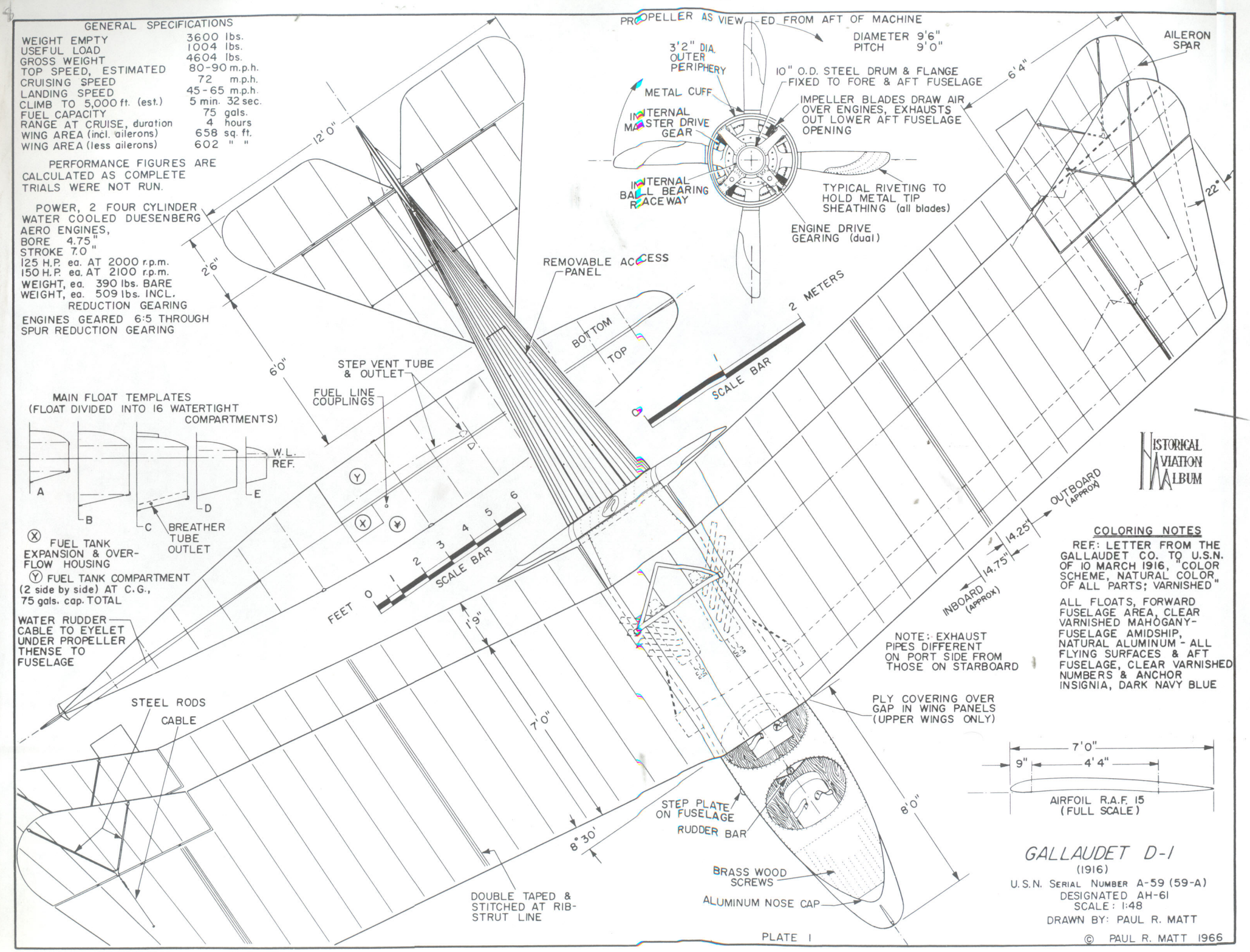

GENERAL SPECIFICATIONS
WEIGHT EMPTY 3600 lbs.
USEFUL LOAD 1004 lbs.
GROSS WEIGHT 4604 lbs.
TOP SPEED, ESTIMATED 80-90 m.p.h.
CRUISING SPEED 72 m.p.h.
LANDING SPEED 45-65 m.p.h.
CLIMB TO 5,000 ft. (est.) 5 min. 32 sec.
FUEL CAPACITY 75 gals.
RANGE AT CRUISE, duration 4 hours
WING AREA (incl. ailerons) 658 sq. ft.
WING AREA (less ailerons) 602 " "
PERFORMANCE FIGURES ARE CALCULATED AS COMPLETE TRIALS WERE NOT RUN.
POWER, 2 FOUR CYLINDER WATER COOLED DUESENBERG AERO ENGINES,
BORE 4.75"
STROKE 7.0"
125 H.P. ea. AT 2000 r.p.m.
150 H.P. ea. AT 2100 r.p.m.
WEIGHT, ea. 390 lbs. BARE
WEIGHT, ea. 509 lbs. INCL. REDUCTION GEARING
ENGINES GEARED 6:5 THROUGH SPUR REDUCTION GEARING
PROPELLER AS VIEWED FROM AFT OF MACHINE
DIAMETER 9'6"
PITCH 9'0"
3'2" DIA. OUTER PERIPHERY
10" O.D. STEEL DRUM & FLANGE FIXED TO FORE & AFT FUSELAGE
METAL CUFF
IMPELLER BLADES DRAW AIR OVER ENGINES, EXHAUSTS OUT LOWER AFT FUSELAGE OPENING
INTERNAL MASTER DRIVE GEAR
INTERNAL BALL BEARING RACEWAY
TYPICAL RIVETING TO HOLD METAL TIP SHEATHING (all blades)
ENGINE DRIVE GEARING (dual)
AILERON SPAR
6'4"
22°
12'0"
2'6"
6'0"
REMOVABLE ACCESS PANEL
BOTTOM
TOP
2 METERS
SCALE BAR
STEP VENT TUBE & OUTLET
FUEL LINE COUPLINGS
MAIN FLOAT TEMPLATES (FLOAT DIVIDED INTO 16 WATERTIGHT COMPARTMENTS)
W.L. REF.
A
B
C
D
E
BREATHER TUBE OUTLET
(X) FUEL TANK EXPANSION & OVERFLOW HOUSING
(Y) FUEL TANK COMPARTMENT (2 side by side) AT C.G., 75 gals. cap. TOTAL
FEET 0 1 2 3 4 5 6
SCALE BAR
WATER RUDDER CABLE TO EYELET UNDER PROPELLER THENSE TO FUSELAGE
1'9"
STEEL RODS
CABLE
7'0"
8°30'
DOUBLE TAPED & STITCHED AT RIB-STRUT LINE
STEP PLATE ON FUSELAGE
RUDDER BAR
BRASS WOOD SCREWS
ALUMINUM NOSE CAP
8'0"
NOTE: EXHAUST PIPES DIFFERENT ON PORT SIDE FROM THOSE ON STARBOARD
PLY COVERING OVER GAP IN WING PANELS (UPPER WINGS ONLY)
OUTBOARD (APPROX)
14.25"
14.75"
INBOARD (APPROX)
COLORING NOTES
REF: LETTER FROM THE GALLAUDET CO. TO U.S.N. OF 10 MARCH 1916, "COLOR SCHEME, NATURAL COLOR OF ALL PARTS; VARNISHED"
ALL FLOATS, FORWARD FUSELAGE AREA, CLEAR VARNISHED MAHOGANY-FUSELAGE AMIDSHIP, NATURAL ALUMINUM - ALL FLYING SURFACES & AFT FUSELAGE, CLEAR VARNISHED NUMBERS & ANCHOR INSIGNIA, DARK NAVY BLUE
HISTORICAL AVIATION ALBUM
7'0"
9"
4'4"
AIRFOIL R.A.F. 15 (FULL SCALE)
GALLAUDET D-1
(1916)
U.S.N. SERIAL NUMBER A-59 (59-A)
DESIGNATED AH-61
SCALE: 1:48
DRAWN BY: PAUL R. MATT
PLATE 1
© PAUL R. MATT 1966

48'0" O.A. SPAN

1'9" | 8'8" | 8'4" | 5'3"

GAP 7'7"

0° DIH.

VERTICAL RADIATORS INSTALLED JULY 1916 AFTER INITIAL TESTS

FUEL LINES GO THROUGH GAP IN LOWER WING PANEL

VENT HOUSING

MAHOGANY TIP FLOATS DIVIDED INTO 5 WATER-TIGHT COMPARTMENTS

1'3"

RIGGING DIAGRAM

1 2 3 4 5 6 7 8

3'6"

0 1 2 3 4 5 6 FEET

1 2 METERS

SCALE BARS

HOISTING "HANGER" STOWED POSITION

12"

29'6" FUSELAGE LENGTH

16'0"

AILERON CONTROL CABLE

PIVOT

AILERONS ACT NEGATIVELY, ONLY ONE PAIR AT A TIME. THEY OPERATE THROUGH A COMPLICATED BELL CRANK AND PLUNGER SYSTEM. NO UNDER-SURFACE CONTROL HORN NECESSARY.

NOTE: SPANWISE INTERPLANE RIGGING OMITTED FOR CLARITY

WHITE BACKGROUND PANEL

4° INC.

SIDE RADIATORS 80% IMBEDDED IN FUSELAGE

3'6"

5'0"

59A

59A

FUSELAGE FWD. AREA MAHOGANY PLY COVERED TO FIRST STRUT LINE, ALUMINUM AMIDSHIP TO PROPELLER, FABRIC AFT

ENTRY STEPS, RIGHT SIDE ONLY

4° INC.

REMOVABLE ACCESS PANEL

INTERNAL HEATED AIR OUT-LET, WIRE MESH SCREEN

+3" INC.

A B C D E

W.L.

2'6"

13'6"

12"

25'0"

33'0" O.A. LENGTH

PLATE 2

APPRECIATION IS EXTENDED TO MR. ROBERT GORDON, HEAD, GALLAUDET RESEARCH PROJECT, CONNECTICUT AERONAUTICAL HISTORICAL ASSOCIATION, INC. FOR HIS VALUED PERSISTENCE IN MAKING THESE DRAWINGS AS ACCURATE AS POSSIBLE.

HISTORICAL AVIATION ALBUM

# GALLAUDET D-1

(1916)

U.S.N. SERIAL NUMBER A-59 (59-A)

DESIGNATED AH-61

SCALE: 1:48

DRAWN BY: PAUL R. MATT

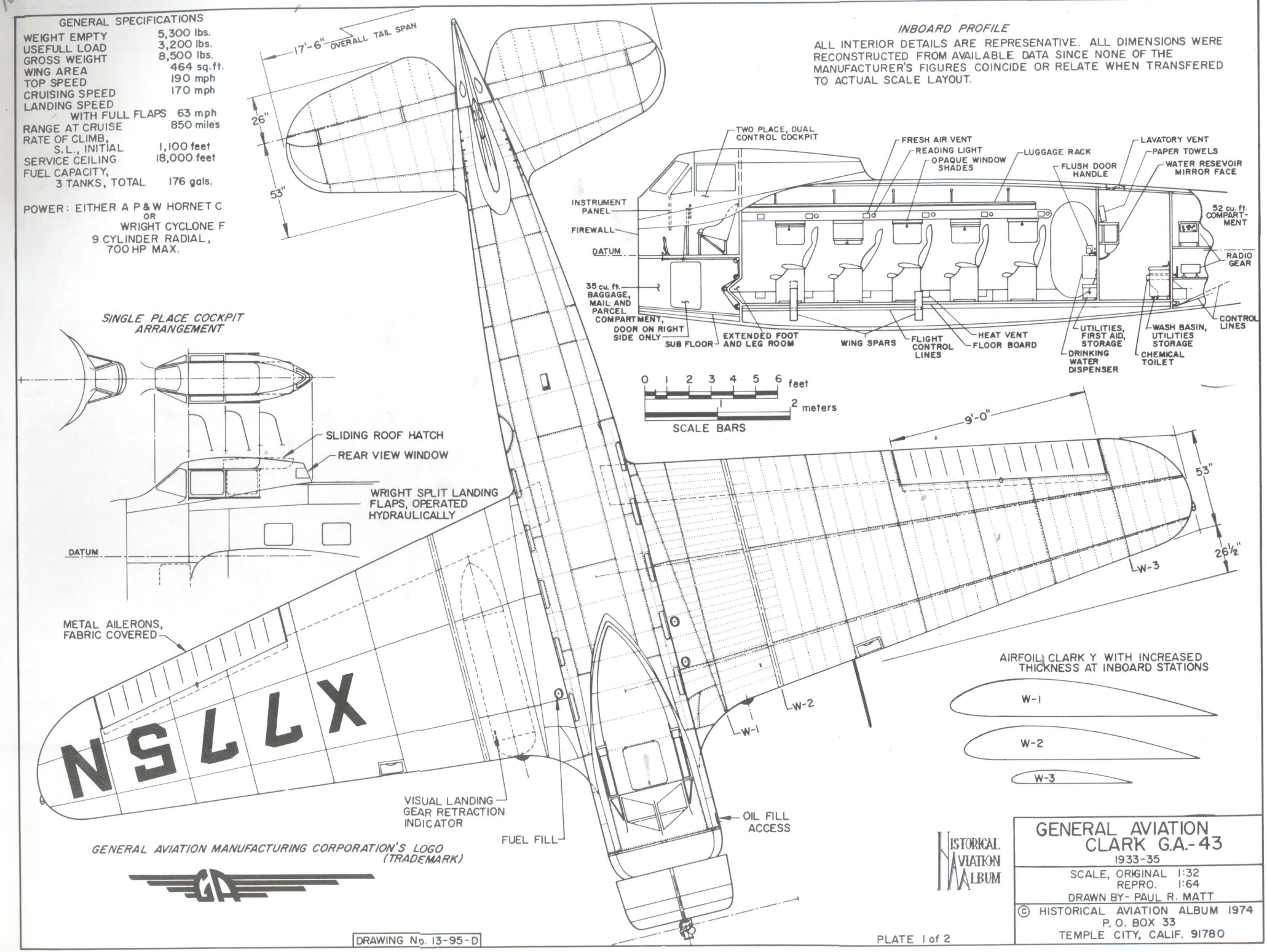
© PAUL R. MATT 1966

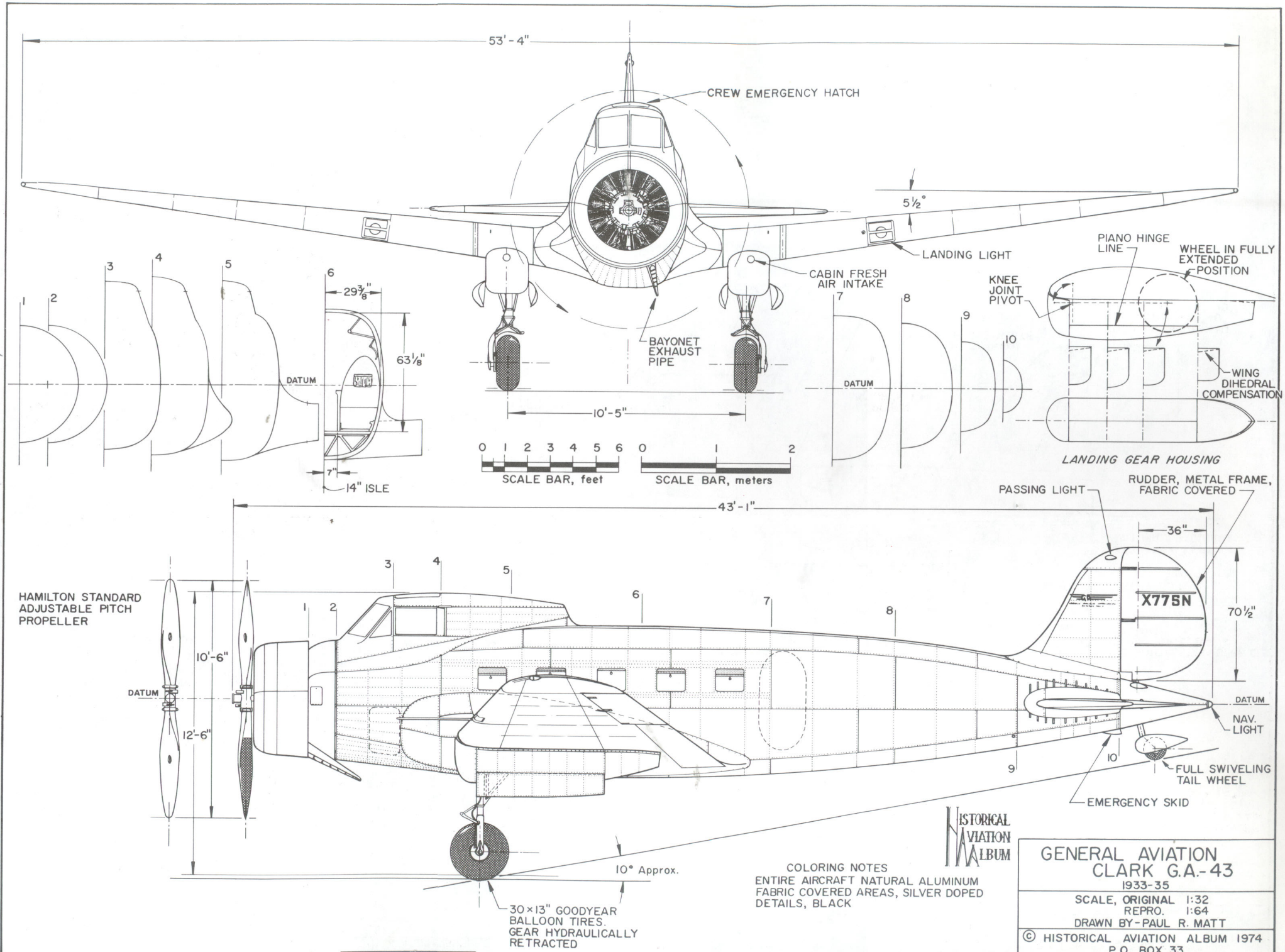
10

GENERAL SPECIFICATIONS

| | |
|---|---|
| WEIGHT EMPTY | 5,300 lbs. |
| USEFULL LOAD | 3,200 lbs. |
| GROSS WEIGHT | 8,500 lbs. |
| WING AREA | 464 sq.ft. |
| TOP SPEED | 190 mph |
| CRUISING SPEED | 170 mph |
| LANDING SPEED WITH FULL FLAPS | 63 mph |
| RANGE AT CRUISE | 850 miles |
| RATE OF CLIMB, S.L., INITIAL | 1,100 feet |
| SERVICE CEILING | 18,000 feet |
| FUEL CAPACITY, 3 TANKS, TOTAL | 176 gals. |

POWER: EITHER A P&W HORNET C
OR
WRIGHT CYCLONE F
9 CYLINDER RADIAL,
700 HP MAX.




53'-4"
CREW EMERGENCY HATCH
5½°
LANDING LIGHT
CABIN FRESH AIR INTAKE
BAYONET EXHAUST PIPE
10'-5"
29⅜"
63⅛"
DATUM
7"
14" ISLE
SCALE BAR, feet
SCALE BAR, meters
PIANO HINGE LINE
WHEEL IN FULLY EXTENDED POSITION
KNEE JOINT PIVOT
WING DIHEDRAL COMPENSATION
LANDING GEAR HOUSING
PASSING LIGHT
RUDDER, METAL FRAME, FABRIC COVERED
43'-1"
36"
70½"
X775N
HAMILTON STANDARD ADJUSTABLE PITCH PROPELLER
10'-6"
12'-6"
NAV. LIGHT
FULL SWIVELING TAIL WHEEL
EMERGENCY SKID
10° Approx.
30×13" GOODYEAR BALLOON TIRES. GEAR HYDRAULICALLY RETRACTED
COLORING NOTES
ENTIRE AIRCRAFT NATURAL ALUMINUM
FABRIC COVERED AREAS, SILVER DOPED
DETAILS, BLACK
HISTORICAL AVIATION ALBUM
GENERAL AVIATION
CLARK G.A.-43
1933-35
SCALE, ORIGINAL 1:32
REPRO. 1:64
DRAWN BY-PAUL R. MATT
© HISTORICAL AVIATION ALBUM 1974
P.O. BOX 33
TEMPLE CITY, CALIF. 91780
DRAWING No. 13-95-D
PLATE 2 of 2

## GENERAL SPECIFICATIONS

| | GUNS ONLY | GUNS & 4 SIDEWINDERS |
|---|---|---|
| WEIGHT EMPTY | 6,950 lbs. | 7,570 lbs. |
| USEFUL LOAD | 14,330 " | 14,590 " |
| GROSS WEIGHT | 21,280 | 22,160 TAKE OFF |
| TOP SPEED | 654 knots/S.L. | 630 knots/S.L. |
| CRUISING SPEED | 502 knts/38,000' | 454 knts/30,000' |
| LANDING SPEED, with flaps | 130 knots/15,500 lbs. gross | |
| RATE OF CLIMB | 5,130 f.p.m./S.L. | 4,050 f.p.m./S.L. gross wht. |
| FUEL CAPACITY | 6,650 lbs. (1049 gals.) | |
| OIL CAPACITY | 3 gals. | |
| CRUISING RANGE | 1,108 nautical miles | 784 nautical miles |
| SERVICE CEILING | 41,900 feet | 37,700 feet |
| WING AREA | 250 sq. ft. (BASIC PROJECTED AREA WITH/WITHOUT L.E. FILLET) | |
| POWER PLANT | WRIGHT J-65-W-18 7,450 l.s.t. (10,500 l.s.t. WITH AFTERBURNER) | |
| NORMAL ARMAMENT | 4 20 mm RAPID FIRE CANNON & 4 AAM INFRA RED HEAT SEEKING SIDEWINDER IA, IC MISSILES | |

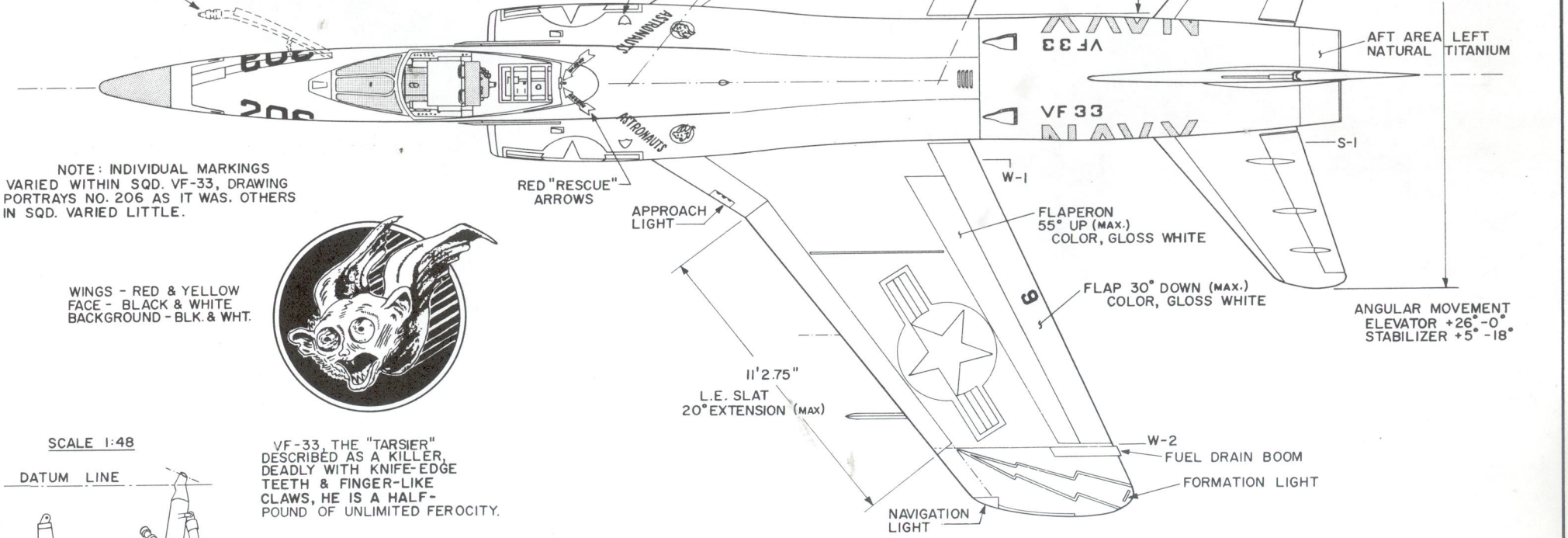
COLORING NOTES:

ALL PLAN VIEW SURFACES, VERTICAL FIN TO COLOR LINE —·—·—·—, LIGHT GRAY (BATTLESHIP OR GULL GRAY) - MATTE FINISH - EXCEPTIONS AS NOTED

ALL UNDERSURFACES - GLOSS WHITE BELOW COLOR LINE —·—·—·—, ONLY EXCEPTIONS, NATIONAL INSIGNIA, LETTERING

ALL LETTERING - BLACK, DECORE NOTED

LIGHTNING FLASHES, SQUADRON PERSONALITY DECORE, CHROME YELLOW - BLACK OUTLINED



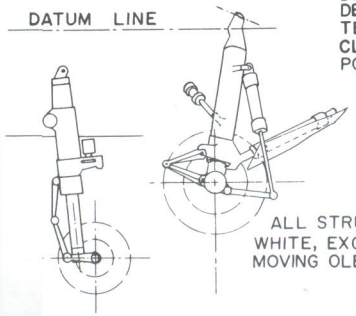

NOTE: INDIVIDUAL MARKINGS VARIED WITHIN SQD. VF-33, DRAWING PORTRAYS NO. 206 AS IT WAS. OTHERS IN SQD. VARIED LITTLE.

WINGS - RED & YELLOW
FACE - BLACK & WHITE
BACKGROUND - BLK. & WHT.

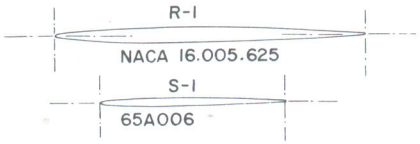


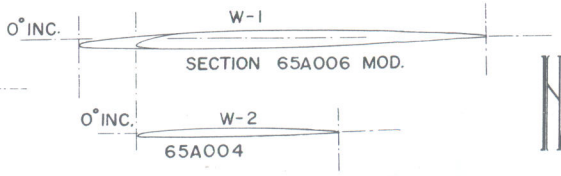
VF-33, THE "TARSIER" DESCRIBED AS A KILLER, DEADLY WITH KNIFE-EDGE TEETH & FINGER-LIKE CLAWS, HE IS A HALF-POUND OF UNLIMITED FEROCITY.

