

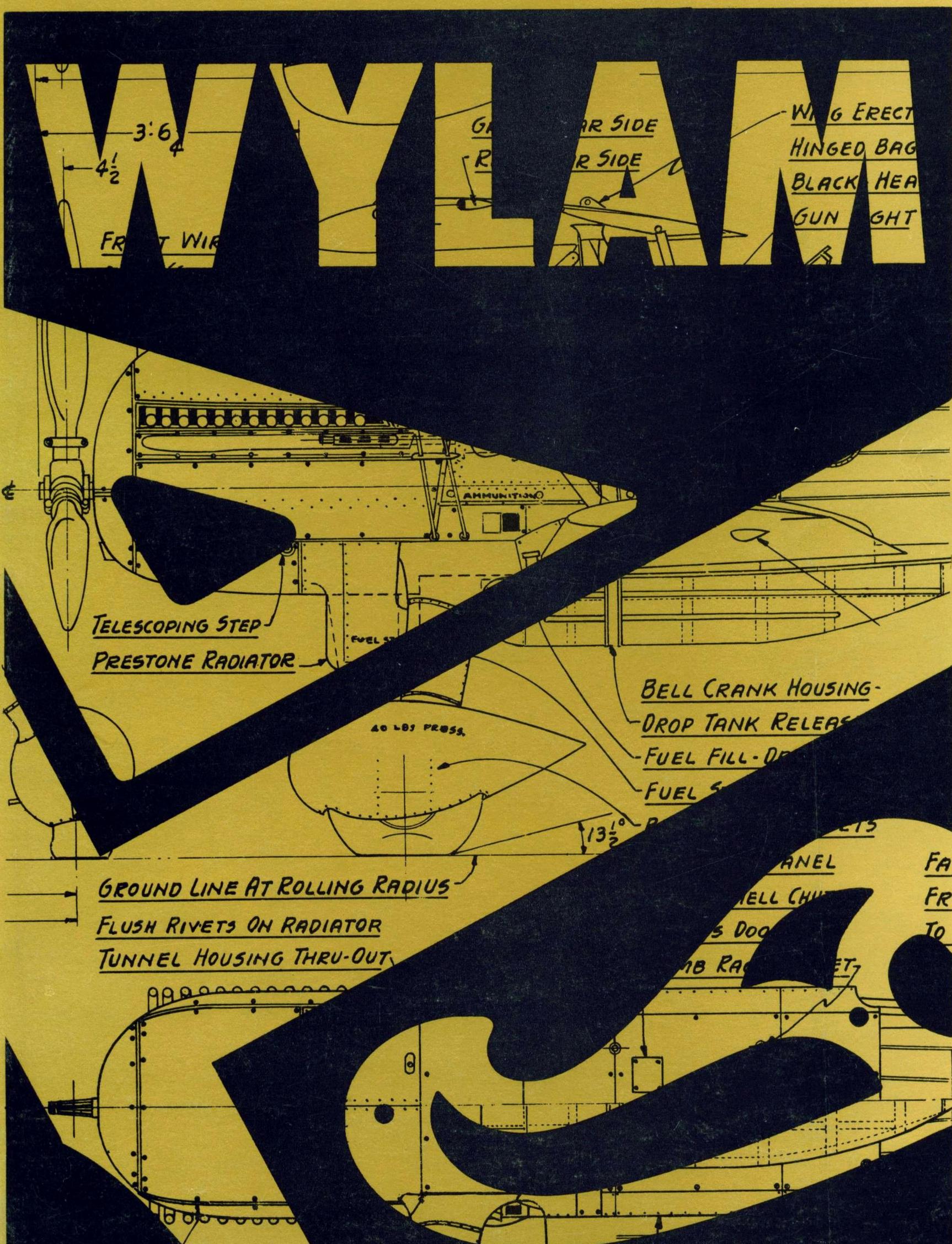
MODEL AIRPLANE NEWS

presents

PRICE  
\$2.00

# the BEST of

# WYLLAM



WRIGHTS

WORLD WAR I

BETWEEN  
THE WARS

WORLD WAR II

BOMBS

BOOK 2



AIR AGE INC.

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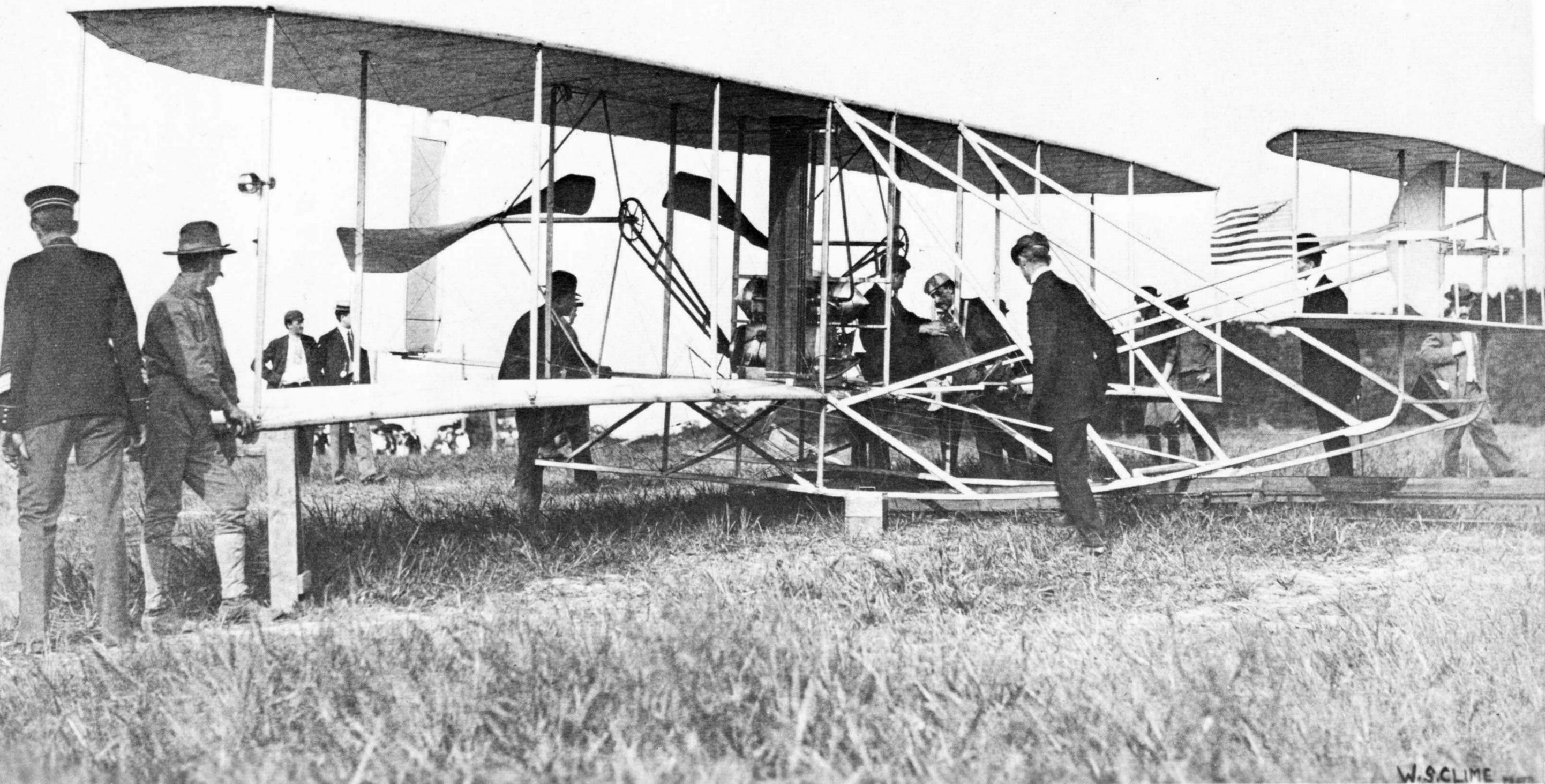
## CREDITS

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

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# WRIGHT MODEL A

Orville Wright leaning over pilot's seat.



## FOREWORD

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

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

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

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

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

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

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

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

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

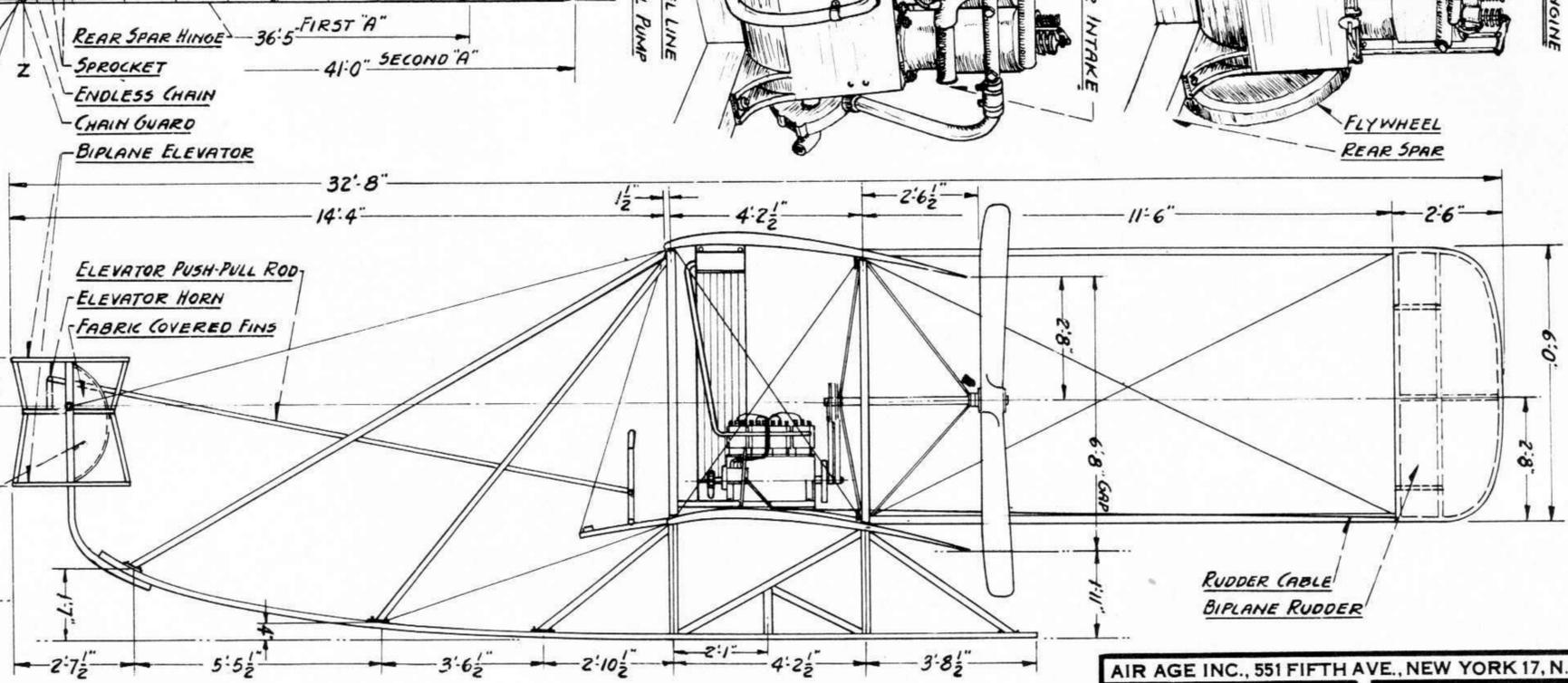
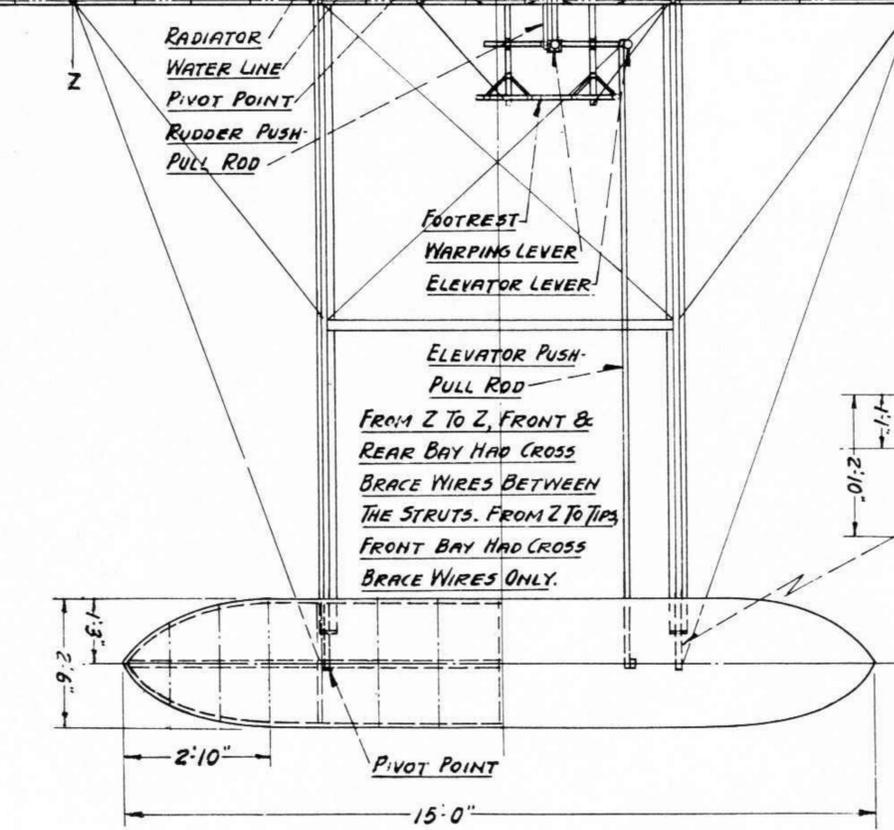
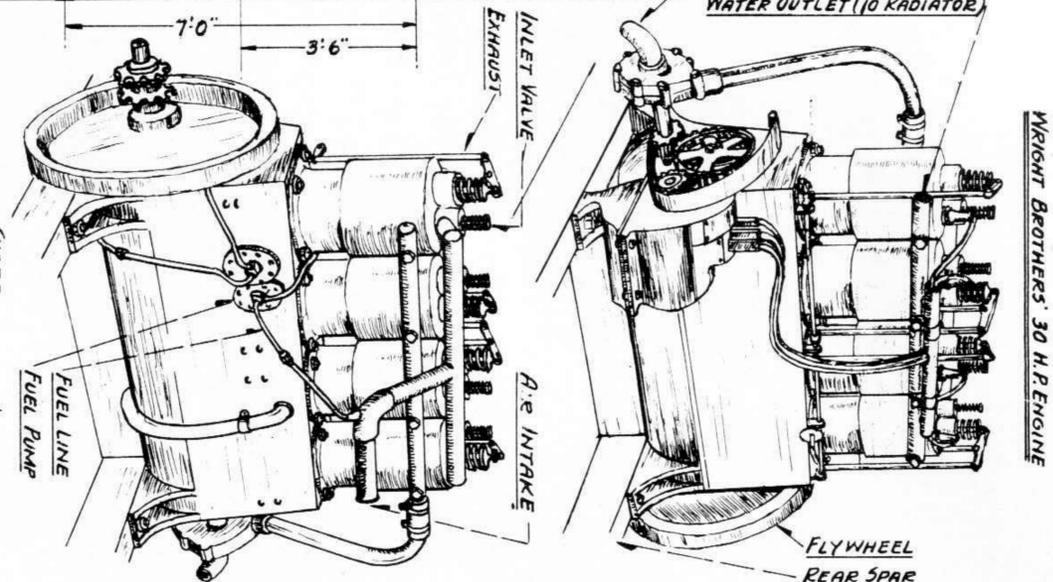
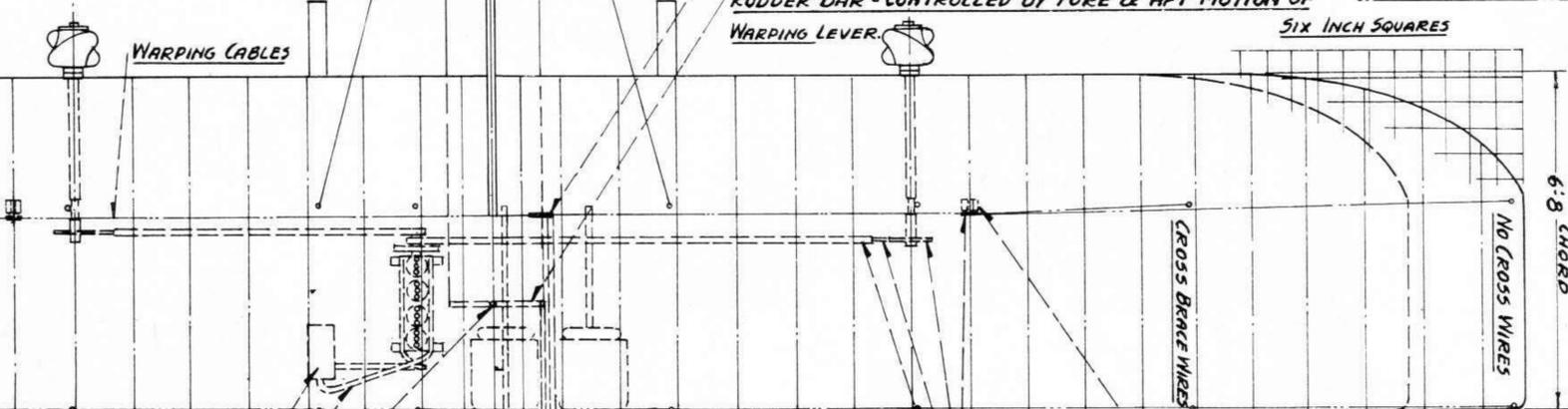
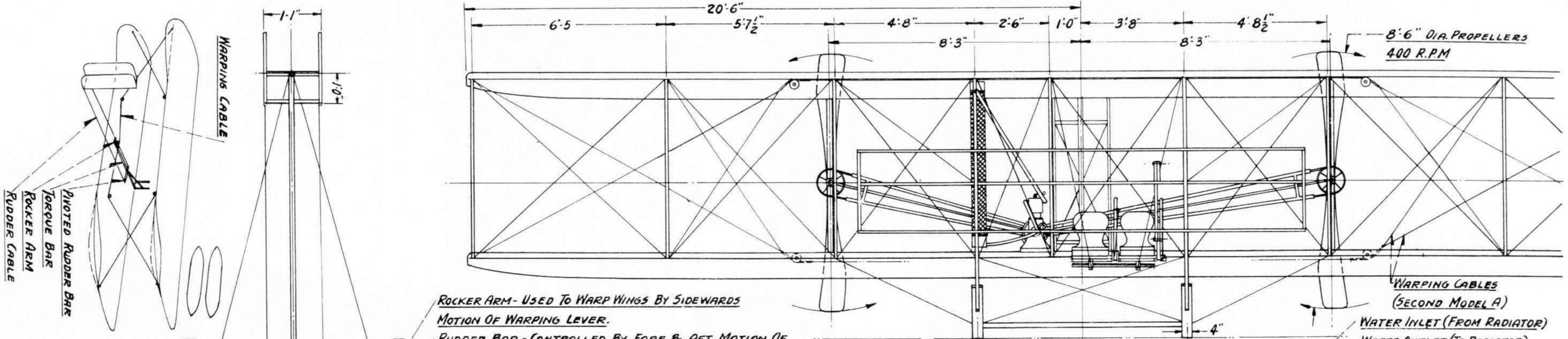
During this same period, the non-military planes were making the land-locked public constantly aware of the rapid development of aviation as a transportation utility. Famous flyers were establishing transcontinental records, transoceanic records, and globetrotting feats, and the name Lockheed was synonymous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

