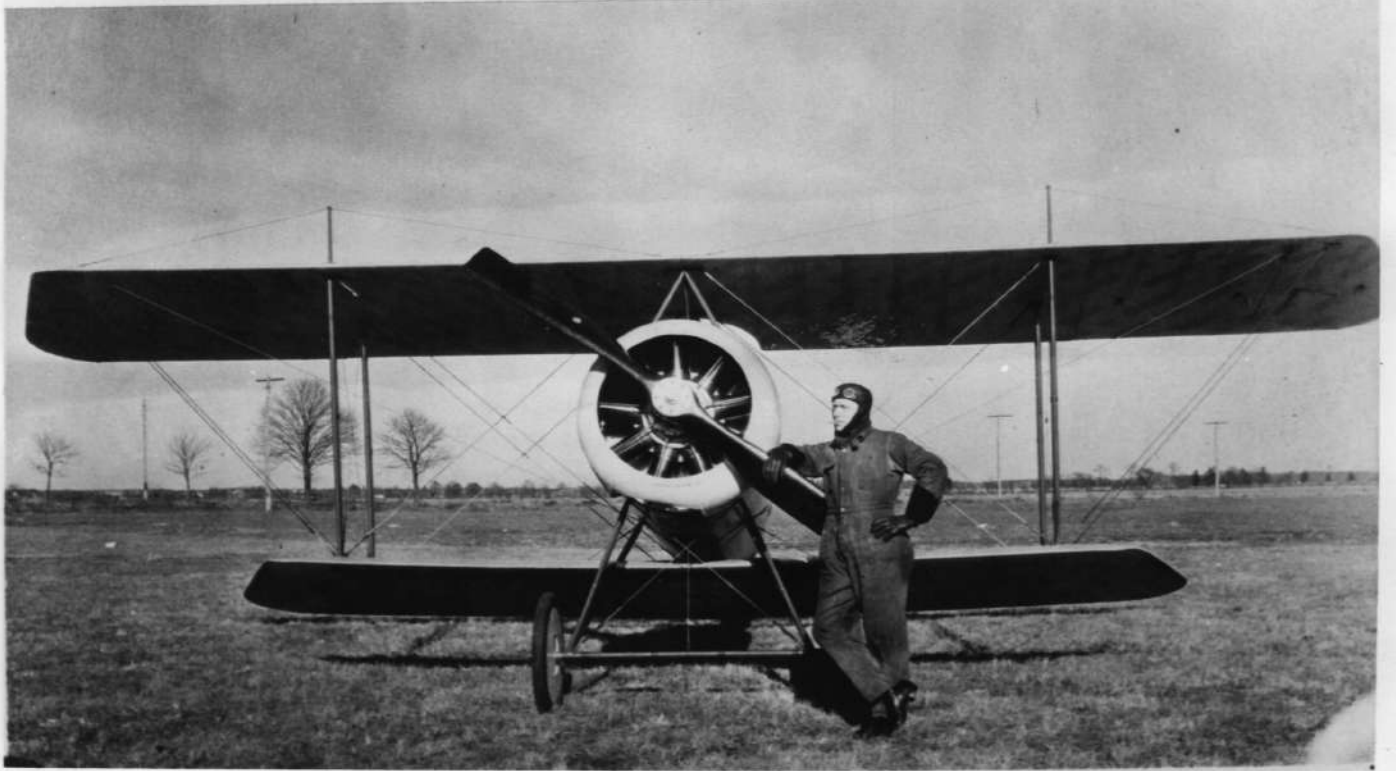
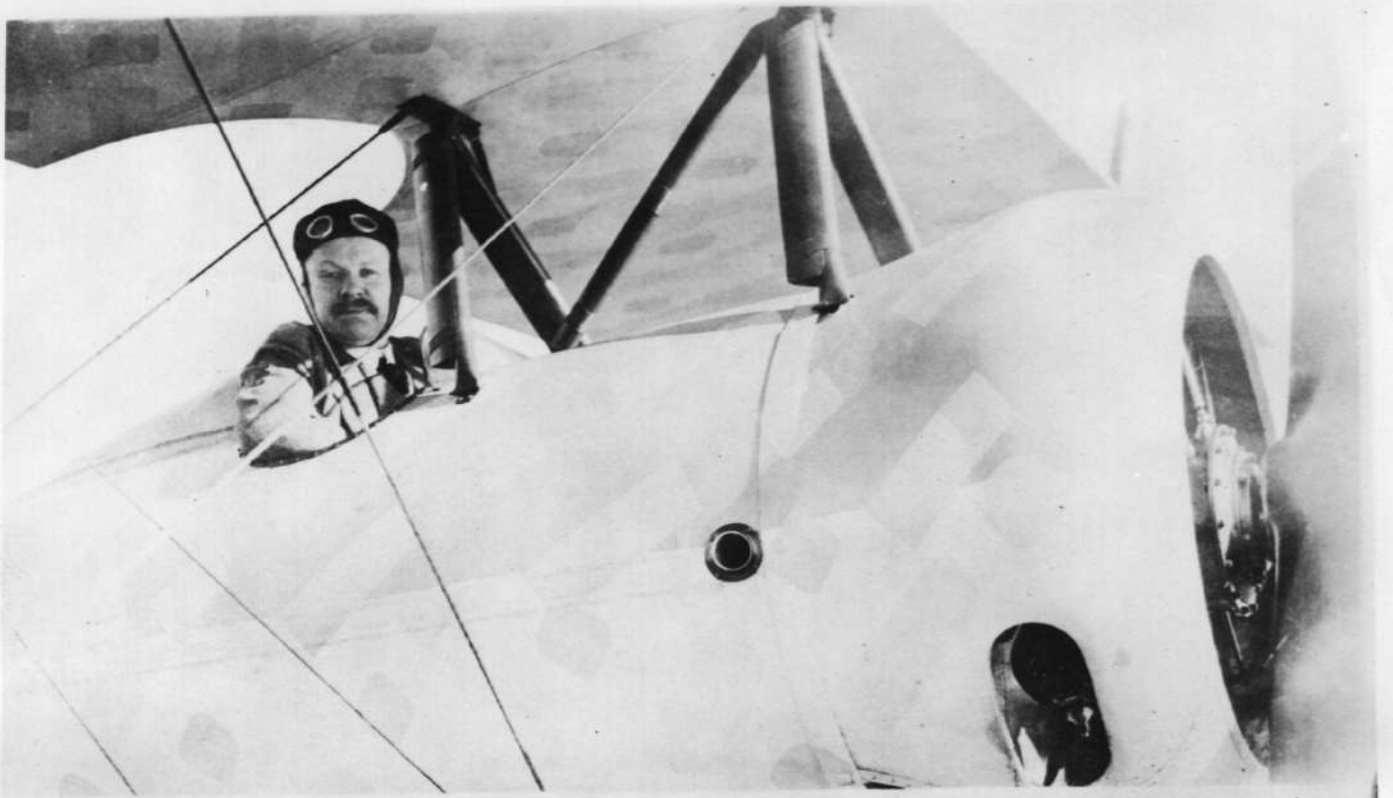
NOTE: WINGS HAVE WASH OUT AT T.E. TO 1.5° INCIDENCE AT TIP

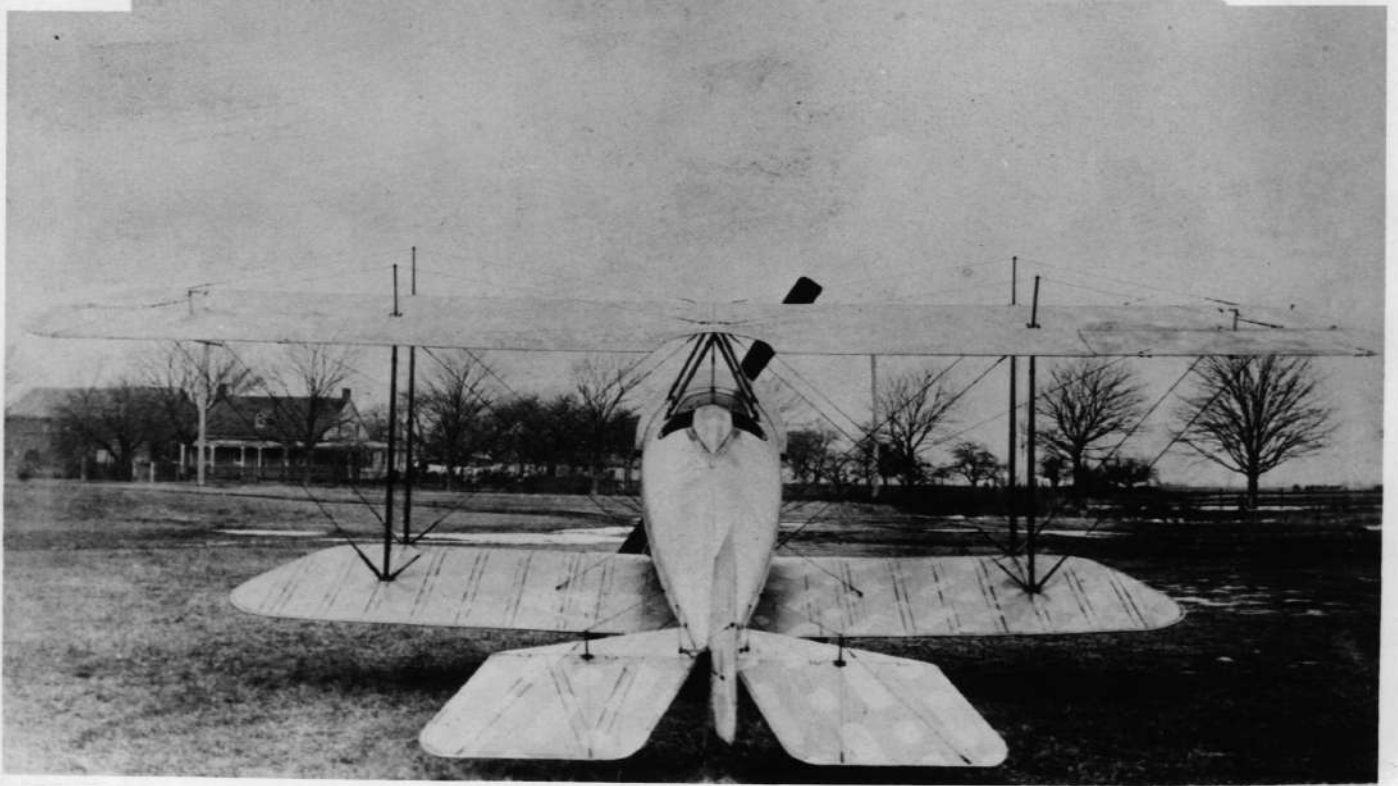


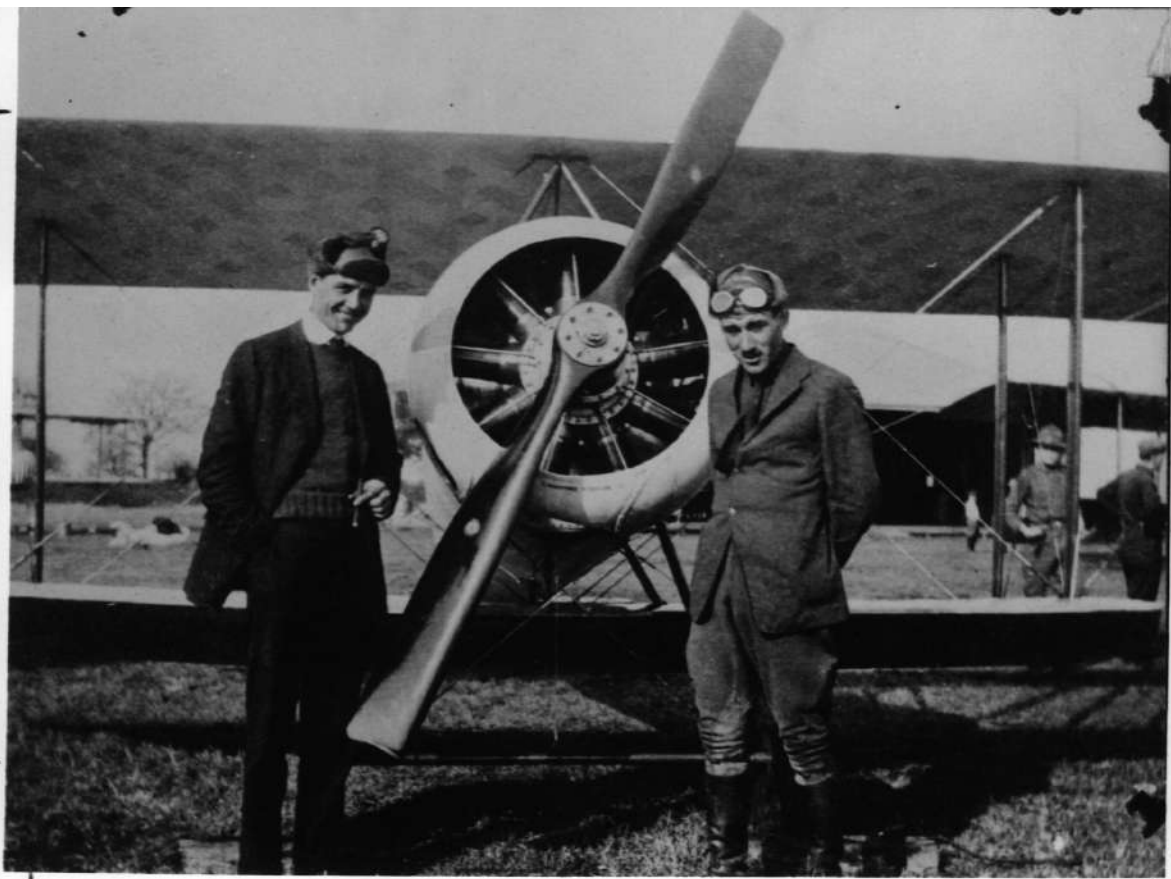
**HISTORICAL AVIATION ALBUM**

**BERKMANS "SPEED SCOUT"**  
(1918/19)  
SCALE 1:32  
DRAWN BY: HERB. KELLEY









Wood Photo

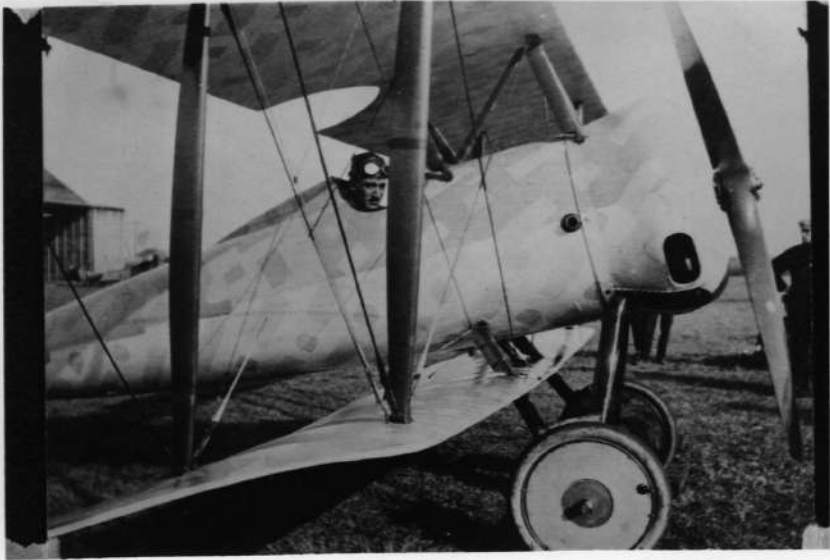
Photo # 14

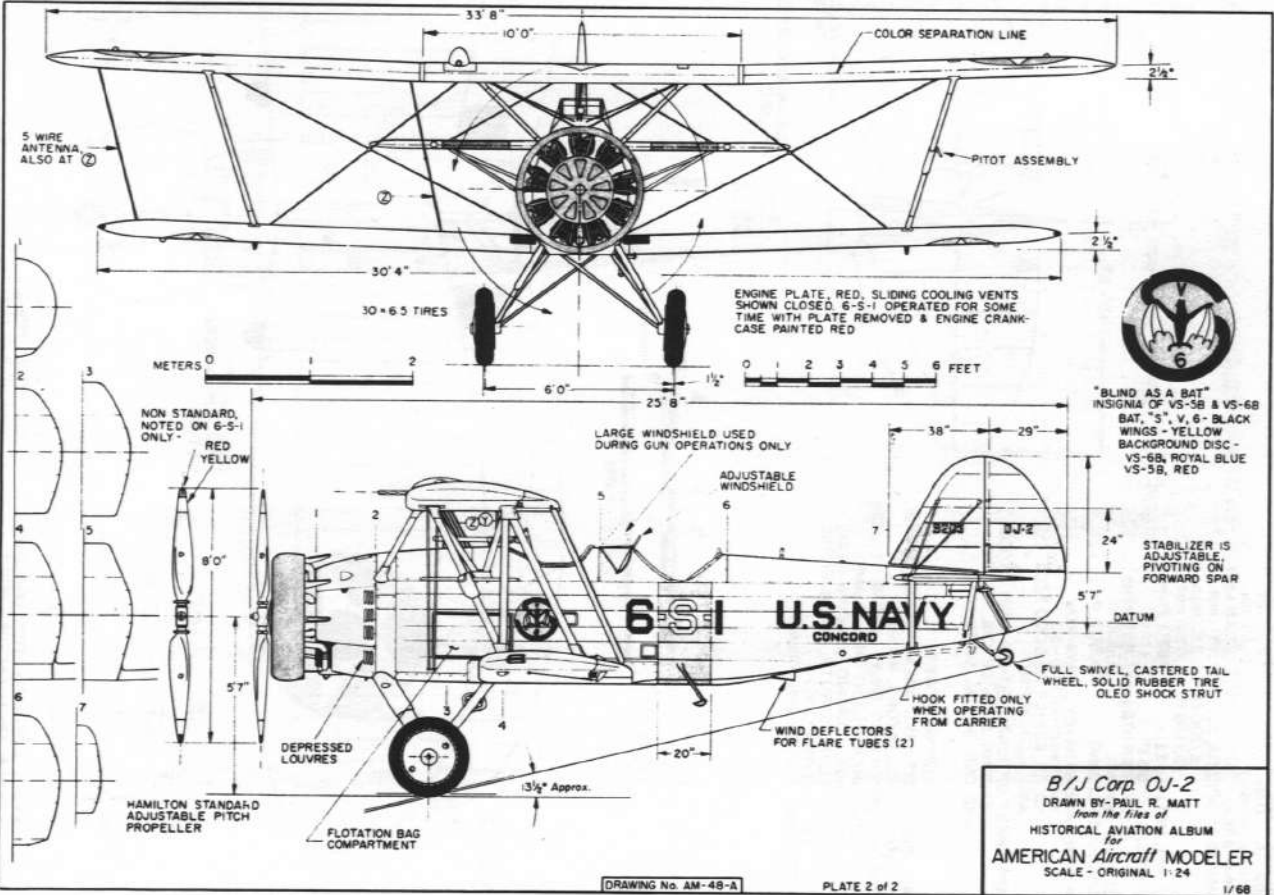
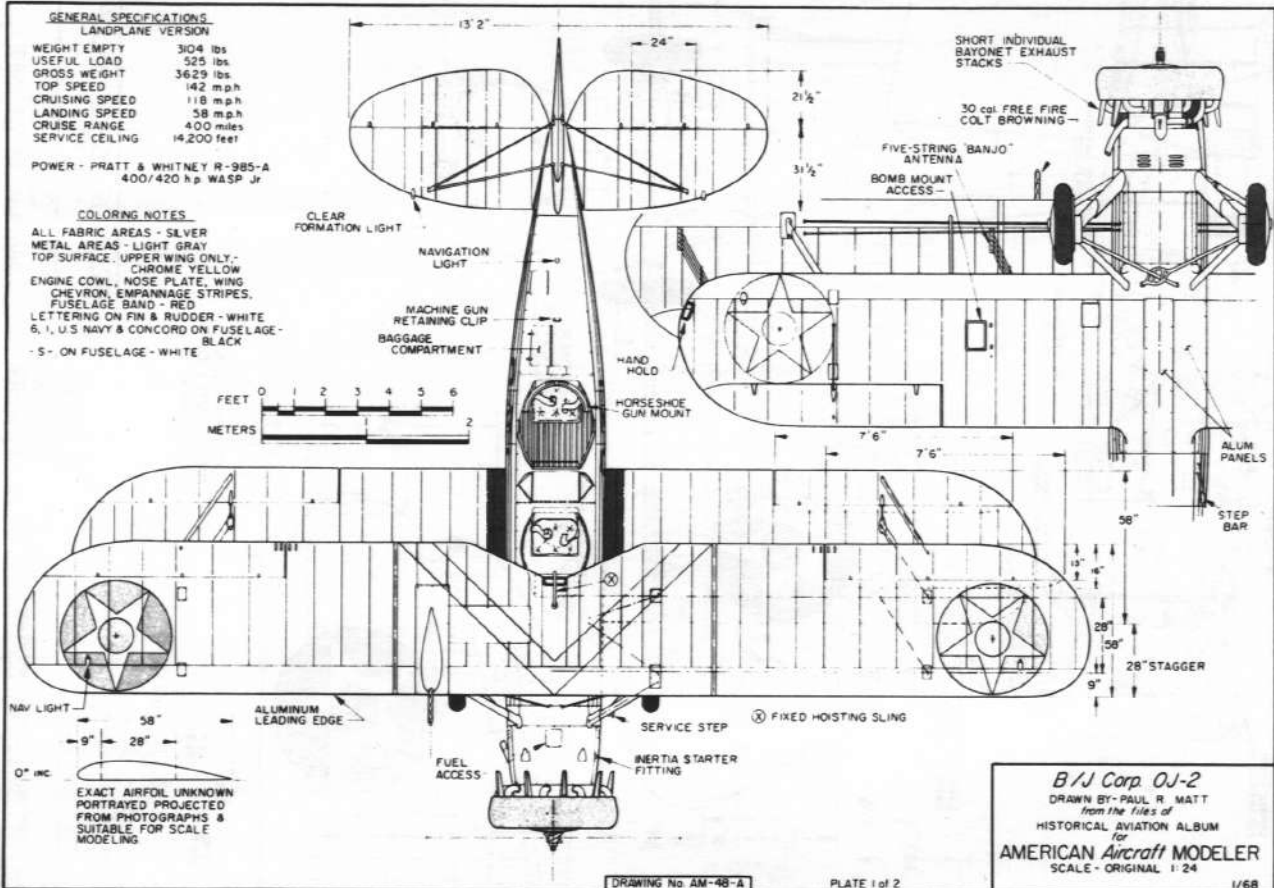




Photo 17







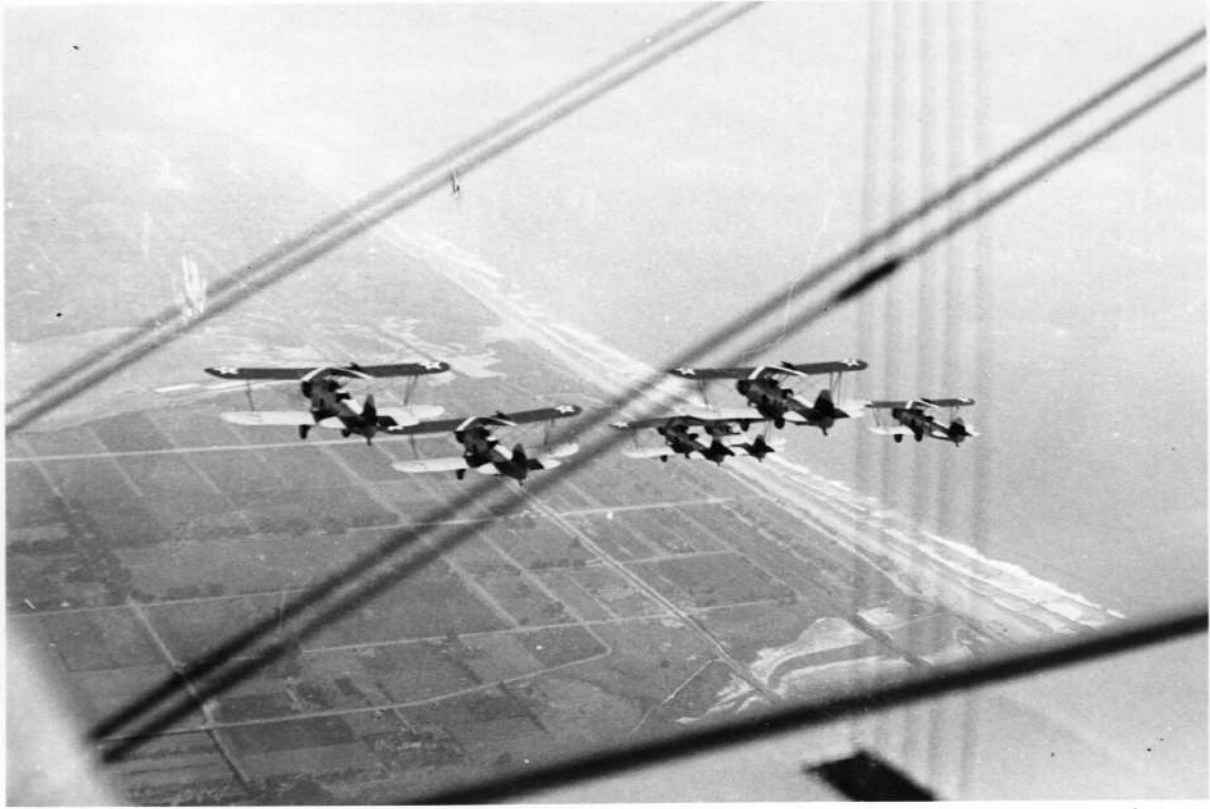


BERLINER-JOYCE OJ-2 AN-31779 1-10-33





















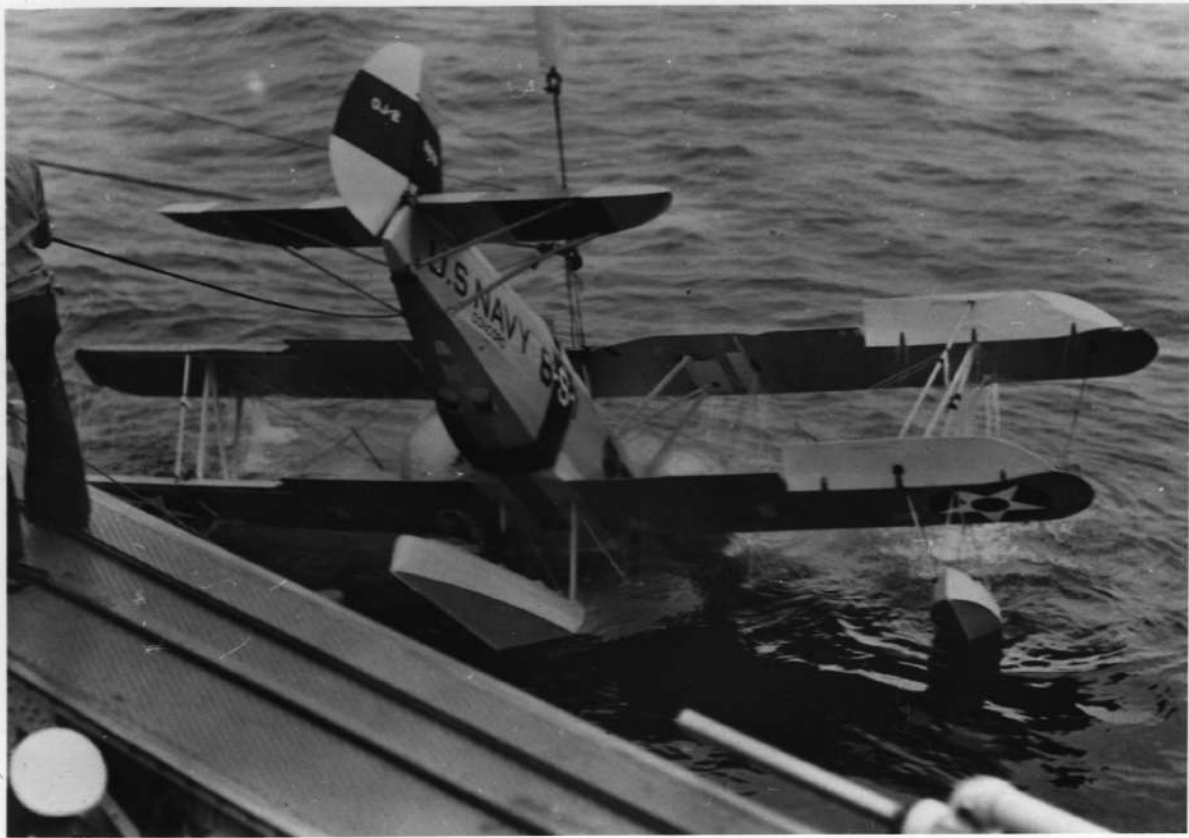




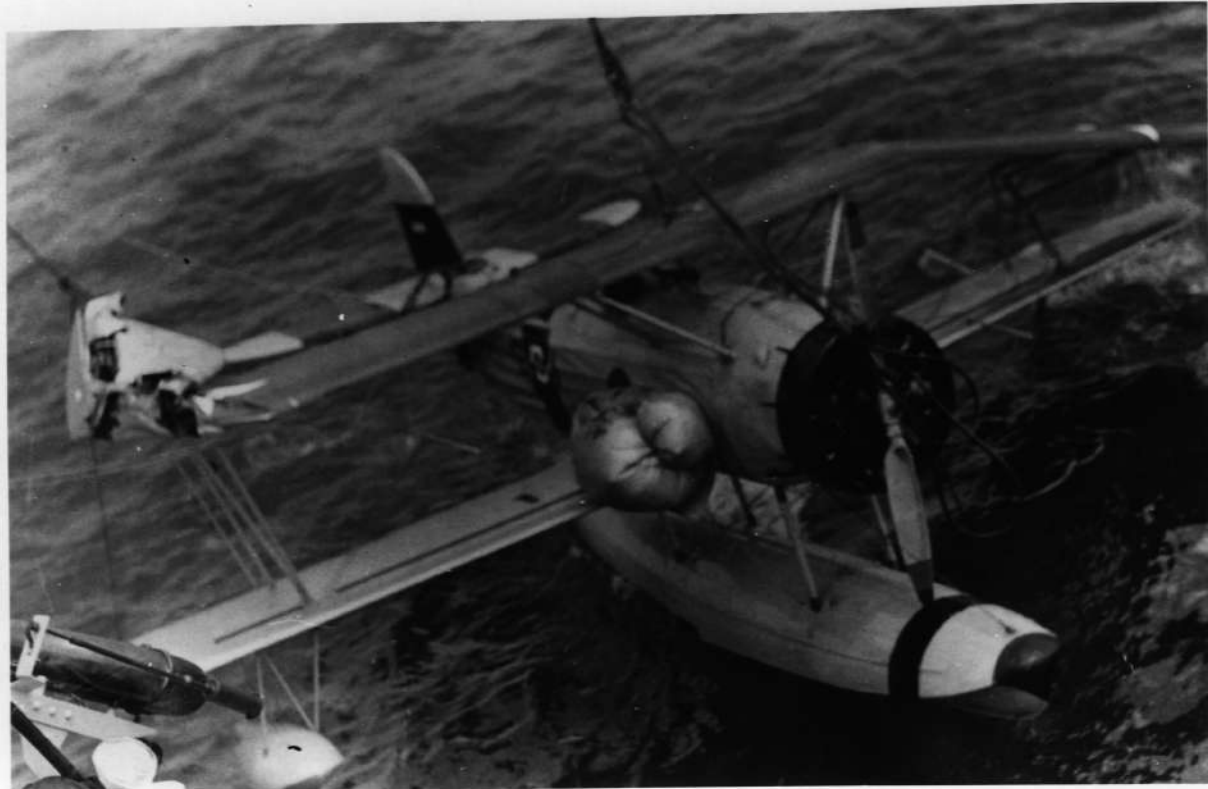














GENERAL SPECIFICATIONS

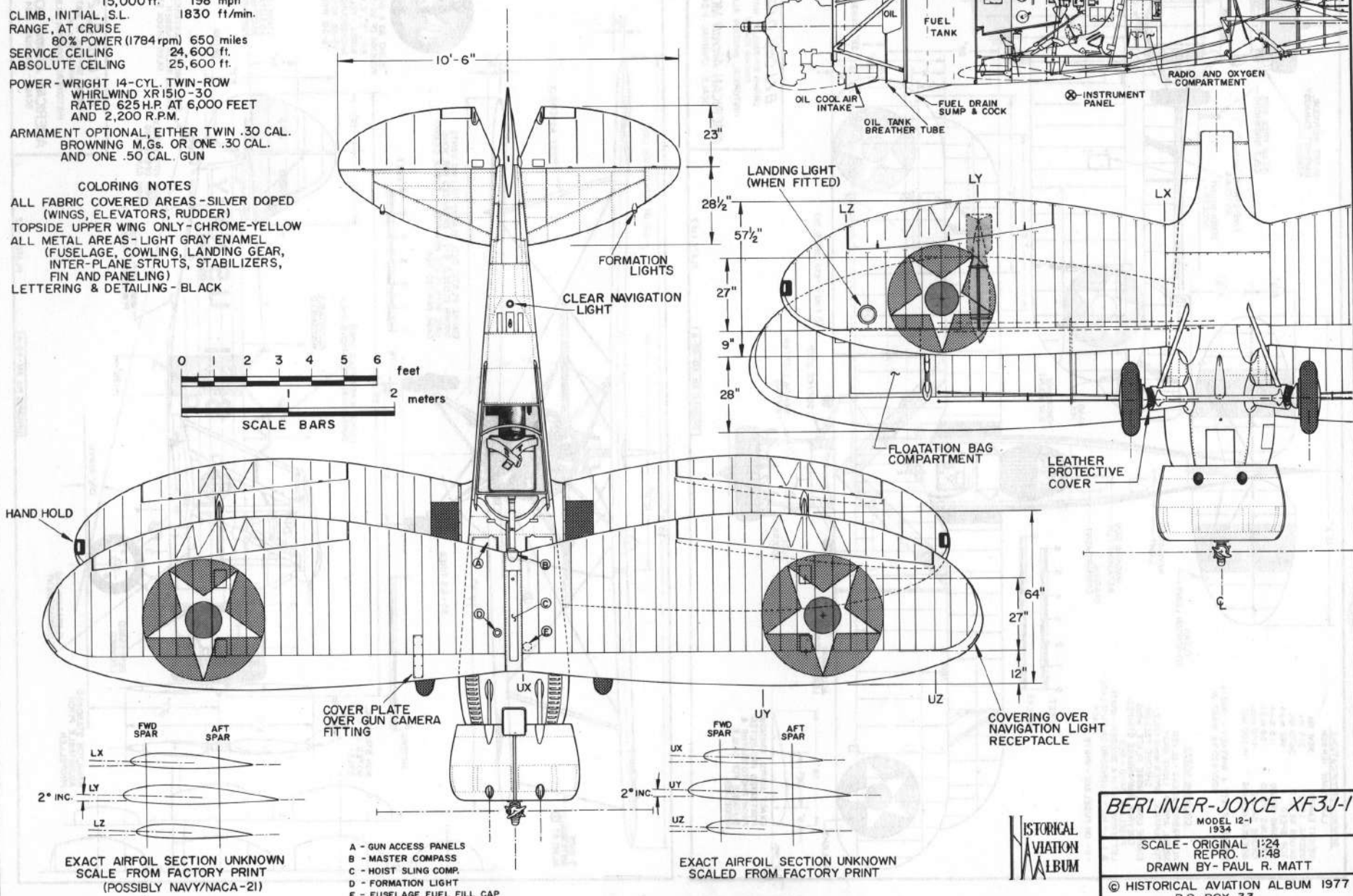
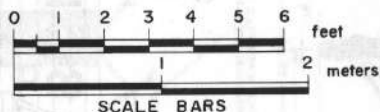
WEIGHT EMPTY 2765 lbs.  
 USEFUL LOAD 1200 lbs.  
 GROSS WEIGHT 3965 lbs.  
 WING AREA 239.6 sq. ft.  
 MAXIMUM SPEEDS, S.L. 191 mph  
 6,000 ft. 210 mph  
 15,000 ft. 198 mph  
 CLIMB, INITIAL, S.L. 1830 ft./min.  
 RANGE, AT CRUISE  
 80% POWER (1794 rpm) 650 miles  
 SERVICE CEILING 24,600 ft.  
 ABSOLUTE CEILING 25,600 ft.

POWER - WRIGHT 14-CYL. TWIN-ROW  
 WHIRLWIND XR1510-30  
 RATED 625 H.P. AT 6,000 FEET  
 AND 2,200 R.P.M.

ARMAMENT OPTIONAL, EITHER TWIN .30 CAL.  
 BROWNING M.G.s. OR ONE .30 CAL.  
 AND ONE .50 CAL. GUN

COLORING NOTES

ALL FABRIC COVERED AREAS - SILVER DOPED  
 (WINGS, ELEVATORS, RUDDER)  
 TOPSIDE UPPER WING ONLY - CHROME-YELLOW  
 ALL METAL AREAS - LIGHT GRAY ENAMEL  
 (FUSELAGE, COWLING, LANDING GEAR,  
 INTER-PLANE STRUTS, STABILIZERS,  
 FIN AND PANELING)  
 LETTERING & DETAILING - BLACK



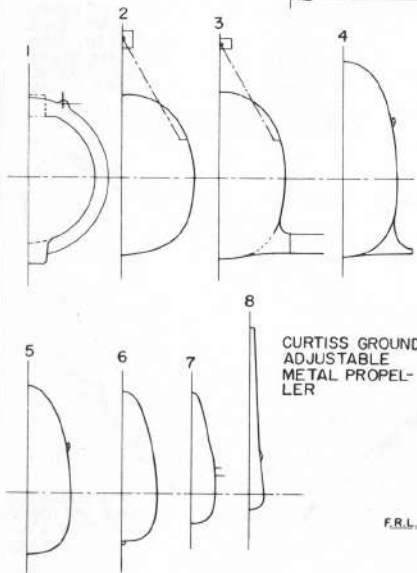
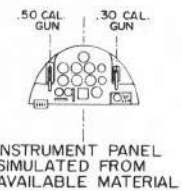
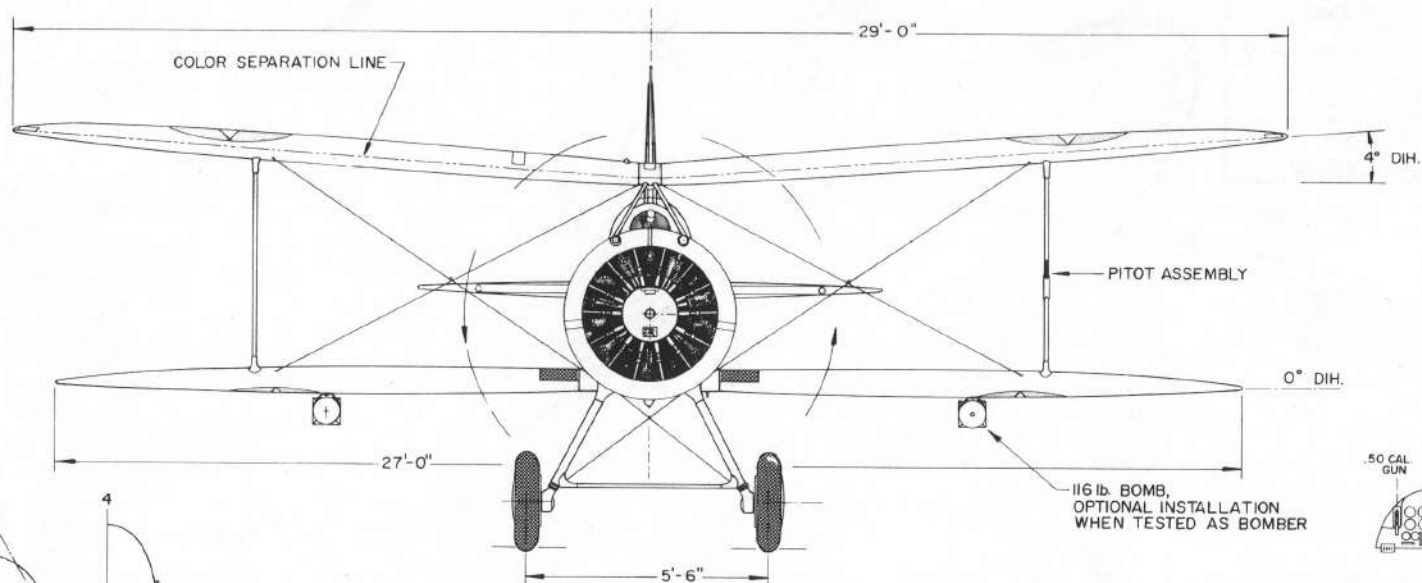
EXACT AIRFOIL SECTION UNKNOWN  
 SCALE FROM FACTORY PRINT  
 (POSSIBLY NAVY/NACA-21)

- A - GUN ACCESS PANELS
- B - MASTER COMPASS
- C - HOIST SLING COMP.
- D - FORMATION LIGHT
- E - FUSELAGE FUEL FILL CAP

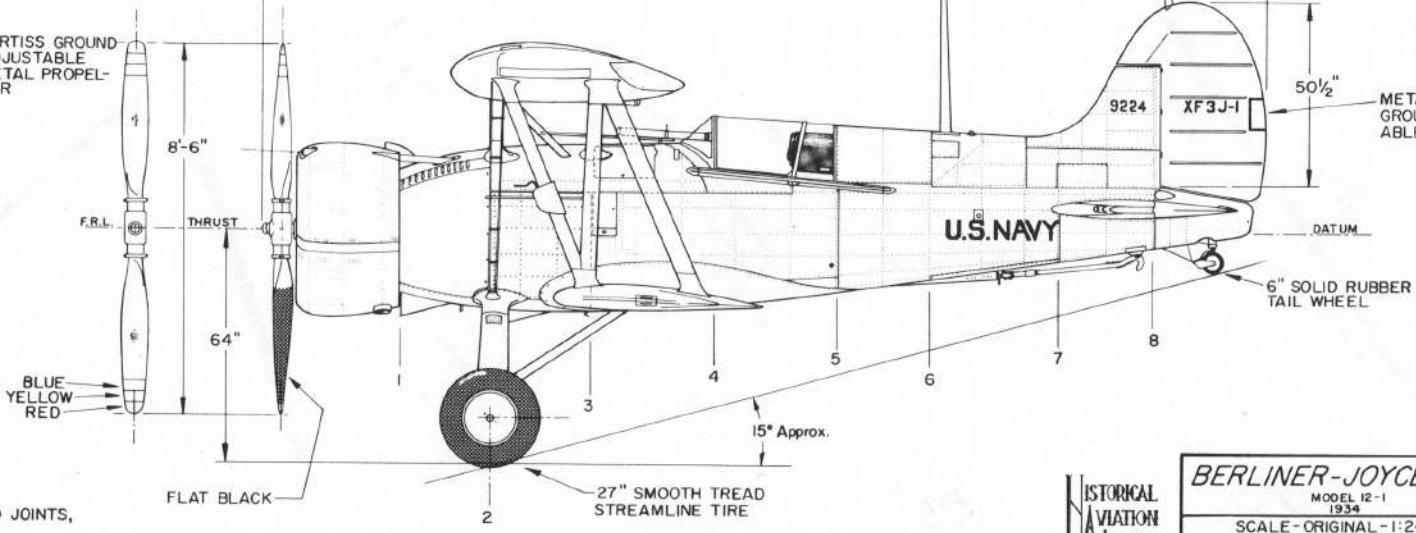
EXACT AIRFOIL SECTION UNKNOWN  
 SCALED FROM FACTORY PRINT



**BERLINER-JOYCE XF3J-1**  
 MODEL 12-1  
 1934  
 SCALE - ORIGINAL 1:24  
 REPRO. 1:48  
 DRAWN BY - PAUL R. MATT  
 © HISTORICAL AVIATION ALBUM 1977  
 P.O. BOX 33  
 TEMPLE CITY, CALIF., 91780



CURTISS GROUND ADJUSTABLE METAL PROPELLER



BLUE  
YELLOW  
RED

FLAT BLACK

27" SMOOTH TREAD STREAMLINE TIRE

CONSTRUCTION NOTES  
FUSELAGE, STABILIZER, FIN -  
DURAL SEMI MONOCOQUE  
WINGS, RUDDER, ELEVATORS -  
ALUMINUM TUBING, RIVETED JOINTS,  
FABRIC COVERED  
WING SPARS - BUILT-UP DURAL, RIVETED

HISTORICAL AVIATION ALBUM

**BERLINER-JOYCE XF3J-1**  
MODEL 12-1  
1934  
SCALE - ORIGINAL - 1:24  
REPRO. - 1:48  
DRAWN BY - PAUL R. MATT  
© HISTORICAL AVIATION ALBUM 1977  
P. O. BOX 33  
TEMPLE CITY, CALIF., 91780







9224

XF3J-1

U.S.N.

XF3J-1  
3/4 REAR VIEW

1-34

20-101-87



NORTH AMERICAN AVIATION, INC.  
PHOTOGRAPHIC DEPARTMENT  
WHEELING, W. VA.