SCALE 1:48




ALL STRUTS - WHITE, EXCEPT MOVING OLEO PARTS



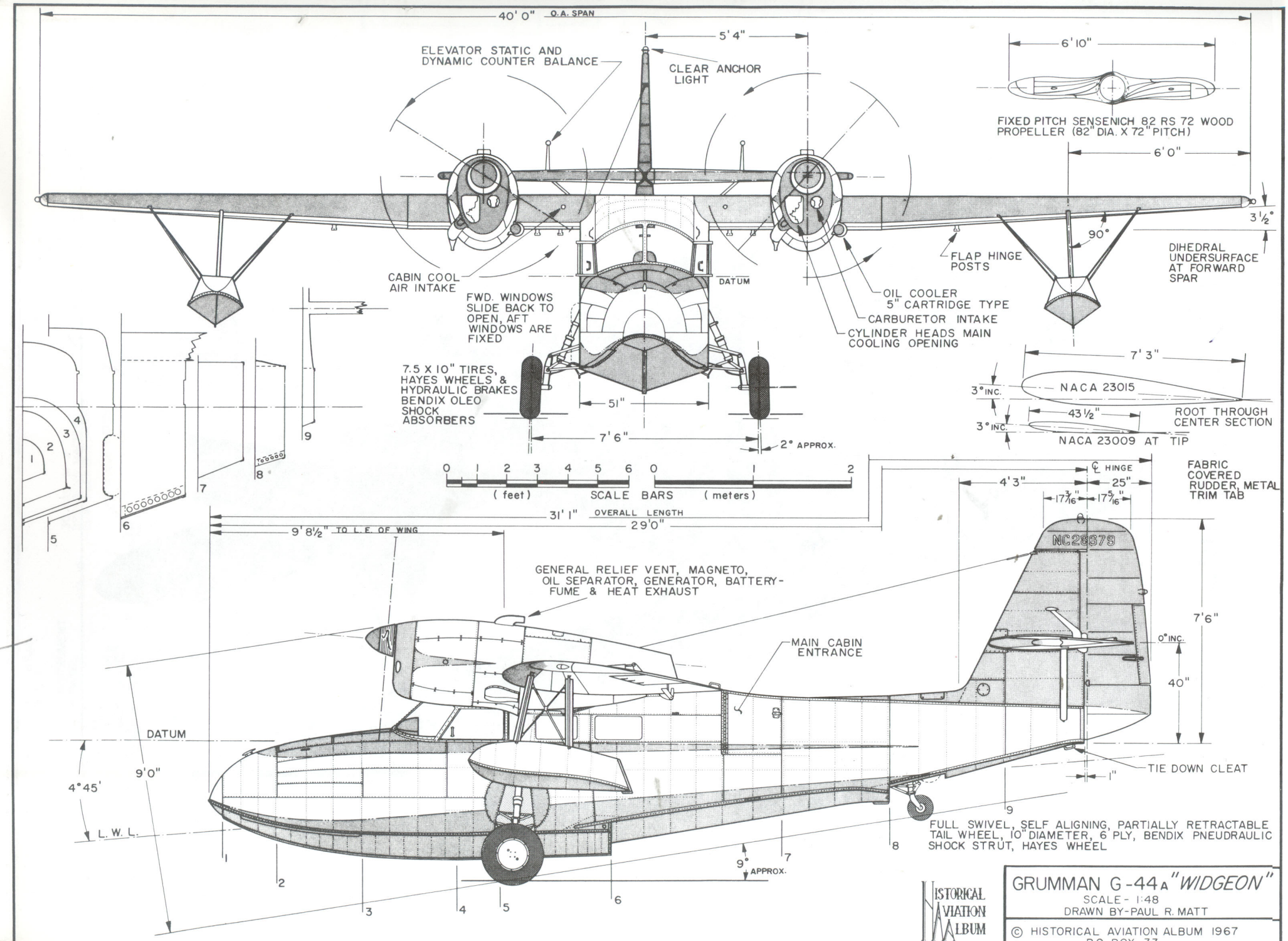

HISTORICAL AVIATION ALBUM

# GRUMMAN F11F-1 (F-11A) "TIGER"

1959
SCALE: 1:64
DRAWN BY: PAUL R. MATT

PLATE 1

© PAUL R. MATT, 1965




HISTORICAL AVIATION ALBUM

# GRUMMAN G-44A "WIDGEON"

SCALE - 1:48

DRAWN BY-PAUL R. MATT

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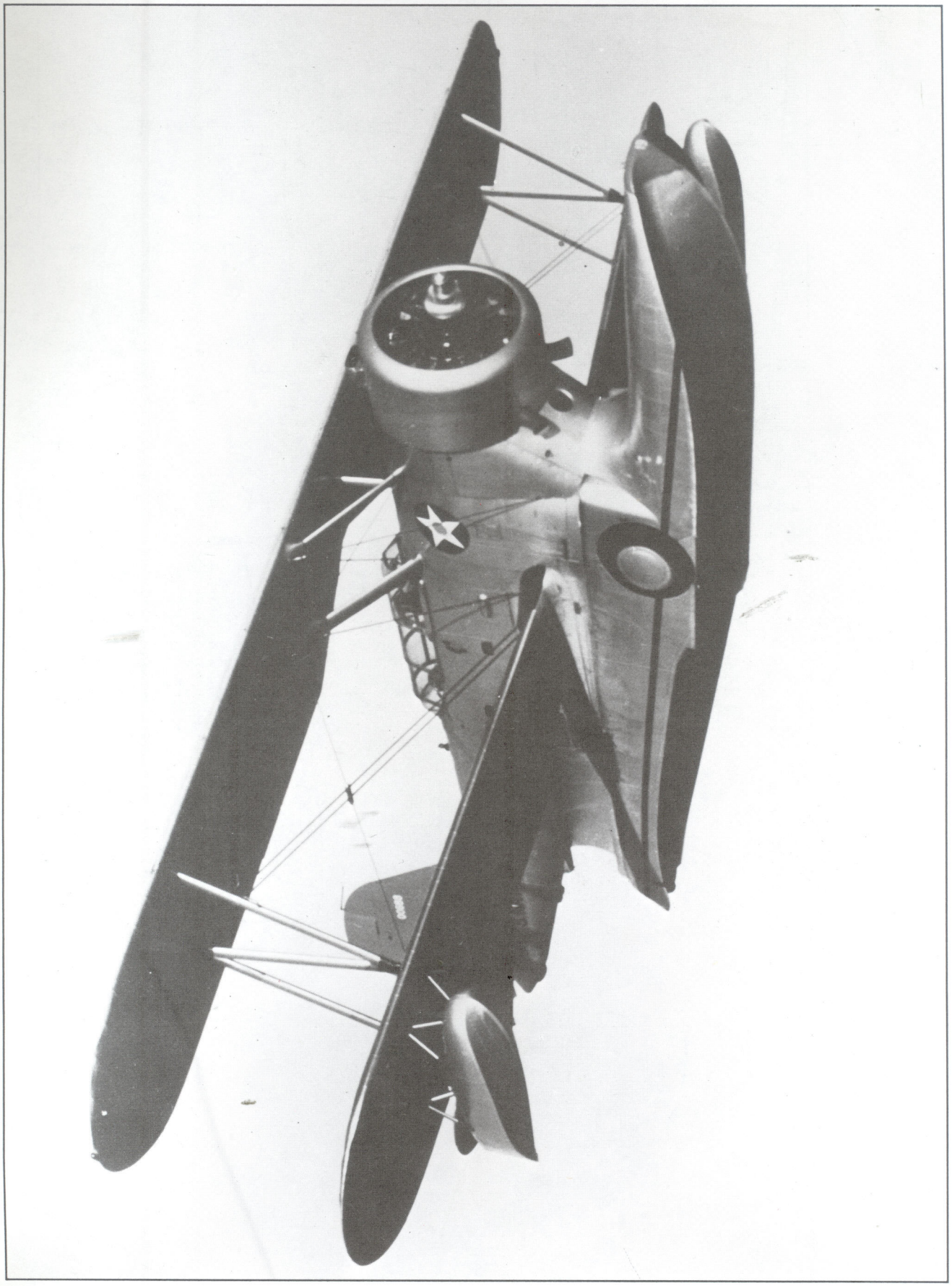
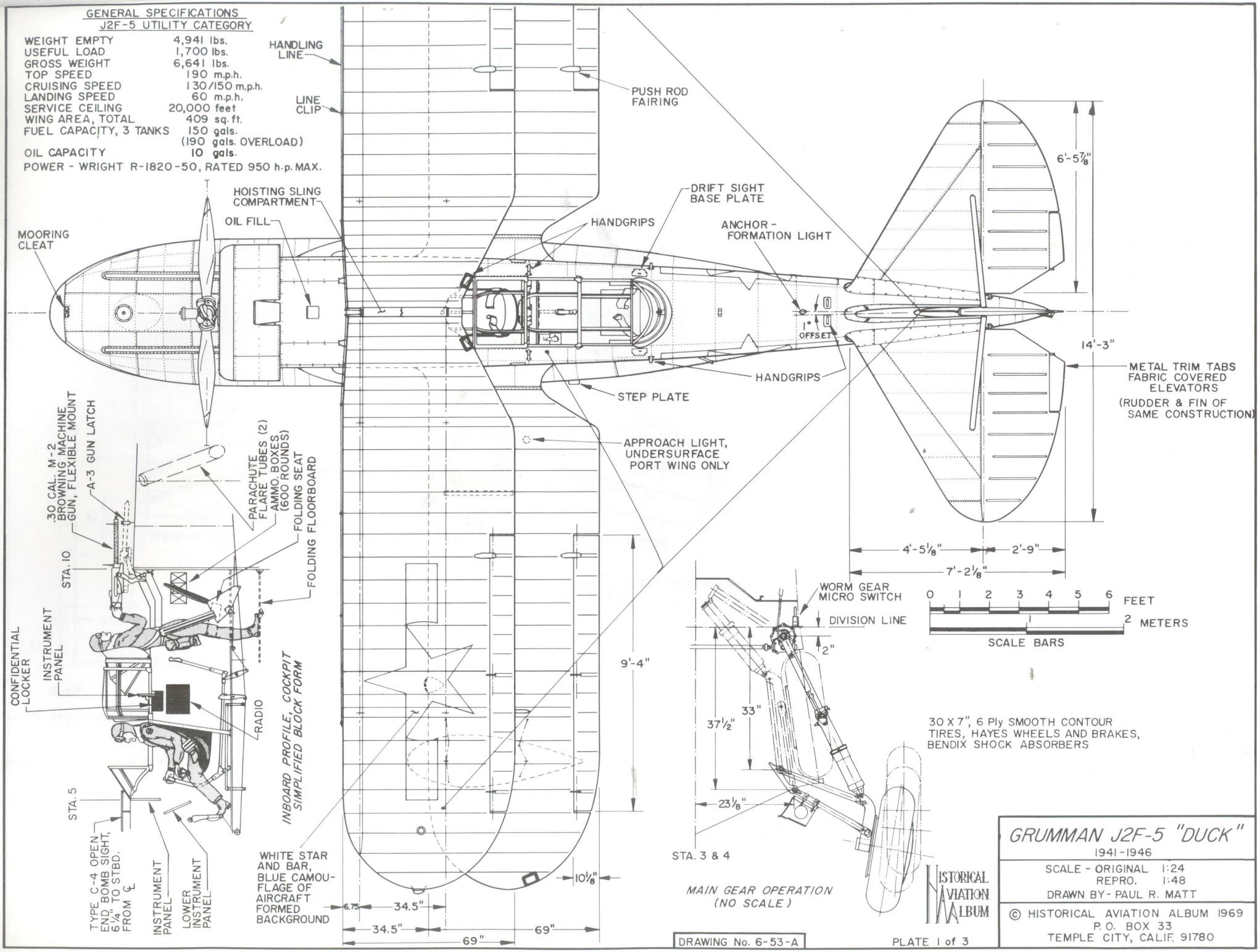
DRAWING No. AM5-30-A

# Grumman J2F-5 "Duck"



GENERAL SPECIFICATIONS
J2F-5 UTILITY CATEGORY


GENERAL SPECIFICATIONS
J2F-5 UTILITY CATEGORY
WEIGHT EMPTY 4,941 lbs.
USEFUL LOAD 1,700 lbs.
GROSS WEIGHT 6,641 lbs.
TOP SPEED 190 m.p.h.
CRUISING SPEED 130/150 m.p.h.
LANDING SPEED 60 m.p.h.
SERVICE CEILING 20,000 feet
WING AREA, TOTAL 409 sq. ft.
FUEL CAPACITY, 3 TANKS 150 gals.
(190 gals. OVERLOAD)
OIL CAPACITY 10 gals.
POWER - WRIGHT R-1820-50, RATED 950 h.p. MAX.
HANDLING LINE
LINE CLIP
PUSH ROD FAIRING
HOISTING SLING COMPARTMENT
OIL FILL
MOORING CLEAT
HANDGRIPS
DRIFT SIGHT BASE PLATE
ANCHOR - FORMATION LIGHT
1° OFFSET
HANDGRIPS
STEP PLATE
APPROACH LIGHT, UNDERSURFACE PORT WING ONLY
6'-5⅞"
14'-3"
METAL TRIM TABS FABRIC COVERED ELEVATORS
(RUDDER & FIN OF SAME CONSTRUCTION)
4'-5⅛"
2'-9"
7'-2⅛"
9'-4"
10⅛"
6.75
34.5"
34.5"
69"
69"
.30 CAL. M-2 BROWNING MACHINE GUN, FLEXIBLE MOUNT
A-3 GUN LATCH
PARACHUTE FLARE TUBES (2)
AMMO. BOXES (600 ROUNDS)
FOLDING SEAT
FOLDING FLOORBOARD
STA. 10
CONFIDENTIAL LOCKER
INSTRUMENT PANEL
RADIO
STA. 5
TYPE C-4 OPEN END BOMB SIGHT, 6¼" TO STBD. FROM ℄
INSTRUMENT PANEL
LOWER INSTRUMENT PANEL
INBOARD PROFILE, COCKPIT SIMPLIFIED BLOCK FORM
WHITE STAR AND BAR, BLUE CAMOUFLAGE OF AIRCRAFT FORMED BACKGROUND
WORM GEAR MICRO SWITCH
DIVISION LINE
2"
33"
37½"
23⅛"
STA. 3 & 4
MAIN GEAR OPERATION (NO SCALE)
30 X 7", 6 Ply SMOOTH CONTOUR TIRES, HAYES WHEELS AND BRAKES, BENDIX SHOCK ABSORBERS
0 1 2 3 4 5 6 FEET
1 2 METERS
SCALE BARS
HISTORICAL AVIATION ALBUM
GRUMMAN J2F-5 "DUCK"
1941-1946
SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT
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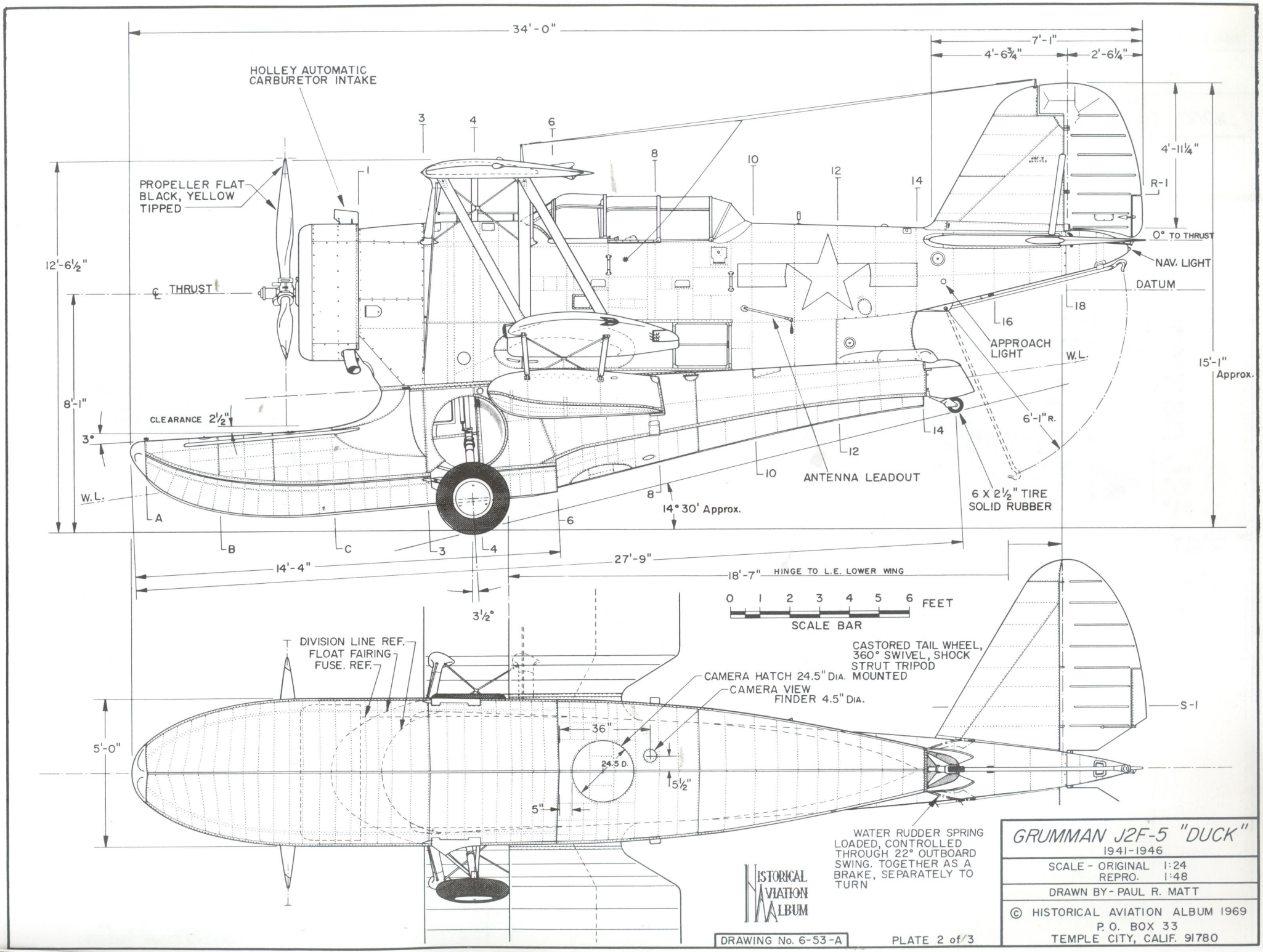
TEMPLE CITY, CALIF. 91780
DRAWING No. 6-53-A
PLATE 1 of 3


34'-0"
7'-1"
4'-6¾"
2'-6¼"
HOLLEY AUTOMATIC CARBURETOR INTAKE
PROPELLER FLAT BLACK, YELLOW TIPPED
℄ THRUST
12'-6½"
8'-1"
CLEARANCE 2½"
3°
W.L.
4'-11¼"
R-1
0° TO THRUST
NAV. LIGHT
DATUM
APPROACH LIGHT
W.L.
15'-1" Approx.
6'-1" R.
ANTENNA LEADOUT
6 X 2½" TIRE SOLID RUBBER
14° 30' Approx.
14'-4"
27'-9"
18'-7" HINGE TO L.E. LOWER WING
3½°
0 1 2 3 4 5 6 FEET
SCALE BAR
DIVISION LINE REF.
FLOAT FAIRING
FUSE. REF.
CASTORED TAIL WHEEL, 360° SWIVEL, SHOCK STRUT TRIPOD MOUNTED
CAMERA HATCH 24.5" DIA.
CAMERA VIEW FINDER 4.5" DIA.
S-1
5'-0"
36"
24.5 D.
5½"
5"
WATER RUDDER SPRING LOADED, CONTROLLED THROUGH 22° OUTBOARD SWING. TOGETHER AS A BRAKE, SEPARATELY TO TURN
HISTORICAL AVIATION ALBUM
DRAWING No. 6-53-A
PLATE 2 of 3
GRUMMAN J2F-5 "DUCK"
1941-1946
SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY - PAUL R. MATT
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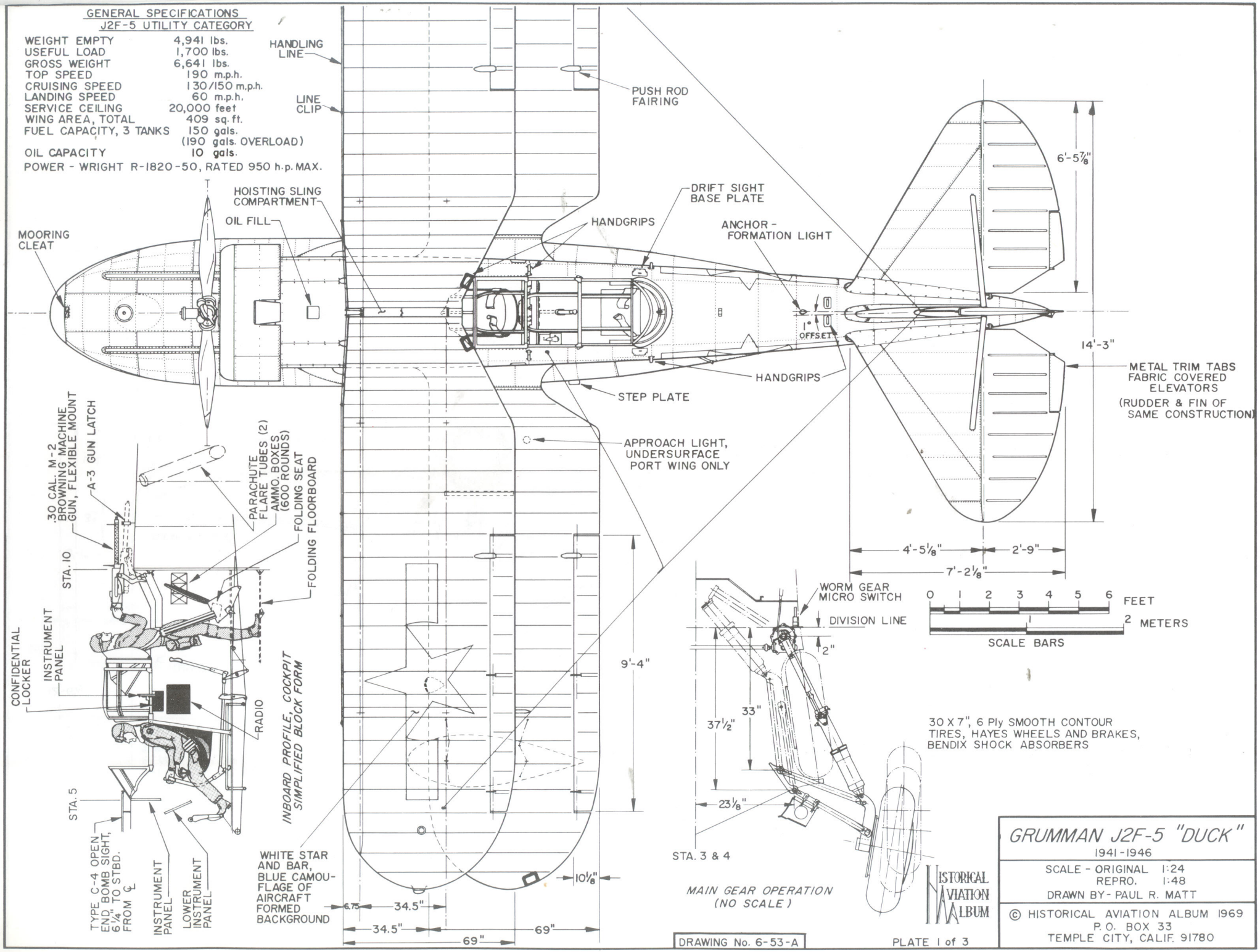
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SCALE - ORIGINAL 1:24
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DRAWN BY - PAUL R. MATT
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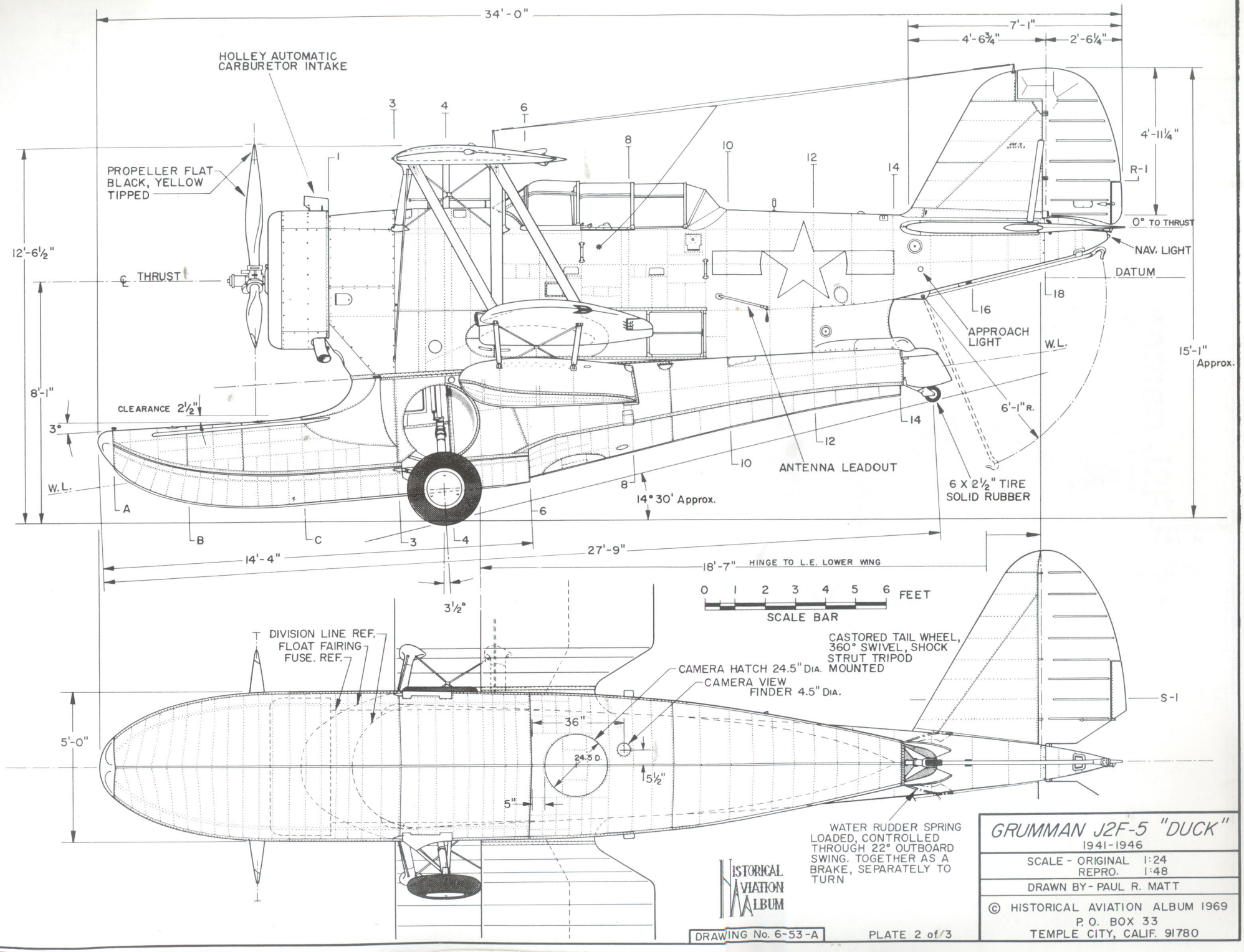
TEMPLE CITY, CALIF. 91780
DRAWING No. 6-53-A
PLATE 1 of 3