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

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

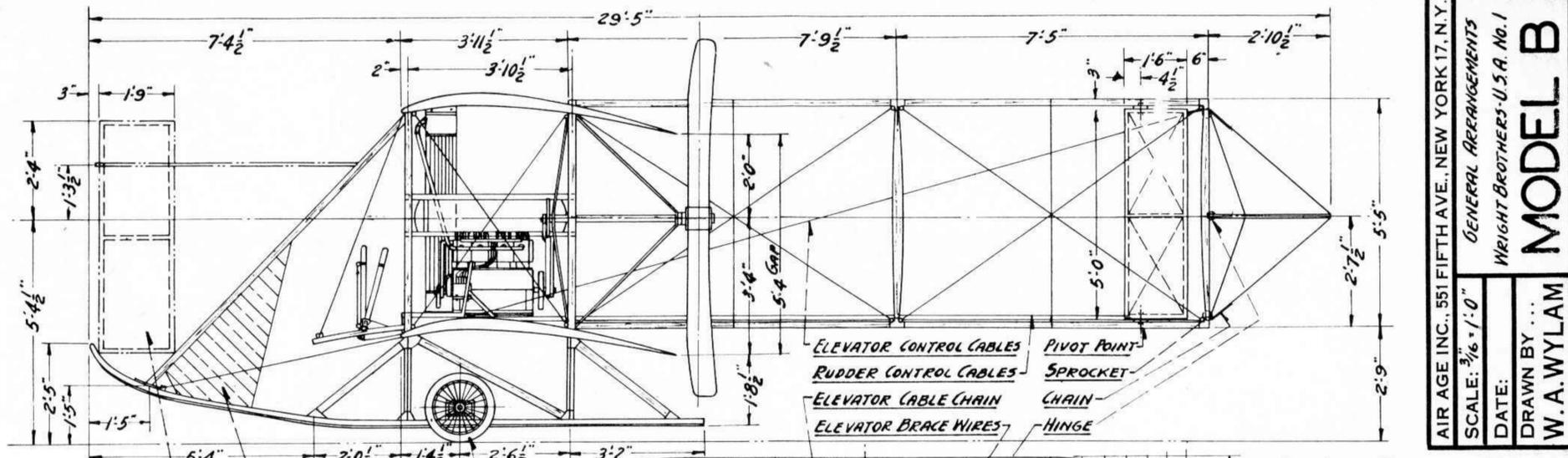
Their flight is over, but the memory lingers on . . .

—WM. C. NORTHROP, JR.



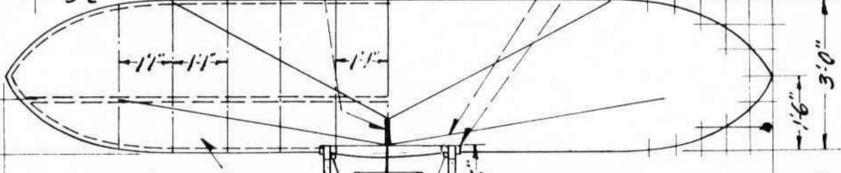
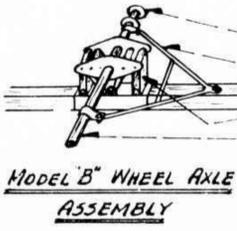
**HISTORICAL NOTES:**  
 THIS WAS THE FIRST AIRPLANE SUBMITTED TO THE U.S. ARMY FOR FLIGHT TESTS AT FORT MEYERS, VIRGINIA. THIS MACHINE CRASHED ON SEPTEMBER 17, 1908 WHICH KILLED LT. THOMAS SELFRIDGE. SELFRIDGE ARMY FIELD, MICHIGAN WAS NAMED IN HIS HONOR.

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

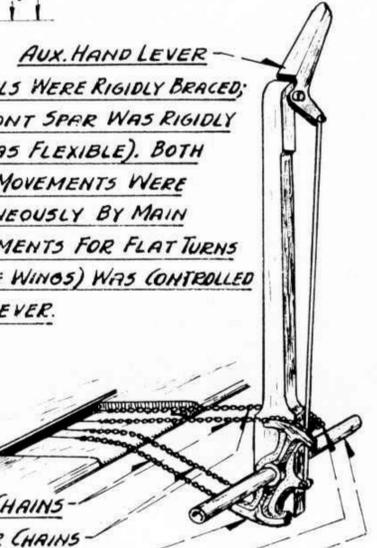


MAIN LEVER MOVEMENTS WERE FORWARDS & BACKWARDS; AUX. LEVER MOVEMENTS WERE SIDWARDS.

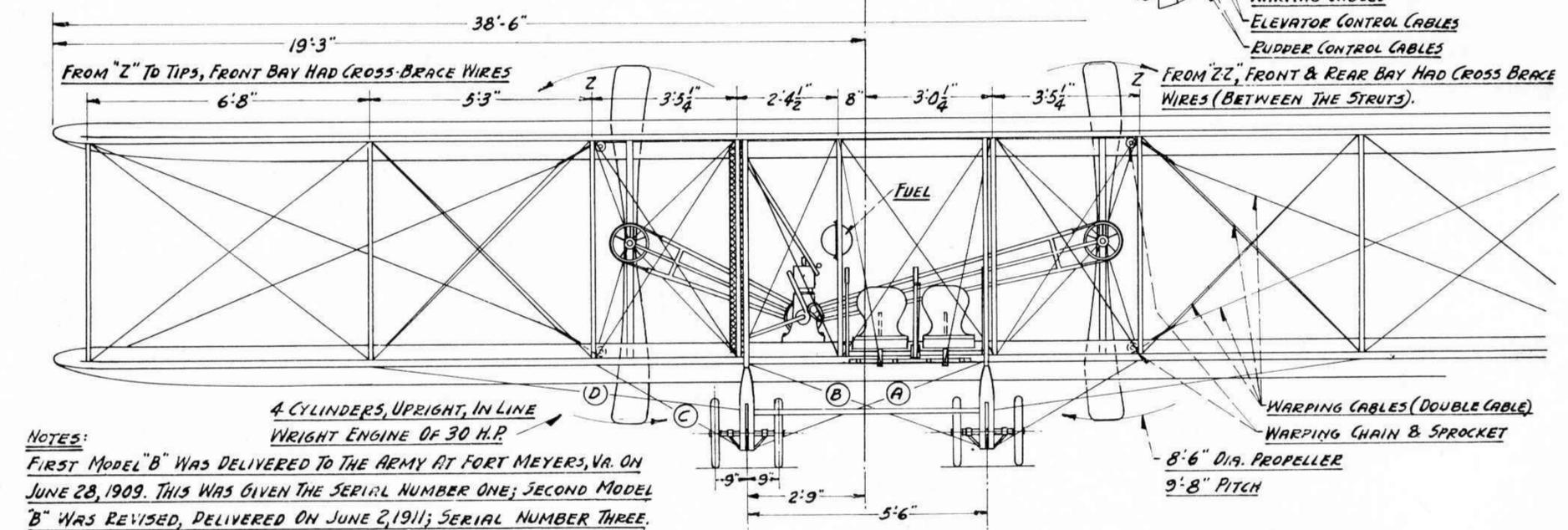
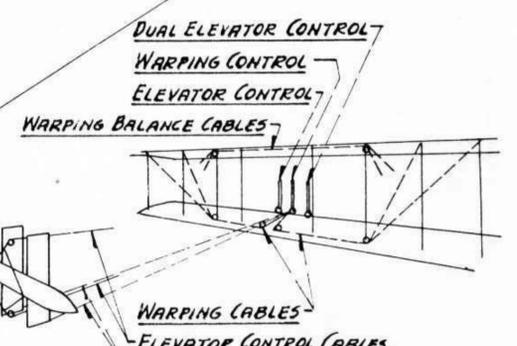
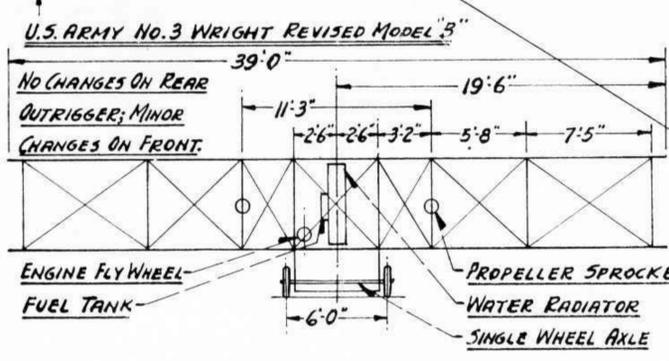
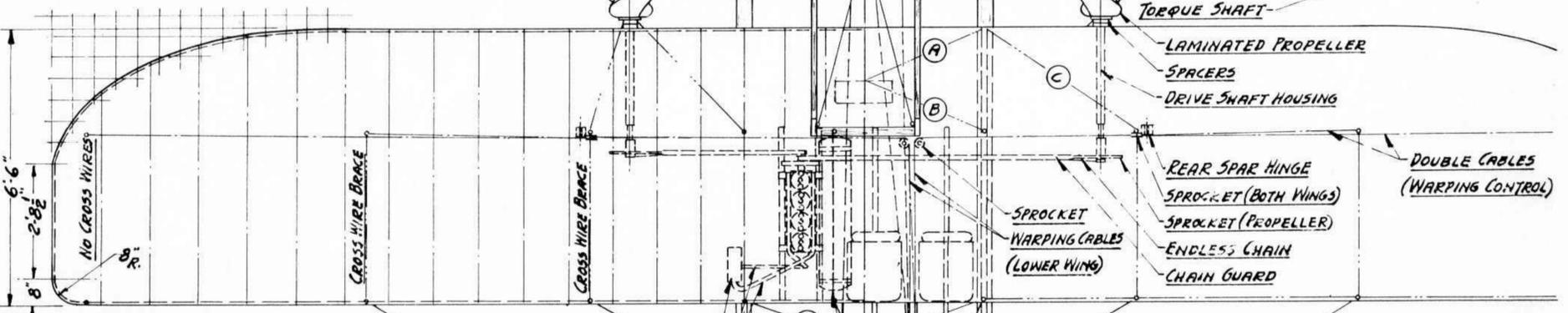
- No. 1 B 4 WHEELS-2x20"
- No. 3 B 2 WHEELS-3x24"
- No. 1 B FABRIC COVERED
- No. 3 B FABRIC COVERED
- WHEEL WASHER PLATES
- FIXED STEEL BRACE
- SHOCKCORD
- WHEEL AXLE
- PIVOT POINT



FROM "Z" TO "Z", THE PANELS WERE RIGIDLY BRACED; FROM "Z" TO TIPS, THE FRONT SPAR WAS RIGIDLY BRACED (REAR SPAR WAS FLEXIBLE). BOTH WARPING & RUDDER MOVEMENTS WERE CONTROLLED SIMULTANEOUSLY BY MAIN LEVER; RUDDER MOVEMENTS FOR FLAT TURNS (WITHOUT WARPING THE WINGS) WAS CONTROLLED BY AUXILIARY HAND LEVER.



SECTION "A-A"

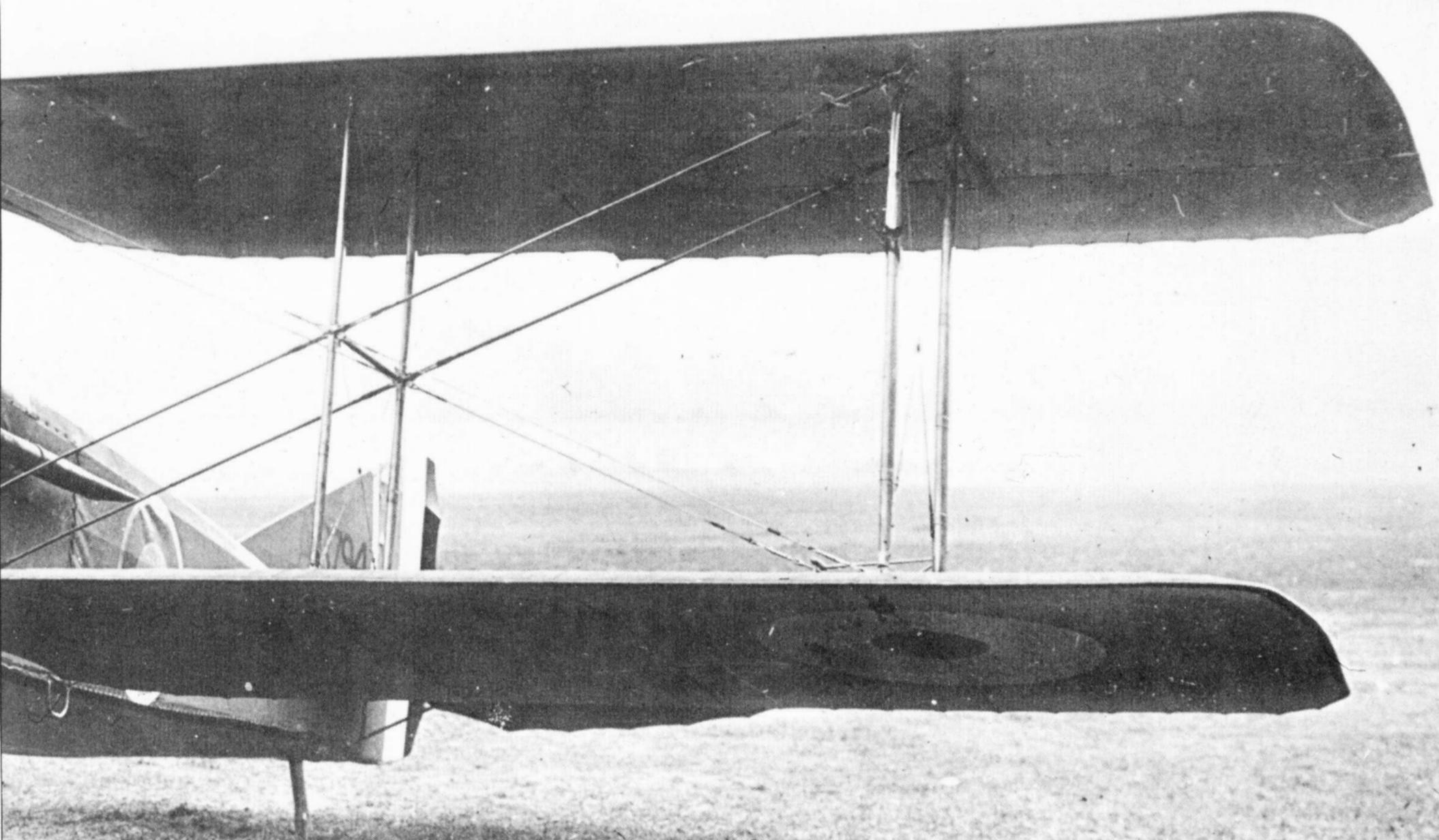


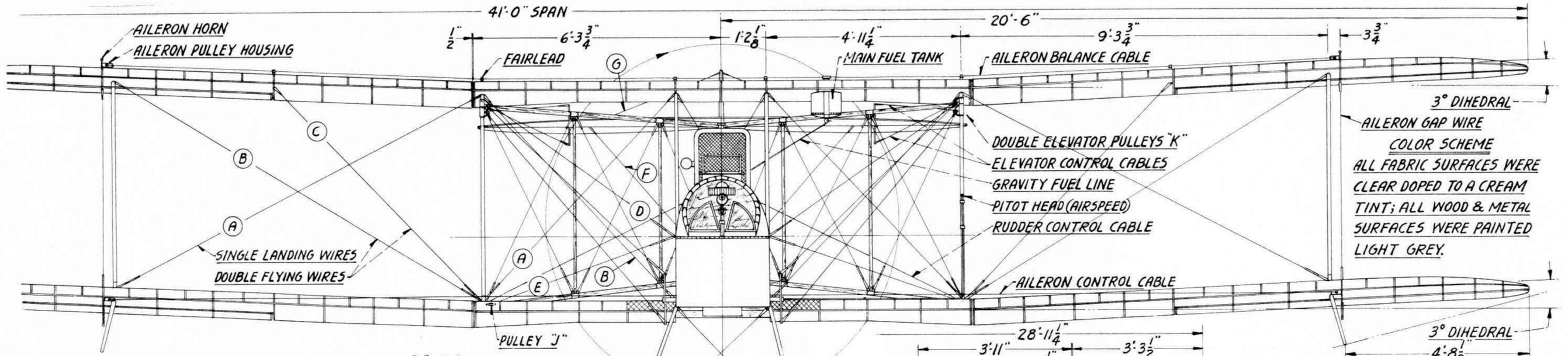
NOTES:  
 FIRST MODEL "B" WAS DELIVERED TO THE ARMY AT FORT MEYERS, VA. ON JUNE 28, 1909. THIS WAS GIVEN THE SERIAL NUMBER ONE; SECOND MODEL "B" WAS REVISED, DELIVERED ON JUNE 2, 1911; SERIAL NUMBER THREE.

