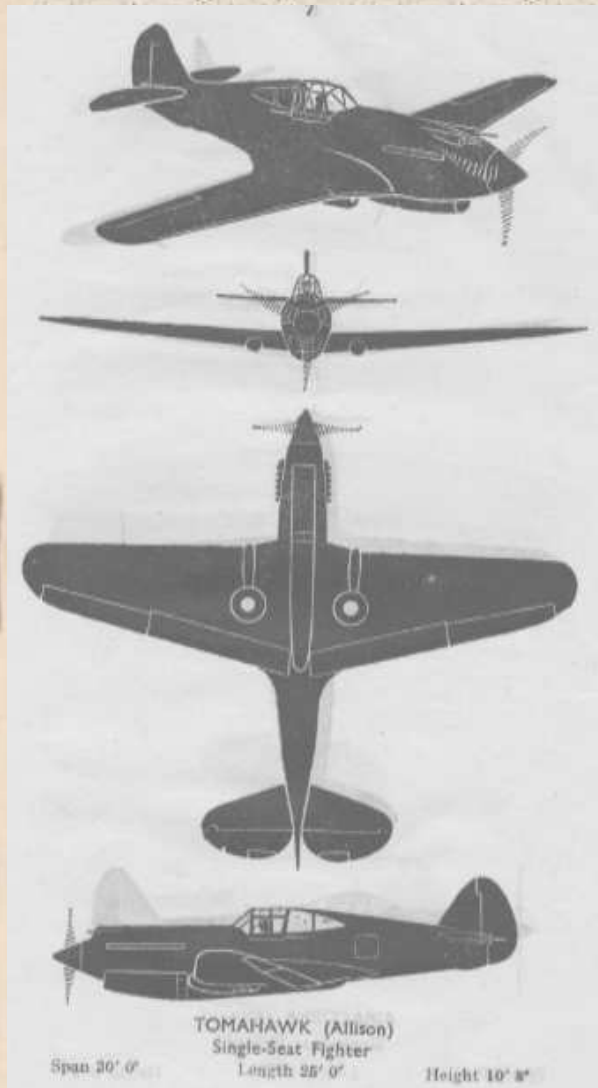
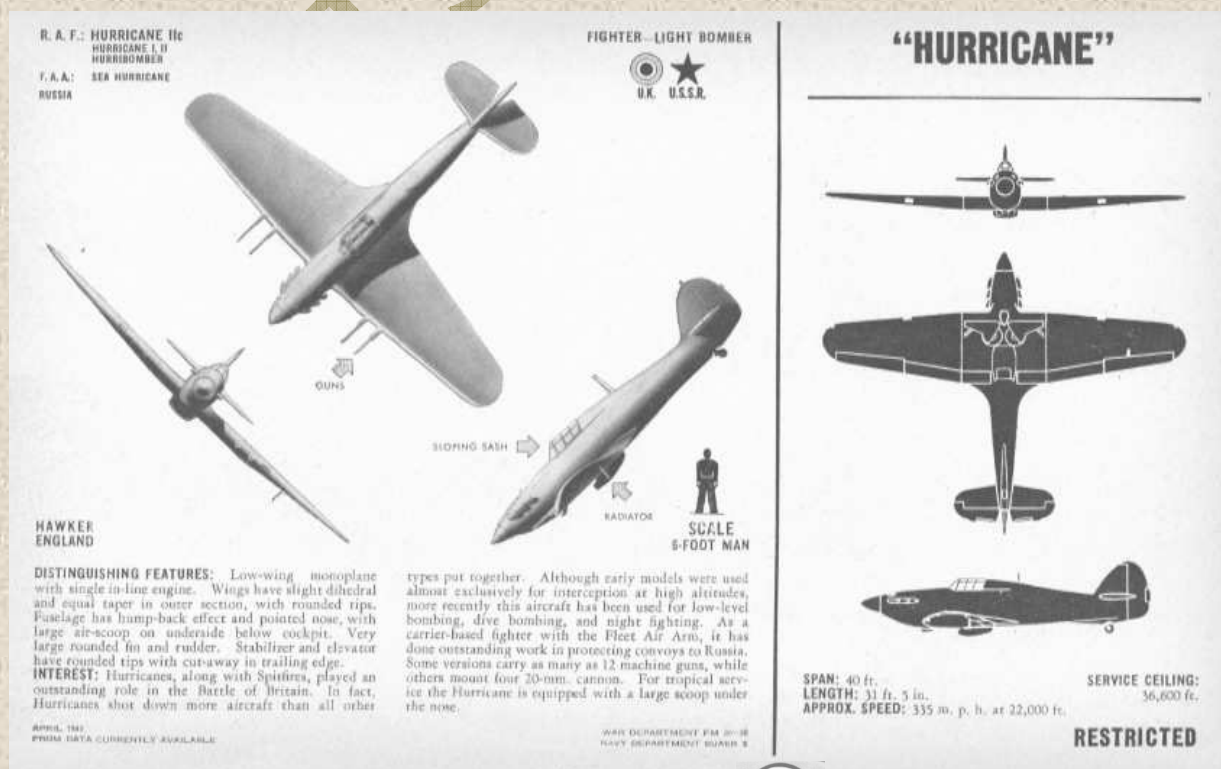