3-30-34  
NORTH AMERICAN AVIATION, INC.  
PHOTOGRAPHIC DEPARTMENT  
INGLEWOOD, CALIFORNIA

XF3J-1  
REAR VIEW

20.101-90





1-34

XF3J-1  
SIDE VIEW

20-101-85





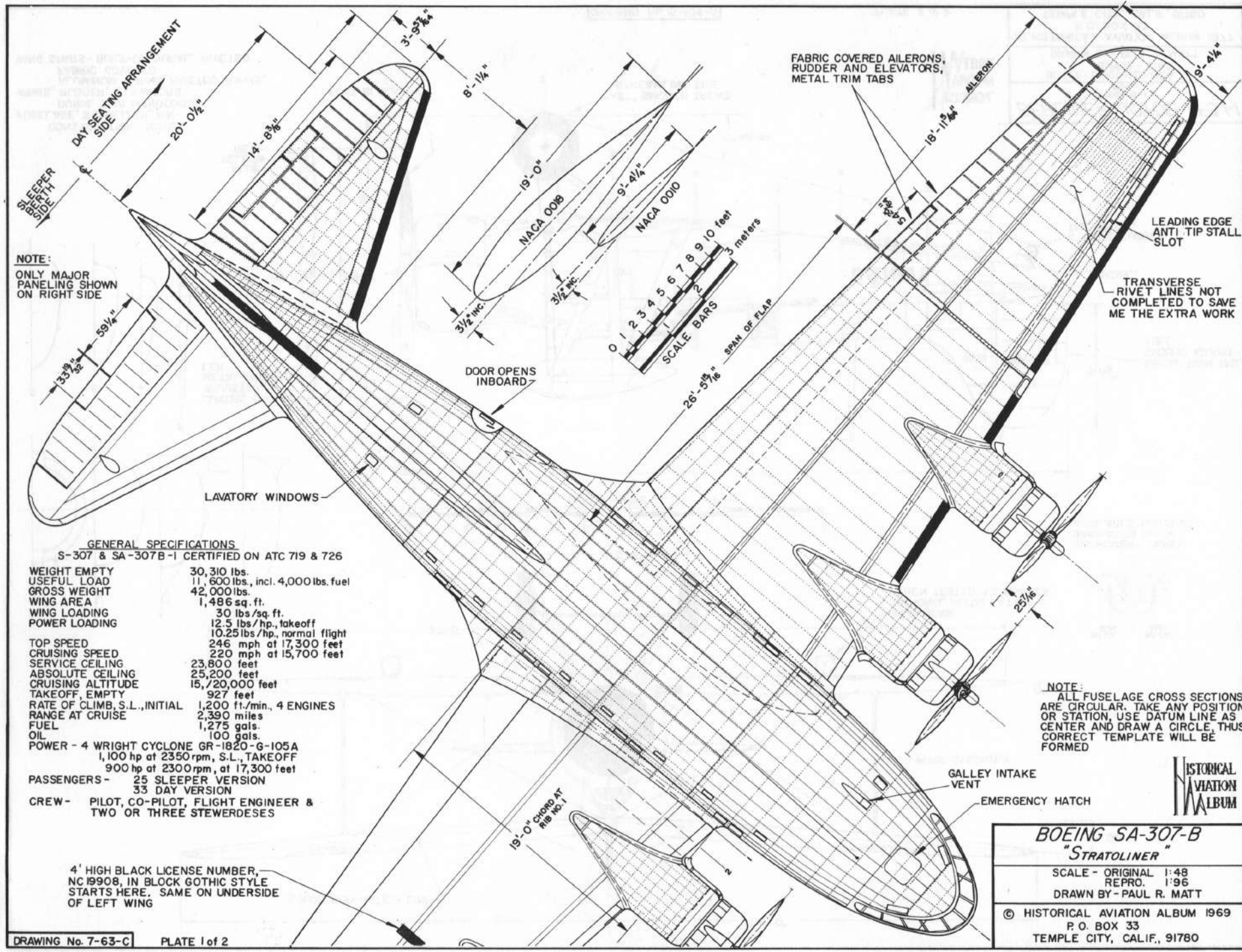












**NOTE:**  
ONLY MAJOR PANELING SHOWN ON RIGHT SIDE

**NOTE:**  
ALL FUSELAGE CROSS SECTIONS ARE CIRCULAR. TAKE ANY POSITION OR STATION, USE DATUM LINE AS CENTER AND DRAW A CIRCLE. THIS CORRECT TEMPLATE WILL BE FORMED

**GENERAL SPECIFICATIONS**  
S-307 & SA-307B-1 CERTIFIED ON ATC 719 & 726

WEIGHT EMPTY	30,310 lbs.
USEFUL LOAD	11,600 lbs., incl. 4,000 lbs. fuel
GROSS WEIGHT	42,000 lbs.
WING AREA	1,486 sq. ft.
WING LOADING	30 lbs./sq. ft.
POWER LOADING	12.5 lbs./hp., takeoff
	10.25 lbs./hp., normal flight
TOP SPEED	246 mph at 17,300 feet
CRUISING SPEED	220 mph at 15,700 feet
SERVICE CEILING	23,800 feet
ABSOLUTE CEILING	25,200 feet
CRUISING ALTITUDE	15,720,000 feet
TAKEOFF, EMPTY	927 feet
RATE OF CLIMB, S.L., INITIAL	1,200 ft./min., 4 ENGINES
RANGE AT CRUISE	2,390 miles
FUEL	1,275 gals.
OIL	100 gals.
POWER - 4 WRIGHT CYCLONE GR-1820-G-105A	
	1,100 hp at 2350 rpm, S.L., TAKEOFF
	900 hp at 2300 rpm, at 17,300 feet
PASSENGERS - 25 SLEEPER VERSION	
	33 DAY VERSION
CREW - PILOT, CO-PILOT, FLIGHT ENGINEER & TWO OR THREE STEWERDESSES	

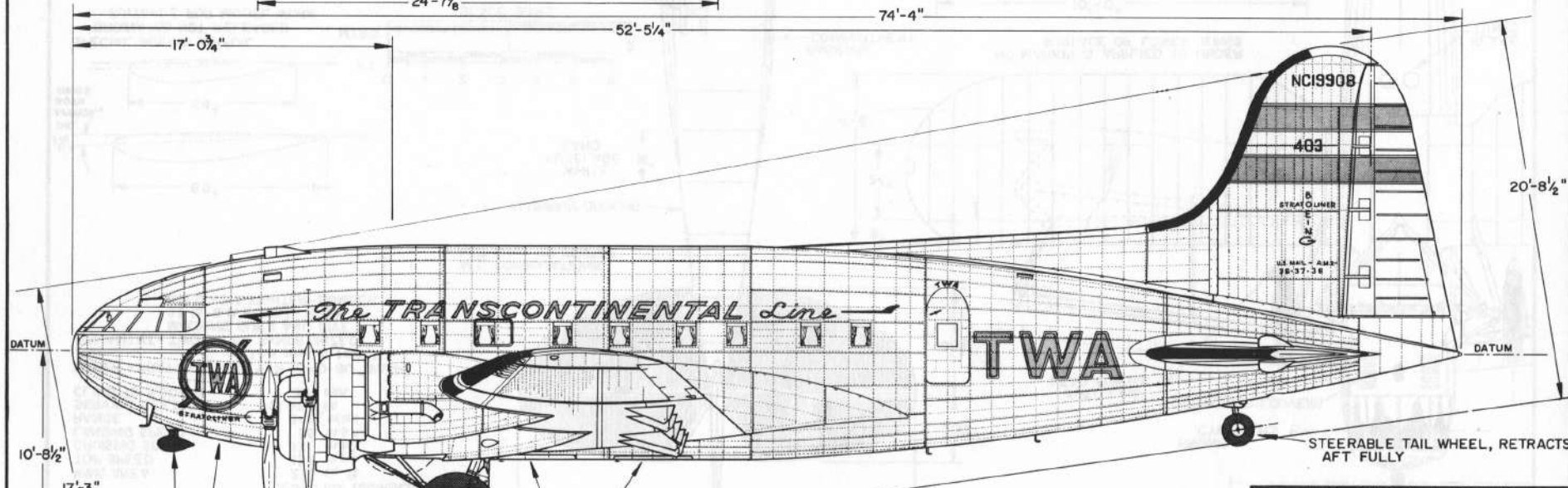
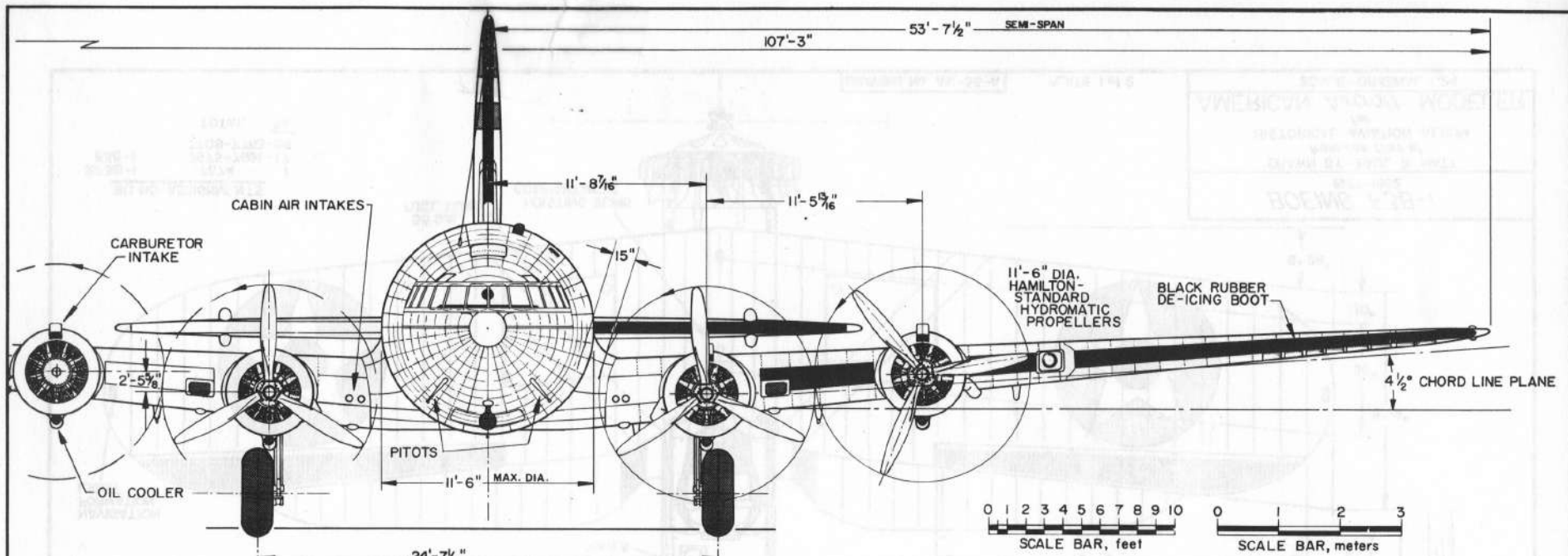
4' HIGH BLACK LICENSE NUMBER, NC 19908, IN BLOCK GOTHIC STYLE STARTS HERE. SAME ON UNDERSIDE OF LEFT WING



**BOEING SA-307-B**  
**"STRATOLINER"**

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

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ENTIRE AIRCRAFT NATURAL ALUMINUM, DETAILS-BLACK. ALL TWA LETTERING AND MARKINGS- RED, OUTLINED IN A DARK BLUE PINSTRIPE, FUSELAGE ARROW-SOLID DARK BLUE.

HISTORICAL AVIATION ALBUM

DRAWING No. 7-63-C

PLATE 2 of 2

<b>BOEING SA-307-B</b> <b>"STRAITLINER"</b>	
SCALE - ORIGINAL 1:48	REPRO. 1:96
DRAWN BY - PAUL R. MATT	
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SIDE VIEW WITH DORSAL FIN 307B 11862-B 9-7-39



L.S. VIEW PAA 307 3-18-40 12329-B



LEFT SIDE VIEW

SA307B-1

12-8-44

85708-B



R. S. VIEW TWA 307B 5-15-40 12566-B









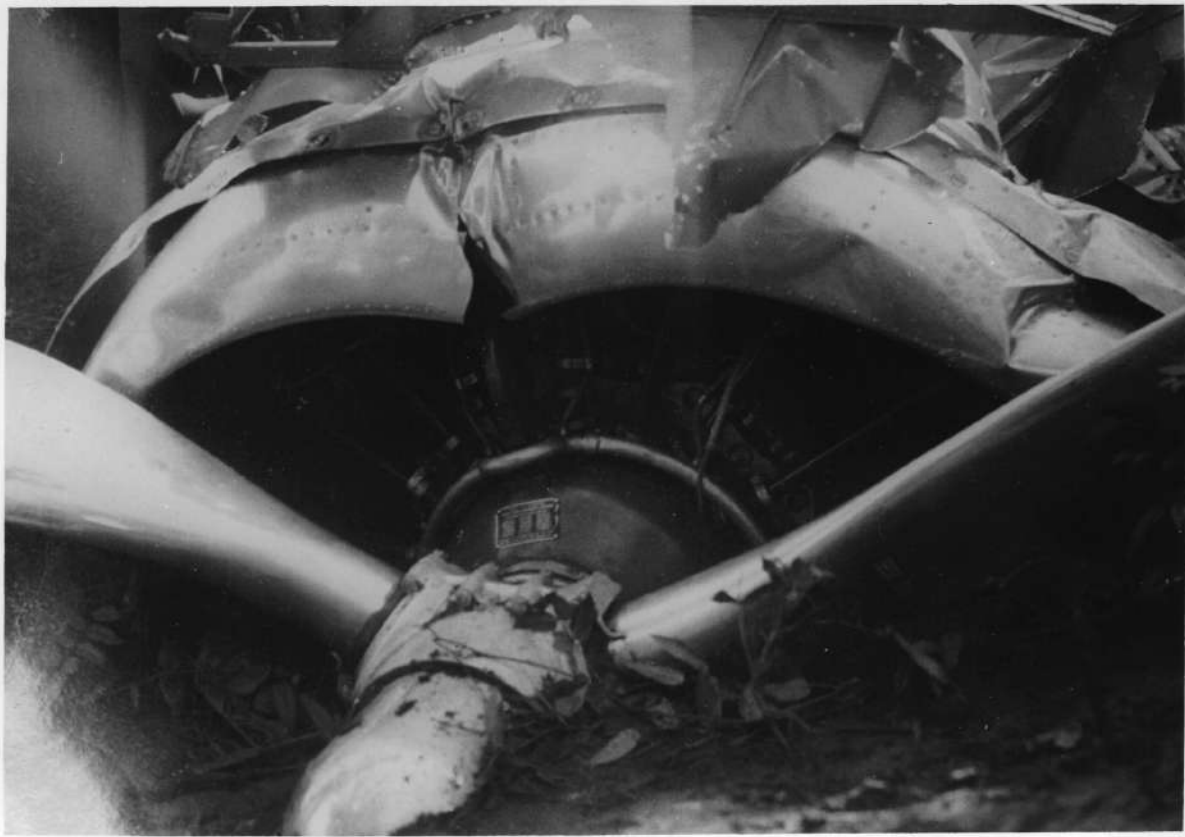




















**GENERAL SPECIFICATIONS**

WEIGHT EMPTY 2,183 lbs.  
 USEFUL LOAD 762 lbs.  
 GROSS WEIGHT 2,945 lbs.  
 3,340 lbs. (BOMBER)  
 WING AREA 275 sq. ft.  
 TOP SPEED 156 m.p.h.  
 CRUISING SPEED 131 m.p.h.  
 LANDING SPEED 55 m.p.h.  
 RANGE 340 miles  
 SERVICE CEILING 21,500 ft.  
 CLIMB TO 5,000 ft. 3.1 min.

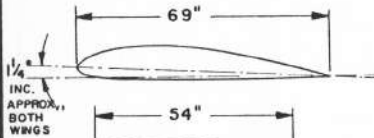
POWER - PRATT & WHITNEY, R-1340-80 "WASP"  
 450 h.p. max. at takeoff

ARMAMENT - TWO .30 cal. SYNCHRONIZED  
 MACHINE GUNS AND FIVE  
 25 lb. G.P. BOMBS, WHEN  
 USED AS A FIGHTER-BOMBER

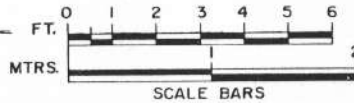
ALL CORRUGATIONS  
 1.50 inches ON CENTER

ALUMINUM DECKING

WHITE  
 FUSELAGE  
 BAND



SPECIAL BOEING AIRFOIL  
 ORDINATES NOT RELEASED  
 SUITABLE FOR MODEL WORK



TOOLS

BAGGAGE  
 COMPARTMENT

NO MARKINGS APPLIED TO UNDER  
 SURFACE OF LOWER WINGS

NAVIGATION  
 FORMATION  
 LIGHT

55 GAL.  
 FUEL TANK

HOISTING SLING  
 COMPARTMENT

HAMILTON STANDARD GROUND  
 ADJUSTABLE PROPELLER  
 EMPLOYED

ENGINE  
 CYLINDERS

DEPRESSED LOUVERS

FUEL LINE  
 LEAD FUNNEL

FLARE  
 TUBES

**BU. NO. ASSIGNMENTS**

XF3B-1	7674 -	1
F3B-1	7675-7691 -	17
	7708-7763 -	56
<b>TOTAL</b>		<b>74</b>

**BOEING F3B-1**  
 1927-1932

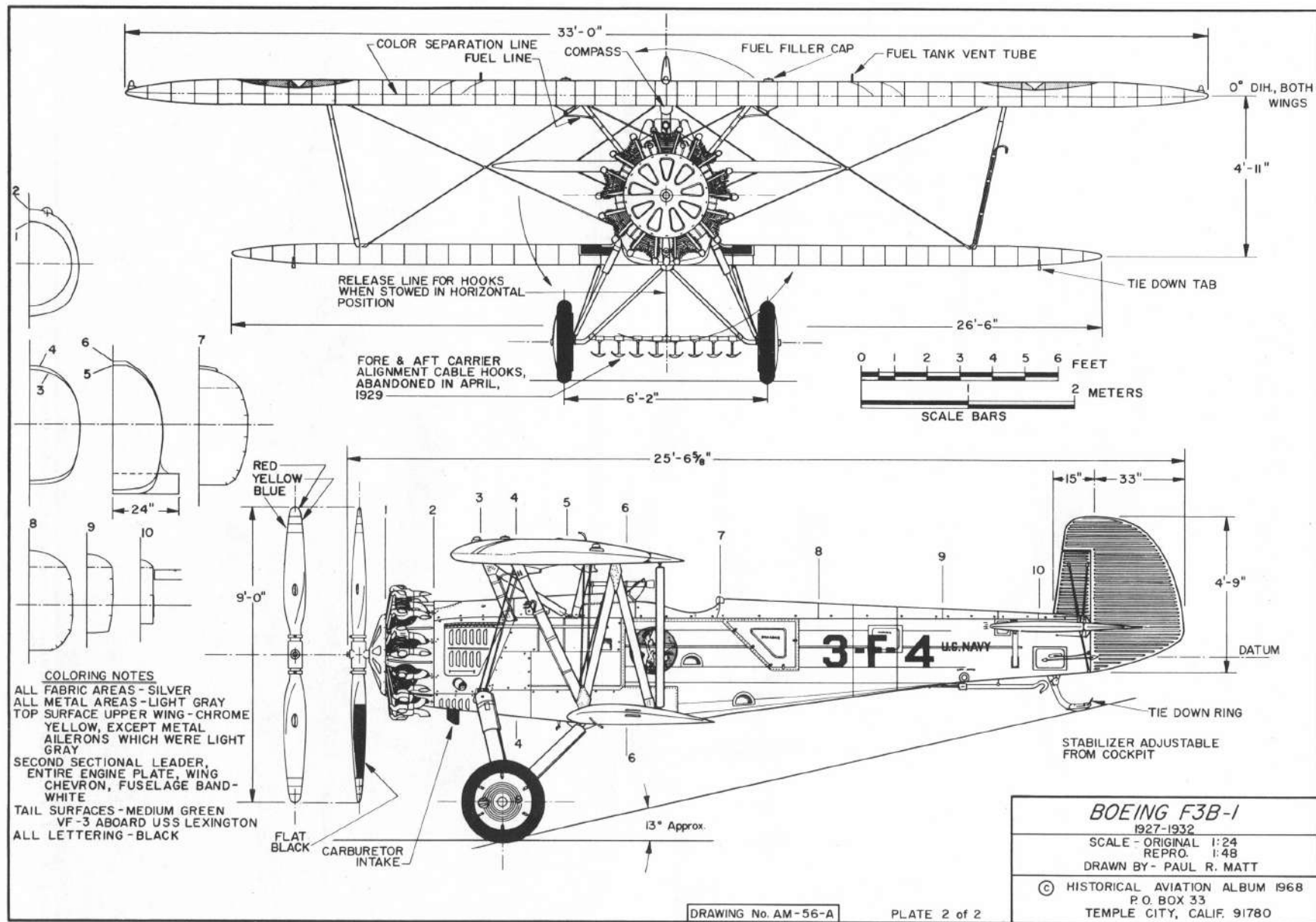
DRAWN BY - PAUL R. MATT  
 from the files of  
 HISTORICAL AVIATION ALBUM  
 for

**AMERICAN Aircraft Modeler**

SCALE - ORIGINAL 1:24

DRAWING No. AM-56-A

PLATE 1 of 2









DESIGN # 74  
1446-B 3-4-27



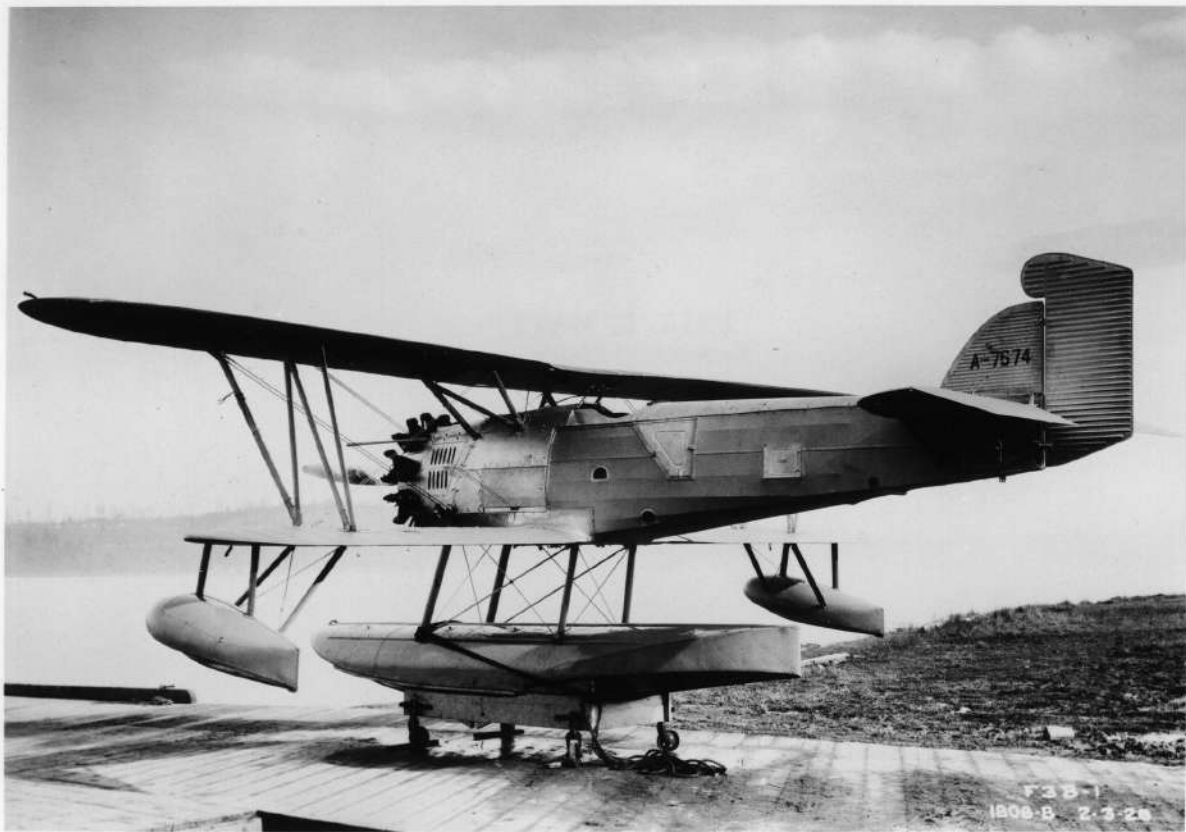












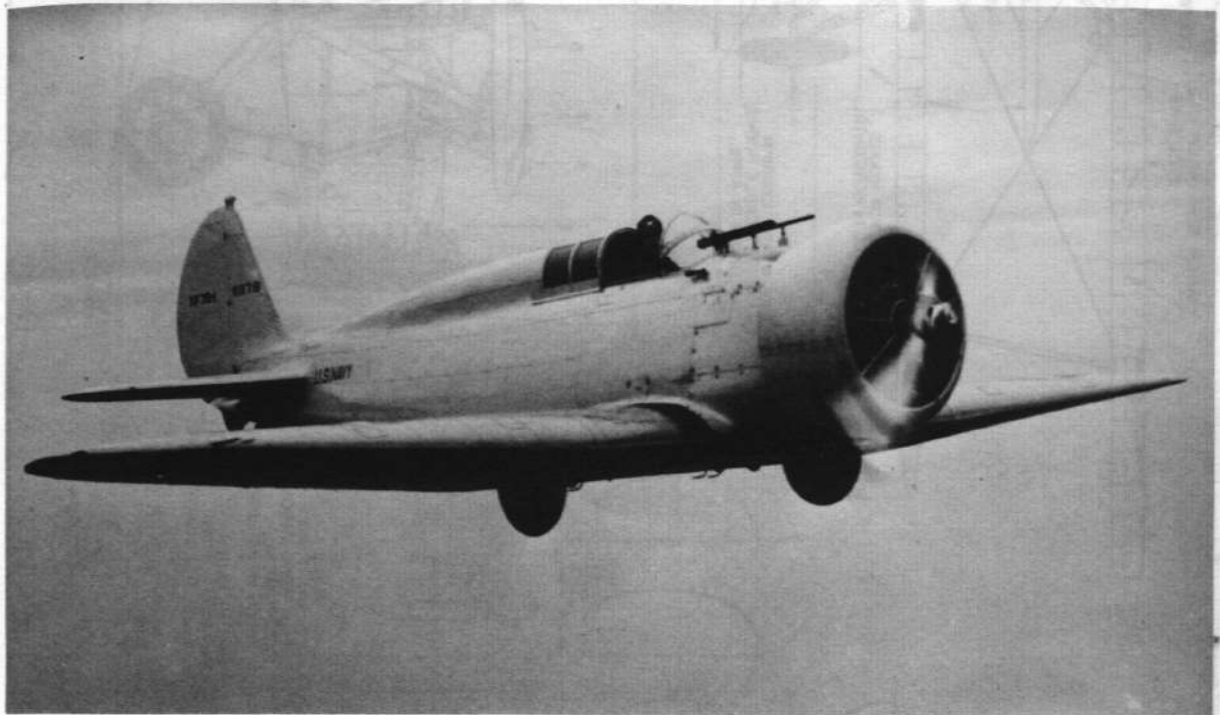
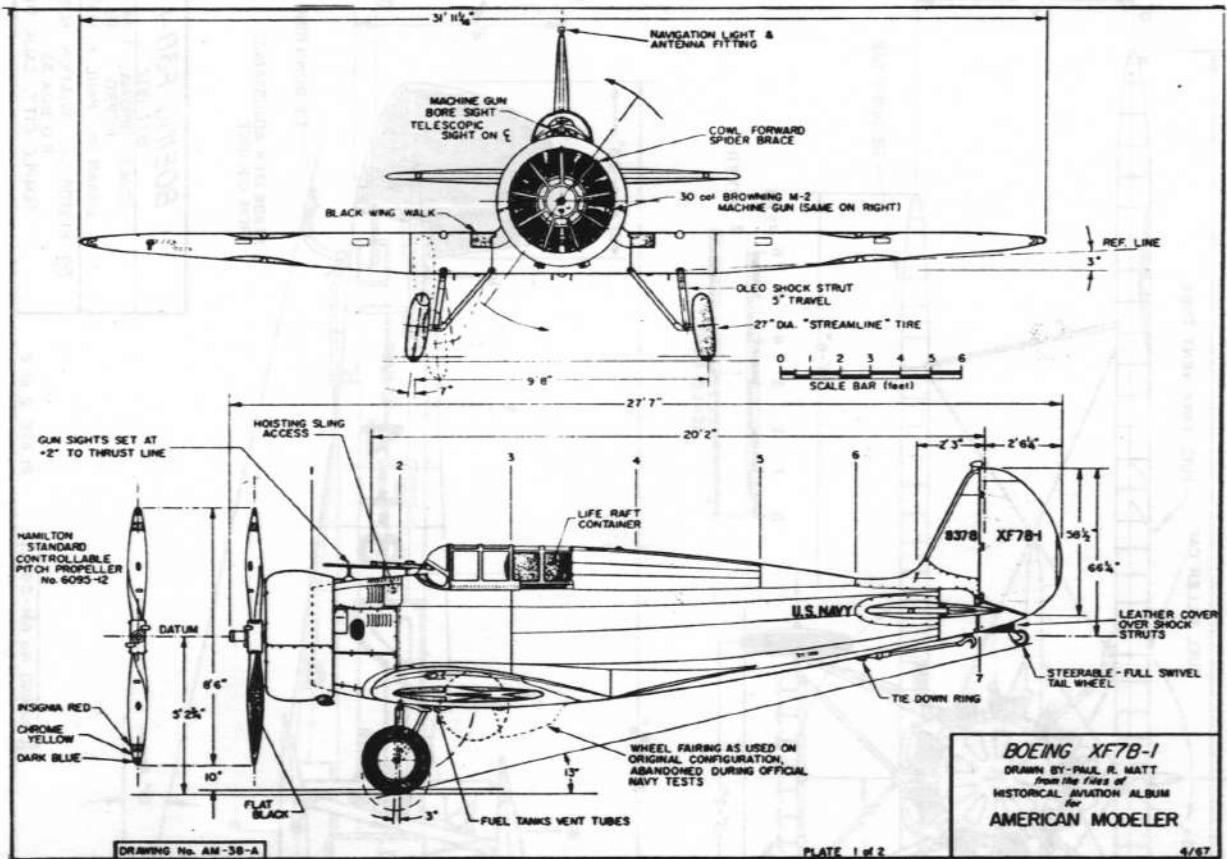






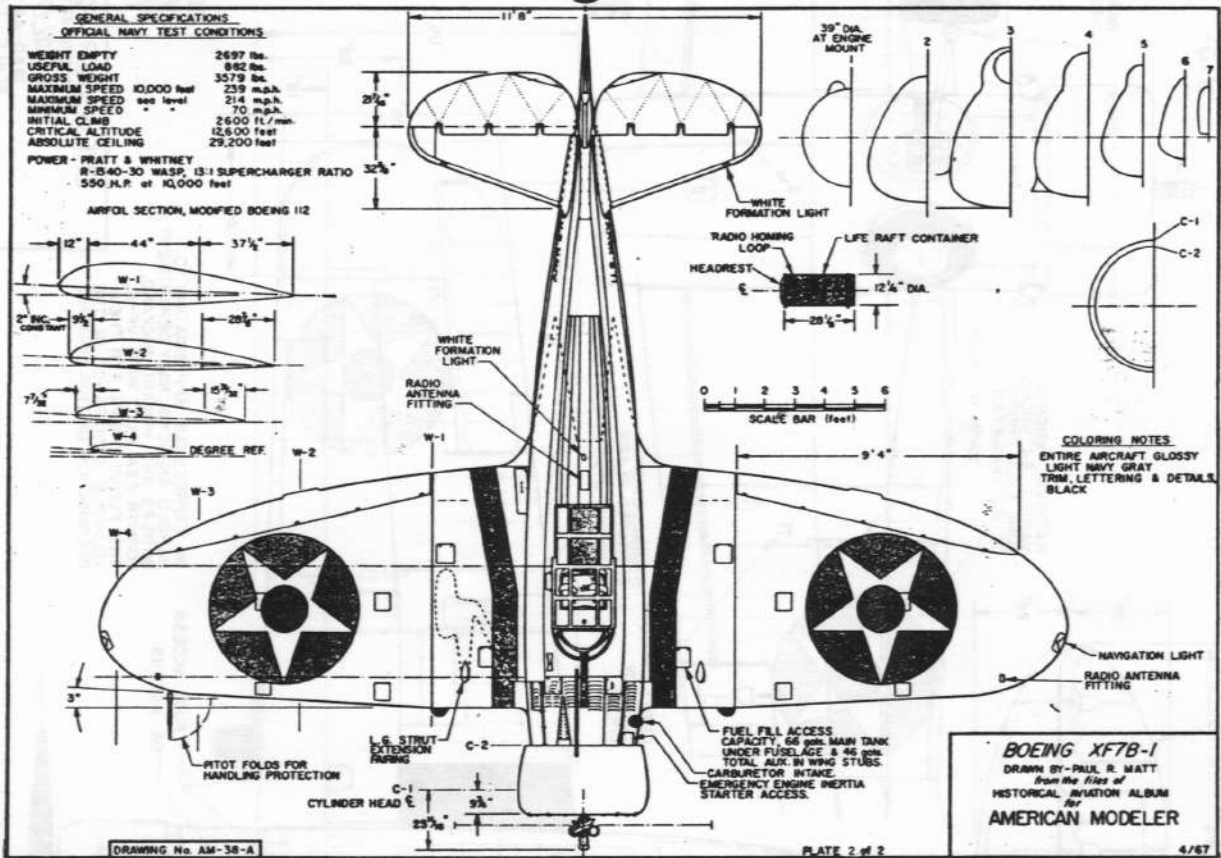


# Boeing XF7B-1

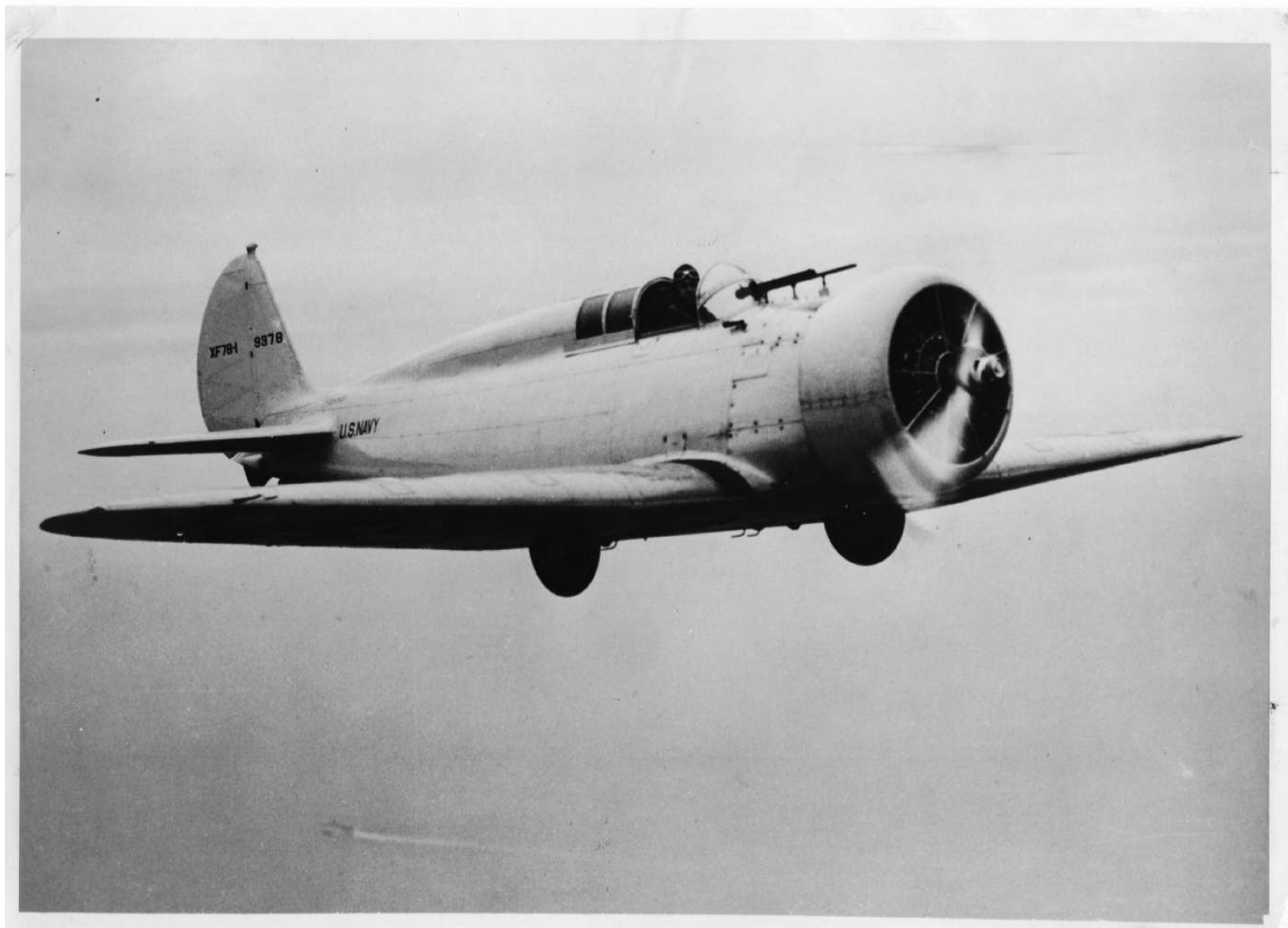


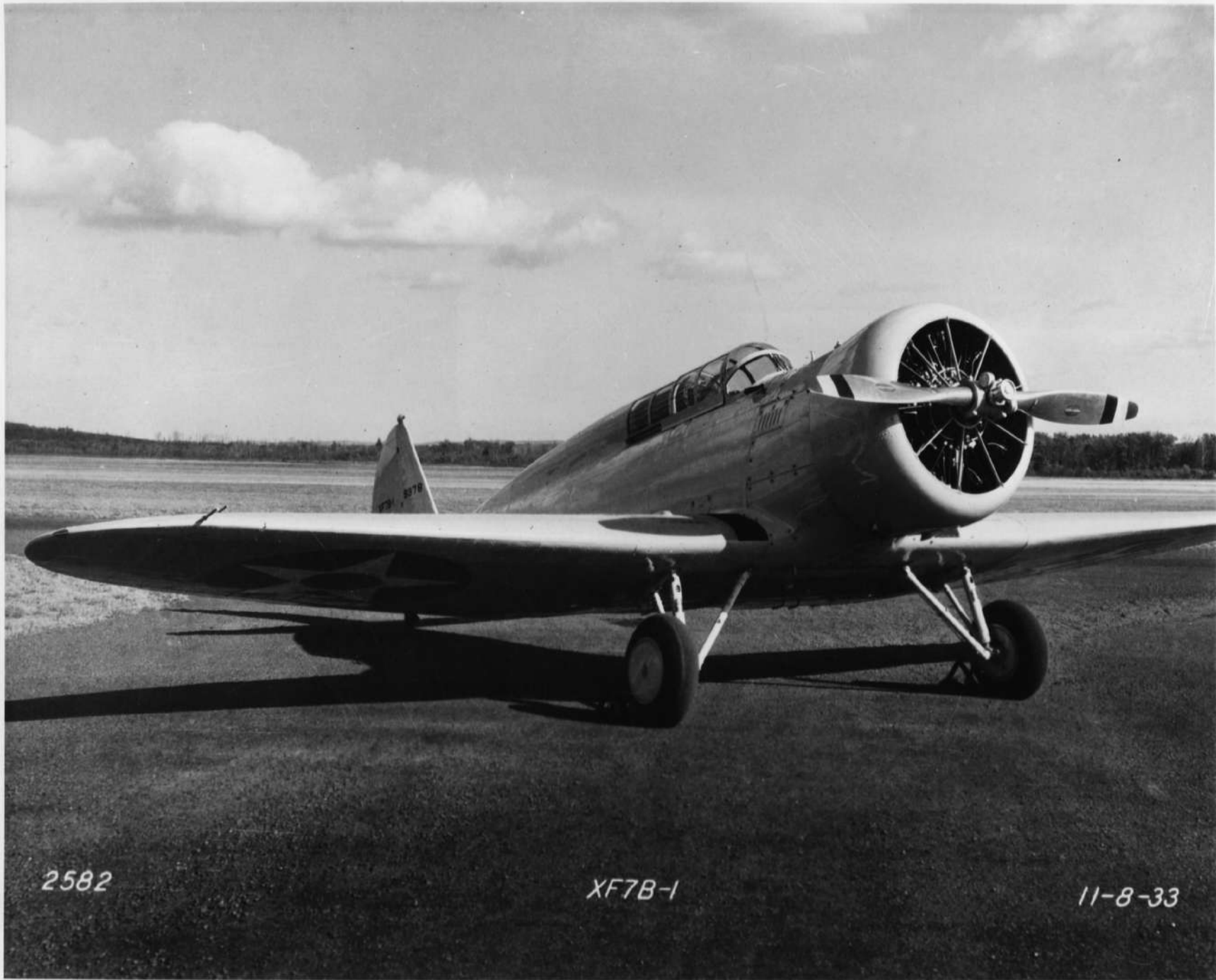
Boeing XF7B-1. Flight test at Anacostia in a revised configuration (January 9, 1934).

# Boeing XF7B-1



Original configuration of a Boeing XF7B-1 on September 14, 1933.





2582

XF7B-1

11-8-33



REAR VIEW  
MODEL XF7B-1  
6707-B 9-14-33



SIDE VIEW LANDING GEAR UP  
MODEL XF7B-1  
6709 B 9-14-33



$\frac{3}{4}$  REAR VIEW RIGHT SIDE  
MODEL XF7B-1  
6706-B 8-14-33

GENERAL SPECIFICATIONS, F2A-3  
 BASED ON VF-2 AVERAGE OPERATIONAL FIGURES

WEIGHT EMPTY	4,216.5 lbs.
USEFUL LOAD	2,420.5 lbs.
GROSS WEIGHT	6,637.0 lbs.
WING AREA	208.9 sq. ft.
WING LOADING	31.7 lbs./sq. ft.
POWER LOADING (1200 hp.)	55.5 lbs./h.p.
TOP SPEED	290 mph at 16,500 ft.
CRUISING SPEED	160 mph
LANDING SPEED	73 mph
RATE OF CLIMB, INITIAL	2,000 ft./min.
FUEL CAPACITY	38 gals. (fuselage) 64 gals. (wings) 9 gals.
OIL CAPACITY	965 miles
CRUISING RANGE	25,000 feet
SERVICE CEILING	34,200 feet
ABSOLUTE CEILING	
POWER, WRIGHT R-1820-40	1,000 hp at 2,350 rpm 1,200 hp max. at takeoff & emergency military
ARMAMENT, COLT BROWNING	2 .50 cal. in fuselage 500 rounds each 2 .50 cal. wing guns 800 rounds each
BOMB RACKS, CABLE OPERATED MARK XLI OR XLIII	116 lb. BOMB PER RACK - NORMAL

ELEVATORS, FABRIC COVERED,  
 METAL TRIM TABS

NAVIGATION  
 LIGHT, CLEAR

12' 6 1/4"

26"  
 26"

NATIONAL INSIGNIA  
 VARIED - 44" SHOWN,  
 SOME FULL CHORD  
 OF 60" DIAMETER

MARK XLI RACK

SPLINED STRAIGHT  
 SHAFT

BARRIER CRASH  
 PLATE

OIL DRAIN

EMPTY SHELLS  
 EJECTION  
 CHUTE

HYDRAULICALLY  
 OPERATED FLAPS  
 FAIRING OVER M.G. BUTT

RUNNING LIGHT,  
 FORMATION  
 FLYING

FABRIC COVERED  
 AILERONS,  
 METAL TRIM TAB

FEET  
 METERS



STA. 26 5/8"

FORMATION  
 LIGHT

BAGGAGE & RADIO  
 ACCESS HATCH

RADIO LOOP ANTENNA  
 ENCIRCLES TUBULAR  
 LIFE RAFT  
 CONTAINER

FORMATION  
 LIGHT

NAVIGATION  
 LIGHT, GREEN

STA. 173

STA. 84

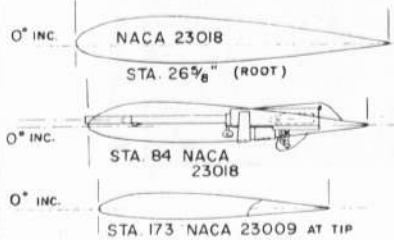
FUEL ACCESS  
 OIL ACCESS

WE EXPRESS OUR APPRECIATION TO  
 HAROLD ANDREWS, NAVY DEPARTMENT,  
 BUWEPs AND HOWARD PACKARD,  
 FORMER F2A PILOT WITH VF-2,  
 THE FLYING CHIEFS, FOR THEIR  
 VALUABLE ASSISTANCE IN THE  
 PREPARATION OF THIS DRAWING.