# British-built SPAD 7 with

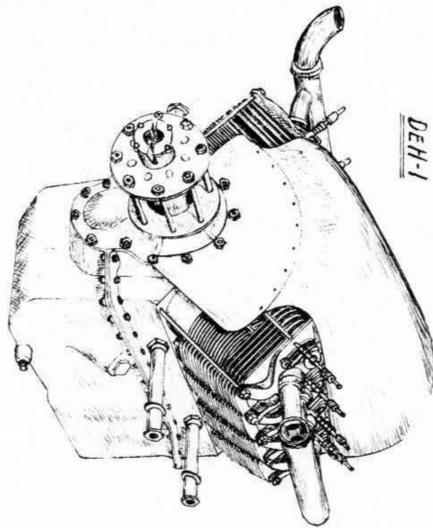
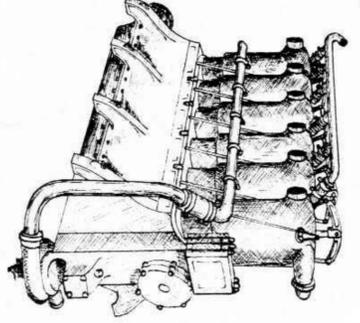
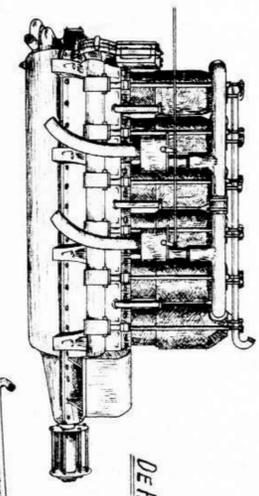


# 180 Hp Hispano Suiza

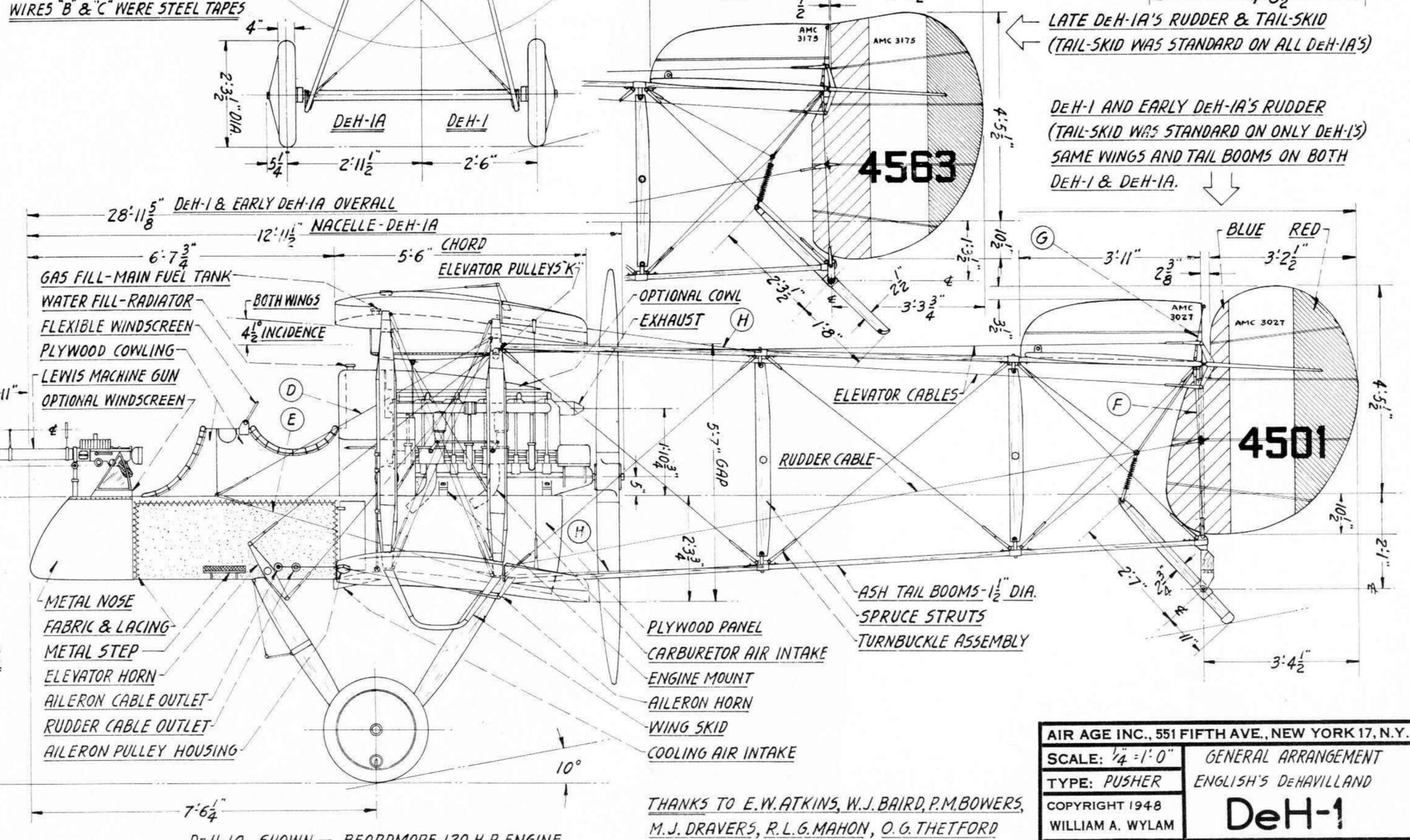




BEARDMORE 120 H.P. IN-LINE SIX CYLINDERS - WATER COOLED - ORIGINAL ENGINE WAS DESIGNED BY AUSTRALIAN ENGINEER OF AUSTRIA.

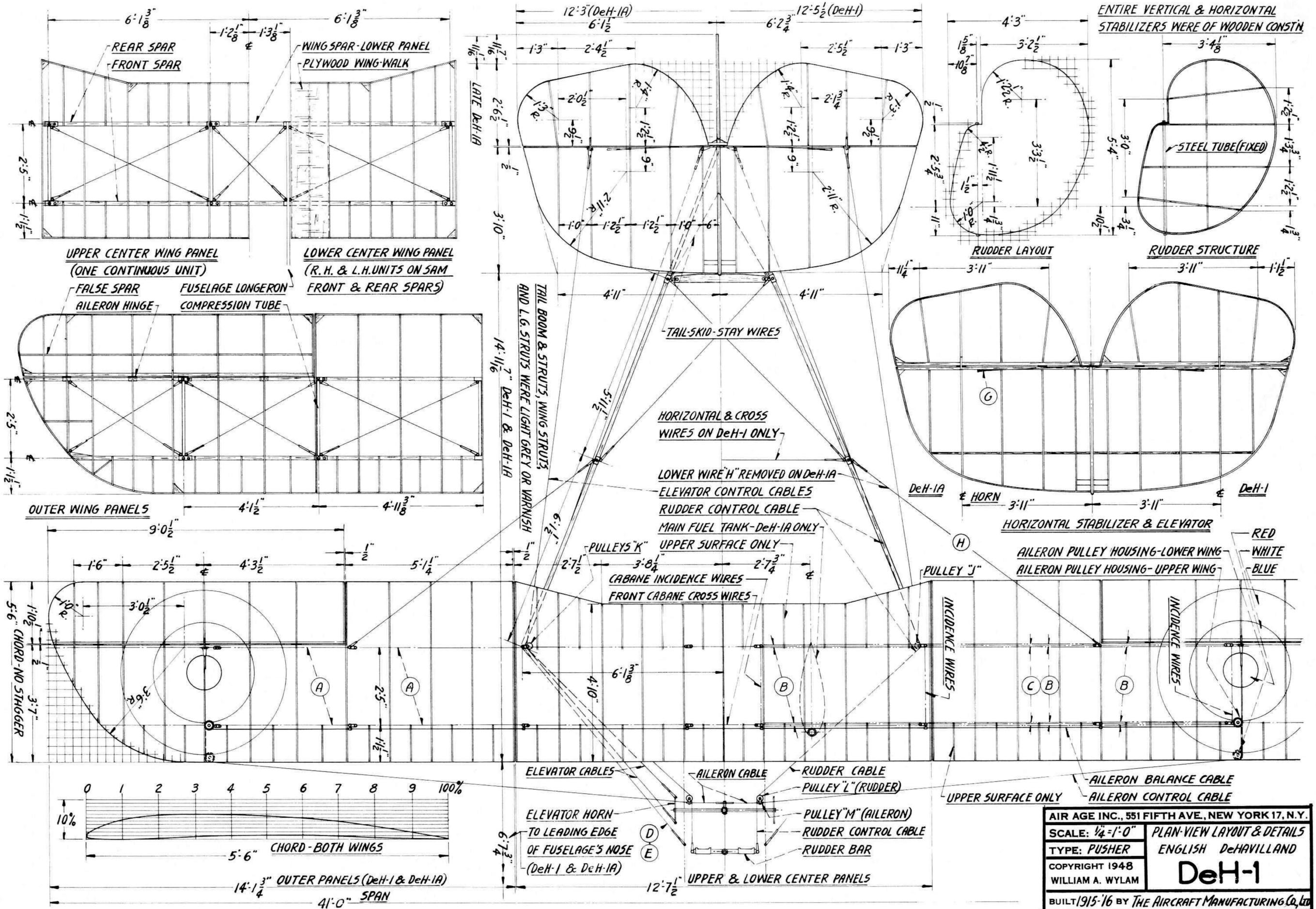


RENAULT 80 H.P. V-8 - AIR COOLED

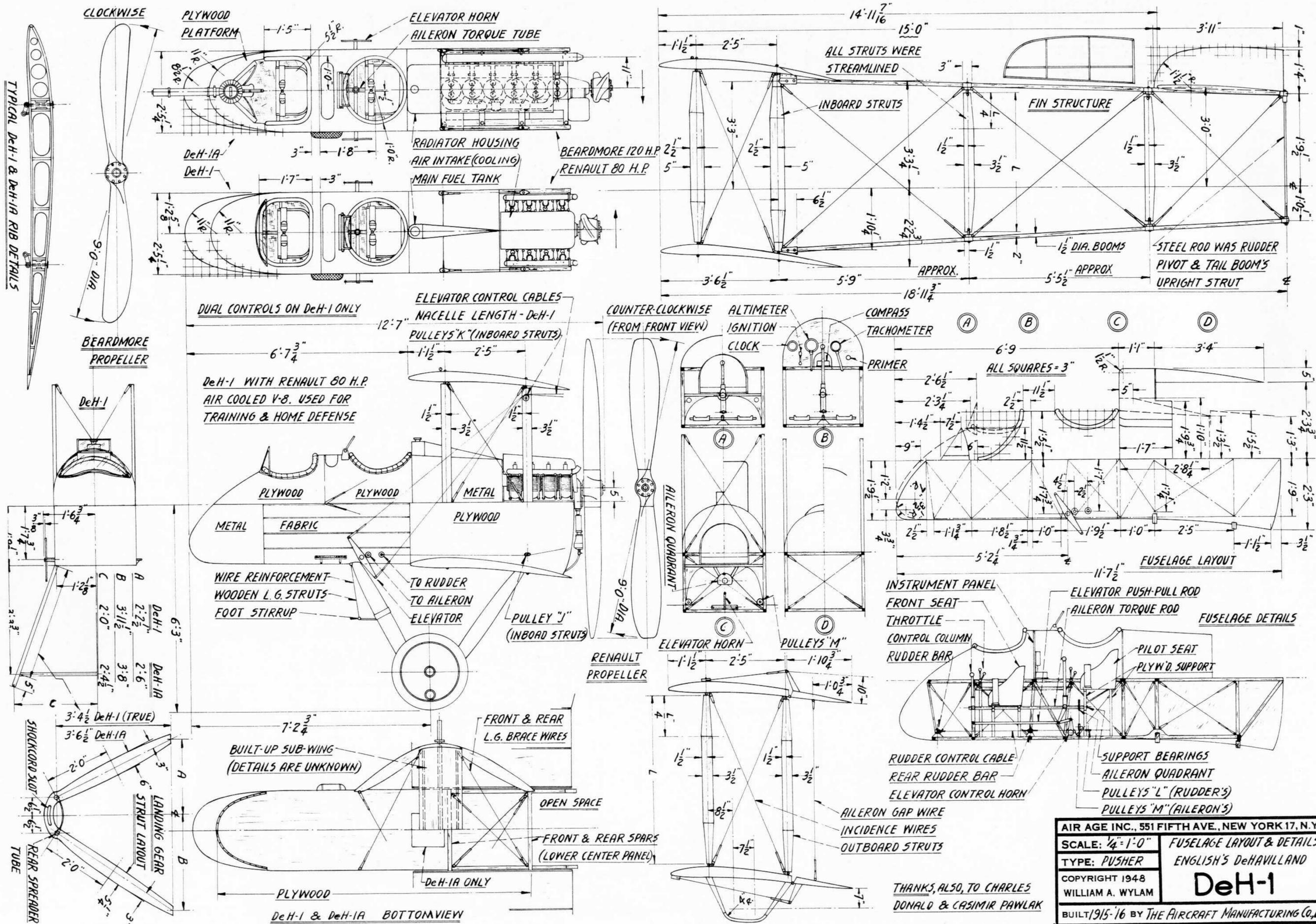


THANKS TO E.W. ATKINS, W.J. BAIRD, P.M. BOWERS, M.J. DRAVERS, R.L.G. MAHON, O.G. THETFORD & HELMUTH ZIEBE.