34'-0"
7'-1"
4'-6¾"
2'-6¼"
HOLLEY AUTOMATIC CARBURETOR INTAKE
PROPELLER FLAT BLACK, YELLOW TIPPED
℄ THRUST
12'-6½"
8'-1"
CLEARANCE 2½"
3°
W.L.
4'-11¼"
R-1
0° TO THRUST
NAV. LIGHT
DATUM
APPROACH LIGHT
W.L.
15'-1" Approx.
6'-1" R.
ANTENNA LEADOUT
6 X 2½" TIRE SOLID RUBBER
14° 30' Approx.
14'-4"
27'-9"
18'-7" HINGE TO L.E. LOWER WING
3½°
0 1 2 3 4 5 6 FEET
SCALE BAR
DIVISION LINE REF.
FLOAT FAIRING
FUSE. REF.
CAMERA HATCH 24.5" DIA.
CAMERA VIEW FINDER 4.5" DIA.
CASTORED TAIL WHEEL, 360° SWIVEL, SHOCK STRUT TRIPOD MOUNTED
S-1
5'-0"
36"
24.5 D.
5½"
5"
WATER RUDDER SPRING LOADED, CONTROLLED THROUGH 22° OUTBOARD SWING. TOGETHER AS A BRAKE, SEPARATELY TO TURN
HISTORICAL AVIATION ALBUM
DRAWING No. 6-53-A
PLATE 2 of 3
GRUMMAN J2F-5 "DUCK"
1941-1946
SCALE - ORIGINAL 1:24
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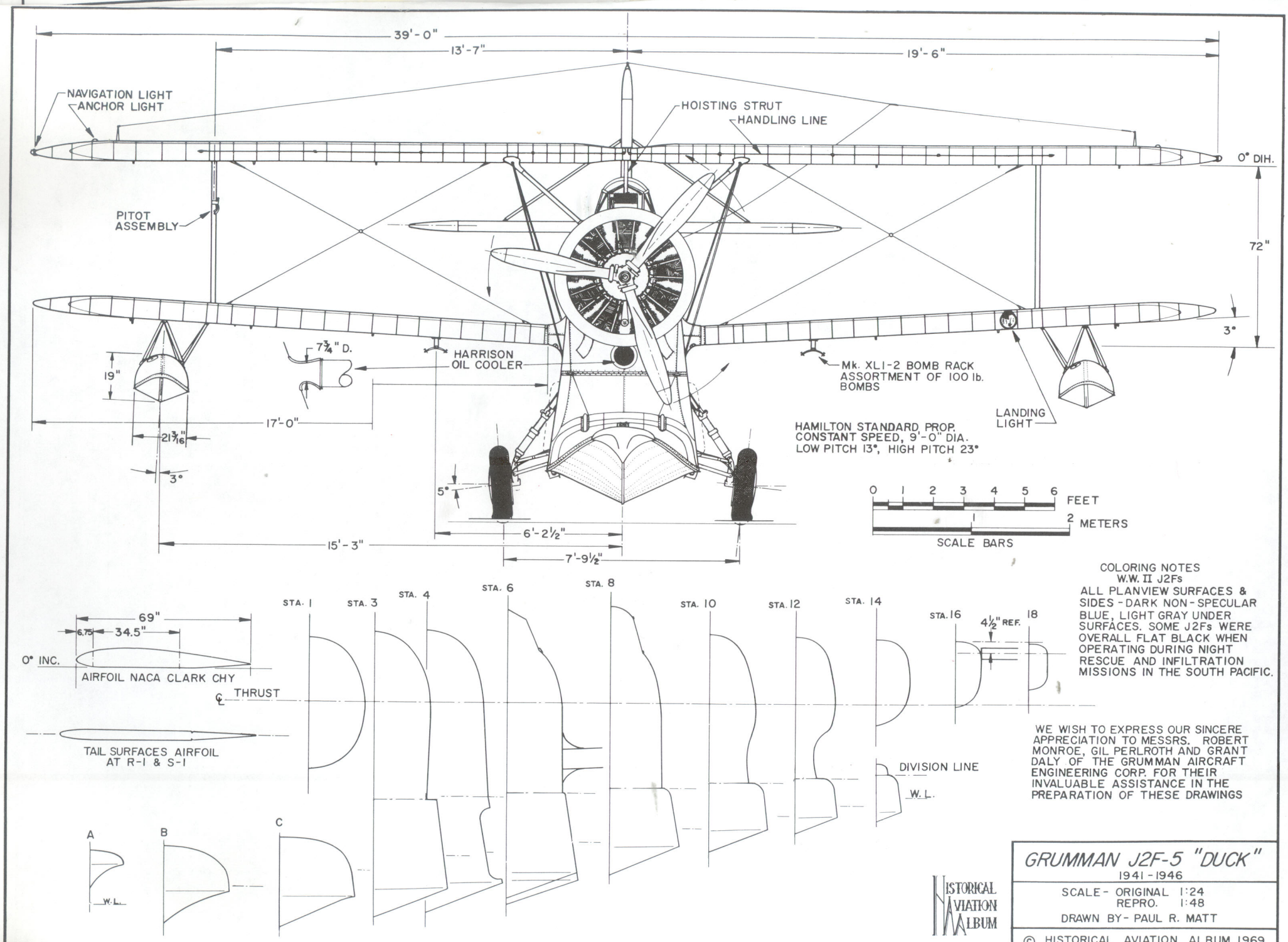


COLORING NOTES
W.W. II J2Fs
ALL PLANVIEW SURFACES & SIDES - DARK NON-SPECULAR BLUE, LIGHT GRAY UNDER SURFACES. SOME J2Fs WERE OVERALL FLAT BLACK WHEN OPERATING DURING NIGHT RESCUE AND INFILTRATION MISSIONS IN THE SOUTH PACIFIC.

WE WISH TO EXPRESS OUR SINCERE APPRECIATION TO MESSRS. ROBERT MONROE, GIL PERLROTH AND GRANT DALY OF THE GRUMMAN AIRCRAFT ENGINEERING CORP. FOR THEIR INVALUABLE ASSISTANCE IN THE PREPARATION OF THESE DRAWINGS

# GRUMMAN J2F-5 "DUCK"

1941-1946

SCALE - ORIGINAL 1:24
REPRO. 1:48

DRAWN BY - PAUL R. MATT

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

HISTORICAL AVIATION ALBUM

DRAWING No. 6-53-A

# 3-View Scale Drawings by Paul Matt

Volume 1 contains all airplanes listed from A through G. Volume 2 contains all airplanes listed from H through W. If you would like individual, large sheets of any of the below listed scale drawings, send request, catalog #, appropriate fee, and shipping charge of $3.95. If you want your drawing rolled in a tube — add $4.00. Clear, concise, uncluttered 3- and 4- view engineering presentations, in large (17" x 22"), easy to work with standard scales. Drawing is highly detailed and is an accurate working print with all dimensions, specifications, airfoils, cross sections, templates, and color scheme included. These drawings are part of the collection of the internationally acclaimed and highly honored ***Historical Aviation Album.*** All orders are folded unless a tube is ordered. Each has 2 to 6 large sheets. **Rolled in tube — add $4.00 plus $3.95 postage. Send to: Aviation Heritage, P.O. Box 665, Destin, FL 32540.**

DRAWING SCALE CODE:
Last letter of catalog number indicates scale of drawing.

A= 1:24 .... 1/2"= 1'
B= 1:16.....3/4"= 1'
C= 1:48 .... 1/4"= 1'
D= 1:32 .... 3/8"= 1'
E= 1:8.....1 1/2"= 1'
F= 1:6 ..... 2"= 1'
G= 1:96 .... 1/8"= 1'

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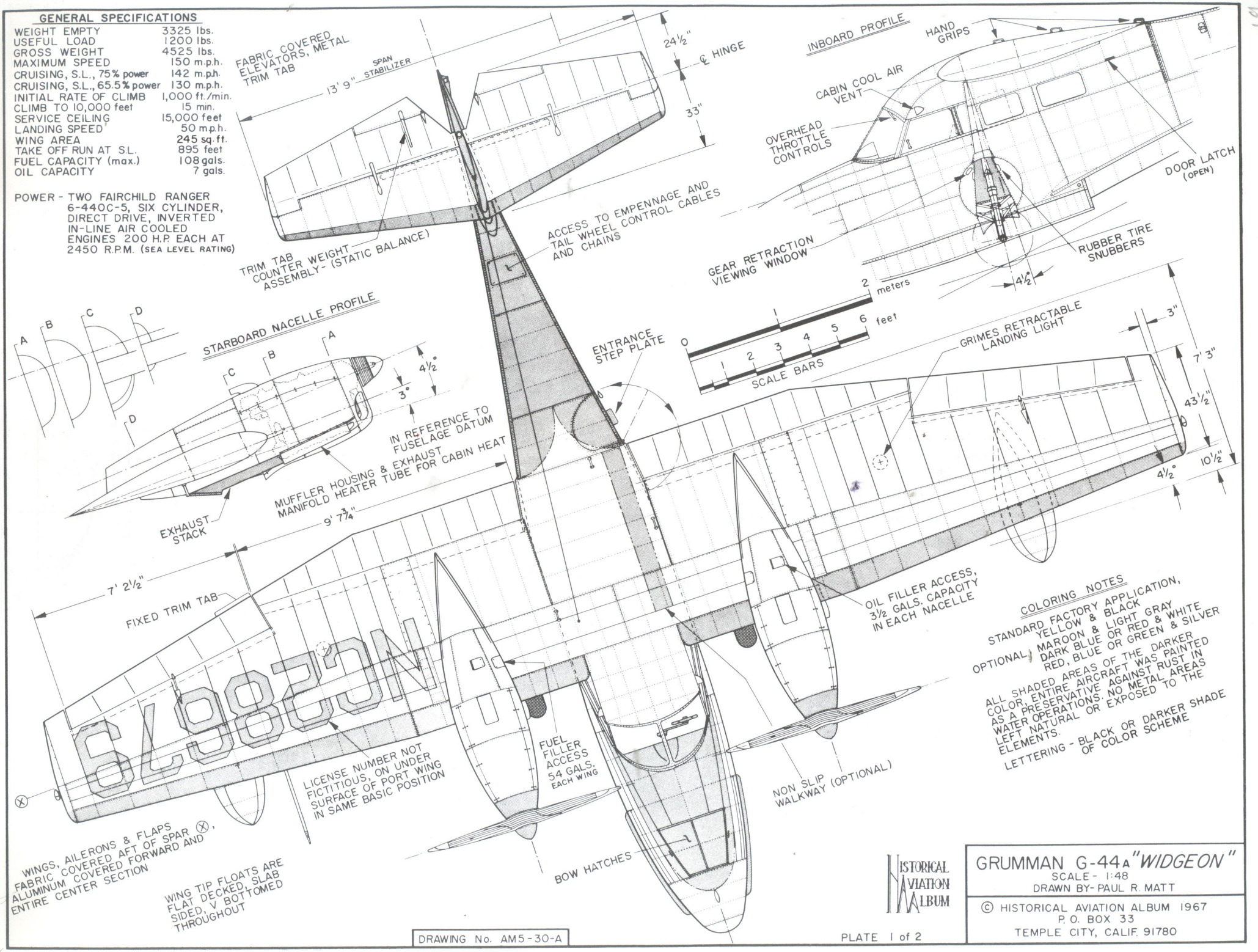
## GENERAL SPECIFICATIONS

| | |
|---|---|
| WEIGHT EMPTY | 3325 lbs. |
| USEFUL LOAD | 1200 lbs. |
| GROSS WEIGHT | 4525 lbs. |
| MAXIMUM SPEED | 150 m.p.h. |
| CRUISING, S.L., 75% power | 142 m.p.h. |
| CRUISING, S.L., 65.5% power | 130 m.p.h. |
| INITIAL RATE OF CLIMB | 1,000 ft./min. |
| CLIMB TO 10,000 feet | 15 min. |
| SERVICE CEILING | 15,000 feet |
| LANDING SPEED | 50 m.p.h. |
| WING AREA | 245 sq. ft. |
| TAKE OFF RUN AT S.L. | 895 feet |
| FUEL CAPACITY (max.) | 108 gals. |
| OIL CAPACITY | 7 gals. |

POWER - TWO FAIRCHILD RANGER 6-440C-5, SIX CYLINDER, DIRECT DRIVE, INVERTED IN-LINE AIR COOLED ENGINES 200 H.P. EACH AT 2450 R.P.M. (SEA LEVEL RATING)




### COLORING NOTES

STANDARD FACTORY APPLICATION, YELLOW & BLACK

OPTIONAL: MAROON & BLACK
DARK BLUE, LIGHT GRAY
RED, BLUE OR RED & WHITE
RED, BLUE OR GREEN & SILVER

ALL SHADED AREAS OF THE DARKER COLOR, ENTIRE AIRCRAFT WAS PAINTED AS A PRESERVATIVE AGAINST RUST IN WATER OPERATIONS. NO METAL AREAS LEFT NATURAL OR EXPOSED TO THE ELEMENTS.

LETTERING - BLACK OR DARKER SHADE OF COLOR SCHEME

HISTORICAL AVIATION ALBUM

# GRUMMAN G-44A "WIDGEON"

SCALE - 1:48

DRAWN BY - PAUL R. MATT

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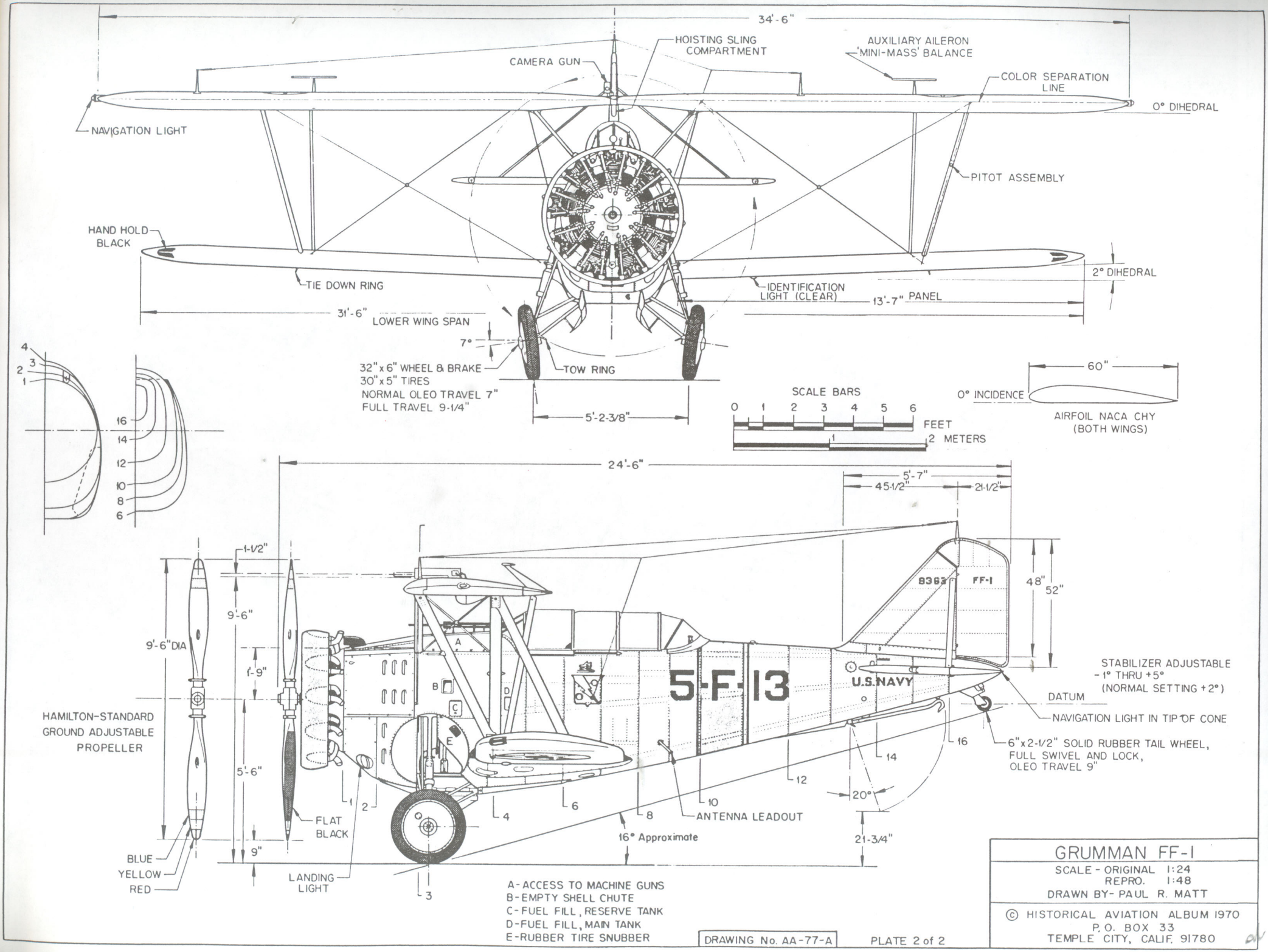
TEMPLE CITY, CALIF. 91780

DRAWING No. AM5-30-A

PLATE 1 of 2


34'-6"
HOISTING SLING COMPARTMENT
AUXILIARY AILERON 'MINI-MASS' BALANCE
CAMERA GUN
COLOR SEPARATION LINE
0° DIHEDRAL
NAVIGATION LIGHT
PITOT ASSEMBLY
HAND HOLD BLACK
2° DIHEDRAL
TIE DOWN RING
IDENTIFICATION LIGHT (CLEAR)
13'-7" PANEL
31'-6" LOWER WING SPAN
7°
32" x 6" WHEEL & BRAKE
30" x 5" TIRES
NORMAL OLEO TRAVEL 7"
FULL TRAVEL 9-1/4"
TOW RING
5'-2-3/8"
SCALE BARS
0 1 2 3 4 5 6
FEET
1 2 METERS
60"
0° INCIDENCE
AIRFOIL NACA CHY (BOTH WINGS)
24'-6"
5'-7"
45-1/2"
21-1/2"
1-1/2"
9'-6"
9'-6" DIA
1'-9"
5'-6"
9"
48"
52"
8362
FF-1
5-F-13
U.S. NAVY
A
B
C
D
E
HAMILTON-STANDARD GROUND ADJUSTABLE PROPELLER
STABILIZER ADJUSTABLE -1° THRU +5° (NORMAL SETTING +2°)
DATUM
NAVIGATION LIGHT IN TIP OF CONE
6" x 2-1/2" SOLID RUBBER TAIL WHEEL, FULL SWIVEL AND LOCK, OLEO TRAVEL 9"
20°
ANTENNA LEADOUT
16° Approximate
21-3/4"
FLAT BLACK
BLUE
YELLOW
RED
LANDING LIGHT
A-ACCESS TO MACHINE GUNS
B-EMPTY SHELL CHUTE
C-FUEL FILL, RESERVE TANK
D-FUEL FILL, MAIN TANK
E-RUBBER TIRE SNUBBER
DRAWING No. AA-77-A
PLATE 2 of 2
GRUMMAN FF-1
SCALE - ORIGINAL 1:24
REPRO. 1:48
DRAWN BY- PAUL R. MATT
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TEMPLE CITY, CALIF. 91780

GENERAL SPECIFICATIONS

| | |
|---|---|
| WEIGHT EMPTY | 3,221 lbs |
| USEFUL LOAD | 1,579 lbs |
| GROSS WEIGHT | 4,800 lbs |
| MAXIMUM SPEED | 207 mph @ 5,300 feet |
| CRUISING SPEED | 180 mph @ 7,000 feet |
| CLIMB AT SEA LEVEL | 1,600 ft./min. |
| SERVICE CEILING | 22,000 feet |
| RANGE AT CRUISE | 647 miles |
| WING AREA (TOTAL) | 295 sq. ft. |

POWER: WRIGHT R-1820-78 CYCLONE OF 700/750 H.P.

COLOR NOTES - AIRCRAFT PORTRAYED

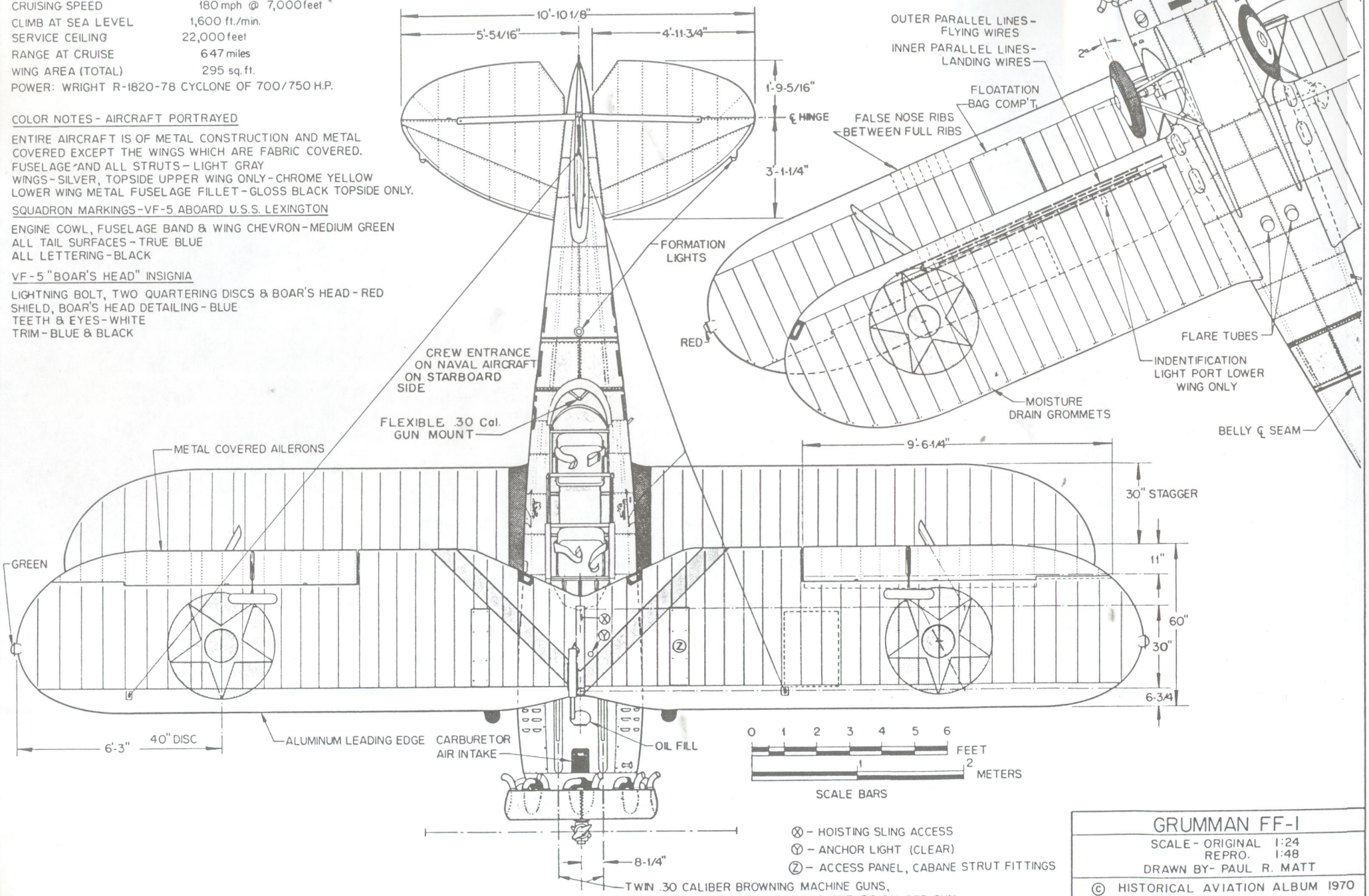
ENTIRE AIRCRAFT IS OF METAL CONSTRUCTION AND METAL COVERED EXCEPT THE WINGS WHICH ARE FABRIC COVERED.
FUSELAGE AND ALL STRUTS - LIGHT GRAY
WINGS - SILVER, TOPSIDE UPPER WING ONLY - CHROME YELLOW
LOWER WING METAL FUSELAGE FILLET - GLOSS BLACK TOPSIDE ONLY.