HISTORICAL  
 AVIATION  
 ALBUM

BREWSTER F2A-3  
 MODEL 439  
 "BUFFALO"  
 1940-46  
 SCALE - 1:48  
 DRAWN BY - PAUL R. MATT

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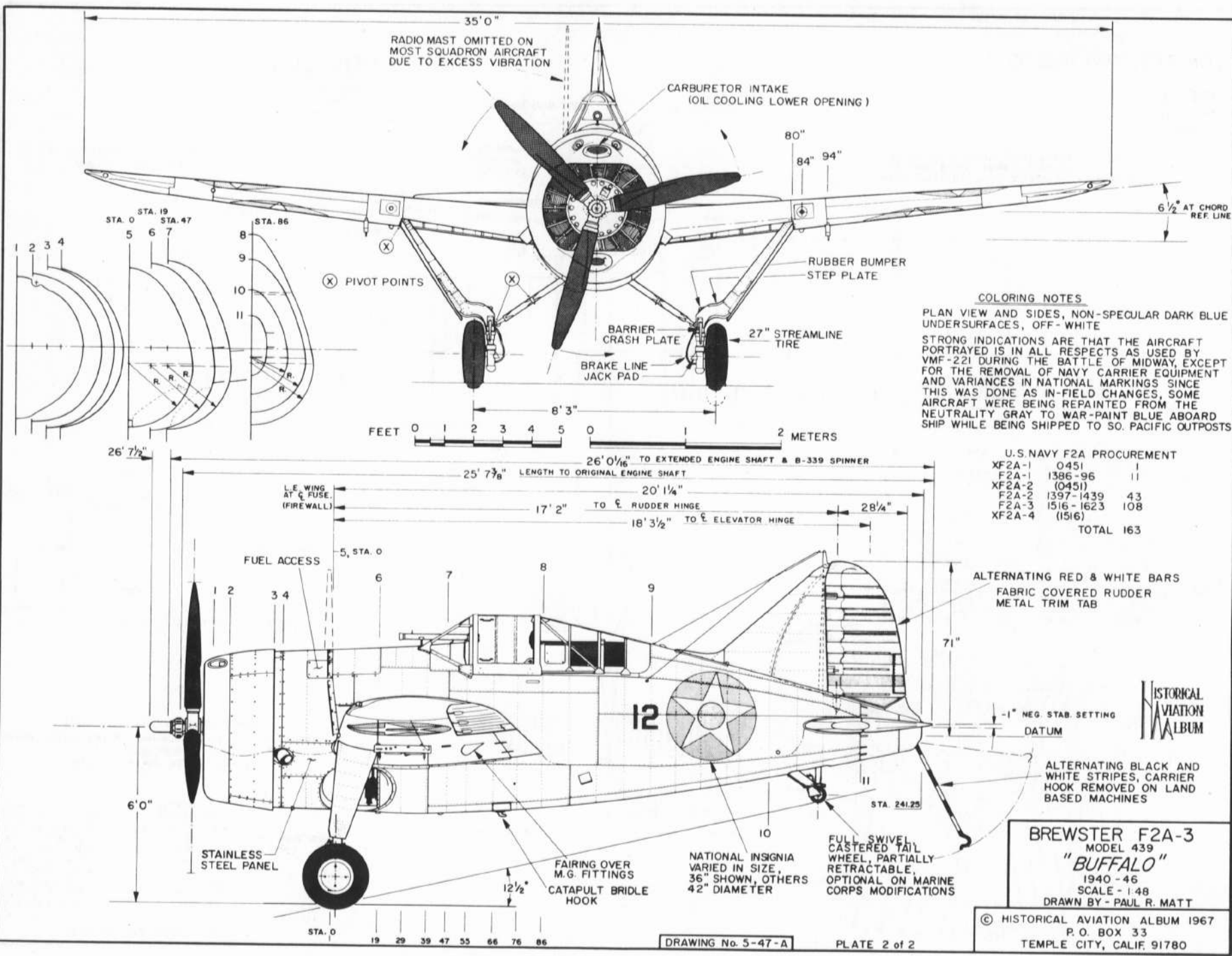
ALUMINUM  
 SPINNER, OPTIONAL -  
 HARD RUBBER TIPPED

10' 0" DIA. CURTISS ELECTRIC  
 CONTROLLABLE PITCH (40°)  
 PROPELLER

DRAWING No 5-47-A

PLATE 1 of 2





**COLORING NOTES**

PLAN VIEW AND SIDES, NON-SPECULAR DARK BLUE UNDERSURFACES, OFF-WHITE

STRONG INDICATIONS ARE THAT THE AIRCRAFT PORTRAYED IS IN ALL RESPECTS AS USED BY VMF-221 DURING THE BATTLE OF MIDWAY, EXCEPT FOR THE REMOVAL OF NAVY CARRIER EQUIPMENT AND VARIANCES IN NATIONAL MARKINGS SINCE THIS WAS DONE AS IN-FIELD CHANGES, SOME AIRCRAFT WERE BEING REPAINTED FROM THE NEUTRALITY GRAY TO WAR-PAINT BLUE ABOARD SHIP WHILE BEING SHIPPED TO SO. PACIFIC OUTPOSTS

U.S. NAVY F2A PROCUREMENT

XF2A-1	0451	1
F2A-1	1386-96	11
XF2A-2	(0451)	
F2A-2	1397-1439	43
F2A-3	1516-1623	108
XF2A-4	(1516)	
		TOTAL 163

**BREWSTER F2A-3**  
 MODEL 439  
 "BUFFALO"  
 1940-46  
 SCALE - 1:48  
 DRAWN BY - PAUL R. MATT

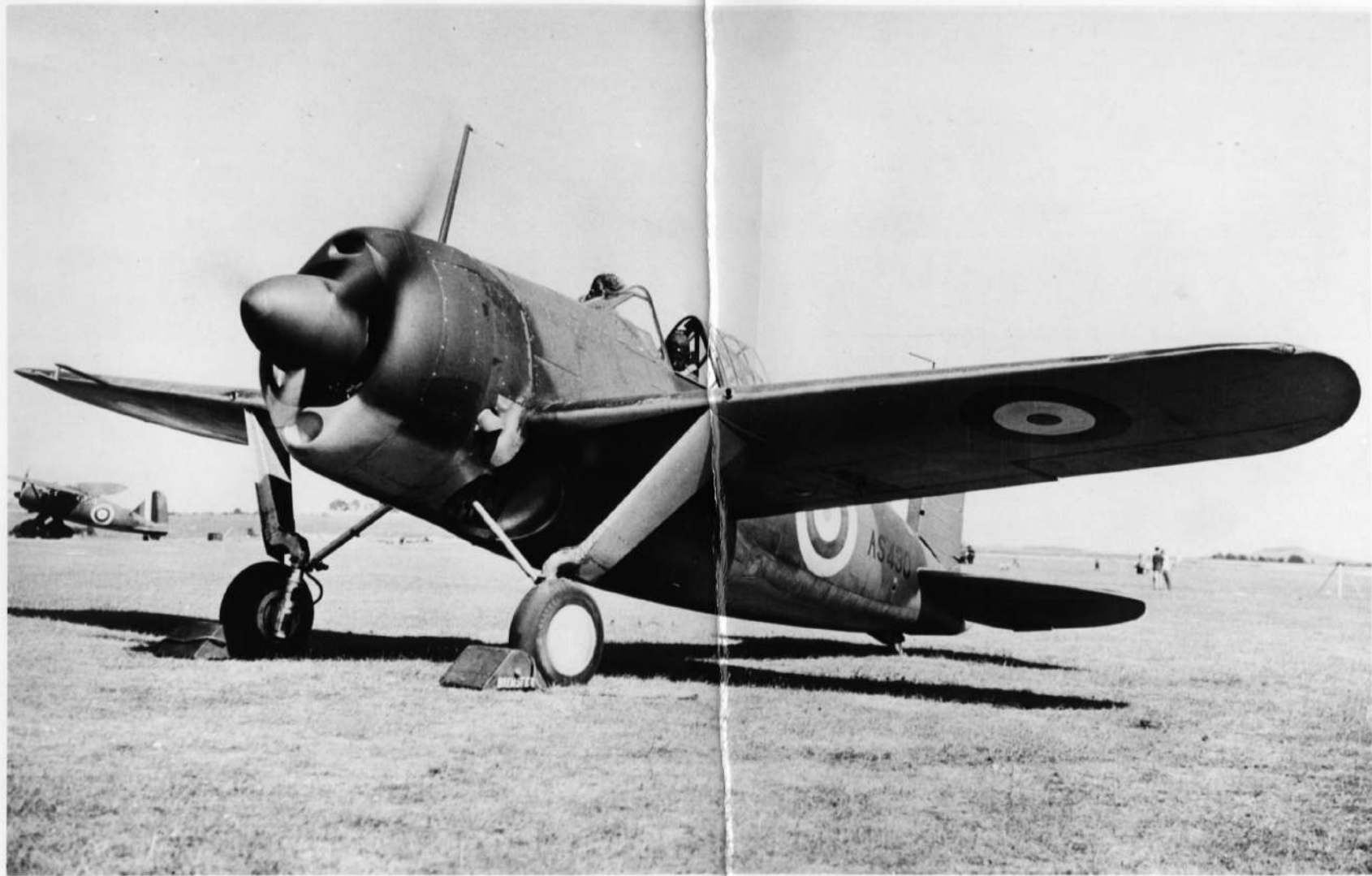
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DRAWING No. 5-47-A

PLATE 2 of 2

HISTORICAL AVIATION ALBUM







AS430  
1940



























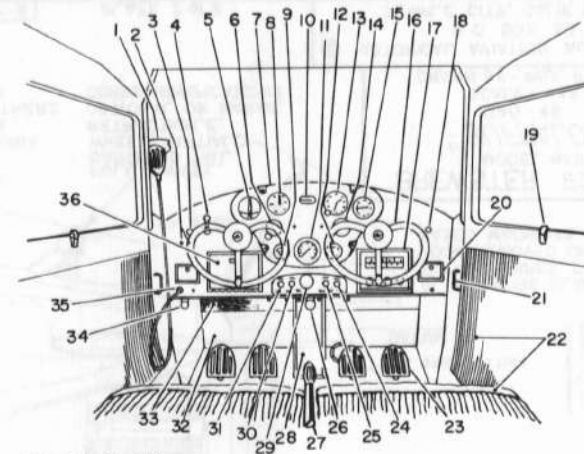
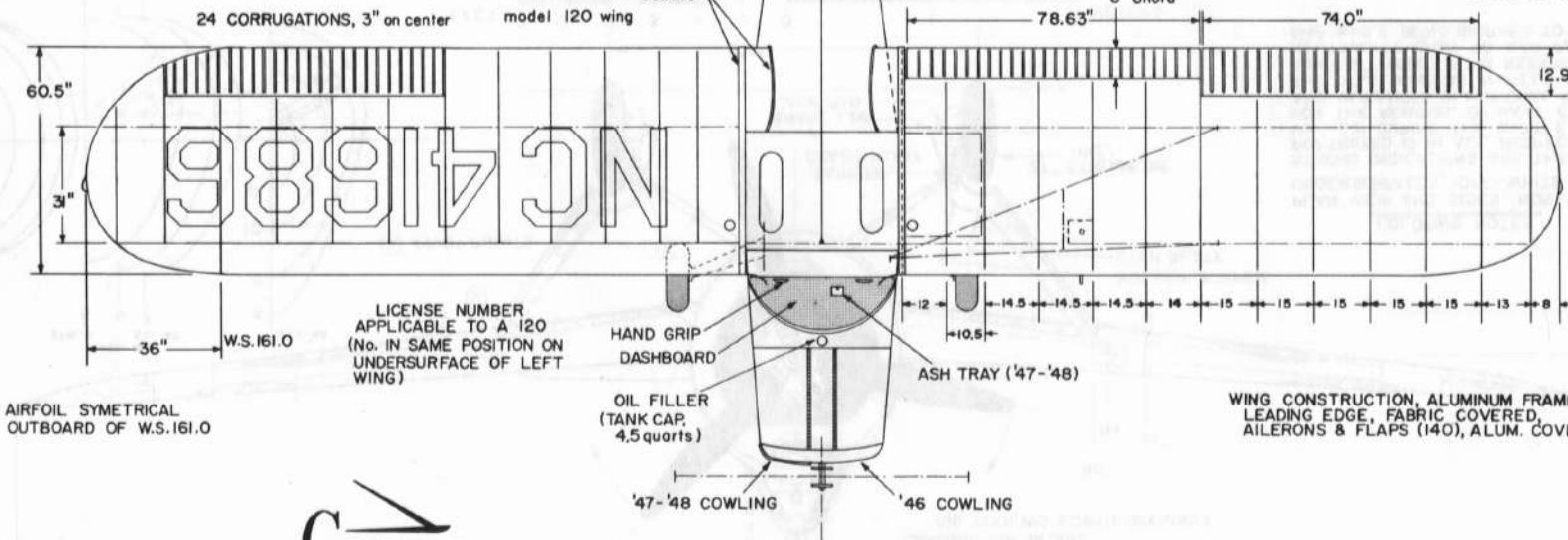
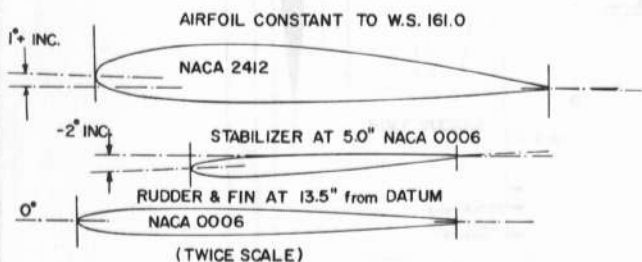




**GENERAL SPECIFICATIONS**

WEIGHT EMPTY	770	890 lbs.
USEFULL LOAD	680	560 lbs.
GROSS WEIGHT	1,450	1,450 lbs.
TOP SPEED	120	120 mph
CRUISING SPEED	100 to 105	mph
LANDING SPEED	41	41 mph
RATE OF CLIMB	680	680 ft./min (sea level)
FUEL CAPACITY	25	25 gals. (12.5 per wing tank)
CRUISE RANGE	4.5 hrs. or 475 miles	
SERVICE CEILING	15,500 feet	
WING AREA	159.3 sq. ft.	

MODEL 120-140 RESPECTIVELY,  
85 HP CONTINENTAL C-85-12 / 12F  
SLIGHT PERFORMANCE IMPROVEMENT ON LATE 1948  
140's WITH THE C-90-12F ENGINE



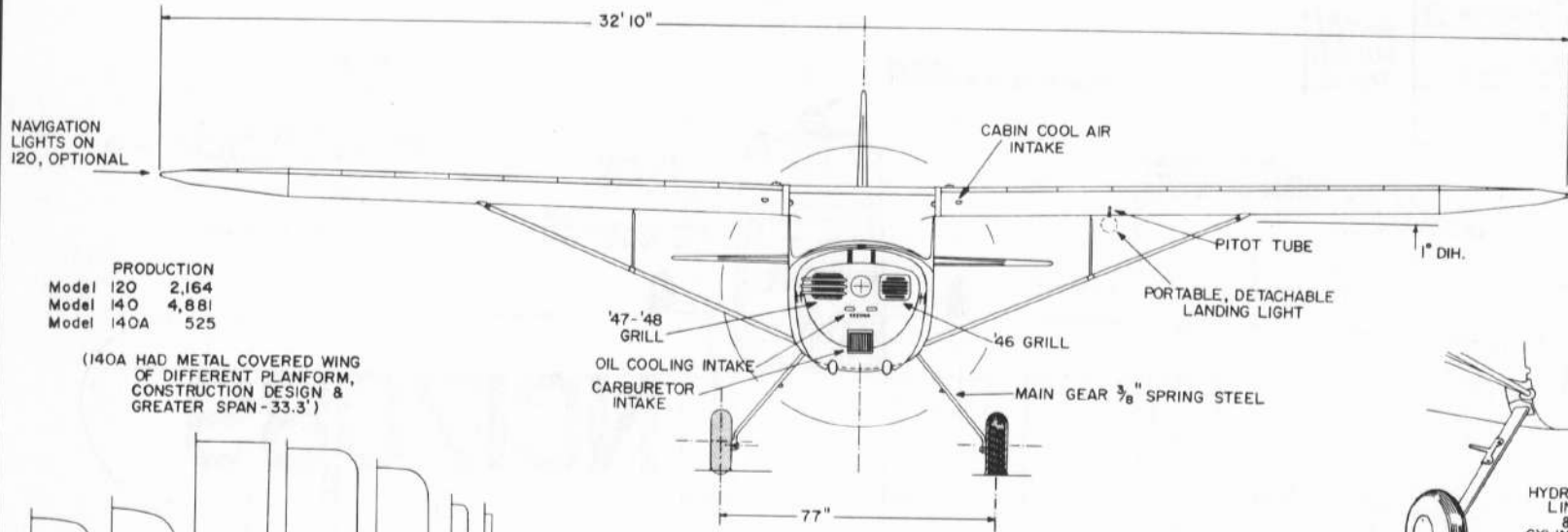
- |                             |                                |
|-----------------------------|--------------------------------|
| 1 RADIO 'MIKE' & HOLDER     | 19 WINDOW LATCH                |
| 2 MAGNETO SWITCHES          | 20 ASH TRAY ('46 only)         |
| 3 ENGINE PRIMER             | 21 HAND-GRIP ('46 only)        |
| 4 SAFETY SWITCH, ENG. START | 22 CORD & LEATHERETTE UPHL.    |
| 5 TURN & BANK               | 23 RUDDER PED. & TOE BRAKES    |
| 6 CLOCK                     | 24 LANDING LIGHTS              |
| 7 SHOCK MOUNTED PANEL       | 25 NAVIGATION LIGHTS           |
| 8 AIR SPEED                 | 26 CARBURETOR HEAT             |
| 9 ENGINE TEMP               | 27 WING FLAPS LEVER (140 only) |
| 10 COMPASS                  | 28 CONTROL LINES COVER         |
| 11 TACHOMETER               | 29 THROTTLE                    |
| 12 OIL PRESSURE             | 30 TURN BANK SWITCH            |
| 13 ALTIMETER                | 31 MASTER SWITCH               |
| 14 AMP. METER               | 32 CARPETED FLOOR (140 only)   |
| 15 RATE - CLIMB & DESCENT   | 33 FIBREGLASS INSULATION       |
| 16 CONTROL WHEEL            | 34 PARKING BRAKE               |
| 17 RADIO (G.E.)             | 35 RADIO JACK                  |
| 18 AUX. PHONE JACK          | 36 GLOVE COMPARTMENT           |



Cessna

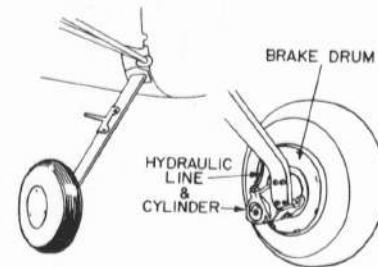
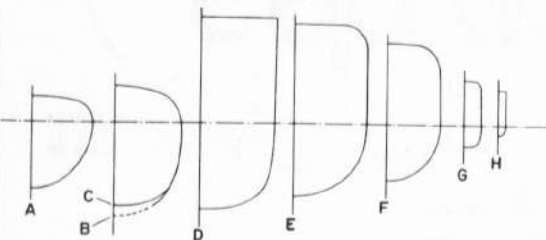
HISTORICAL  
NAVIGATION  
ALBUM

CESSNA MODEL 120 & 140  
(1946-47)  
SCALE: 1:48



PRODUCTION  
 Model 120 2,164  
 Model 140 4,881  
 Model 140A 525

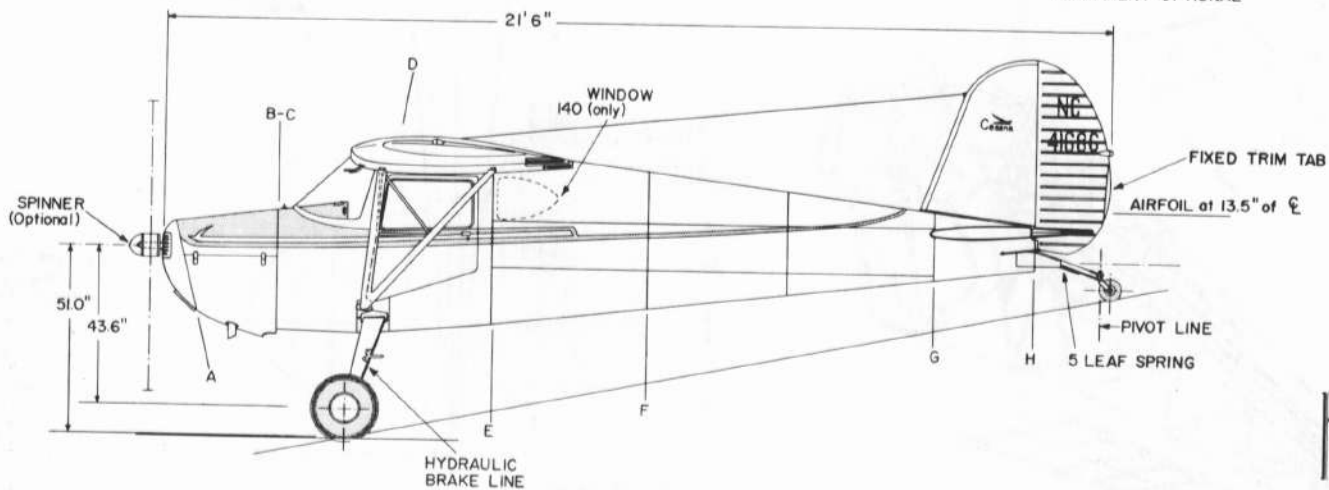
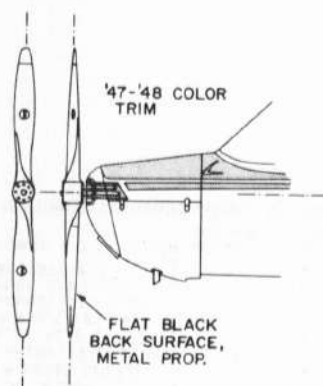
(140A HAD METAL COVERED WING OF DIFFERENT PLANFORM, CONSTRUCTION DESIGN & GREATER SPAN - 33.3')



STANDARD COLOR SCHEME, ALL SILVER, ALUMINUM LEFT NATURAL, FUSELAGE STRIPE-RED, LICENSE & DETAILS- BLACK

RADIO & NAVIGATION EQUIPMENT OPTIONAL

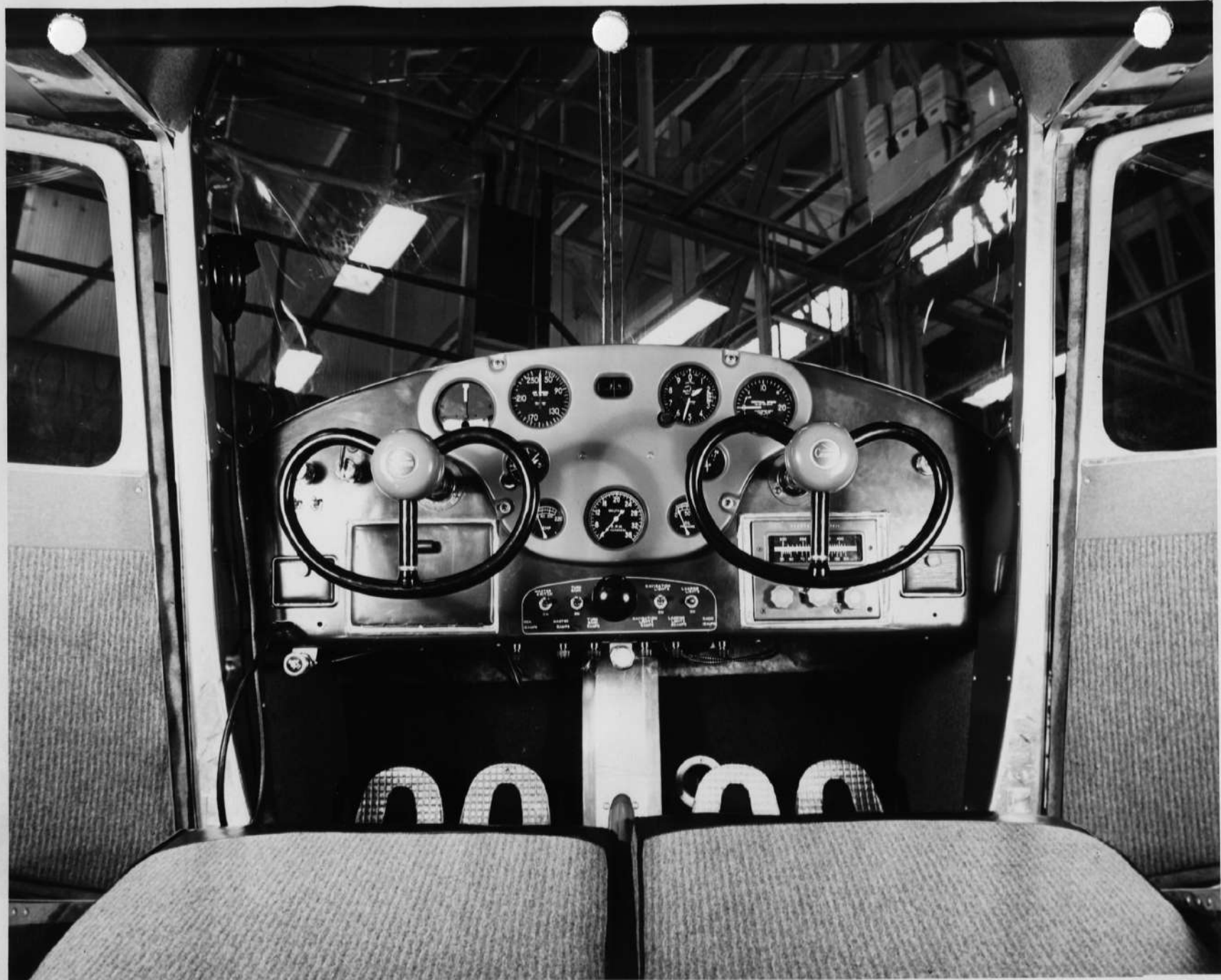
PROPELLER, OPTIONAL-  
 SENSENICH 'Skyblade' WOOD  
 McCauley 'Met-L-Prop', BOTH  
 FIXED PITCH, 79" DIAMETER.



HISTORICAL  
 NAVIGATION  
 ALBUM

CESSNA MODEL 120 & 140  
 (1946-47)  
 SCALE: 1:48





















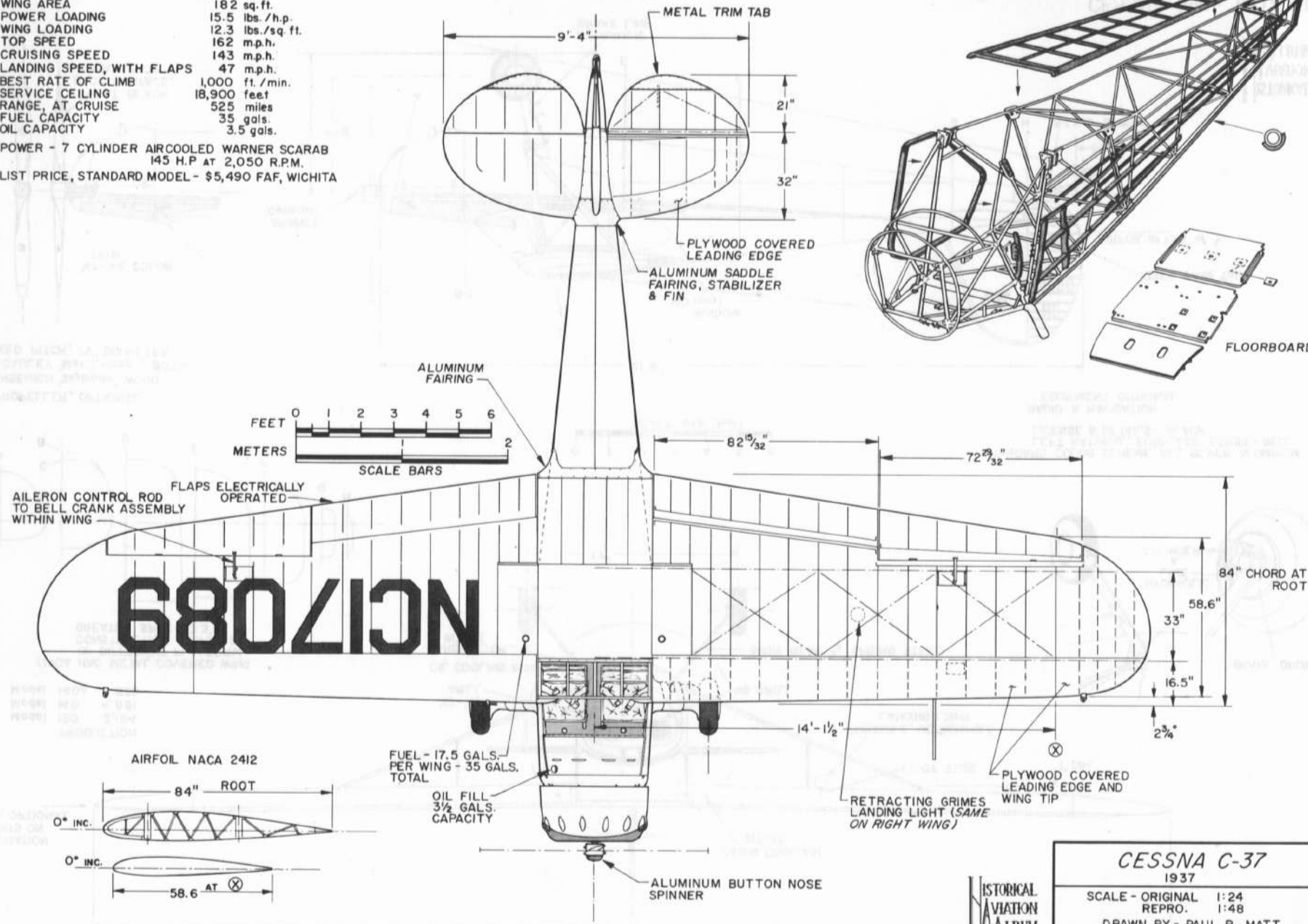
**GENERAL SPECIFICATIONS**

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

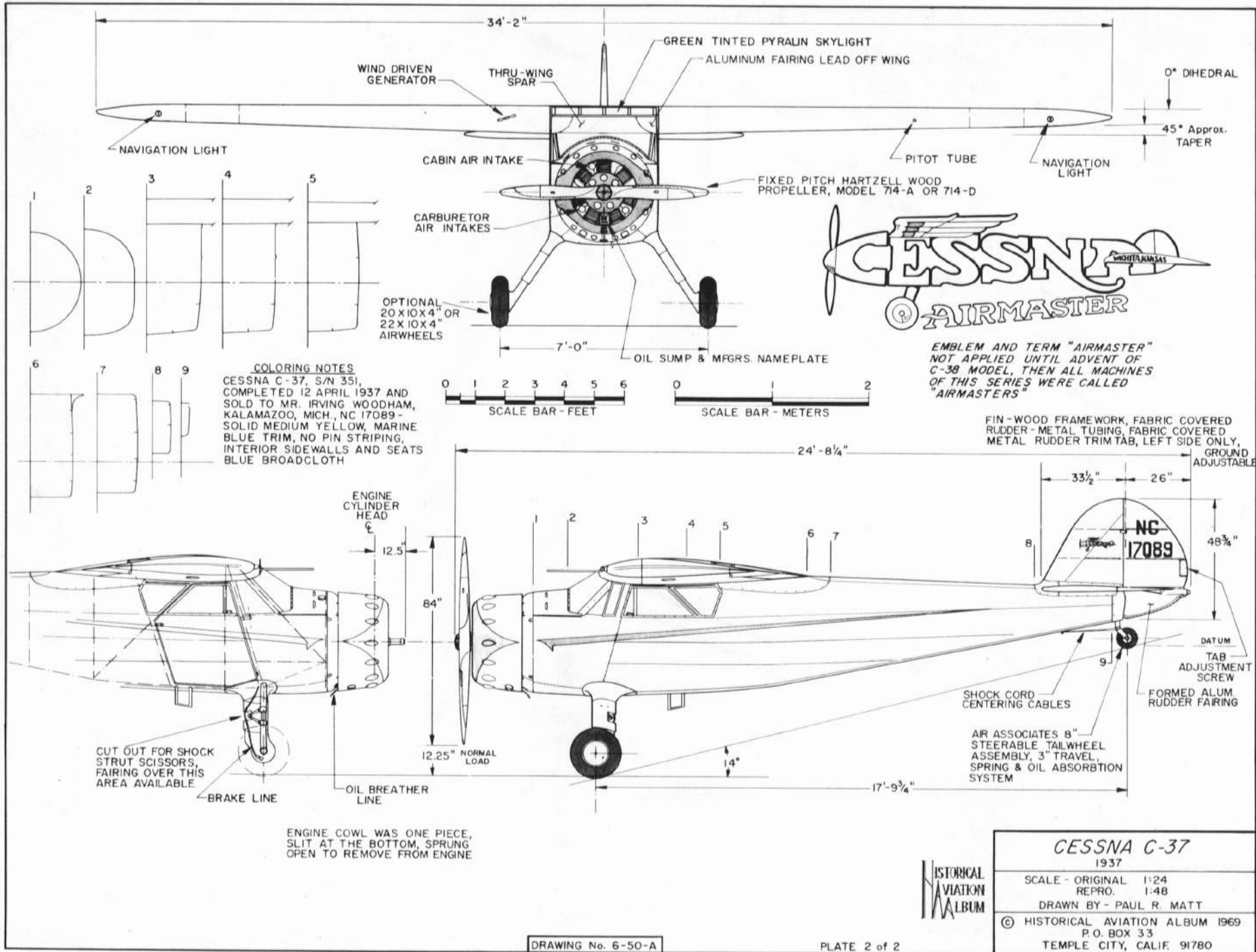


DRAWING No. 6-50-A

PLATE 1 of 2

HISTORICAL AVIATION ALBUM

<b>CESSNA C-37</b> 1937	
SCALE - ORIGINAL	1:24
REPRO.	1:48
DRAWN BY - PAUL R. MATT	
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ENGINE COWL WAS ONE PIECE, SLIT AT THE BOTTOM, SPRUNG OPEN TO REMOVE FROM ENGINE



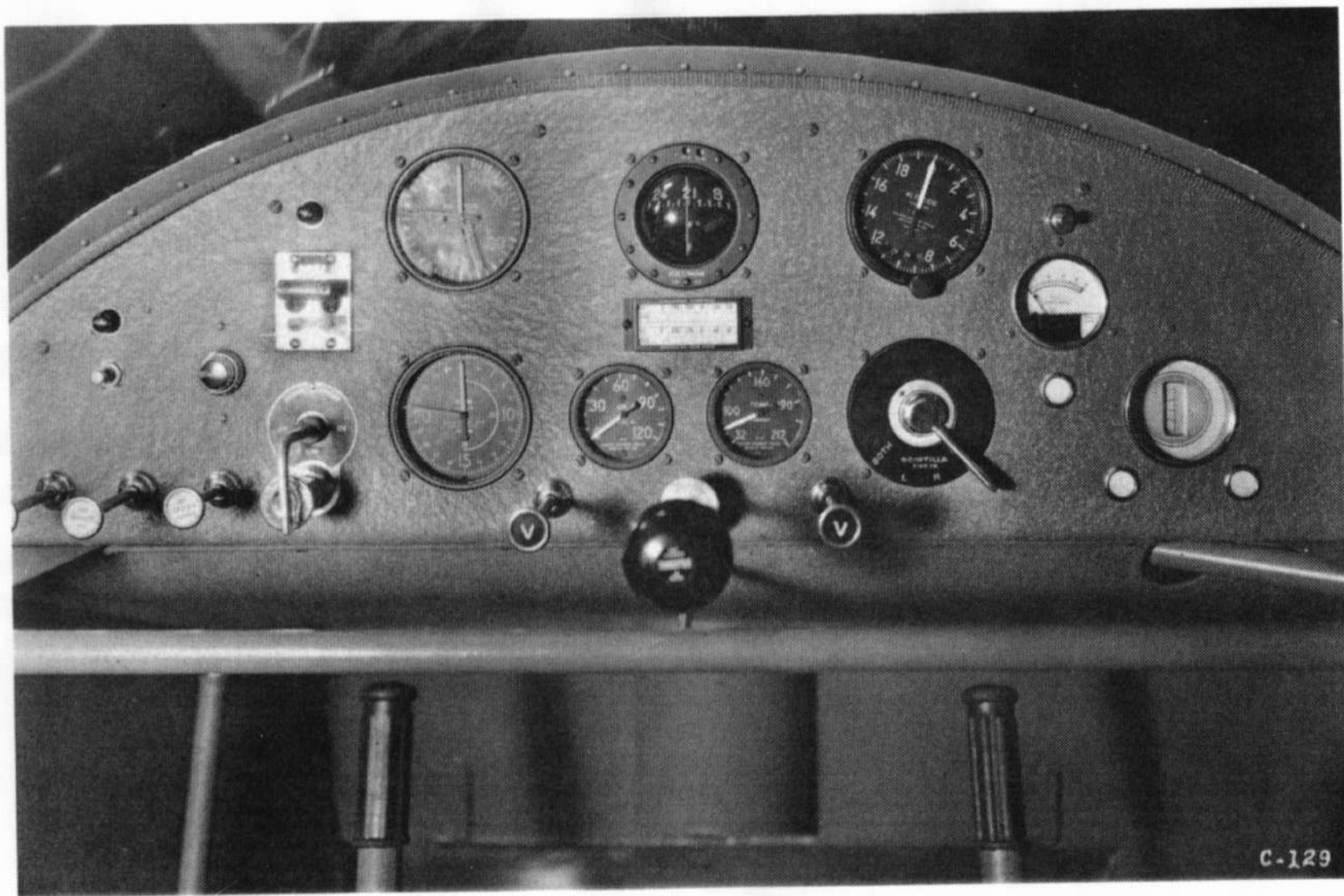
<b>CESSNA C-37</b> 1937	
SCALE - ORIGINAL	1:24
REPRO.	1:48
DRAWN BY - PAUL R. MATT	
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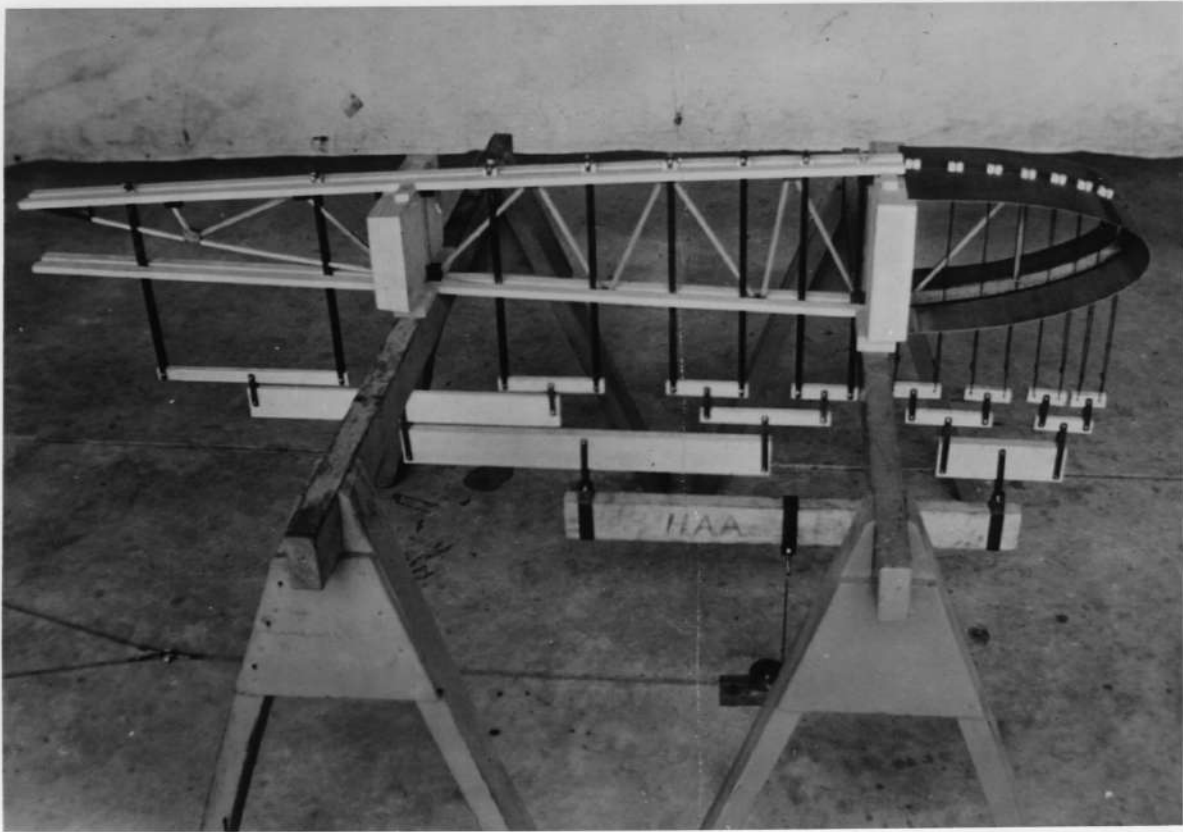




