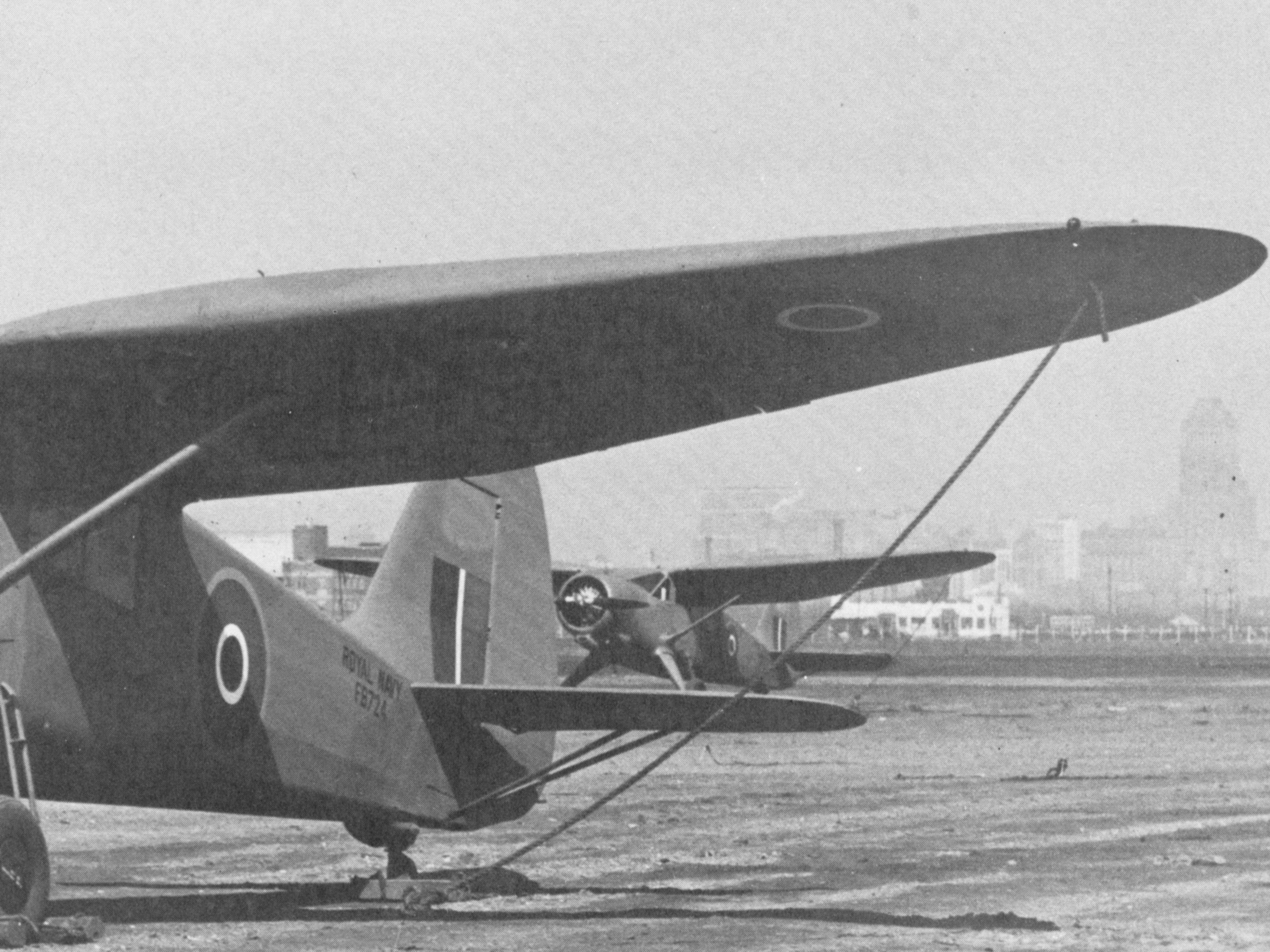
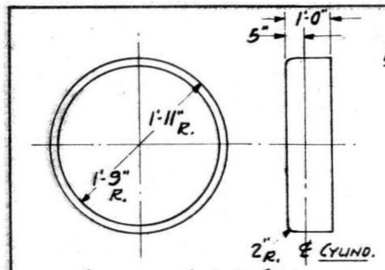
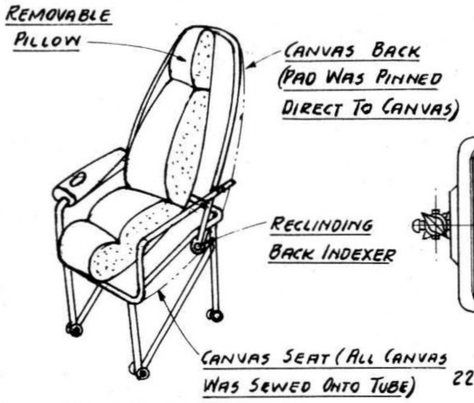
STINSON SR-10-2 or U.S. Army AT-19
these for export to Royal Navy

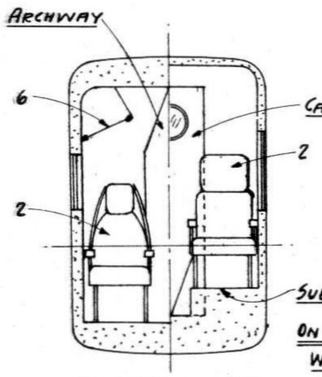

ROYAL NAVY
F8712



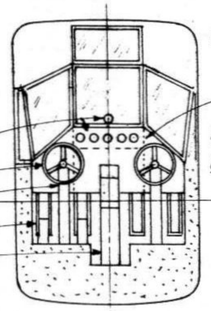
TOWNSEND ENGINE COWL
(SM-6 & SM-6000)



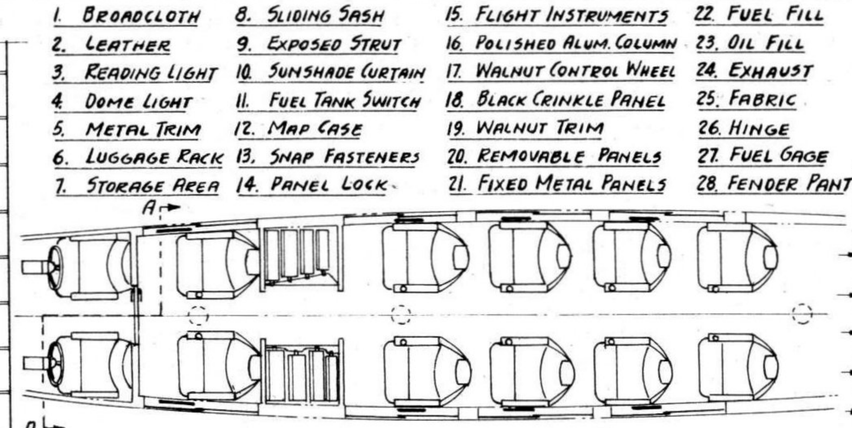
TYPICAL TUBULAR CHAIR



VIEW @ SECTION A-A

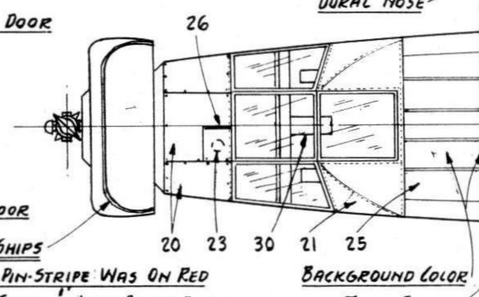


FORWARD VIEW



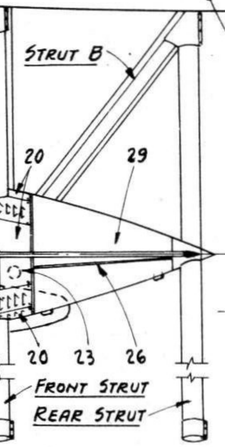
PLAN-VIEW OF TYPICAL 10 PASSENGER & 2 CREW ARRANGEMENT
(OTHER VERSIONS WERE 2 EXECUTIVE MODELS; 6 TRANSPORT MODELS)

1. BROADCLOTH
2. LEATHER
3. READING LIGHT
4. DOME LIGHT
5. METAL TRIM
6. LUGGAGE RACK
7. STORAGE AREA
8. SLIDING SASH
9. EXPOSED STRUT
10. SUNSHADE CURTAIN
11. FUEL TANK SWITCH
12. MAP CASE
13. SNAP FASTENERS
14. PANEL LOCK
15. FLIGHT INSTRUMENTS
16. POLISHED ALUM. COLUMN
17. WALNUT CONTROL WHEEL
18. BLACK CRINKLE PANEL
19. WALNUT TRIM
20. REMOVABLE PANELS
21. FIXED METAL PANELS
22. FUEL FILL
23. OIL FILL
24. EXHAUST
25. FABRIC
26. HINGE
27. FUEL GAGE
28. FENDER PANT
29. MAIL STOWAGE COMPARTMENT
30. ENGINE CONTROL PEDESTAL
31. "POWERED BY LYCOMING" PLATE
32. HANGING RUDDER PEDALS



ON AA SHIPS WHITE PIN-STRIPE WAS ON RED TRIM COLOR, $\frac{1}{2}$ INCH AWAY FROM BLUE BACKGROUND (ALL OVER)

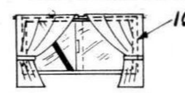
BACKGROUND COLOR
TRIM COLOR



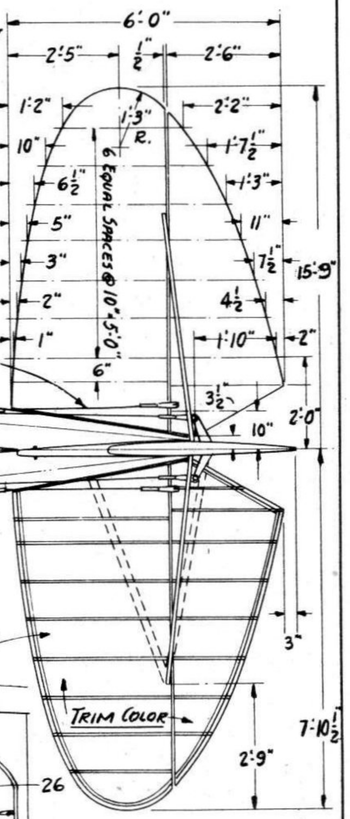
FRONT STRUT
REAR STRUT

SPRUCE FAIRING STRIPS
CHANGE OF CONTOUR LINE

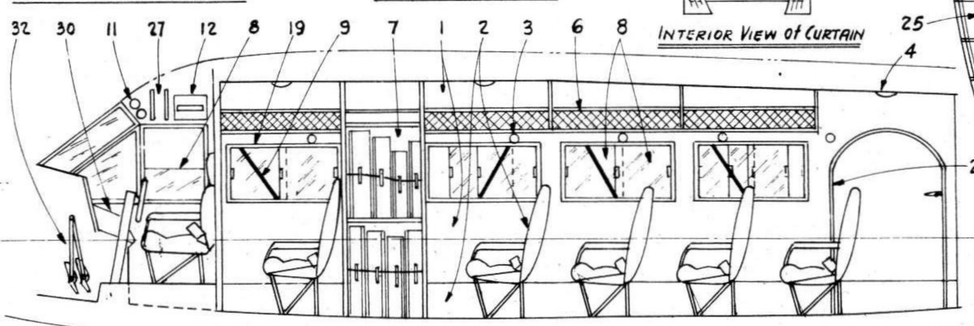
TRIM COLOR
BACKGROUND COLOR



INTERIOR VIEW OF CURTAIN

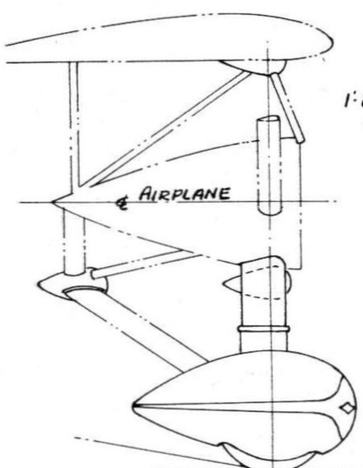


42'-10" LEN. OVERALL

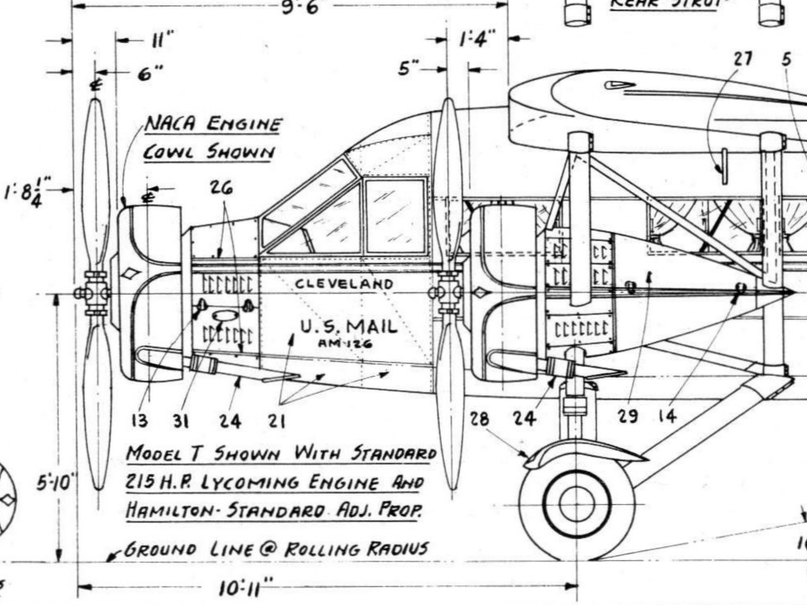


TYPICAL ELEVATION VIEW

THANKS:
TOM COOK, F.O. THOMPSON, C.T. IRVING, PAUL A. DEEGAN & OTHERS



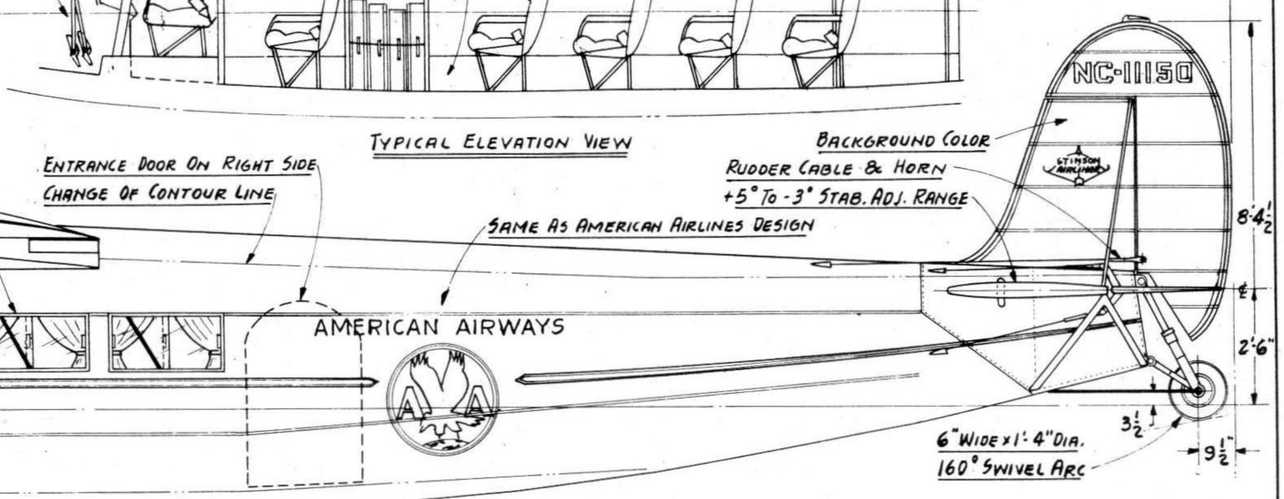
SPECIAL STREAMLINE FAIRINGS



MODEL T SHOWN WITH STANDARD 215 H.P. LYCOMING ENGINE AND HAMILTON-STANDARD ADJ. PROP.

ENTRANCE DOOR ON RIGHT SIDE
CHANGE OF CONTOUR LINE

SAME AS AMERICAN AIRLINES DESIGN



10°

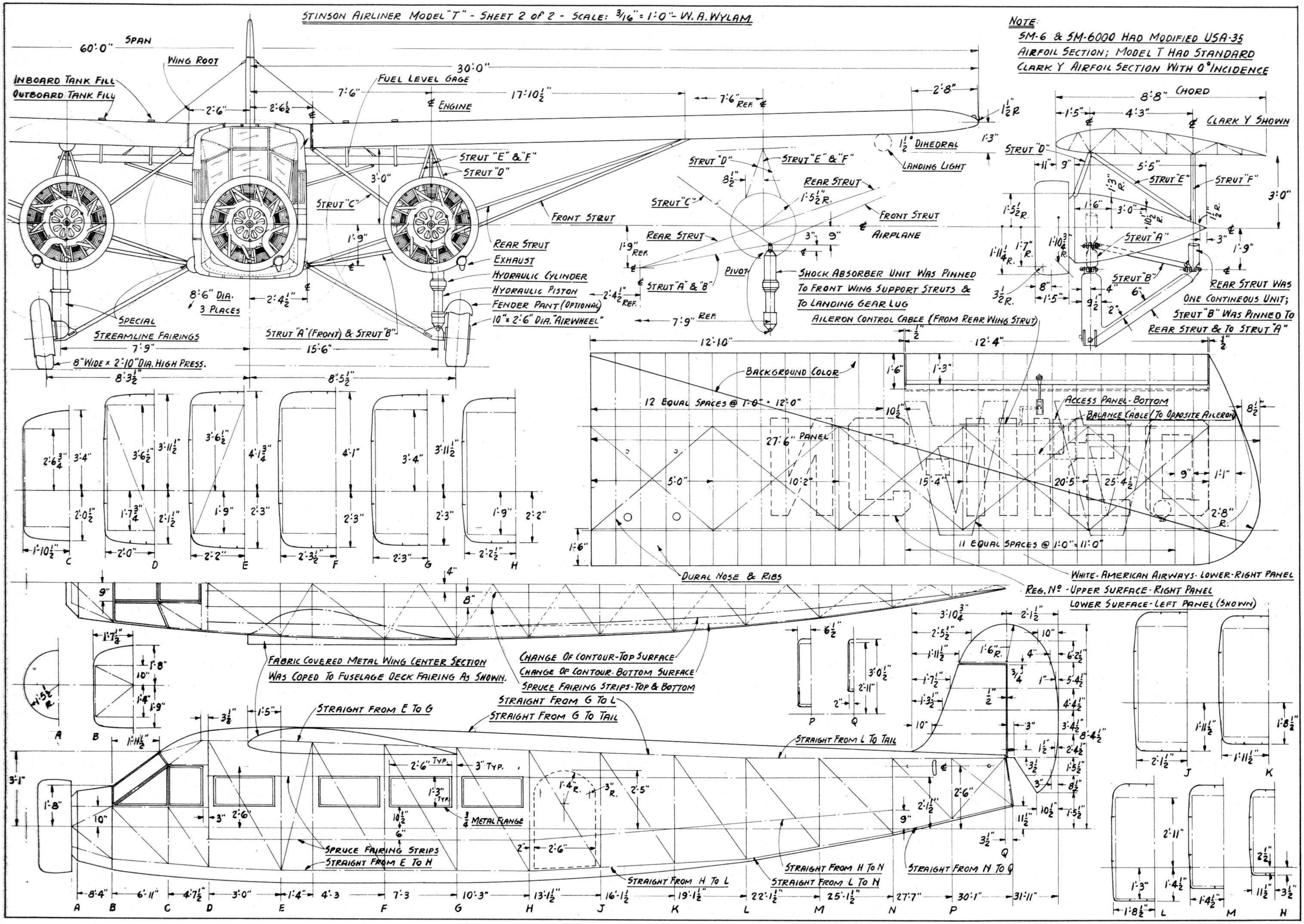
1927 TO 1930 PRODUCTION; MODEL T WAS IMPROVED VERSION OF THE SM-6 SERIES WITH CHANGES ON DETAILS & WING ONLY. WAS BUILT IN LARGE QUANITY FOR ALMOST ALL AIRLINES. PRICE (1930) WAS $26,000 WHICH WAS ALMOST $50,000 CHEAPER THAN FORD OF SAME PAYLOAD & SPEED. MODEL T WAS SAFE, COMFORTABLE, ECONOMICAL, FAST, MODERN AND PROFITABLE FOR ITS TIME.