SQUADRON MARKINGS - VF-5 ABOARD U.S.S. LEXINGTON

ENGINE COWL, FUSELAGE BAND & WING CHEVRON - MEDIUM GREEN
ALL TAIL SURFACES - TRUE BLUE
ALL LETTERING - BLACK

VF-5 "BOAR'S HEAD" INSIGNIA

LIGHTNING BOLT, TWO QUARTERING DISCS & BOAR'S HEAD - RED
SHIELD, BOAR'S HEAD DETAILING - BLUE
TEETH & EYES - WHITE
TRIM - BLUE & BLACK




GRUMMAN FF-1

SCALE - ORIGINAL 1:24
REPRO. 1:48
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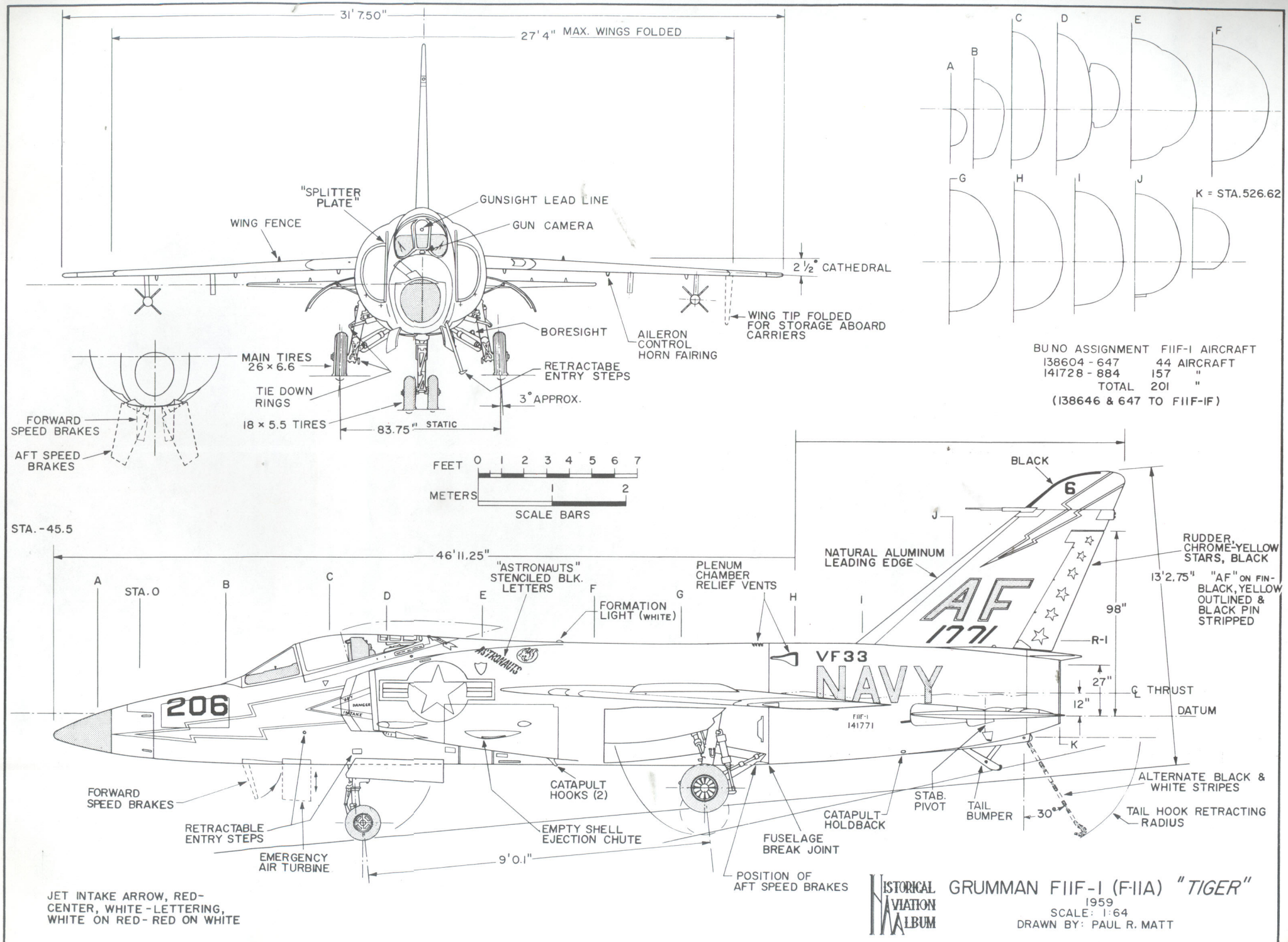
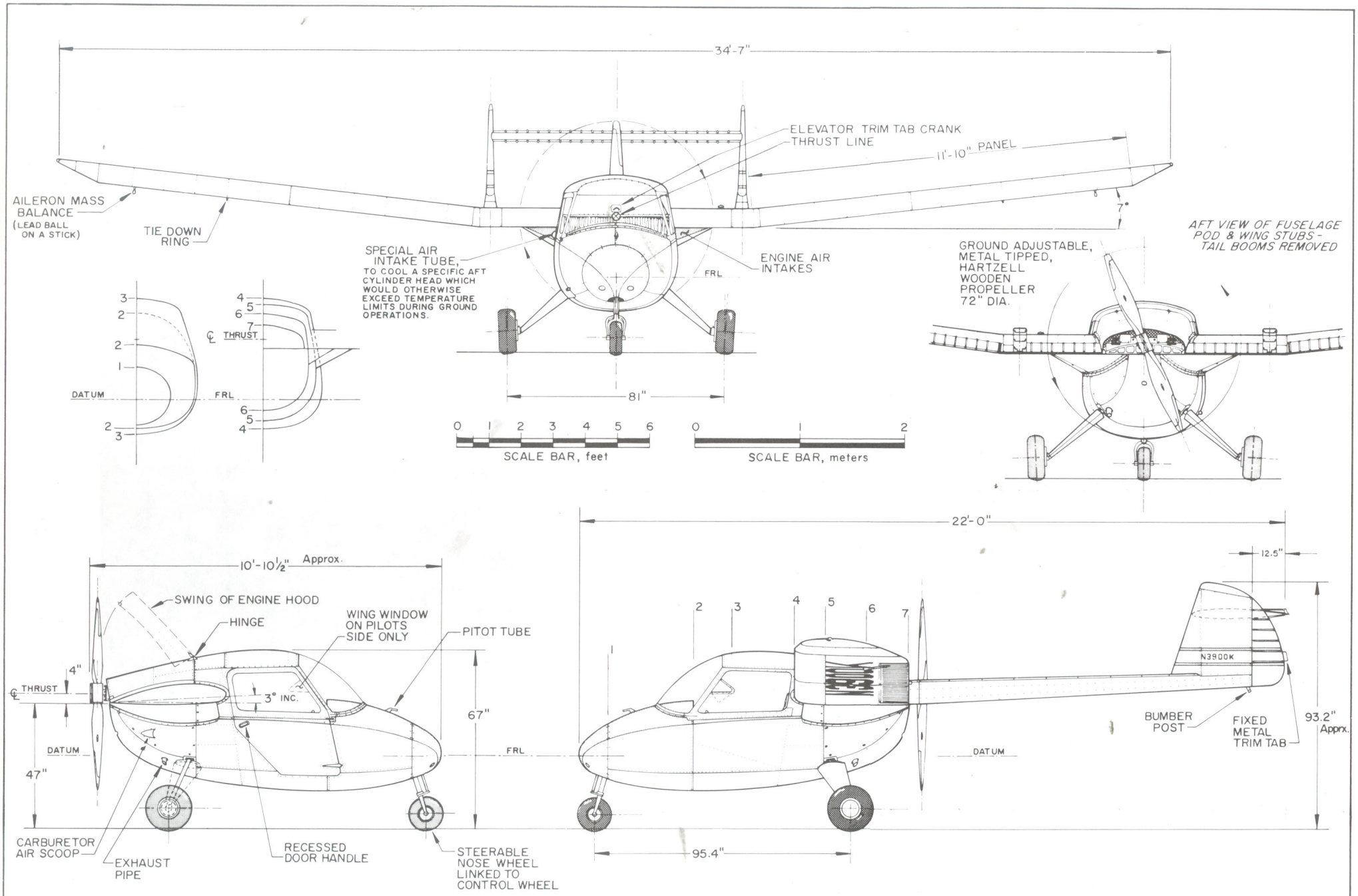
DRAWING No. AA-77-A


31' 7.50"
27' 4" MAX. WINGS FOLDED
"SPLITTER PLATE"
GUNSIGHT LEAD LINE
WING FENCE
GUN CAMERA
2 1/2° CATHEDRAL
WING TIP FOLDED FOR STORAGE ABOARD CARRIERS
BORESIGHT
AILERON CONTROL HORN FAIRING
MAIN TIRES 26 × 6.6
RETRACTABE ENTRY STEPS
TIE DOWN RINGS
3° APPROX.
18 × 5.5 TIRES
83.75" STATIC
FORWARD SPEED BRAKES
AFT SPEED BRAKES
A
B
C
D
E
F
G
H
I
J
K = STA. 526.62
BU NO ASSIGNMENT FIIF-1 AIRCRAFT
138604 - 647 44 AIRCRAFT
141728 - 884 157 "
TOTAL 201 "
(138646 & 647 TO FIIF-IF)
FEET 0 1 2 3 4 5 6 7
METERS 1 2
SCALE BARS
STA. -45.5
46' 11.25"
STA. 0
"ASTRONAUTS" STENCILED BLK. LETTERS
FORMATION LIGHT (WHITE)
PLENUM CHAMBER RELIEF VENTS
NATURAL ALUMINUM LEADING EDGE
BLACK
RUDDER, CHROME-YELLOW STARS, BLACK
13' 2.75"
"AF" ON FIN-BLACK, YELLOW OUTLINED & BLACK PIN STRIPPED
98"
R-1
27"
12"
℄ THRUST
DATUM
K
206
ASTRONAUTS
VF33
NAVY
AF
177
FIIF-1
141771
FORWARD SPEED BRAKES
RETRACTABLE ENTRY STEPS
EMERGENCY AIR TURBINE
CATAPULT HOOKS (2)
EMPTY SHELL EJECTION CHUTE
9' 0.1"
FUSELAGE BREAK JOINT
POSITION OF AFT SPEED BRAKES
CATAPULT HOLDBACK
STAB. PIVOT
TAIL BUMPER
30°
ALTERNATE BLACK & WHITE STRIPES
TAIL HOOK RETRACTING RADIUS
JET INTAKE ARROW, RED-CENTER, WHITE-LETTERING, WHITE ON RED-RED ON WHITE
HISTORICAL AVIATION ALBUM
GRUMMAN FIIF-1 (F-11A) "TIGER"
1959
SCALE: 1:64
DRAWN BY: PAUL R. MATT
PLATE 2
© PAUL R. MATT, 1965




HISTORICAL AVIATION ALBUM

# ANDERSON GREENWOOD MODEL 14

1950

SCALE - ORIGINAL 1:24
REPRO. 1:48

DRAWN BY - PAUL R. MATT

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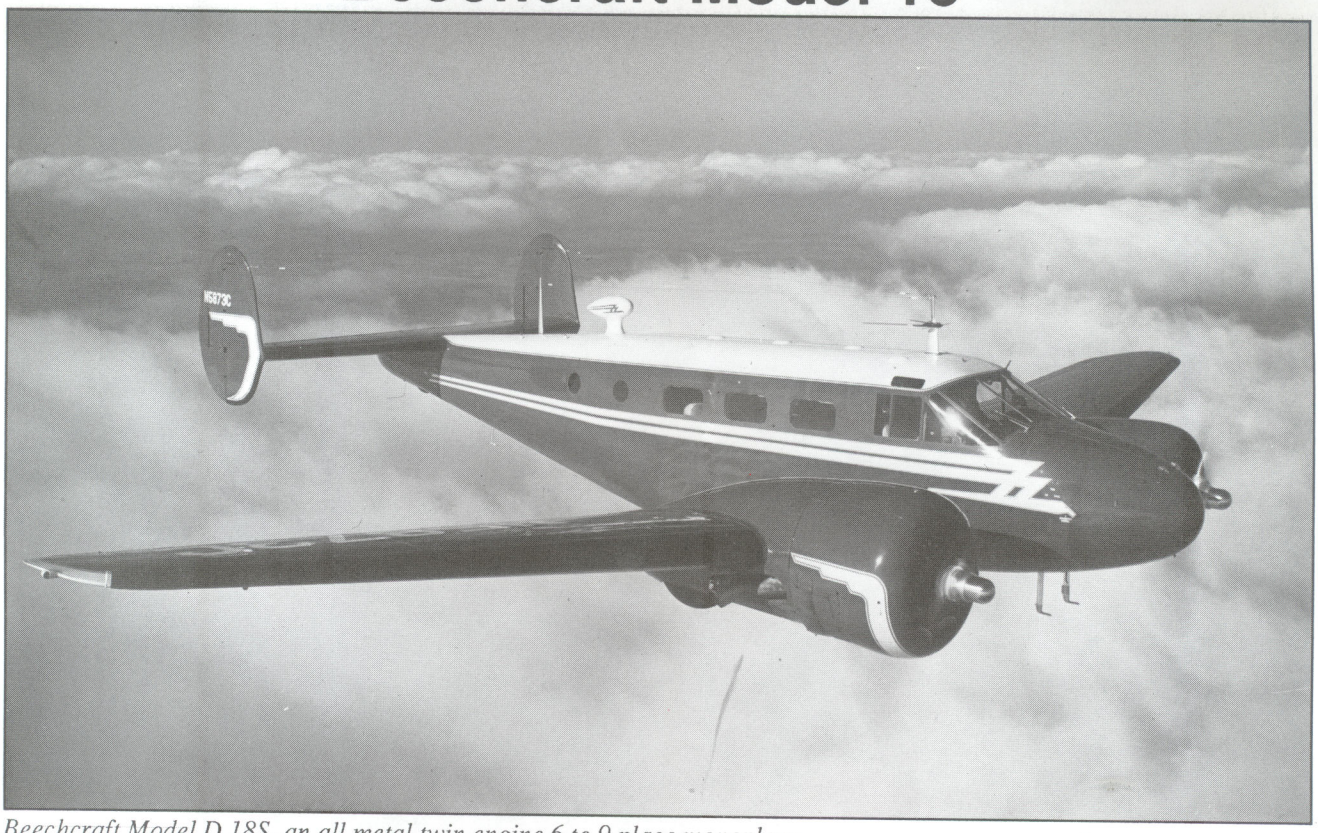
DRAWING No. 12-94-A

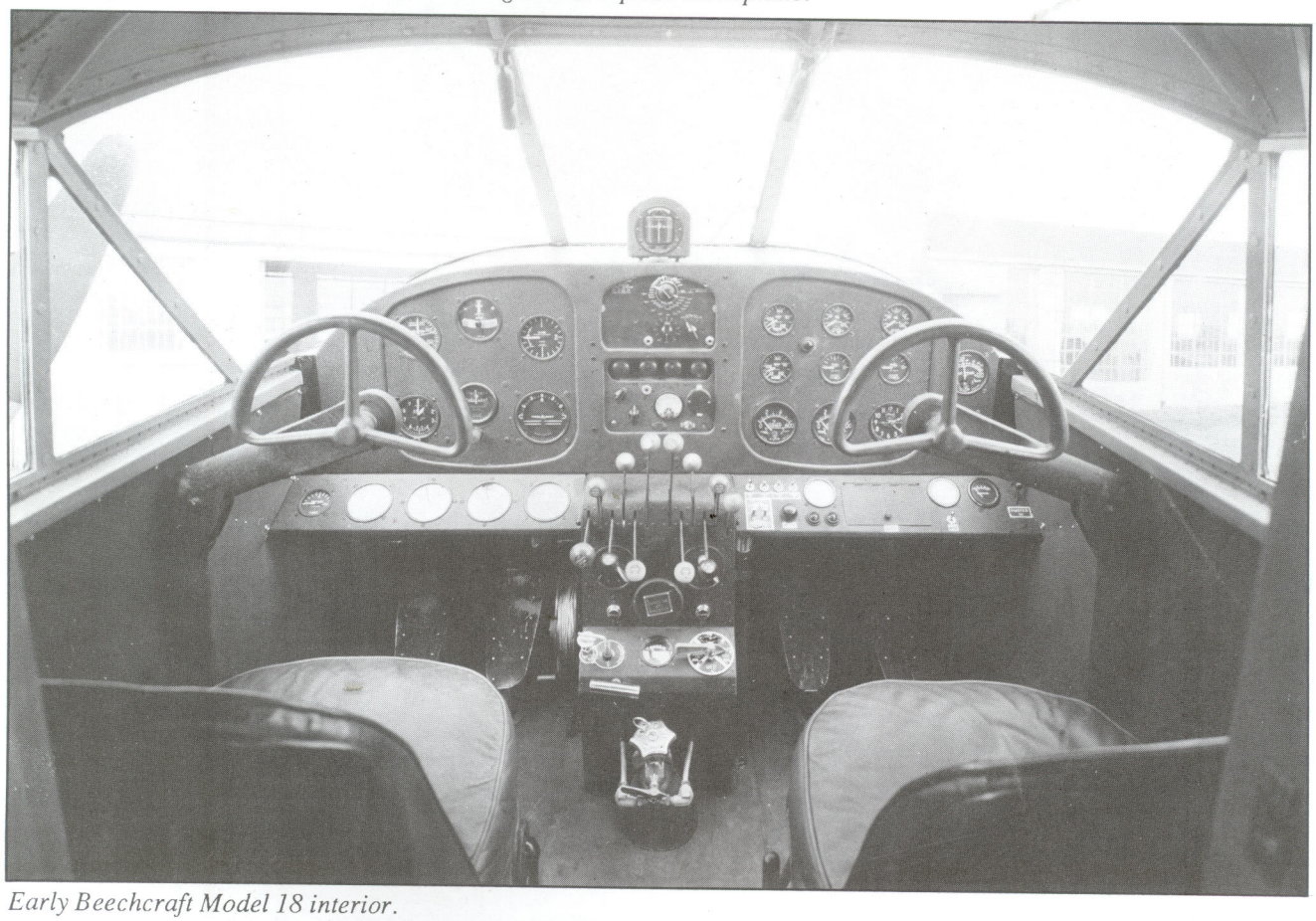
PLATE 2 of 2

23

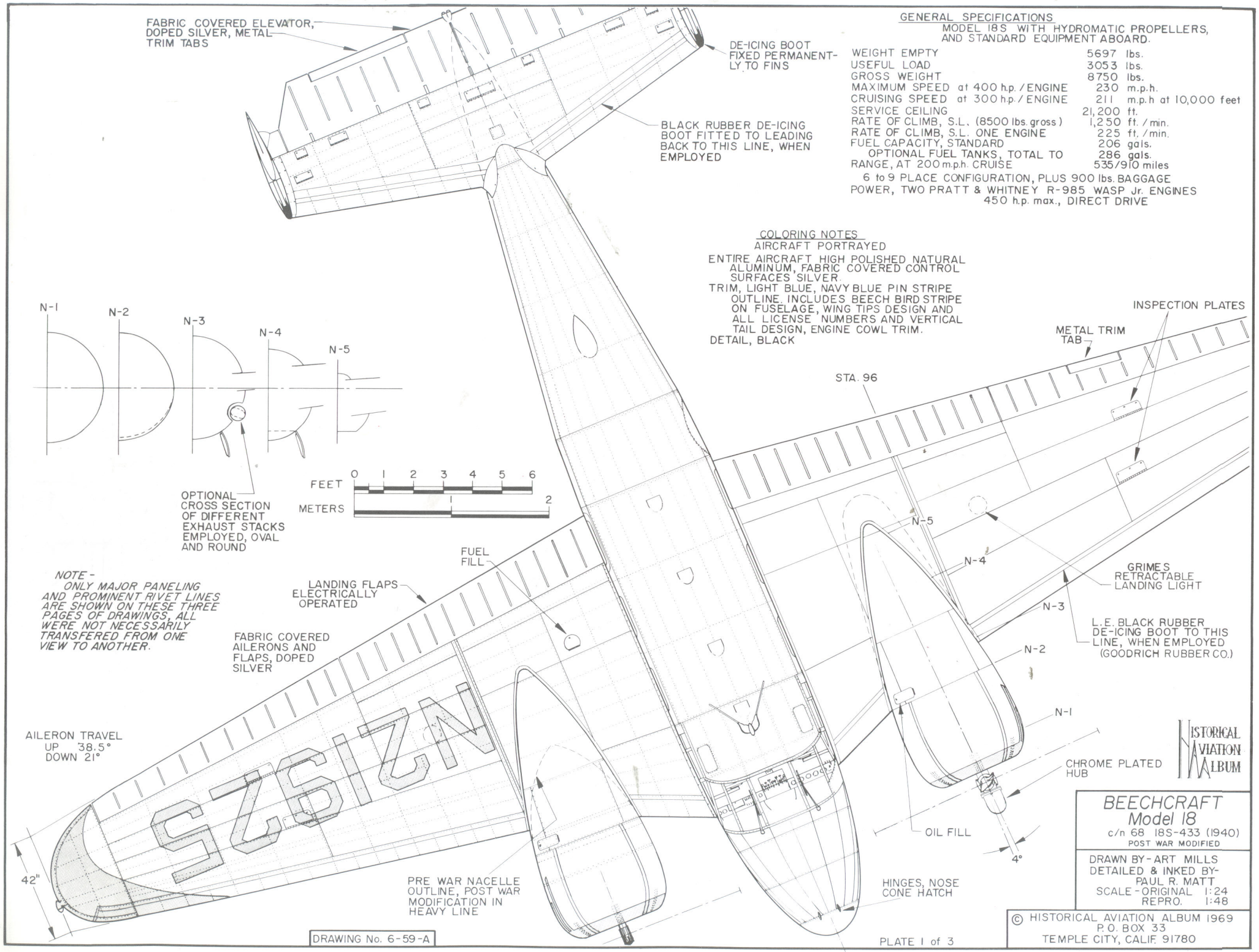
# Beechcraft Model 18

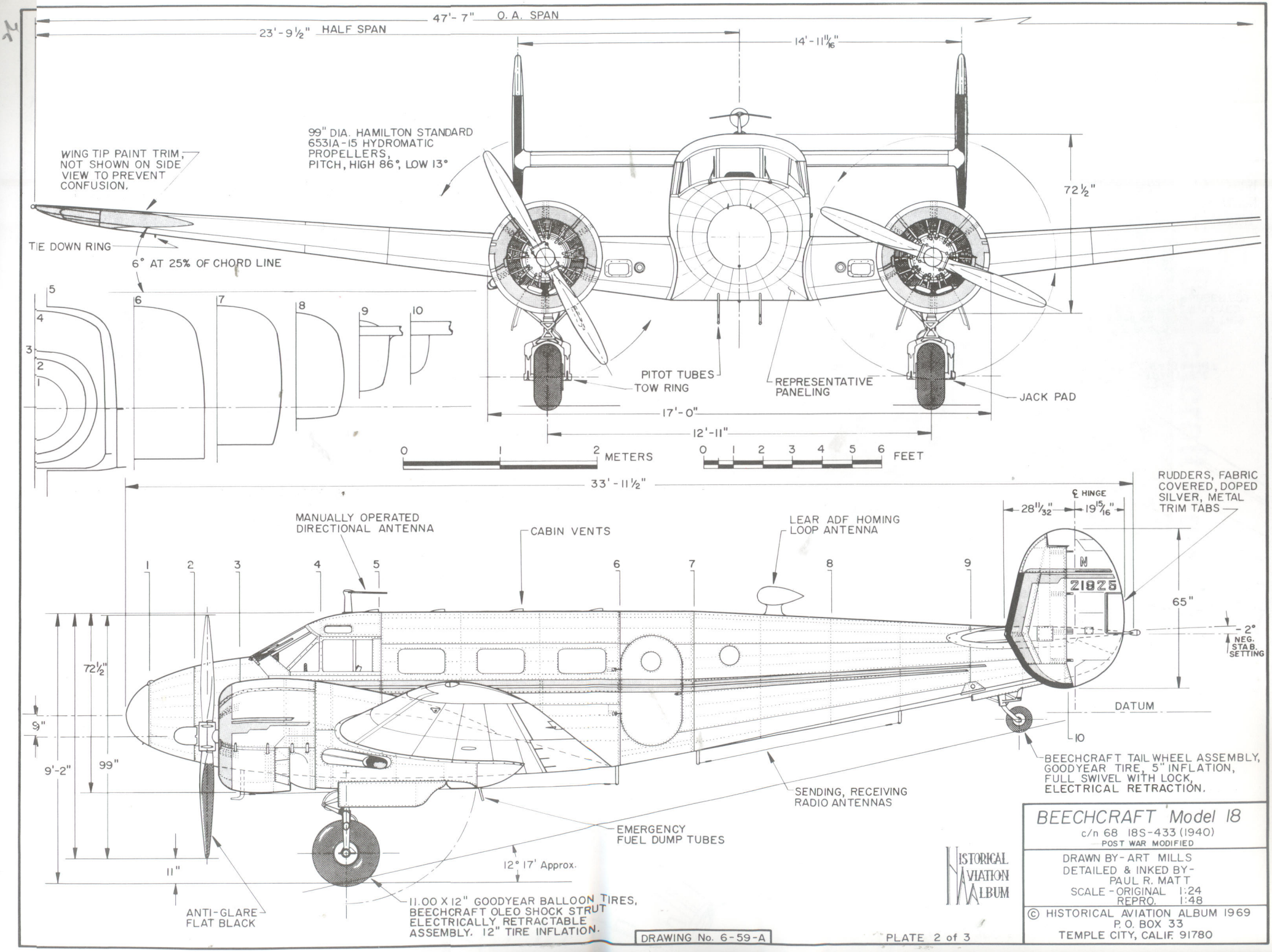


*Beechcraft Model D 18S, an all metal twin engine 6 to 9 place monoplane.*



*Early Beechcraft Model 18 interior.*


FABRIC COVERED ELEVATOR, DOPED SILVER, METAL TRIM TABS
DE-ICING BOOT FIXED PERMANENTLY TO FINS
BLACK RUBBER DE-ICING BOOT FITTED TO LEADING BACK TO THIS LINE, WHEN EMPLOYED
GENERAL SPECIFICATIONS
MODEL 18S 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
N-1
N-2
N-3
N-4
N-5
OPTIONAL CROSS SECTION OF DIFFERENT EXHAUST STACKS EMPLOYED, OVAL AND ROUND
FEET 0 1 2 3 4 5 6
METERS 1 2
NOTE - ONLY MAJOR PANELING AND PROMINENT RIVET LINES ARE SHOWN ON THESE THREE PAGES OF DRAWINGS, ALL WERE NOT NECESSARILY TRANSFERED FROM ONE VIEW TO ANOTHER.
LANDING FLAPS ELECTRICALLY OPERATED
FUEL FILL
FABRIC COVERED AILERONS AND FLAPS, DOPED SILVER
AILERON TRAVEL UP 38.5° DOWN 21°
42"
N1525N
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
4°
HINGES, NOSE CONE HATCH
HISTORICAL AVIATION ALBUM
BEECHCRAFT Model 18
c/n 68 18S-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