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



AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4"=1'-0"	PLAN-VIEW LAYOUT & DETAILS
TYPE: PUSHER	ENGLISH DeHAVILLAND
COPYRIGHT 1948	
WILLIAM A. WYLAM	
<b>DeH-1</b>	
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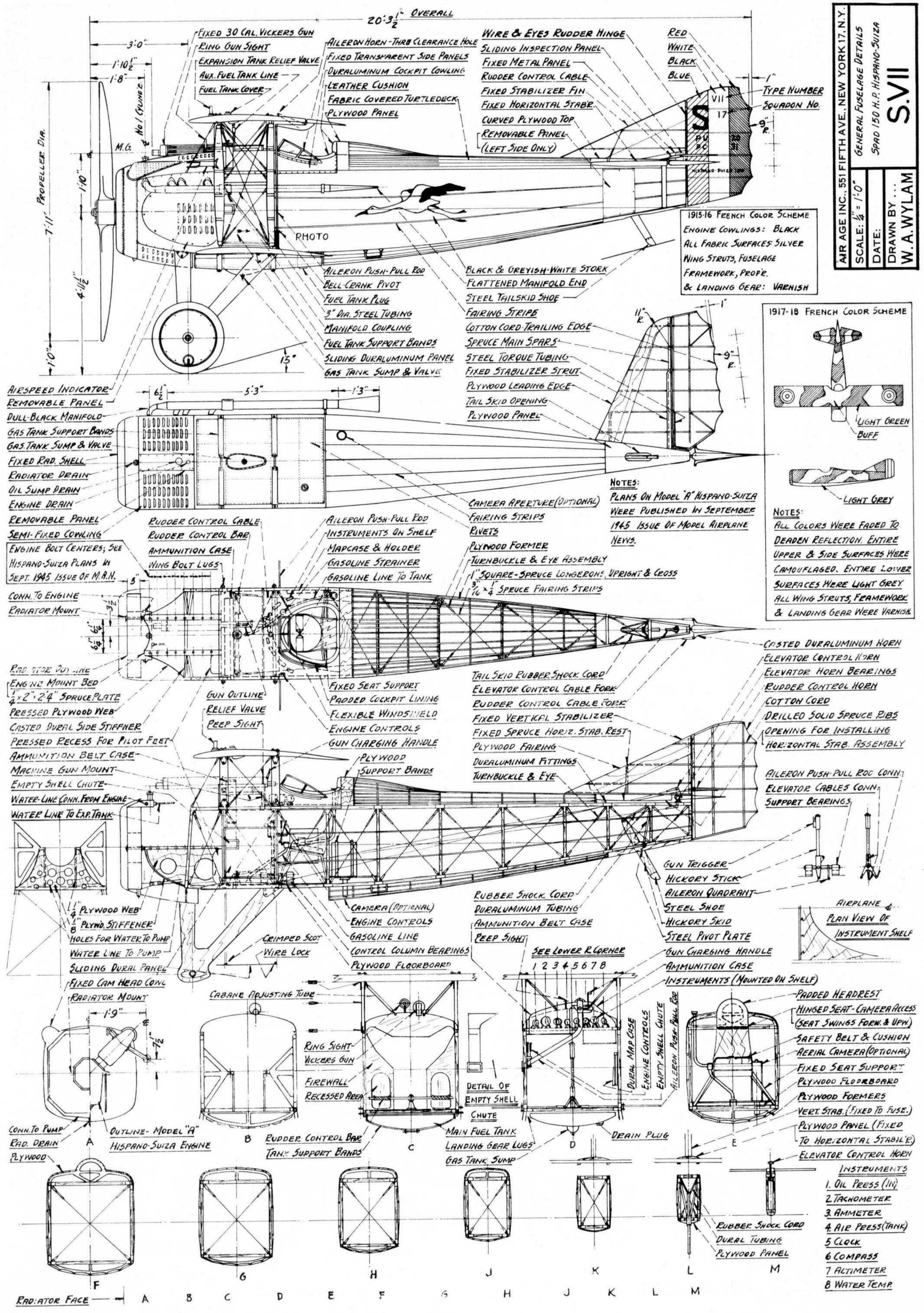


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**DeH-1**  
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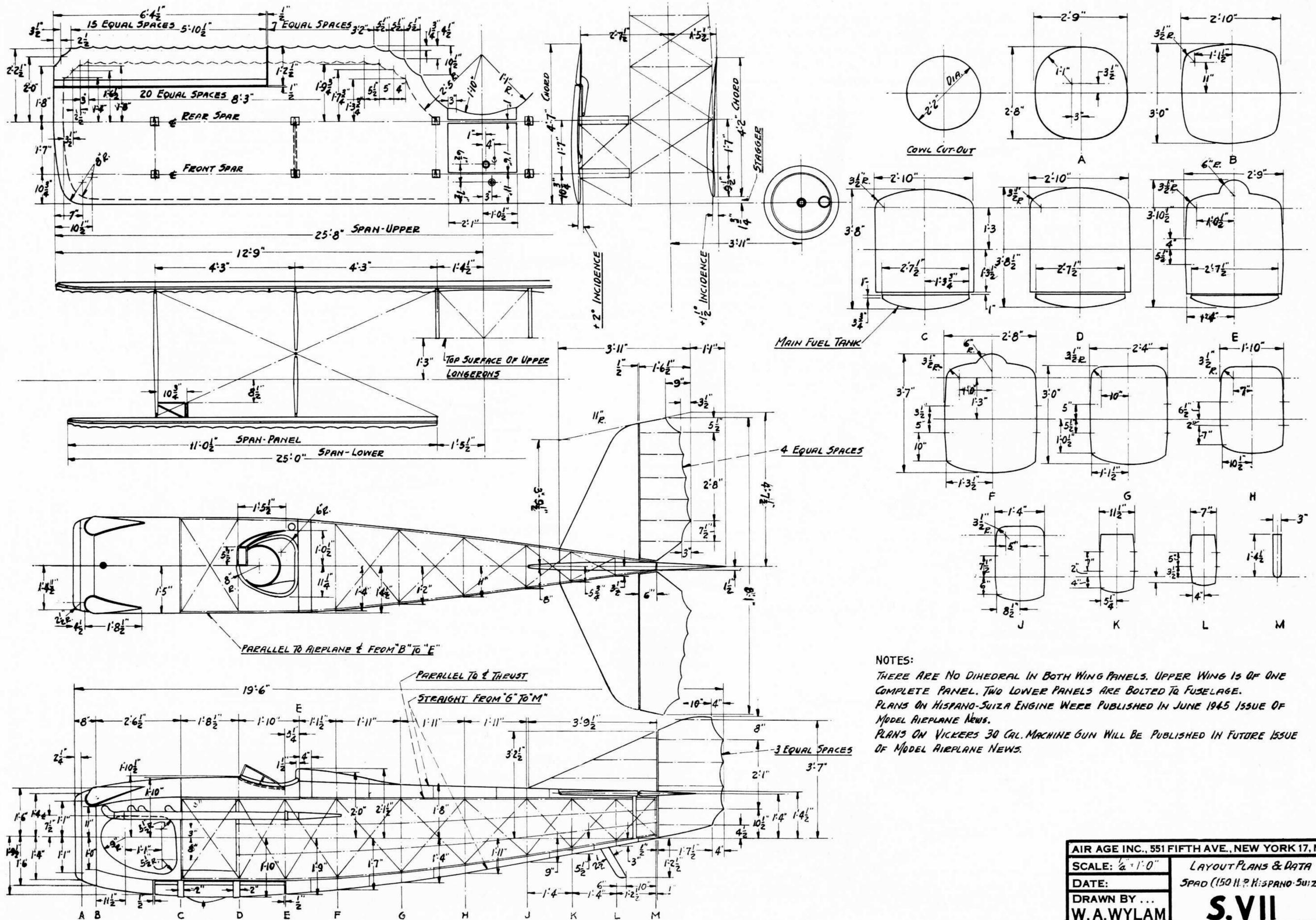
THANKS, ALSO, TO CHARLES DONALD & CASIMIR PAWLAK

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

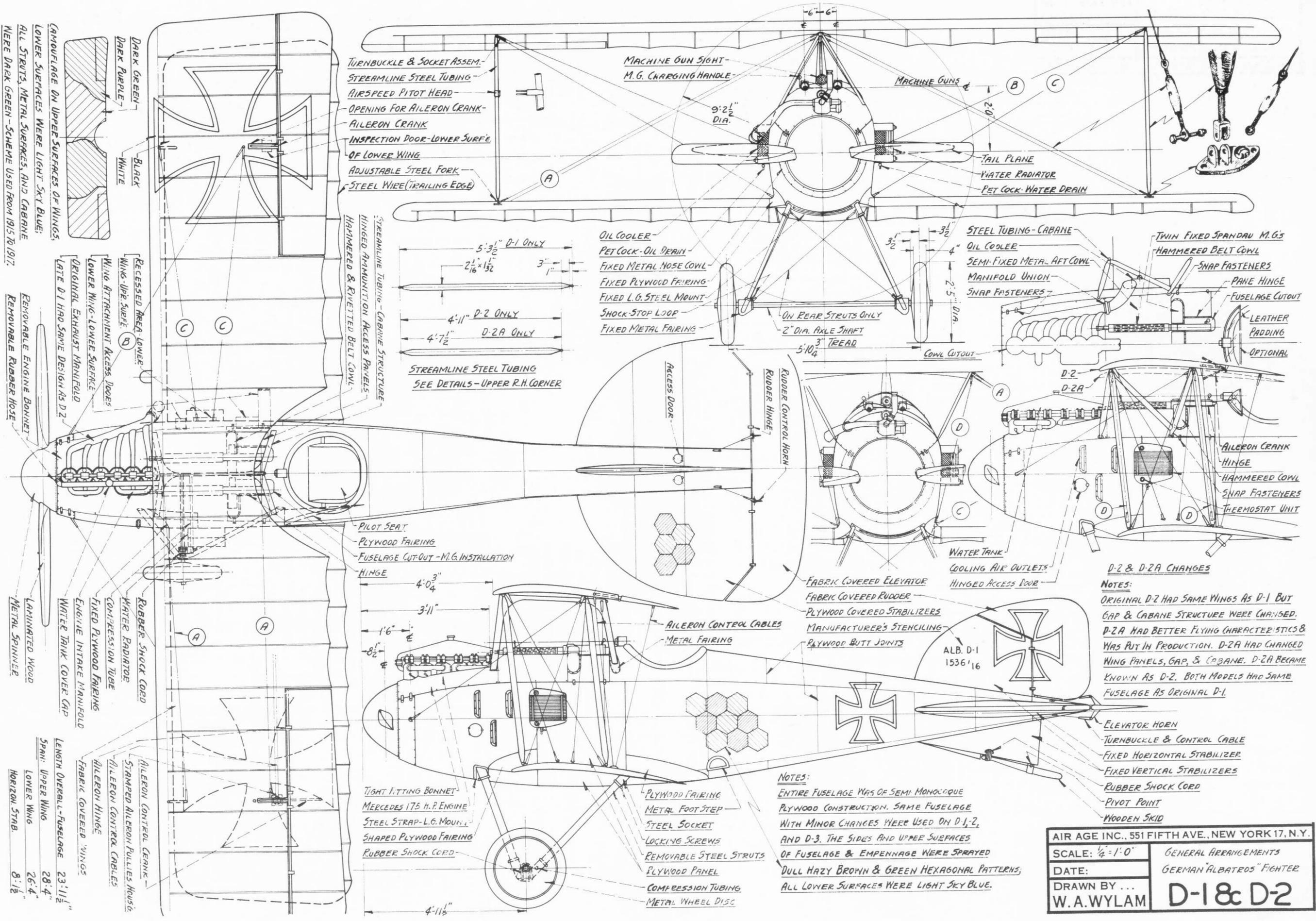
**S.VII**







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



Dark Green -  
Dark Purple -  
White -  
BLACK  
RECESSED AREA LOWER  
WING - UPPER SURF.  
WING ATTACHMENT ACCESS DOORS  
LOWER WING - LOWER SURFACE  
ORIGINAL EXHAUST MANIFOLD  
LATE D-1 HAD SAME DESIGN AS D-2  
REMOVABLE ENGINE BONNET  
REMOVABLE RUBBER HOSE  
CAMOUFLAGE ON UPPER SURFACES OF WINGS.  
LOWER SURFACES WERE LIGHT SKY BLUE.  
ALL STRUTS, METAL SURFACES, AND CABANE  
WERE DARK GREEN - SCHEME USED FROM 1915 TO 1917.

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

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

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

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

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

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

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

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

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

AILERON CONTROL CABLES  
METAL FAIRING

PLYWOOD FAIRING  
METAL FOOT STEP  
STEEL SOCKET  
LOCKING SCREWS  
REMOVABLE STEEL STRUTS  
PLYWOOD PANEL  
COMPRESSION TUBING  
METAL WHEEL DISC

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

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

AILERON CONTROL CABLES  
METAL FAIRING

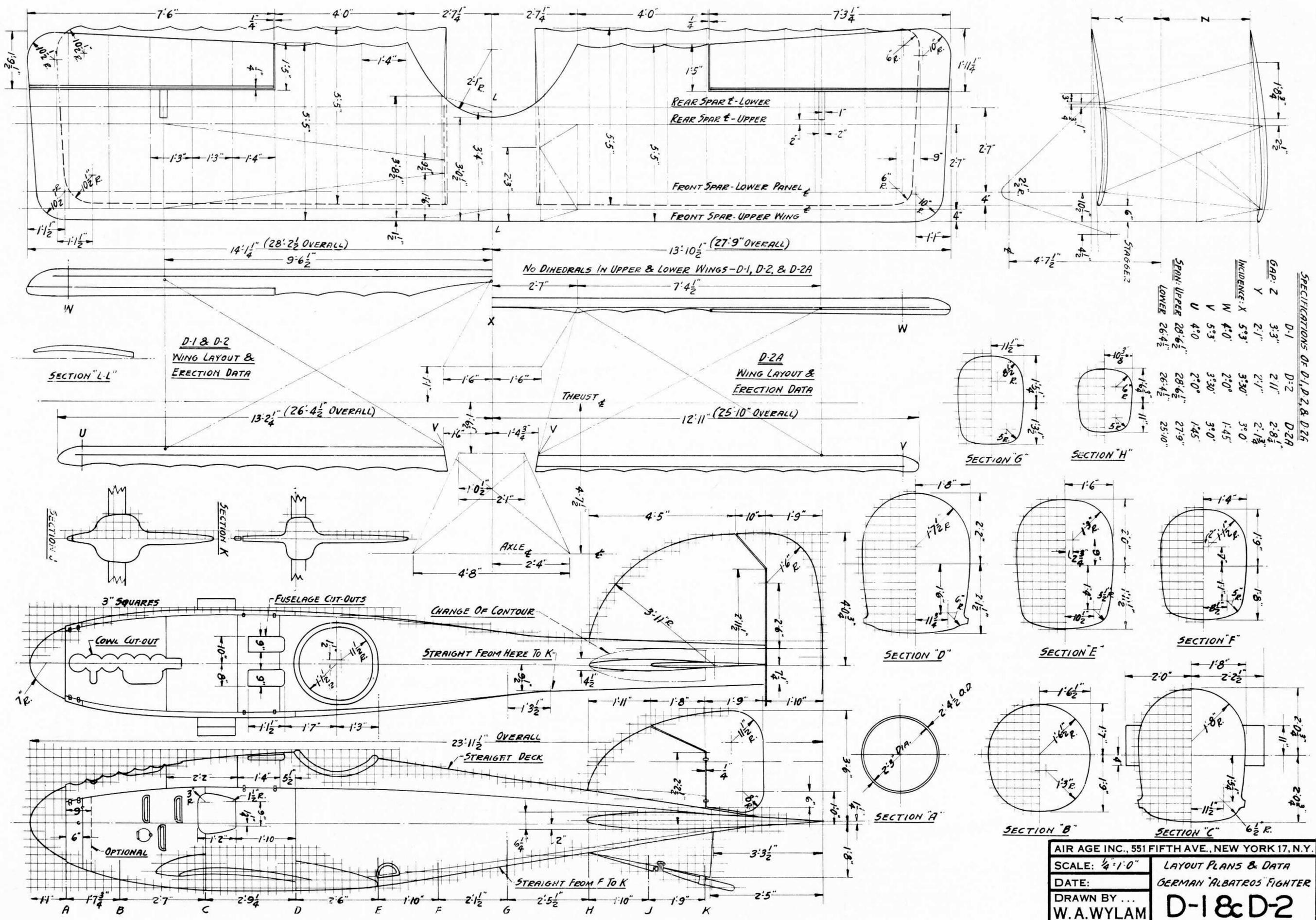
NOTES:  
ENTIRE FUSELAGE WAS OF SEMI MONOCOQUE  
PLYWOOD CONSTRUCTION. SAME FUSELAGE  
WITH MINOR CHANGES WERE USED ON D-1, 2,  
AND D-3. THE SIDES AND UPPER SURFACES  
OF FUSELAGE & EMPENNAGE WERE SPRAYED  
DULL HAZY BROWN & GREEN HEXAGONAL PATTERNS;  
ALL LOWER SURFACES WERE LIGHT SKY BLUE.