SHEET 1 of 2 - SCALE: $\frac{3}{16}$ = 1'-0" - W. A. WYLAM

Stinson Airliner Model T

STINSON AIRLINER MODEL "T" - SHEET 2 of 2 - SCALE: 3/16" = 1'-0" - W. A. WYLAM

NOTE:
SM-6 & SM-6000 HAD MODIFIED USA-35 AIRFOIL SECTION; MODEL T HAD STANDARD CLARK Y AIRFOIL SECTION WITH 0° INCIDENCE



METAL PANELS (ON CABIN HEATER INSTALL. ONLY)
CABIN HEATER MANIFOLD
FRESH AIR CONTROL

TRAILING EDGE
DURAL NOSE
1'-8"
FABRIC AREA
METAL PANEL
TRIM COLOR
PIN STRIPE
OPTIONAL (ON BOTH SIDES)

WHITE OR BLACK
PINSTRIPE
BACKGROUND COLOR
METAL PANELS

BOTTOM VIEW
STUB-WING & NACELLE

SHARP TRAILING EDGE
FRONT STRUT
ON EARLY SERIES ONLY

7'-7"
1'-2" R.
3'-1"
3'-1 3/4"
11 1/2"
1'-10"
1'-1 1/2"
2'-5 1/2"
1'-3 1/2"
2'-2"
10 1/2"
2'-2"
1/2"
1"
2'-8 1/2"
7 1/2"
1'-9 1/2"
4 1/2"
1'-8"
1 1/2"
1'-5"
7 EQUAL SPACES @ 1'-0" = 7'-0"
10'-6 1/2"
1'-1 1/2"
2'-7" R.
5"
3'-5"
2'-2 1/2"
10"
1'-6"
3 1/2"
4 1/2"
21'-1"

BOTTOM VIEW - FUSELAGE NOSE
HINGED DOOR STAY
AIR MAIL STORAGE
SECTION @ S

METAL DECK
FABRIC AREA

CHANGE OF CONTOUR
SPRUCE FAIRING STRIPS
TRIM COLOR
BACKGROUND COLOR
PIN STRIPE COLOR

HINGE
5'
MAIL STORAGE COMPARTMENT
HINGE
LOCK

STAB. ADJUST ARM
4'-0 1/2"
ON EARLY SERIES ONLY

OPTIONAL (ON BOTH SIDE)

45'-8 3/4" LEN. OVERALL

OPTIONAL WINDSHIELD
TRIM COLOR
FAIRING STRIP
DOOR (OPTIONAL)

℄ ENGINE

MODEL U HAD NUMEROUS CHANGES ON EXTERIOR DETAILS. THE DETAILS SHOWN ARE ONLY TYPICAL.

FUEL FILL
SNAP FASTENER
1'-5"
2'-11 1/2"
4'-7"
7'-3"
OPTIONAL (NOT STANDARD)

THANKS:
TOM COOK, F.O. THOMPSON, PAUL A. DEEGAN, R.W. AYER, D.P. NEUMAN, AND MANY OTHER CONTRIBUTORS.

AMERICAN AIRWAYS COLOR:
BACKGROUND: BLUE
TRIM COLOR: RED
→ WHITE PINSTRIPE WAS ON RED TRIM COLOR 1/2" AWAY FROM BLUE BACKG'D.

12'-5"
11"
5"
TYPICAL RADIO MAST
ADJUSTABLE WINDOW
1'-10 1/2"
METAL FRAME
BACKGROUND COLOR
TRIM COLOR

HINGE
BUFFALO
U.S. MAIL
P.M. 191
STINSON

AMERICAN AIRWAYS

NC-17950
STINSON AIRLINER
RADIO AERIAL
BACKGROUND OR TRIM COLOR
RUDDER CABLE & HORN
+3° TO -5 1/2° STAB. ADJ. RANGE
8'-10"
℄
3'-1 1/2"
2"
1'-8"
METAL PANEL
6" WIDE x 1'-4" DIA. 180° SWIVEL ARC
SAME AS AMERICAN AIRLINES' DES'N.
ENTRANCE DOOR ON RIGHT SIDE
WATER DRAIN

6'-9 1/2"
STANDARD EXHAUST (ON FUSE. VERT. CENT. LINE)

CABIN HEATER (OPTIONAL)
MODEL U SHOWN WITH STANDARD 240 H.P. LYCOMING ENGINE AND HAMILTON-STANDARD ADJ. PROP.
5'-1 1/2"
℄ PANTS
11°
GROUND LINE @ ROLLING RADIUS
13'-3"

1931 TO 1933 PRODUCTION; WITH THE EXCELLENT REPUTATION OF THE MODEL T AND ITS LYCOMING ENGINES, AND WITH BOTH FORD & FOKKER OUT OF BUSINESS, THE MODEL U WAS SOLD IN LARGE QUANITIES TO ALL AIRLINES. PRICE (1931) WAS $27,000 WHICH WAS $40,000 CHEAPER THAN ITS COMPETITOR (CURTISS CONDOR). MODEL U WAS ORGINALLY DESIGNED WITH RETRACTABLE UNDERCARRIAGE (ONLY ONE WAS BUILT).

SHEET 1 OF 3 - SCALE: 3/16" = 1'-0" - W.A. WYLAM

Stinson Airliner Model U

STINSON AIRLINER MODEL "U" - SHEET 2 of 3

SCALE 3/16" = 1'-0" W. A. WYLAM

66'-2" SPAN

33'-1"

20'-11"

3'-1½"

4'-7½"

OPTIONAL WINDSHIELD (ON BOTH SIDES)

AERIAL

1'-9"

FUEL FILL (CENTER ENGINE)

LANDING LIGHT (ON BOTH SIDES)

1½° DIHEDRAL

8'-6" DIA.-(ALL PROPS.)

REAR STRUT

FRONT STRUT

3'-5½"

10"

ENGINE

EXHAUST

PIN STRIPE COLOR

SPLIT ENGINE COWL

POLISHED ALUM. CRANKCASE COWL

BACKGROUND COLOR

TRIM COLOR

CABIN HEATER (OPTIONAL)

7" NOM. SHOCK TRAVEL

16'-7½"

8'-3¾"

8'-3¾"

1'-11" R.

1'-6" R.

10"

2'-0½"

℄ AIRPLANE

1'-10"

5'-1"

REAR RADIUS STRUTS

SPRING-LOADED UNIVERSAL-JOINTED SIDE STRUT

8½"

1'-5"

STAIRWAY WELL

OVERHEAD STORAGE AREA

CORK LINOLEUM FLOOR

DOME LIGHT

CLOSET

PASSAGEWAY (NO DOOR)

LAVATORY

SUB-FLOOR WELL

AIR FREIGHT & BAGGAGE

TYPICAL PLAN-VIEW - 10 PASS'R. & 2 CREW WITH BAGGAGE AREA

(OTHER VERSIONS: SPECIAL EXECUTIVE MODELS, 5 TRANSPORTS & 1 CARGO)

8'-3¾"

3"

REAR STRUT

1'-2½"

2'-0½"

10"

2"R.

1"R.

2'-5½"

1"R.

3'-8"

SECTION @ U-U

REAR RADIUS STRUT FAIRING

11"

8'-9" CHORD

1'-4"

8"

1'-6"

4'-0"

CLARK Y AIRFOIL SECTION SHOWN AT NORMAL ZERO DEGREE INCIDENCE

4½"

8"R.

6"R.

1'-5½"

4'-7"

6'-10"

8'-4½"

3'-5½"

2'-0"

2'-0"

2'-10½"

2½"

1'-4"R.

2"R.

8"

6½"

1'-6R.

10"

2'-0½"

2"

2'-0"

PIVOT

5'-6½"

5"R.

1'-8"

4½

REAR RADIUS STRUTS

SHOCK ABSORBER STRUTS

OPTIONAL FENDER PANT

2'-10 DIA x 1'-0" WIDE LOW PRESSURE AIRWHEEL

8"

1'-6"R.

8"R.

4"R.

FRONT STRUT

8½"

10"

2'-0½"

1'-4"

5½"

7"R.

6"

5'-6½"

5'-1½"

1'-10"

PARALLEL TO HORIZ. ℄ STRAIGHT TO PROJ. SECTION

SECTION @ V-V

℄ PANTS

10½"

4½"

4'-7"

℄ AIRPLANE

PROJECTED SECTION AT OUTBOARD ENGINE VERTICAL ℄

ENGINE CONTROL PED'L.

ENTIRE UNDERCARRIAGE STREAMLINE HOUSING & WHEEL PANTS WERE FIXED TO STUB-WING. SHOCK STRUT UNIT MOVES WITHIN FIXED HOUSING.

4"

10"

1'-7½"

1'-1" R.

2"R.

Z

1'-1"

9½"

4½"

8"

10½"

3'-8"

6'-0"

2'-1"

2'-0"

1'-0"

8"R.

SECTION @ Z-Z

12" DIA. BLACK ALUM. WHEEL

BLACK CRINKLE INSTRU. PANEL

ENGINE CONTROL PEDESTAL

VIEW @ X

BLACK LEATHER SEAT

DOOR (ON BOTH PARTITIONS)

SUB-FLOOR STAIRWAY

VIEW @ Y

LUGGAGE RACK

NET

STRUT "T"

ADJUST. STORAGE SHELVES

VIEW @ W

FLIGHT INSTRUMENTS

CENTER ENG. INSTRU.

LEFT ENGINE INSTRU.

RIGHT ENGINE INSTRU.

ELECT. INSTRU.-ALL LOWER

HANGING RUDDER PEDALS

INSTRUMENT PANEL

ENGINE CONTROL PEDESTAL

STAIRWAY WELL

ADJUST. WINDOWS

PLYWOOD WALLS & DOMED CEILING

OPTIONAL DOOR

SUB-FLOOR LEVEL

ALUMINUM PANEL

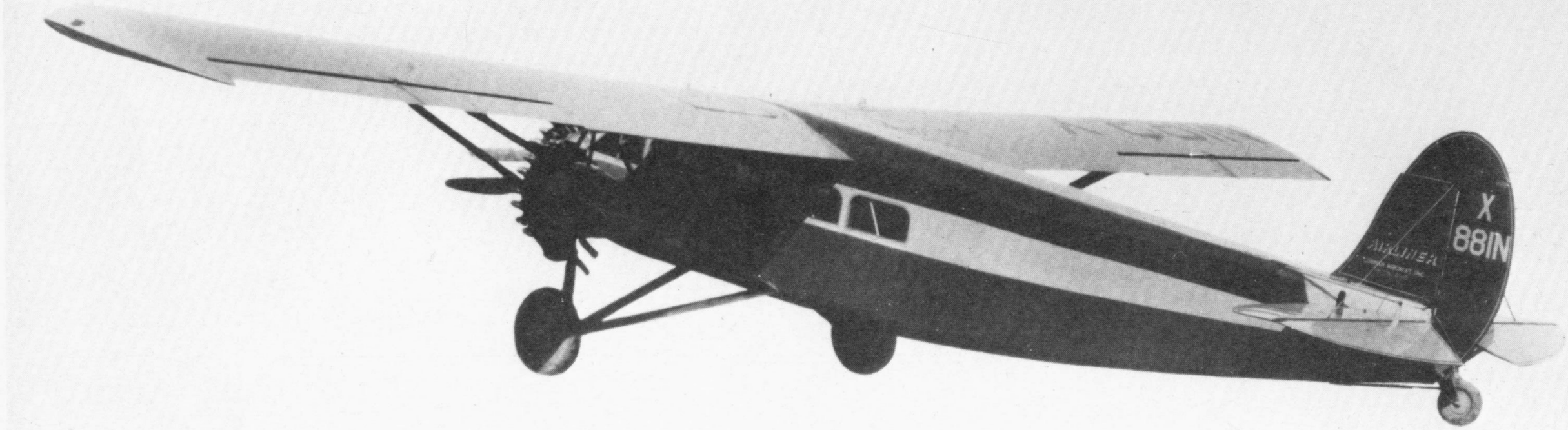
MAIN FLOOR LEVEL

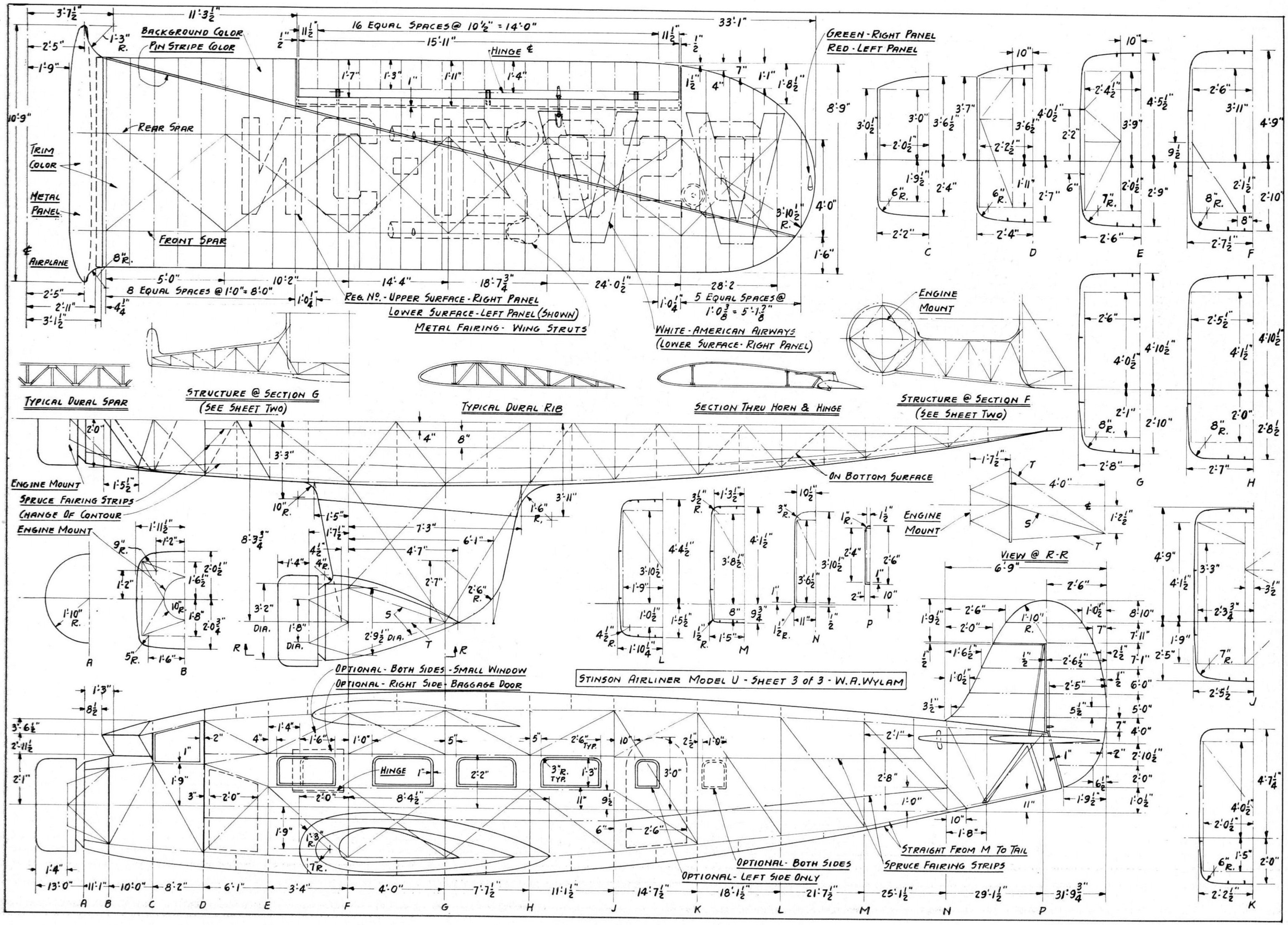
WINDOW CRANK

STRUT "T"

ON AMERICAN AIRWAYS: INTERIOR WAS BLUE WALLS, BLUE UPHOLSTERED SEATS, RED ALUMINUM PANELS, AND OFF-WHITE DOMED CEILING. (FLOOR WAS CORK).