47'-7" O.A. SPAN
23'-9½" HALF SPAN
14'-11 11/16"
99" DIA. HAMILTON STANDARD 6531A-15 HYDROMATIC PROPELLERS, PITCH, HIGH 86°, LOW 13°
WING TIP PAINT TRIM, NOT SHOWN ON SIDE VIEW TO PREVENT CONFUSION.
TIE DOWN RING
6° AT 25% OF CHORD LINE
72½"
PITOT TUBES
TOW RING
REPRESENTATIVE PANELING
JACK PAD
17'-0"
12'-11"
0 1 2 METERS
0 1 2 3 4 5 6 FEET
33'-11½"
RUDDERS, FABRIC COVERED, DOPED SILVER, METAL TRIM TABS
℄ HINGE
28 11/32"
19 15/16"
MANUALLY OPERATED DIRECTIONAL ANTENNA
CABIN VENTS
LEAR ADF HOMING LOOP ANTENNA
N 21825
65"
-2° NEG. STAB. SETTING
72½"
9"
9'-2"
99"
DATUM
10
BEECHCRAFT TAIL WHEEL ASSEMBLY, GOODYEAR TIRE, 5" INFLATION, FULL SWIVEL WITH LOCK, ELECTRICAL RETRACTION.
SENDING, RECEIVING RADIO ANTENNAS
EMERGENCY FUEL DUMP TUBES
12° 17' Approx.
11"
ANTI-GLARE FLAT BLACK
11.00 X 12" GOODYEAR BALLOON TIRES, BEECHCRAFT OLEO SHOCK STRUT ELECTRICALLY RETRACTABLE ASSEMBLY. 12" TIRE INFLATION.
DRAWING No. 6-59-A
PLATE 2 of 3
HISTORICAL AVIATION ALBUM
BEECHCRAFT Model 18
c/n 68 18S-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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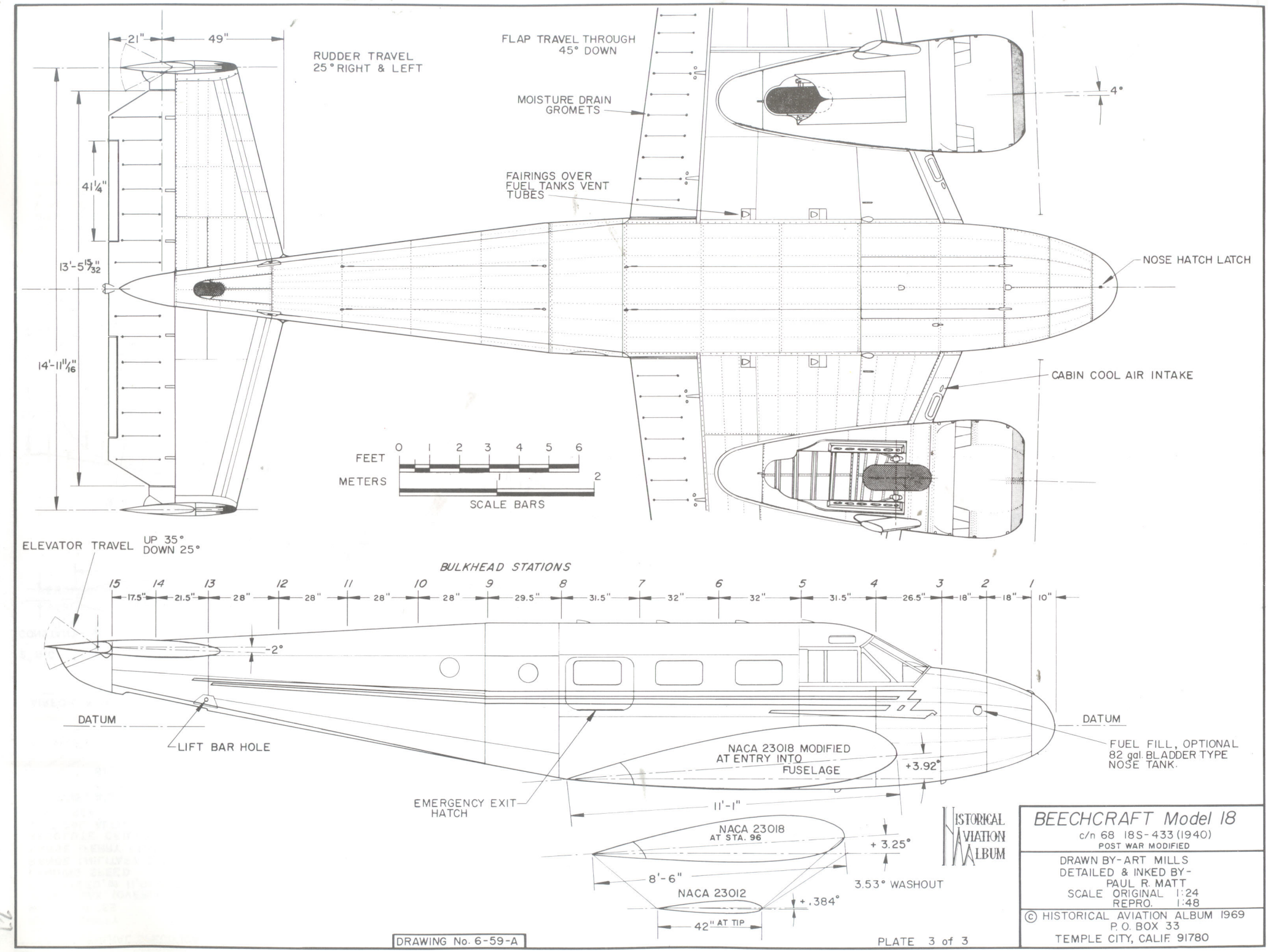
21"
49"
RUDDER TRAVEL
25° RIGHT & LEFT
FLAP TRAVEL THROUGH
45° DOWN
MOISTURE DRAIN
GROMETS
4°
41¼"
FAIRINGS OVER
FUEL TANKS VENT
TUBES
13'-5 15/32"
NOSE HATCH LATCH
14'-11 11/16"
CABIN COOL AIR INTAKE
FEET
0 1 2 3 4 5 6
METERS
1 2
SCALE BARS
ELEVATOR TRAVEL UP 35°
DOWN 25°
BULKHEAD STATIONS
15 14 13 12 11 10 9 8 7 6 5 4 3 2 1
17.5" 21.5" 28" 28" 28" 28" 29.5" 31.5" 32" 32" 31.5" 26.5" 18" 18" 10"
-2°
DATUM
LIFT BAR HOLE
DATUM
FUEL FILL, OPTIONAL
82 gal. BLADDER TYPE
NOSE TANK.
NACA 23018 MODIFIED
AT ENTRY INTO
FUSELAGE
+3.92°
EMERGENCY EXIT
HATCH
11'-1"
NACA 23018
AT STA. 96
+ 3.25°
8'-6"
3.53° WASHOUT
NACA 23012
+.384°
42" AT TIP
HISTORICAL AVIATION ALBUM
BEECHCRAFT Model 18
c/n 68 18S-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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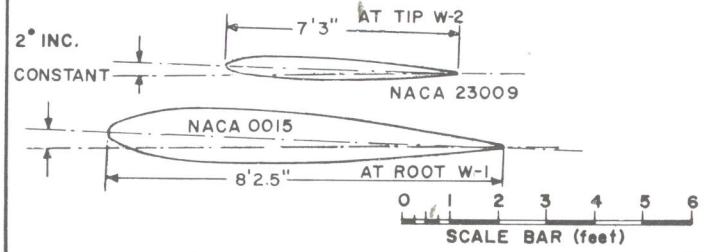
P.O. BOX 33
TEMPLE CITY, CALIF. 91780
DRAWING No. 6-59-A
PLATE 3 of 3

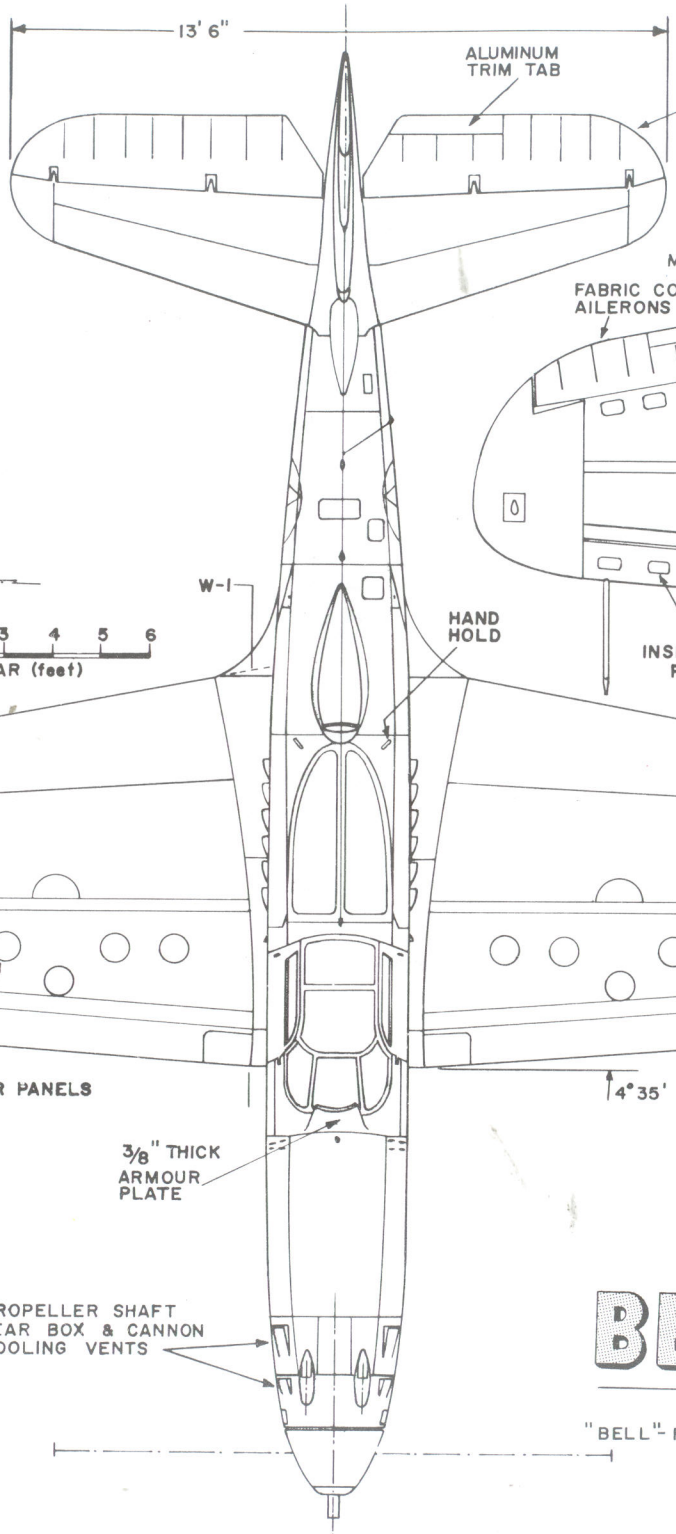
GENERAL SPECIFICATIONS

| | |
|---|---|
| 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. |

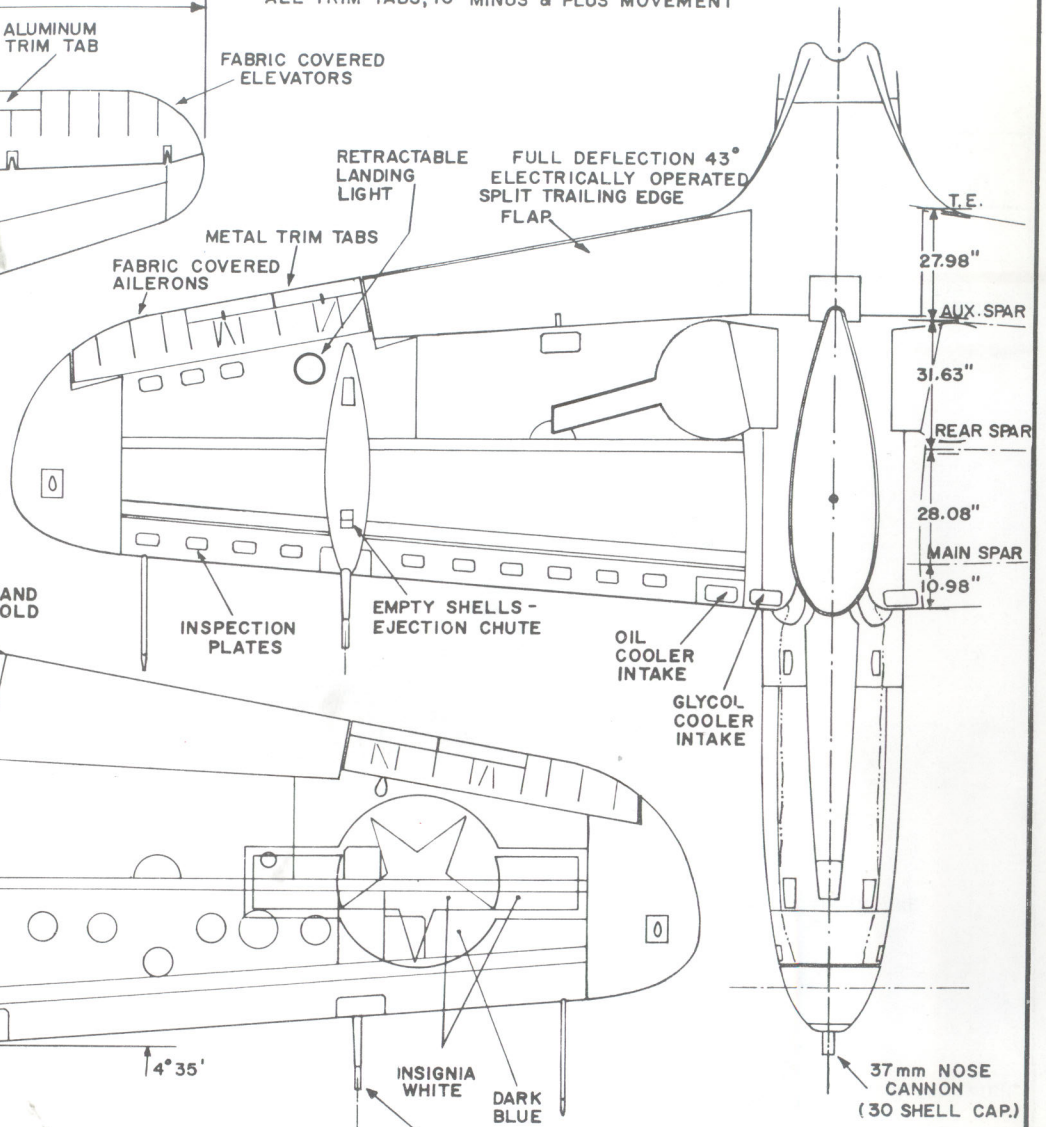
ENGINE, ALLISON V-1710-85
TAKE OFF POWER 1200 H.P.
SEA LEVEL (NORMAL) 1017 H.P. AT 3000 rpm
9000 FT. EMERGENCY 1418 H.P.

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




ALL TRIM TABS, 10° MINUS & PLUS MOVEMENT




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

BELL Aircraft

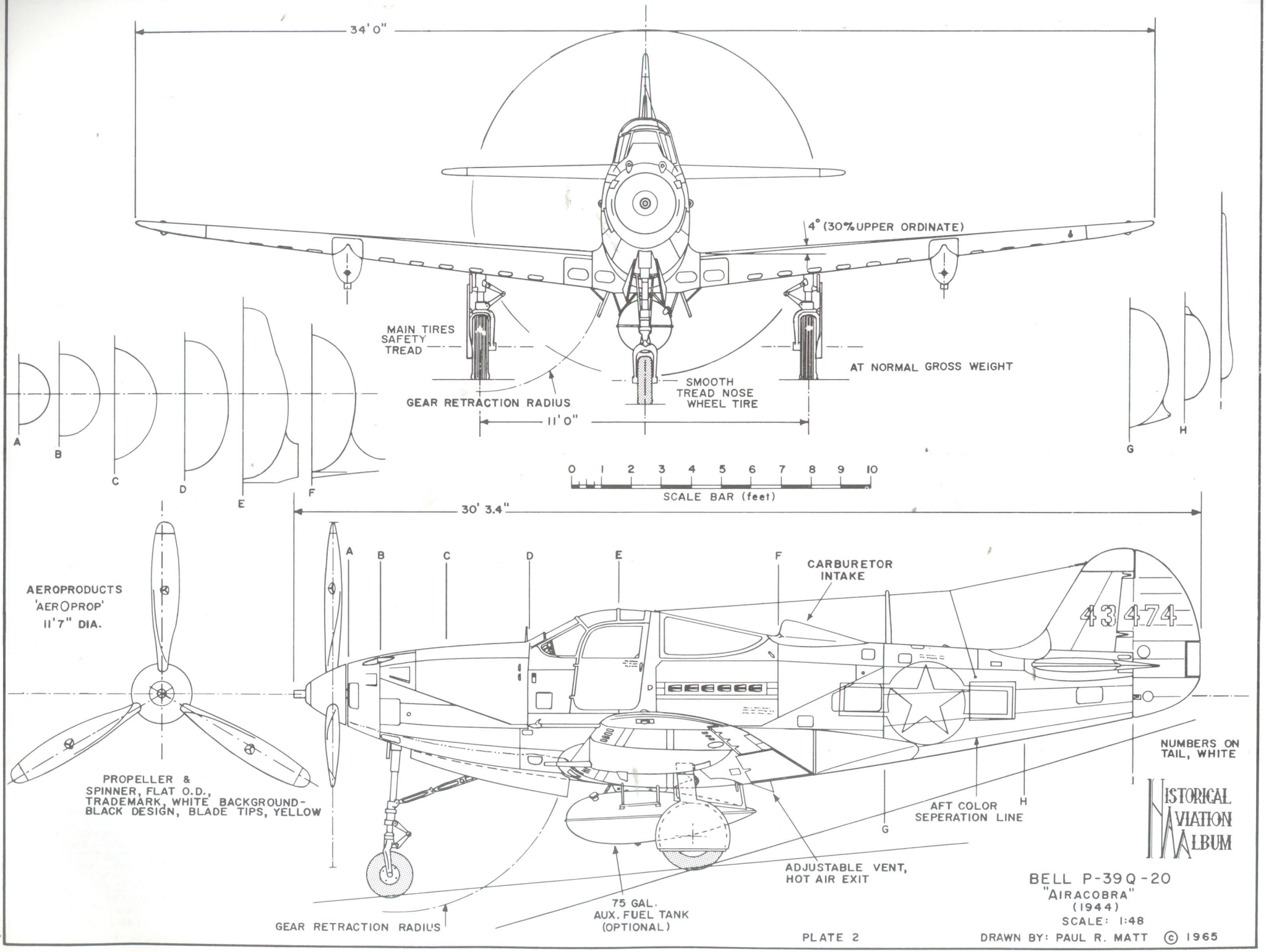
"BELL"- RED, BALANCE BLACK

HISTORICAL AVIATION ALBUM

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

BELL P-39 Q-20
"AIRACOBRA"
(1944)
SCALE: 1:48
DRAWN BY: PAUL R. MATT © 1965

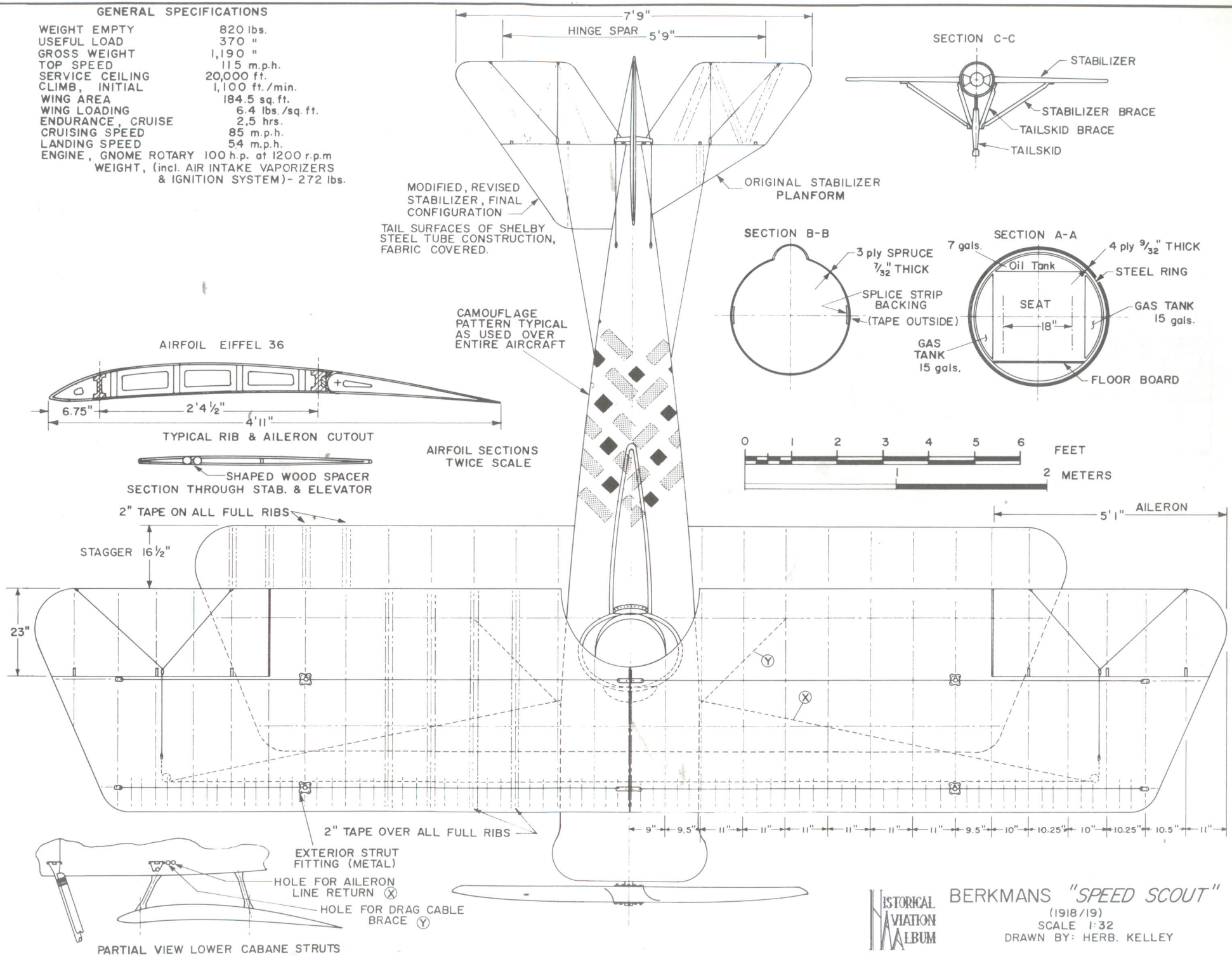
PLATE I


34' 0"
4° (30% UPPER ORDINATE)
MAIN TIRES SAFETY TREAD
AT NORMAL GROSS WEIGHT
SMOOTH TREAD NOSE WHEEL TIRE
GEAR RETRACTION RADIUS
11' 0"
A
B
C
D
E
F
G
H
0 1 2 3 4 5 6 7 8 9 10
SCALE BAR (feet)
30' 3.4"
AEROPRODUCTS 'AEROPROP' 11' 7" DIA.
CARBURETOR INTAKE
43474
NUMBERS ON TAIL, WHITE
PROPELLER & SPINNER, FLAT O.D., TRADEMARK, WHITE BACKGROUND-BLACK DESIGN, BLADE TIPS, YELLOW
AFT COLOR SEPERATION LINE
ADJUSTABLE VENT, HOT AIR EXIT
75 GAL. AUX. FUEL TANK (OPTIONAL)
GEAR RETRACTION RADIUS
HISTORICAL AVIATION ALBUM
BELL P-39Q-20
"AIRACOBRA"
(1944)
SCALE: 1:48
PLATE 2
DRAWN BY: PAUL R. MATT © 1965