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

D-2  
D-2A  
AILERON CRANK  
HINGE  
HAMMERED COWL  
SNAP FASTENERS  
THERMOSTAT UNIT  
WATER TANK  
COOLING AIR OUTLETS  
HINGED ACCESS DOOR

D-2 & D-2A CHANGES  
NOTES:  
ORIGINAL D-2 HAD SAME WINGS AS D-1 BUT  
GAP & CABANE STRUCTURE WERE CHANGED.  
D-2A HAD BETTER FLYING CHARACTERISTICS &  
WAS PUT IN PRODUCTION. D-2A HAD CHANGED  
WING PANELS, GAP, & CABANE. D-2A BECAME  
KNOWN AS D-2. BOTH MODELS HAD SAME  
FUSELAGE AS ORIGINAL D-1.  
ELEVATOR HORN  
TURNBUCKLE & CONTROL CABLE  
FIXED HORIZONTAL STABILIZER  
FIXED VERTICAL STABILIZERS  
RUBBER SHOCK CORD  
PIVOT POINT  
WOODEN SKID

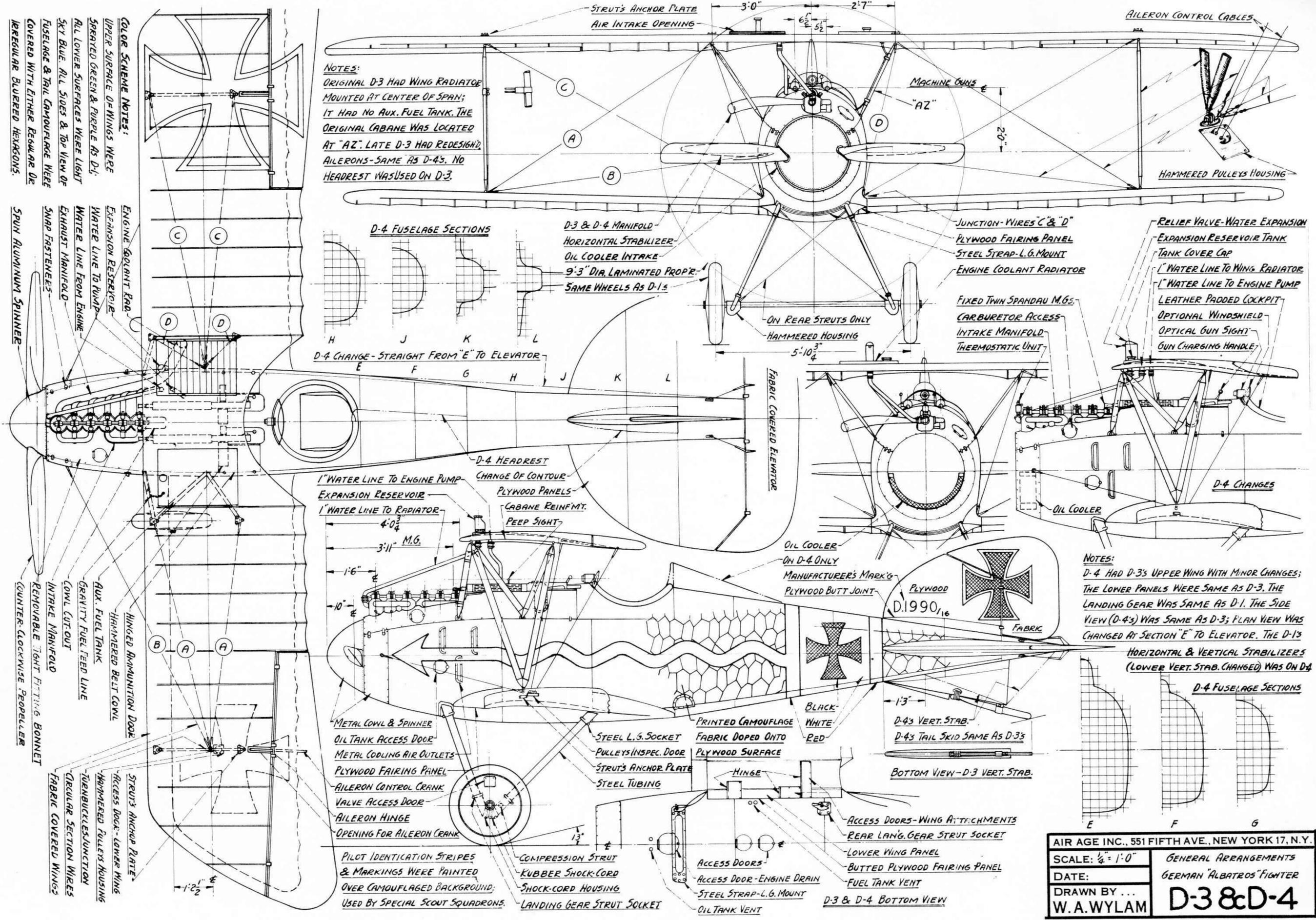
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'0"	GENERAL ARRANGEMENTS
DATE:	GERMAN "ALBATROS" FIGHTER
DRAWN BY ...	D-1 & D-2
W.A. WYLAM	



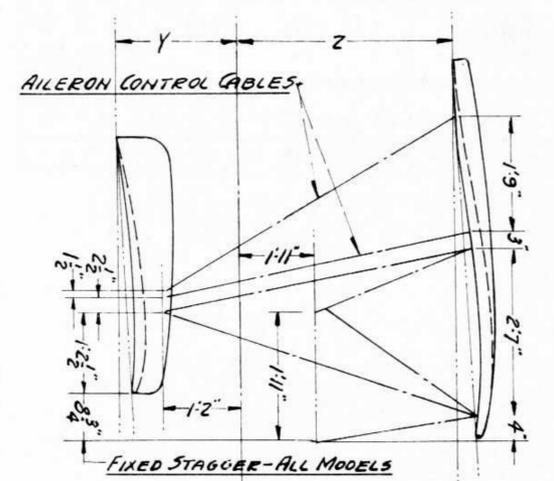
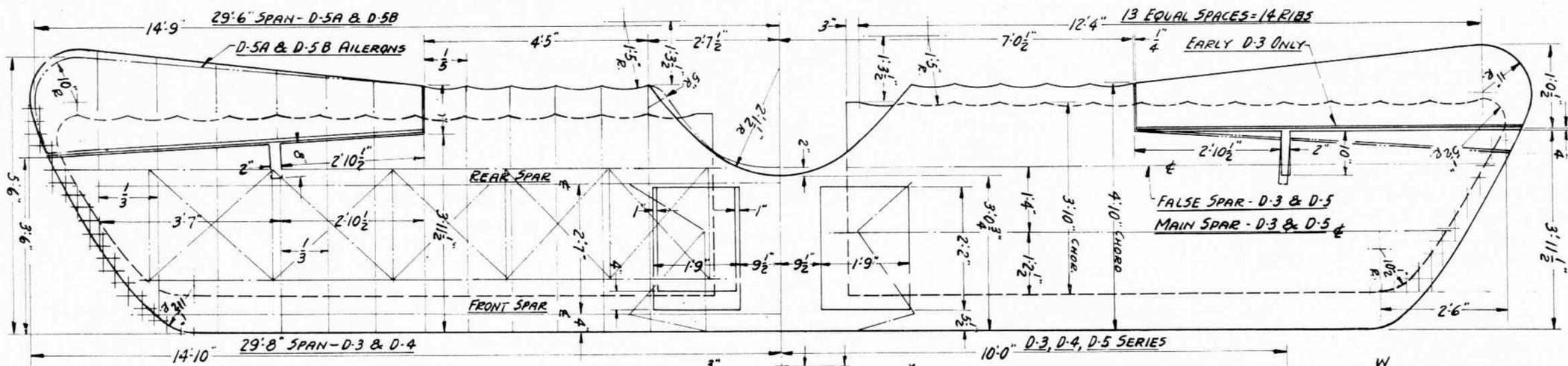
**SPECIFICATIONS OF D-1, D-2, & D-2A**

	D-1	D-2	D-2A
GAP: Z	3.3"	2.11"	2.84"
INCIDENCE: X	5°3'	2°1'	2°3/8'
W	4°0'	2°0'	3°0'
V	5°3'	3°30'	1°45'
U	4°0'	2°0'	3°0'
SPAN: UPPER	28'6 1/2"	28'6 1/2"	27'9"
LOWER	26'4 1/2"	26'4 1/2"	25'10"

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



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

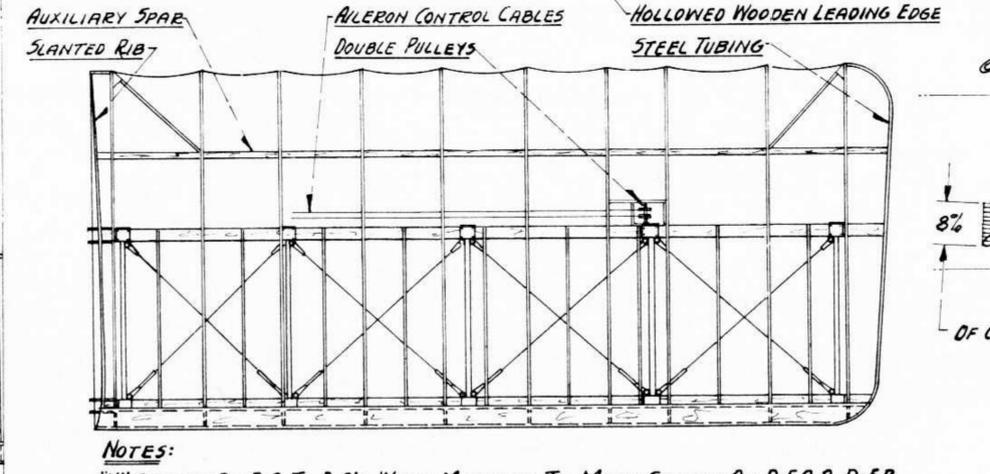
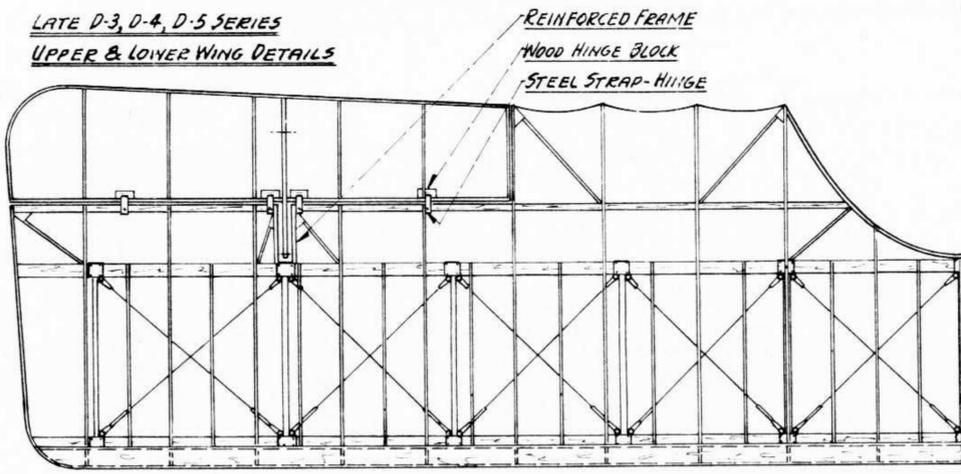
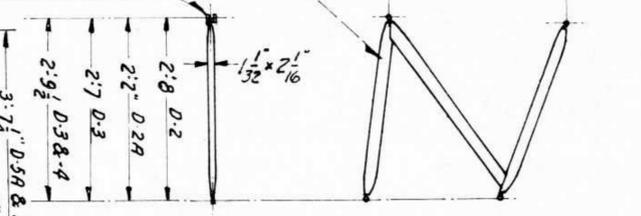
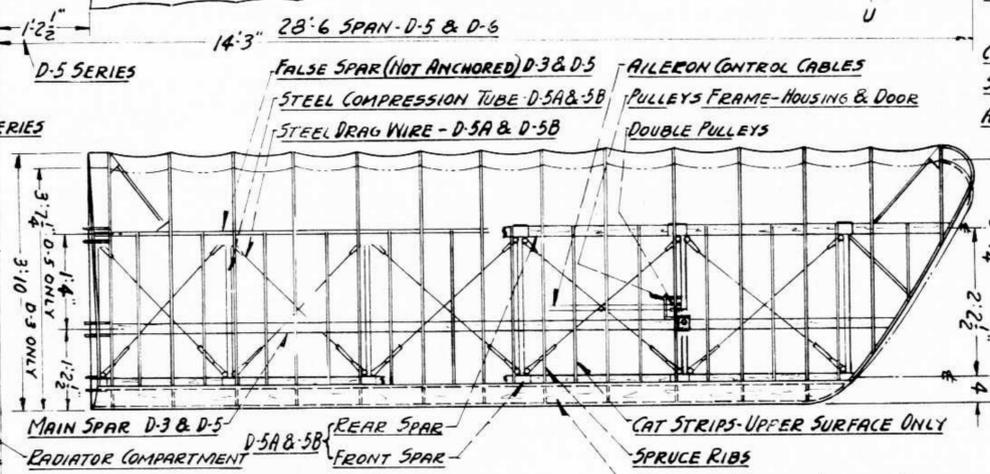
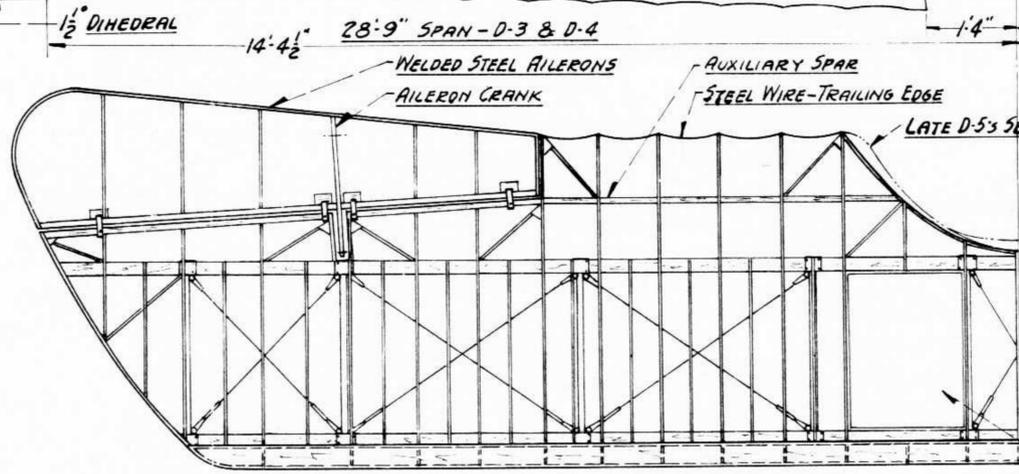
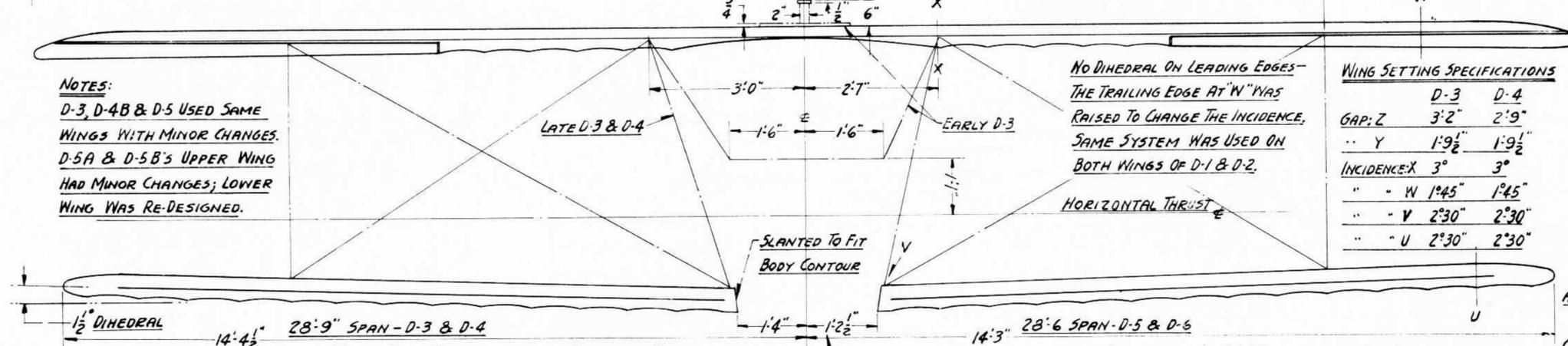
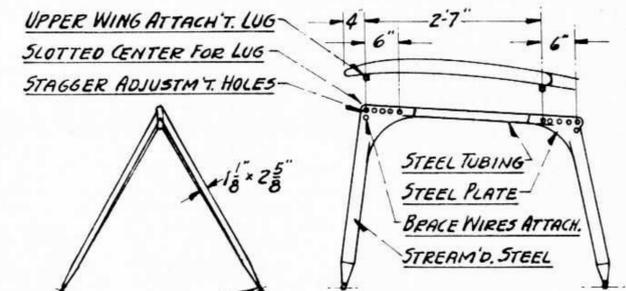


**NOTES:**  
 D-3, D-4B & D-5 USED SAME WINGS WITH MINOR CHANGES. D-5A & D-5B'S UPPER WING HAD MINOR CHANGES; LOWER WING WAS RE-DESIGNED.

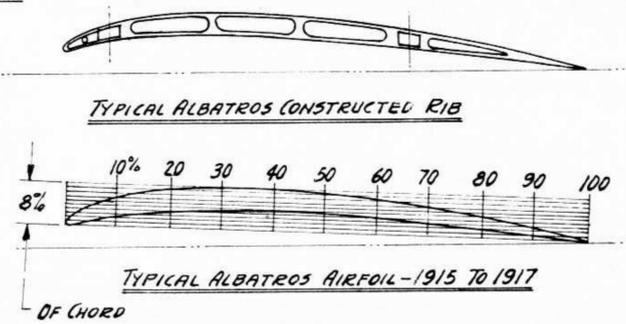
NO DIHEDRAL ON LEADING EDGES—THE TRAILING EDGE AT "W" WAS RAISED TO CHANGE THE INCIDENCE. SAME SYSTEM WAS USED ON BOTH WINGS OF D-1 & D-2.