STINSON AIRLINER, Model "T"




BACKGROUND COLOR
PIN STRIPE COLOR
TRIM COLOR
METAL PANEL
REAR SPAR
FRONT SPAR
℄ AIRPLANE
HINGE ℄
16 EQUAL SPACES @ 10½" = 14'-0"
33'-1"
8'-9"
4'-0"
1'-6"
10'-9"
8 EQUAL SPACES @ 1'-0" = 8'-0"
5 EQUAL SPACES @ 1'-0⅜" = 5'-1⅞"
REG. NO. - UPPER SURFACE - RIGHT PANEL
LOWER SURFACE - LEFT PANEL (SHOWN)
METAL FAIRING - WING STRUTS
WHITE - AMERICAN AIRWAYS
(LOWER SURFACE - RIGHT PANEL)
GREEN - RIGHT PANEL
RED - LEFT PANEL
TYPICAL DURAL SPAR
TYPICAL DURAL RIB
SECTION THRU HORN & HINGE
STRUCTURE @ SECTION G
(SEE SHEET TWO)
STRUCTURE @ SECTION F
(SEE SHEET TWO)
ENGINE MOUNT
ENGINE MOUNT
SPRUCE FAIRING STRIPS
CHANGE OF CONTOUR
ENGINE MOUNT
ON BOTTOM SURFACE
VIEW @ R-R
OPTIONAL - BOTH SIDES - SMALL WINDOW
OPTIONAL - RIGHT SIDE - BAGGAGE DOOR
OPTIONAL - BOTH SIDES
OPTIONAL - LEFT SIDE ONLY
STRAIGHT FROM M TO TAIL
SPRUCE FAIRING STRIPS
STINSON AIRLINER MODEL U - SHEET 3 of 3 - W.A.WYLAM
A B C D E F G H J K L M N P
13'-0" 11'-1" 10'-0" 8'-2" 6'-1" 3'-4" 4'-0" 7'-7½" 11'-1½" 14'-7½" 18'-1½" 21'-7½" 25'-1½" 29'-1½" 31'-9¾"

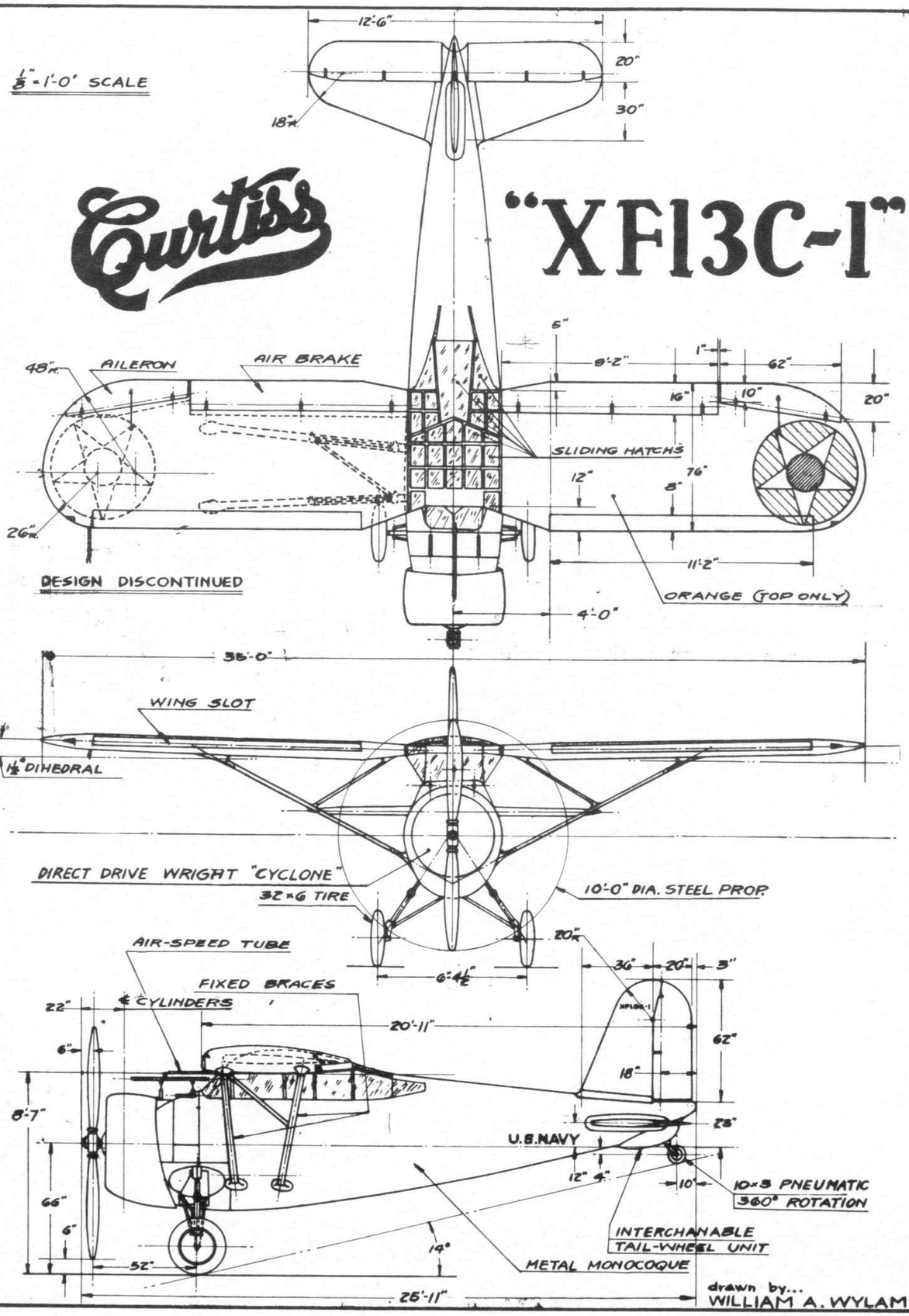
CURTISS XF13C-2, Dec. 1933–
Note Model 1 designation still on Rudder



1/8" = 1'-0" SCALE

Curtiss

"XF13C-1"



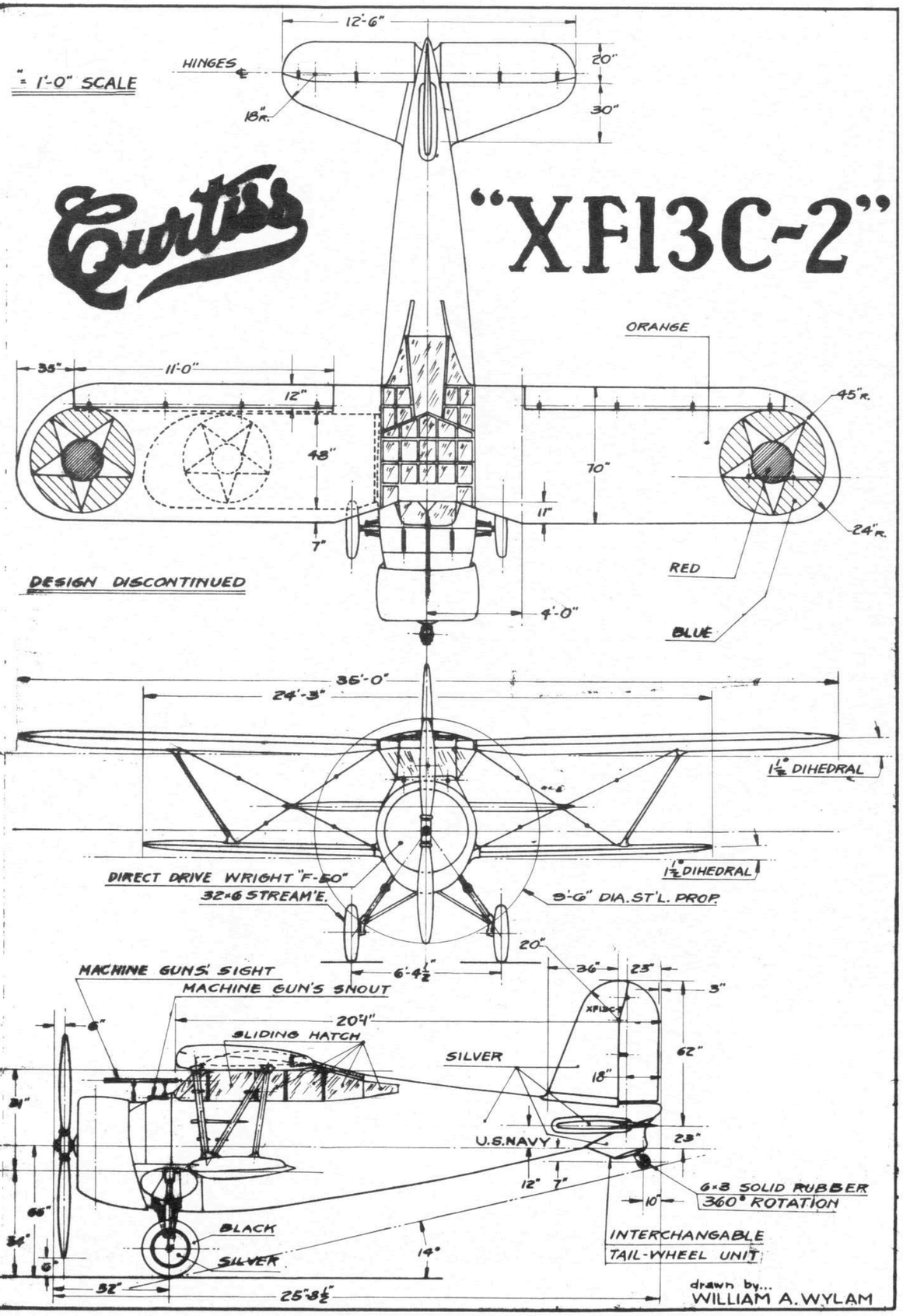
DESIGN DISCONTINUED

drawn by...
WILLIAM A. WYLAM

1" = 1'-0" SCALE

Curtiss

"XF13C-2"



DESIGN DISCONTINUED

drawn by...
WILLIAM A. WYLAM

WINGS' LAYOUT P

BOTTOM VIEW-LEADING EDGE of LANDING FLAP

LANDING FLAP

CENTER LANDING FLAP

TRAILING EDGE of ME
LEADING EDGE ON LOW
WING

BOTTOM VIEW
LEADING EDG

WIRES "F"

WIRES "E"

LANDING L

FLOATATION GEAR COMP'T.

1/2" R. TIP

FLOATATION GEAR COMP'T.

ENTIRE TOP SURFACE IS PARALLEL TO ℄ HORIZONTAL THRUST (OUTSIDE of TIPS)

PARALLEL TO ℄ HORIZONTAL THRUST

WIRES "G"

WIRES "E"

DIHEDRAL STARTS

1/2" R. TIP

DIHEDRAL ANGLE STARTS HERE

FIREWALL

STRAIGHT FROM PAST "H" TO "K"

STRAIGHT FROM "N" TO BEYOND "P"

WHEEL WELL

FUSELAGE'S LAYOUT PLANS

WINGS' LAYOUT PLAN

BOTTOM VIEW-LEADING EDGE of LANDING FLAP

LANDING FLAP

CENTER LANDING FLAP

TRAILING EDGE of METAL LEADING EDGE ON LOWER WING

BOTTOM VIEW-A LEADING EDGE

WIRES "F"

WIRES "E"

LANDING LIGHT

FLOATATION GEAR COMP'T.

ENTIRE TOP SURFACE IS PARALLEL TO ℄ HORIZONTAL THRUST (OUTSIDE of TIPS)

PARALLEL TO ℄ HORIZONTAL THRUST

DIHEDRAL ANGLE STARTS HERE

WIRES "G"

WIRES "E"

FUSELAGE'S LAYOUT PLANS

FIREWALL

STRAIGHT FROM PAST "H" TO "K"

STRAIGHT FROM "N" TO BEYOND "P"