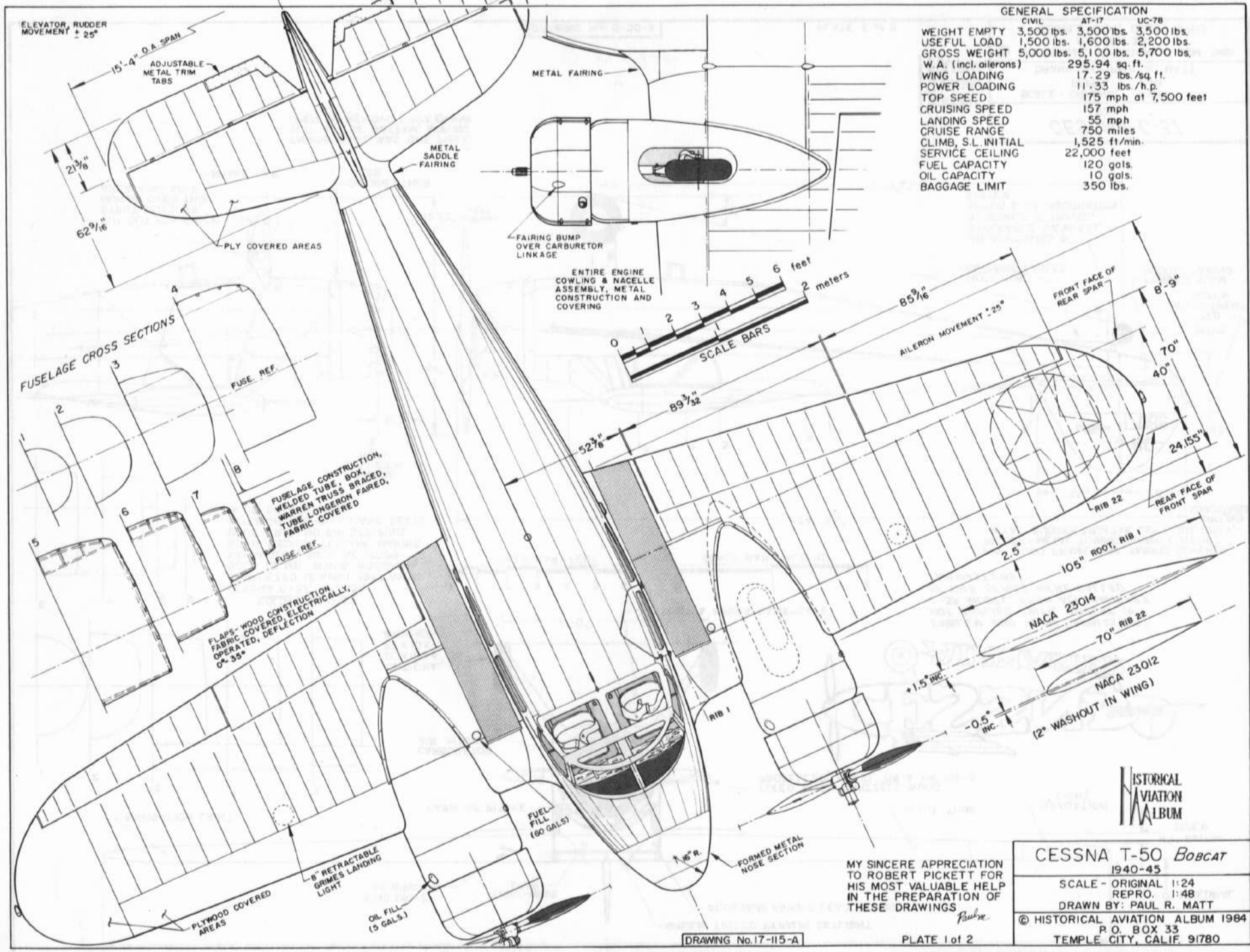


C-129

**Panel of standard C-37 model.**







**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.		

**CESSNA T-50 Bobcat**  
1940-45

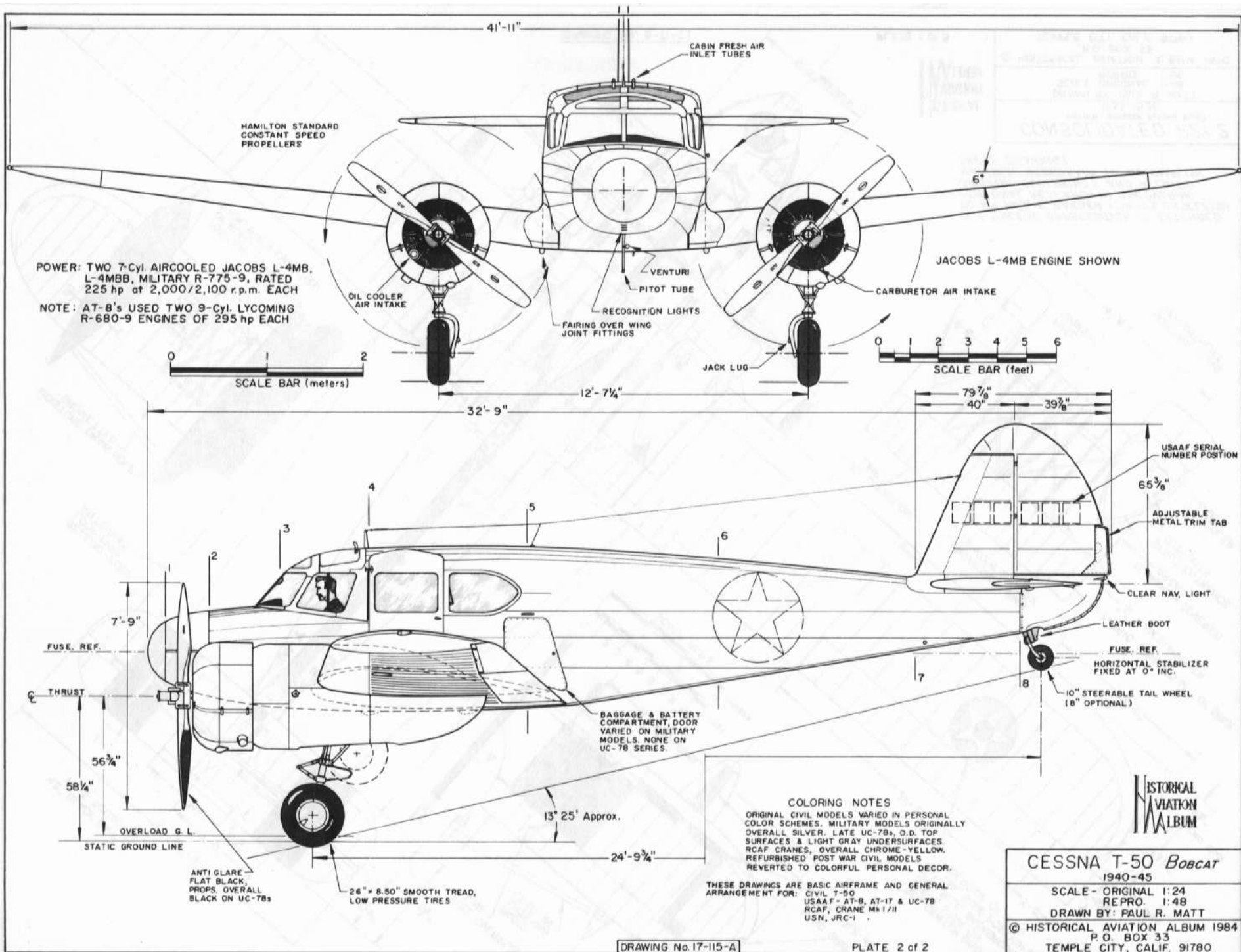
SCALE - ORIGINAL 1:24  
REPRO. 1:48

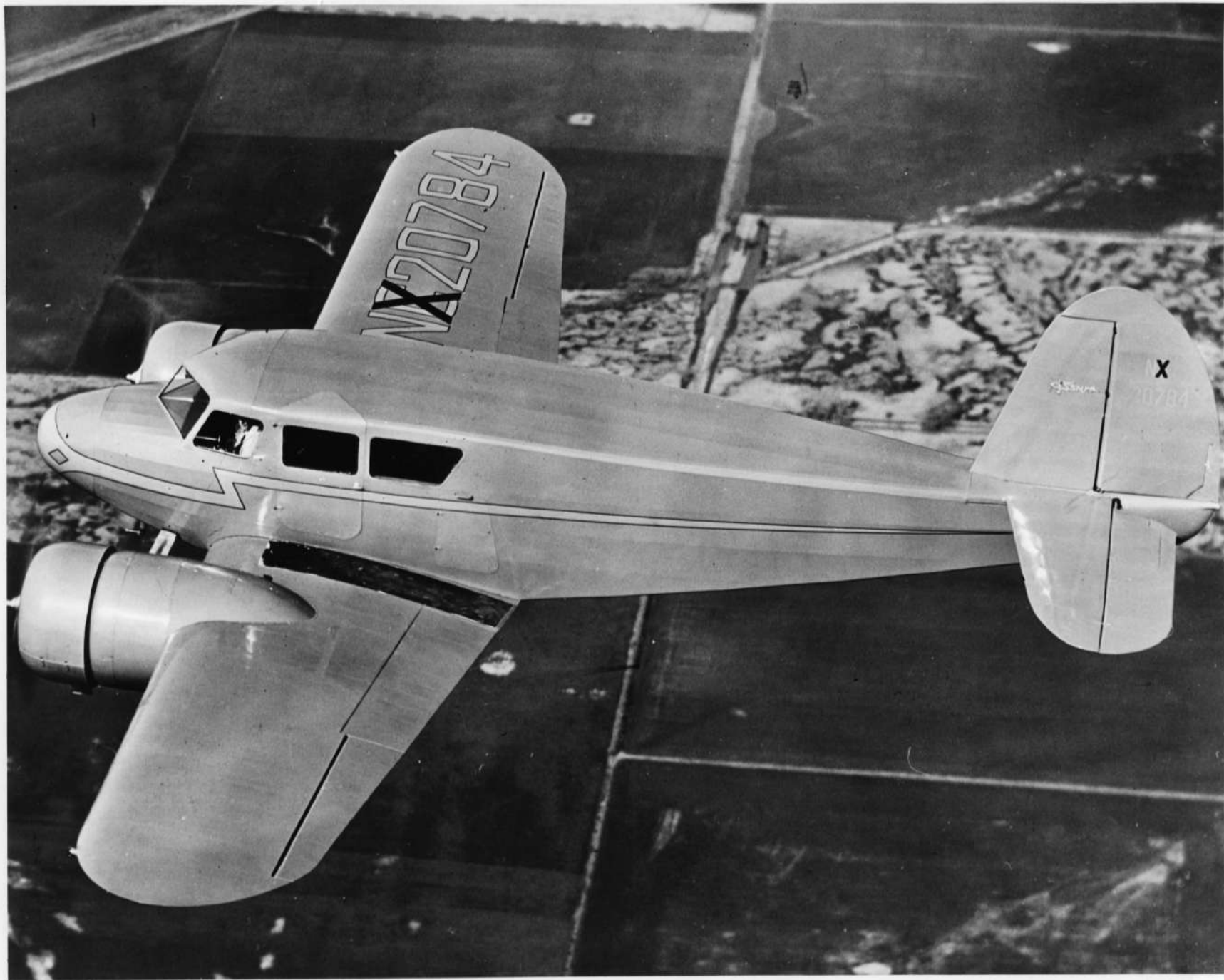
DRAWN BY: PAUL R. MATT

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

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

*Paul R. Matt*



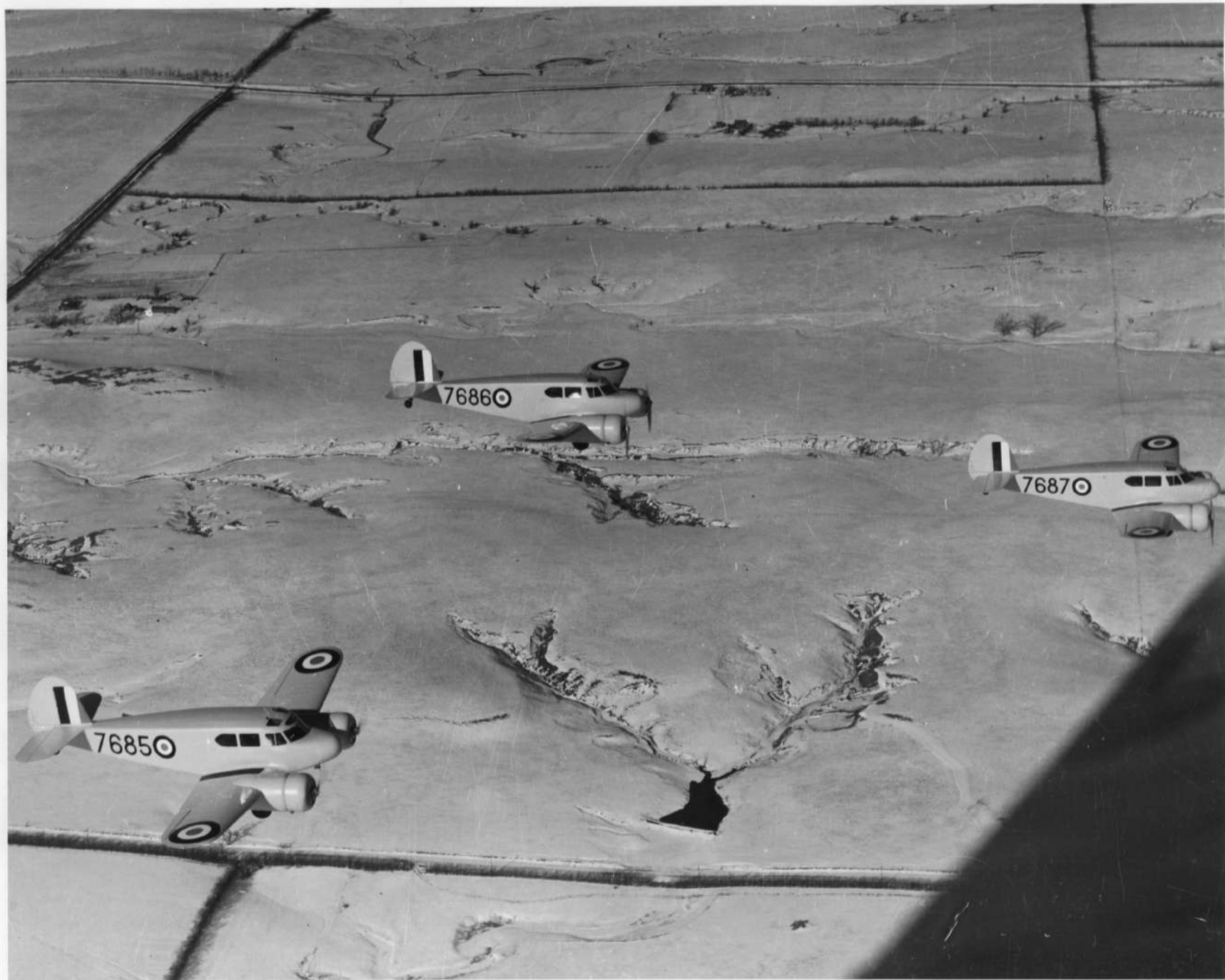












**CESSNA**







C-191



C-190













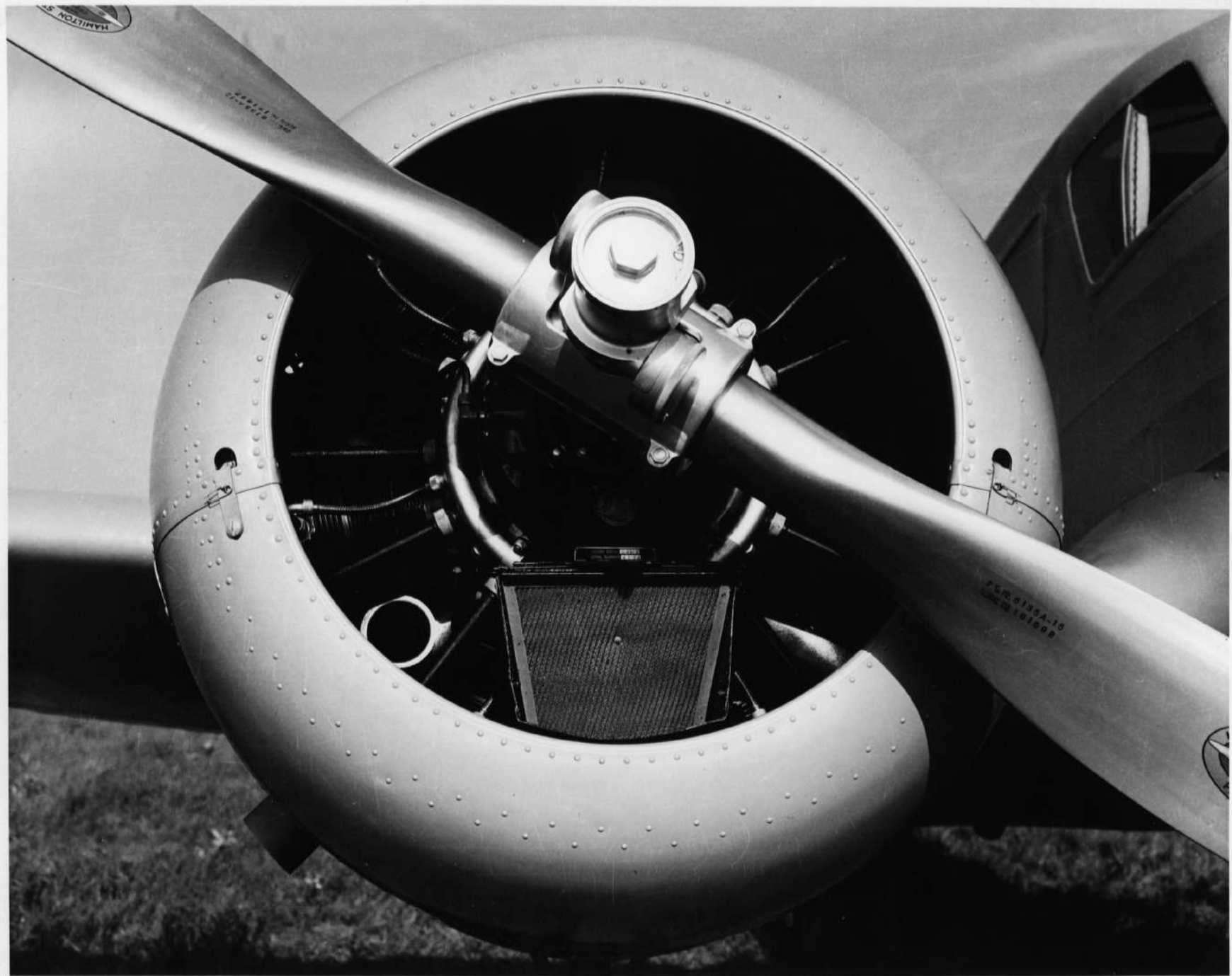




C-194



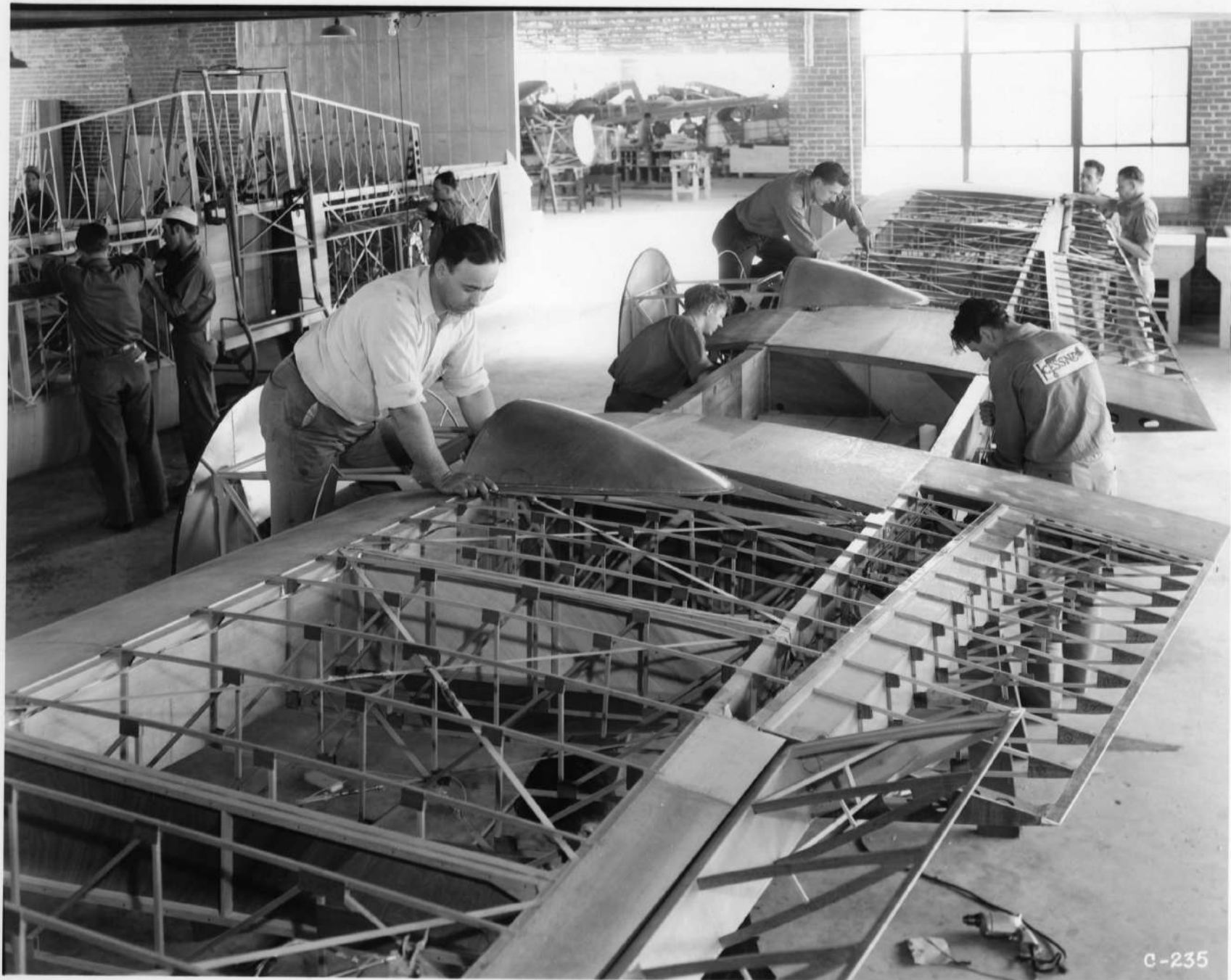
C-212



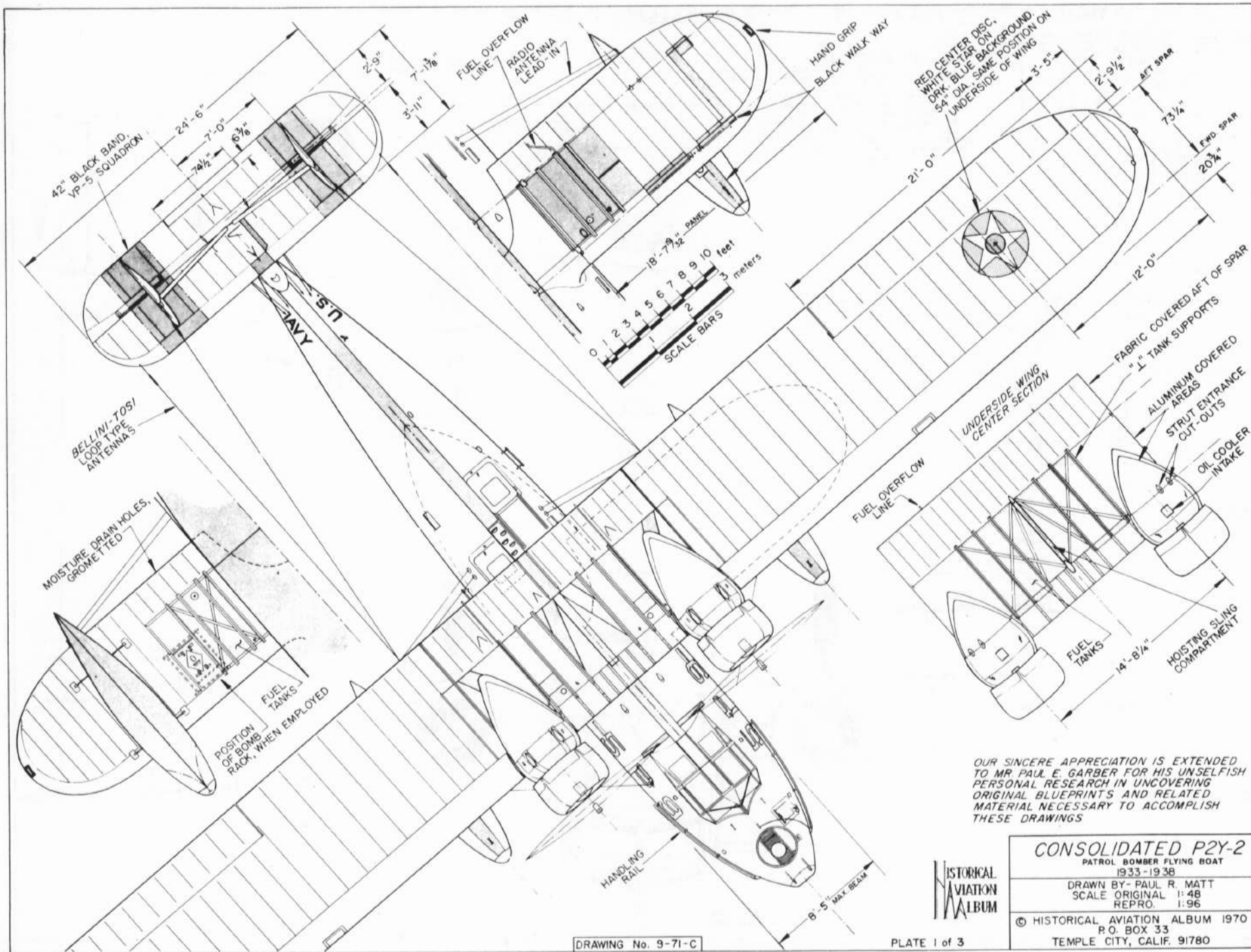




C-231



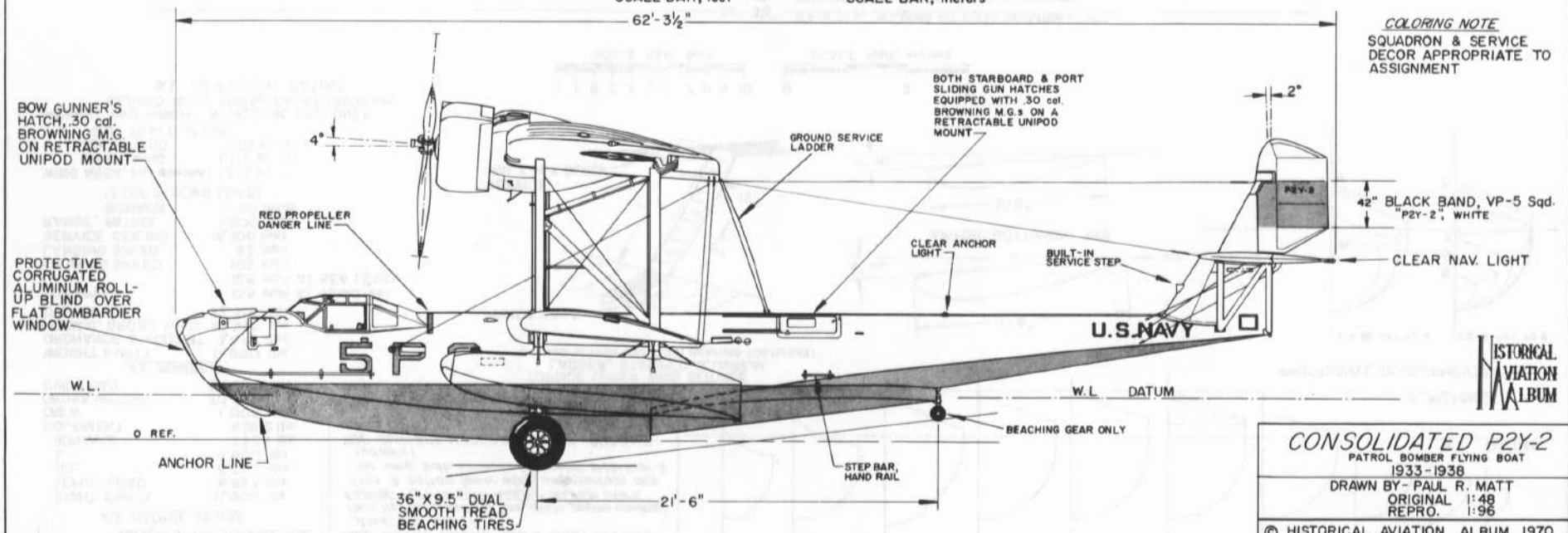
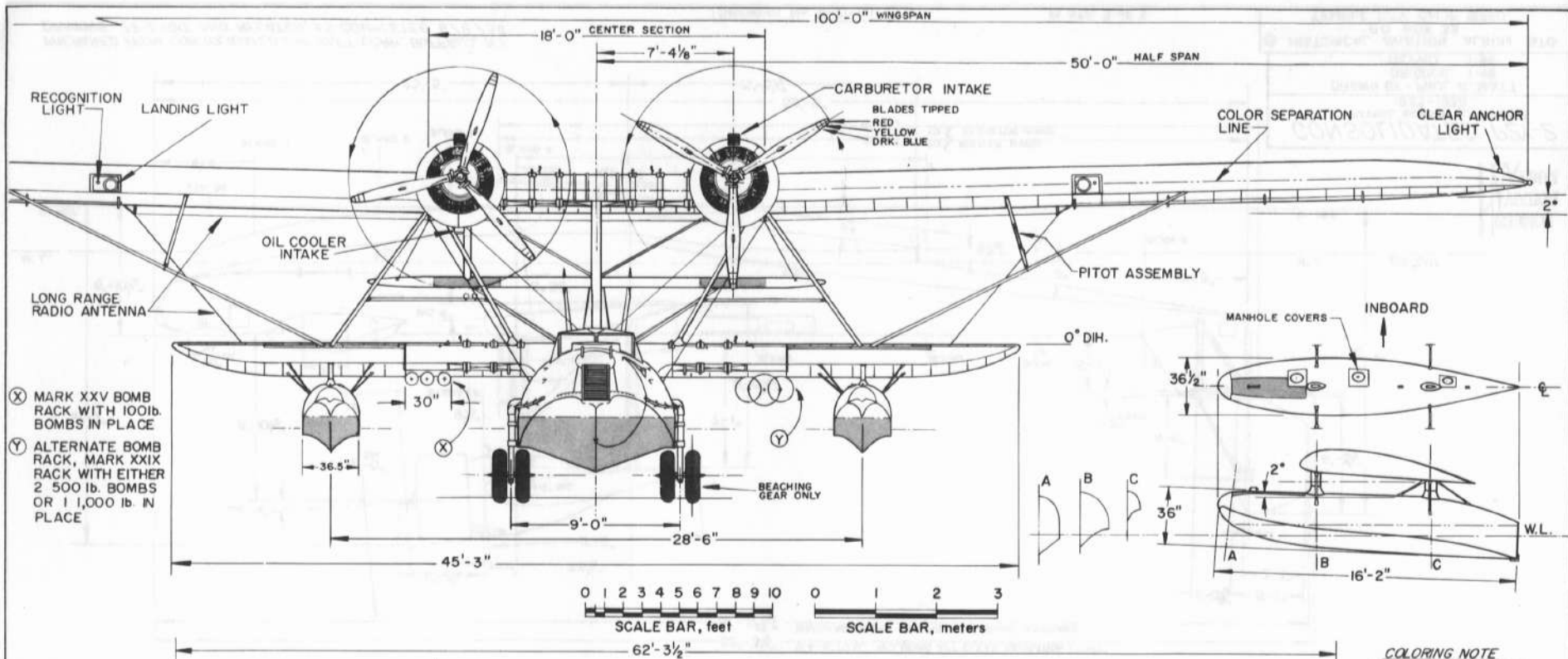
c-235



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

<b>CONSOLIDATED P2Y-2</b>	
PATROL BOMBER FLYING BOAT	
1933-1938	
DRAWN BY- PAUL R. MATT	
SCALE ORIGINAL 1:48	
REPRO. 1:96	
© HISTORICAL AVIATION ALBUM 1970	
P.O. BOX 33	
TEMPLE CITY, CALIF. 91780	





**COLORING NOTE**  
SQUADRON & SERVICE DECOR APPROPRIATE TO ASSIGNMENT

HISTORICAL AVIATION ALBUM

<b>CONSOLIDATED P2Y-2</b>	
PATROL BOMBER FLYING BOAT	
1933-1938	
DRAWN BY - PAUL R. MATT	
ORIGINAL 1:48	
REPRO. 1:96	
© HISTORICAL AVIATION ALBUM 1970	
P.O. BOX 33	
TEMPLE CITY, CALIF 91780	

**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.

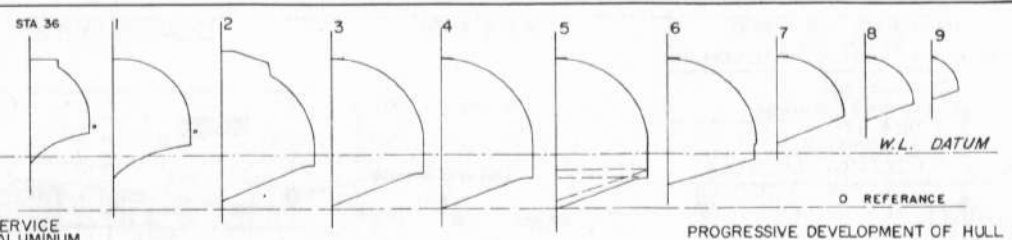
TOP SPEED	135 mph AT 4,000 feet
	128 mph AT SEA LEVEL

CRUISING SPEED	109 mph
LANDING SPEED	63 mph
SERVICE CEILING	16,100 feet
RANGE, PATROL	1,800 miles
BOMBER	1,180 miles
(2,000 lb BOMB LOAD)	

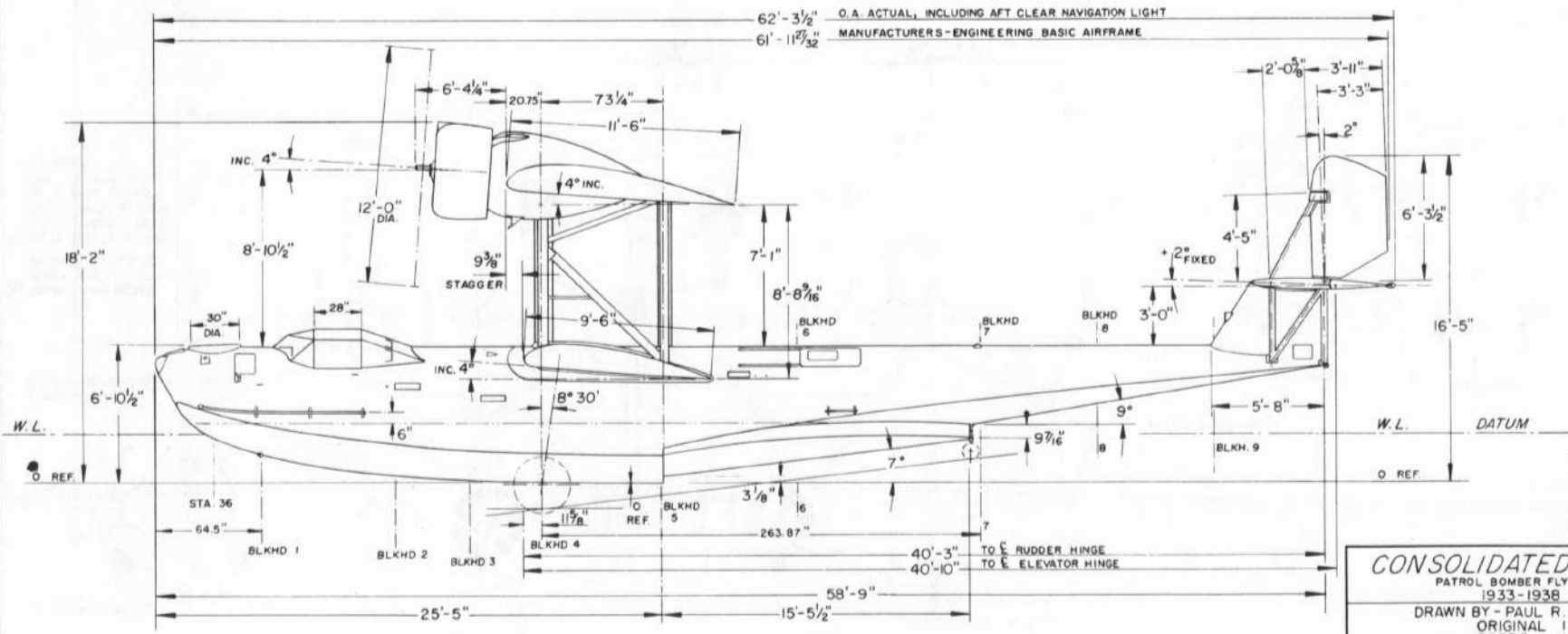
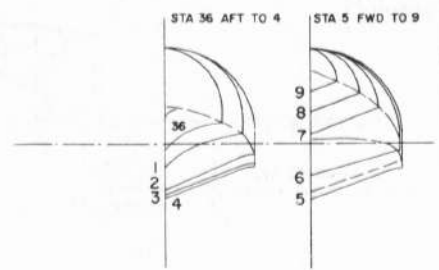
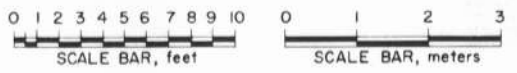
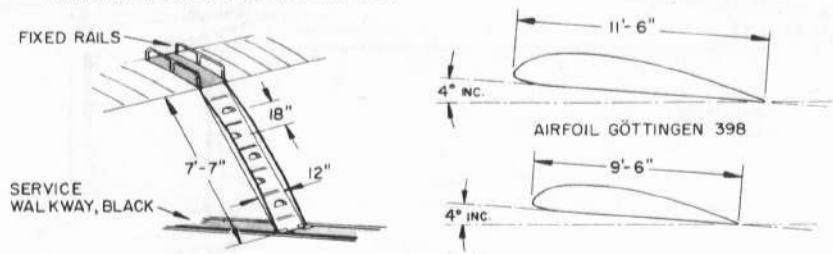
WING AREA, incl. ailerons	1,514 sq ft.
UPPER WING	1,111 sq ft.
SESQUI WING	403 sq ft.
(incl. 76 sq ft. of hull)	

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



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



HISTORICAL  
NAVIGATION  
ALBUM

**CONSOLIDATED P2Y-2**  
PATROL BOMBER FLYING BOAT  
1933-1938

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

© HISTORICAL AVIATION ALBUM 1970  
P.O. BOX 33  
TEMPLE CITY, CALIF. 91780

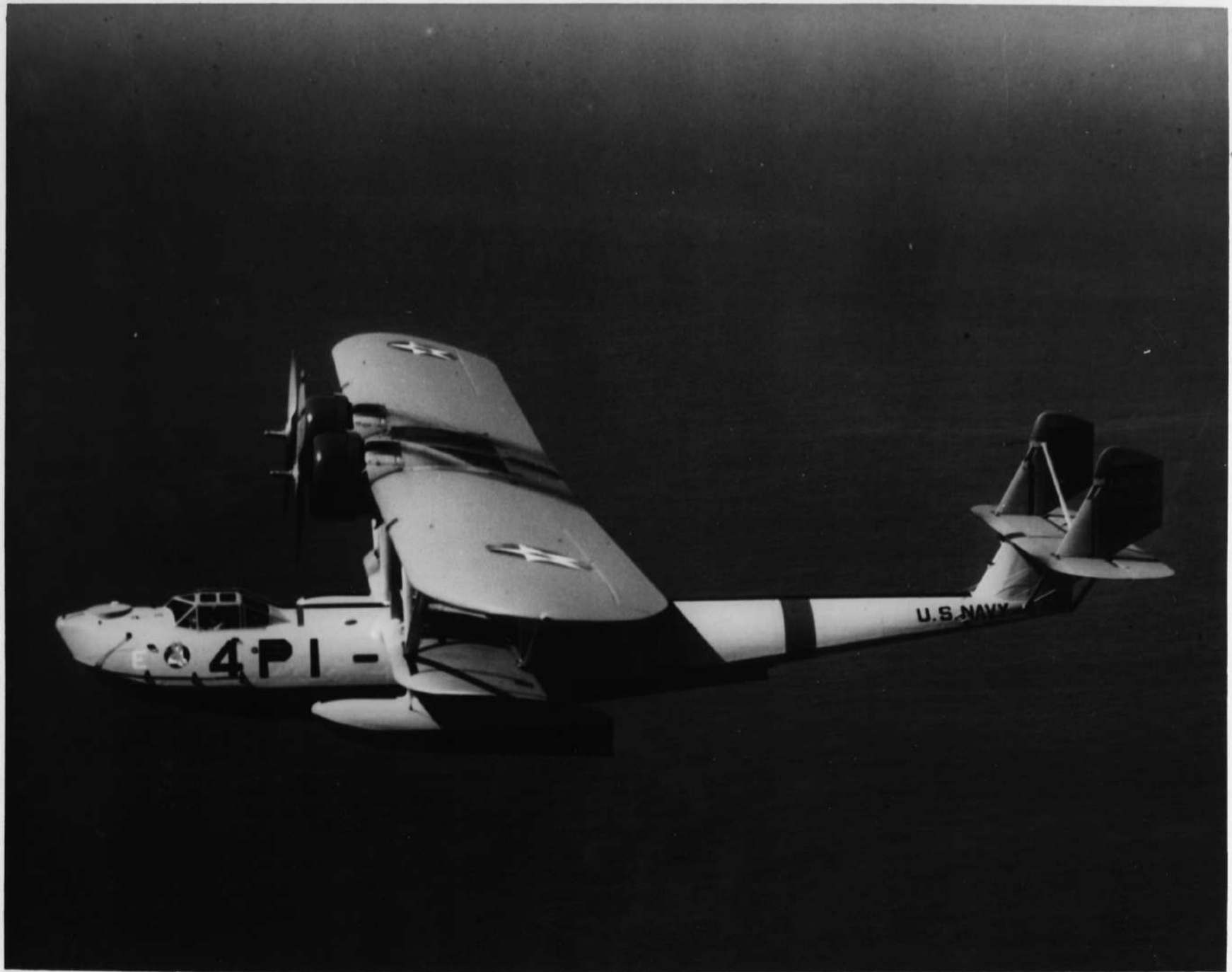
PREPARED FROM CONSOLIDATED AIRCRAFT CORP., BUFFALO, N.Y.  
DRAWING 22 Z 1017, AND RELATED, AS COMPLETED 6/8/34

DRAWING No. 9-71-C

PLATE 3 of 3

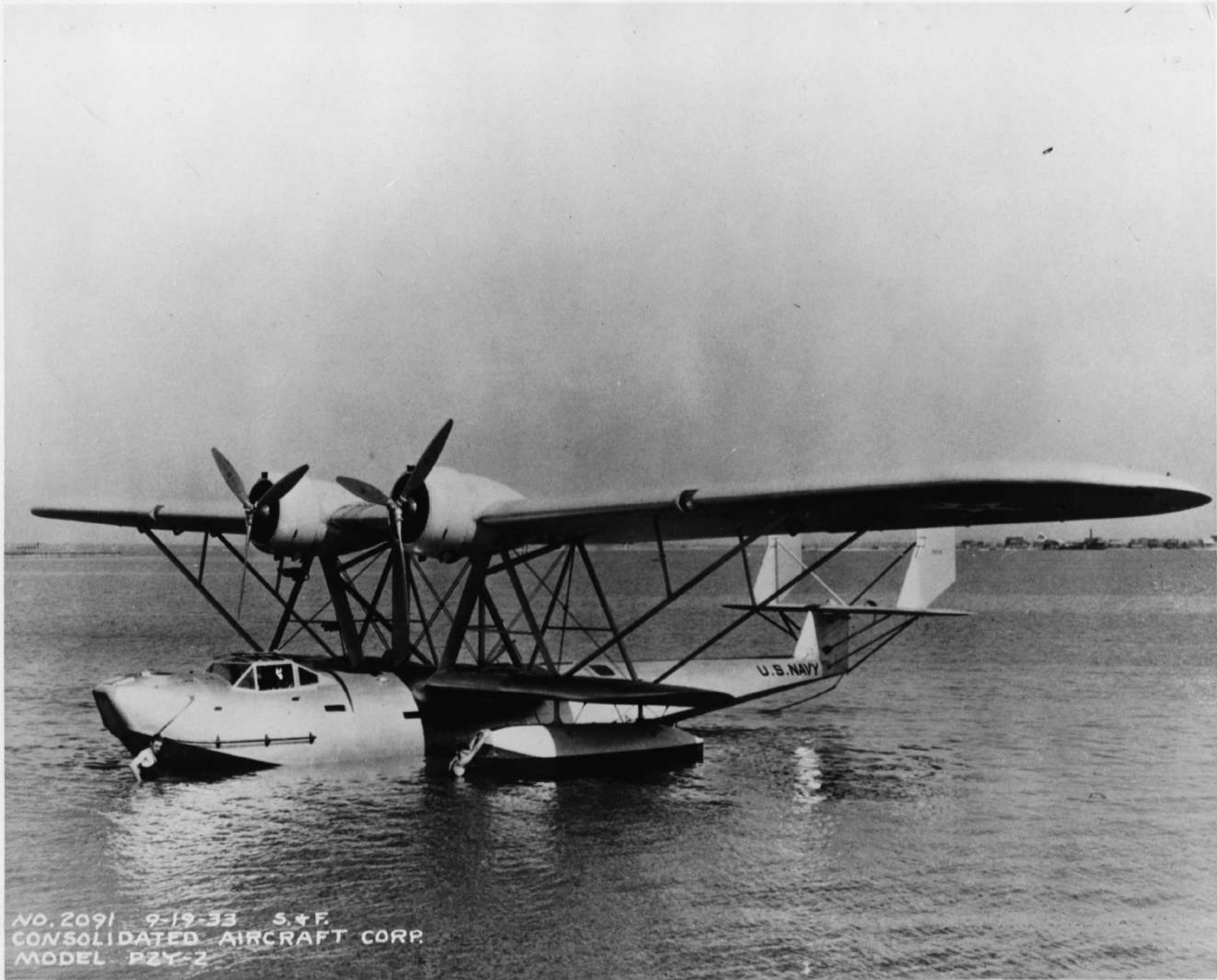












NO. 2091 9-19-33 S.F.  
CONSOLIDATED AIRCRAFT CORP.  
MODEL P2Y-2













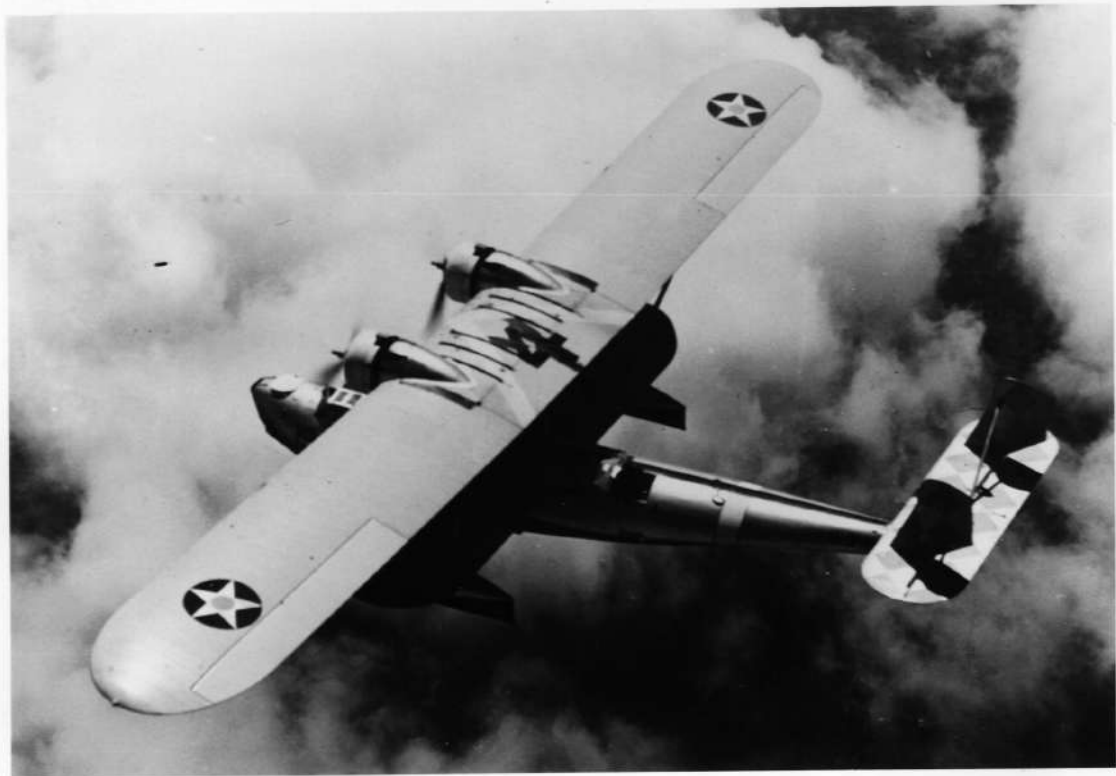




LX21145-3-30









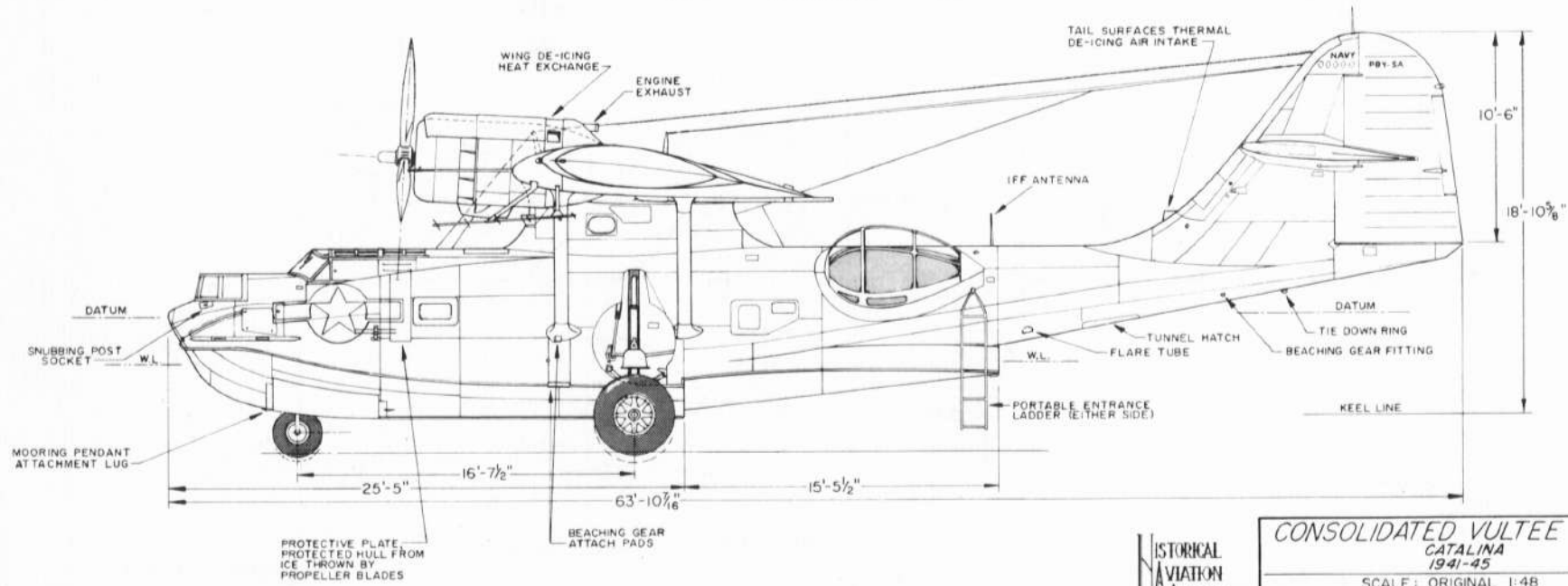
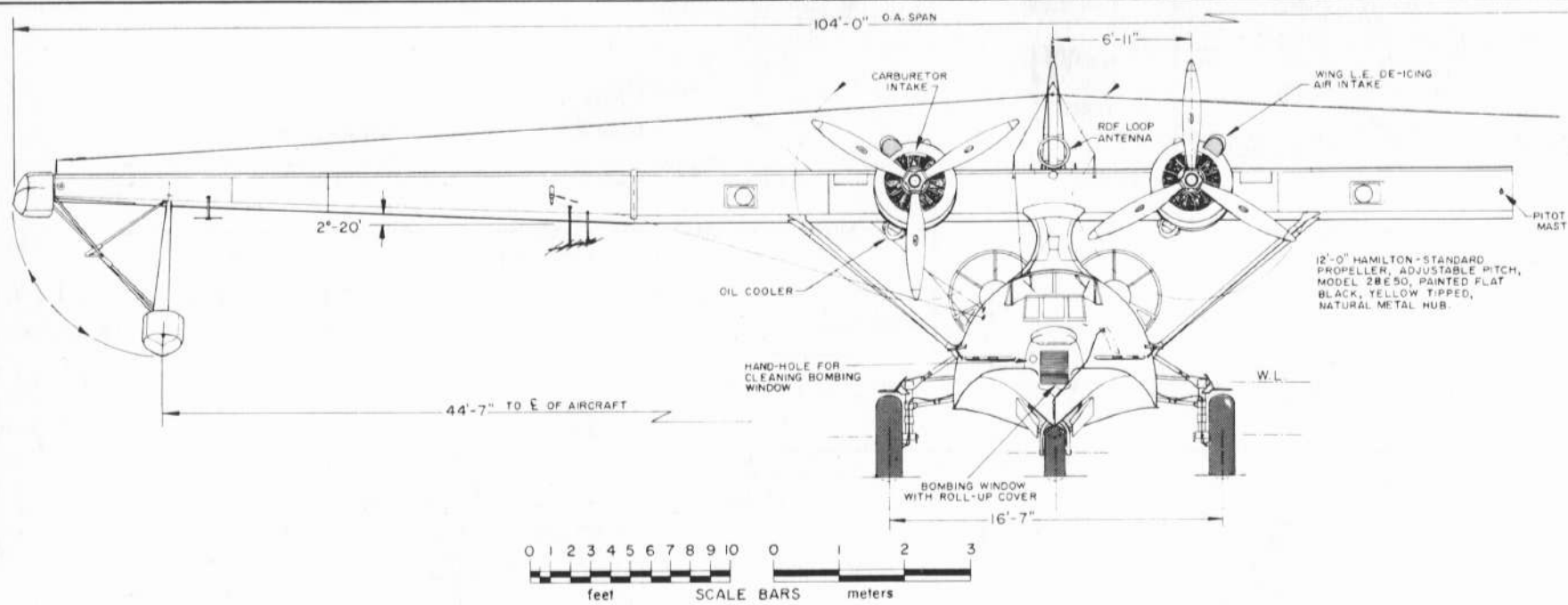