## 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.



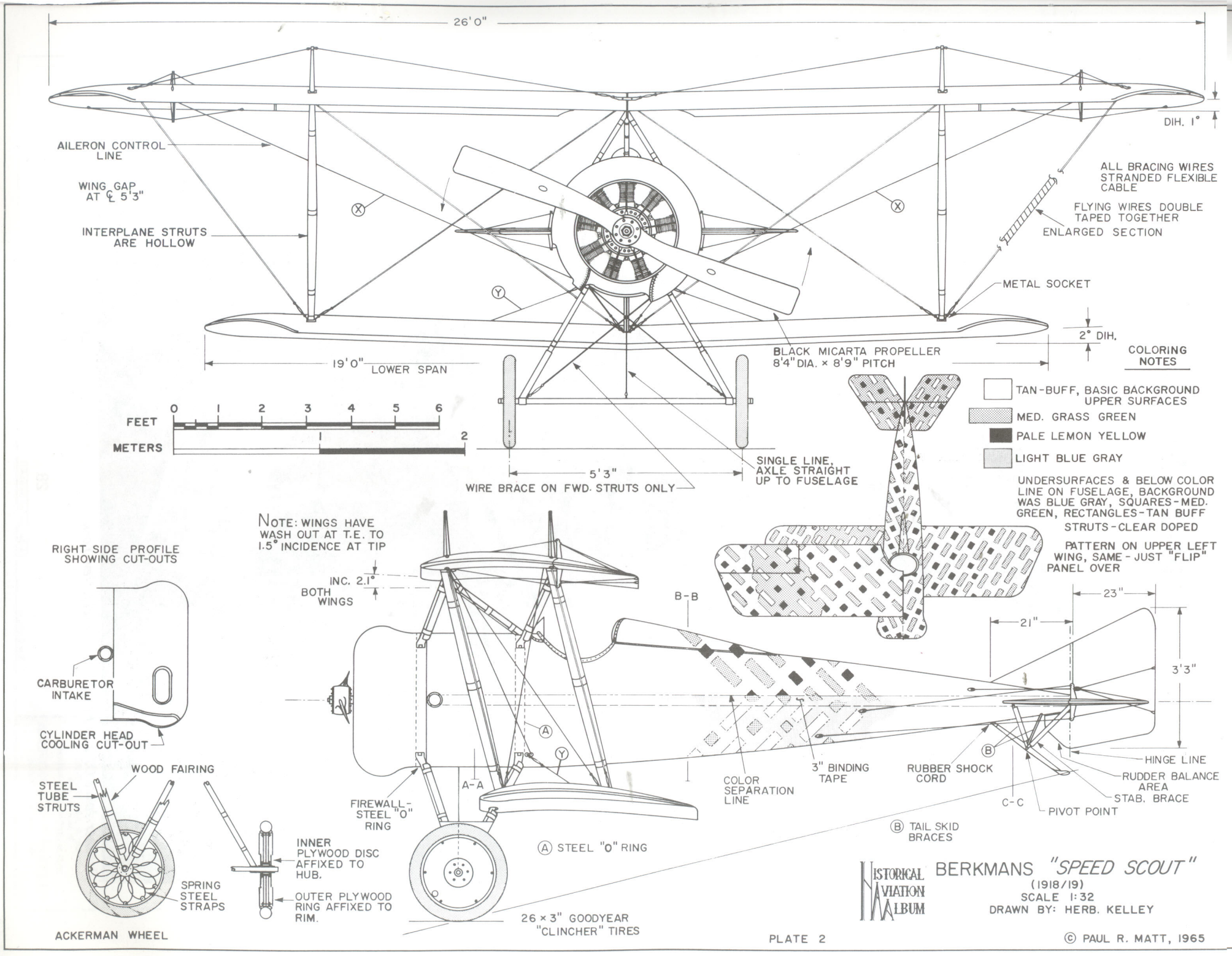

HISTORICAL AVIATION ALBUM

# BERKMANS "SPEED SCOUT"

(1918/19)
SCALE 1:32
DRAWN BY: HERB. KELLEY

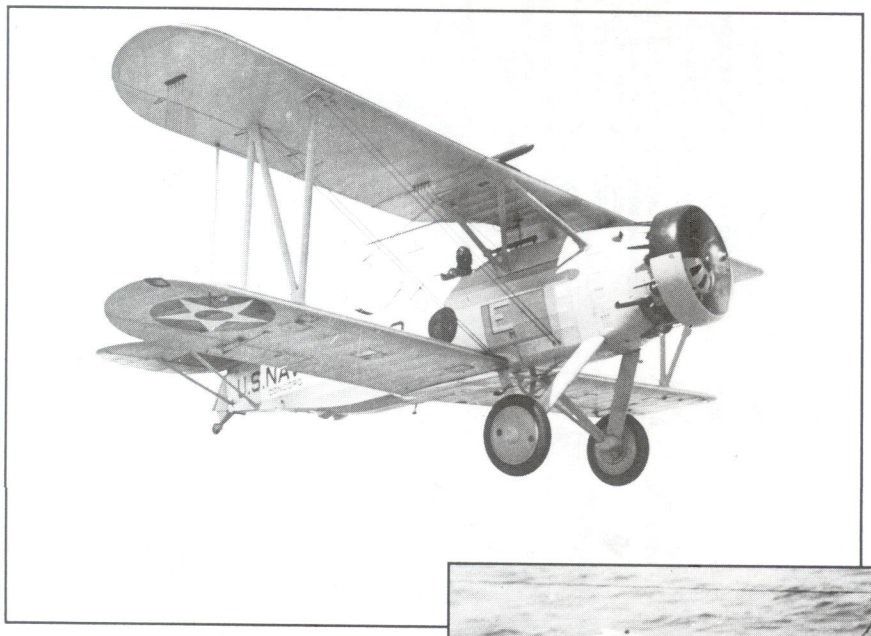
PLATE 1

© PAUL R. MATT, 1965

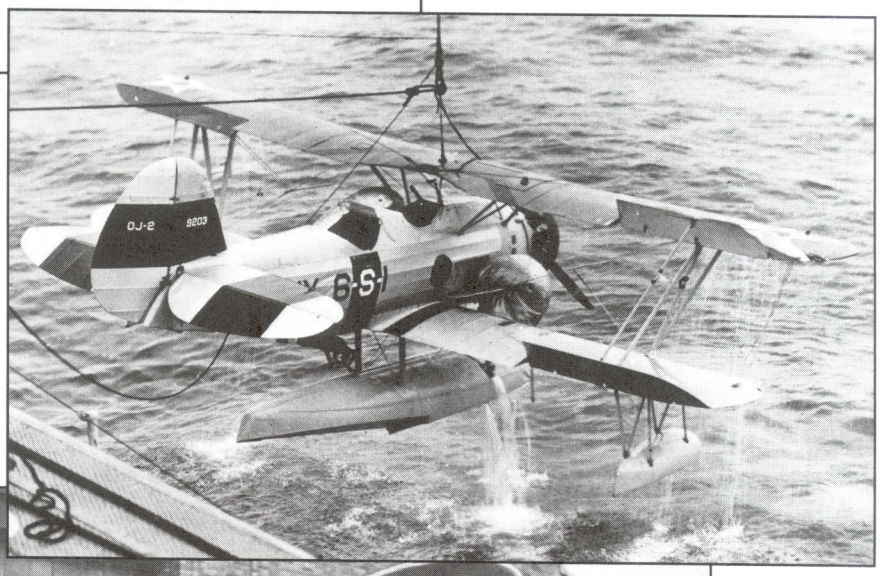

26'0"
DIH. 1°
AILERON CONTROL LINE
WING GAP AT ℄ 5'3"
INTERPLANE STRUTS ARE HOLLOW
ALL BRACING WIRES STRANDED FLEXIBLE CABLE
FLYING WIRES DOUBLE TAPED TOGETHER
ENLARGED SECTION
METAL SOCKET
2° DIH.
BLACK MICARTA PROPELLER 8'4" DIA. × 8'9" PITCH
19'0" LOWER SPAN
FEET 0 1 2 3 4 5 6
METERS 1 2
5'3"
WIRE BRACE ON FWD. STRUTS ONLY
SINGLE LINE, AXLE STRAIGHT UP TO FUSELAGE
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
INC. 2.1° BOTH WINGS
RIGHT SIDE PROFILE SHOWING CUT-OUTS
CARBURETOR INTAKE
CYLINDER HEAD COOLING CUT-OUT
B-B
23"
21"
3'3"
HINGE LINE
RUDDER BALANCE AREA
STAB. BRACE
PIVOT POINT
C-C
RUBBER SHOCK CORD
3" BINDING TAPE
COLOR SEPARATION LINE
A-A
FIREWALL-STEEL "O" RING
Ⓐ STEEL "O" RING
Ⓑ TAIL SKID BRACES
WOOD FAIRING
STEEL TUBE STRUTS
SPRING STEEL STRAPS
ACKERMAN WHEEL
INNER PLYWOOD DISC AFFIXED TO HUB.
OUTER PLYWOOD RING AFFIXED TO RIM.
26 × 3" GOODYEAR "CLINCHER" TIRES
HISTORICAL AVIATION ALBUM
BERKMANS "SPEED SCOUT"
(1918/19)
SCALE 1:32
DRAWN BY: HERB. KELLEY
PLATE 2
© PAUL R. MATT, 1965

31

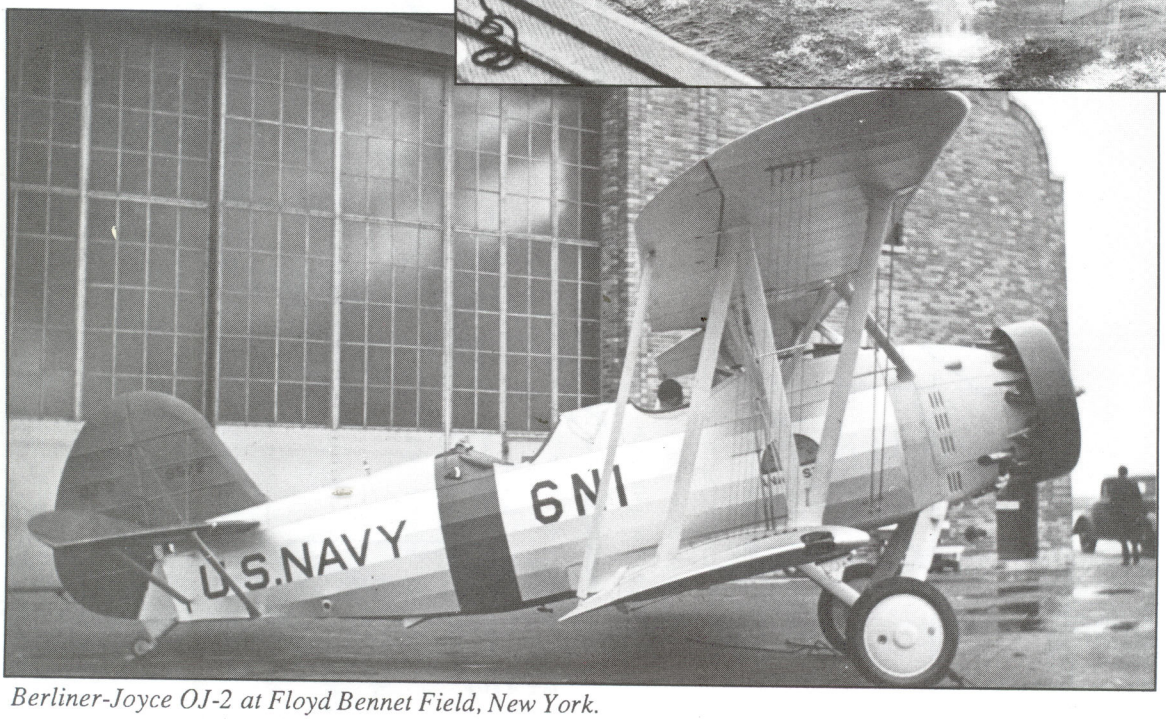
# Berliner-Joyce OJ-2




*This is the second of the two OJ-2s of VS-6B from the four-stack cruiser, USS Concord. Large letter "E" with the small "m" underneath was the symbol for Excellence in Machine Gunnery.*




*Going aboard for a check- up is this OJ-2. Operations of these aircraft were equally divided between land and seaplane versions. Wide, red stripe on main float is prop danger line.*




*Berliner-Joyce OJ-2 at Floyd Bennet Field, New York.*

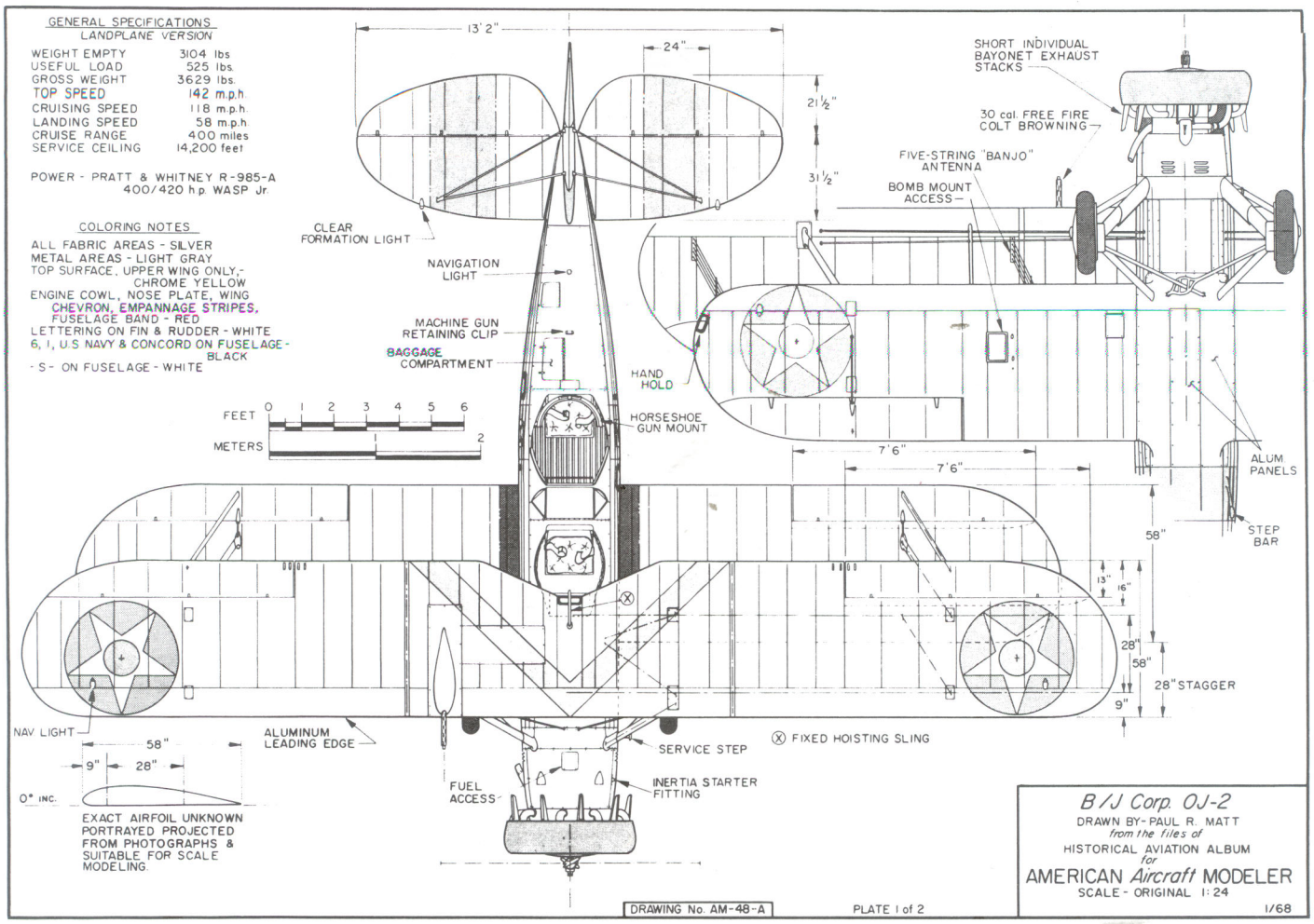
GENERAL SPECIFICATIONS
LANDPLANE VERSION

| | |
|---|---|
| WEIGHT EMPTY | 3104 lbs. |
| USEFUL LOAD | 525 lbs. |
| GROSS WEIGHT | 3629 lbs. |
| TOP SPEED | 142 m.p.h. |
| CRUISING SPEED | 118 m.p.h. |
| LANDING SPEED | 58 m.p.h. |
| CRUISE RANGE | 400 miles |
| SERVICE CEILING | 14,200 feet |

POWER - PRATT & WHITNEY R-985-A
400/420 h.p. WASP Jr.

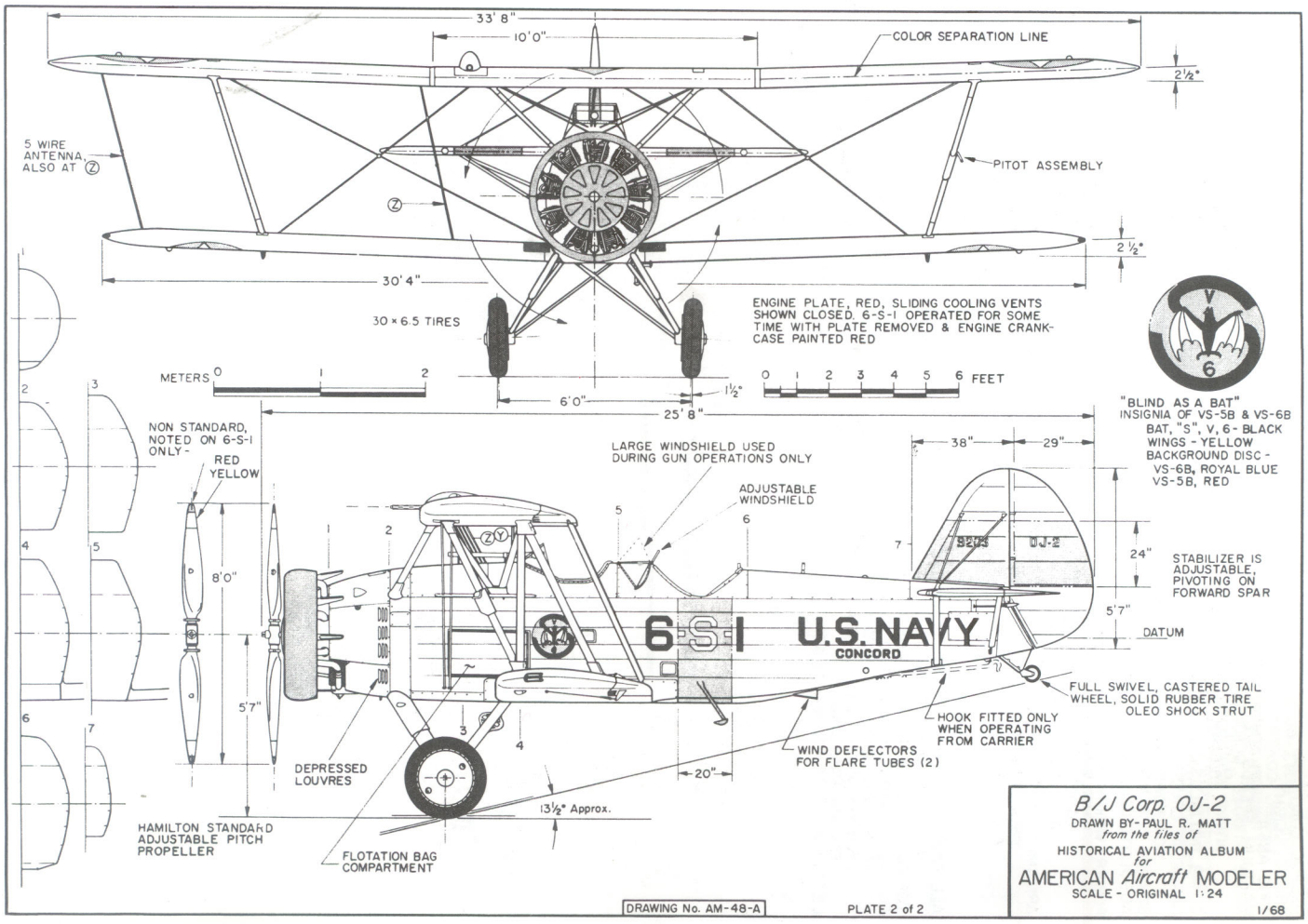
COLORING NOTES

ALL FABRIC AREAS - SILVER
METAL AREAS - LIGHT GRAY
TOP SURFACE, UPPER WING ONLY,- CHROME YELLOW
ENGINE COWL, NOSE PLATE, WING CHEVRON, EMPANNAGE STRIPES, FUSELAGE BAND - RED
LETTERING ON FIN & RUDDER - WHITE
6, 1, U.S NAVY & CONCORD ON FUSELAGE - BLACK
- S - ON FUSELAGE - WHITE




B/J Corp. OJ-2
DRAWN BY - PAUL R. MATT
*from the files of*
HISTORICAL AVIATION ALBUM
*for*
AMERICAN *Aircraft* MODELER
SCALE - ORIGINAL 1:24

DRAWING No. AM-48-A PLATE 1 of 2 1/68




B/J Corp. OJ-2
DRAWN BY - PAUL R. MATT
*from the files of*
HISTORICAL AVIATION ALBUM
*for*
AMERICAN *Aircraft* MODELER
SCALE - ORIGINAL 1:24

DRAWING No. AM-48-A PLATE 2 of 2 1/68

## GENERAL SPECIFICATIONS

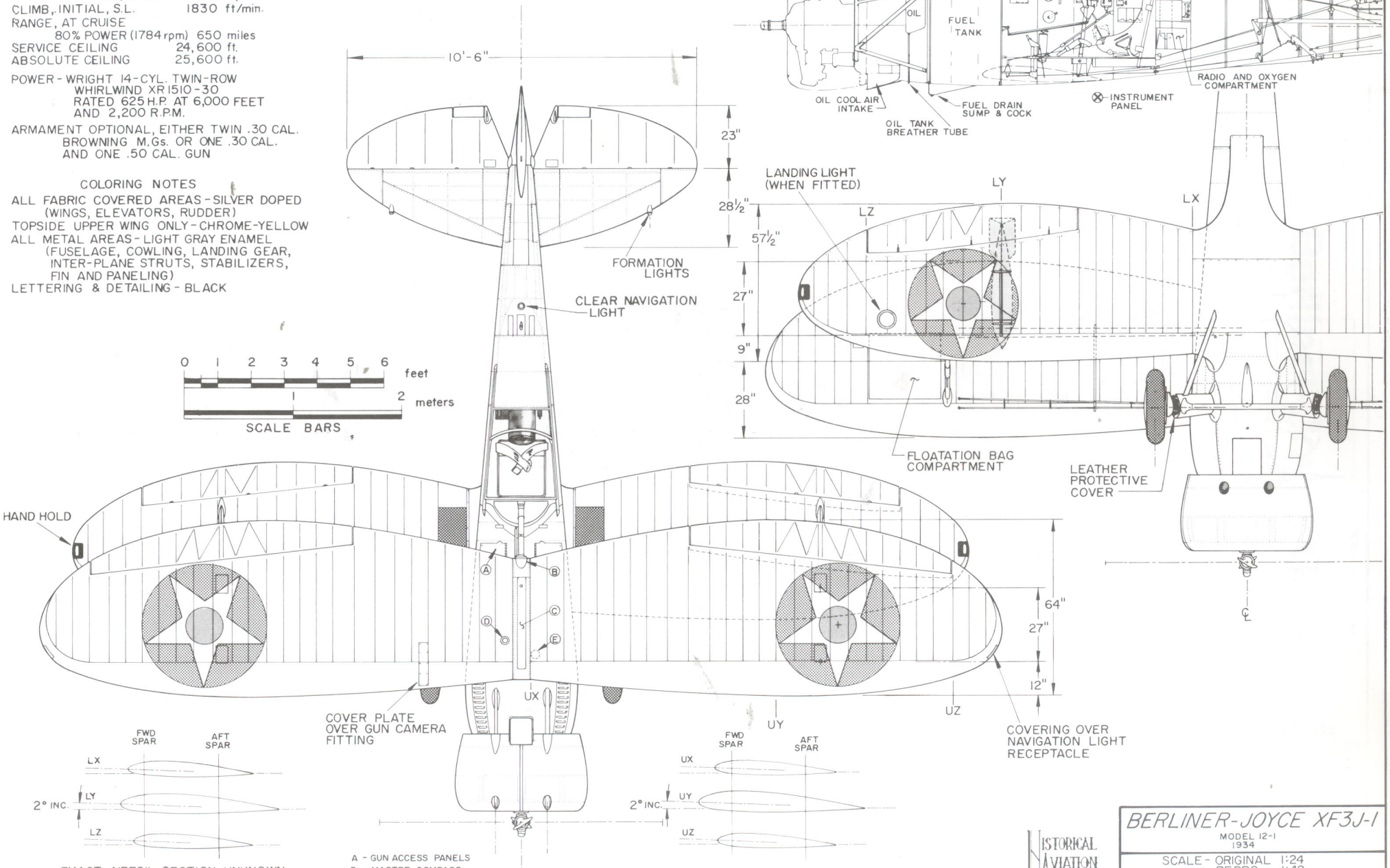
| | |
|---|---|
| WEIGHT EMPTY | 2765 lbs. |
| USEFUL LOAD | 1200 lbs. |
| GROSS WEIGHT | 3965 lbs. |
| WING AREA | 239.6 sq.ft. |
| MAXIMUM SPEEDS, S.L. | 191 mph |
| 6,000 ft. | 210 mph |
| 15,000 ft. | 198 mph |
| CLIMB, INITIAL, S.L. | 1830 ft/min. |
| RANGE, AT CRUISE 80% POWER (1784 rpm) | 650 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.Gs. 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)

EXACT AIRFOIL SECTION UNKNOWN SCALED FROM FACTORY PRINT

HISTORICAL AVIATION ALBUM

# BERLINER-JOYCE XF3J-1

MODEL 12-1
1934

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

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DRAWING No. 15-104-A

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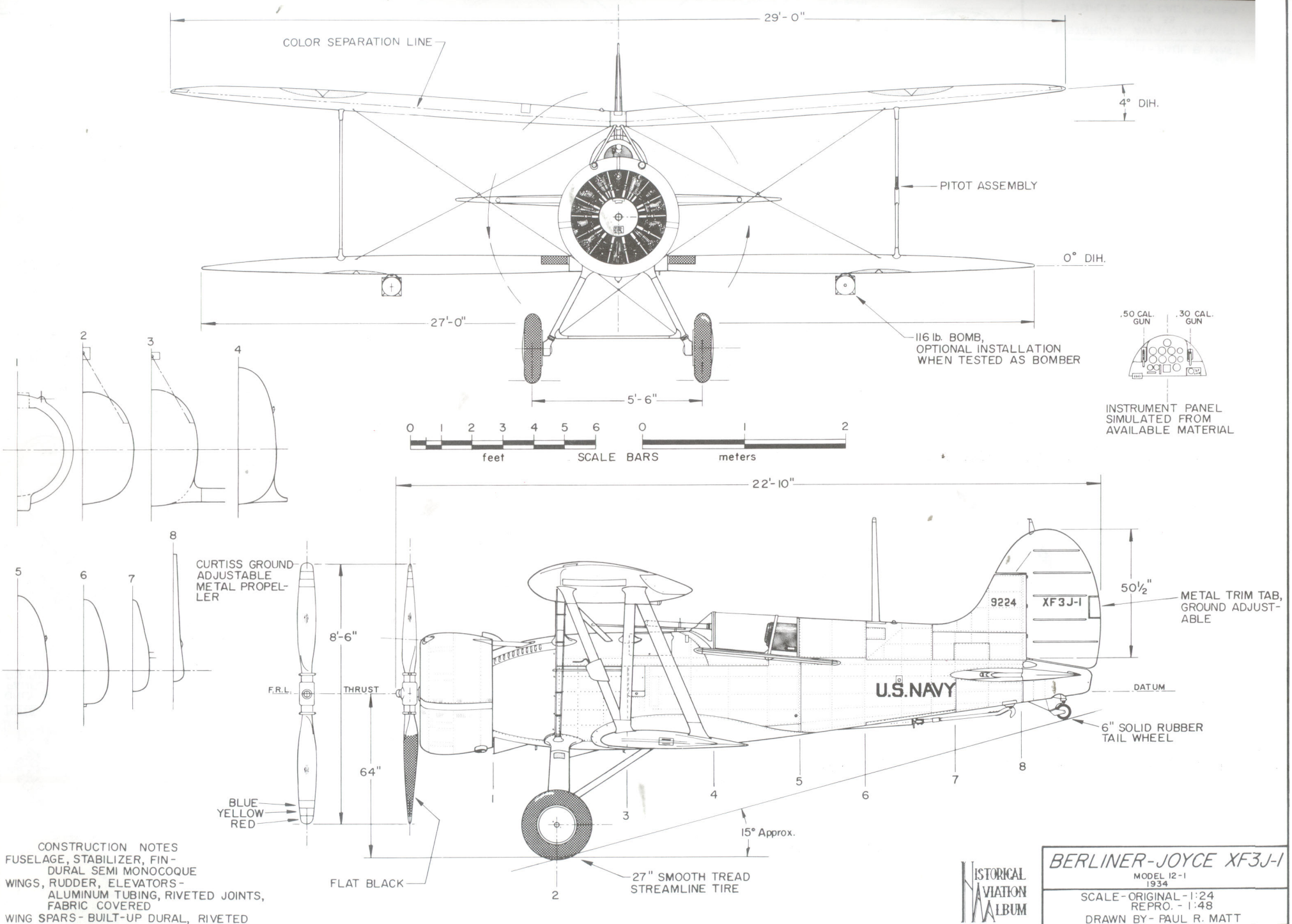