WHEEL WELL

5 & ERECTI

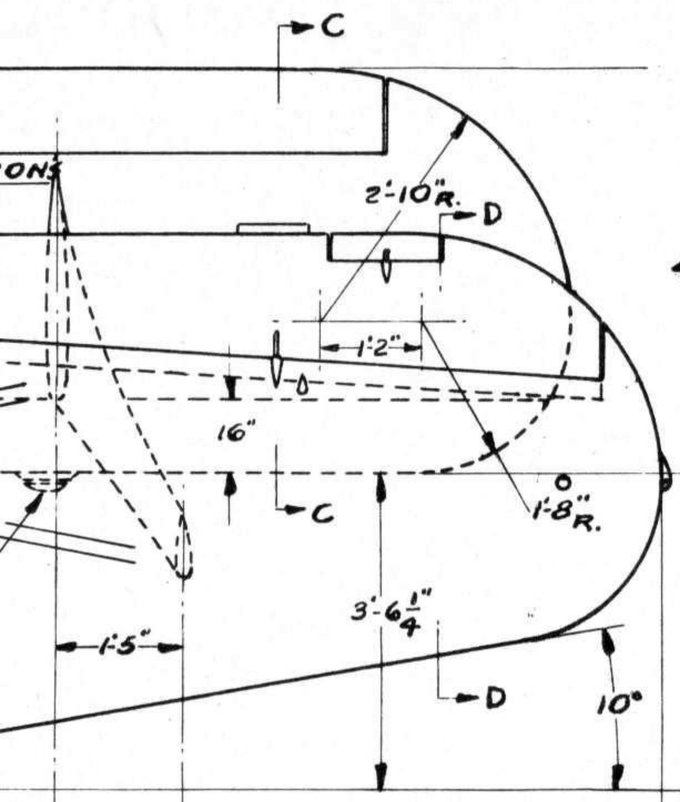
ERONS

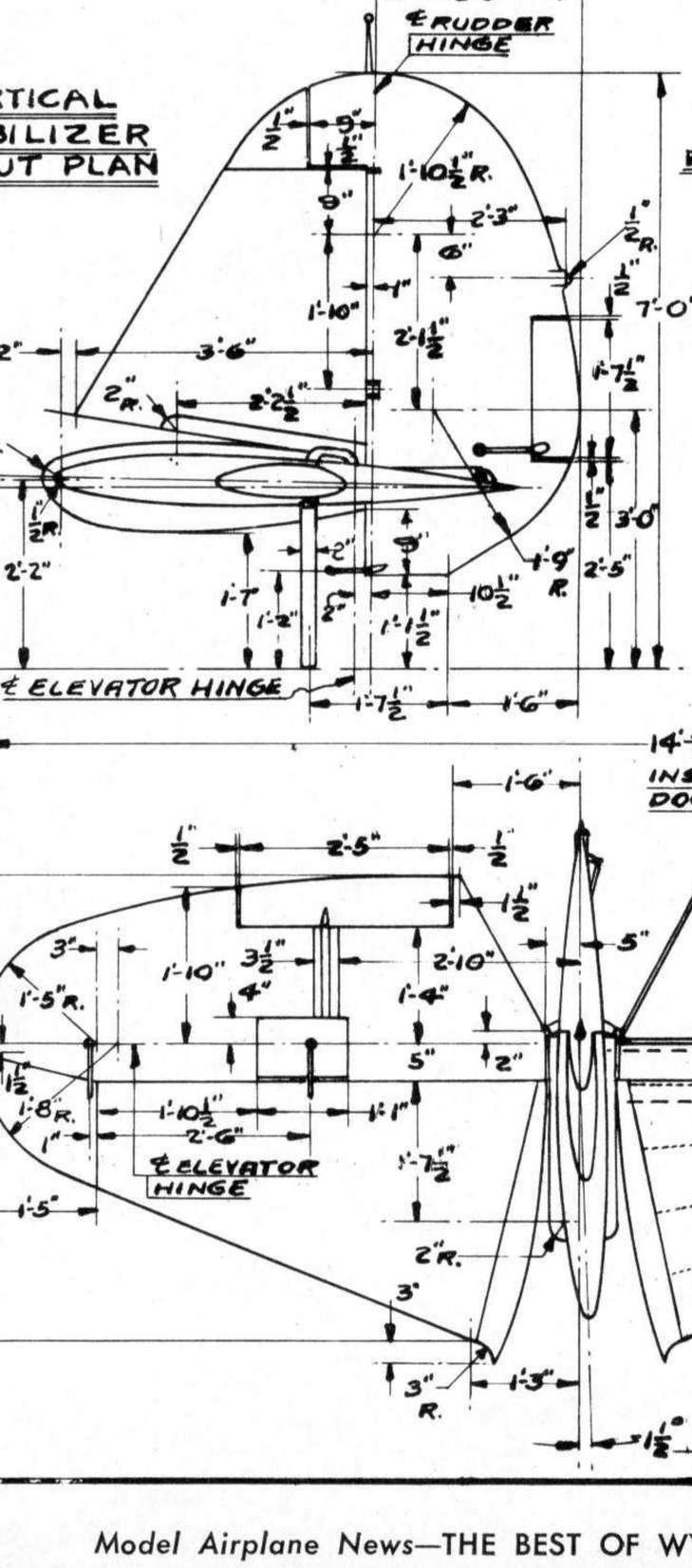
LE

ERTICAL ABILIZER YOUT PLAN

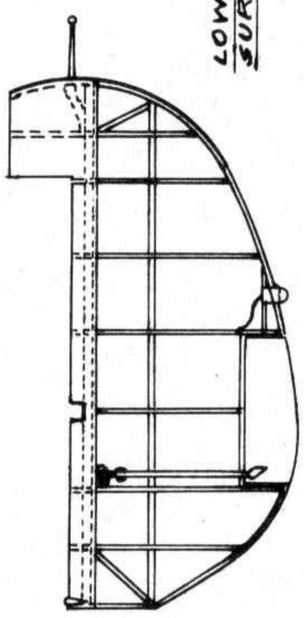
℄ ELEVATOR H

& ERECTION DETAILS

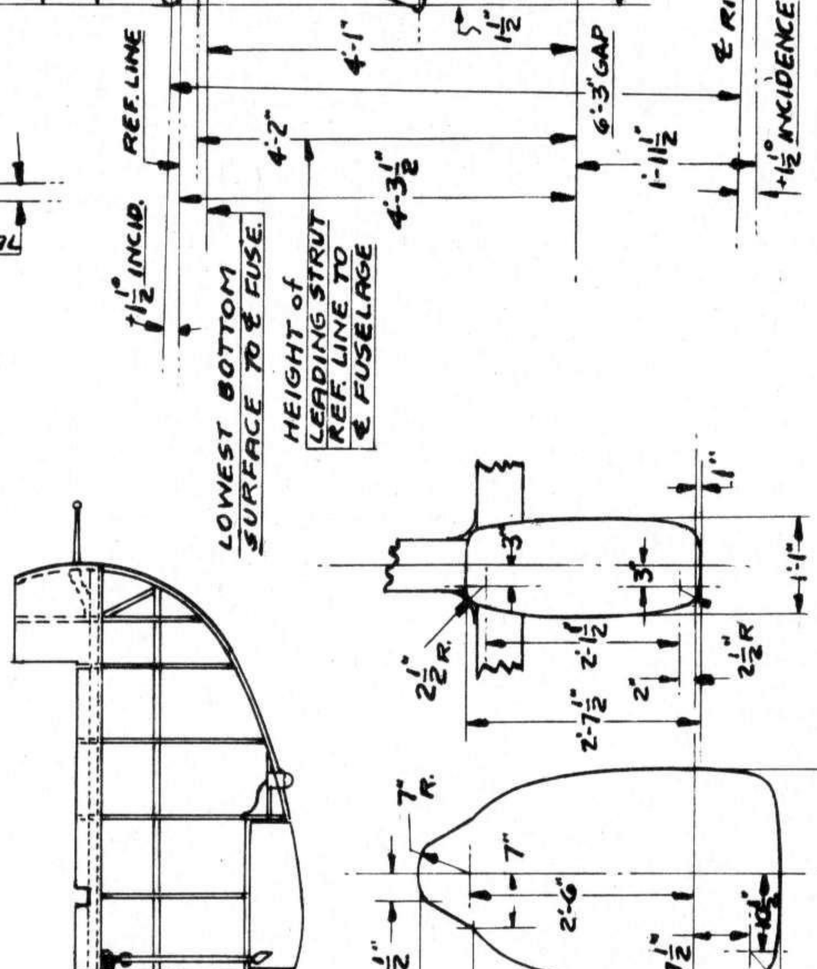




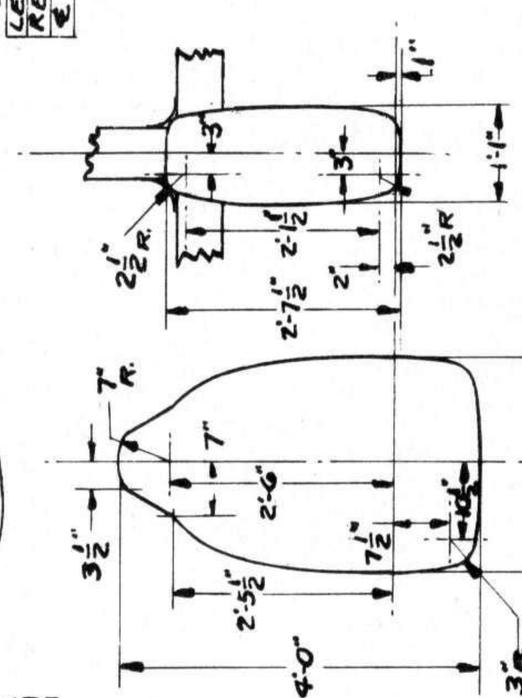
RTICAL
BILIZER
UT PLAN



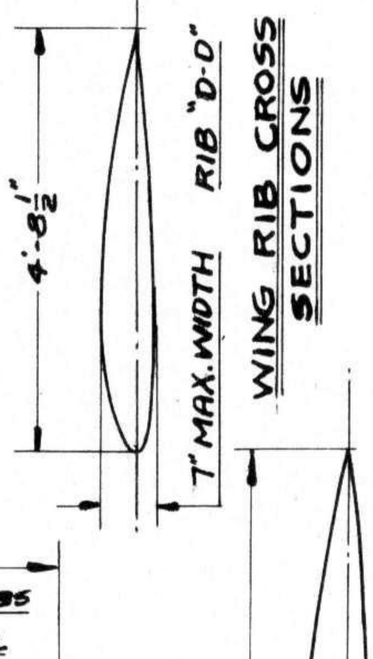
RUDDER STRUCTURE

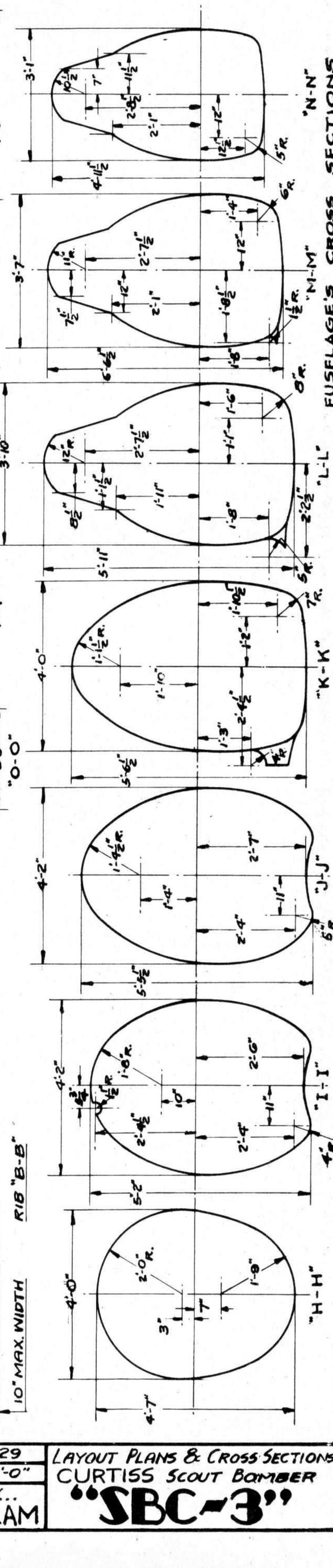


RUDDER STRUCTURE



WING RIB CROSS SECTIONS





FUSELAGE'S CROSS SECTIONS

HORIZONTAL STABILIZER LAYOUT PLAN

PLATE Nº. 29	LAYOUT PLANS & CROSS SECTIONS CURTISS SCOUT BOMBER "SBC-3"
SCALE: 3/16"=1'-0"	
DRAWN BY... W.A.WYLAM	

LAYOUT PLAN

EDGE of METAL
EDGE ON LOWER

BOTTOM VIEW-AI
LEADING EDGE

3"

RES "F"

WIRES "E"

LANDING LIGHT

5'-

34'-0"

DIHEDRAL ANG
STARTS HERE

WIRES "A

16'-0"

3'

& ERECTION DETAILS

ERONS

2'-10"R.

D

1'-2"

16"

C

1'-8"R.

4'-6"

6'-2" MAX. CHORD

3'-6 1/4"

1'-5"

10°

4'-0"

+1° DIHEDRAL

4'-6"

5'-7"

TRUE LENGTH

1'-6"

1'-11"

4°

5'-8 1/2"

VERTICAL STABILIZER LAYOUT PLAN

2'-5"

℄ RUDDER HINGE

1/2" 9" 1/2"

1'-10 1/2"R.

9"

2'-3"

6"

1'-10"

1"

2'-1 1/2"

2"

3'-6"

2"R.

3'-2 1/2"

3"R.

1/2"R.

2"

2'-2"

1'-7"

1'-2"

2"

1'-1 1/2"

10 1/2"

1'-9" R.

2'-5"

7'-0"

3'-0"

℄ ELEVATOR HINGE

1'-7 1/2"

1'-6"

RUDDER STRUCTURE

HORIZONTAL STABILIZER LAYOUT PLAN

14'-2"

1'-6"

INSPECTION DOOR FRAME

METAL RIBS

METAL EDGE

METAL

1/2" 2'-5" 1/2"

1 1/2"

3"

1'-10"

3 1/2"

4"

2'-10"

5"

1'-4"

2"

1'-5"R.

1 1/2"

1'-8"R.

1'-10 1/2"

2'-6"

1'-1"

1"

1'-7 1/2"

℄ ELEVATOR HINGE

1'-5"

HINGE

2"R.

3"

3"R.

1'-3"

1 1/2° SETTING

WING RIB CROSS SECTIONS

RIB "A-A"

4'-7"

10" MAX. WIDTH

RIB "C-C"

4'-6"

7" MAX. WIDTH

RIB "D-D"

4'-8 1/2"

7" MAX. WIDTH

RIB "B-B"

6'-2"

10" MAX. WIDTH

FUSELAGE'S CROSS SECTIONS

"N-N"

"M-M"

"L-L"

"P-P"

"O-O"

"K-K"

"J-J"

"I-I"

"H-H"

HIGHEST WING'S TOP SURFACE TO ℄ FUSELAGE

4'-10"

HEIGHT of TRAILING STRUT REF LINE TO ℄ FUSELAGE WIRES "G"

4'-1 1/2"

4"

℄ FUSELAGE

4'-6" MAX. CHORD

2'-4 1/2"

1 1/2"

8 3/4"

℄ RIB

REF. LINE

4'-5 1/2"

1'-9"

2 1/2"

1 1/2"

9"

3'-6 1/4"

STAGGER

6'-3" GAP

1'-11 1/2"

℄ RIB

REF. LINE

+1 1/2° INCIDENCE

4'-1"

4'-2"

4'-3 1/2"

+1 1/2° INCID.

REF. LINE

LOWEST BOTTOM WING'S SURFACE TO ℄ FUSE.

HEIGHT of LEADING STRUT REF. LINE TO ℄ FUSELAGE

PLATE Nº. 29	LAYOUT PLANS & CROSS SECTIONS CURTISS SCOUT BOMBER "SBC-3"
SCALE: 3/16" = 1'-0"	
DRAWN BY... W.A.WYLAM	

PAGE 1 OF 2 CURTISS SEAHAWK F7C-1 SCALE: 1/4"=1'0" W.A. WYLAM

MODEL TYPE		GENERAL DISCRIPTIONS	REMARKS
19, A	XF7C-1	7° SWB. WING, SPINNER, P&W WASP 425 H.P.	LAND & SEAPLANE
19B	XF7C-1	7° SWB.-32'8" SPAN P&W WASP 450 H.P.	LAND - NO SPINNER
19D	F7C-1	10° SWB, NEW WING, L/G & TAIL WASP 450 H.P.	FIRST PRODUCTION
19E, F		10° SWB. FULL SPAN FLAPS WRIGHT CYCLONE 575H.P.	EXPORT (XF7C-2)
19G		10°, 4 AILERONS, 2 FLAPS, 4 M/G, SINGLE STRUT L/G	EXPORT (XF7C-3)

NOTE: MODELS 19E TO 19G WERE CURTISS PROJECTS FOR USN & EXPORT MARKETS. MODEL 19G WAS BUILT UNDER WRAPS FOR CHINA DEMONSTATION BY FRANK HAWKS. ON MAIDEN FLIGHT, IT CAUGHT ON FIRE AND WAS DISTROYED IN LANDING, KILLING LAWERENCE MCCLELLAND, A FAMOUS MODEL BUILDER OF 1925-1930 ERA.

THANKS: WM. T. LARKINS, VICTOR PAYNE & JAMES RISHOF

16 EQUAL SPACES @ 8" = 10'8" (RIB SPACING-LOWER)

3'4½" 1'6" 1'0" ½" 9'10" ½" 5¼" 6½" 3'9½" 2'3" 8" 1'0" 1'3½" R. 1'6" R. 1'8" R. 2'11" WIRE D WIRES A WIRES B WIRE C 9" 10° SWEEP BACK 2'2 3/16" 5'3" CHORD -1° INCIDENCE

3'2¾" 1'10½" -1° INCIDENCE 4'3" CHORD 3'6" 1¼" 1½" 3½" STAGGER 1'5½" 11½" 3'6½" 3" 1¼"

FINAL FINISH - LOWER WING PANEL

DURAL ACCESS-LOWER WING WALK-BLACK

ACCESS-UPPER WINDOW-LOWER

DURAL ROOT FAIRING "U.S. MARINES": OPTIONAL

WIRES A

HANDHOLD-BLACK

AILERON ACTUATING STRUT

6 EQUAL SPACES @ 8" = 4'0" 18 EQUAL SPACES @ 8" = 12'0" (RIB SPACING-UPPER)

32'8" SPAN-UPPER

2'9" 4'0" 8'10¾" 11'9½" 16'4"

WIRE D WIRE C DOUBLE WIRES A DOUBLE WIRES B 3'4½" 11½" 1'6" 1'7½" 1¾" 6 5/8" 5'0¼" GAP 7'6½" 9'9" BELL CRANK AILERON CONTROL PUSH-PULL TUBE 4'8" 1⅝" 5¾" ℄ AIRPLANE 2'7"

NO DIHEDRAL 3/8" R. TYPICAL 14'8" 29'4" SPAN-LOWER

NO DIHEDRAL 40° 40° 1" R. 4½" R. 11" R. 2" 4" 1'1" R. (A)

7" 1'7" REF. 1'8" R. (B)

1'4" 3" R. 2" R. 11" R. 1'3" 1'7" 1'6½" (F) 1'1" 8" R. 11½" (G) 1¼" R. 1'1¾" (H) ¾" R. (J) 2" (K)

FINAL FINISH - UPPER PANEL

BALANCED DURAL AILERONS AILERON HINGE POST WHITE BLUE RED WINDOW - LOWER NAVIGATION LIGHT U.S. MARINES" - OPTIONAL DURAL FAIRING STRIP ORANGE-YELLOW - TOP SURFACE ONLY

1'8½" 1'8¼" R. 1'6" R. 11½" 1'5" 1'7½" 1'3" 4" R. (C) 1'8½" R. 1'6" 6½" 1'11¼" 1'6" 3½" R. 1'4" (D) 1'7" 6" 1'6" R. 1'5" 10½" 1'10" 1'6" (C)

5'3" 11½" HINGE ℄

CURTISS C-72 AIRFOIL (MODIFIED CLARK Y SECTION)

2'4" 1'9" 10½" R. ½" 1'5" R. 1" 5'9" 5'0" 4'0" 3'0" 2'0" 1'1" 30° 5" 3'6" 11'6" SPAN

STRAIGHT FROM G TO K

45° 6" 5" 11" 7½" R. 7½" 3" 7½" R. 1'1"

RUDDER CONTROL CABLE ELEVATOR CONTROL HORN

ENGINE COWL (OPTIONAL) 1'0" 5" 1½" R. 1'10½" R. 2'1½" R. 3" 2'11" 5'0" 8" 45° 7½" R. 3" 45° 2'1" 2'0" 1'11" 2'4" 6½" 1'7" 9" 5½" 1'10½" 1'3" 1'11" 1'2½" 1'11½" 4" 11½" 2'7½" 1'2" 10" 1'4" 7" 3½" 1'3½" 1'7½" 3'6" 1" 6¾" 4" 1'7" 2'9" 3'6" 5'0" 6'2" 7'7½" 9'10" 12'0" 14'1½" 21'5" (A) (B) (C) (D) (E) (F) (G) (H) (J) (K)

STRAIGHT FROM C TO E STRAIGHT FROM C TO F

OPTIONAL HEADREST +5° TO -3° STAB. ADJUST. STRAIGHT FROM F TO K

STRAIGHT FROM E TO K

STAB. ADJUST. SCREW POST ENDLESS CHAIN

4'4½" 3'2" 10" R. ½" 3'6" 1'3½" 1'11½" 3'11" 3'4½" 2'7" 4'8" 1'9" 10½" 2½" 1'4" 7"

HEADREST PILLOW
LEATHER PADDING
ADJUSTABLE SEAT
STAB. ADJUST. WHEEL

VIEW @ A

LOWER SURFACE OF WING
COMPASS
GUN SIGHT TUBE
M/G CHARGING HANDLE
ELECTRICAL SWITCHES
ENGINE CONTROL
CABLE TERMINAL
PIVOT POINT
FLOORBOARD
AILERON PUSH-PULL
FLIGHT INSTRUM'T PANEL
ENGINE INSTRUMENT PANEL

VIEW @ B

AUX. FUEL FILL
FUEL FILL
OIL FILL

ALL METAL SURFACES WERE NAVY GREY ENAMEL BALANCE WAS SILVER. AFTER 1930 ENTIRE FUSELAGE WAS SOLID SILVER. WINGS WERE SILVER WITH ORANGE-YELLOW ON TOP SURFACE OF UPPER WING. BLACK LETTERING.

TAIL LIGHT

TWO .30 CAL. BROWNING MACHINE GUNS

7" ℄
4'-0" REF.
DURAL FAIRING STRIP
AILERON ACTUATING STRUT
HARD MAPLE SEPERATOR
COLOR LINE

9F11 HAD BLACK NOSE & WHEEL DISC.

2'-5½"
WIRES "D"
WIRES "C"
CARB. HEAT CONTROL

GUN SIGHT TUBE
HINGED ACCESS
REMOVABLE PANEL
STREAMLINE FAIRING
WIRES "A" (REF.)

.30 CAL. M/G
AMMUNITION ACCESS
AILERON ACTUATING STRUT
LACED SECTION (BOTH SIDES)
USMC EMBLEM
LIFE RAFT COMPARTMENT
BAGGAGE & LIFE JACKET

22'-2" LENGTH OVERALL

BLUE
WHITE
RED

F7C-1
7570

4'-8"

METAL PANELS

BLACK
1'-3" ℄ CYLINDERS

9'-0" DIA.

1'-7" ℄

9F11 U.S.MARINES

CHROME-PLATED WIRES
WING WALK
ADJUST. COOLING SHUTTERS
AUX. FUEL TANK (OPTIONAL)
CARB. AIR INTAKE

ENGINE START
CARB. AIR INLET
FOOT STEP
2'-4" DIA. × 6" WIDE WHEEL

ANCHOR RING
STREAMLINE FAIRING

5'-10"

STANDARD STEEL PROPELLER

5"

GROUND LINE @ ROLLING RADIUS

6'-1¾"
3'-0⅞"
3'-11"
15°

FLAP (FOOT STEP)
STREAMLINE FAIRING

ANCHOR RING
FUEL TANK DUMP VALVE (EMPTY TANK BECOMES FLOATATION COMPARTMT.)

PIVOT POINT
RIVETED PLATE
FAIRING STRIPS

TAIL DOLLY LUG
LACED - L. S. ONLY
TAIL SKID SHOE

SPRING LOADED SHOCK STRUT

BLACK

THE SEAHAWK WAS DESIGNED IN 1926, BY CHARLES HATHORN; IT WAS BUILT FOR BATTLESHIP-CARRIER SPECIFICATIONS. IT WAS REJECTED FOR SEA DUTY AND ENTIRE LOT WAS TRANSFERRED TO THE USMC. IT WAS AN EXCELLENT FLYING MACHINE BUT IT WAS SLOWER THAN THE BOEING F2B OF SAME CLASS. THE FATAL CRASH AND TOTAL LOSS OF THE XF7C-3 ENDED FURTHER DEVELOPEMENT OF THE SEAHAWK SERIES. ENTIRE EFFORTS WERE DIRECTED ON HAWK TYPE MODELS. MANY DESIGN FEATURES OF THE SEAHAWK RE-APPEARED ON F8C-4, XF10C-1, AND F11C-1. ACTUALLY, THE F7C-1 WAS A PROTOTYPE HELL DIVER.