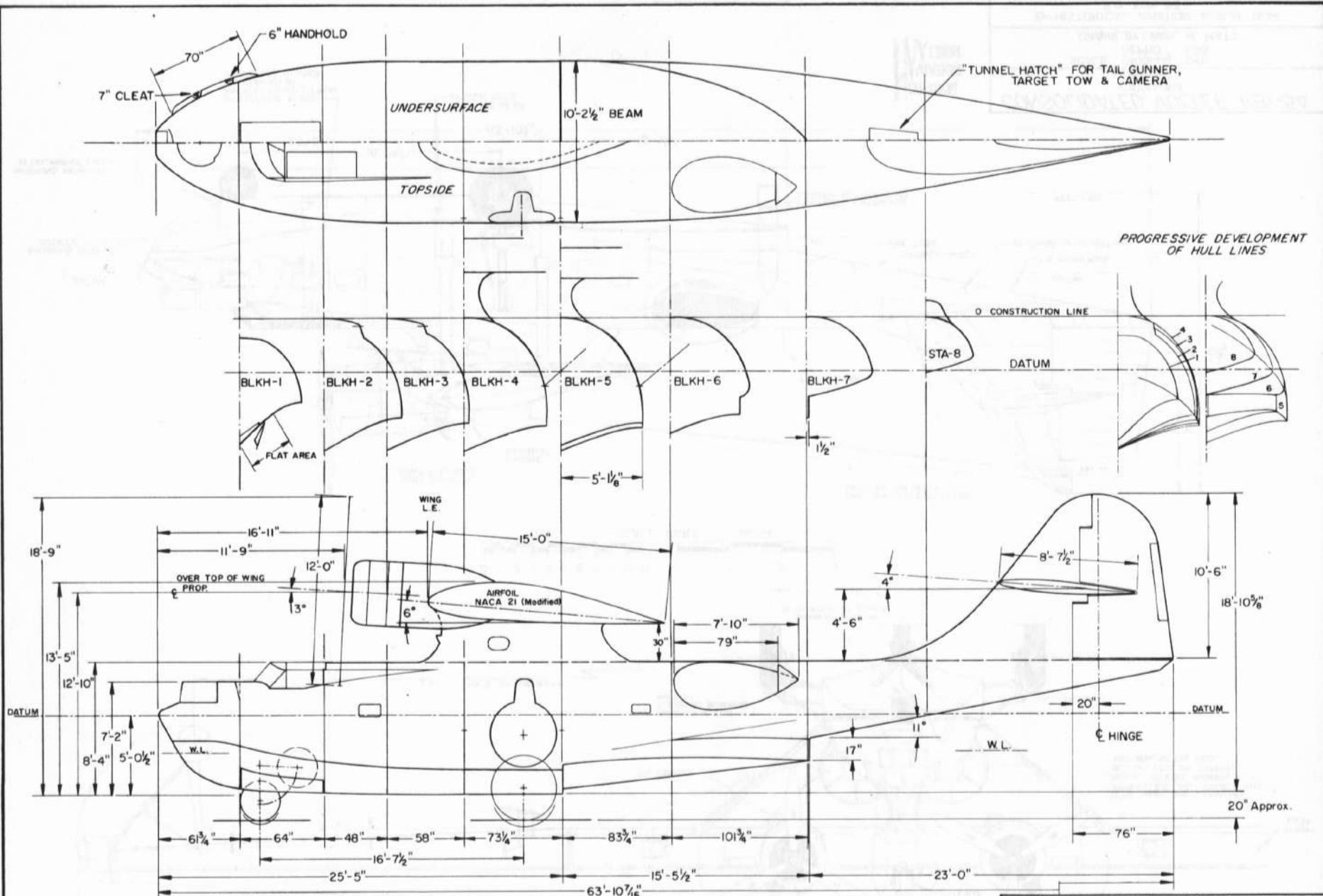






HISTORICAL AVIATION ALBUM

CONSOLIDATED VULTEE PB5-5A  
 CATALINA  
 1941-45  
 SCALE: ORIGINAL 1:48  
 REPRO. 1:96  
 DRAWN BY: PAUL R. MATT  
 © HISTORICAL AVIATION ALBUM 1984  
 P.O. BOX 33  
 TEMPLE CITY, CALIF. 91780



**CONSOLIDATED VULTEE PBY-5A**  
CATALINA  
1941-45

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

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**CONSOLIDATED PB5A (2N)**





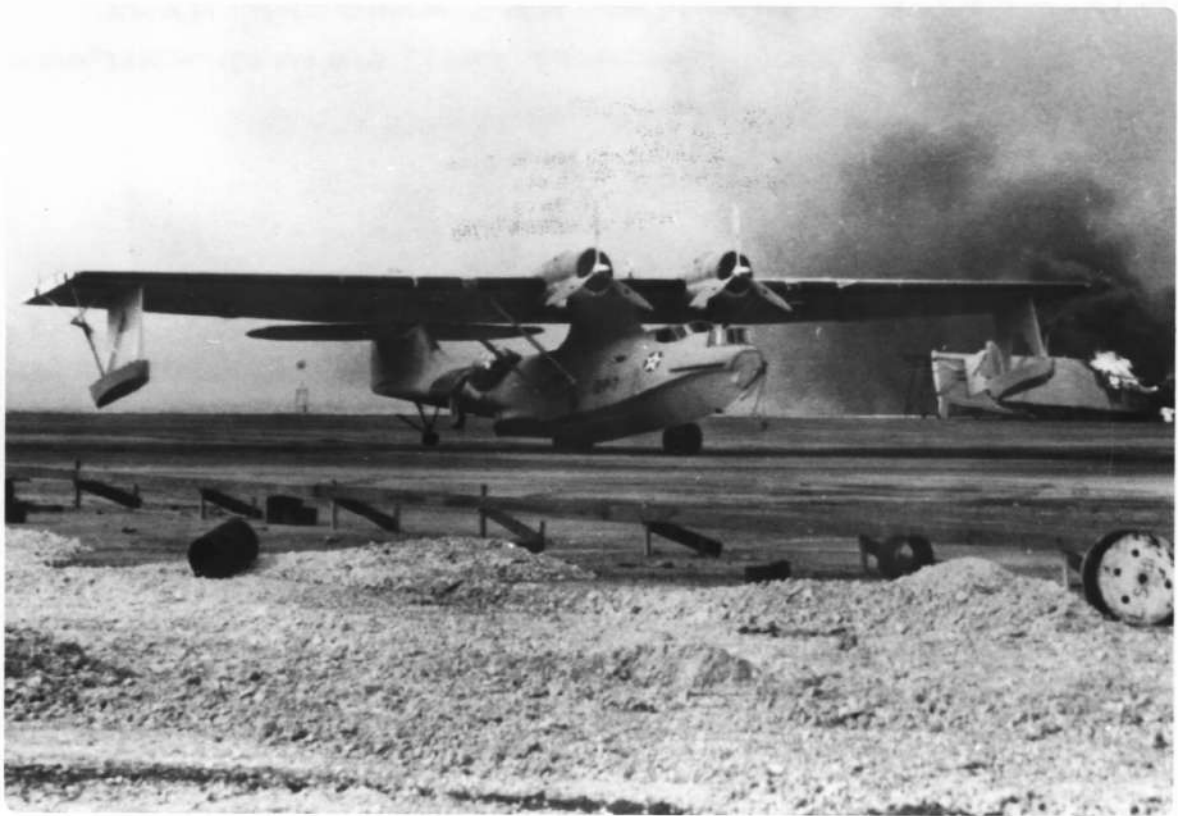
CONSOLIDATED PB4Y-2 (5N)































3034



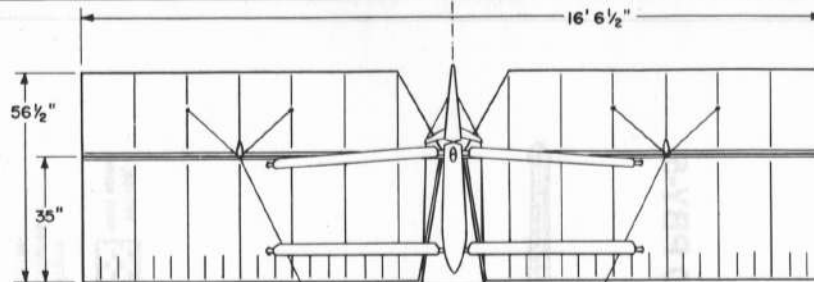


GENERAL SPECIFICATIONS	
WEIGHT EMPTY	3045 lbs.
USEFUL LOAD	1855 lbs.
GROSS WEIGHT	4900 lbs.
FUEL CAPACITY	160 gals.
OIL CAPACITY	10 gals.
MAXIMUM SPEED	120 m.p.h.
CRUISING SPEED	105 m.p.h. at 1500 rpm
LANDING SPEED	50 m.p.h.
RATE OF CLIMB	1020 ft./min., initial
WING AREA	505 sq. ft. (incl. ailerons)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

**COLORING NOTES**

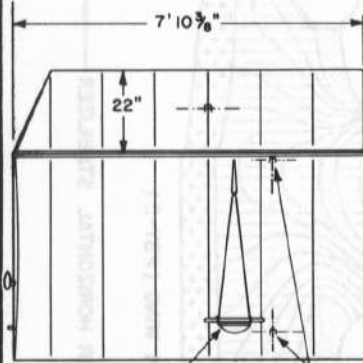
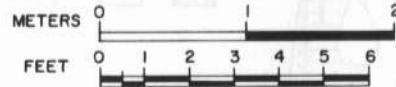
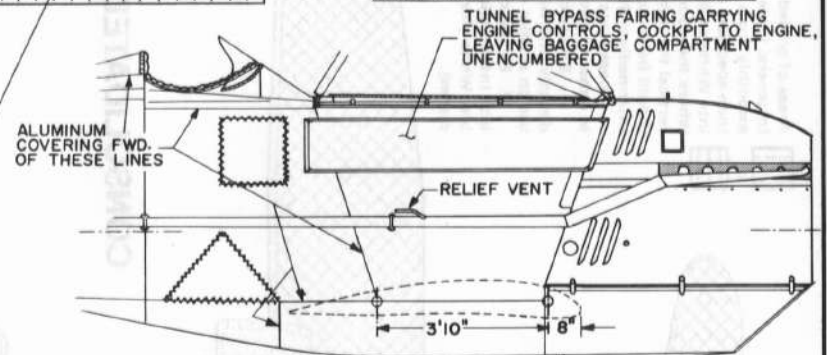
ALL FLYING SURFACES - WINGS & TAIL SURFACES - SILVER  
 FUSELAGE, ALL STRUTS - OLIVE GREEN (O.D.)  
 LETTERING ON FIN - BLACK  
 FUSELAGE INSIGNIA & LETTERING - AS CALLED OUT  
 NO MARKINGS ON WINGS

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



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

**RIGHT SIDE FUSELAGE AMIDSHIP PROFILE**



78"

PLYWOOD WALKWAY

ARM REST  
 HAND HOLD  
 COCKPIT HEATER  
 FUEL OVERFLOW TUBE

AIRCRAFT COULD BE FITTED  
 WITH EITHER STICK OR WHEEL  
 CONTROL

RADIATOR COMPARTMENT  
 VENT  
 MAIL COMPARTMENT SIDE-  
 DOOR ON THIS SIDE OMITTED

LANDING LIGHT  
 (250,000 candle power)

STRUT  
 ATTACHMENT  
 POINTS

NOTE: UPPER WING  
 REMOVED ON  
 RIGHT SIDE

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

HINGE, TOP-  
 COMPARTMENT  
 LID

FUEL FILLER CAP

CARBURETOR  
 INTAKE

RADIATOR WATER FILL CAP  
 & EXPANSION TANK

UPPER WING TIP LINE

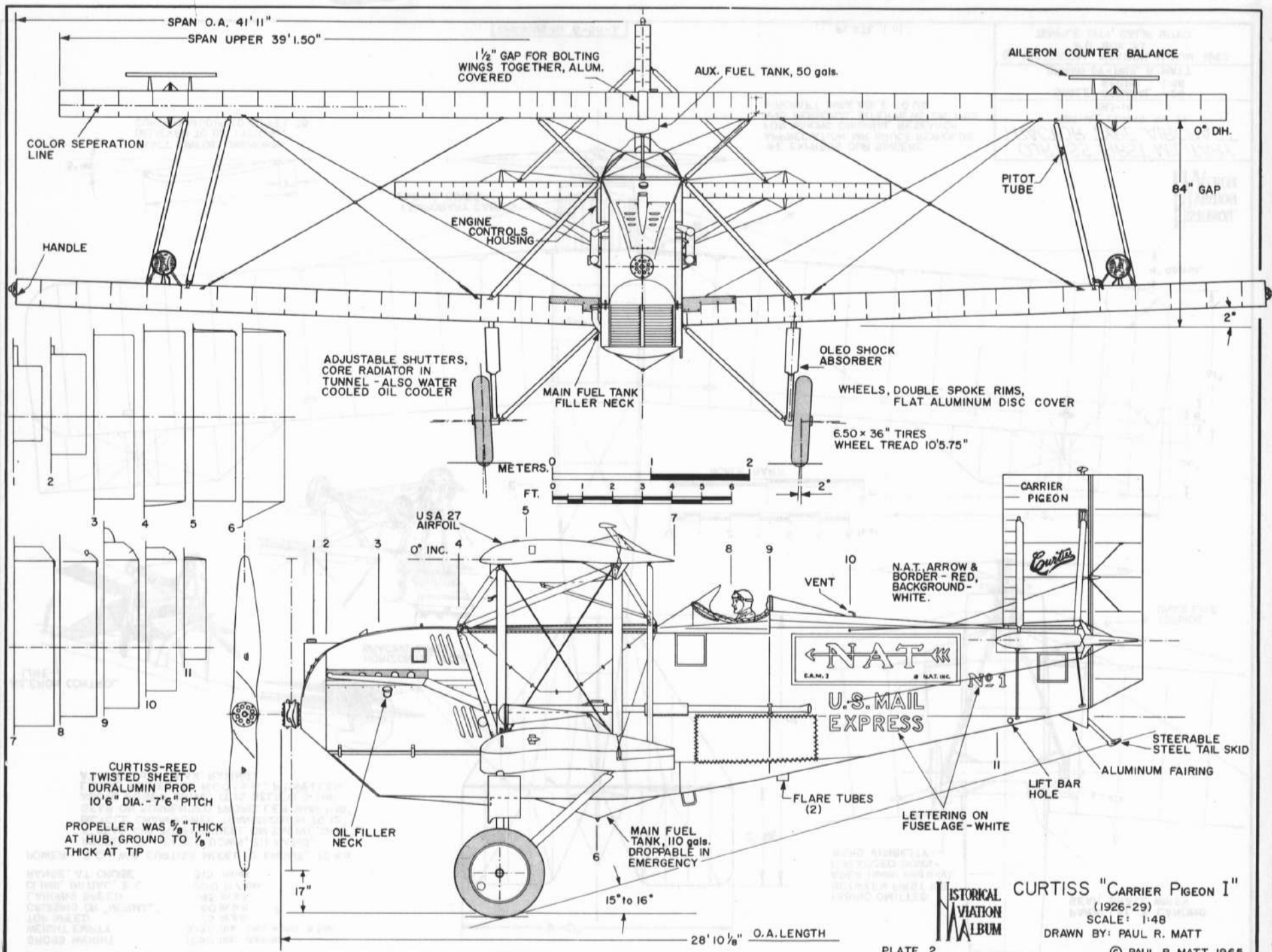
HISTORICAL  
 AVIATION  
 ALBUM

CURTISS "CARRIER PIGEON I"  
 (1926-29)

SCALE: 1:48

DRAWN BY: PAUL R. MATT

© PAUL R. MATT, 1965



HISTORICAL  
NAVIGATION  
ALBUM

CURTISS "CARRIER PIGEON I"  
(1926-29)  
SCALE: 1:48  
DRAWN BY: PAUL R. MATT  
© PAUL R. MATT, 1965



122-574

CURTISS CARRIER PIGEON  
2-4-25 7-2-18





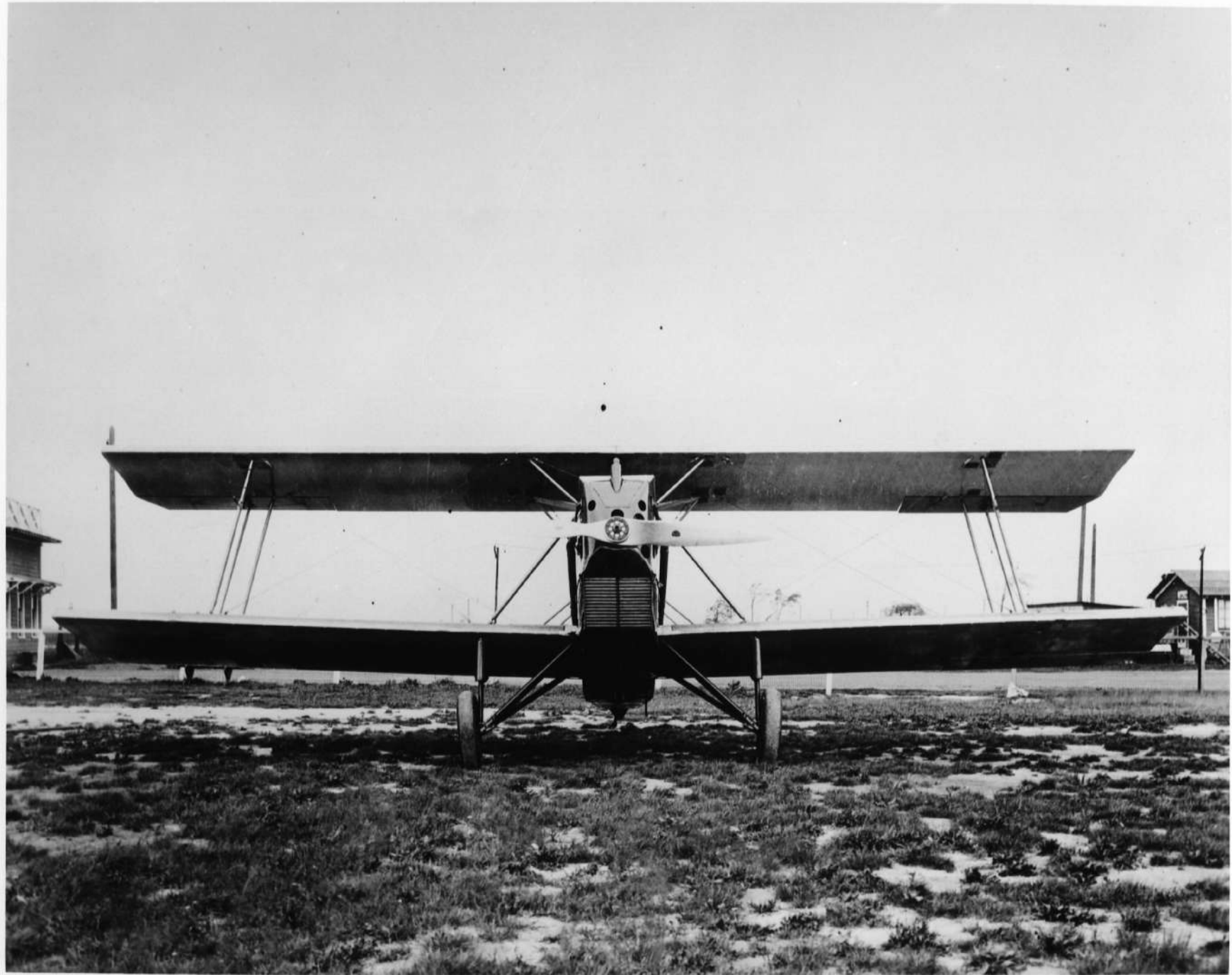
No. 3109-B 2-4-26 S.  
Curtiss Aeroplane & Motor Co. Inc.  
Buffalo - N.Y.  
Carrier Pigeon.



UNITED AIR LINES PHOTO



Curtiss  
122-S-B















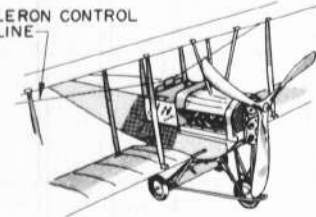


GENERAL SPECIFICATIONS

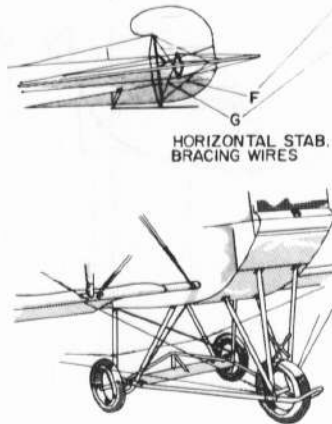
GROSS WEIGHT 1290 lbs. Approx.  
 WEIGHT EMPTY 1050 lbs. Incl. water & fuel  
 TOP SPEED 75 m.p.h.  
 CRUISING OR "NORMAL" 60 m.p.h.  
 LANDING SPEED 45 m.p.h.  
 CLIMB, INITIAL, S. L. 200 ft./min.  
 RANGE, AT CRUISE 315 miles

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).

AILERON CONTROL LINE



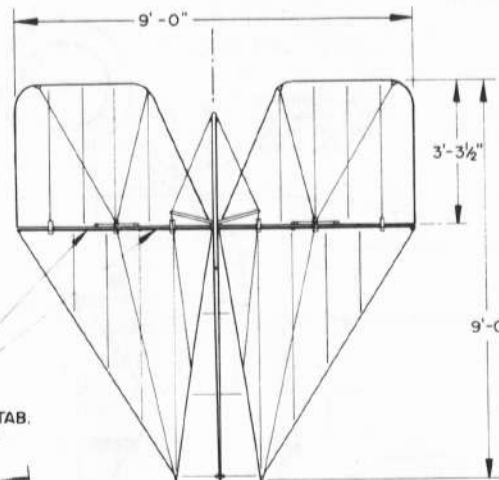
HORIZONTAL STAB. BRACING WIRES



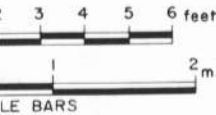
TEMPORARY CANVAS ENGINE COVER



EXACT AIRFOIL UNKNOWN  
 BELIEVED TO BE TYPICAL  
 CURTISS MODIFIED EIFFEL 35



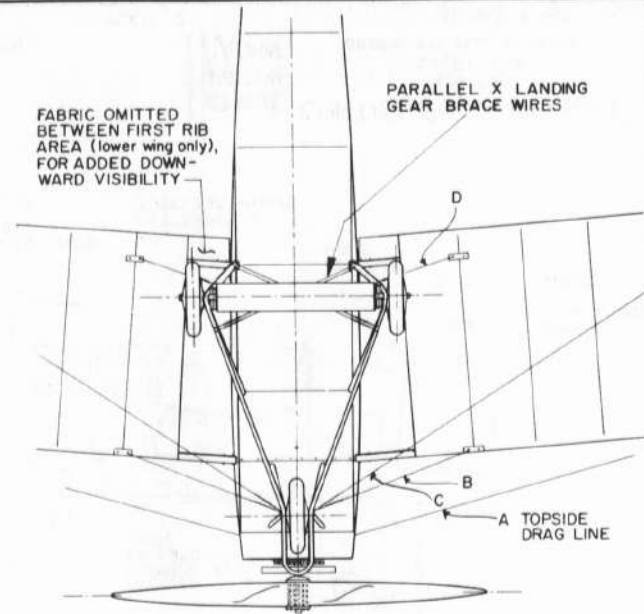
9'-0"



SCALE BARS

FABRIC OMITTED BETWEEN FIRST RIB AREA (lower wing only), FOR ADDED DOWNWARD VISIBILITY

PARALLEL X LANDING GEAR BRACE WIRES



A TOPSIDE DRAG LINE

9'-2"

36"

6"

61"

4" Approx.