CONSTRUCTION NOTES
FUSELAGE, STABILIZER, FIN- DURAL SEMI MONOCOQUE
WINGS, RUDDER, ELEVATORS- ALUMINUM TUBING, RIVETED JOINTS, FABRIC COVERED
WING SPARS- BUILT-UP DURAL, RIVETED

HISTORICAL AVIATION ALBUM

# BERLINER-JOYCE XF3J-1

MODEL 12-1
1934

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

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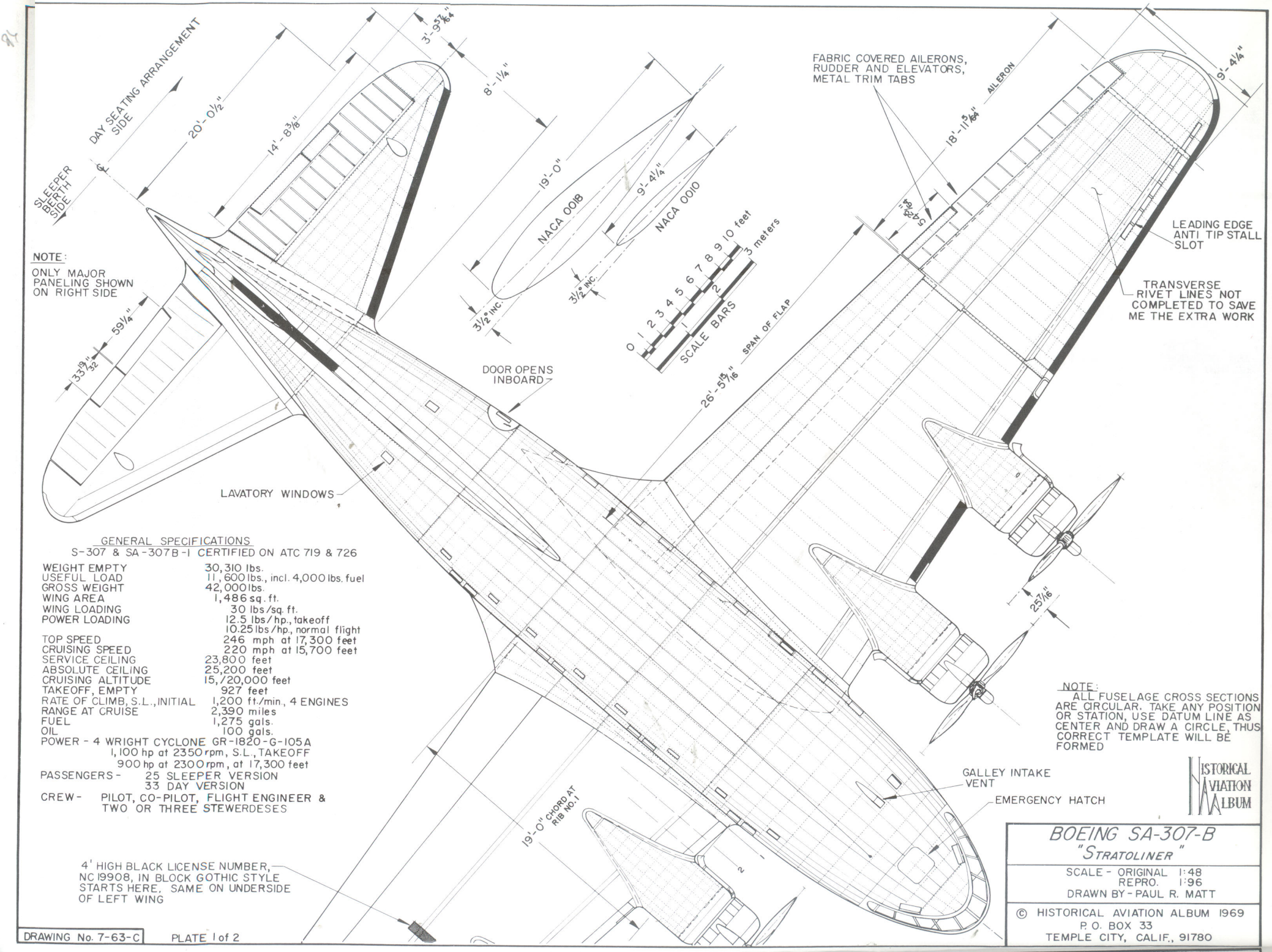


GENERAL SPECIFICATIONS
S-307 & SA-307B-1 CERTIFIED ON ATC 719 & 726

| | |
|---|---|
| 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<br>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,/20,000 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 STEWERDESES

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

HISTORICAL AVIATION ALBUM

# BOEING SA-307-B "STRATOLINER"

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

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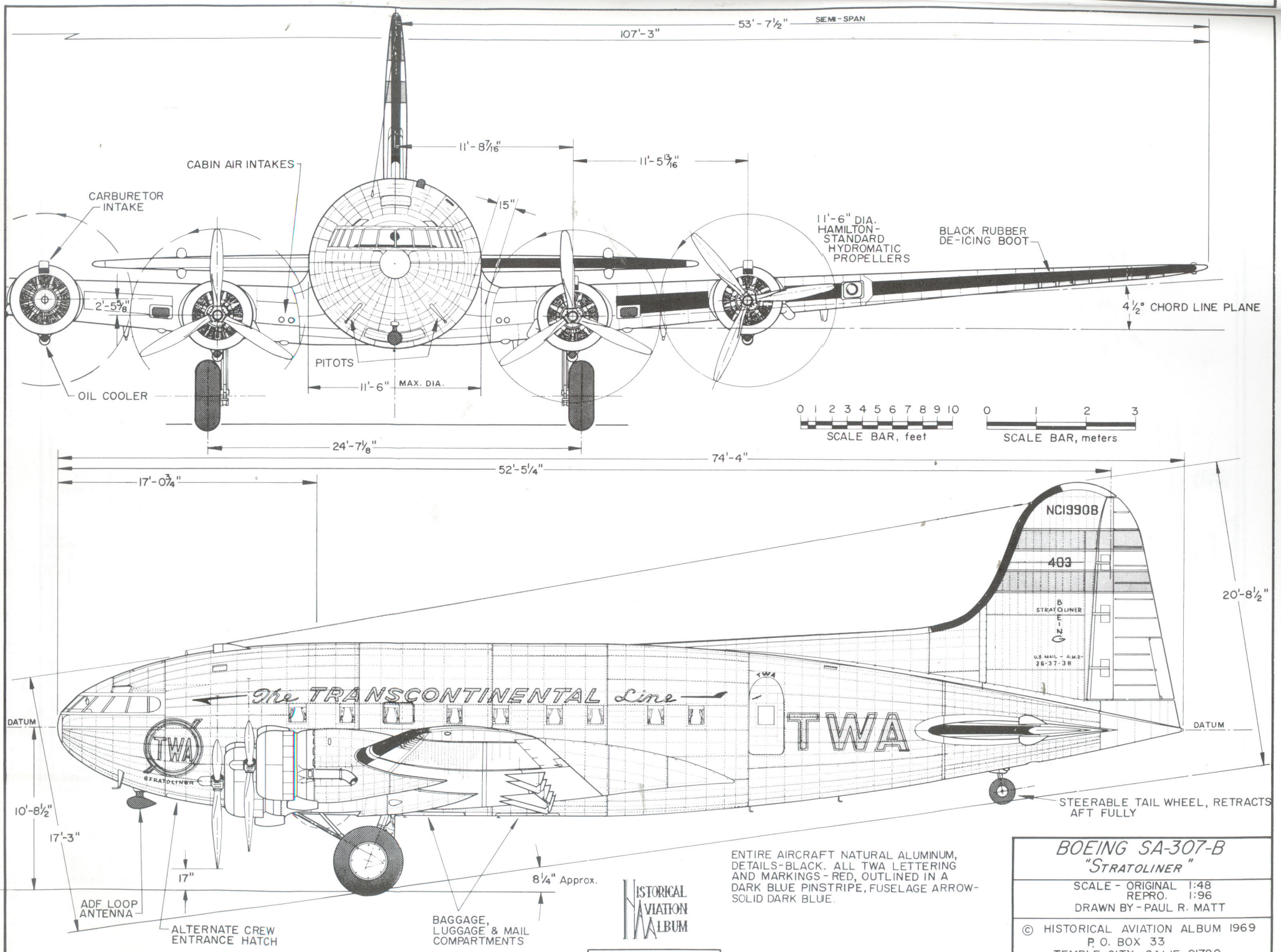
TEMPLE CITY, CALIF., 91780

DRAWING No. 7-63-C PLATE 1 of 2


107'-3"
53'-7½" SEMI-SPAN
11'-8 7/16"
11'-5 13/16"
CABIN AIR INTAKES
CARBURETOR INTAKE
15"
11'-6" DIA. HAMILTON-STANDARD HYDROMATIC PROPELLERS
BLACK RUBBER DE-ICING BOOT
2'-5⅝"
4½° CHORD LINE PLANE
PITOTS
11'-6" MAX. DIA.
OIL COOLER
0 1 2 3 4 5 6 7 8 9 10
SCALE BAR, feet
0 1 2 3
SCALE BAR, meters
24'-7⅛"
74'-4"
52'-5¼"
17'-0¾"
NC19908
403
20'-8½"
STRATOLINER
BOEING
U.S. MAIL - A.M.2-
36-37-38
The TRANSCONTINENTAL Line
TWA
DATUM
DATUM
10'-8½"
17'-3"
17"
8¼" Approx.
STEERABLE TAIL WHEEL, RETRACTS AFT FULLY
ADF LOOP ANTENNA
ALTERNATE CREW ENTRANCE HATCH
BAGGAGE, LUGGAGE & MAIL COMPARTMENTS
HISTORICAL AVIATION ALBUM
ENTIRE AIRCRAFT NATURAL ALUMINUM, DETAILS-BLACK. ALL TWA LETTERING AND MARKINGS - RED, OUTLINED IN A DARK BLUE PINSTRIPE, FUSELAGE ARROW-SOLID DARK BLUE.
BOEING SA-307-B
"STRATOLINER"
SCALE - ORIGINAL 1:48
REPRO. 1:96
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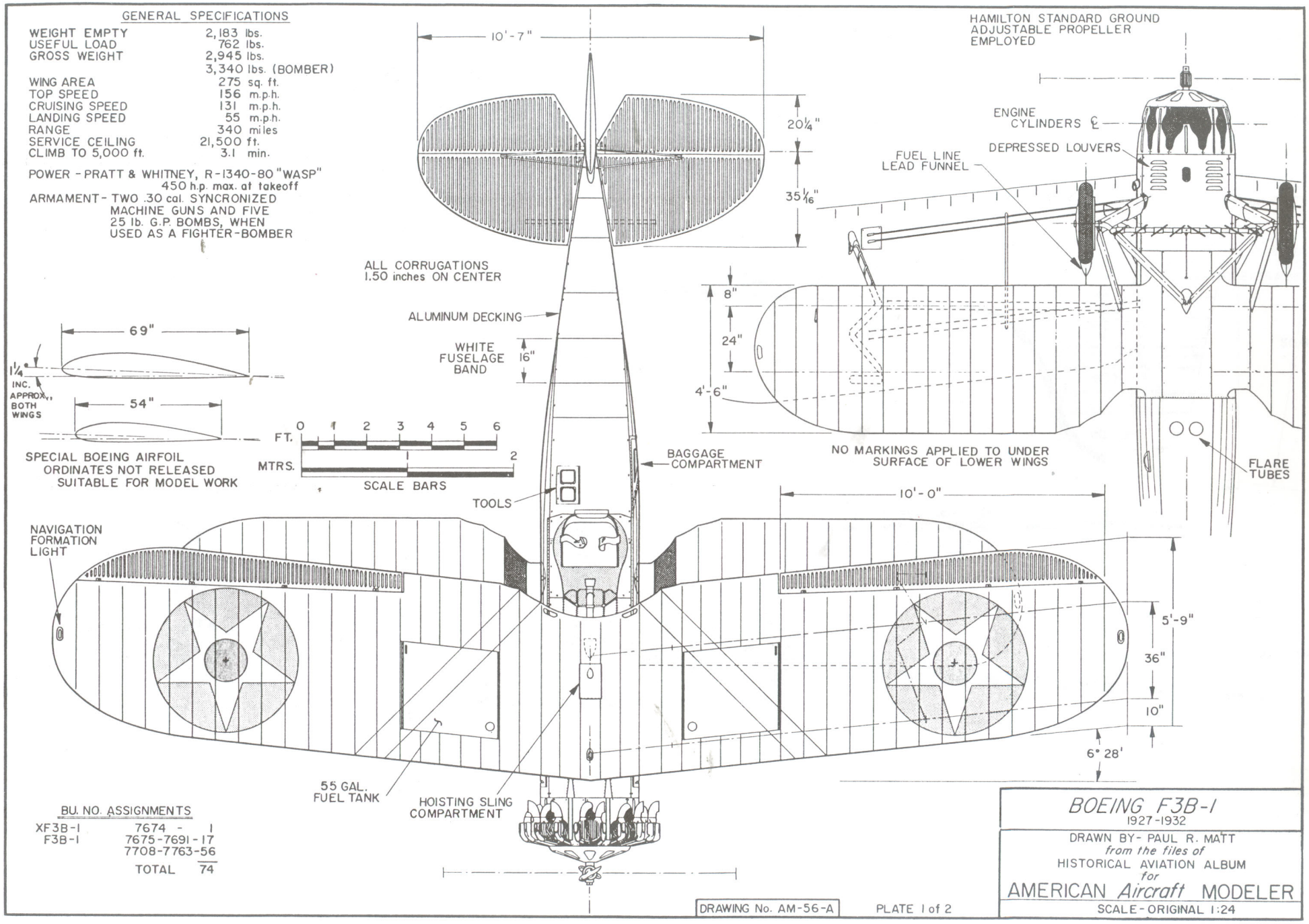
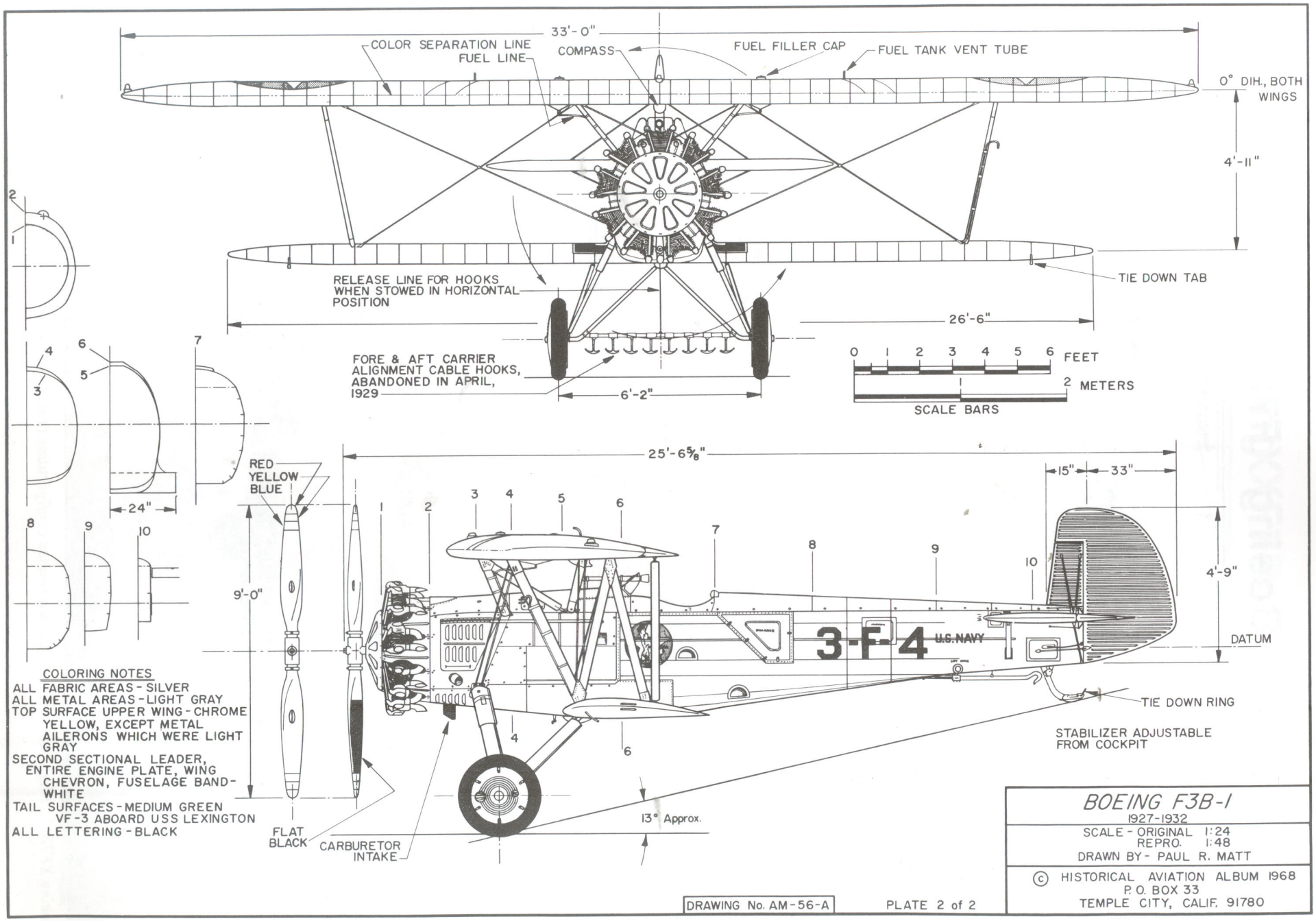
DRAWING No. 7-63-C
PLATE 2 of 2


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. SYNCRONIZED MACHINE GUNS AND FIVE 25 lb. G.P. BOMBS, WHEN USED AS A FIGHTER-BOMBER
10'-7"
20¼"
35 1/16"
ALL CORRUGATIONS 1.50 inches ON CENTER
ALUMINUM DECKING
WHITE FUSELAGE BAND
16"
69"
1¼° INC. APPROX., BOTH WINGS
54"
SPECIAL BOEING AIRFOIL ORDINATES NOT RELEASED SUITABLE FOR MODEL WORK
FT. 0 1 2 3 4 5 6
MTRS. 1 2
SCALE BARS
TOOLS
BAGGAGE COMPARTMENT
HAMILTON STANDARD GROUND ADJUSTABLE PROPELLER EMPLOYED
ENGINE CYLINDERS ℄
DEPRESSED LOUVERS
FUEL LINE LEAD FUNNEL
8"
24"
4'-6"
NO MARKINGS APPLIED TO UNDER SURFACE OF LOWER WINGS
FLARE TUBES
10'-0"
NAVIGATION FORMATION LIGHT
5'-9"
36"
10"
6° 28'
55 GAL. FUEL TANK
HOISTING SLING COMPARTMENT
BU. NO. ASSIGNMENTS
XF3B-1 7674 - 1
F3B-1 7675-7691 - 17
7708-7763-56
TOTAL 74
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


33'-0"
COLOR SEPARATION LINE
FUEL LINE
COMPASS
FUEL FILLER CAP
FUEL TANK VENT TUBE
0° DIH., BOTH WINGS
4'-11"
TIE DOWN TAB
RELEASE LINE FOR HOOKS WHEN STOWED IN HORIZONTAL POSITION
26'-6"
FORE & AFT CARRIER ALIGNMENT CABLE HOOKS, ABANDONED IN APRIL, 1929
6'-2"
0 1 2 3 4 5 6 FEET
2 METERS
SCALE BARS
24"
25'-6⅝"
15"
33"
RED
YELLOW
BLUE
9'-0"
4'-9"
DATUM
3-F-4
U.S. NAVY
TIE DOWN RING
STABILIZER ADJUSTABLE FROM COCKPIT
13° Approx.
FLAT BLACK
CARBURETOR INTAKE
COLORING NOTES
ALL FABRIC AREAS - SILVER
ALL METAL AREAS - LIGHT GRAY
TOP SURFACE UPPER WING - CHROME YELLOW, EXCEPT METAL AILERONS WHICH WERE LIGHT GRAY
SECOND SECTIONAL LEADER, ENTIRE ENGINE PLATE, WING CHEVRON, FUSELAGE BAND - WHITE
TAIL SURFACES - MEDIUM GREEN
VF-3 ABOARD USS LEXINGTON
ALL LETTERING - BLACK
BOEING F3B-1
1927-1932
SCALE - ORIGINAL 1:24
REPRO. 1:48
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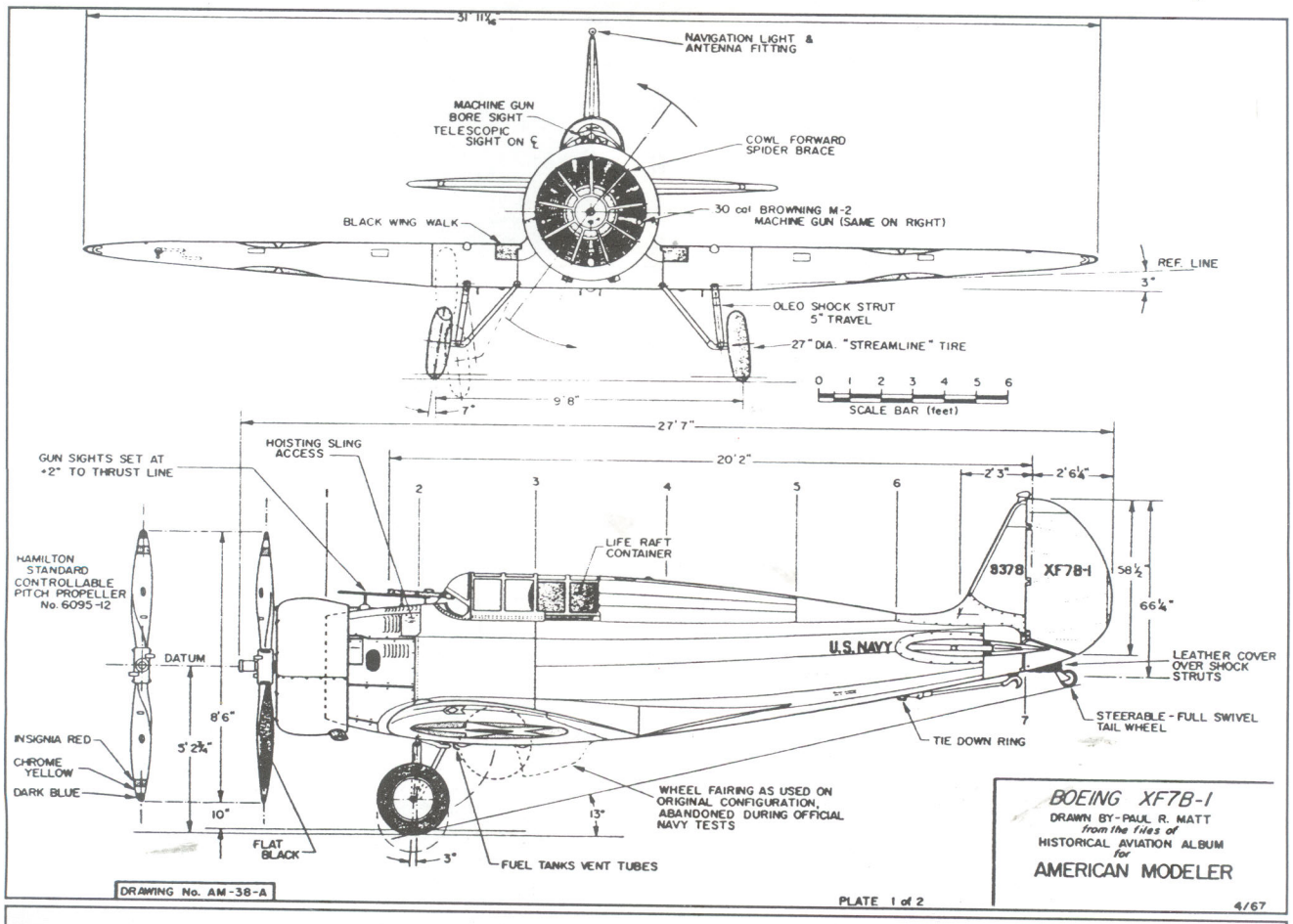
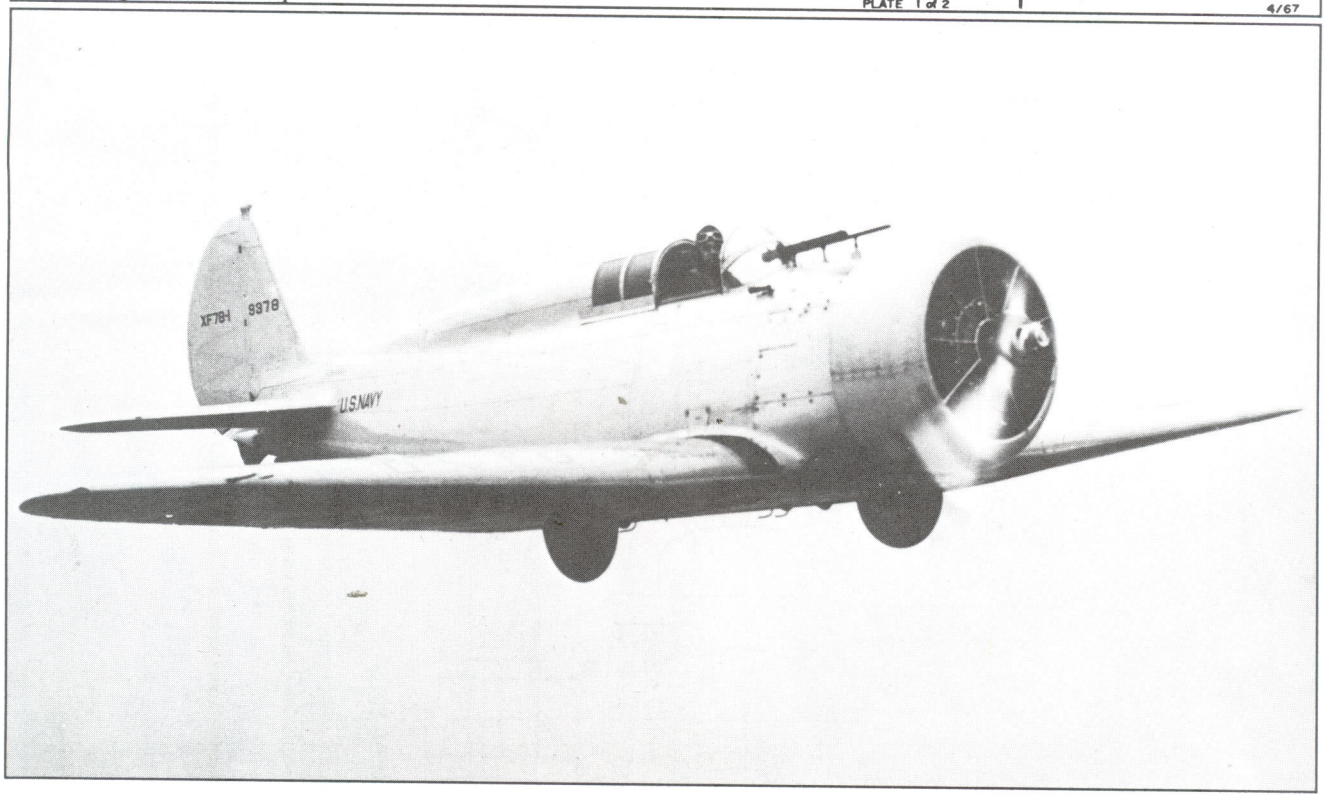
DRAWING No. AM-56-A
PLATE 2 of 2