PRATT & WHITNEY WASP-R-1340 OF 450 H.P. ENGINE

INBOARD PROFILE

GUN SIGHT TUBE
COMPASS HOUSING
M/G BLAST TUBE
OIL TANK

EMPTY SHELL CHUTE
M/G CHARGING HANDLE
B ← → A

STARTER CRANK STOWAGE
CARB. AIR INTAKE
OIL COOLER

STAB. ADJUST. WHEEL
ELEVATOR PUSH-PULL TUBE
STAB. ADJUST. ENDLESS CHAIN
RUDDER CONTROL CABLE

FUEL

OIL SUMP
OIL COOLER
CARB. HEATER AIR SHROUD

RUDDER BALANCE CABLE
RUDDER CONTROL PEDALS

ENGINE CONTROL
FLOORBOARD

OPEN SPACE
HEATER EXHAUST
FUEL DUMP VALVE

GROUND TIE-DOWN STOWAGE
ELEVATOR CONTROL HORN UNIT
AILERON CONTROL CRANK

BUTTED PANELS
FABRIC AREA

REMOVABLE METAL PANEL

TAIL LIFT TUBE
LACED SECTION
PARACHUTE FLARES

PAGE 2 OF 2 SCALE: ¼" = 1'-0" W. A. WYLAM

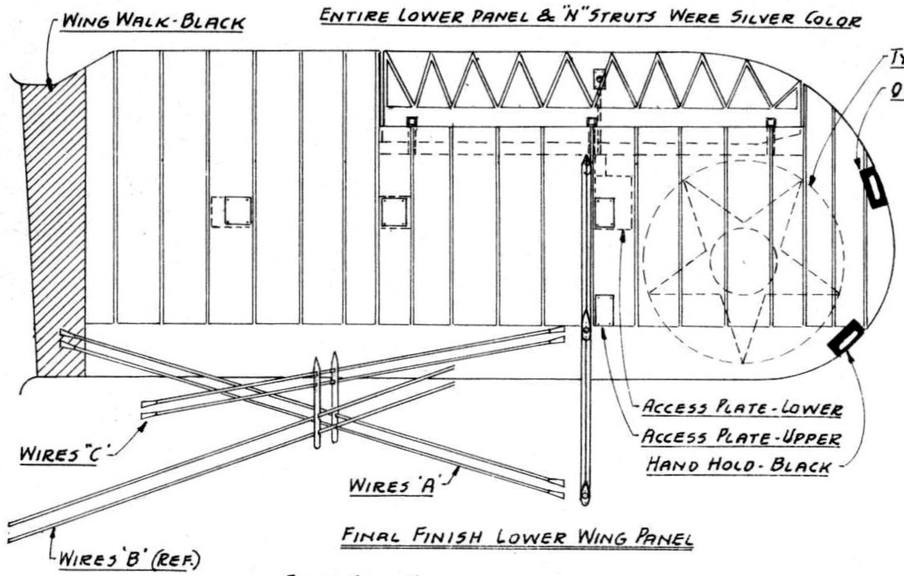
Curtiss SEAHAWK F7C-1



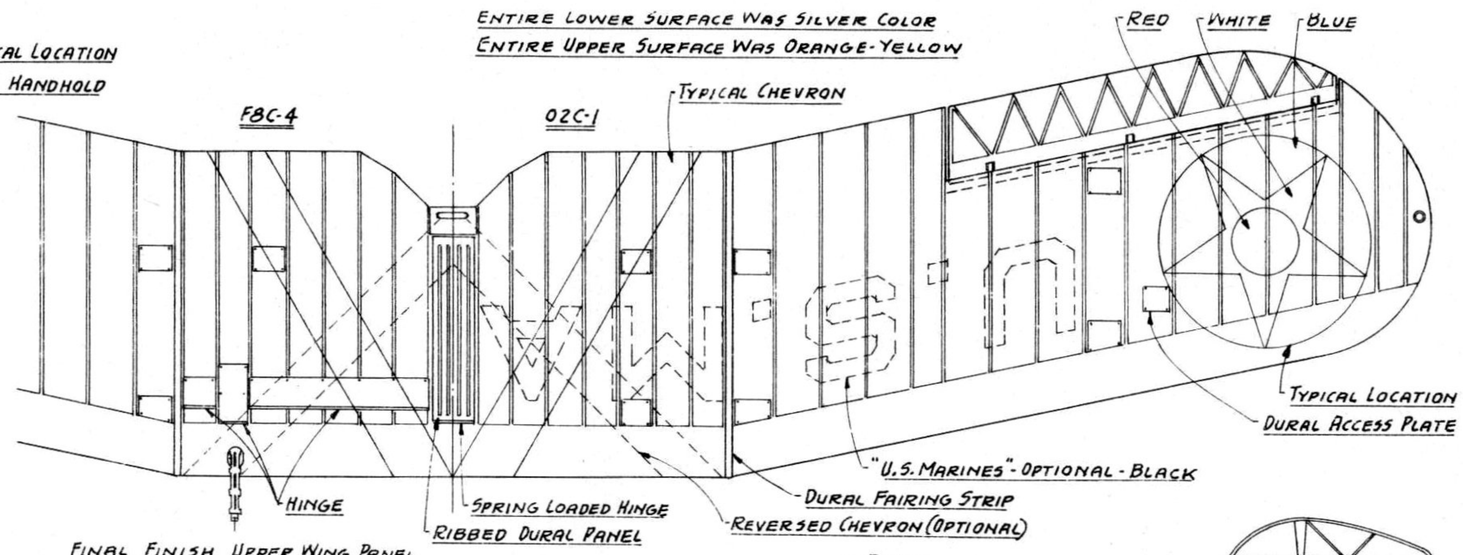
CURTISS XF7C-1 Seahawk



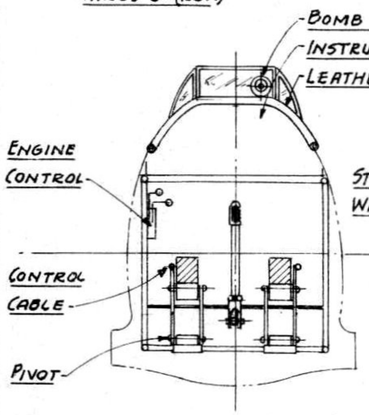
CURTISS F8C-4 Helldiver



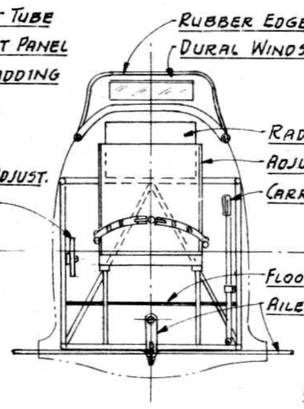
FINAL FINISH LOWER WING PANEL



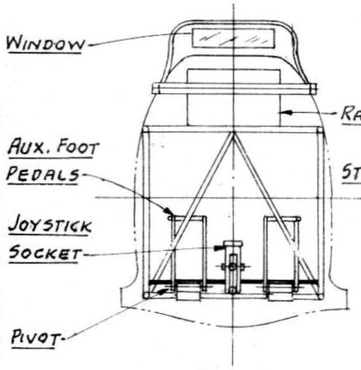
FINAL FINISH UPPER WING PANEL



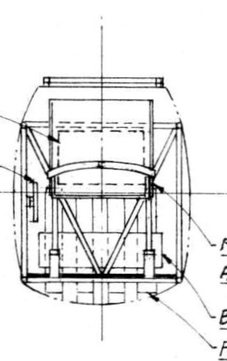
VIEW A



VIEW B



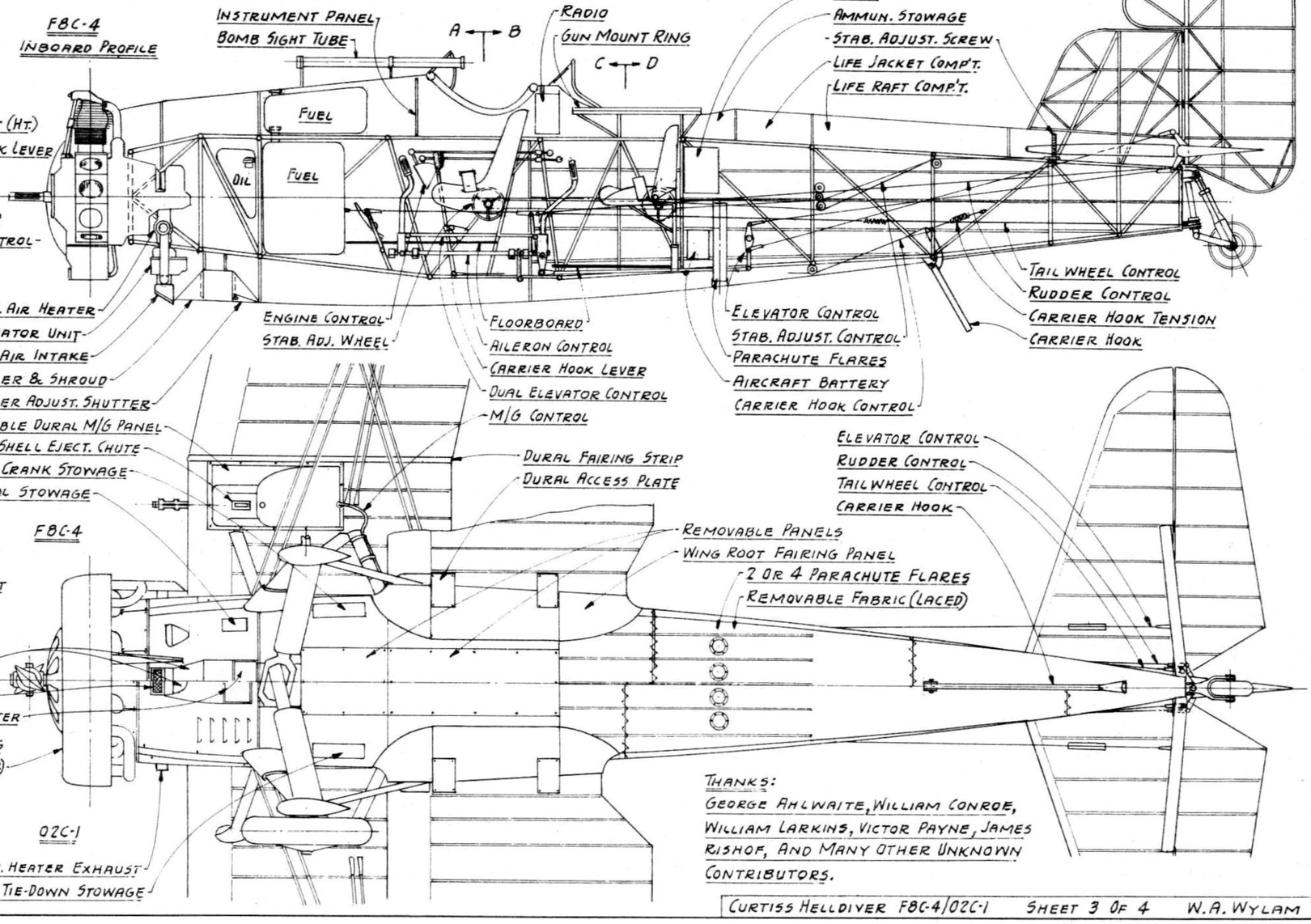
VIEW C



VIEW D

DESIGNATIONS		DESCRIPTIONS	REMARKS
F8C-1	OC-1	USMC FALCON	ARMY A-4A MODEL
F8C-2		EXPERM. HELLDIVER	ONE ONLY
F8C-3	OC-2	USMC FALCON	ARMY A-4B MODEL
F8C-4		RE-WORKED F8C-2	FIRST PRODUCTION
F8C-5	02C-1	USMC ONLY	
F8C-6	02C-2	WHEEL PANTS & CABIN	RE DESIGNATED 02C-2
F8C-7		SPECIAL COMMAND	" " " "
F8C-8	02C-3	SINGLE STRUT L/G, COWL	RE-DESIGNATED XF10C-1

F8C-4
INBOARD PROFILE



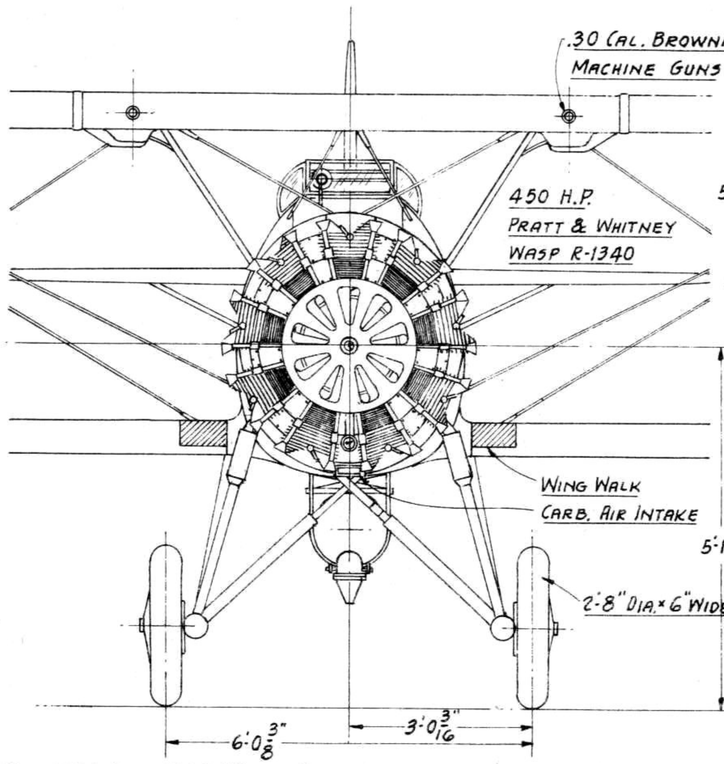
F8C-4

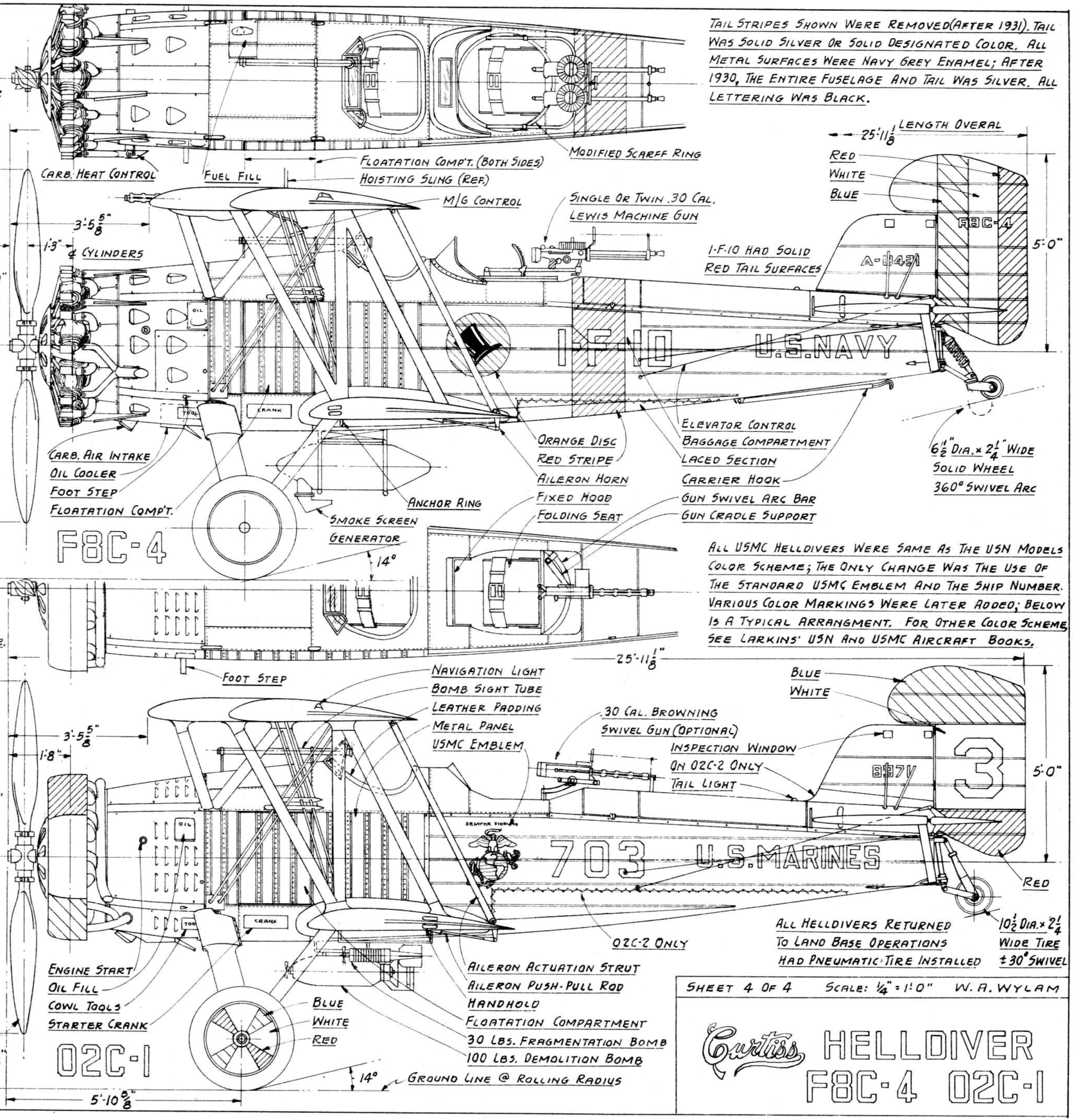
02C-1

THANKS:
GEORGE AHLWAITE, WILLIAM CONROE, WILLIAM LARKINS, VICTOR PAYNE, JAMES RISHOF, AND MANY OTHER UNKNOWN CONTRIBUTORS.

THE HELLDIVER WAS DESIGNED BY CHARLES HATHORN, AN AMERICAN INDIAN; HE ALSO DESIGNED THE FALCON AND THE SEAHAWK MODELS. THE ORIGINAL HELLDIVER WAS BUILT IN 1928 AND IT WAS LATER DISTROYED IN A SPECTACULAR CRASH, KILLING PAUL BOYD AND JOHN BARR. THE CAUSE WAS FAILURE OF THE ENTIRE TAIL. AFTER MODIFICATIONS, THE HELLDIVER BECAME A PERFECT DIVING AIRPLANE.

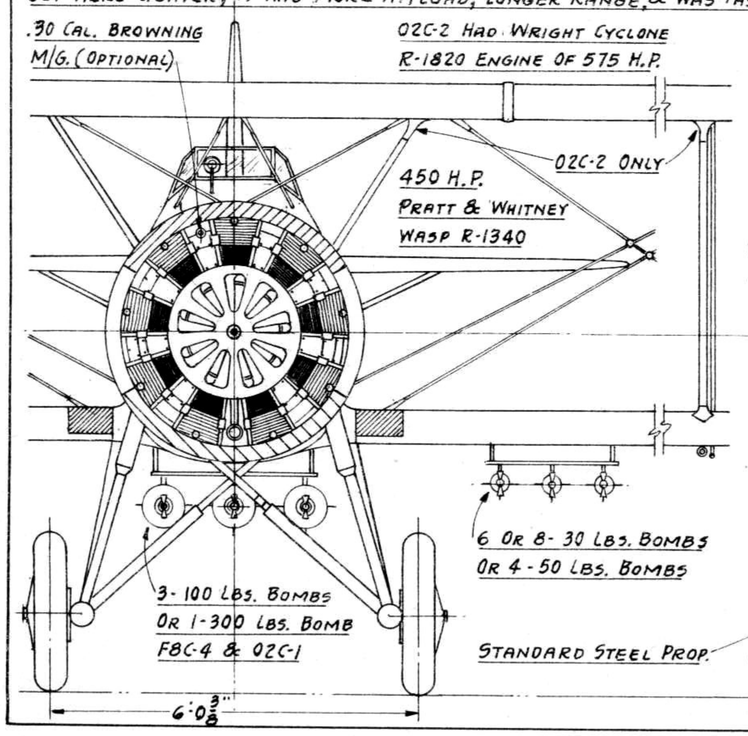
TAIL STRIPES SHOWN WERE REMOVED (AFTER 1931). TAIL WAS SOLID SILVER OR SOLID DESIGNATED COLOR. ALL METAL SURFACES WERE NAVY GREY ENAMEL; AFTER 1930, THE ENTIRE FUSELAGE AND TAIL WAS SILVER. ALL LETTERING WAS BLACK.