**WING SETTING SPECIFICATIONS**

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



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

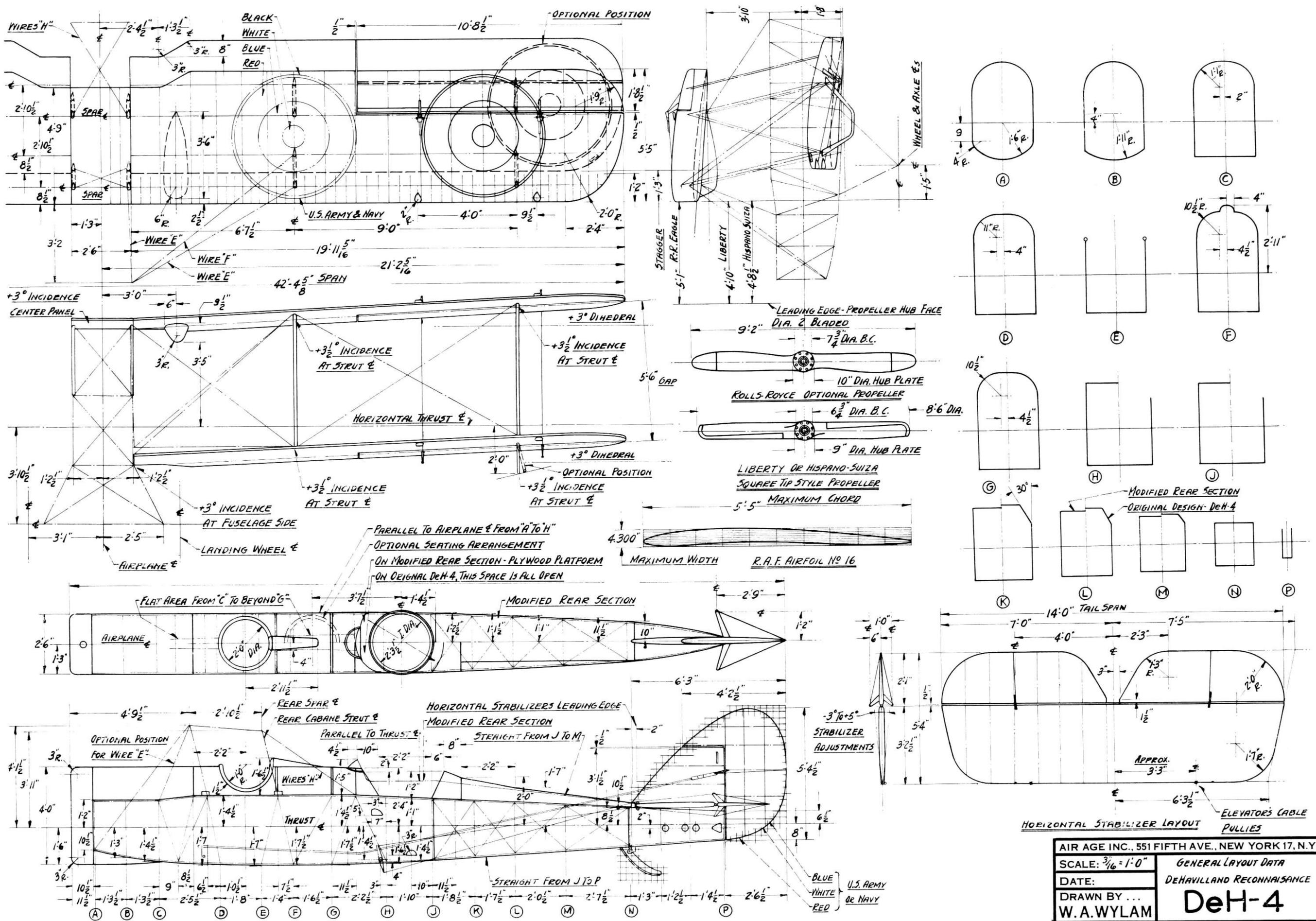


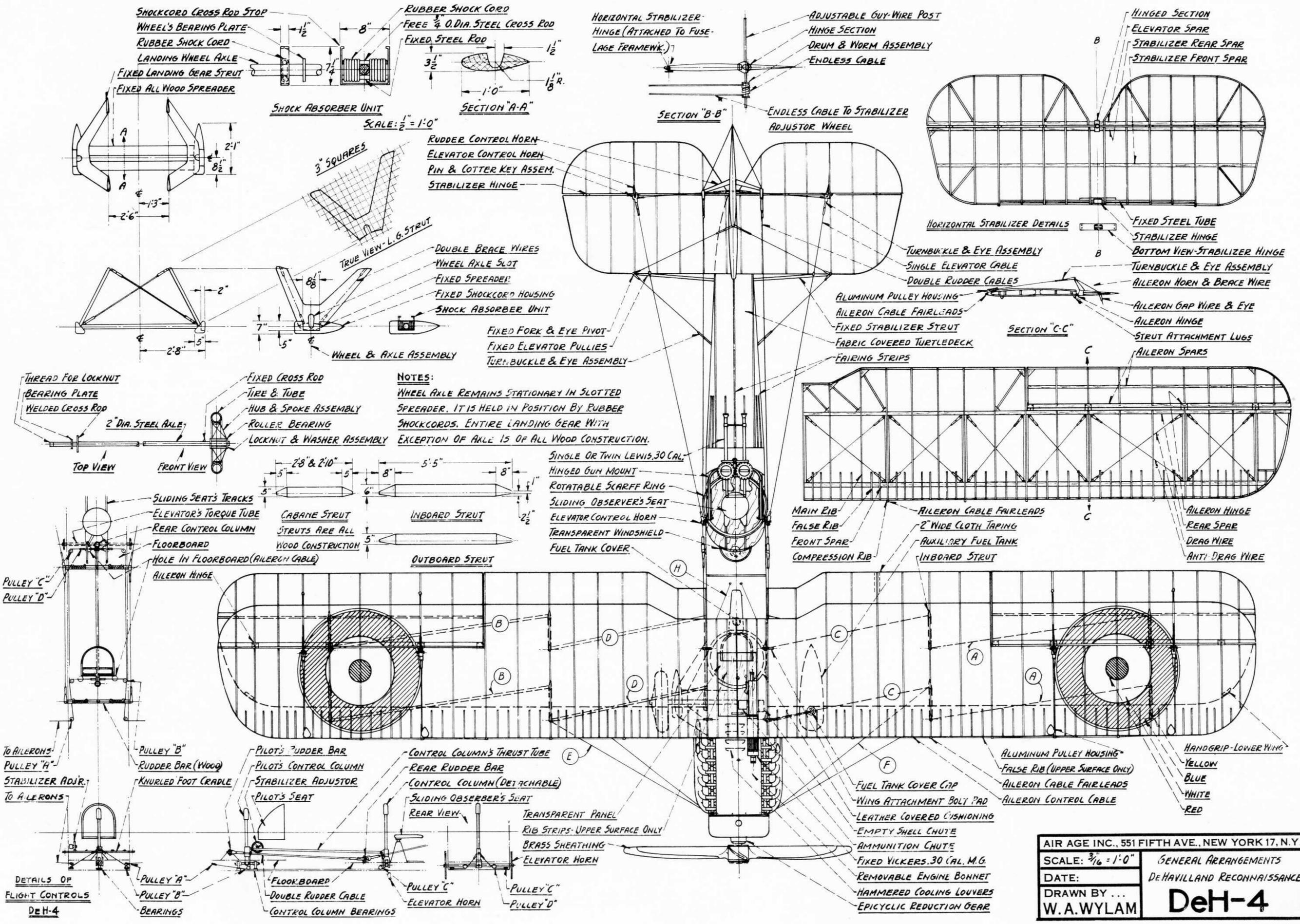
**NOTES:**  
 "V" STRUTS ON D-3 TO D-5'S WERE MOUNTED TO MAIN SPARS; ON D-5A & D-5B, "V" STRUTS WERE MOUNTED ON COMPRESSION TUBES IN LOWER WING PANELS.

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

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



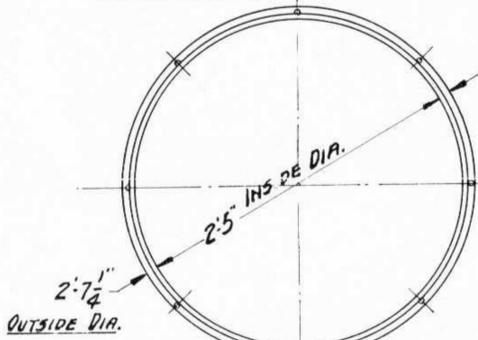




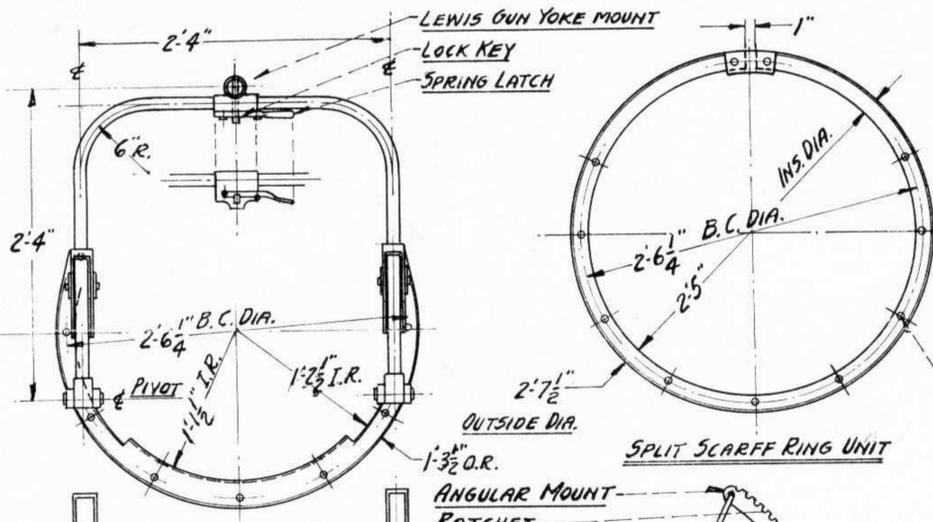
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.  
 SCALE:  $\frac{3}{16}'' = 1'-0''$   
 DATE: \_\_\_\_\_  
 DRAWN BY ...  
 W.A.WYLAM

GENERAL ARRANGEMENTS  
 DeHavilland RECONNAISSANCE  
**DeH-4**

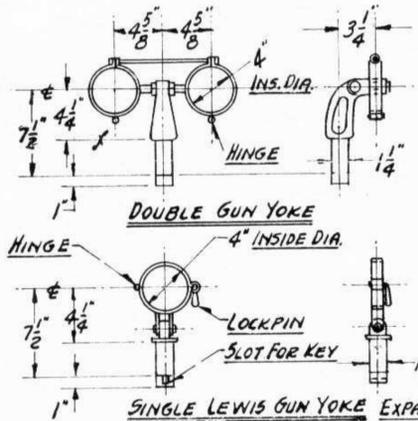
MOUNTING BOLT HOLES WERE LOCATED TO SUIT AIRPLANE STRUCTURE. BELOW IS TYPICAL FOR INSTALLATION ON PLYWOOD DECK.



SCARFF RING RAIL  
MACHINED BRASS CASTING



SPLIT SCARFF RING UNIT



DOUBLE GUN YOKE

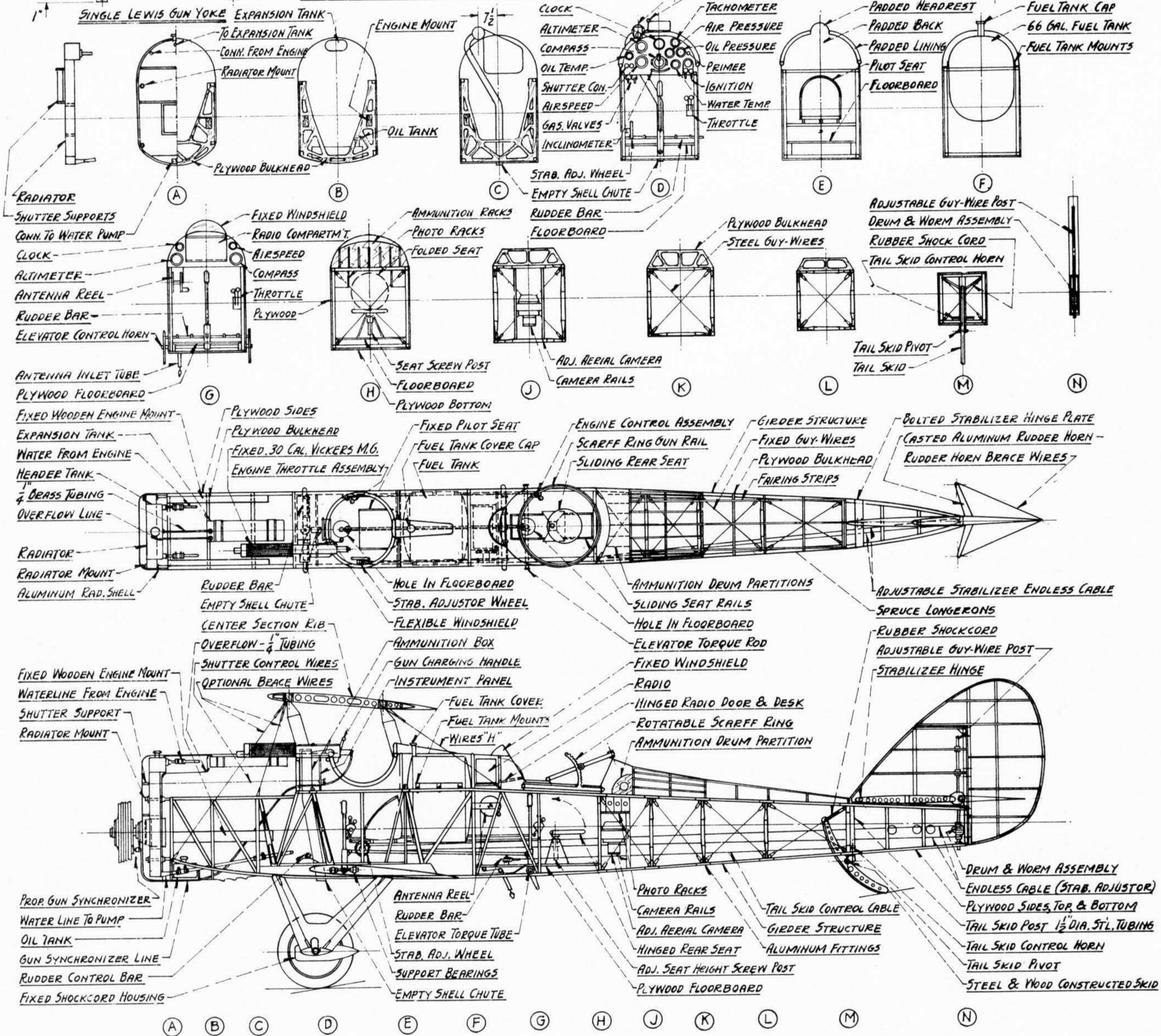
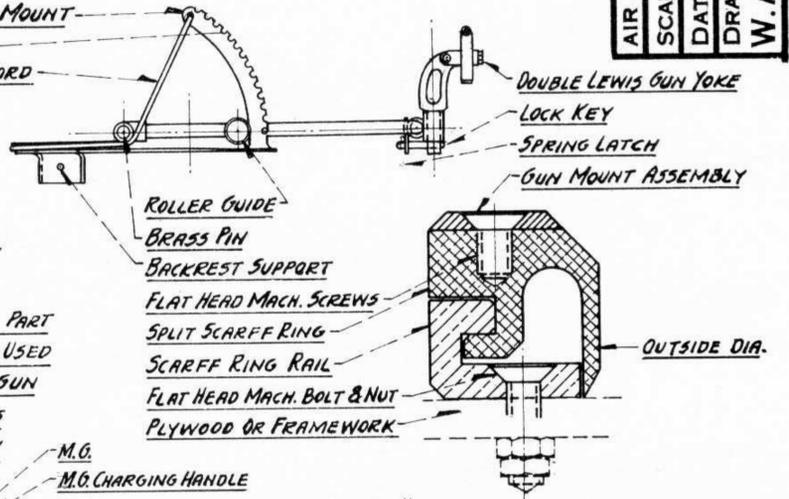
SINGLE LEWIS GUN YOKE

NOTES:

SPLIT SCARFF RING UNIT IS SLIPPED ONTO RING RAIL; CLASP PART IS ATTACHED MAKING TWO INTEGRAL ROTATABLE UNIT. OIL IS USED FOR LUBRICANT BETWEEN FINISHED MACHINED SURFACES. GUN MOUNT ASSEMBLY WAS ATTACHED AFTER SCARFF RING WAS MOUNTED ONTO AIRPLANE DECK. GUN YOKE WAS REMOVED BY PRESSING SPRING LATCH & REMOVING LOCK KEY.