HISTORICAL AVIATION ALBUM

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

CURTISS FIRST MILITARY TRACTOR TYPE AIRCRAFT

SIGNAL CORPS No. 21  
 1913-14

SCALE - ORIGINAL 1:24  
 REPRO. 1:48

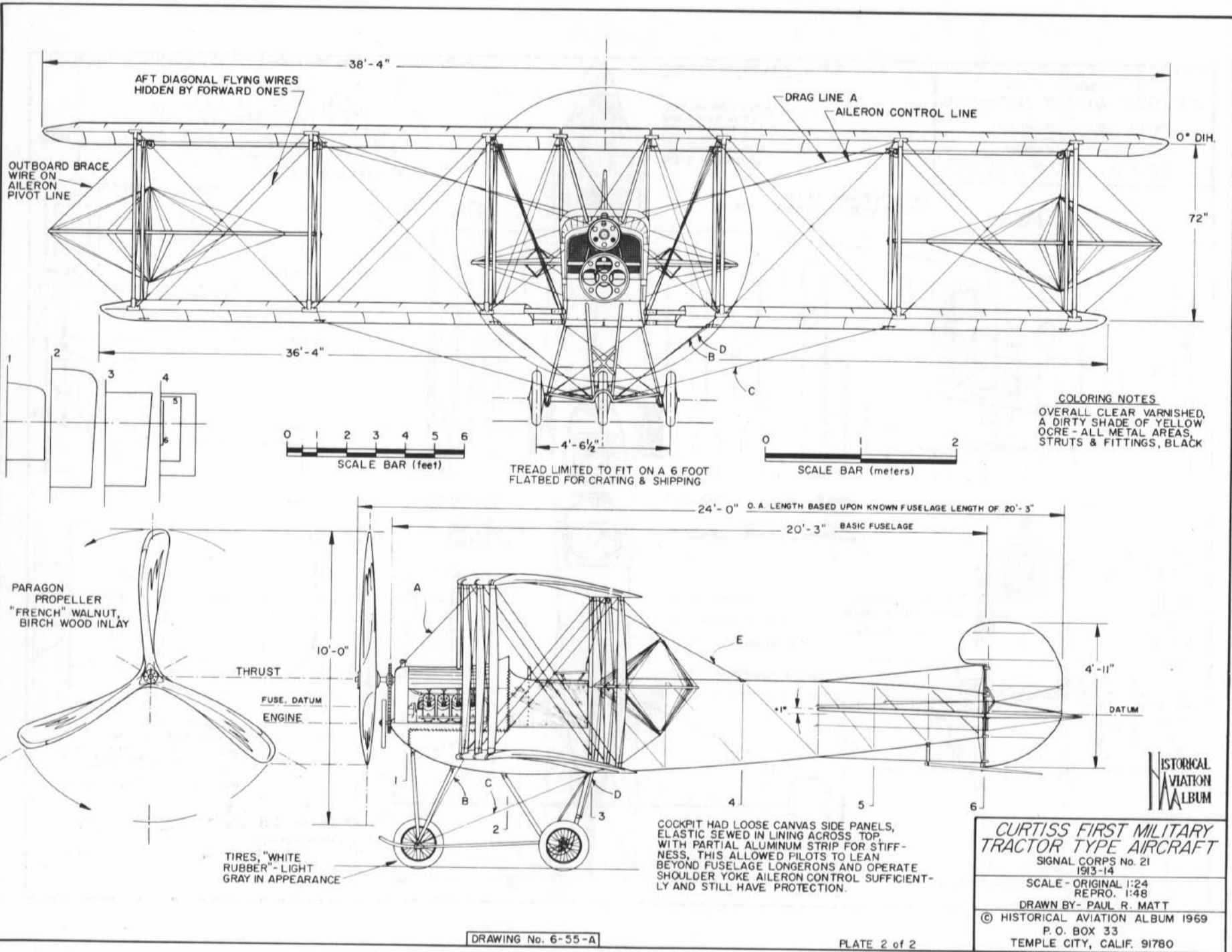
DRAWN BY - PAUL R. MATT

© HISTORICAL AVIATION ALBUM 1969  
 P.O. BOX 33

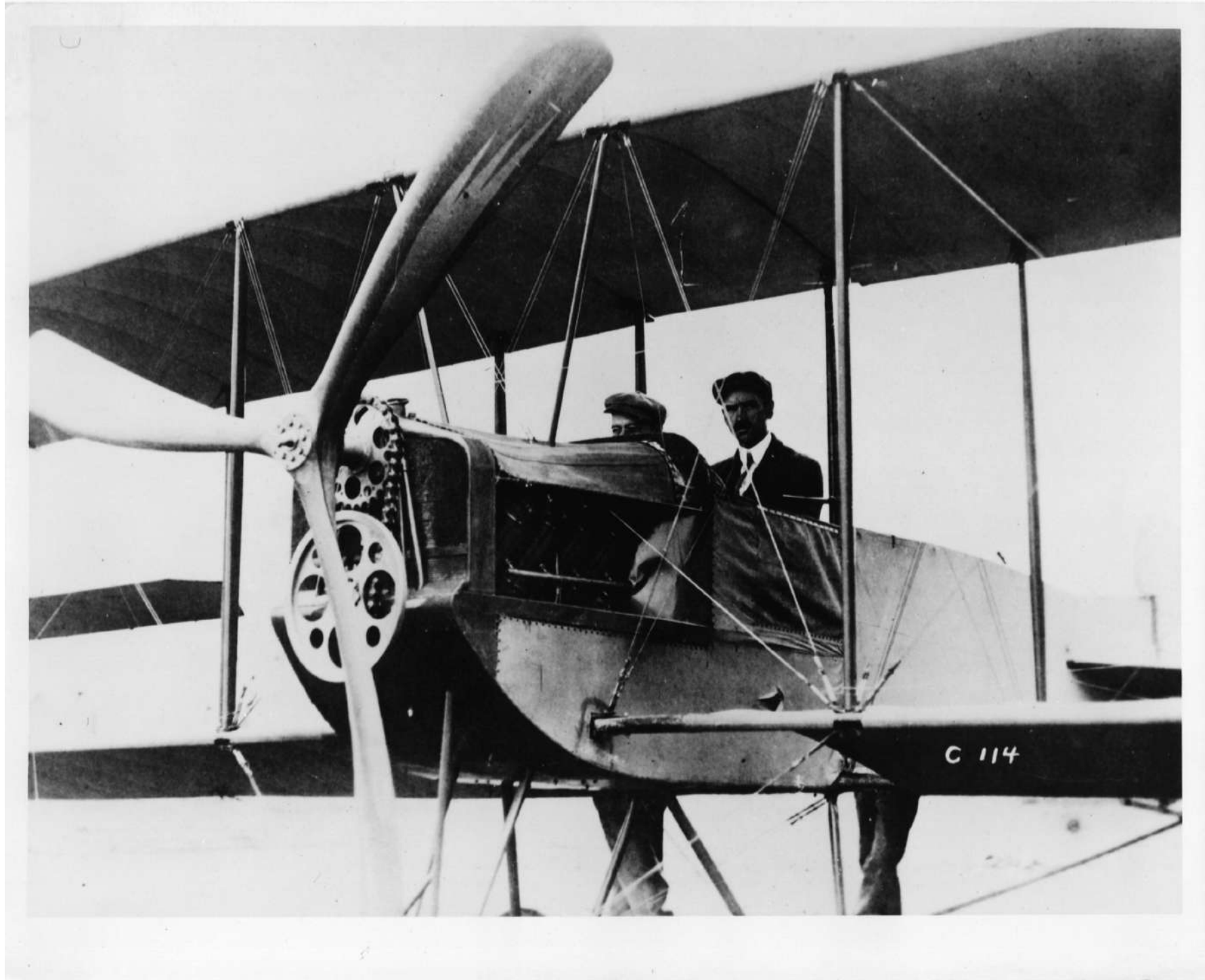
TEMPLE CITY, CALIF 91780

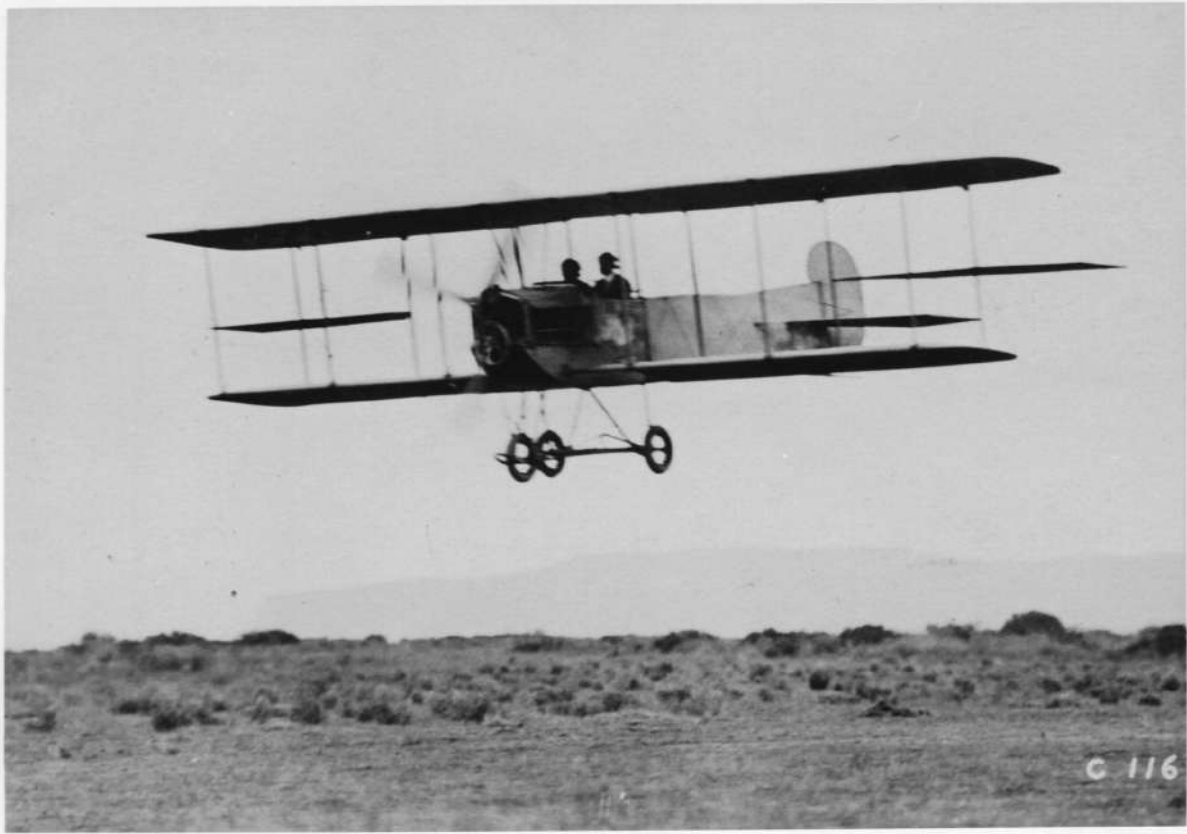
DRAWING No. 6-55-A

PLATE 1 of 2

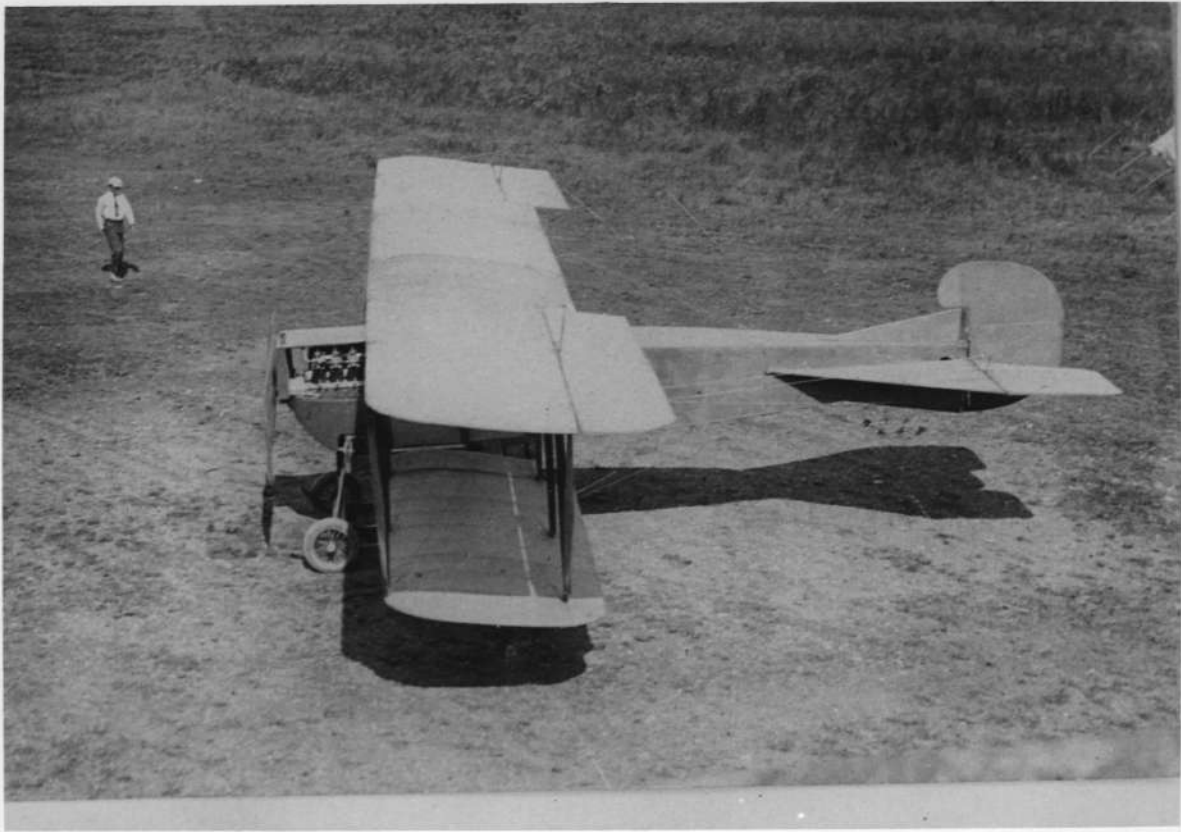




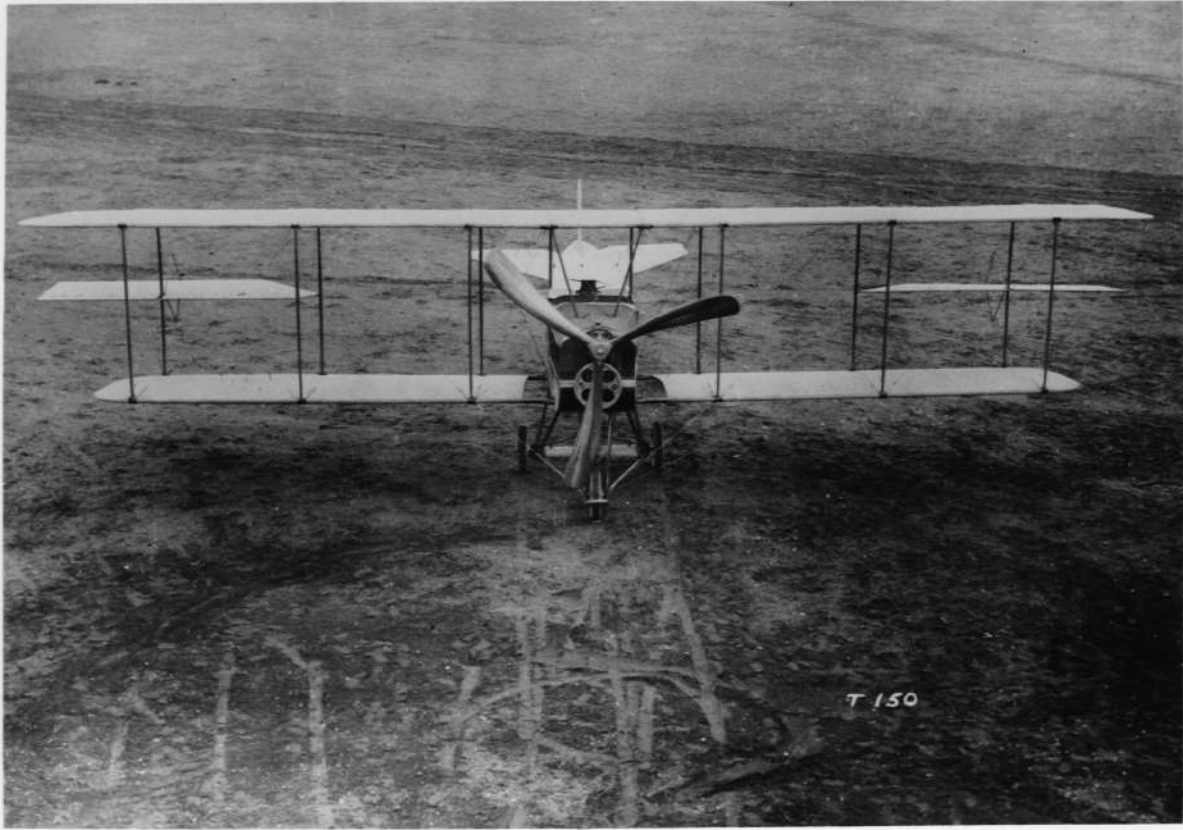


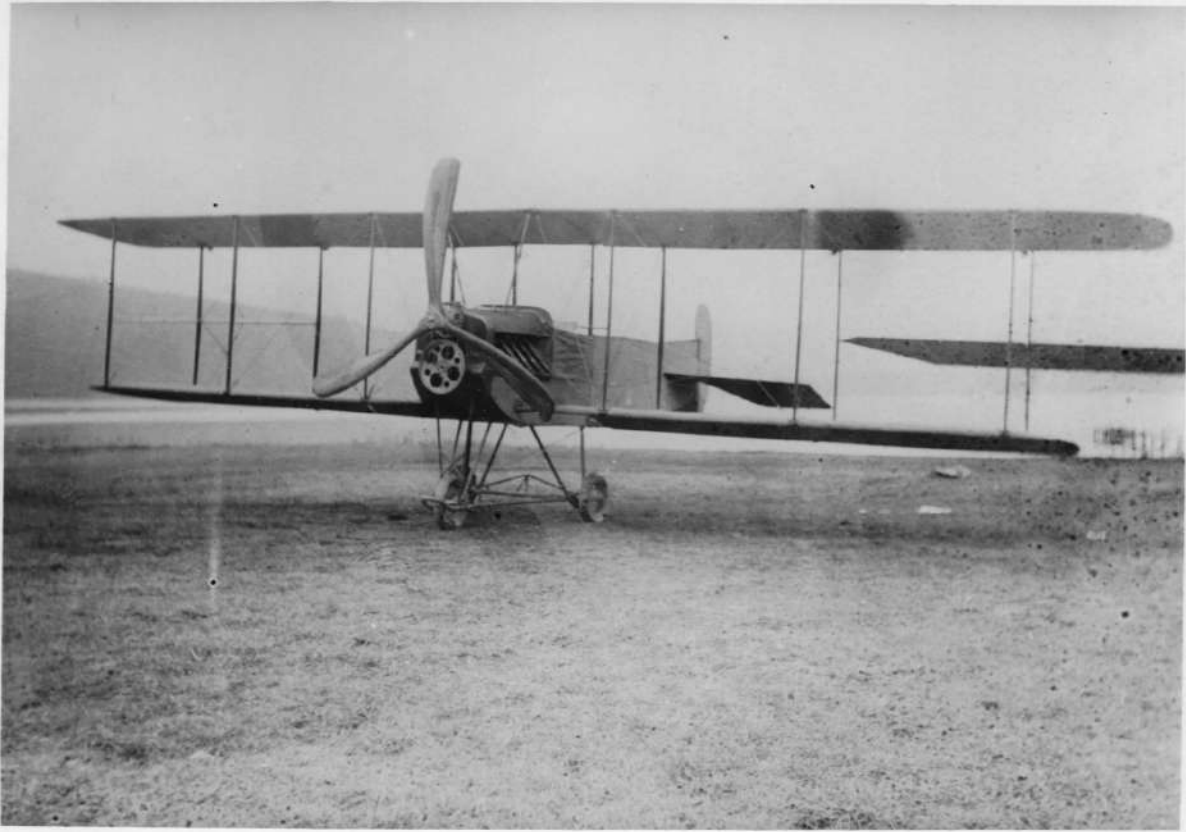


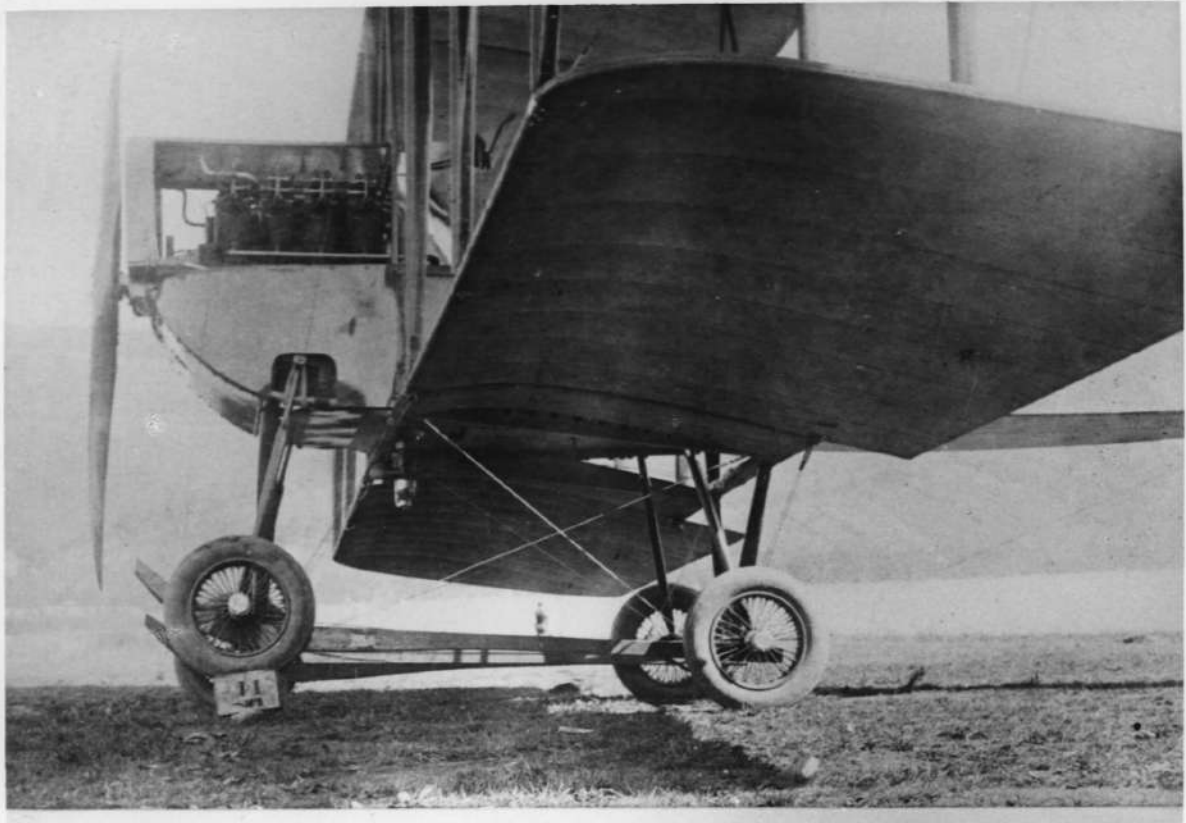






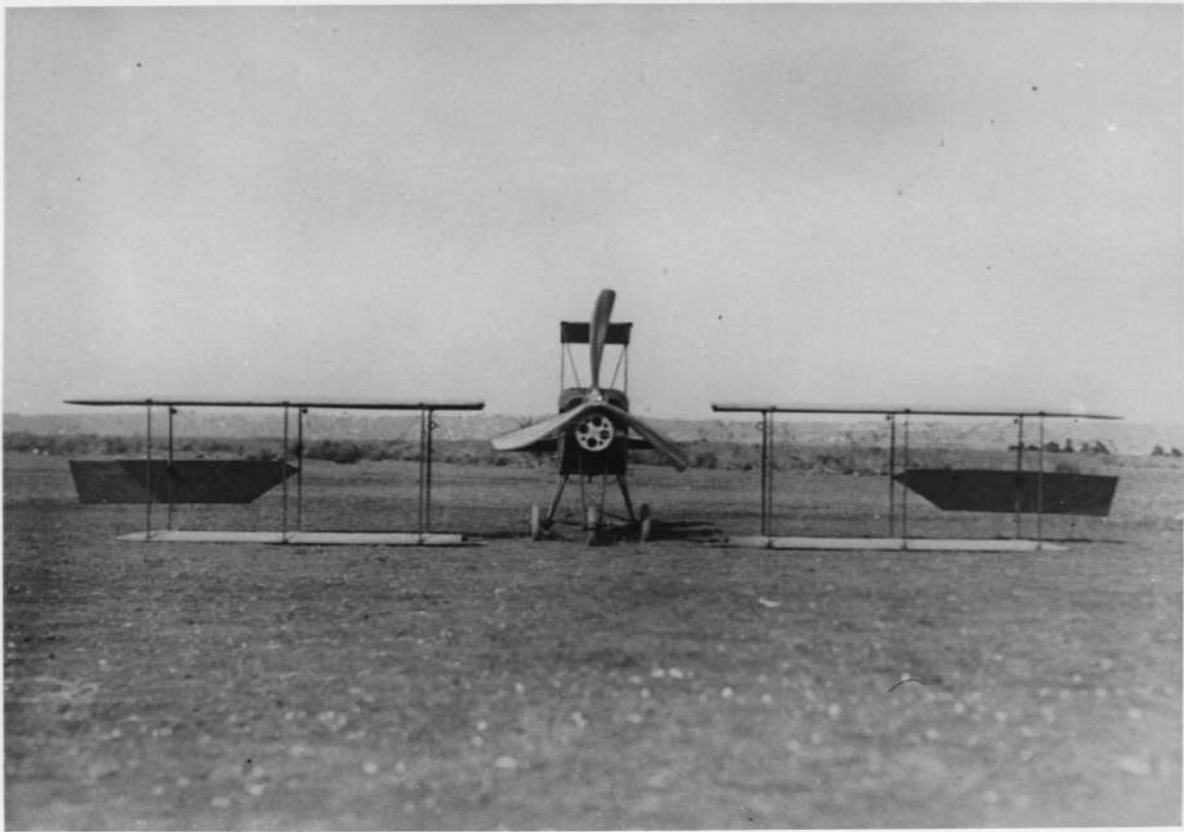


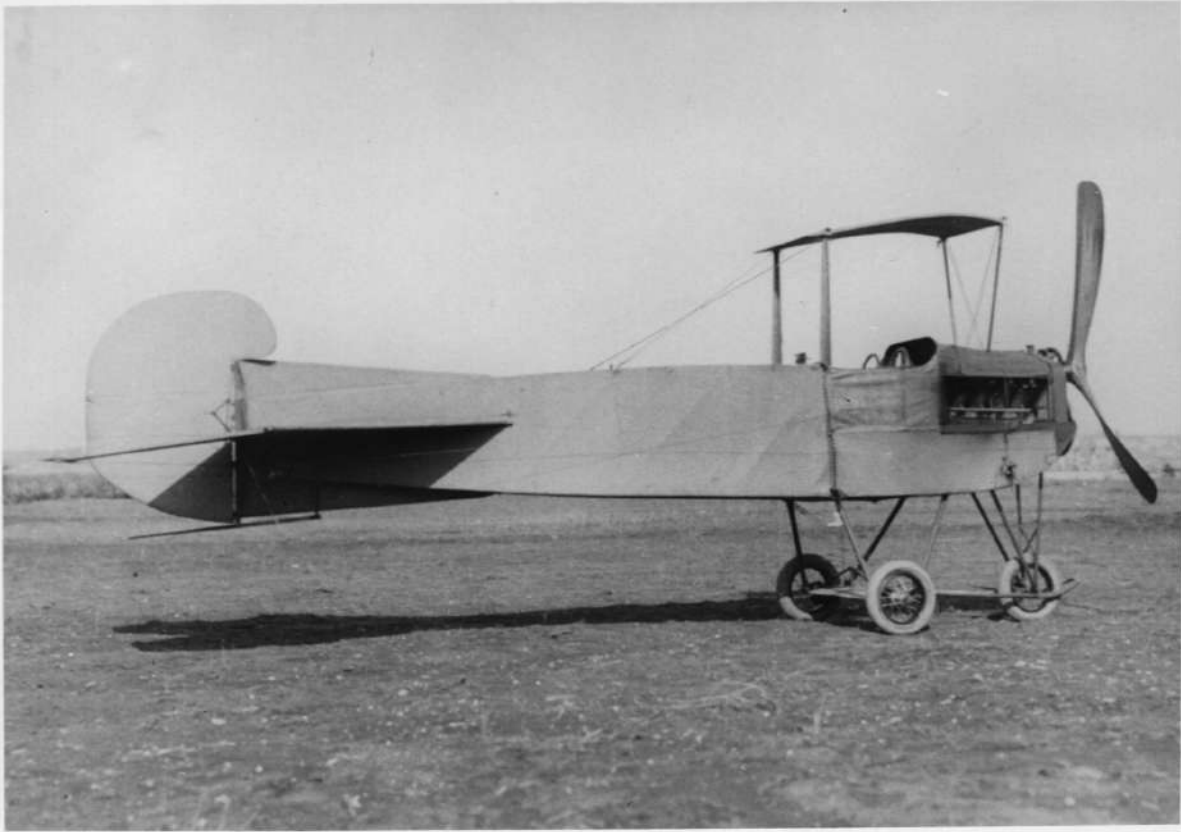


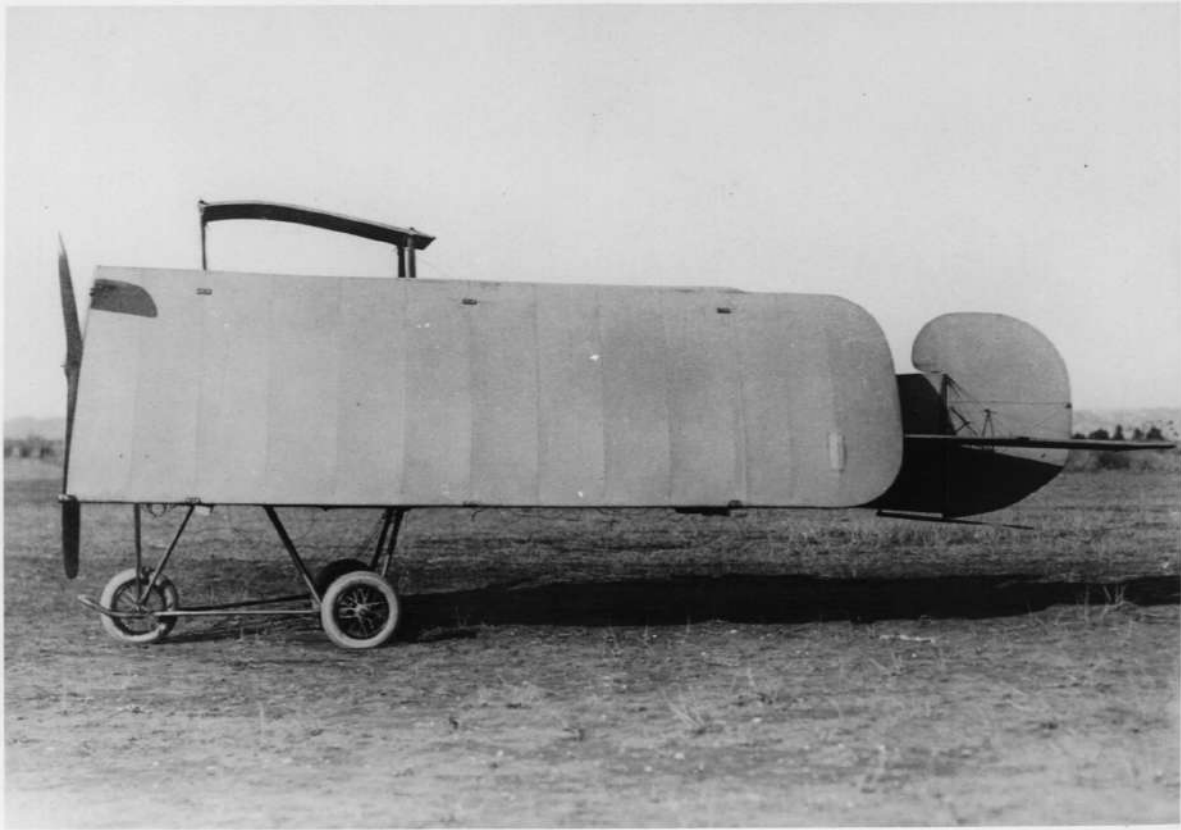






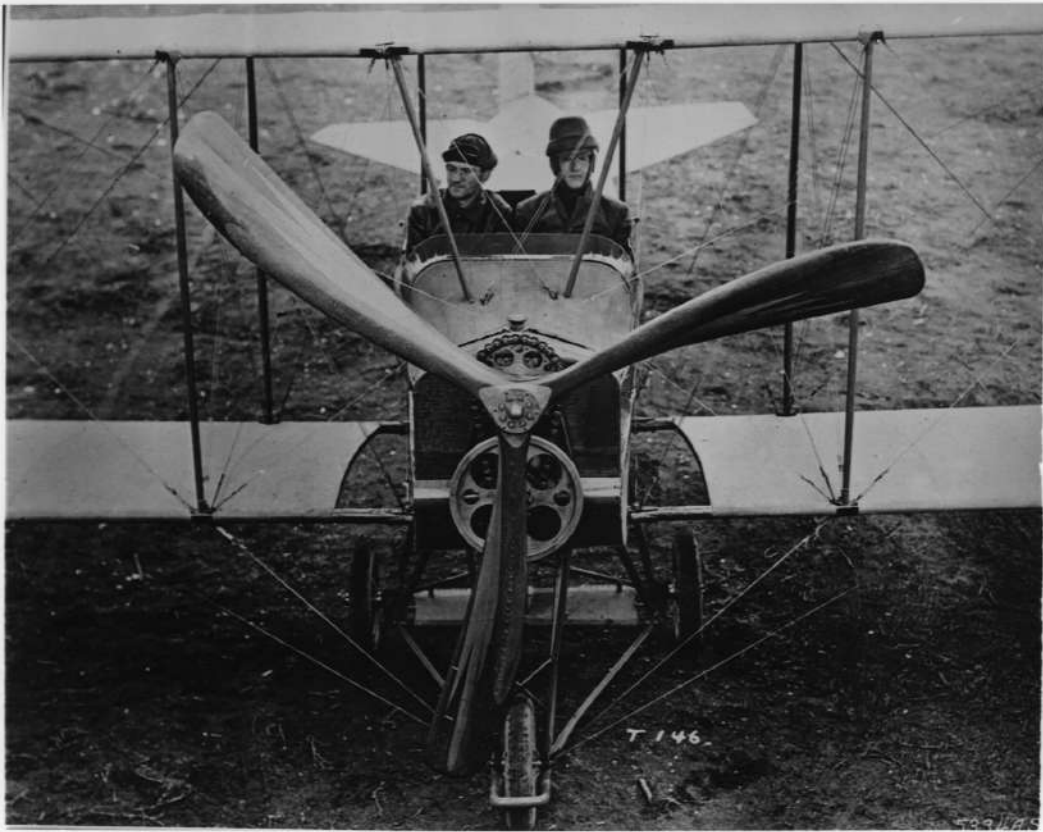


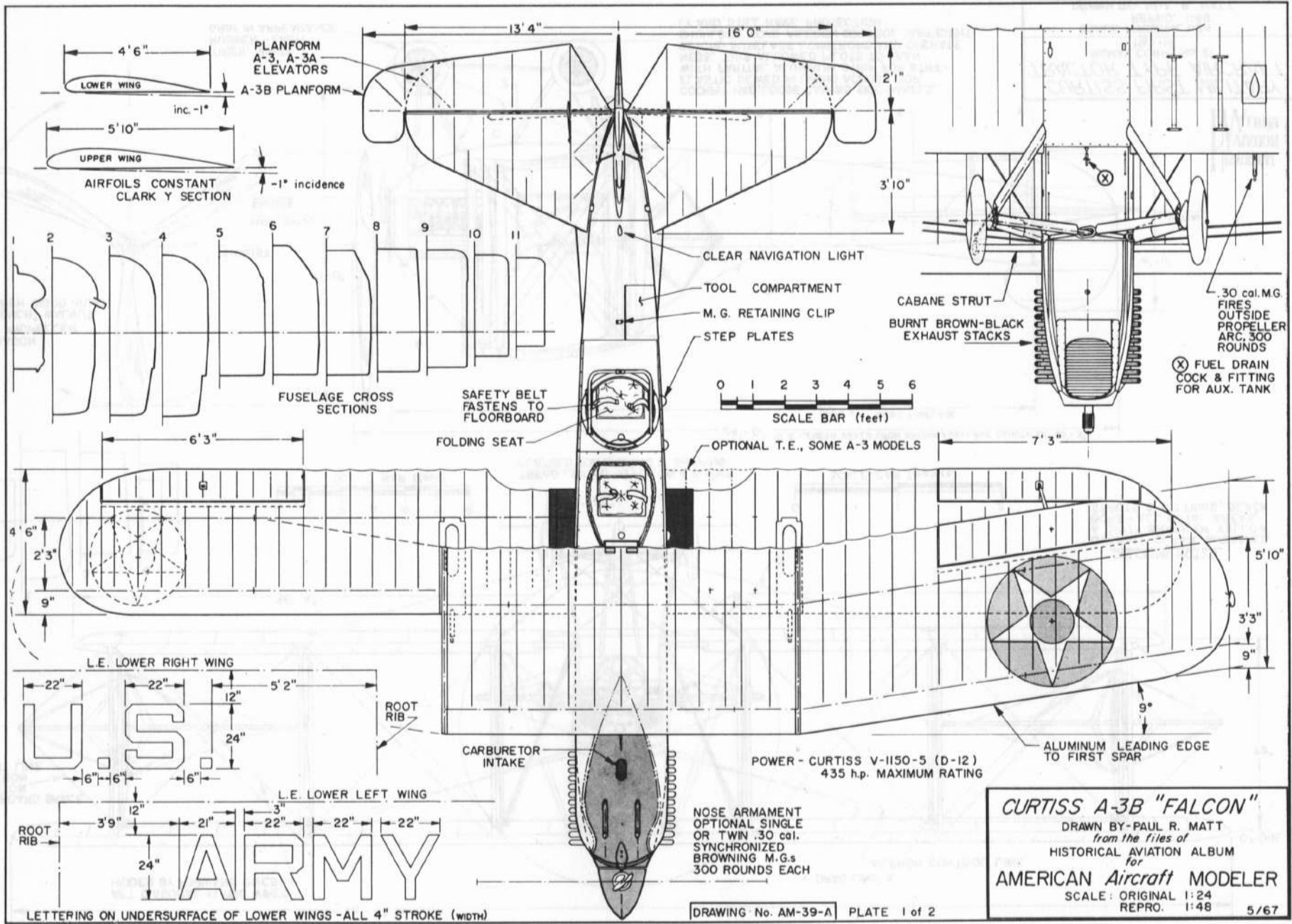




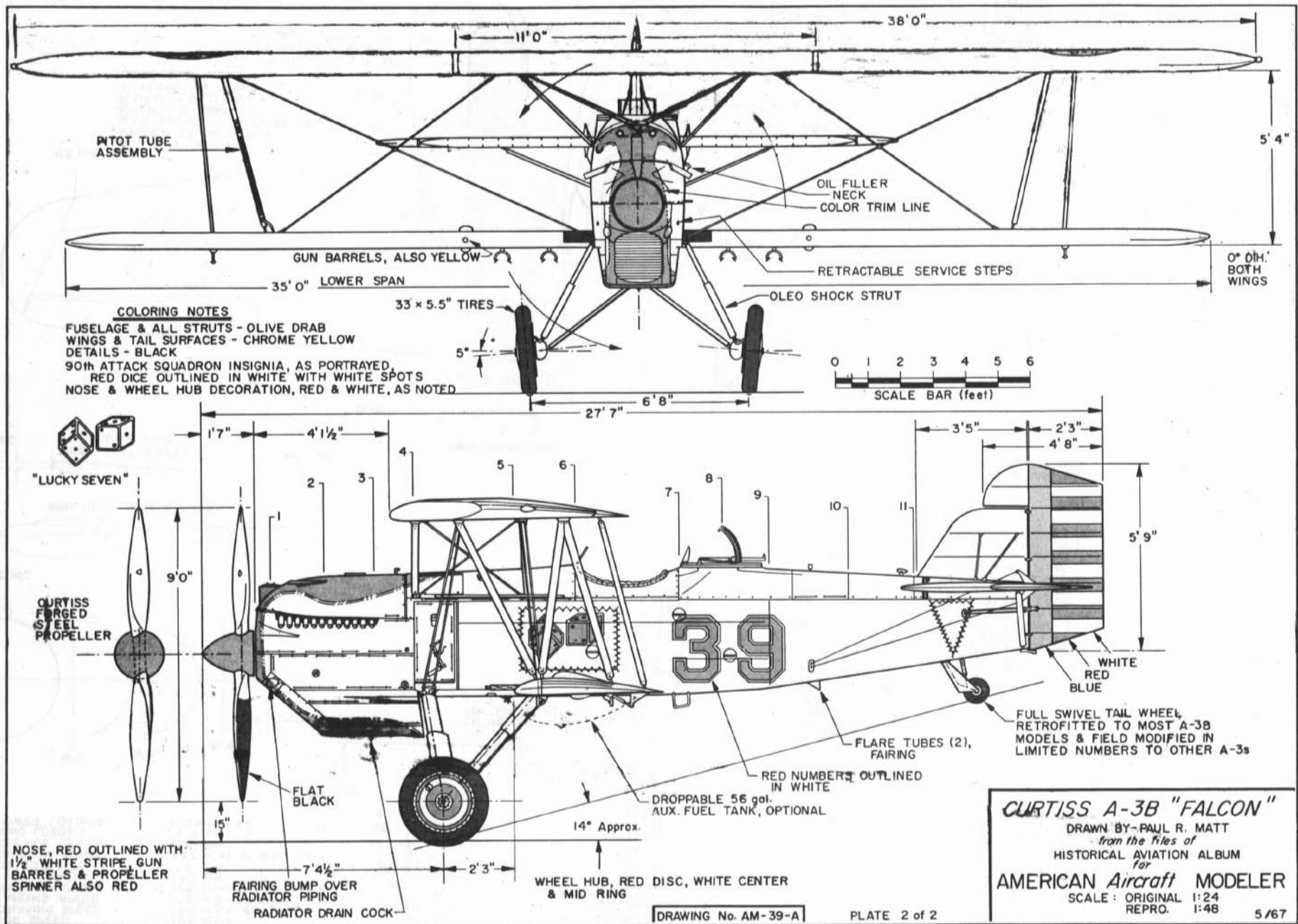




























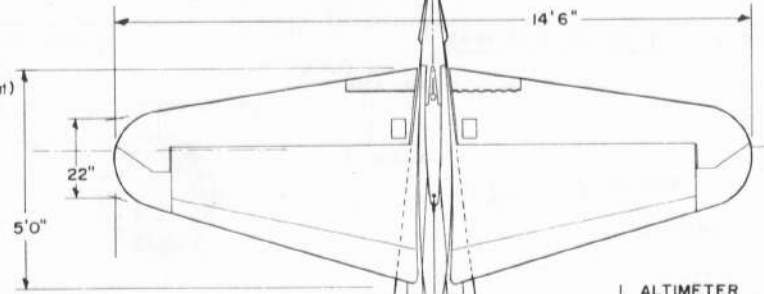




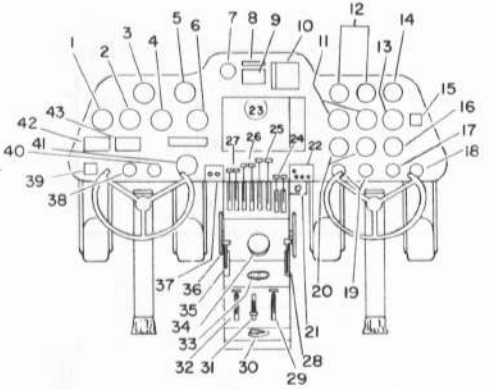
GENERAL SPECIFICATIONS

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.

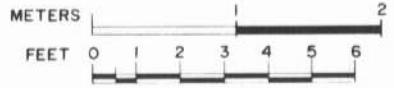
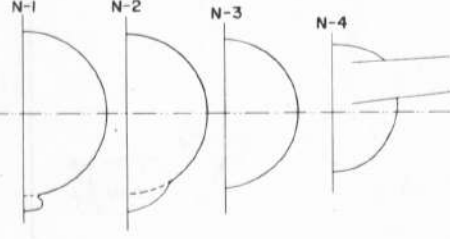
HINGE ON TOP SURFACE OF LEFT TRIM TAB, UNDER ON RIGHT TAB



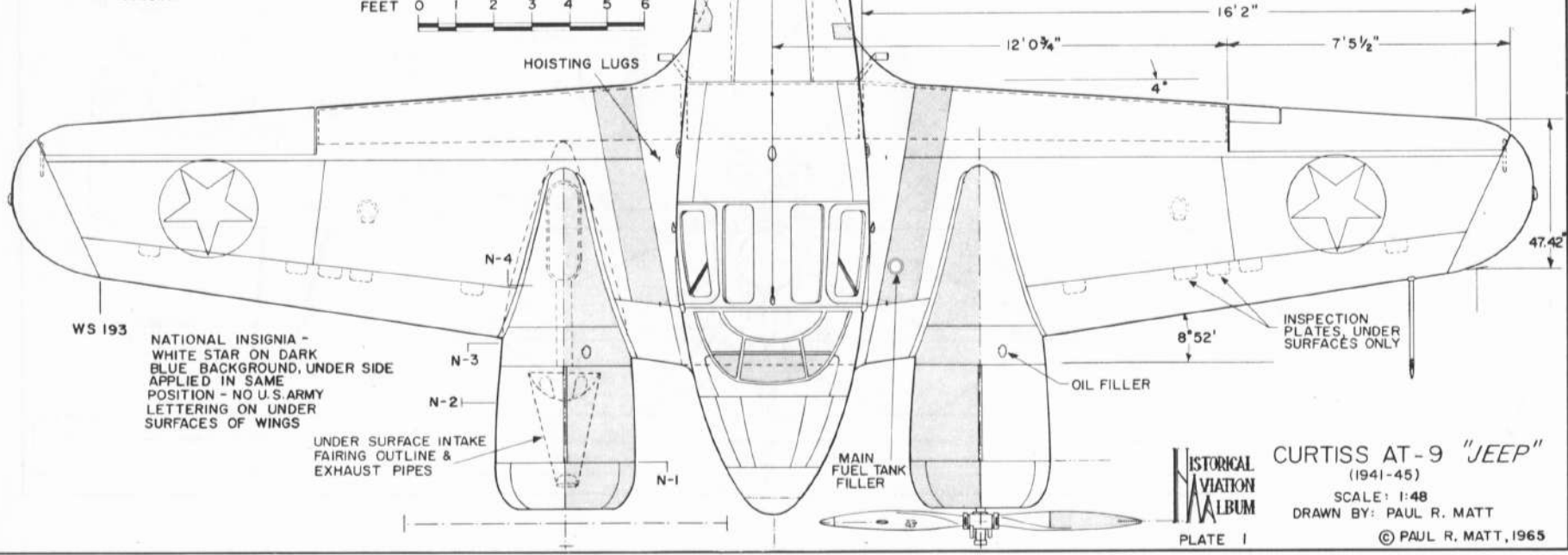
ENTIRE EMPENNAGE SECTION IS REMOVABLE AT THIS LINE



- 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
- 34AILERON TAB CONTR.
- 35 FLAP SELECT. VALVE
- 36 ELEV. TAB CONTROL
- 37 COCKPIT LITE SWITCH
- 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



WS 193

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

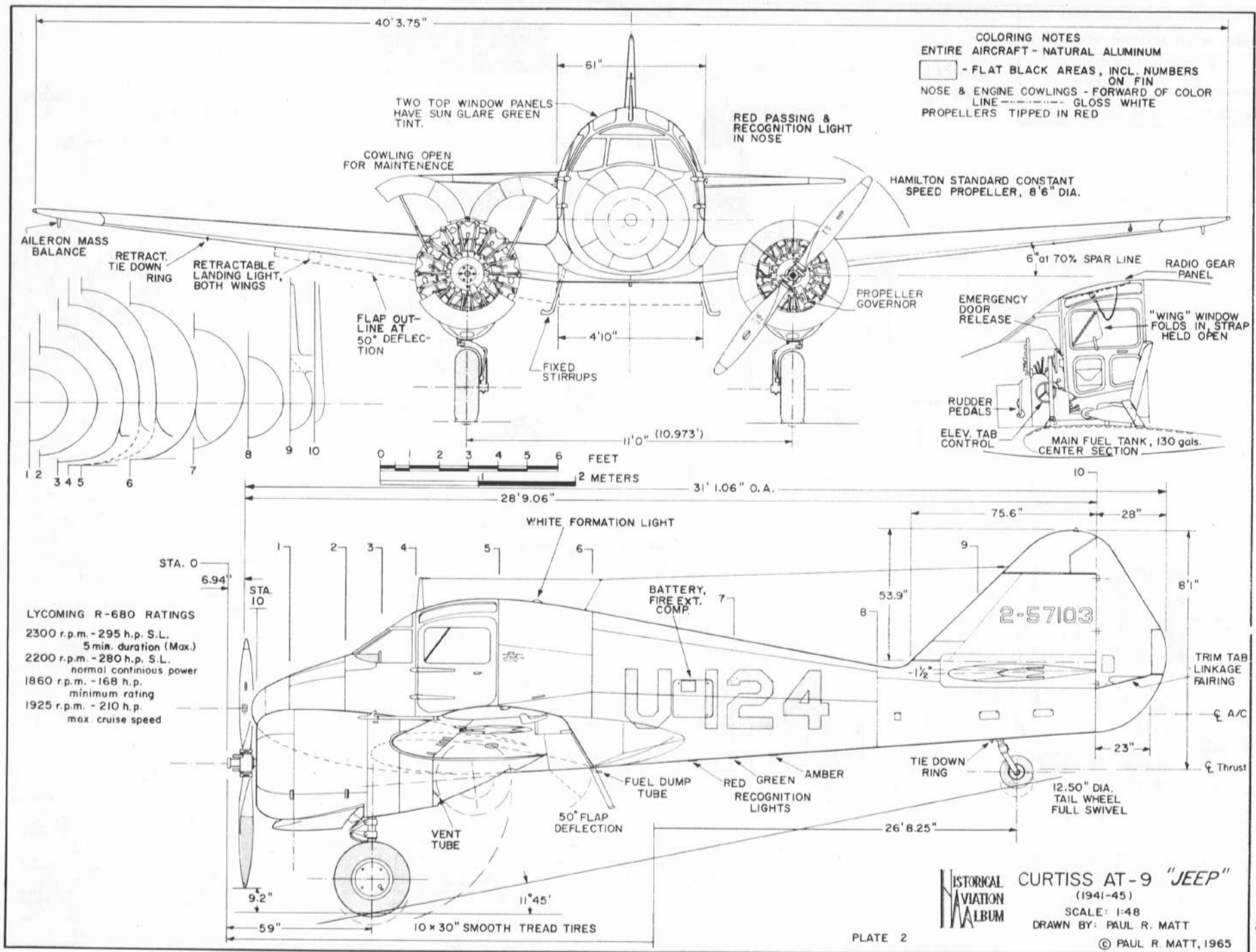
HISTORICAL NAVIGATION ALBUM

CURTISS AT-9 "JEEP" (1941-45)

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

PLATE 1

© PAUL R. MATT, 1965



**CURTISS AT-9 "JEEP"**  
 (1941-45)  
 SCALE: 1:48  
 DRAWN BY: PAUL R. MATT  
 © PAUL R. MATT, 1965



168674 USAF

YEAR: 1941

AIRPLANE: Curtiss-Wright AT-9 TYPE: Advance Trainer







U-137

2-56913

42648AC





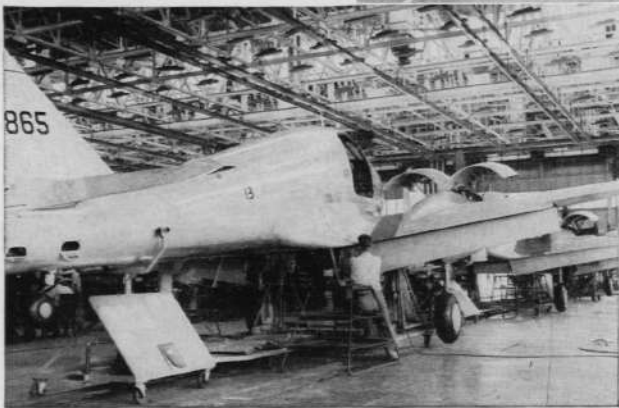
25460A.C



## AT-9 Trainers Assembled on Moving Line



Twin-engine AT-9 Transition Trainers are assembled on a continuously moving, block long line. The wheel dollies on which the airplanes are mounted are pulled along by a powered chain, motor for which is seen in foreground.



The AT-9 assembly dollies are high enough to permit complete installation and testing of retractable landing gear. Work stands move along with the ship.

Curtiss-Wright Corporation Airplane Division has designed and has in "all out" production the AT-9—a transition trainer which duplicates for the pilot the tricky flying characteristics he will find in the operation of present day multi-engine bombers, fighters and interceptors. The purpose of the AT-9 is primarily one of flight instruction rather than navigation, although it is fully equipped for blind flying and radio operation.

Many AT-9's have been turned over to the Army Air Forces. Many more are in production. In a preceding page is an illustration of the moving final assembly line for Curtiss transition trainers to get them into the hands of student pilots faster than ever.

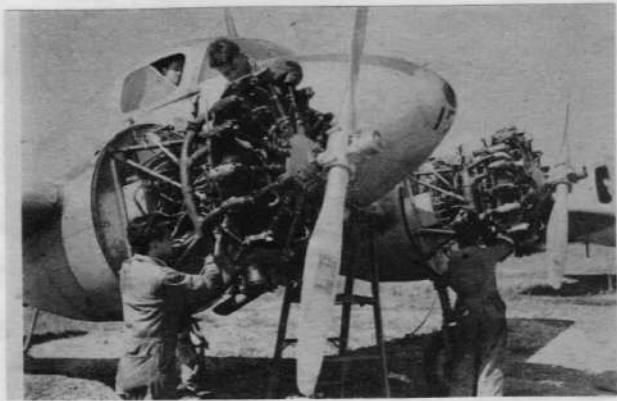
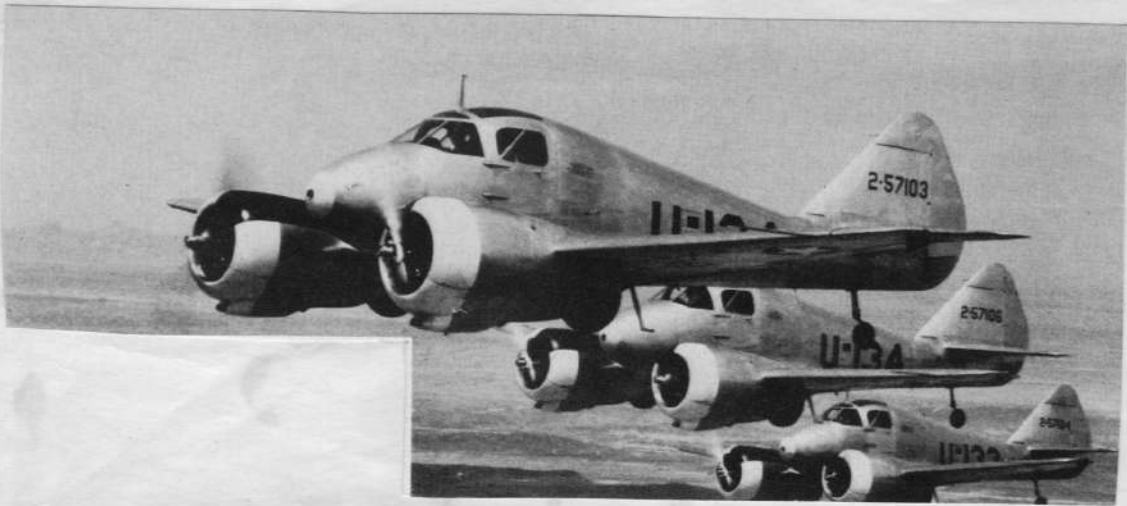
Certain pieces of Army equipment immediately strike the fancy of Army men. For months the Army has talked fondly of its Jeeps and Peeps, of its Kitty-hawks and Tomahawks. The AT-9 also caught the fancy of Army pilots. In a ceremony at Ellington Field, Texas, an Air Cadet solemnly broke a bag of oxygen over the nose of the AT-9 as he christened it the Army's "Jeep of the Air."



High above the clouds a Curtiss AT-9 "Jeep of the Air" makes a routine training flight.



**AT-9** Curtiss, twin-engine. In advanced training, cadets begin simulated combat work, cross-country night flying, fixed-gun shooting, tight-formation flying, landing on small fields





Peter M. Bowers

### CURTISS AT-9 (UNITED STATES)



Markings

#### Description

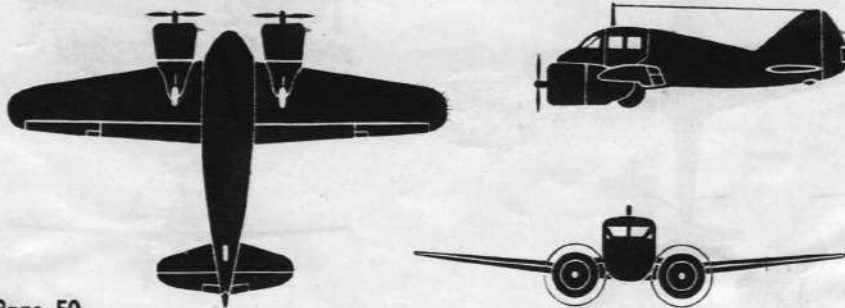
Low-wing, all-metal, four-place advanced training monoplane powered by two Lycoming R-680-9 radial air-cooled engines of 280 h.p. each. This plane was specially developed for twin-engine instruction of advanced student pilots. It incorporates many special features stipulated by the U. S. Army Air Forces and has the same general performance and operating characteristics of larger tactical aircraft.

#### Recognition Characteristics

Low-wing, twin-engined monoplane. Engines protrude beyond nose. All-metal construction. Tapered wings.

#### Specifications

Span 40 ft.; length 31 ft.; height 9 ft. 4 in.; empty weight 4,380 lbs.; maximum speed more than 200 m.p.h.



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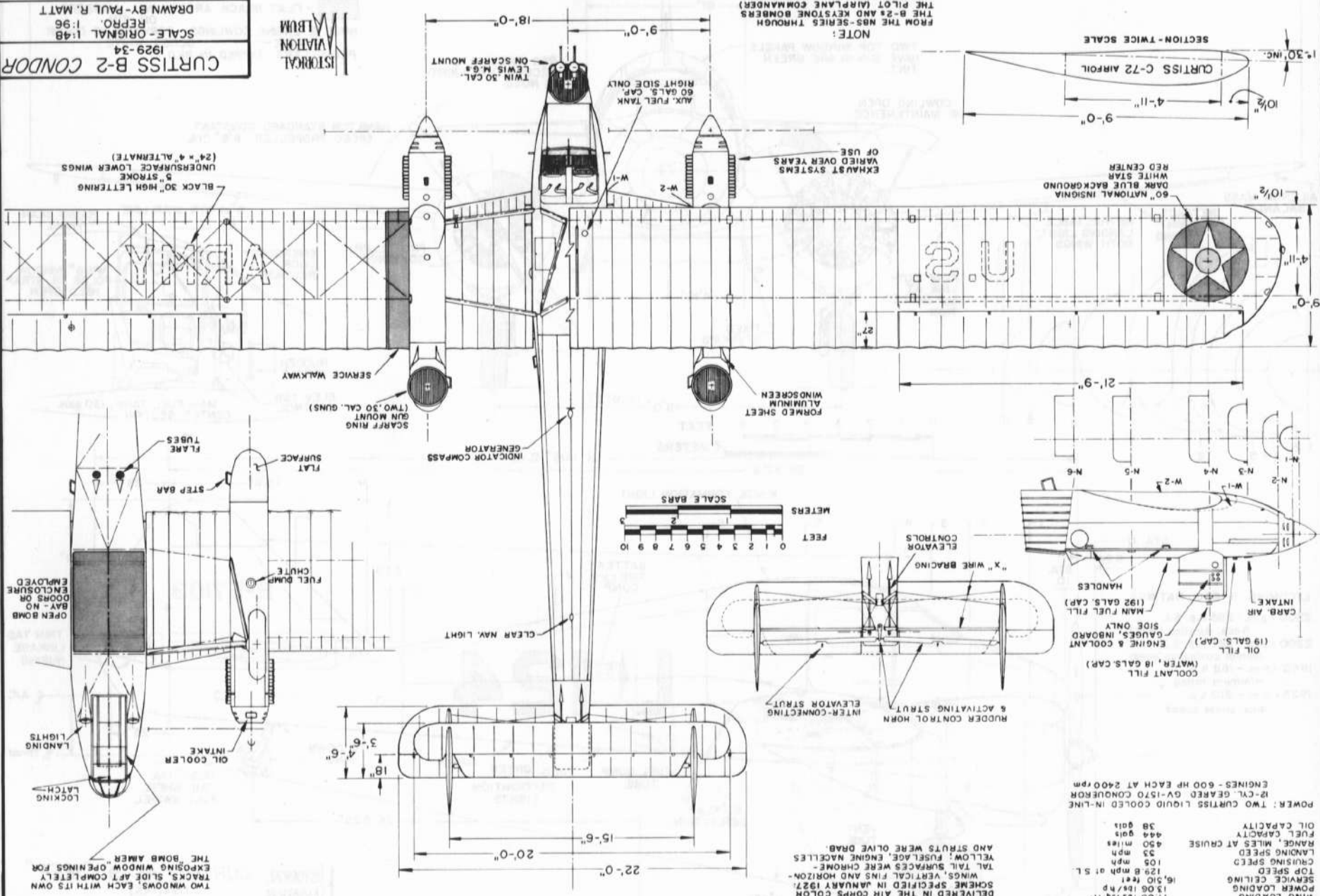
DRAWN BY-PAUL R. MATT  
 SCALE- ORIGINAL 1:48  
 REPRO. 1:96  
 1929-34  
**CURTISS B-2 CONDOR**

HISTORICAL  
 AVIATION  
 ALBUM

PLATE 1012

DRAWING NO. 18-116-C

NOTE:  
 FROM 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.