ALL USMC HELLDIVERS WERE SAME AS THE USN MODELS COLOR SCHEME; THE ONLY CHANGE WAS THE USE OF THE STANDARD USMC EMBLEM AND THE SHIP NUMBER. VARIOUS COLOR MARKINGS WERE LATER ADDED; BELOW IS A TYPICAL ARRANGMENT. FOR OTHER COLOR SCHEME SEE LARKINS' USN AND USMC AIRCRAFT BOOKS.

THE 02C-1 AND 02C-2 WERE BUILT ON SAME AIRFRAME AS THE F8C-4 BUT WERE LIGHTER; IT HAD MORE PAYLOAD, LONGER RANGE, & WAS FASTER.



ALL HELLDIVERS RETURNED TO LAND BASE OPERATIONS HAD PNEUMATIC TIRE INSTALLED

SHEET 4 OF 4 SCALE: ¼" = 1'0" W. A. WYLAM

Curtiss HELLDIVER F8C-4 02C-1

BALANCED AILERONS LOWER ONLY-ALL MODELS

02C-1 PANEL

F8C-4 PANEL

SPAN 32'-0"

02C-1 ONLY

SLING

M/G

5 SPACES @ 9" = 3'-9"

4 SPACES @ 9" = 3'-0"

8 EQUAL SPACES @ 9" = 6'-0"

7 SPACE @ 7" = 4'-1"

16'-0"

HARD MAPLE WIRE SEPERATORS

SINGLE CABANE BRACE WIRES

DOUBLE CHROME-PLATED STREAML'D. FLYING & LANDING WIRES

NO DIHEDRAL IN BOTH UPPER & LOWER WINGS

GAP 5'-4"

MODIFIED CLARK Y AIRFOIL SECTION (CURTISS C-70 AIRFOIL)

STEEL COMPRESSION TUBE
DURAL TRAILING EDGE
WING ATTACHM'T LUGS

SOLID SPRUCE HANDHOLD
HOISTING SLING COMPARTMENT
TAPED RIB BRACING

.30 CAL. CARTRIDGE COMPARTMENT
BROWNING M/G (R.H. & L.H.)
EMPTY LINK COMPARTM'T.

CENTER PANEL

M/G CONTROL (BOTH REAR)

PREFORMED FAIRING PANEL

TYPICAL SOLID END RIB

REAR RADIUS STRUT
SHOCK STRUT
ALL METAL AILERONS

ANCHOR RING

HINGE

NAVIGATION LIGHT

DURAL TUBING
DURAL NOSE PANEL
SPRUCE RIBS

OUTER PANEL (UPPER)

WING ERECTION & UNDERCARRIAGE

-1° INCIDENCE

TRAILING EDGE (CENTER PANEL)

FUSELAGE FRAMEWORK

+1° INCIDENCE

CHORD 5'-4"

FABRIC COVERED BALSA FAIRING

DURAL FAIRING

STAGGER

HINGE ℄

CLEVIS CONN.

HORN

PUSH-PULL ROD

LOWER WING

UPPER WING

COMPRESSION TUBE

DURAL PANEL (LEADING EDGE-AILERON)

AILERON PUSH-PULL BELL CRANK UNIT

DURAL EDGE SPRUCE SPARS

PLYWOOD

℄ PIN

HANDHOLD

VIEW @ K-K

LOWER WING PANEL

CURTISS HELLDIVER - F8C-4/02C-1 SHEET 1 OF 4 W.A.WYLAM

ENGINE MOUNTING RING

02C-1 CROSS SECTIONS (TYPICAL)

NOTE:
ALL DIMENSIONS WERE SCALED OFF OF PRINTS AND ARE ACCURATE FOR MODEL WORK.

FAIRING STRIPS RUN PARALLEL FROM E TO H (LOWER SURFACE)

ON LATE 02C-1 & 02C-2 ONLY

PRODUCTION 02C-1 MAJOR CHANGES AS SHOWN

FUSELAGE STRUCTURE SHOWN WAS COMMON FOR BOTH TYPE GUN MOUNTS

ENGINE MOUNT'G. RING STRUCTURE

02C-1

F8C-4

REMOVABLE ENGINE COWL PANELS

FIREWALL SECTION

INTAKE PORT

STRAIGHT FROM B TO BEYOND D

STRAIGHT FROM B TO F

℄ CYL.

PROPELLER

STRAIGHT FROM B TO D

FAIRING STRIPS RUN PARALLEL TOWARD TAIL

+8° TO -3° STABILIZER ADJUSTMENT RANGE

STRAIGHT FROM F TO TAIL

STRAIGHT FROM G TO TAIL

STRAIGHT FROM E TO H

STRAIGHT FROM H TO TAIL

13'-0" SPAN

RUDDER HORN

10½" DIA. x 2¼ WIDE PNEUMATIC TIRE OR 6½ DIA. x 2½" SOLID

HINGE STATIONS

ELEVATOR CONTROL HORN

ELEVATOR CABLE

HORIZONTAL STABILIZER FRAMEWORK DETAILS

STAB. ADJUST. SPAR

FINAL FINISH

LEATHER GROMMET

BRACE WIRES

UPPER FRAMEWORK

SIDE FRAMEWORK

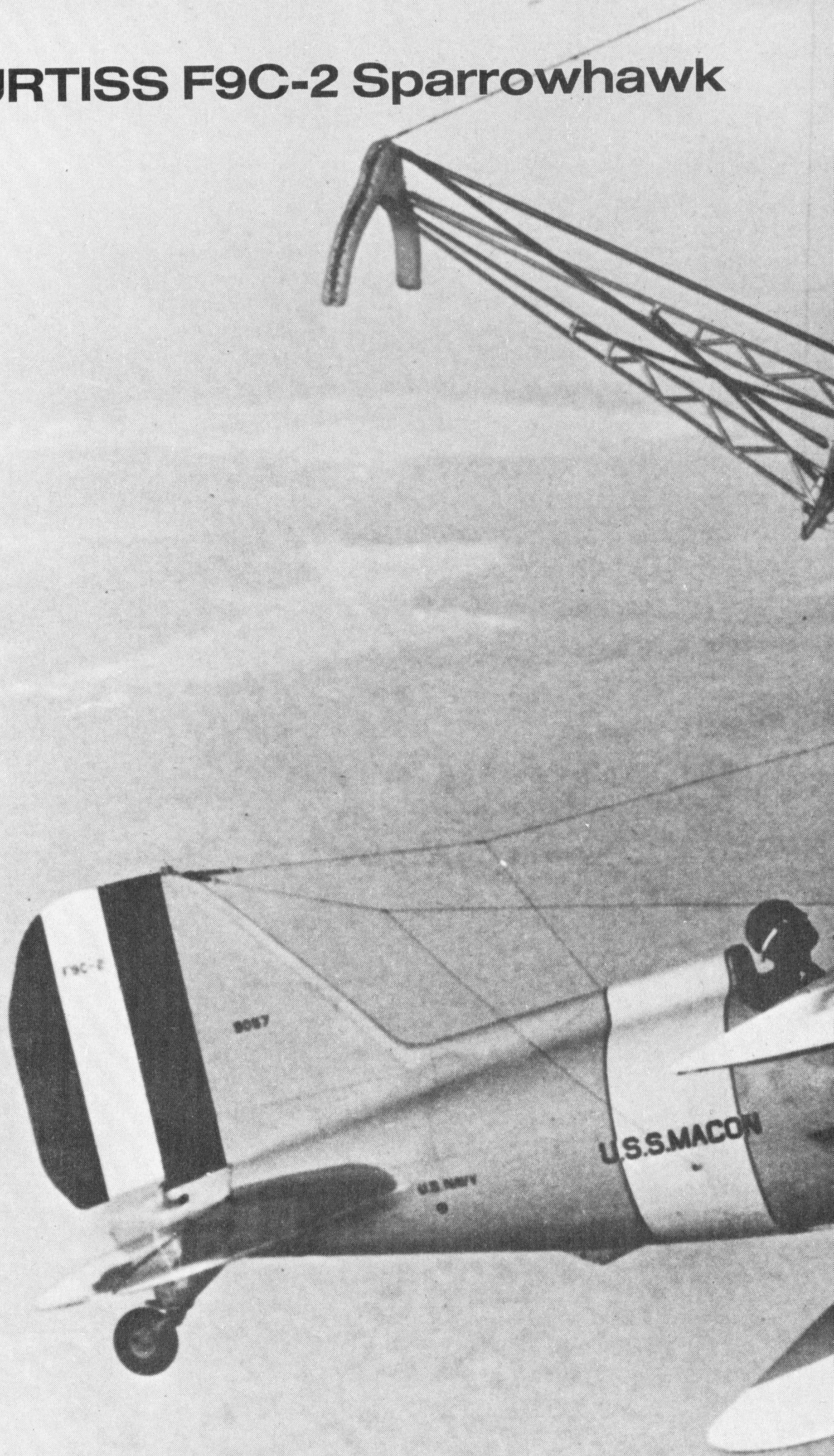
LOWER FRAMEWORK

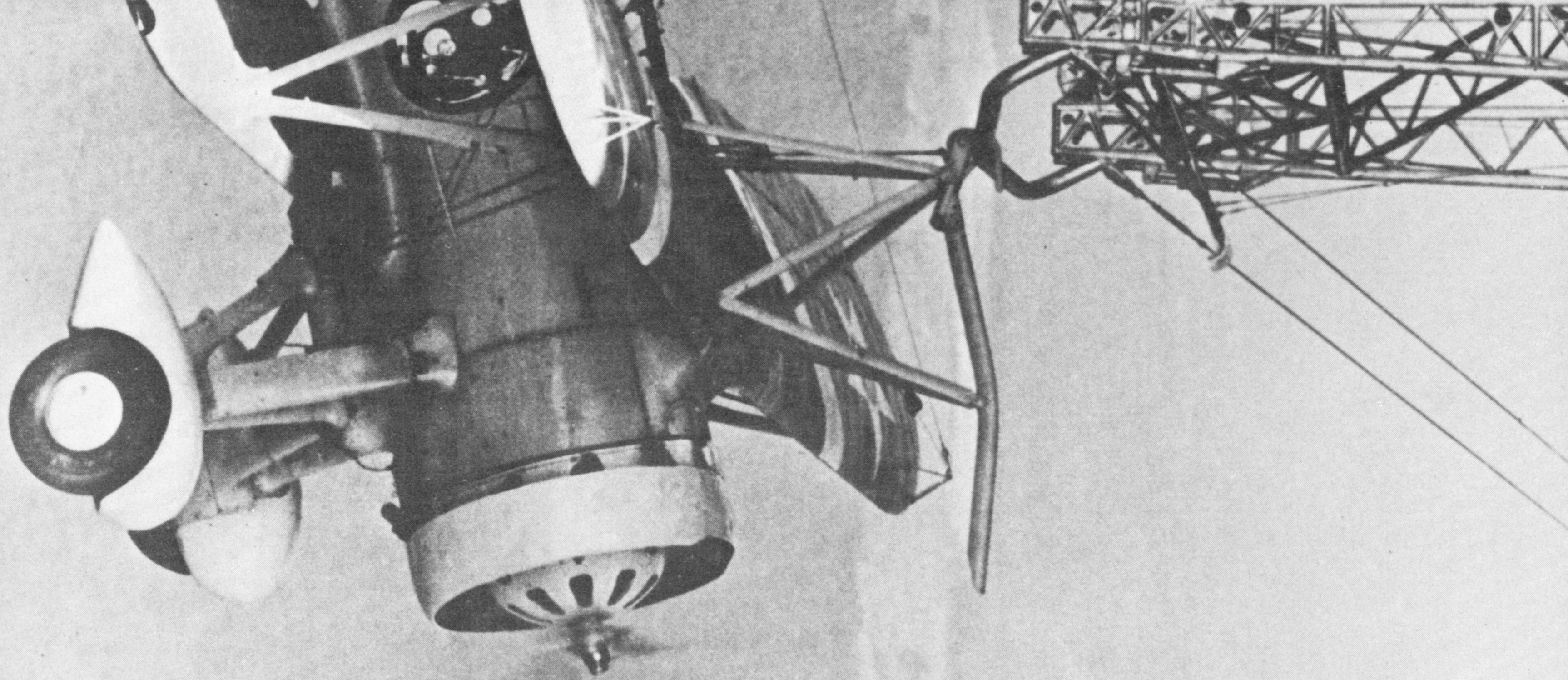
FUSELAGE STRUCTURE DIAGRAM & SECTIONS

SHEET 2 OF 4 SCALE: ¼" = 1'-0" W.A.WYLAM

Curtiss HELLDIVER F8C-4 02C-1

CURTISS F9C-2 Sparrowhawk





SPARROWHAWK F9C-2

Curtiss

SHEET 1 OF 2 - SCALE: 4" = 1'0" - WILLIAM A. WYLAM

THE ORIGINAL XF9C-1 WAS DESIGNED FOR AIRCRAFT CARRIER SERVICE; IT WAS REJECTED. IT WAS RE-DESIGNED FOR AIRSHIP TRAPEZE OPERATIONS. WITH A NEW FUSELAGE AND NEW TAIL, IT WAS ACCEPTED BY THE NAVY IN 1932. SIX WERE BUILT. IT WAS VERY SUCCESSFUL AND IT WAS ONE OF THE MOST FAMOUS AIRPLANES OF THE 1930 ERA. WITH THE LOSS OF THE USS MACON IN 1935, THE AIRSHIP-AIRPLANE PROGRAMS WERE DROPPED.

ALL METAL TAIL SURFACES

CARRIER HOOK WAS REMOVED

BLACK (PIN STRIPE)

BLUE
WHITE
RED

TELESCOPING TAIL LIFT
WHITE - NAVIGATION LIGHT

BLACK & WHITE LETTERING
BLUE - BLACK COLOR LINE

SHIP COLOR

UNKNOWN COLOR SCHEME

USS AKRON

20'-3½" LENGTH - OVERALL

NORMAL POSITION
HINGED TRAPEZE HOOK
CONTROL CABLE
FLOATATION GEAR COMPARTMENT

ACCESS PANELS
FOOT STEP PLATE
WING WALK (BLACK)
RELEASE HANDLE
OIL COOLER
OIL FILL
FUEL FILL
TELESCOPING FOOT STEP

3'-6"
1'-9¾" ¼ CYLINDERS
SHIP COLOR
STARTER CRANK STOWAGE
14°
4'-1"
8'-6" DIA.
5'-1½"

HAMIL-STAND. ADJUST. PROP.
CARBURETOR HEATER
EXHAUST PORT

FINAL FINISH - UPPER PANEL

TOWNSEND COWL

LOW PRESSURE TIRES

HARD MAPLE SEPERATOR

FINAL FINISH - LOWER PANEL

BLACK - HANDHOLD

BLACK PIN STRIPES
SHIP COLOR

FABRIC COVERED AILERONS AND WING PANELS

WHITE
BLUE
RED

1'-7"
1'-2"
2'-1½"

BLACK HANDHOLD
TYPICAL LOCATION

CHROME - PLATED STREAMLINED FLYING AND LANDING WIRES

BRACKET - ANTI-SWAY (USED DURING RETRACTING INTO AIRSHIP HANGER - DETAILS ARE UNKNOWN

GREEN - NAVIGATION LIGHT
RED - OPPOSITE PANEL

25'-6" SPAN - UPPER

COLOR LINE
AIRSPEED PITOT

23'-8" SPAN - LOWER

ADJUST. COOLING LOUVERS
OLEO - SPRING SHOCK STRUT

WRIGHT - WHIRLWIND R-975E
REAR EXHAUST - 420 H.P.

ANCHOR RING

TOW RING

3'-2½"
6'-5"

FOR DETAILS OF WRIGHT WHIRLWIND ENGINES SEE VOLUME ONE OF SCALE MODELS BY WYLAM

COLOR SCHEME:

METAL SURFACES:	U.S.N. LIGHT GREY
WINGS: UPPER - TOP SURFACE	ORANGE - YELLOW
" " BOTTOM	BRIGHT ALUMINUM
LOWER -	BRIGHT ALUMINUM

SHIP COLOR ON WHEEL FAIRINGS, NOSE, BAND & CHEVRON

REF: WM. T. LARKINS' U.S. NAVY AIRCRAFT - 1921-1941

SHIP COLORS WERE FOR IDENTIFICATION PURPOSE; EACH SHIP HAD ONE SOLID COLOR ASSIGNED. WITH BLACK PINSTRIPE OUTLINES, THE FOLLOWING COLORS WERE: BLACK, BLUE, GREEN, RED, WHITE AND YELLOW. AFTER 1934, VERTICAL TAIL STRIPES WERE REMOVED AND ENTIRE TAIL SURFACES & ROOT FAIRINGS WERE PAINTED BLUE - BLACK