ALL ALUMINUM

AIRPLANE GUN MOUNT ASSEMBLY



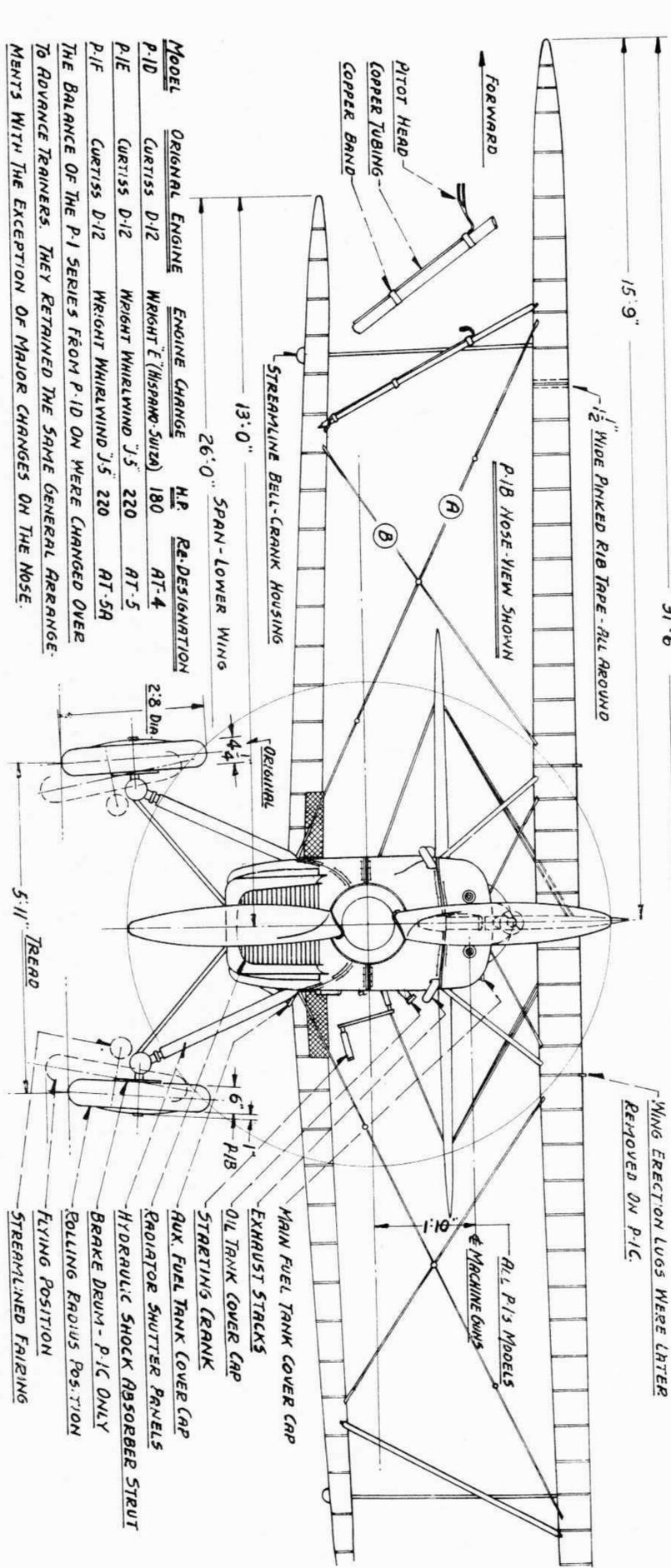
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.  
 FUSELAGE & SCARFF RING DETAILS  
 SCALE: 3/16" = 1" 0"  
 DATE: \_\_\_\_\_  
 DRAWN BY: W. A. WYLAM  
**DeH-4**  
 DEHAVILLAND RECONNAISSANCE

# CURTISS HAWK F6C-1

Navy version of the Army's P-1A

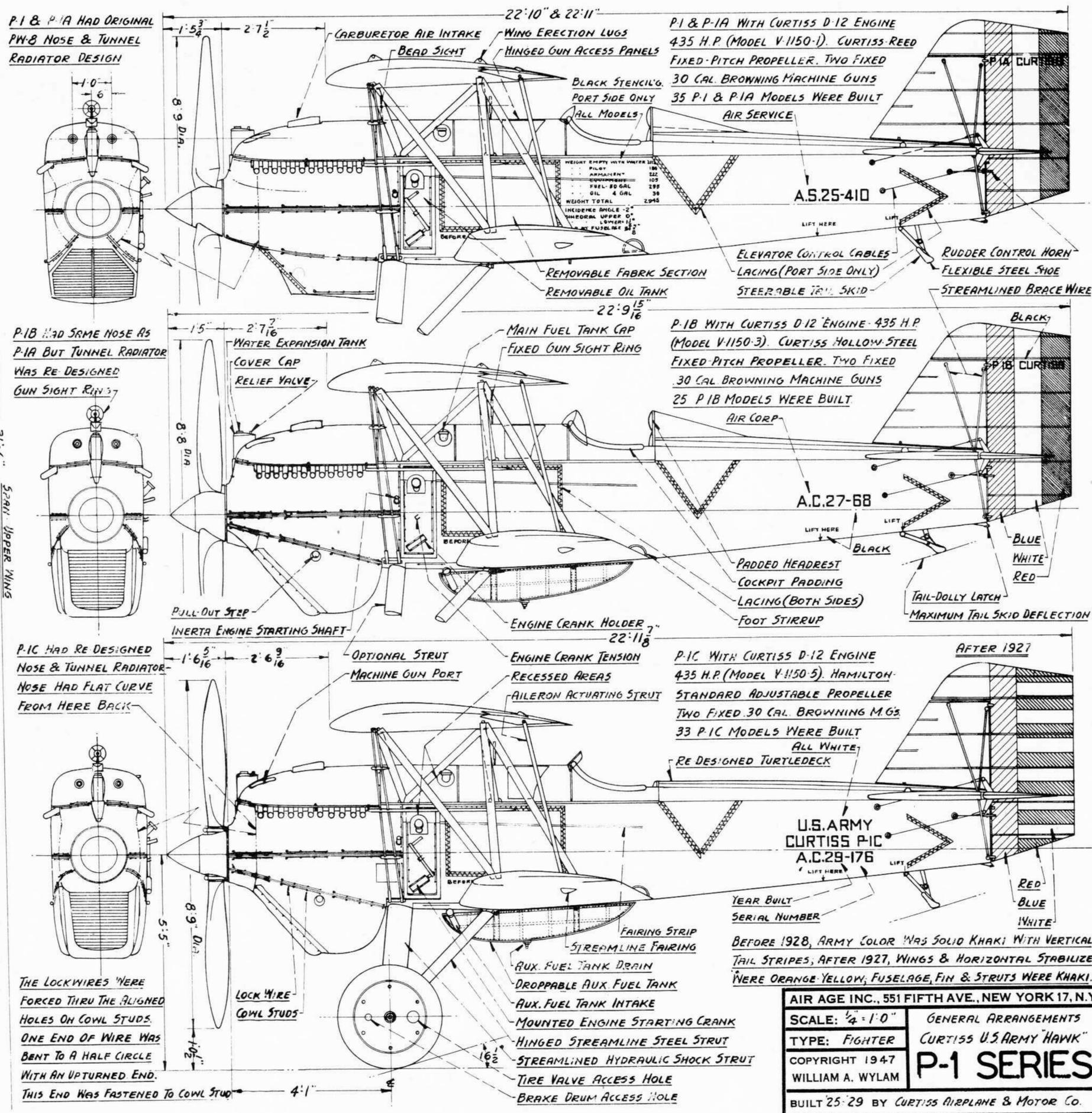






MODEL	ORIGINAL ENGINE	ENGINE CHANGE	H.P.	RE-DESIGNATION
P-1D	Curtiss D-12	Wright E (Hispano Suiza)	180	AT-4
P-1E	Curtiss D-12	Wright Whirlwind J5	220	AT-5
P-1F	Curtiss D-12	Wright Whirlwind J5	220	AT-5A

THE BALANCE OF THE P-1 SERIES FROM P-1D ON WERE CHANGED OVER TO ADVANCE TRAINERS. THEY RETAINED THE SAME GENERAL ARRANGEMENTS WITH THE EXCEPTION OF MAJOR CHANGES ON THE NOSE.



THE LOCKWIRES WERE FORCED THRU THE ALIGNED HOLES ON COWL STUDS. ONE END OF WIRE WAS BENT TO A HALF CIRCLE WITH AN UPTURNED END. THIS END WAS FASTENED TO COWL STUD

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

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

GENERAL ARRANGEMENTS

TYPE: FIGHTER

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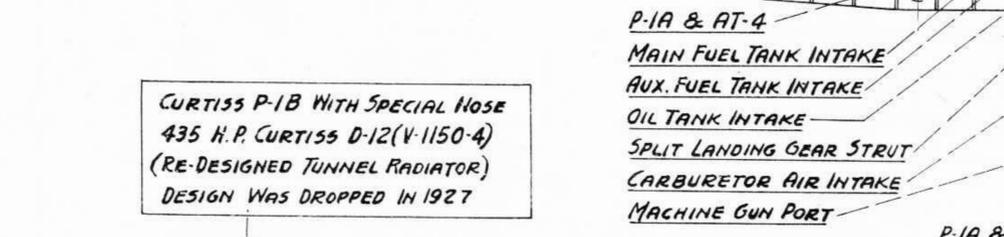
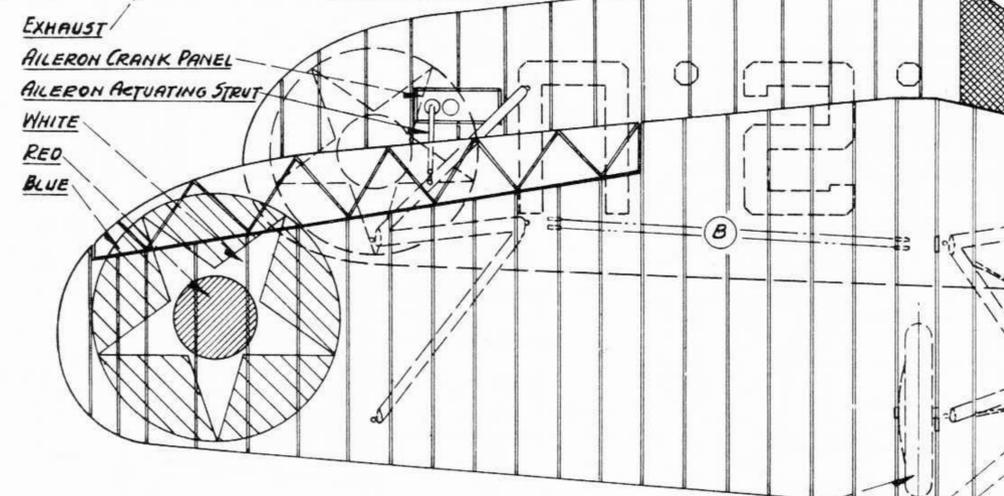
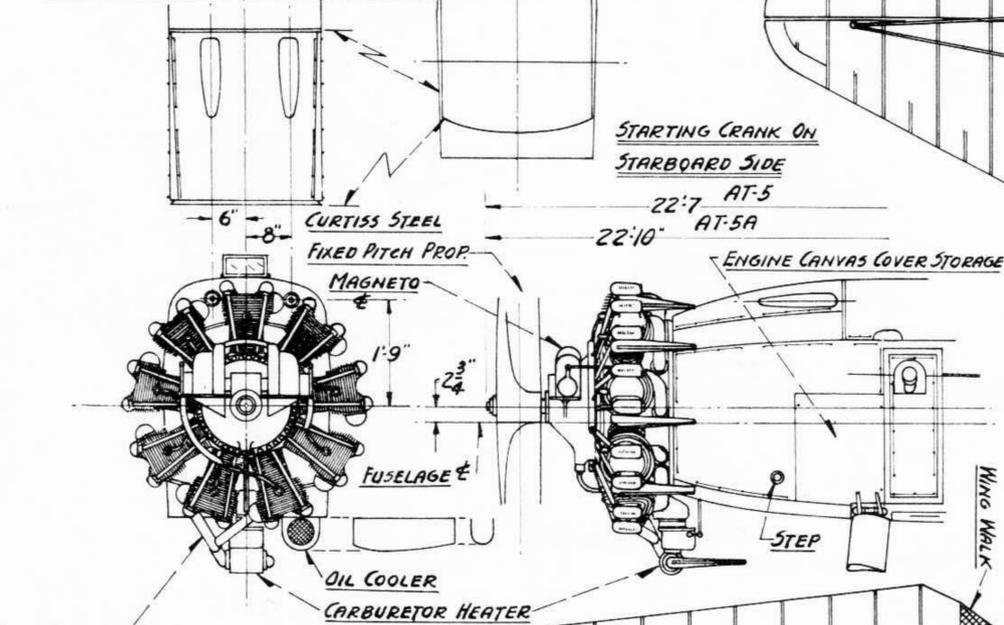
WILLIAM A. WYLAN

CURTISS U.S. ARMY "HAWK"

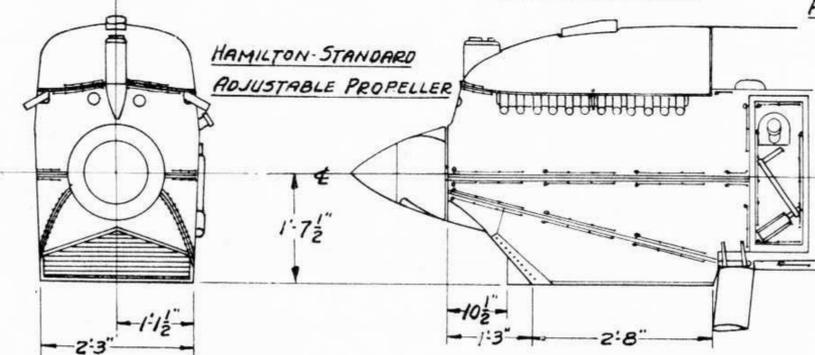
# P-1 SERIES

BUILT '25-'29 BY CURTISS AIRPLANE & MOTOR CO.