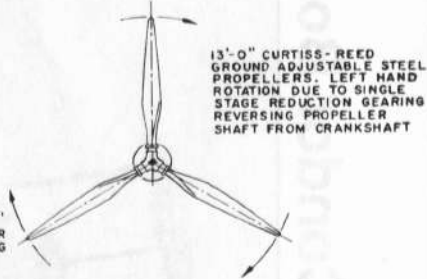
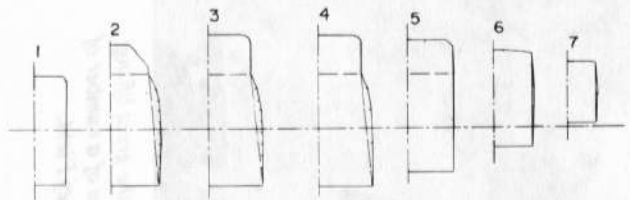
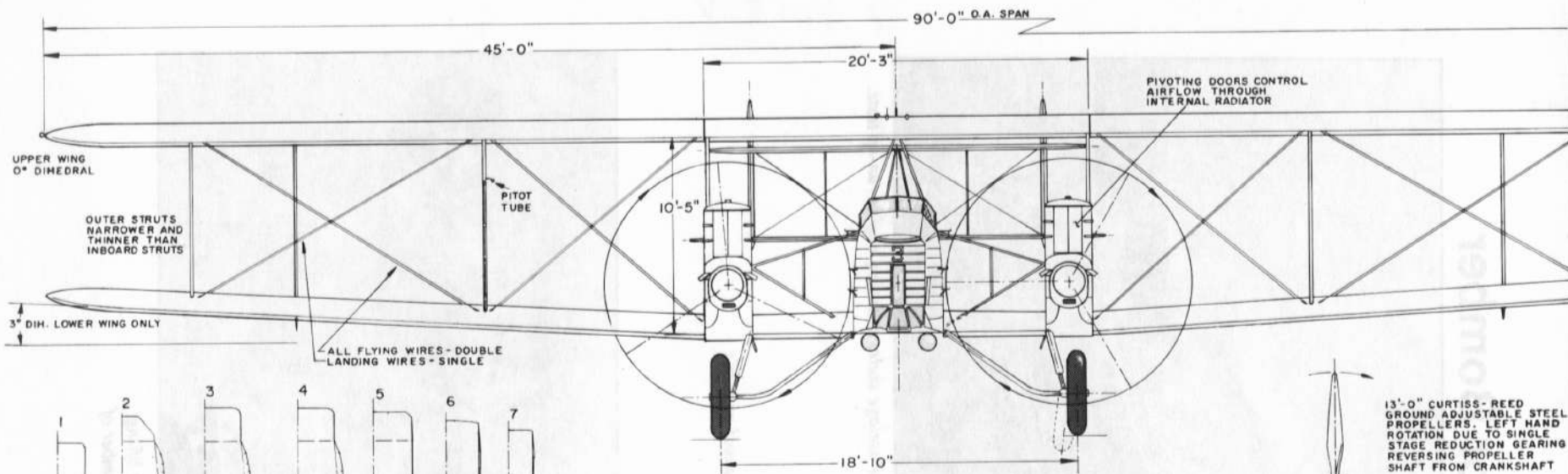
**GENERAL SPECIFICATIONS**

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	15.00 hp./hp.
SEERVICE CEILING	16,210 ft. (441)
TOP SPEED	129.8 mph at 51.
CRUISING SPEED	105 mph
LANDING SPEED	33 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

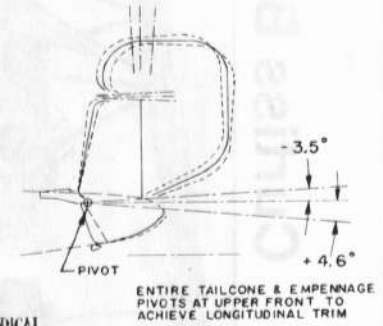
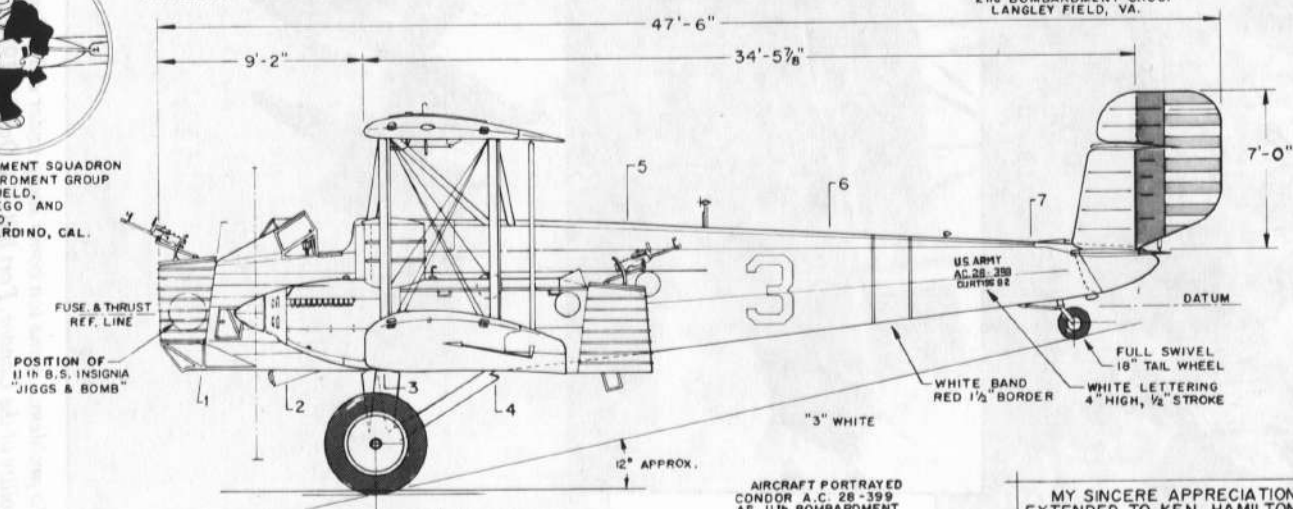
**COLORING NOTES**

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



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.



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

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.*

HISTORICAL  
NAVIGATION  
ALBUM

CURTISS B-2 "CONDOR"	
1929-34	
SCALE - ORIGINAL	1:48
REPRO.	1:96
DRAWN BY - PAUL R. MATT	
© HISTORICAL AVIATION ALBUM 1986	
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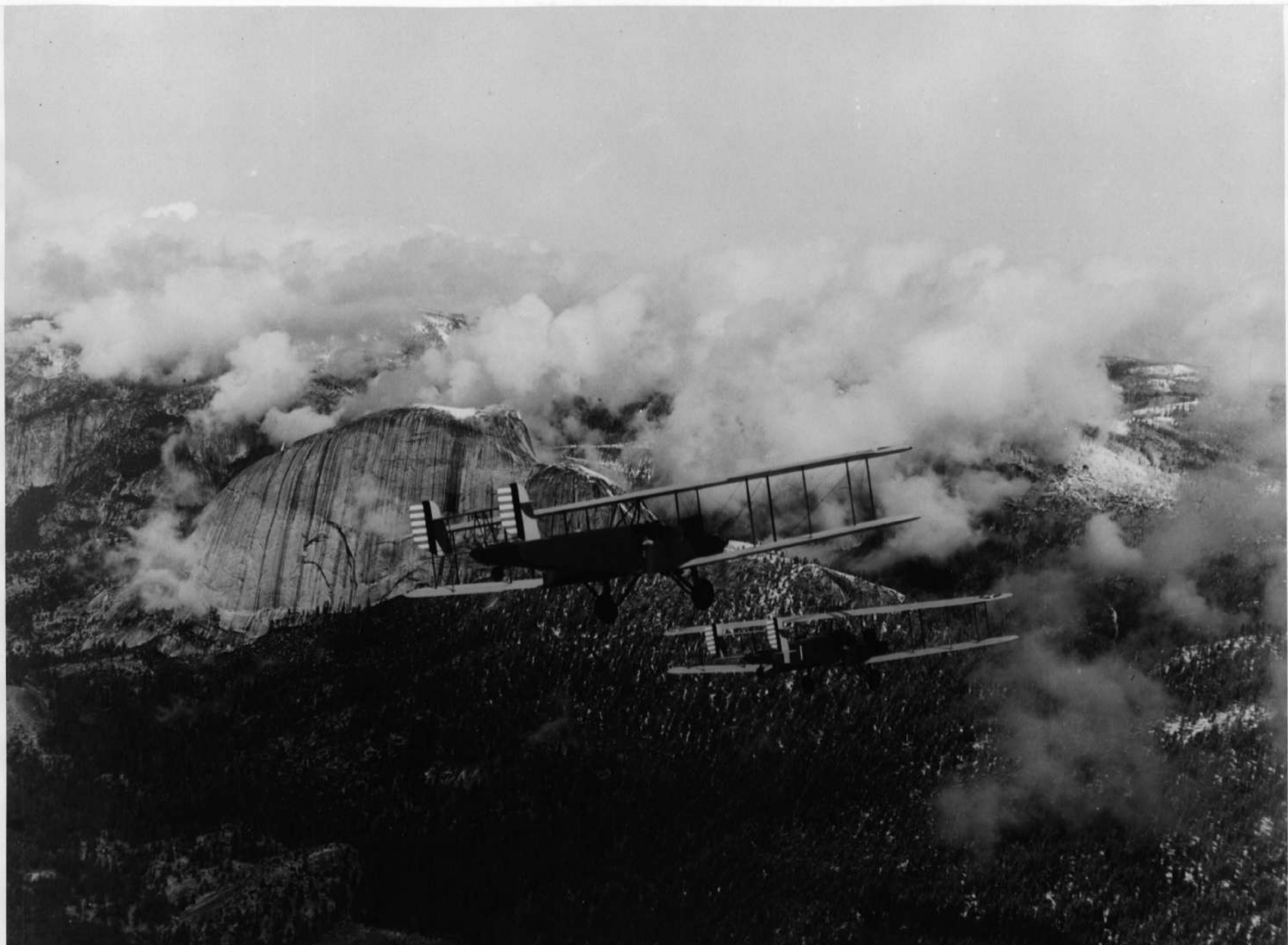


(C 301-90N IV W/2-23) 5-20-32 B 25 AM V-5 (1) 13 CURTISS CONDOR IN THE HIGH SIERRAS CALIF.





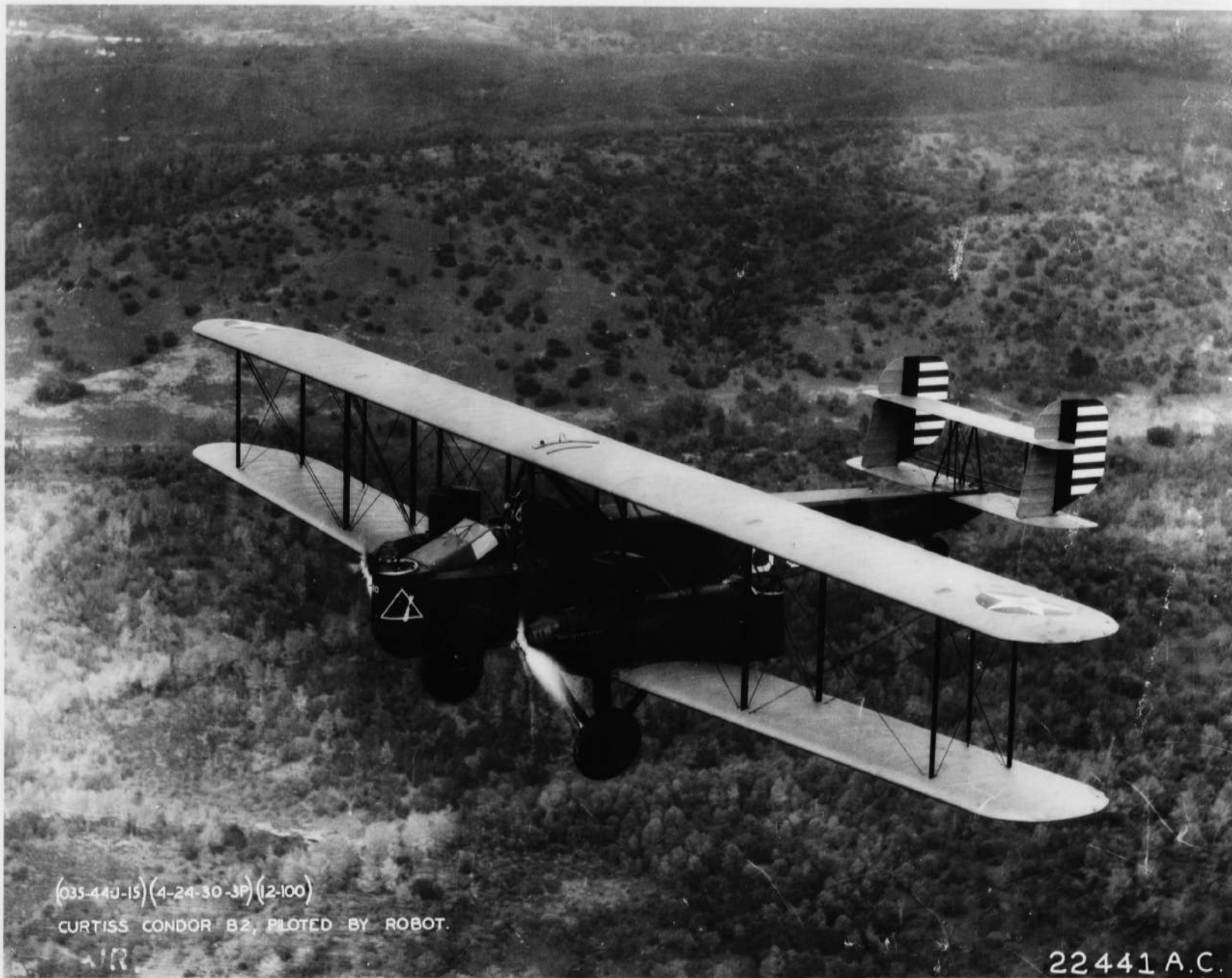
(O-923-74NIE12-23)5-21-32-10.05AM(12-13000)1SW YOSEMITE FALLS YOSEMITE NATIONAL PARK CALIF.



(O-921-74NIV w/2-23) 5-21-32-10:00 AM (12-10500) ↑ W LOOKING WEST FROM HALF DOME - YOSEMITE NATIONAL PARK - CALIF.



(O-906-1239 I W/2-23) (5-20-32-8 15AM) (12-1200) ↑ SE. BOMBERS OVER DEATH VALLEY CALIF.



(035-44J-15)(4-24-30-3P)(12-100)

CURTISS CONDOR B2, PILOTED BY ROBOT.

AIR

22441 A.C.



21(668+46214-88D)(10-23-30-2P)(12-3000) Conqueror Biplane in Flight with 2000 lb. Bomb in Place 17. Bill



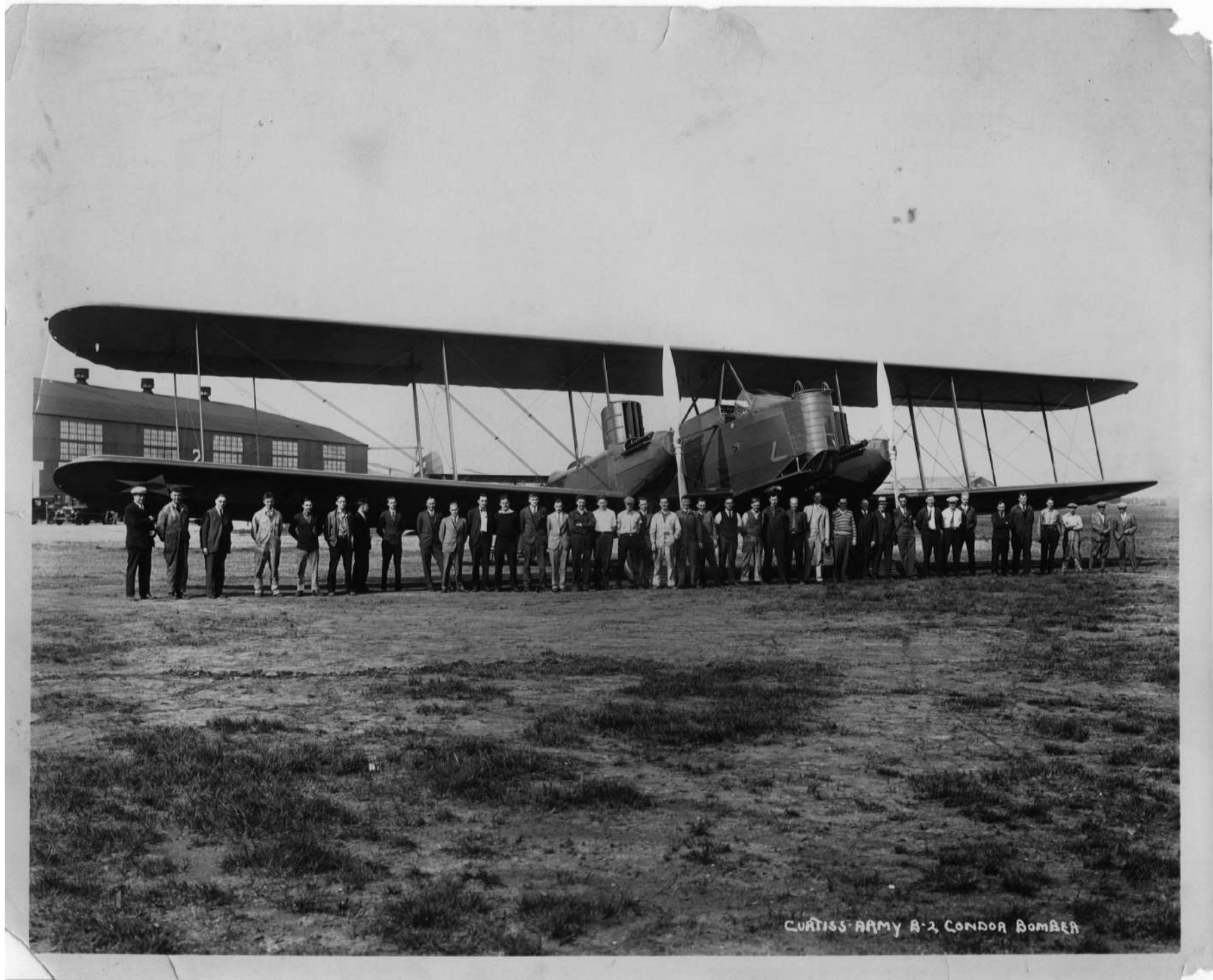
(7-25-30) 12-23/5-20-38 (11-6000) TSW. CONDOR OVER THE HIGH SIERRAS - CALIF.





(G-2114N-23)(1-5-32) CURTISS B-2 A.C. 29-35.

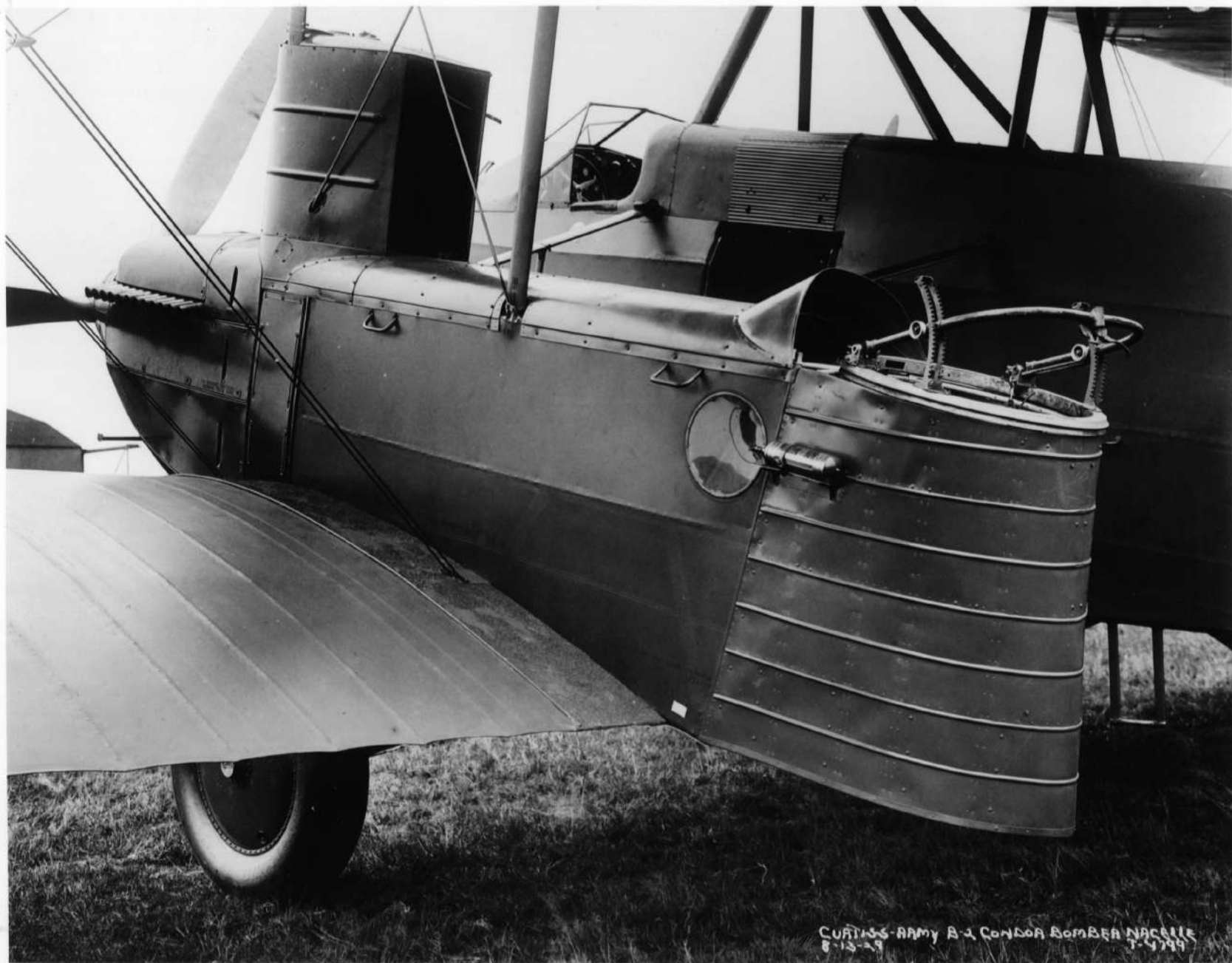




CURTISS ARMY B-2 CONDOR BOMBER





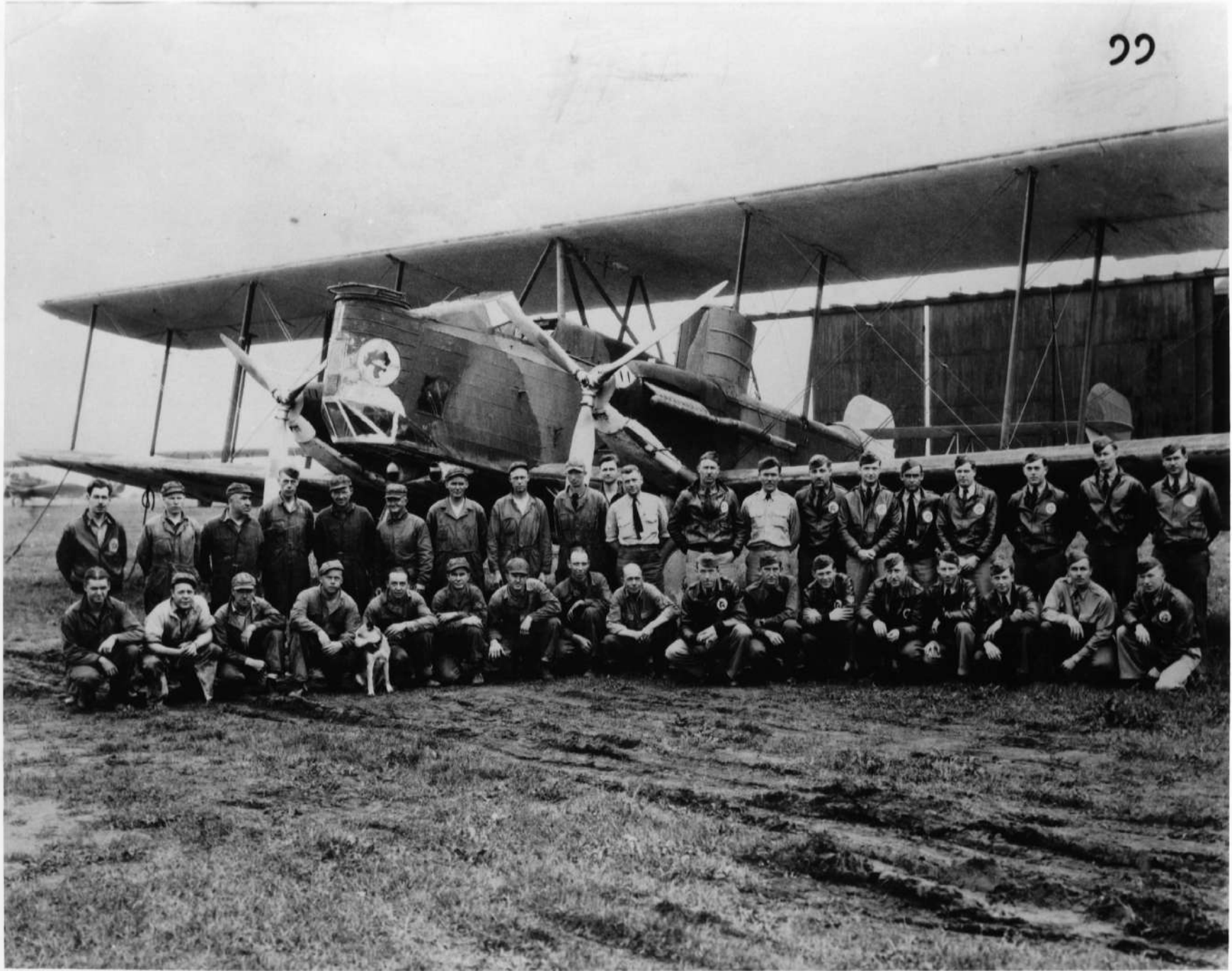


162 - 452  
CURTISS ARMY A-1 CONDOR BOMBER NACELLE  
8-13-29  
T. G. 1999



(G-19-109 NII W<sub>2</sub>-23)(4-5-33-8:10A.) OFFICERS, 11th BOMB. SQ. 8th N. MANEUVERS, AIRCRAFT-ANTI-AIRCRAFT, EXERCISES  
CAMP KNOX, KENTUCKY

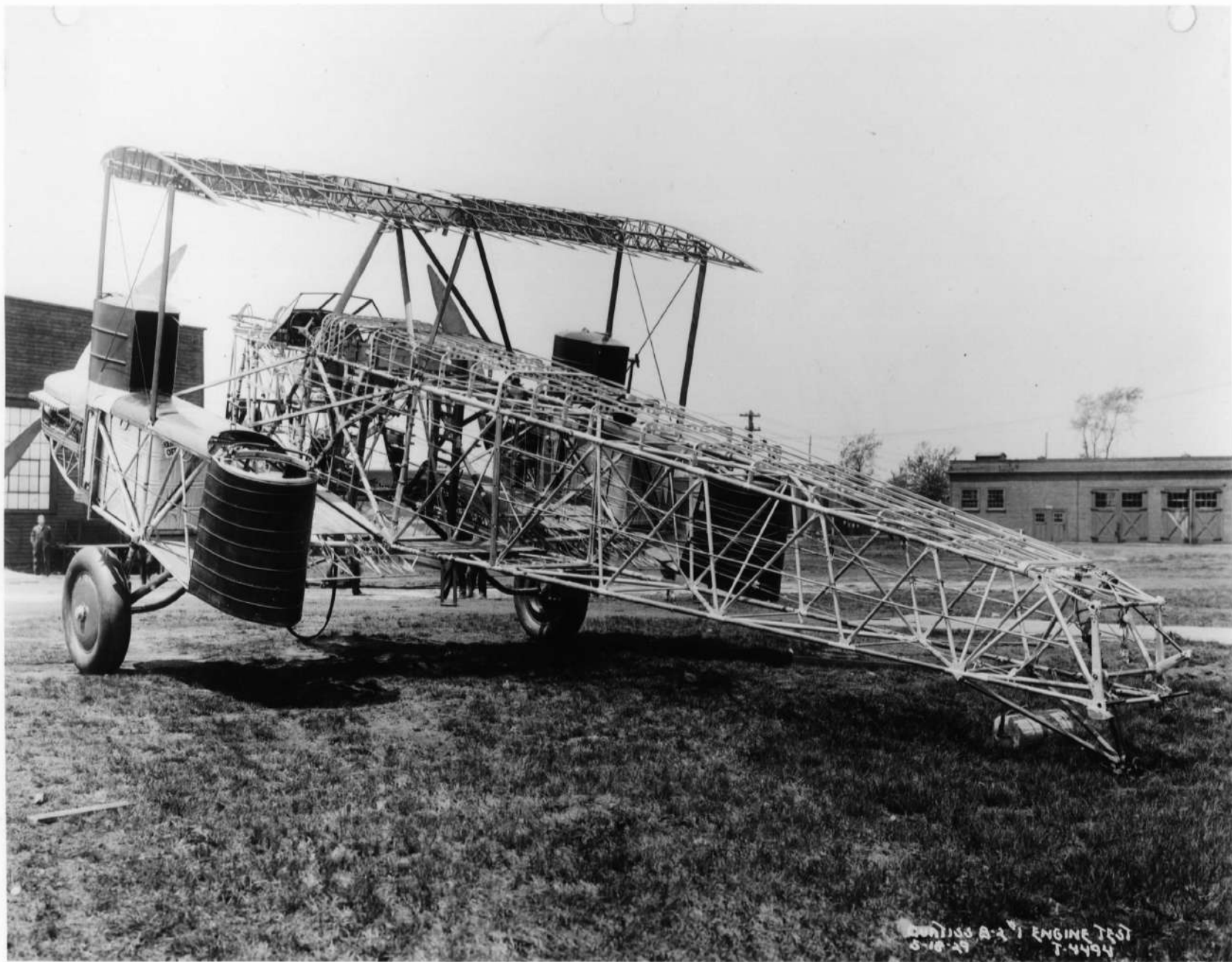
22









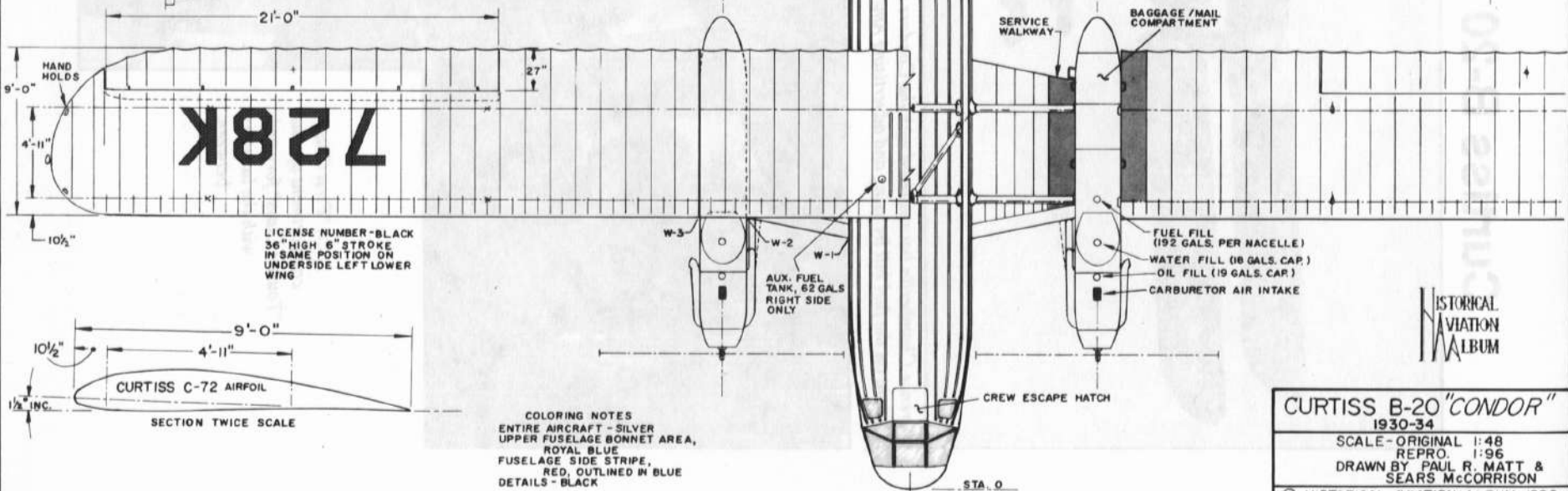
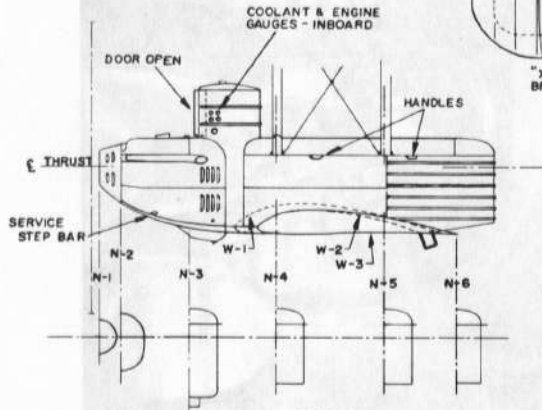
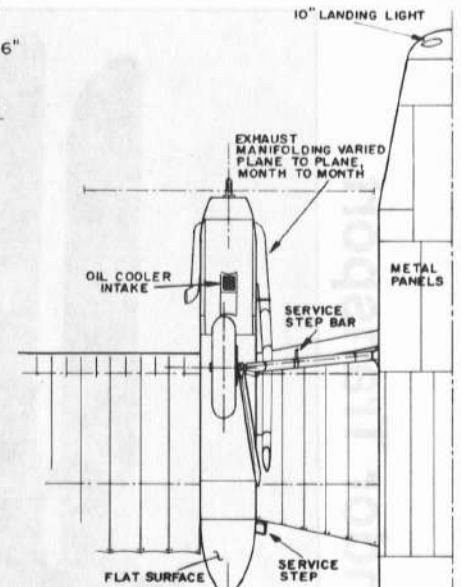
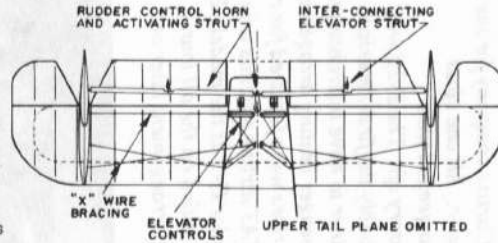
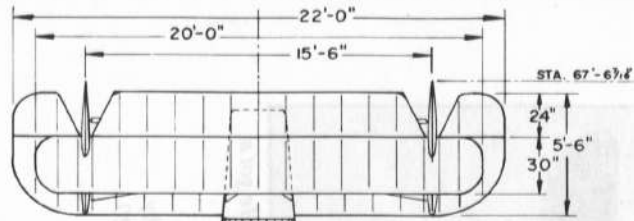


DURING A-1 ENGINE TEST  
5-18-29  
T-4494

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	138 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 CV-1570 CONQUEROR ENGINES - 600 HP EACH



728K

LICENSE NUMBER - BLACK  
36" HIGH 6" STROKE  
IN SAME POSITION ON  
UNDERSIDE LEFT LOWER  
WING

CURTISS C-72 AIRFOIL

SECTION TWICE SCALE

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

HISTORICAL  
AVIATION  
ALBUM

CURTISS B-20 "CONDOR"  
1930-34

SCALE - ORIGINAL 1:48  
REPRO. 1:96

DRAWN BY PAUL R. MATT &  
SEARS MCCORRISON

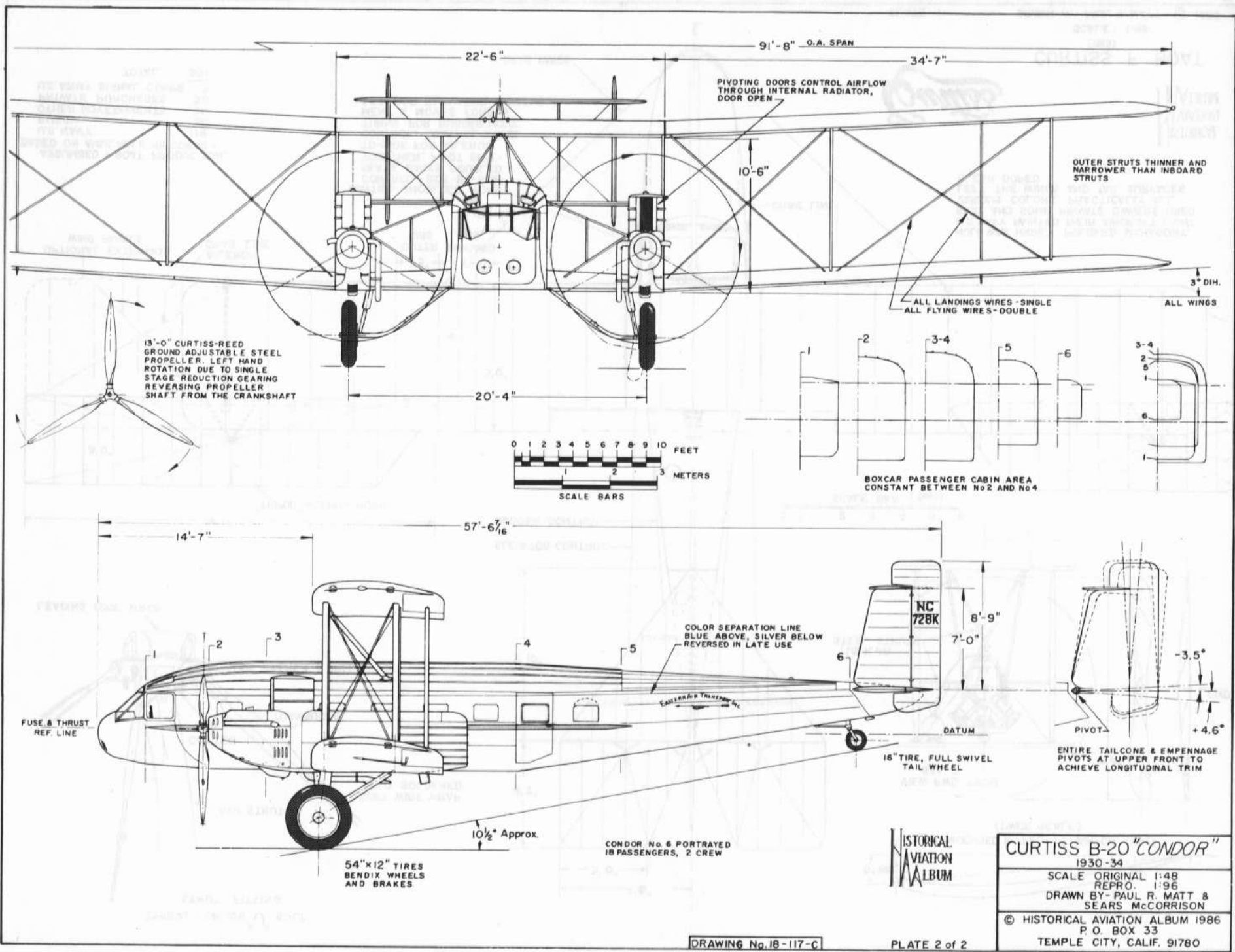
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DRAWING No. B-117-C

PLATE 1 of 2



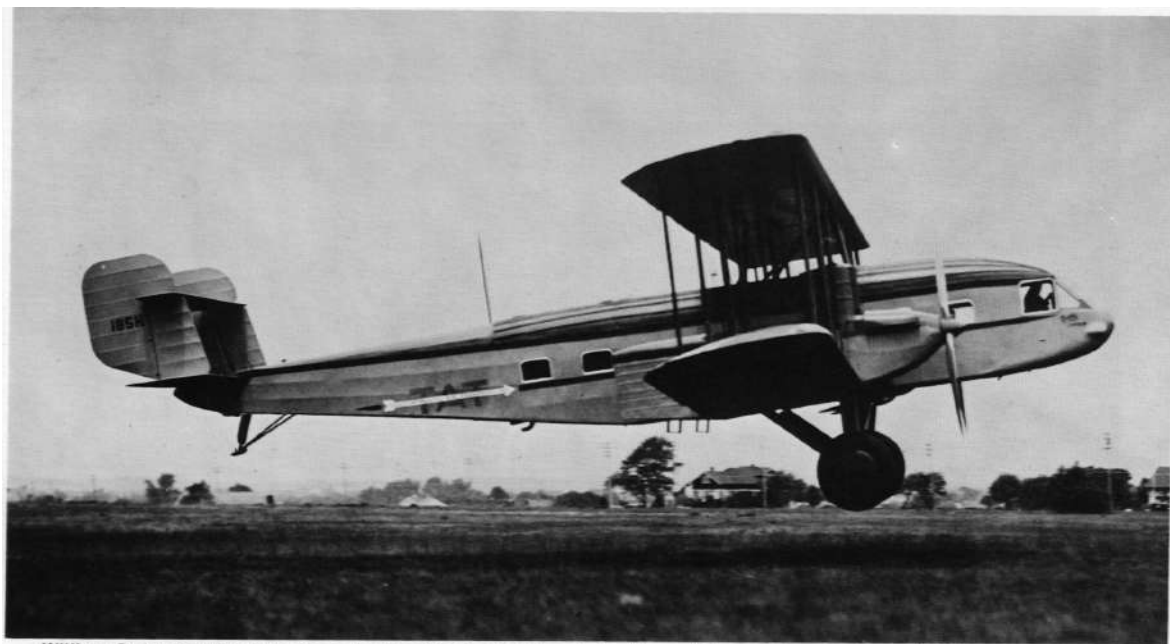






Original B-20 Condor, 185H, preparing for first flight, July 21, 1929.

Peter M. Bowers



William Crosswell lifts B-20 off on its first flight. The plane is in the markings of Transcontinental Air Transport, a subsidiary of the Curtiss-Keys Group. Ironically the B-20 flew about three weeks before the first production B-2 bomber made its maiden flight.