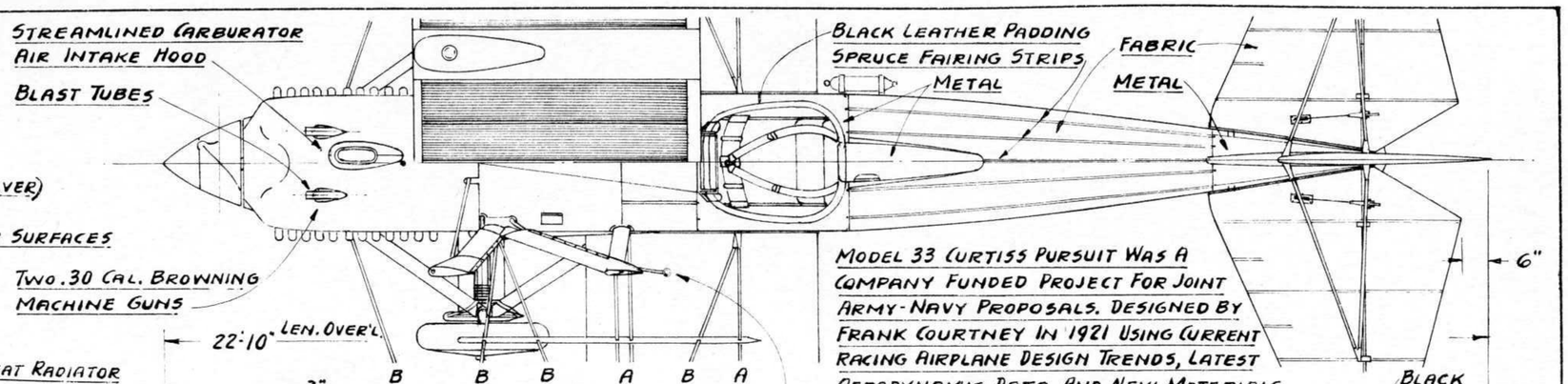
UPPER RIB
LOWER RIB
DURAL TUBING SPARS & DURAL RIBS
AILERON TORQUE TUBE & HORN
WING PANEL
12 EQUAL SPACES @ 8" = 8'-0"
9 EQUAL SPACES @ 8" = 6'-0"
5 EQUAL SPACES @ 6" = 2'-6"
STAGGER
+3° DIHEDRAL
DOUBLE WIRES
WIRES "A"
CATHEDRAL
FLOATATION BAG (INFLATED)
GROUND LINE @ ROLLING RADIUS
TRAVEL
FLYING POSITION
AILERON TORQUE TUBE
SECTION @ A
SECTION @ N
POSITION OF HOOK AT DROP-OFF FROM AIRSHIP
TRAPEZE (AIRPLANE ELEVATOR)
CONTROL CABLE
REMOVABLE STRUCTURE
PIVOT POINT
1° INCIDENCE
AIRPLANE ℄
-1° INCIDENCE
INBOARD VIEW
CUT-OUT FOR SHOCK STRUT
M/G CHARGING HANDLE
1:10" DIA. × 1" WIDE TIRE
MODIFIED CLARK YH AIRFOIL SECTION WAS USED ON BOTH PANELS
EXPANDED SIDE PANELS FOR ENGINE COOLING AIR EXIT
ENGINE MOUNTING RING STRUCTURE
M/G BLAST TUBE
RUDDER BALANCE CABLE
RUDDER CONTROL HORN
RUDDER CONTROL CABLE
CHANGE OF CONTOUR LINES
ADJ. SEAT (HT)
ELEVATOR CABLE TERMINAL
PIVOT POINT
ELEVATOR HORN
VIEW @ M
INSTRUMENT PANEL
PADDED COCKPIT LINING
PADDED HEADREST
ENGINE CONTROL
RUDDER PEDALS
PIVOT POINT
FLOORBOX
PEDAL SHAFT
VIEW @ L
M/G SIGHT TUBE
30 CAL. BROWNING M/G
RUDDER CABLE JUNCTION
9'-7" SPAN
RUDDER TRIM STRIP
BUILT-UP WING ROOT FAIRING PANEL
TRUE FUSELAGE SHELL LINE
CHANGE OF CONTOUR LINES
STRAIGHT FROM E TO G
SPHERICAL RADIUS
AILERON PUSH-PULL TUBE
AILERON CONTROL HORN
RUDDER CABLE
ELEVATOR CABLE
AILERON CONTROL
FIXED STABILIZER
PIVOT POINT
8" DIA. × 2½" WIDE TIRE
360° SWIVEL ARC
FLYING POSITION

CURTISS SPARROWHAWK F9C-2 - SHEET 2 OF 2 - W. A. WYLAM

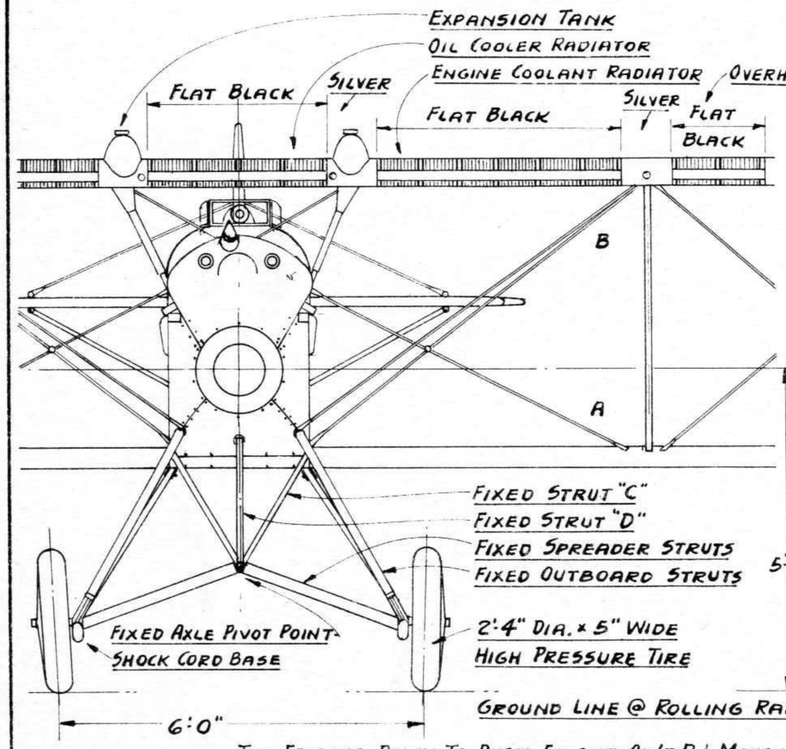
33

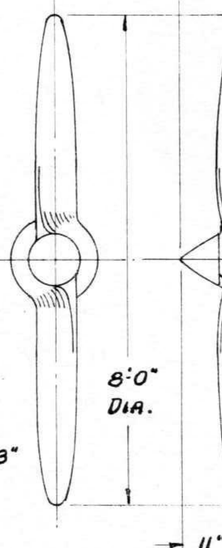
ENGINE:
CURTISS D-12 OF 460 H.P.
VEE 12-LIQUID COOLED

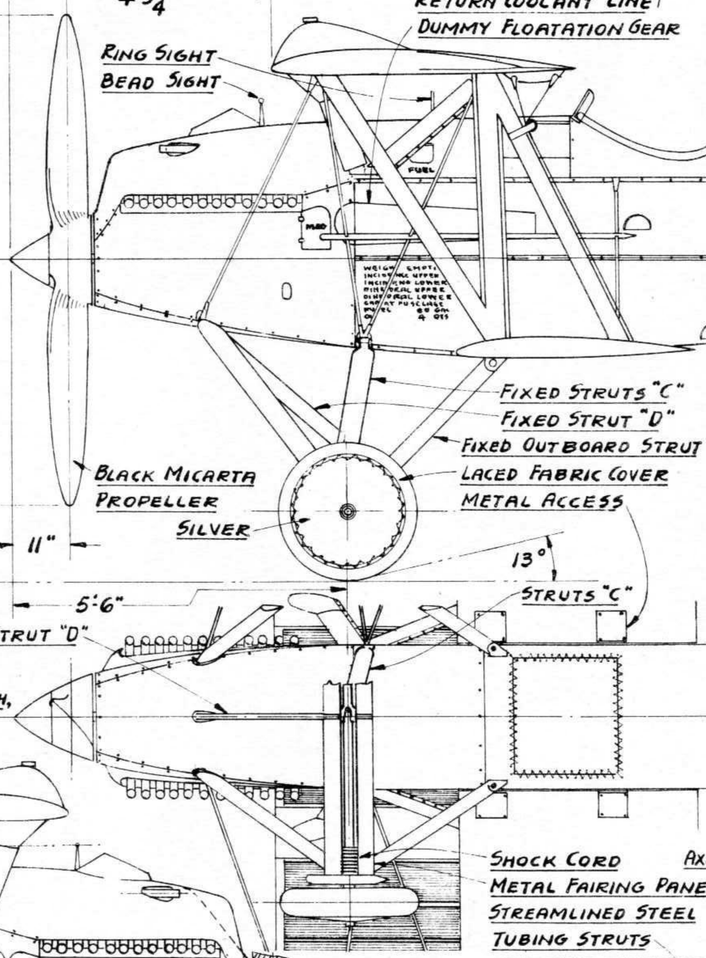
COLOR SCHEME:
(1201) SOLID BRIGHT ALUMINUM (SILVER)
(1202) SOLID OLIVE DRAB
FLAT BLACK ON ENTIRE RADIATOR SURFACES
BLACK LETTERING

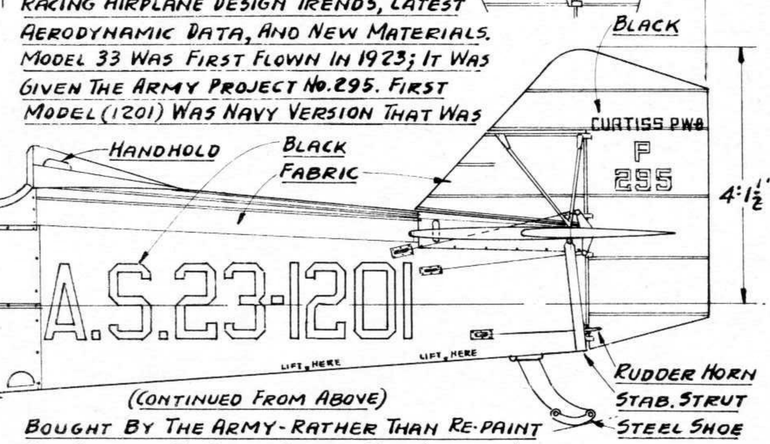


MODEL 33 CURTISS PURSUIT WAS A COMPANY FUNDED PROJECT FOR JOINT ARMY-NAVY PROPOSALS. DESIGNED BY FRANK COURTNEY IN 1921 USING CURRENT RACING AIRPLANE DESIGN TRENDS, LATEST AERODYNAMIC DATA, AND NEW MATERIALS. MODEL 33 WAS FIRST FLOWN IN 1923; IT WAS GIVEN THE ARMY PROJECT NO. 295. FIRST MODEL (1201) WAS NAVY VERSION THAT WAS

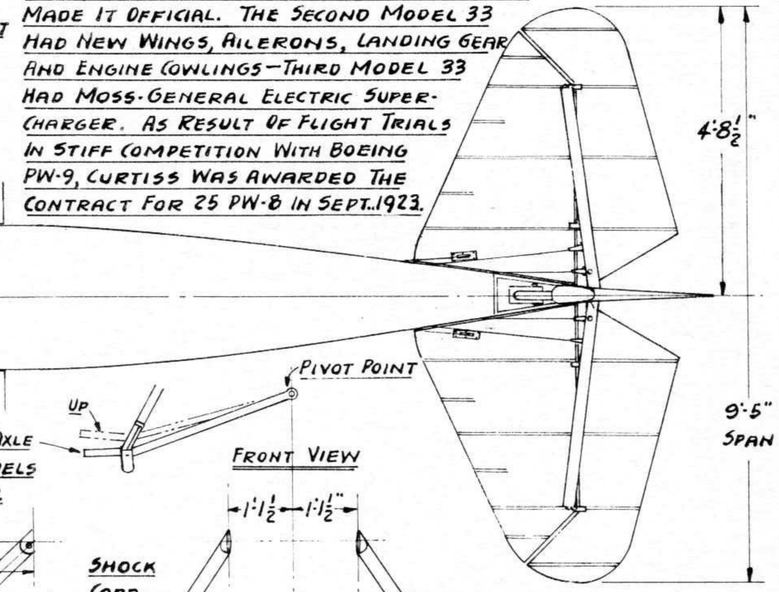






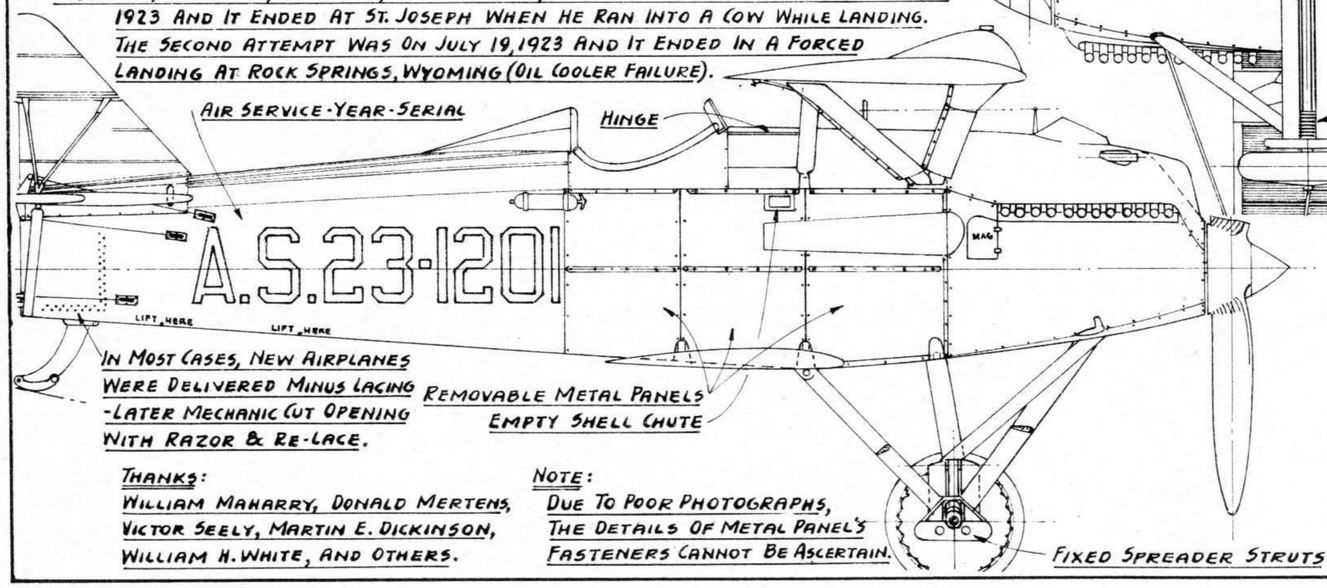


(CONTINUED FROM ABOVE)
BOUGHT BY THE ARMY-RATHER THAN RE-PAINT THE AIRPLAE TO ARMY COLORS, THE SERIAL NOS MADE IT OFFICIAL. THE SECOND MODEL 33 HAD NEW WINGS, AILERONS, LANDING GEAR AND ENGINE COWLINGS—THIRD MODEL 33 HAD MOSS-GENERAL ELECTRIC SUPER-CHARGER. AS RESULT OF FLIGHT TRIALS IN STIFF COMPETITION WITH BOEING PW-9, CURTISS WAS AWARDED THE CONTRACT FOR 25 PW-8 IN SEPT., 1923.

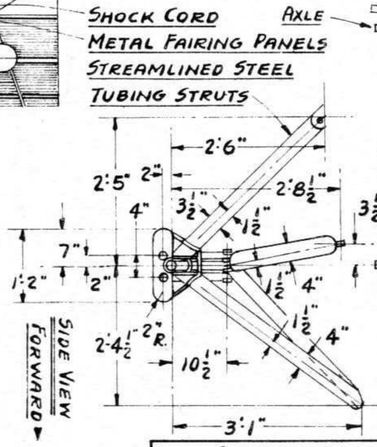


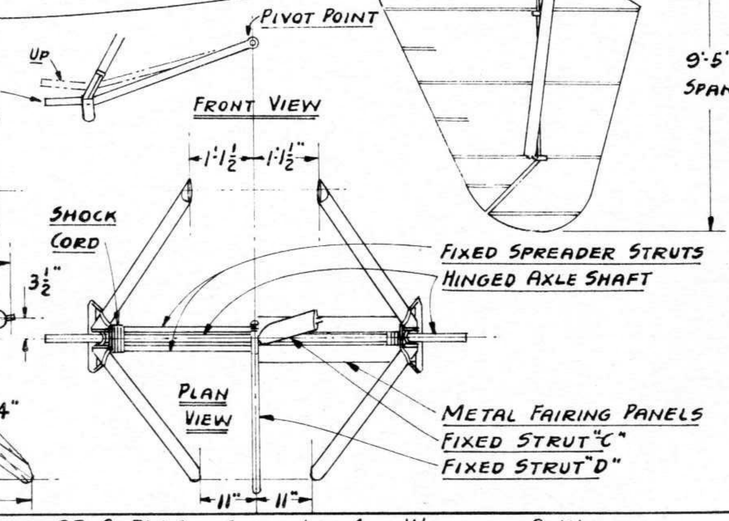
THE FAMOUS DAWN TO DUSK FLIGHT OF LT. R. L. MAUGHAN

THE FIRST TWO ATTEMPTS TO FLY COAST TO COAST DURING THE DAYLIGHT HOURS WERE IN THE CURTISS PURSUIT (23-1201). THE REFUELING STOPS WERE DAYTON, OHIO, ST. JOSEPH, MISSOURI, CHEYENNE, WYOMING, AND SALDURE, UTAH. FIRST ATTEMPT WAS ON JULY 9, 1923 AND IT ENDED AT ST. JOSEPH WHEN HE RAN INTO A COW WHILE LANDING. THE SECOND ATTEMPT WAS ON JULY 19, 1923 AND IT ENDED IN A FORCED LANDING AT ROCK SPRINGS, WYOMING (OIL COOLER FAILURE).



IN MOST CASES, NEW AIRPLANES WERE DELIVERED MINUS LACING -LATER MECHANIC CUT OPENING WITH RAZOR & RE-LACE.





THANKS:
WILLIAM MAHARRY, DONALD MERTENS, VICTOR SEELY, MARTIN E. DICKINSON, WILLIAM H. WHITE, AND OTHERS.

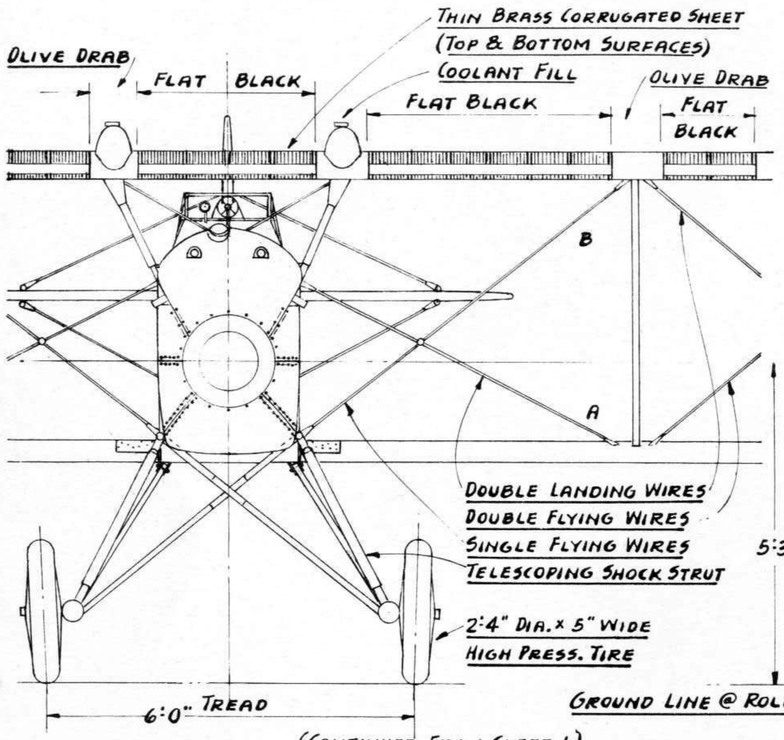
NOTE:
DUE TO POOR PHOTOGRAPHS, THE DETAILS OF METAL PANEL'S FASTENERS CANNOT BE ASCERTAIN.