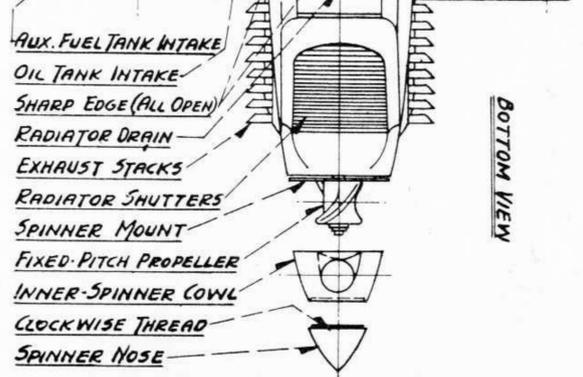
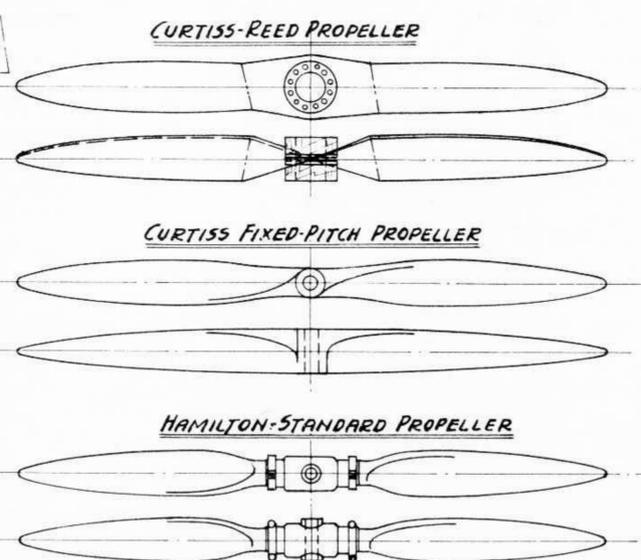
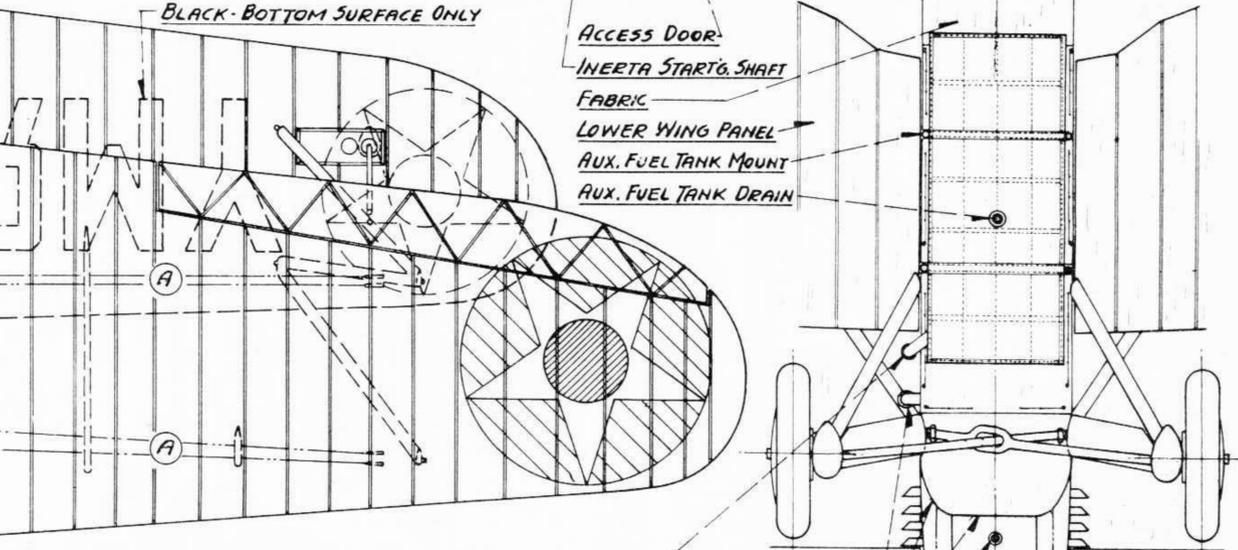
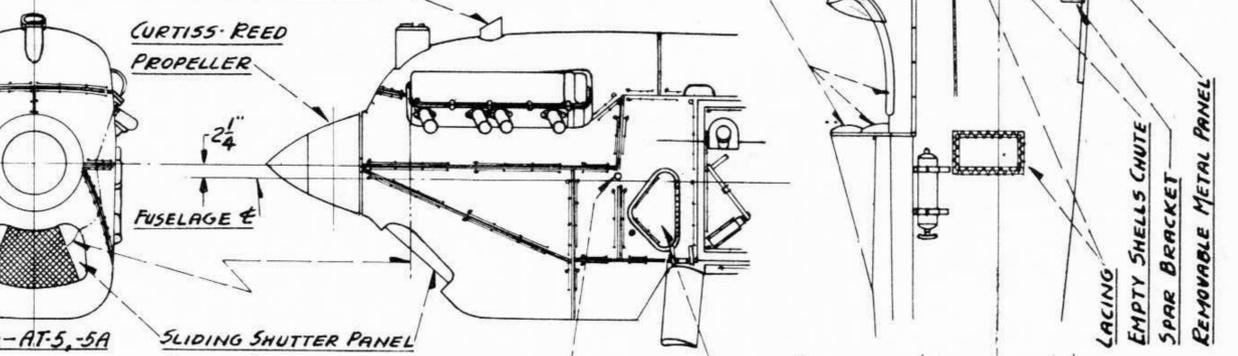
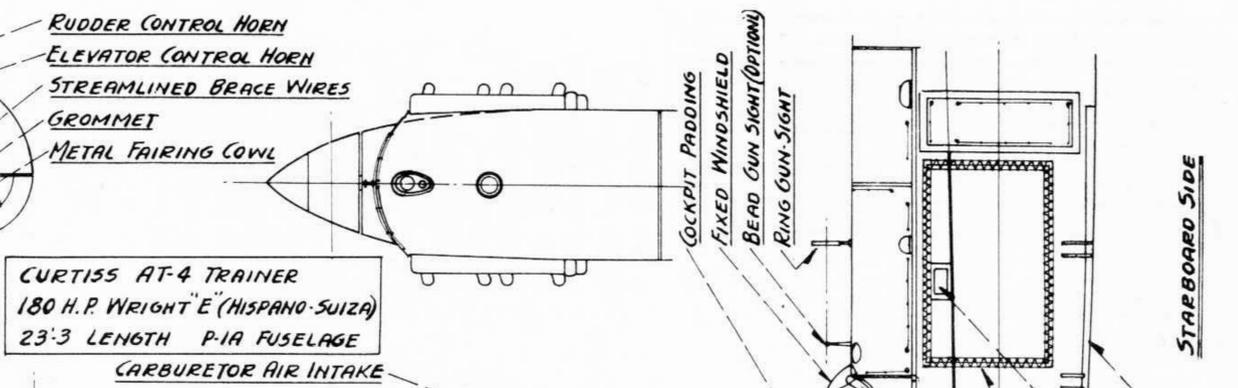
**CURTISS AT-5 & AT-5A TRAINER**  
 220 H.P. WRIGHT "WHIRLWIND" J-5  
 AT-5 22:7" LENGTH P-1B FUSELAGE  
 AT-5A 22:10" LENGTH P-1C FUSELAGE



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



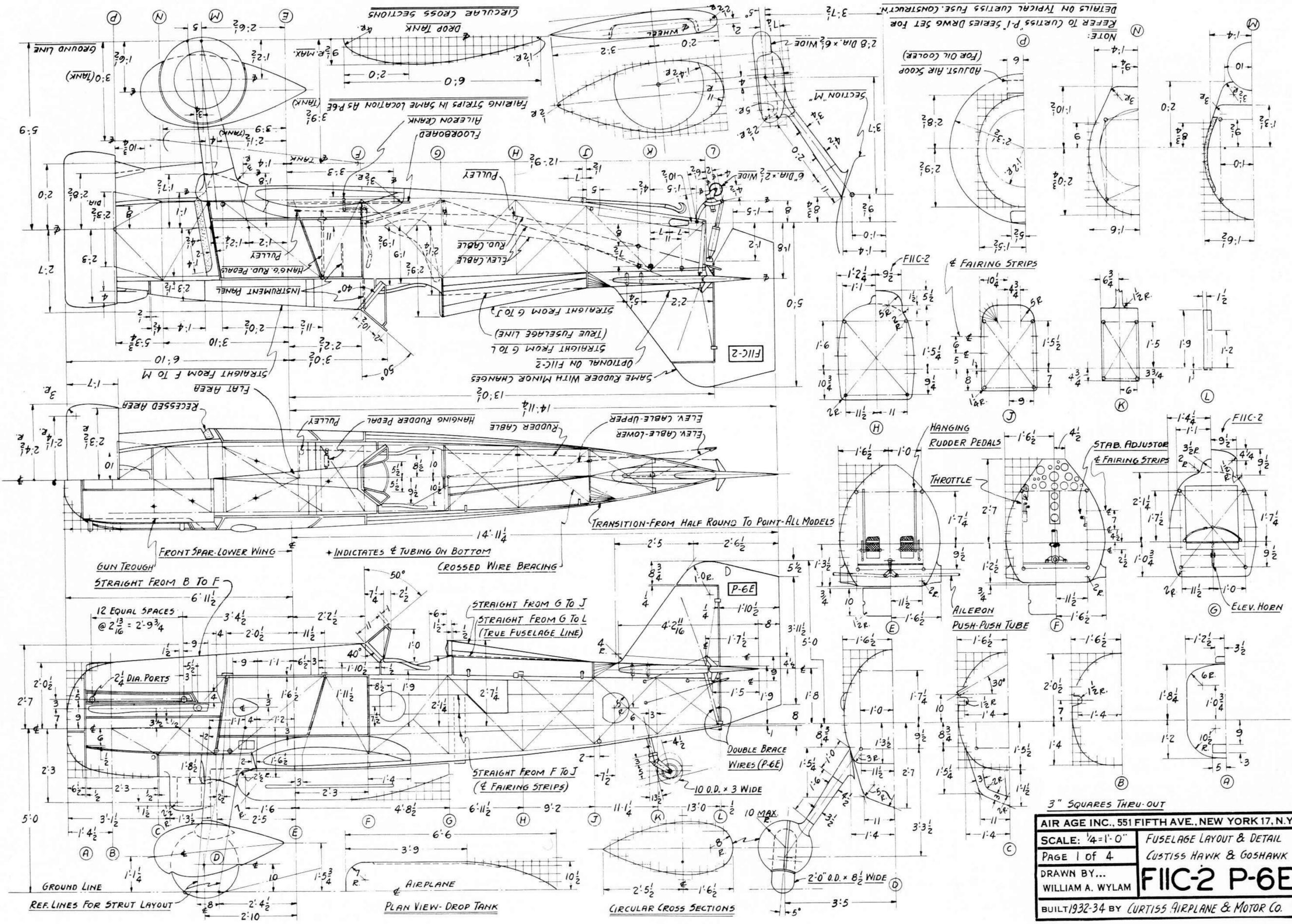
THE "CURTISS-REED" PROPELLER WAS DROP-FORGED TO SHAPE FROM A PLATE STEEL BLANK, HUB PLATES WERE WELDED IN PLACE FOR PROPELLER MOUNT. FIXED-PITCH PROPELLER WAS ALSO DROP-FORGED TO SHAPE FROM A STEEL CASTING.



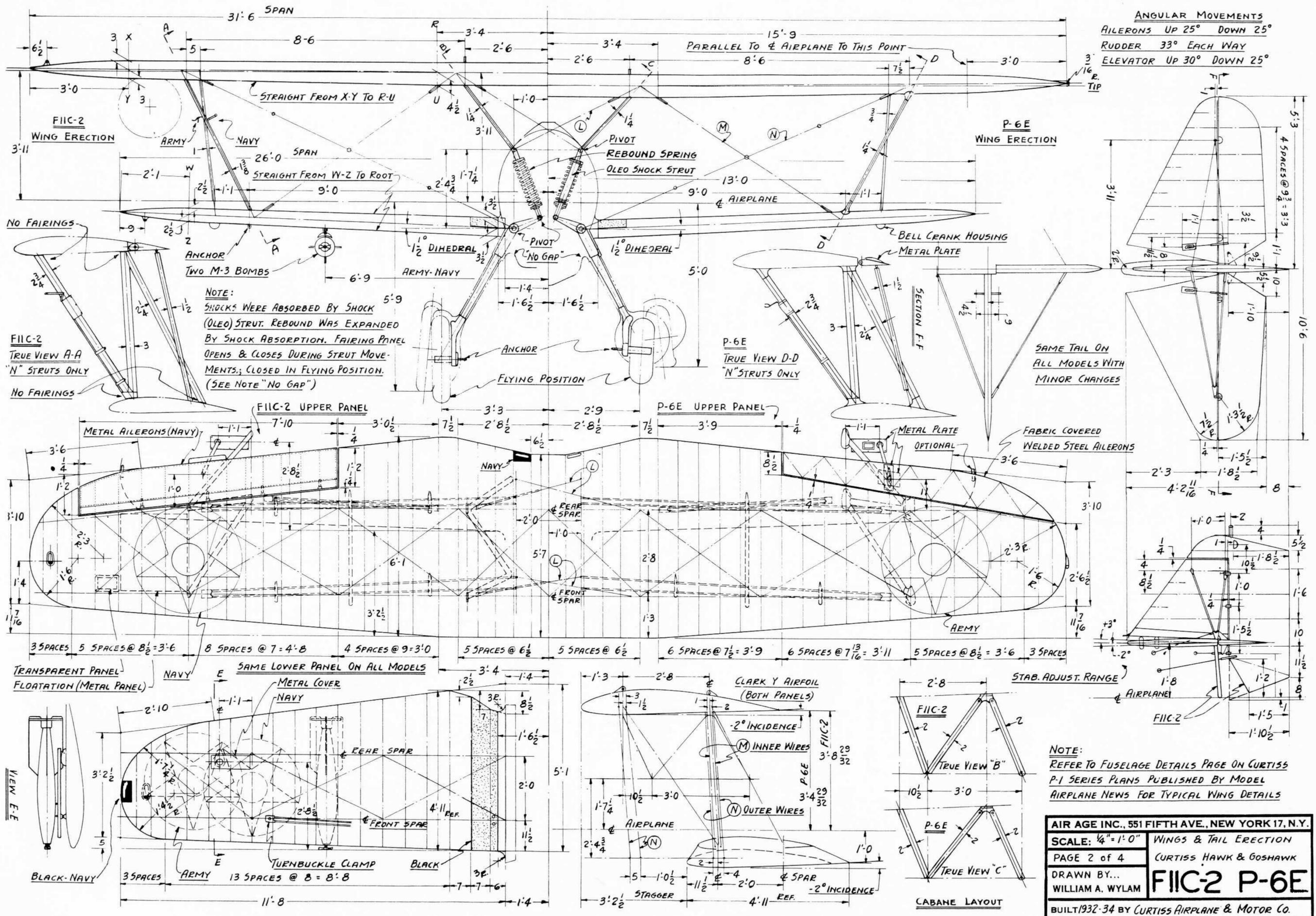
AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.	
SCALE: 1/4" = 1'-0"	GENERAL ARRANGEMENTS
TYPE: FIGHTER	CURTISS U.S. ARMY "HAWK"
COPYRIGHT 1947	<b>P-1 SERIES</b>
WILLIAM A. WYLAM	
BUILT '25-'29 BY CURTISS AIRPLANE & MOTOR CO., INC.	

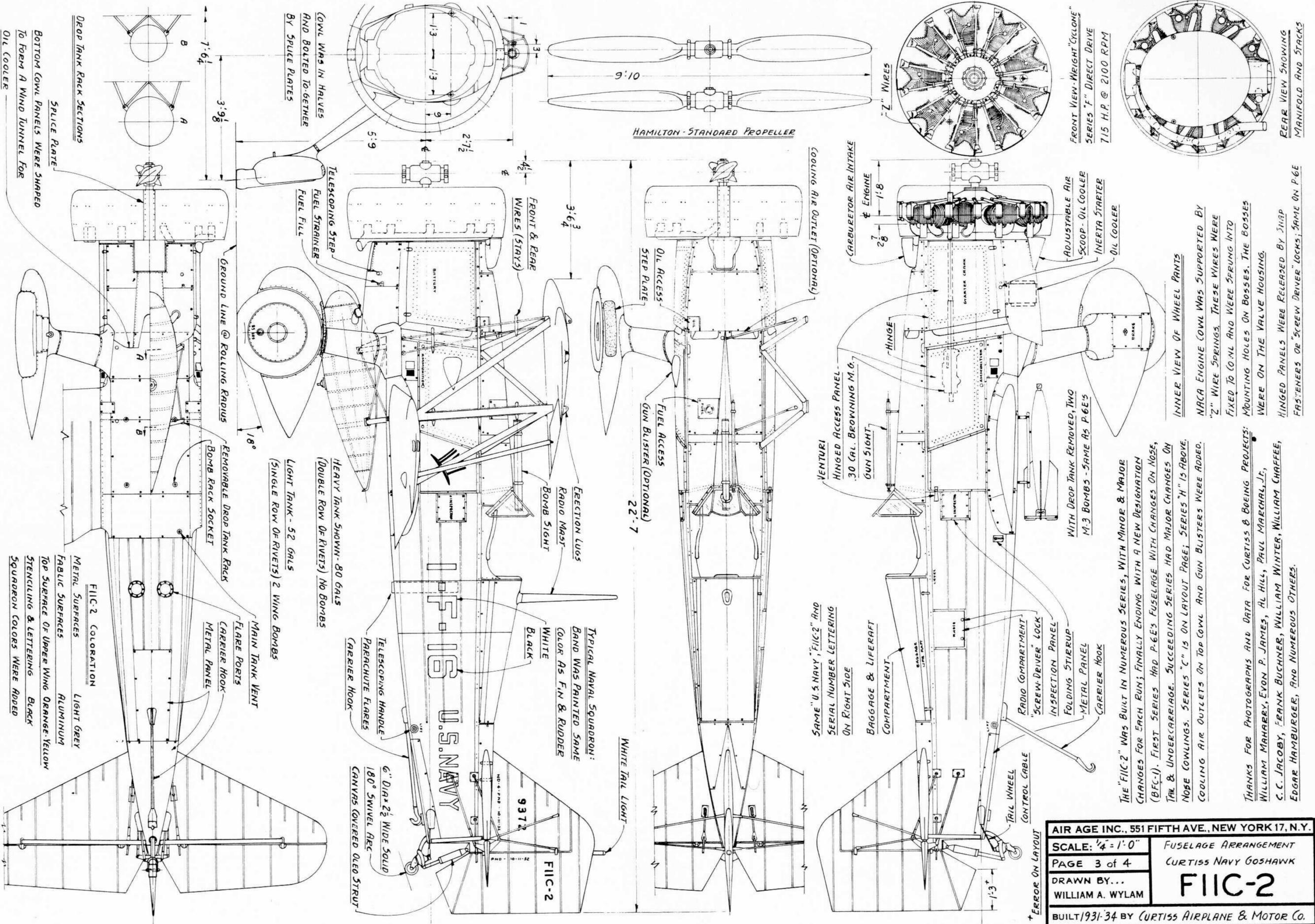






AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.  
 SCALE: 1/4" = 1'-0"  
 FUSELAGE LAYOUT & DETAIL  
 PAGE 1 OF 4  
 CUSTISS HAWK & GOSHAWK  
 DRAWN BY...  
 WILLIAM A. WYLAN  
**FIIC-2 P-6E**  
 BUILT 1932-34 BY CURTISS AIRPLANE & MOTOR CO.





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

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

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

\* ERROR ON LAYOUT

AIR AGE INC., 551 FIFTH AVE., NEW YORK 17, N.Y.  
 FUSELAGE ARRANGEMENT  
 CURTISS ARMY HAWK  
**P-6E**  
 SCALE: 1/4" = 1'-0"  
 PAGE 4 OF 4  
 DRAWN BY...  
 WILLIAM A. WYLAM  
 BUILT 1931-33 BY CURTISS AIRPLANE & MOTOR CO.