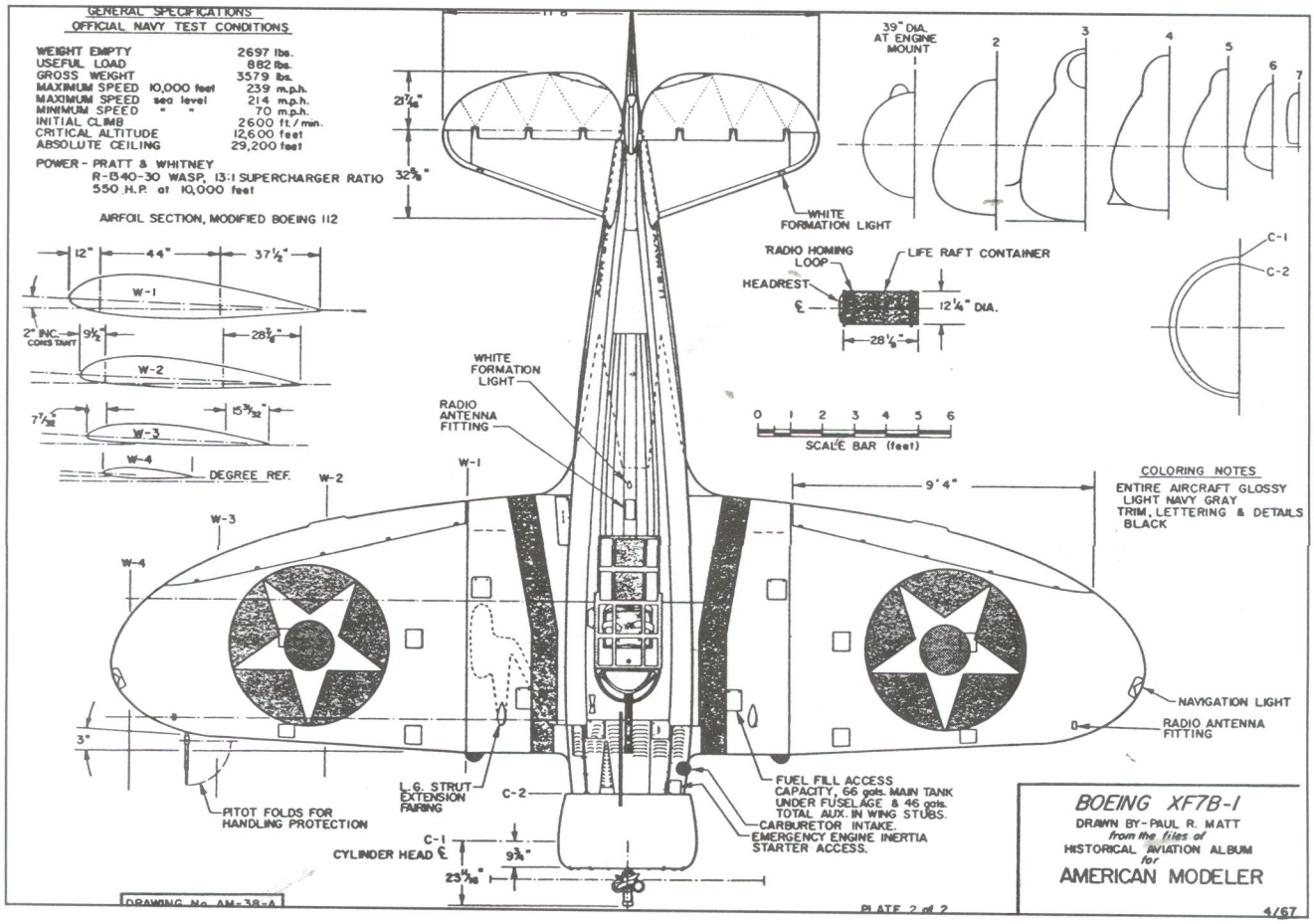
# Boeing XF7B-1

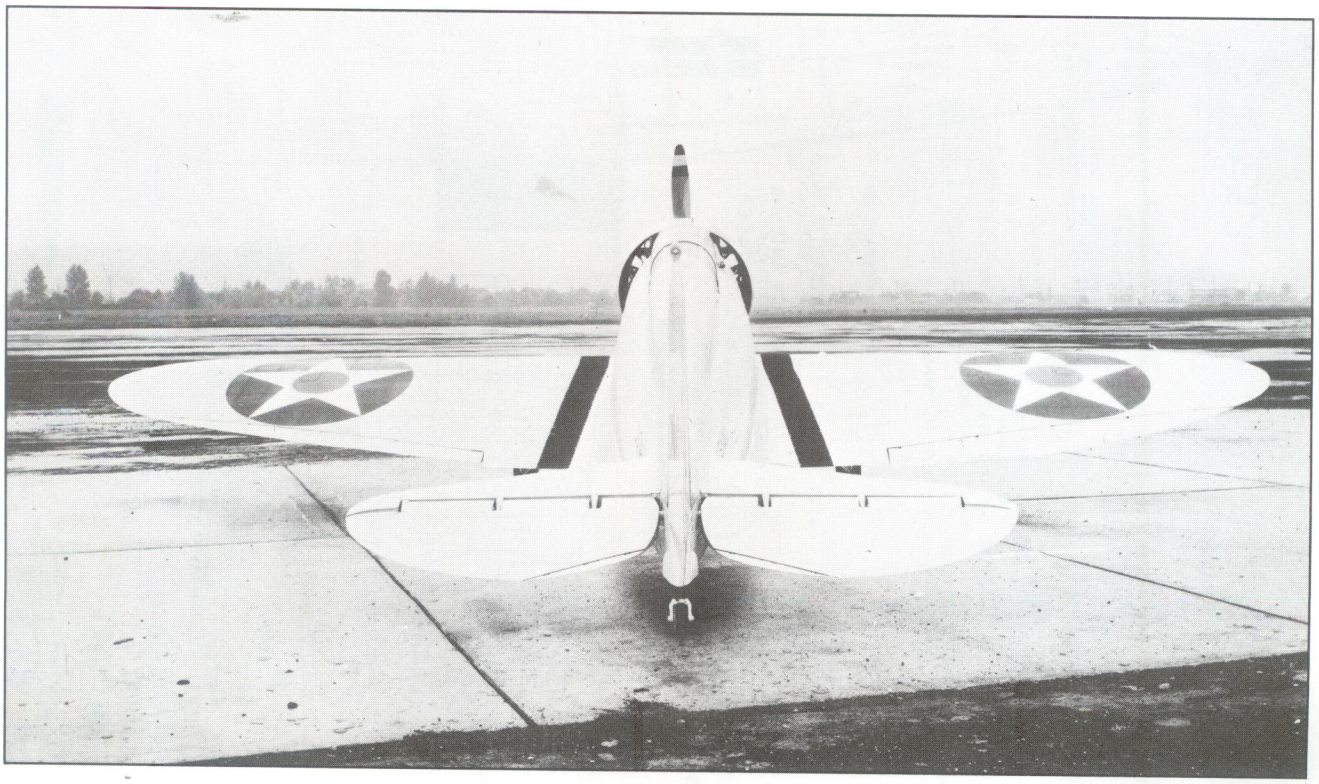



*Boeing XF7B-1. Flight test at Anacostia in a revised configuration (January 9, 1934).*

# Boeing XF7B-1



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

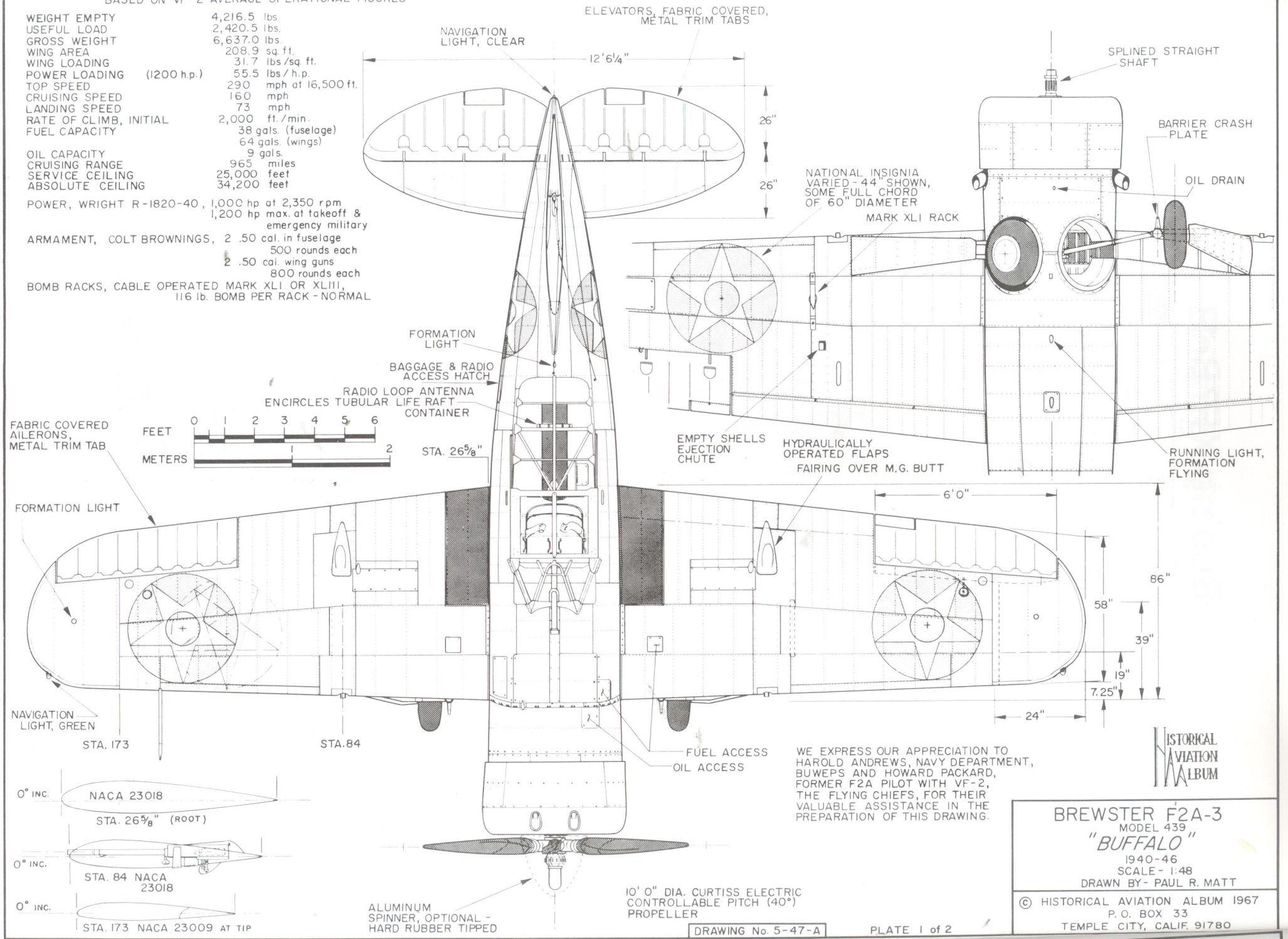
GENERAL SPECIFICATIONS, F2A-3
BASED ON VF-2 AVERAGE OPERATIONAL FIGURES

| | | |
|---|---|---|
| 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 h.p.) | 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) |
| OIL CAPACITY | | 9 gals. |
| CRUISING RANGE | | 965 miles |
| SERVICE CEILING | | 25,000 feet |
| ABSOLUTE CEILING | | 34,200 feet |

POWER, WRIGHT R-1820-40, 1,000 hp at 2,350 rpm
1,200 hp max. at takeoff & emergency military

ARMAMENT, COLT BROWNINGS, 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




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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DRAWING No. 5-47-A

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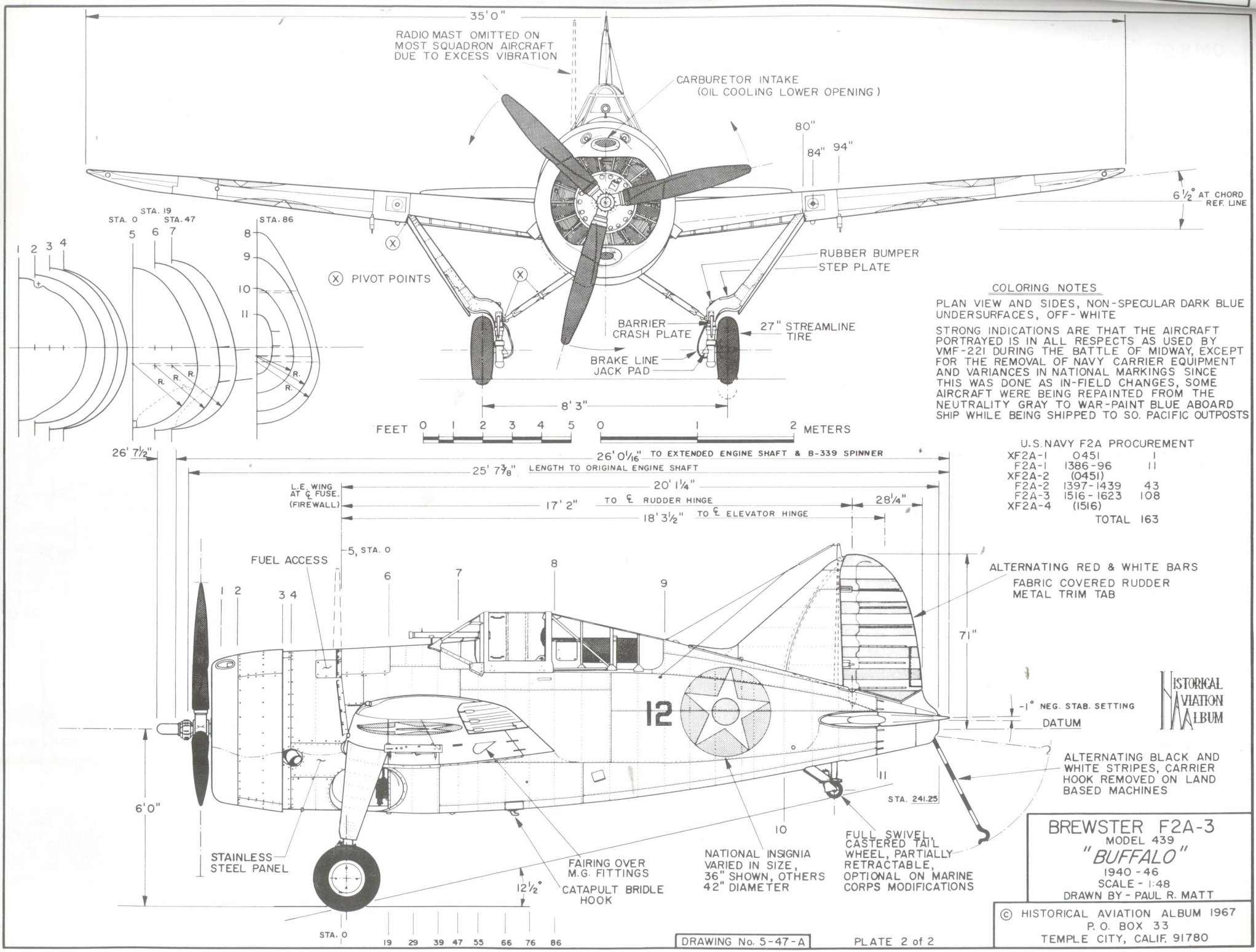


COLORING NOTES

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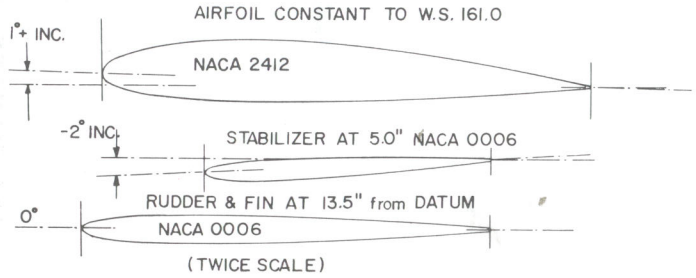
P. O. BOX 33
TEMPLE CITY, CALIF. 91780

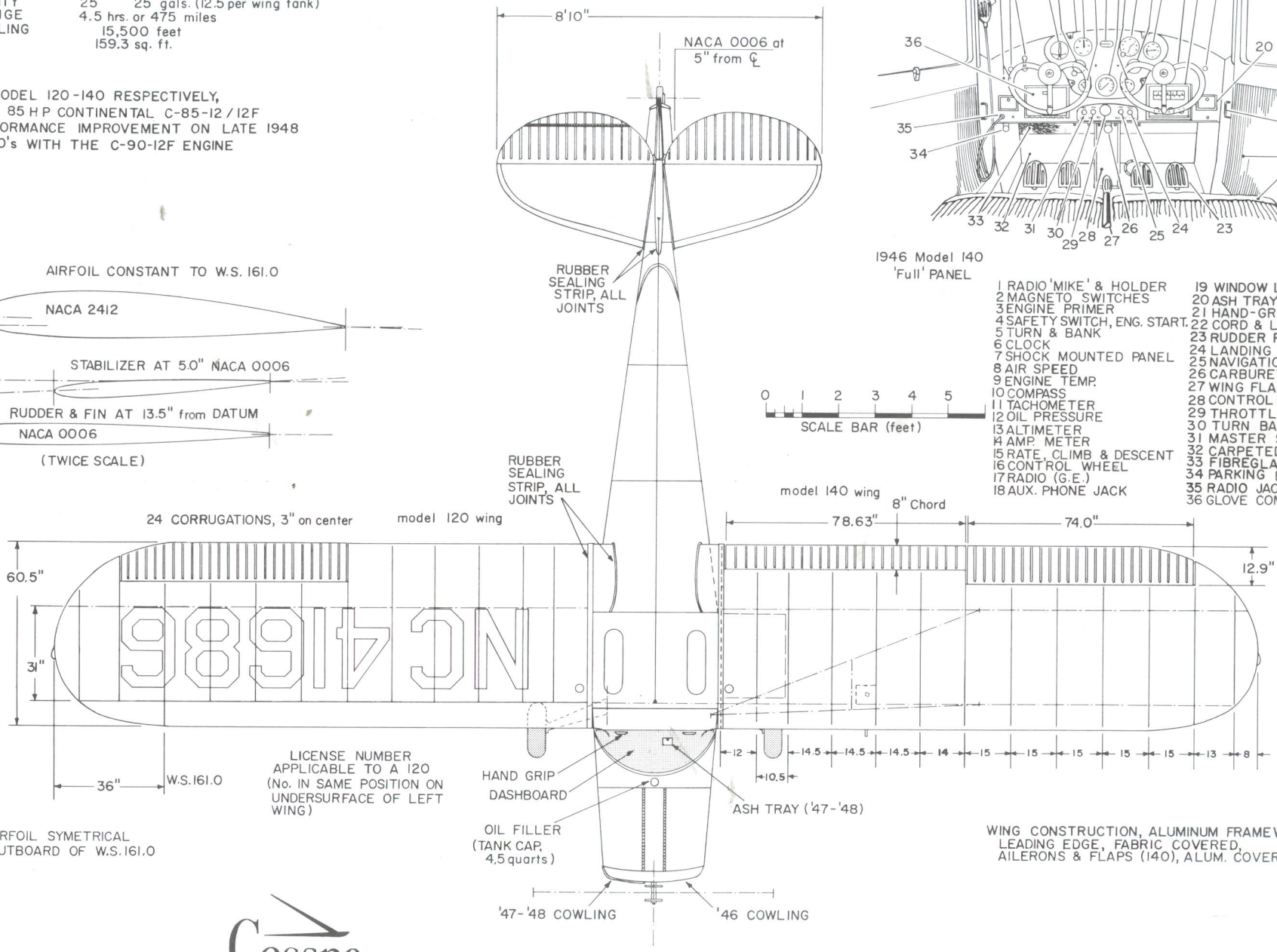
DRAWING No. 5-47-A

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

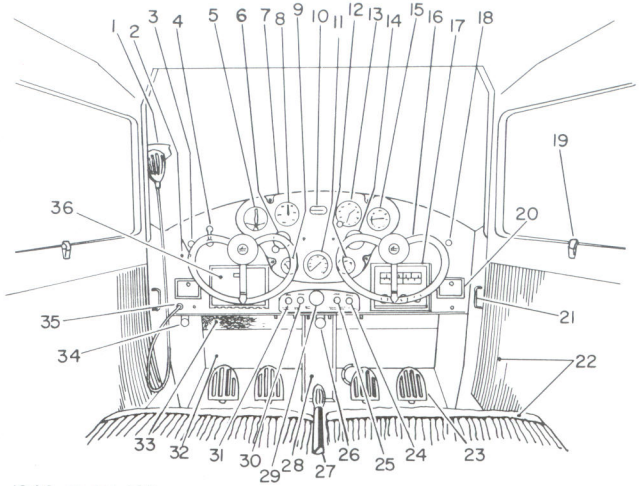



LICENSE NUMBER APPLICABLE TO A 120 (No. IN SAME POSITION ON UNDERSURFACE OF LEFT WING)

AIRFOIL SYMETRICAL OUTBOARD OF W.S. 161.0

WING CONSTRUCTION, ALUMINUM FRAMEWORK & LEADING EDGE, FABRIC COVERED, AILERONS & FLAPS (140), ALUM. COVERED.




1946 Model 140
'Full' PANEL

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

0 1 2 3 4 5
SCALE BAR (feet)

Cessna

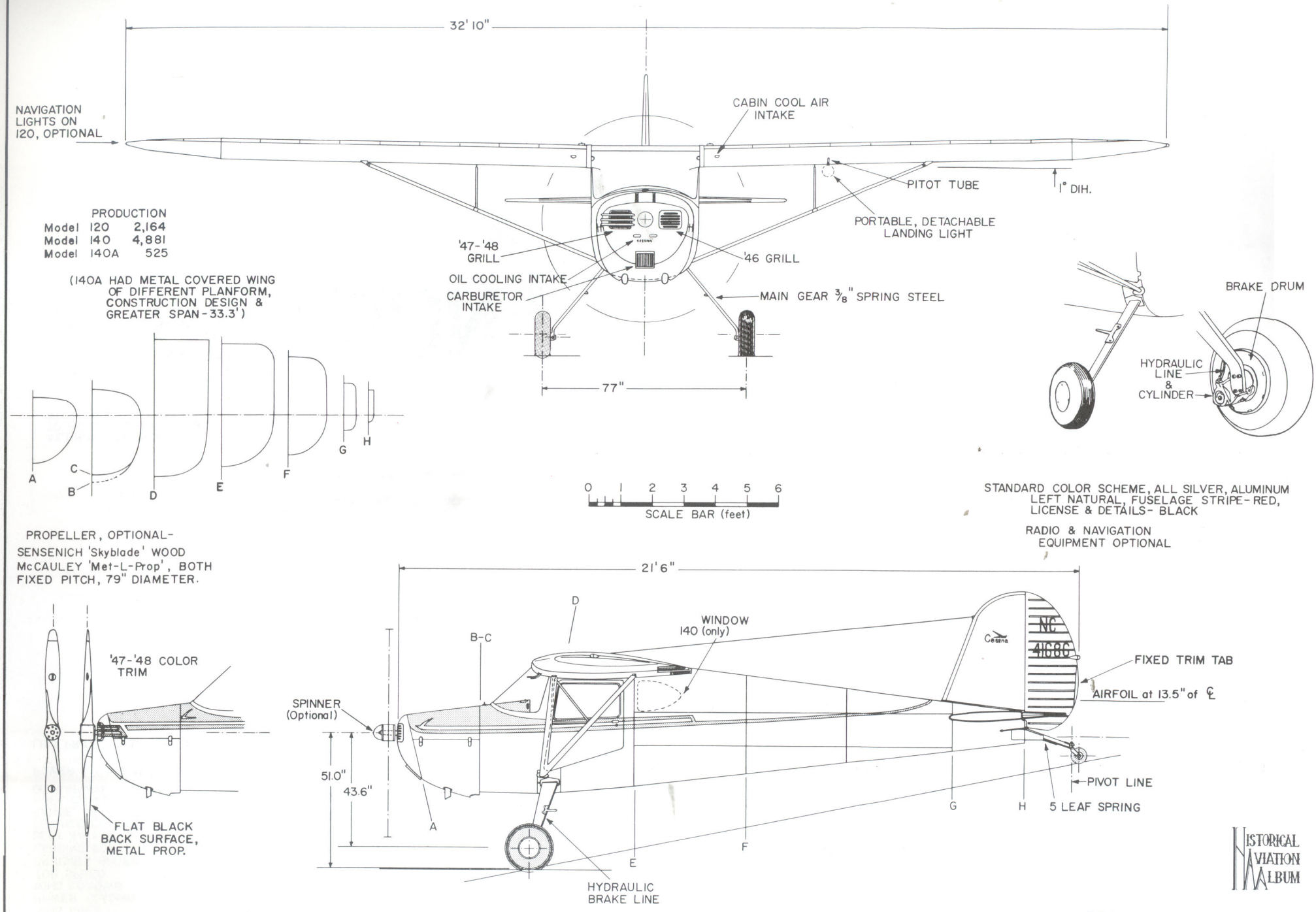
HISTORICAL AVIATION ALBUM

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

PLATE 1 DRAWN BY: PAUL R. MATT © 1966

SCALE: 1:48

PLATE 1 DRAWN BY: PAUL R. MATT © 1965




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')

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

HISTORICAL AVIATION ALBUM

# CESSNA MODEL 120 & 140

(1946-47)

SCALE: 1:48

PLATE 2 DRAWN BY: PAUL R. MATT © 1965