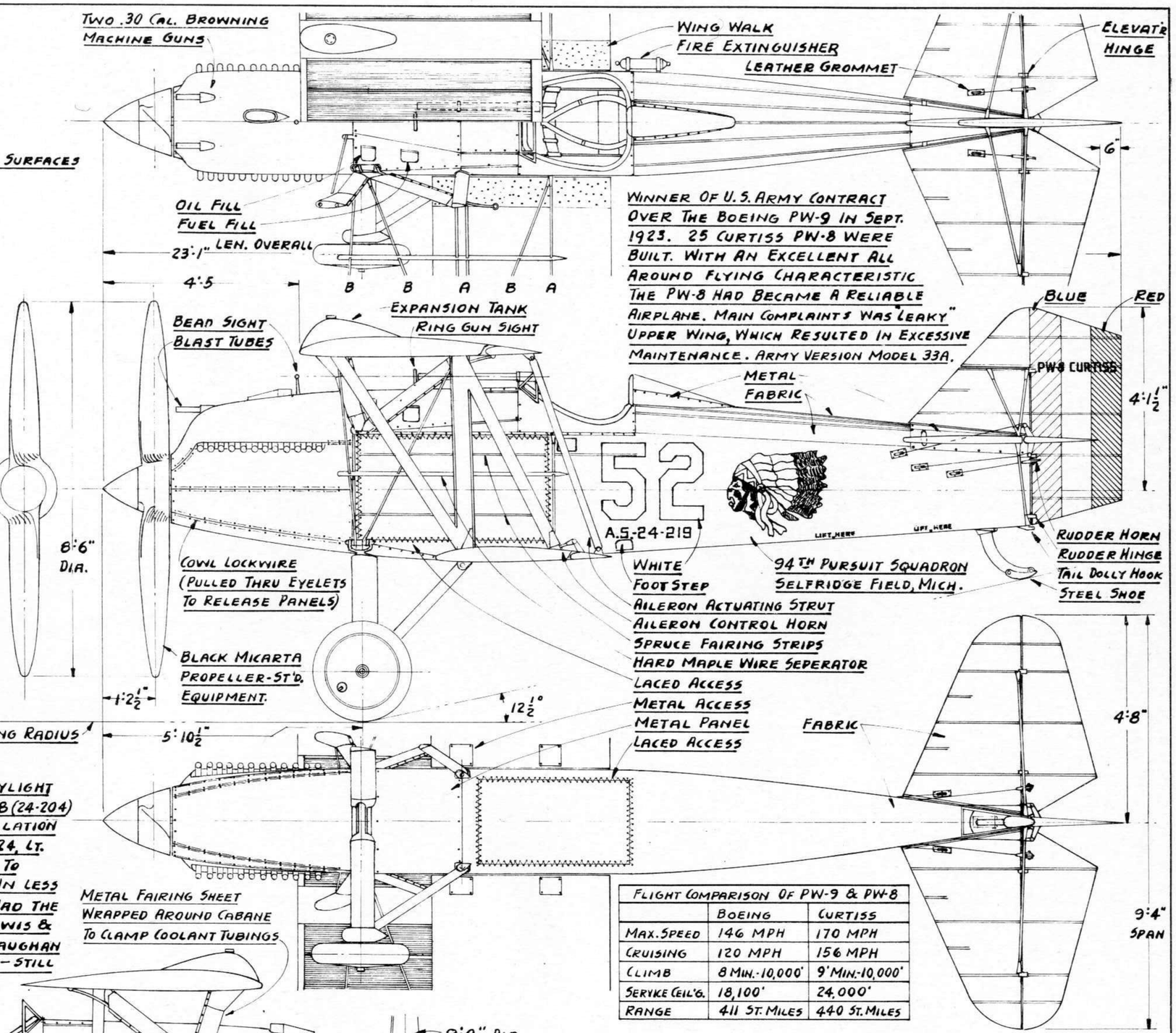
CURTISS MODEL 33 & PW-8 - SHEET 1 OF 4 - WILLIAM A. WYLAM

PW-8

ENGINE:
CURTISS D-12 OF 460 H.P.-
VEE 12 - LIQUID COOLED

COLOR SCHEME:
SOLID OLIVE DRAB
FLAT BLACK ON ENTIRE RADIATOR SURFACES
BLACK LETTERING

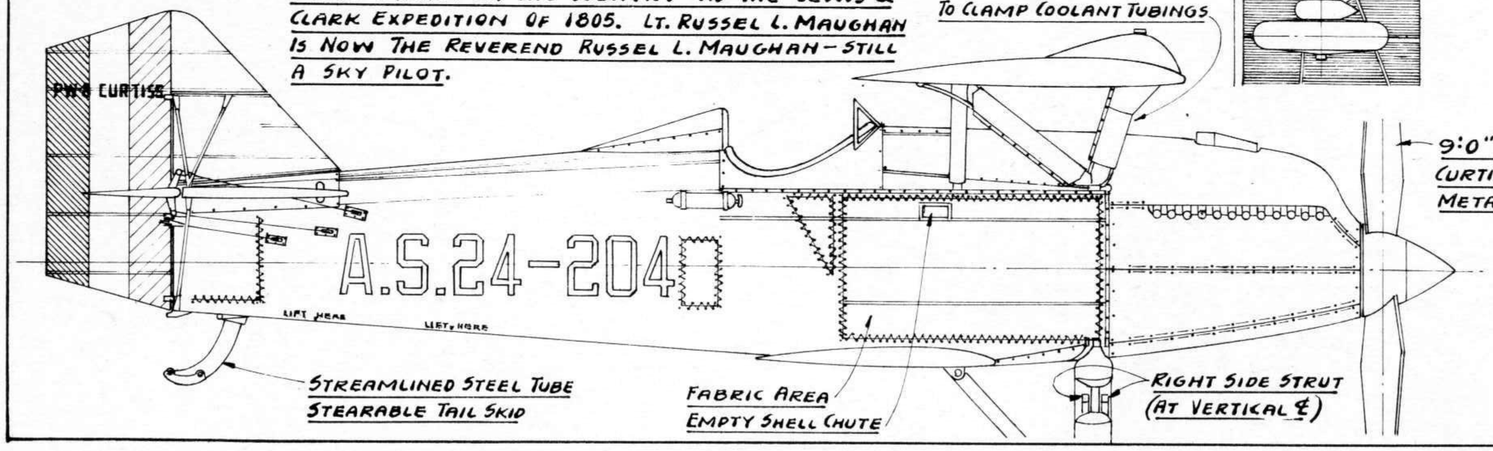




WINNER OF U.S. ARMY CONTRACT OVER THE BOEING PW-9 IN SEPT. 1923. 25 CURTISS PW-8 WERE BUILT. WITH AN EXCELLENT ALL AROUND FLYING CHARACTERISTIC THE PW-8 HAD BECAME A RELIABLE AIRPLANE. MAIN COMPLAINTS WAS "LEAKY" UPPER WING, WHICH RESULTED IN EXCESSIVE MAINTENANCE. ARMY VERSION MODEL 33A.

(CONTINUED FROM SHEET 1)

THE THIRD ATTEMPT TO FLY COAST-TO-COAST DURING THE DAYLIGHT HOURS (DAWN TO DUSK) WAS MADE IN A PROUCTION MODEL PW-8 (24-204) THAT WAS MODIFIED BY REMOVAL OF ARMAMENT; AND INSTALLATION OF EXTRA FUEL TANK & SPECIAL PROPELLER. ON JUNE 23, 1924, LT. RUSSELL L. MAUGHAN FLEW FROM MITCHELL FIELD, NEW YORK TO CRISSY FIELD, SAN FRANCISCO — A DISTANCE OF 2670 MILES IN LESS THAN 18 HOURS FLYING TIME. THIS REMARKABLE FLIGHT HAD THE SAME IMPACT ON THE COUNTRY AS THE LEWIS & CLARK EXPEDITION OF 1805. LT. RUSSEL L. MAUGHAN IS NOW THE REVEREND RUSSEL L. MAUGHAN — STILL A SKY PILOT.



FLIGHT COMPARISON OF PW-9 & PW-8		
	BOEING	CURTISS
MAX. SPEED	146 MPH	170 MPH
CRUISING	120 MPH	156 MPH
CLIMB	8 MIN.-10,000'	9' MIN.-10,000'
SERVICE CEIL'G.	18,100'	24,000'
RANGE	411 ST. MILES	440 ST. MILES

Curtiss

MODEL 33 & PW-8 - SCALE: ¼" = 1'0" - SHEET 2 OF 4 - WILLIAM A. WYLAM

PW-8

FOOT PEDALS
FLOORBOARD

PW-8 CROSS SECTIONS ONLY

PULLEYS "Z"
PULLEYS "X"
PULLEYS "W"

PULLEYS "U"
PULLEYS "V"
PULLEYS "T"

COMMON ON MODEL 33 & PW-8

33

TAILSKID STEERING (CABLE CONTROL)
PULLEYS "V" RUDDER
PULLEYS "Z" RUDDER
PULLEYS "U" ELEVATOR
FLOORBOARD
FOOT PEDALS
PULLEYS "Y"
STRAIGHT FROM Q TO T
SAME (CROSS SECTIONS AS MODEL 33 (J TO M)
STRAIGHT FROM 5 TO U
PULLEYS "T" STAB. ADJUSTOR
PULLEYS "W" STAB. ADJUSTOR
PULLEYS "X" ELEVATOR
STAB. ADJUSTOR
SCREW JACK
SAME FIN & RUDDER AS MODEL 33

PULLEYS "Y"
PULLEYS "X"
PULLEYS "Z"
PULLEYS "V"
PULLEYS "U"
PULLEYS "T"
PULLEYS "W"
STAB. ADJUSTOR
STRAIGHT FROM Q TO V
OPTIONAL .50 (AL. SINGLE M/G
STRAIGHT FROM C TO H
SPRUCE FAIRING STRIPS STRAIGHT FROM H TO L' OR V TO L'
+5°, -3° STAB. ADJUST. ANGLE
STRAIGHT FROM H TO M
STRAIGHT FROM E TO G
STRAIGHT FROM F TO M
TRAILING EDGE OF FUSELAGE

WOODEN ENGINE BEARERS (REF.)
PLAN VIEW
CROSS WIRE BRACING
ELEVATION VIEW
BOTTOM VIEW

FUSELAGE STRUCTURE DIAGRAM
(MINOR CHANGES ON PW-8)

CURTISS PURSUIT MODEL 33 & PW-8 - SHEET 3 OF 4 - WILLIAM A. WYLAM

33

PW-8

32'-0" SPAN · MODEL 33

32'-0" SPAN PW-8

4'-6¾" GAP

4'-7½" GAP

0° DIHEDRAL

DOUBLE FLYING & LANDING WIRES

HARD MAPLE SEPERATOR

NO INSIGNAE ON 23-1201

ACTUAL CABANE STRUTS SHOWN

RETURN TANK

HEADER TANK

¼" BRASS TUBING & RIB STATIONS

OVERHEAT

ENGINE COOLANT

OIL COOLANT

THERMOSTAT UNIT

AIRPLANE ℄

1'-6½" REF.

0° DIHEDRAL ON MODEL 33 & PW-8

NOTES ON COOLING SYSTEM

COOLANT WAS FORCED THRU SYSTEM BY WATER PUMP ON ENGINE. THE ENGINE NORMAL TEMP WAS THRU INNER OUTBOARD RADIATOR; OVERHEAT WAS OPENED BY THERMOSTAT TO OUTER RAD. OIL COOLER HAD COIL WITHIN OIL TANK.

INBOARD STRUT

COMPRESSION TUBE (ON ALL STRUT JUNCTIONS)

STRUT DIMEN. SAME FOR PW-8

ACTUAL CABANE STRUTS SHOWN (SEE SHEETS 1 & 2 FOR FAIRINGS)

MODEL 33 STRUTS

0° INCIDENCE

DOUBLE WIRES "A"

STAGGER

4'-7" (WAS 4'-5") (ERROR) ON SHEET 2

AILERON CONTROL

AILERON BALANCE

OUTBOARD STRUT

COOLANT LINE FROM ENGINE

COOLANT LINE FROM OIL COOLER

OIL COOLER & ENGINE RETURN

PW-8 STRUTS

CURTISS C-62 AIRFOIL SECTION

STA.	UP'R.	LW'R.	STA.	UP'R.	LW'R.	STA.	UP'R.	LW'R.
0	0	0	15	5.08	-2.01	60	4.72	-1.60
.25	1.88	-1.08	20	5.57	-2.12	70	3.88	-1.24
.50	2.96	-1.56	30	5.93	-2.11	80	2.87	-.84
.75	3.74	-1.80	40	5.83	-2.00	90	1.68	-.41
10.0	4.28	-1.91	50	5.34	-1.84	100	.01	-.05

MULTIPLE SPARS

22 RIB SECTIONS IN EACH OUTER WING PANEL

¼ O.D. BRASS TUBING

THIN BRASS CORRUGATED SHEET

PLYWOOD PANEL

RECIRCULATG. LINE (OVERHEAT)

OIL COOLER & ENGINE RETURN LINES

BRASS HEADER

FABRIC GOVERING FROM OIL COOLER

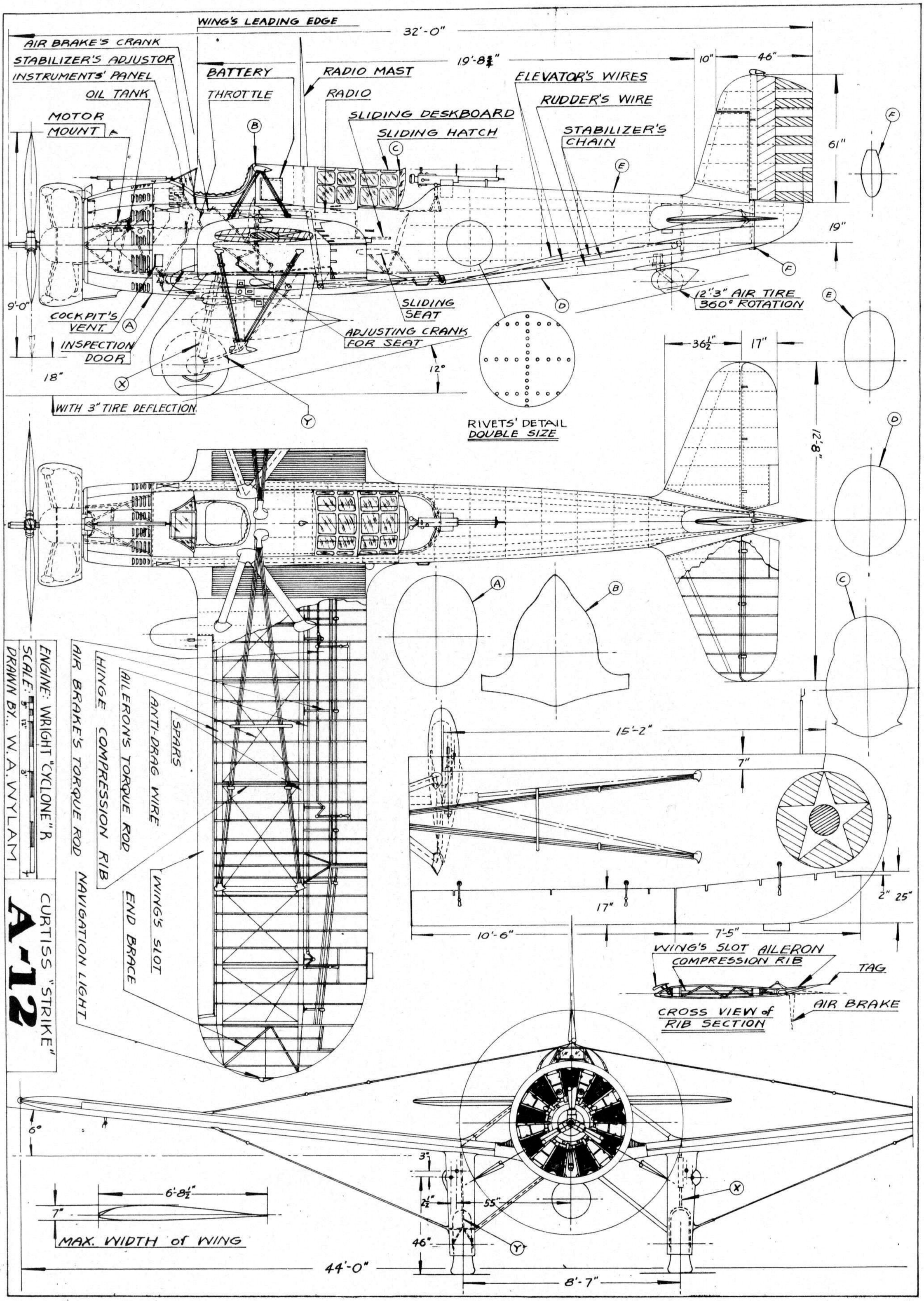
FABRIC COVERED PLYWOOD PANELED WING SURFACES

BRASS RETURN TANK

THERMOSTAT UNIT

TYPICAL WING CONSTRUCTION

CURTISS MODEL 33 & PW-8 - SHEET 4 OF 4 - WILLIAM A. WYLAM


WING'S LEADING EDGE
32'-0"
19'-8¾"
AIR BRAKE'S CRANK
STABILIZER'S ADJUSTOR
INSTRUMENTS' PANEL
OIL TANK
MOTOR MOUNT
BATTERY
THROTTLE
RADIO MAST
RADIO
SLIDING DESKBOARD
SLIDING HATCH
ELEVATOR'S WIRES
RUDDER'S WIRE
STABILIZER'S CHAIN
10"
46"
61"
19"
9'-0"
COCKPIT'S VENT.
INSPECTION DOOR
18"
SLIDING SEAT
ADJUSTING CRANK FOR SEAT
12°
WITH 3" TIRE DEFLECTION
12"3" AIR TIRE 360° ROTATION
RIVETS' DETAIL DOUBLE SIZE
36½"
17"
12'-8"
SPARS
ANTI-DRAG WIRE
AILERON'S TORQUE ROD
HINGE COMPRESSION RIB
AIR BRAKE'S TORQUE ROD
NAVIGATION LIGHT
WING'S SLOT
END BRACE
15'-2"
7"
17"
2"
25"
10'-6"
7'-5"
WING'S SLOT AILERON COMPRESSION RIB
TAG
AIR BRAKE
CROSS VIEW of RIB SECTION
6°
6'-8½"
7"
MAX. WIDTH of WING
44'-0"
3"
½"
55"
46"
8'-7"
ENGINE: WRIGHT "CYCLONE" R
SCALE: 0 6" 12" 3' 4'
DRAWN BY... W.A.WYLAM
CURTISS "STRIKE"
A-12