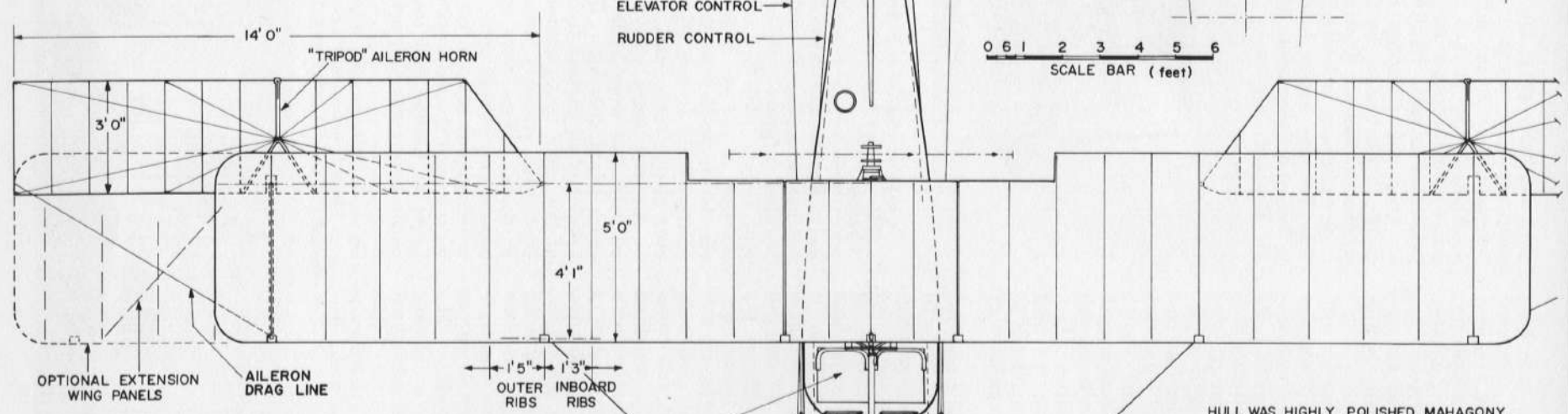
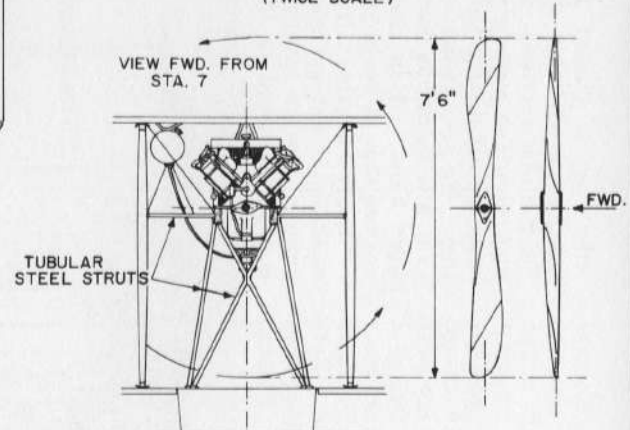
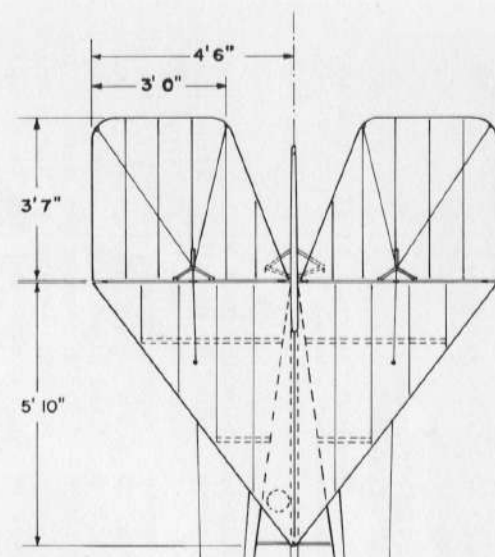
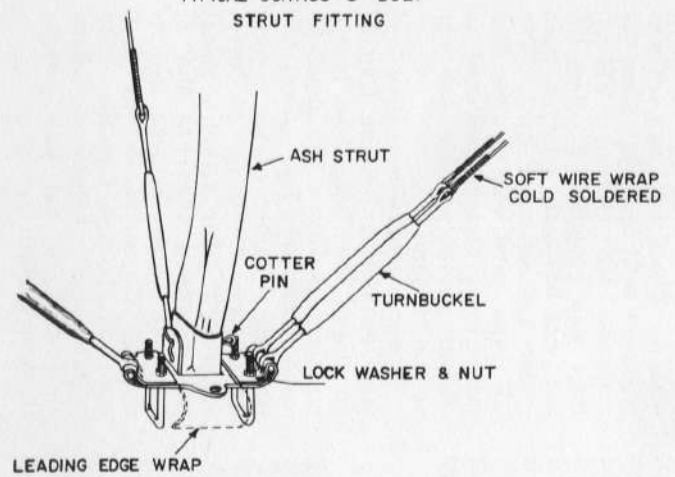
Peter M. Bowers







TYPICAL CURTISS "U" BOLT STRUT FITTING



CURTISS SHOULDER YOKE CONTROL - SIDE-BY-SIDE SEATS, BACKS COUPLED TOGETHER, PIVOT SIDE-TO-SIDE FOR AILERON CONTROL. CONTROL-WHEEL TURNS FOR RUDDER MOVEMENT & MOVES FORE & AFT FOR ELEVATOR CONTROL.

HULL WAS HIGHLY POLISHED MAHAGONY. U.S. NAVY PAINTED THEIR AIRCRAFT LIGHT GRAY AND SOME PRIVATE OWNERS USED VARIOUS COLORS, PRACTICALLY ALL LEFT THE WINGS AND TAIL SURFACES CLEAR DOPED.

ASSUMED F-BOAT PRODUCTION, BASED ON AVAILABLE RECORDS -

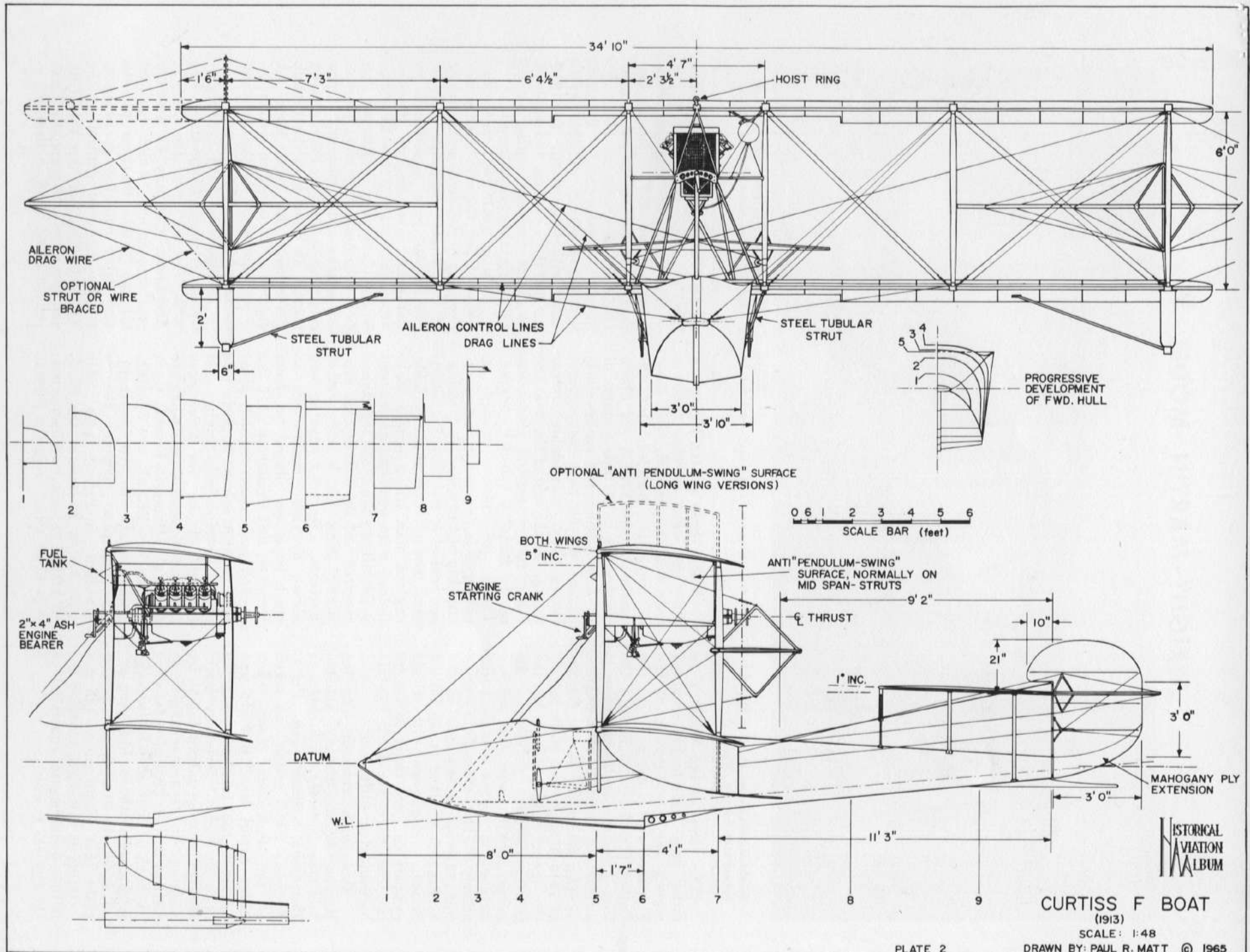
U.S. NAVY	118
RUSSIA	80
OTHER GOVERNMENTS	50
PRIVATE PURCHASES	50
U.S. ARMY SIGNAL CORPS	3
<b>TOTAL</b>	<b>301</b>

*Curtiss*

HISTORICAL AVIATION ALBUM

CURTISS F BOAT

(1913)  
SCALE: 1:48



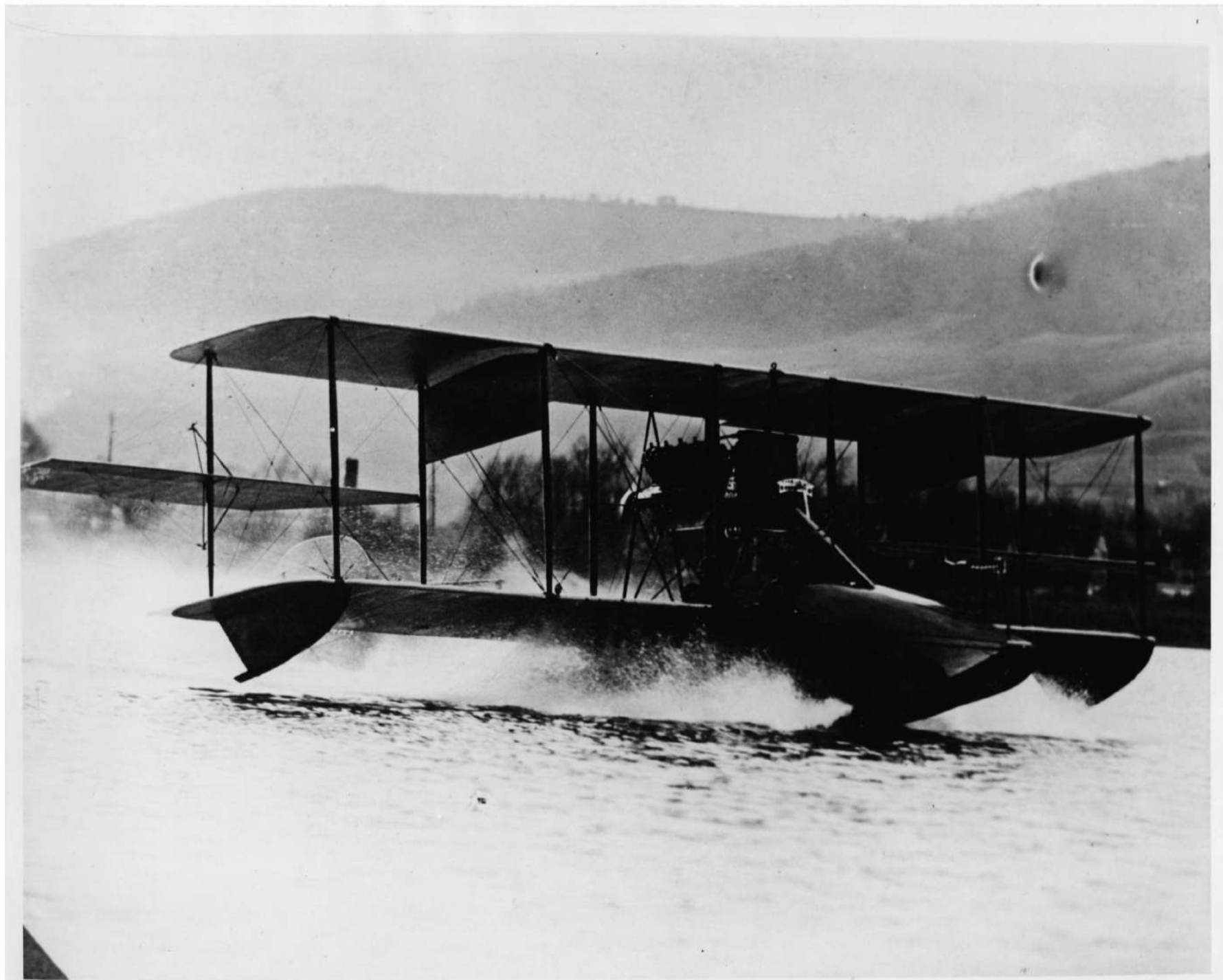
HISTORICAL AVIATION ALBUM

CURTISS F BOAT  
(1913)

SCALE: 1:48

DRAWN BY: PAUL R. MATT © 1965

PLATE 2

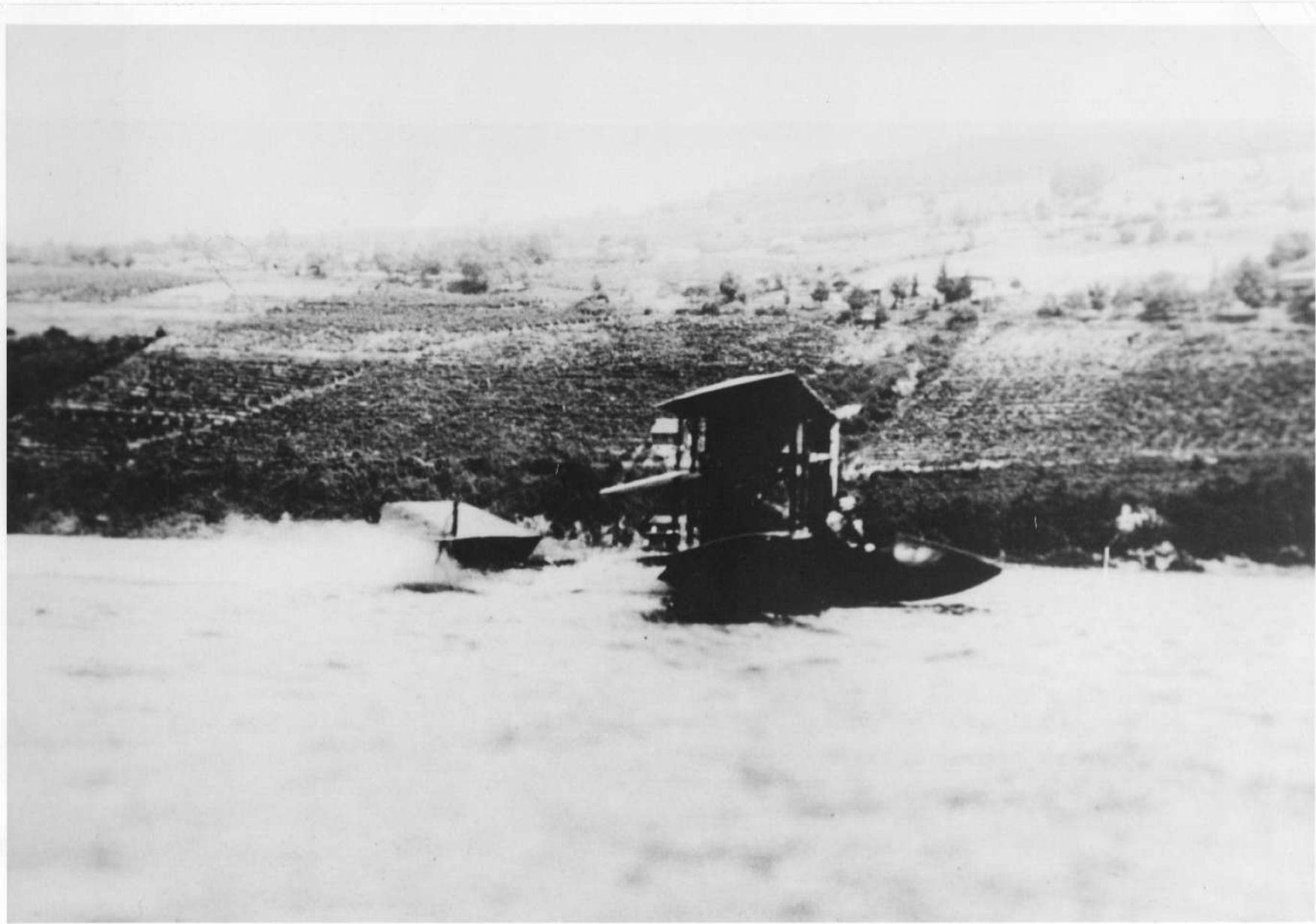






GLENN CURTISS

HENRY FORD





# Curtiss F Boat

## Specifications/Descriptions & Performance

Length Over All ..... 26' 4"  
Height Over All ..... 9' 8 1/2"  
Empty Weight ..... 1440 lbs.  
Gross Weight ..... 2100 lbs.  
Maximum speed,  
horizontal flight ..... 65 mph  
Minimum speed,  
horizontal flight ..... 45 mph  
Climb ..... 1500 ft./10 minutes

Wing Span, Upper & Lower ..... 34' 10"  
Wing Span Upper with optional extension  
wing panels ..... 45' 2"  
Chord ..... 60"  
Gap ..... 72"  
Stagger ..... 0°  
Wing Incidence ..... 5°  
Dihedral ..... 0°  
Sweep Back ..... 0°  
Wing Curve ..... Curtiss  
Wing Area  
upper (34' 10" span) ..... 174.15 sq. ft.  
Wing Area upper  
optional extension ..... 225.8 sq. ft.  
Wing Area lower ..... 159.15 sq. ft.  
Ailerons (42 sq. ft. each) ..... 84 sq. ft.  
Two wing pontoons:  
Hull,  
nose to rudder post ..... 23' 4"  
Hull width ..... 3' 10"  
Hull height ..... 3' 7"  
Wing Loading ..... 5.03 lbs./sq. ft.  
Wing Loading with optional  
extensions ..... 4.47 lbs./sq. ft.  
Power Loading ..... 22.80 sq. ft./hp

### Useful Load:

Fuel ..... 200 lbs.  
Oil ..... 30 lbs.  
Pilot ..... 165 lbs.  
Passengers ..... 265 lbs.  
Total ..... 660 lbs.

Non Skid Planes (8 sq. ft. each) 16.0 sq. ft.  
Non skid planes are between outer wing  
struts above top plane

Total Supporting Surface ..... 417.3 sq. ft.

Total Supporting Surface with  
optional extensions ..... 468.95 sq. ft.

Horizontal Stabilizer ..... 26.85 sq. ft.

Horizontal Stabilizer Incidence .. 1°+

Vertical Stabilizer ..... 13.74 sq. ft.

Elevators (13.425 sq. ft. each) ... 26.85 sq. ft.

Rudder ..... 13.5 sq. ft.

Engine ..... OX-5, 8 cylinder, Vee,  
4 stroke cycle, water  
cooled 90 hp at 1400  
rpm, weight per rated  
hp 4.17 lbs., bore and  
stroke 4" x 5".

Fuel consumption per hour ..... 9 gallons

Fuel Tank Capacity ..... 34 gallons

Oil Capacity carried  
in crankcase ..... 4 gallons

Fuel consumption per brake  
hp per hour ..... 0.60 lbs.

Oil consumption per brake  
hp per hour ..... 0.030 lbs.

Propeller ..... wood

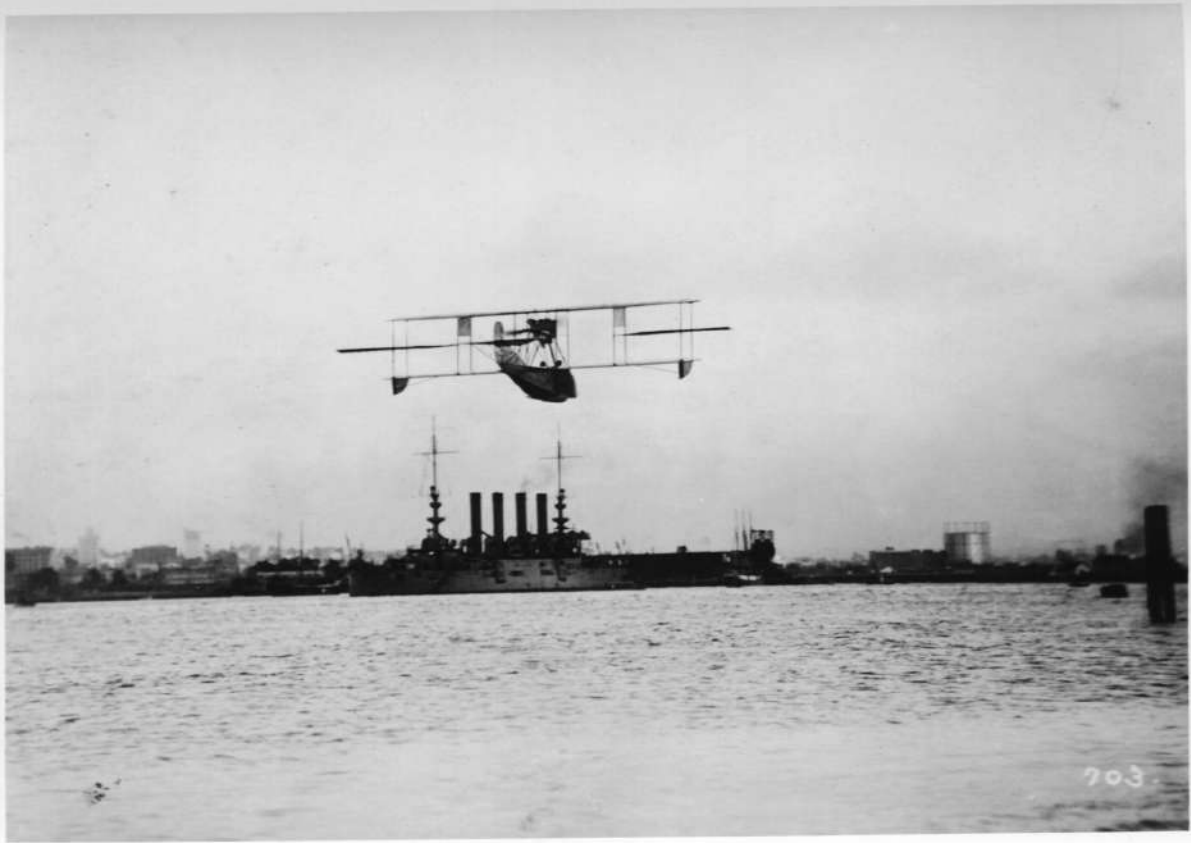
### Standard equipment:

Tachometer, oil and gas gauge, complete set  
of tools. Other equipment on special order.

### Color scheme of the Curtiss F Flying Boat

Hull was highly polished mahogany, U.S. Navy painted their aircraft light gray and some private owners used various colors, practically all left the wings and tail surfaces clear doped.



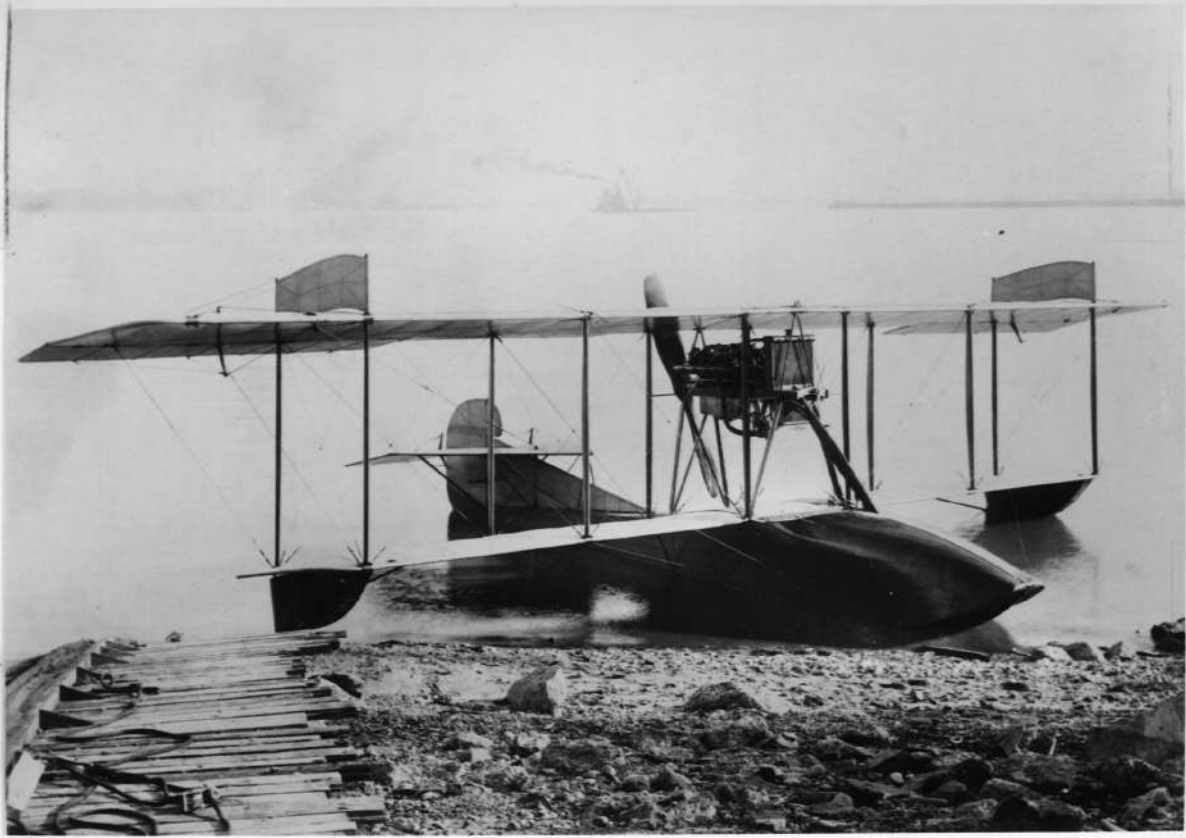


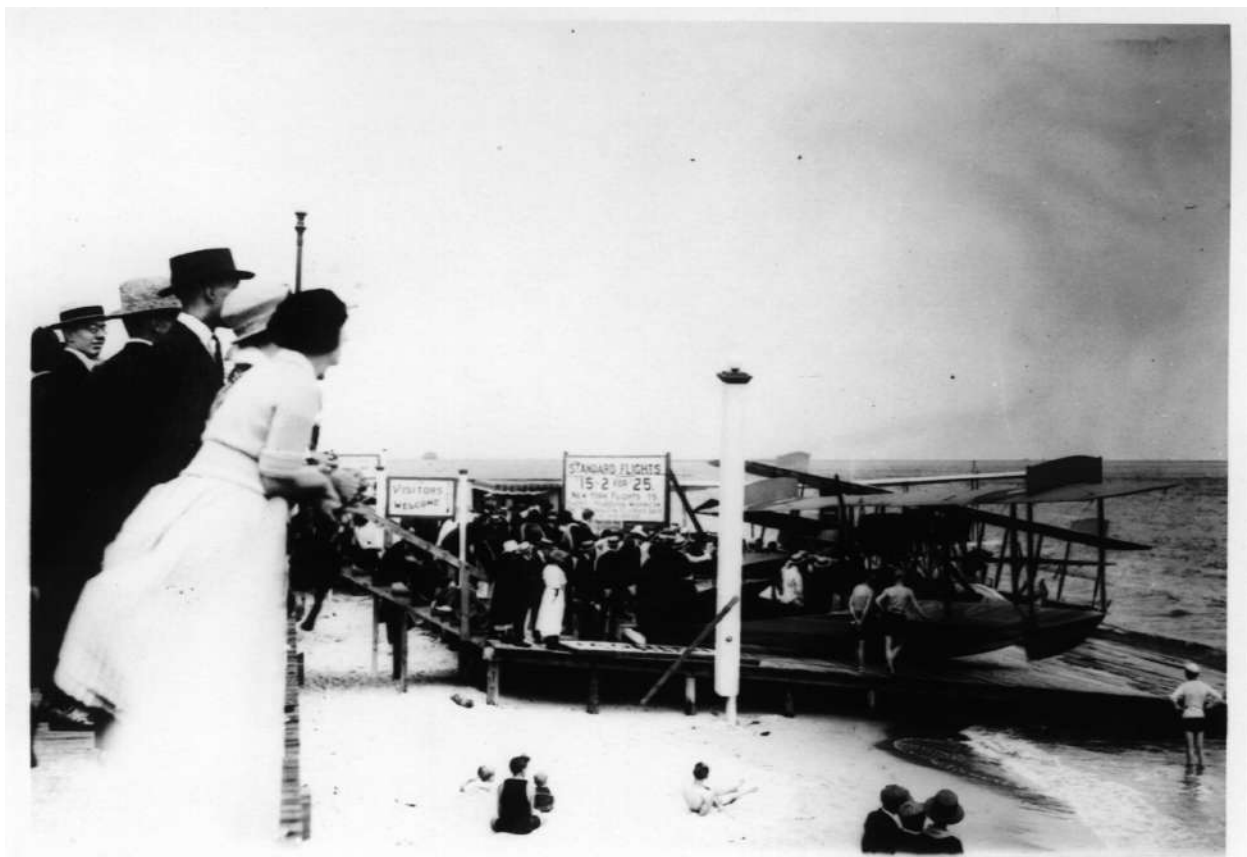




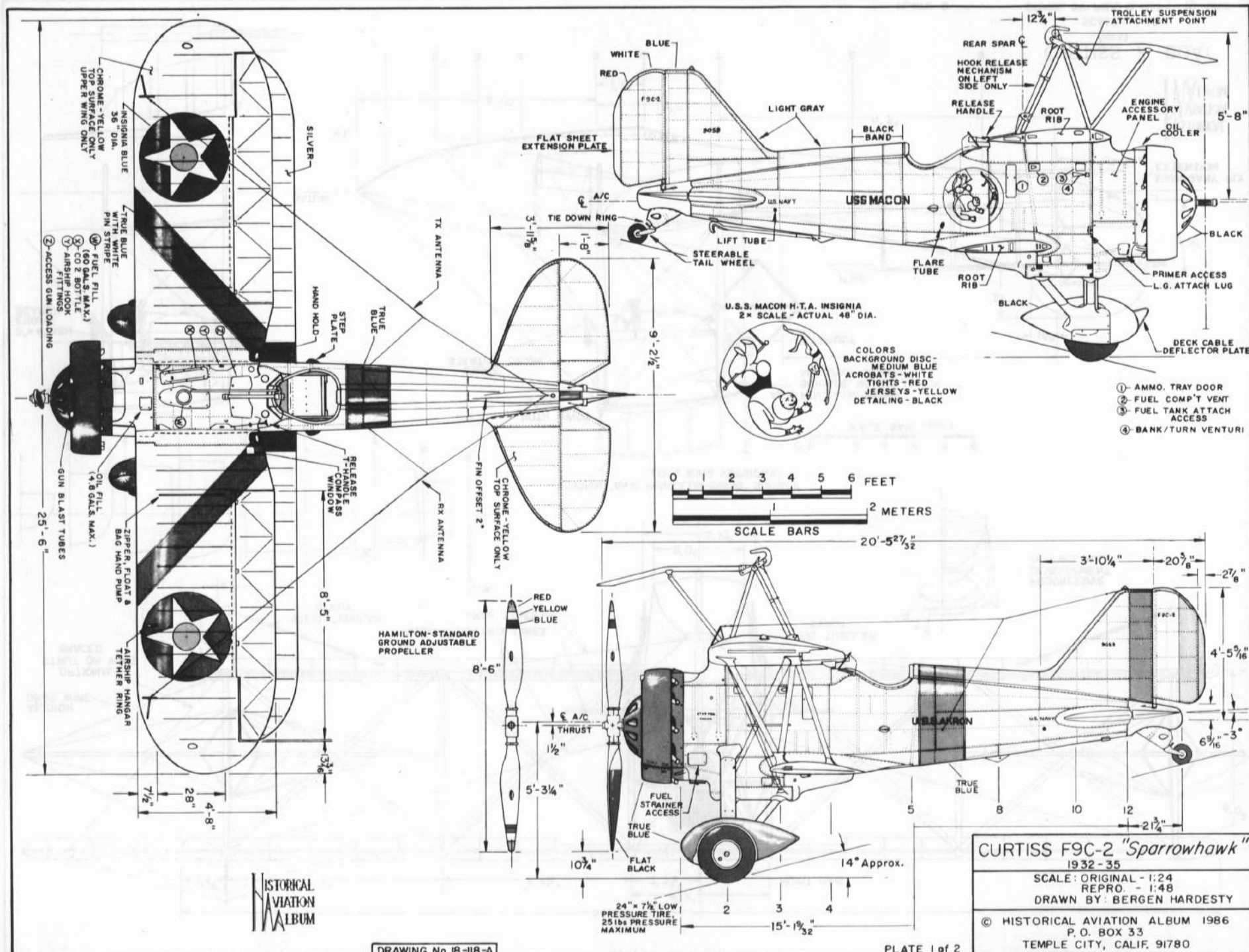


CURTISS MODEL F BOAT  
1914 632







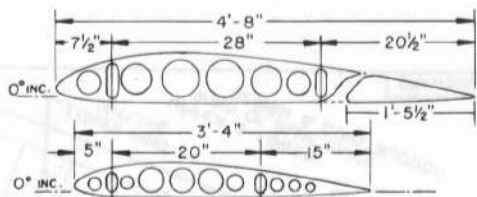


HISTORICAL AVIATION ALBUM

DRAWING No. 18-118-A

**CURTISS F9C-2 "Sparrowhawk"**  
 1932 - 35  
 SCALE: ORIGINAL - 1:24  
 REPRO. - 1:48  
 DRAWN BY: BERGEN HARDESTY  
 © HISTORICAL AVIATION ALBUM 1986  
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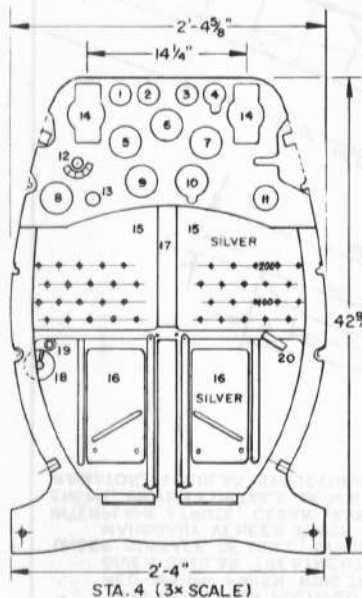




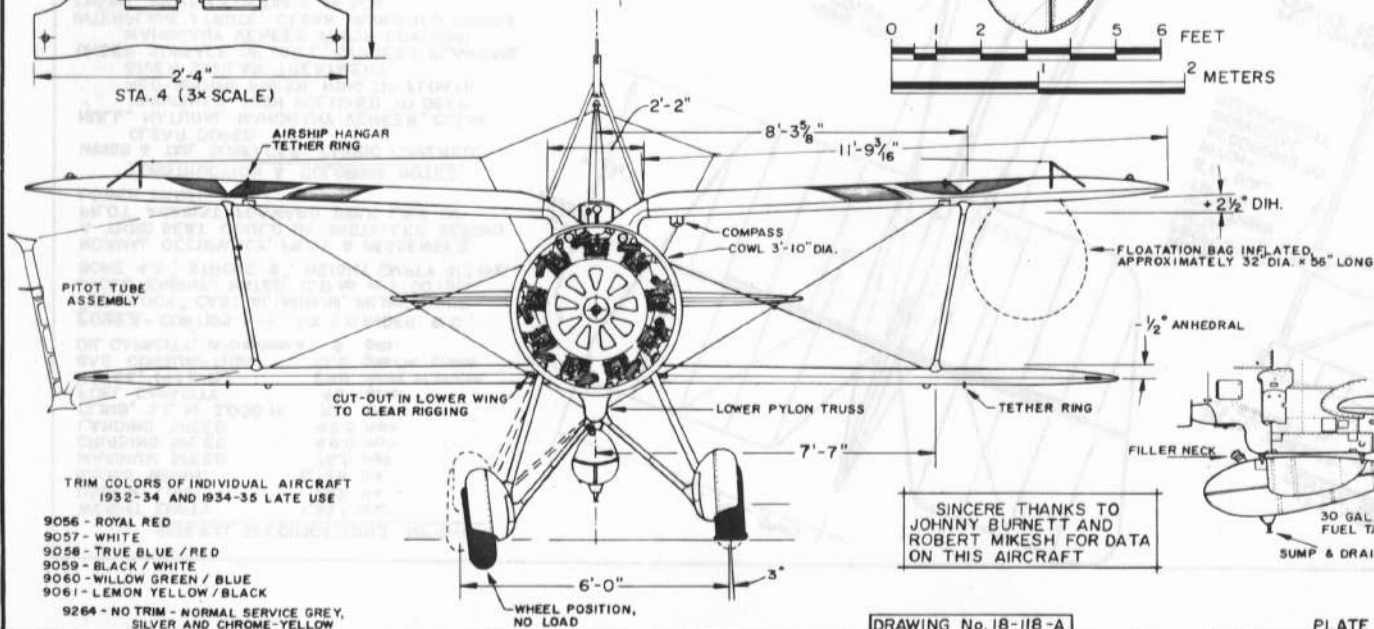
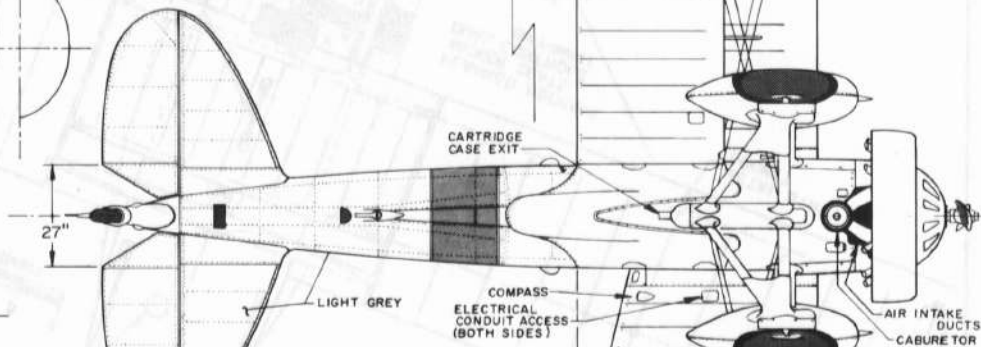
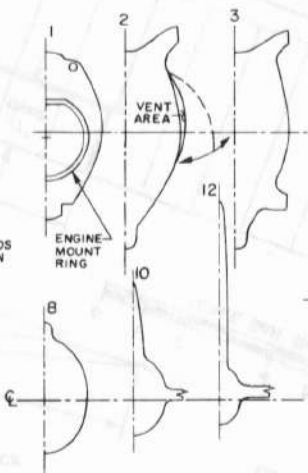
AIRFOIL CLARK YH  
SCALE 2"

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./HP
SERVICE CEILING	19,200 feet
RANGE AT CRUISE	255 miles (with external tank)
FUEL, NORMAL	43 gals., MAX. 60 gals.
OL, 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



- 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



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

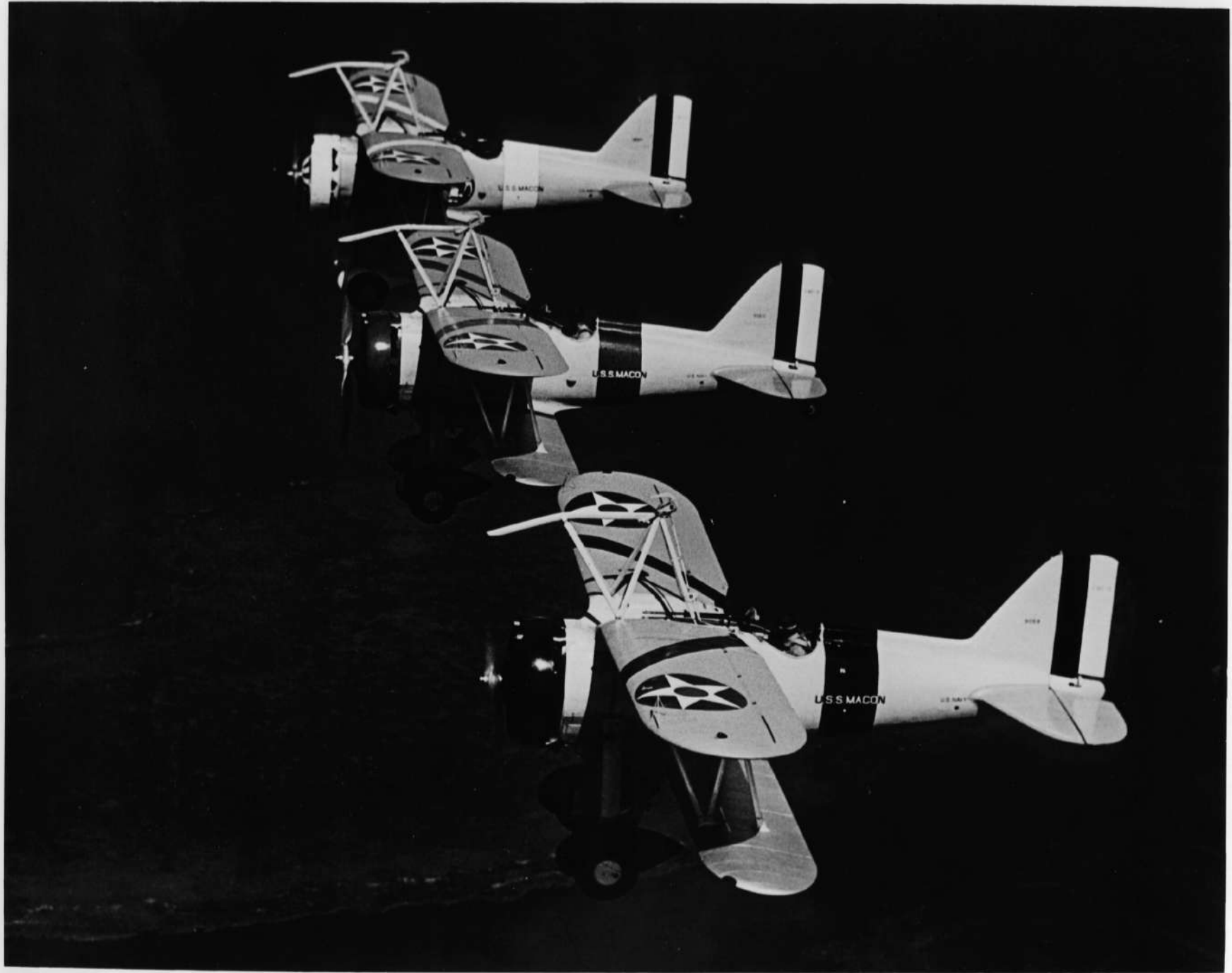
CURTISS F9C-2 "Sparrowhawk"  
1932 - 35

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

DRAWN BY: BERGEN HARDESTY

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P.O. BOX 33  
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HISTORICAL  
AVIATION  
ALBUM







Curtiss "Sparrowhawk" F9C-2  
420 H.P. Wright "Whirlwind"

Roanoke, Va.  
May 1, 1938

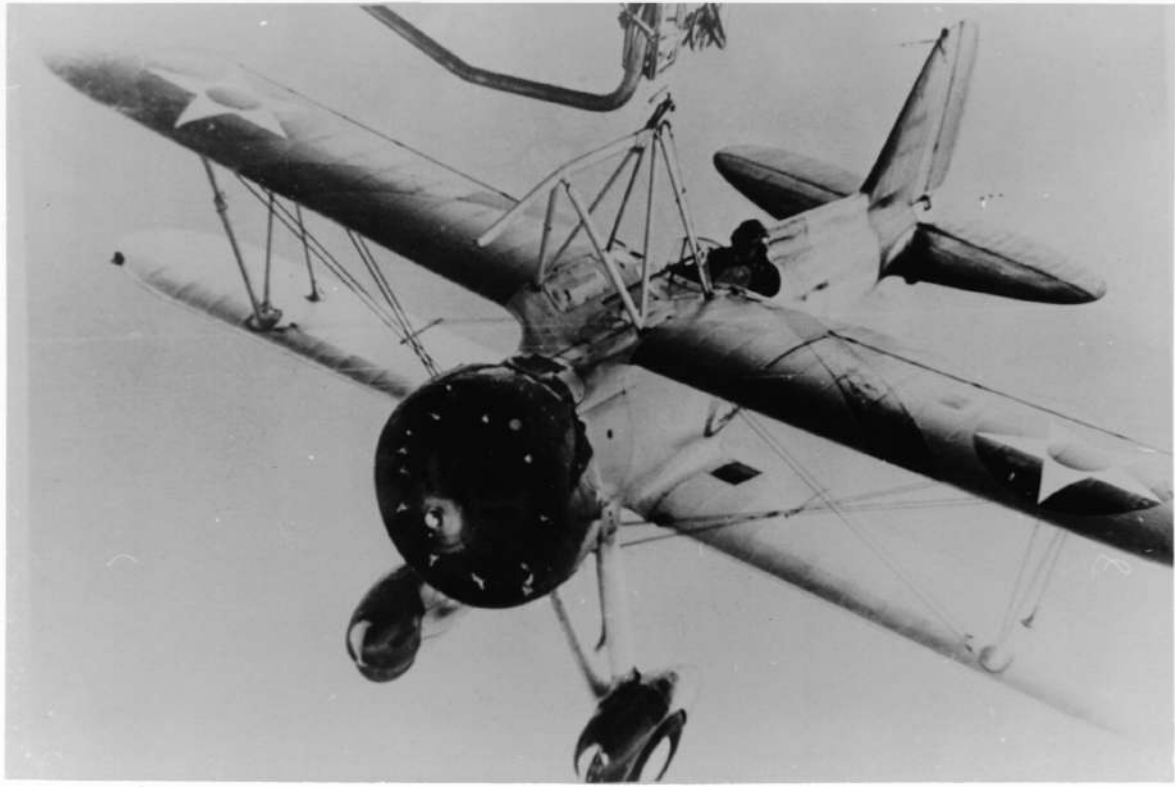




















Curtiss F9C-2. AN-31468---5/16/32



Curtiss F9C-2. AN-31464---5/16/32