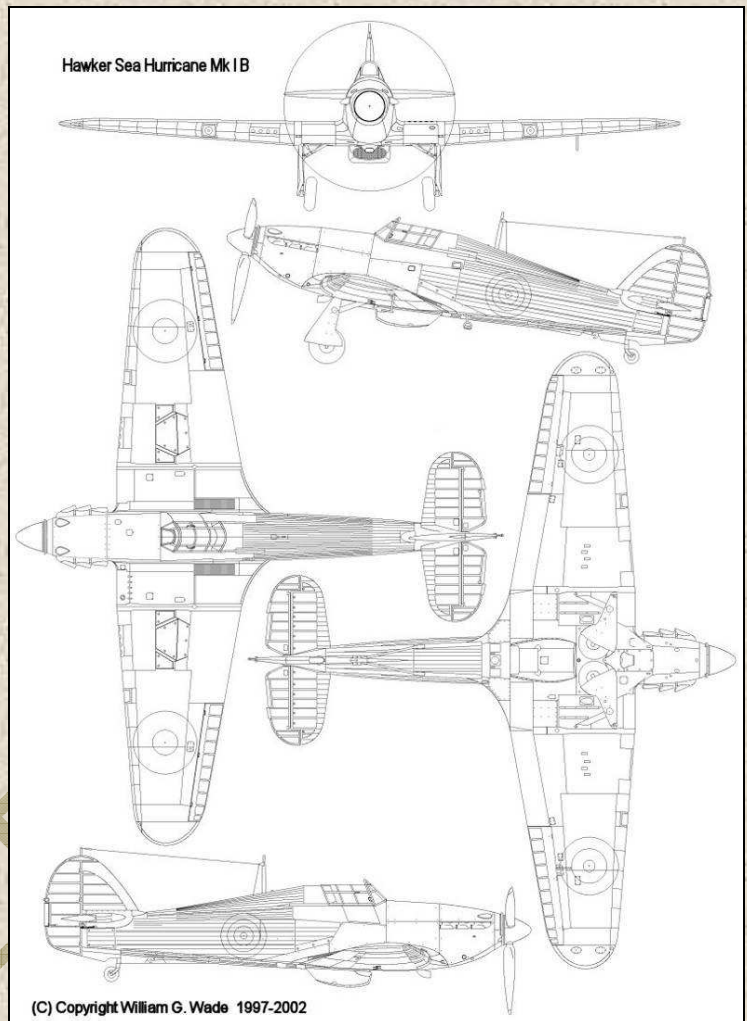


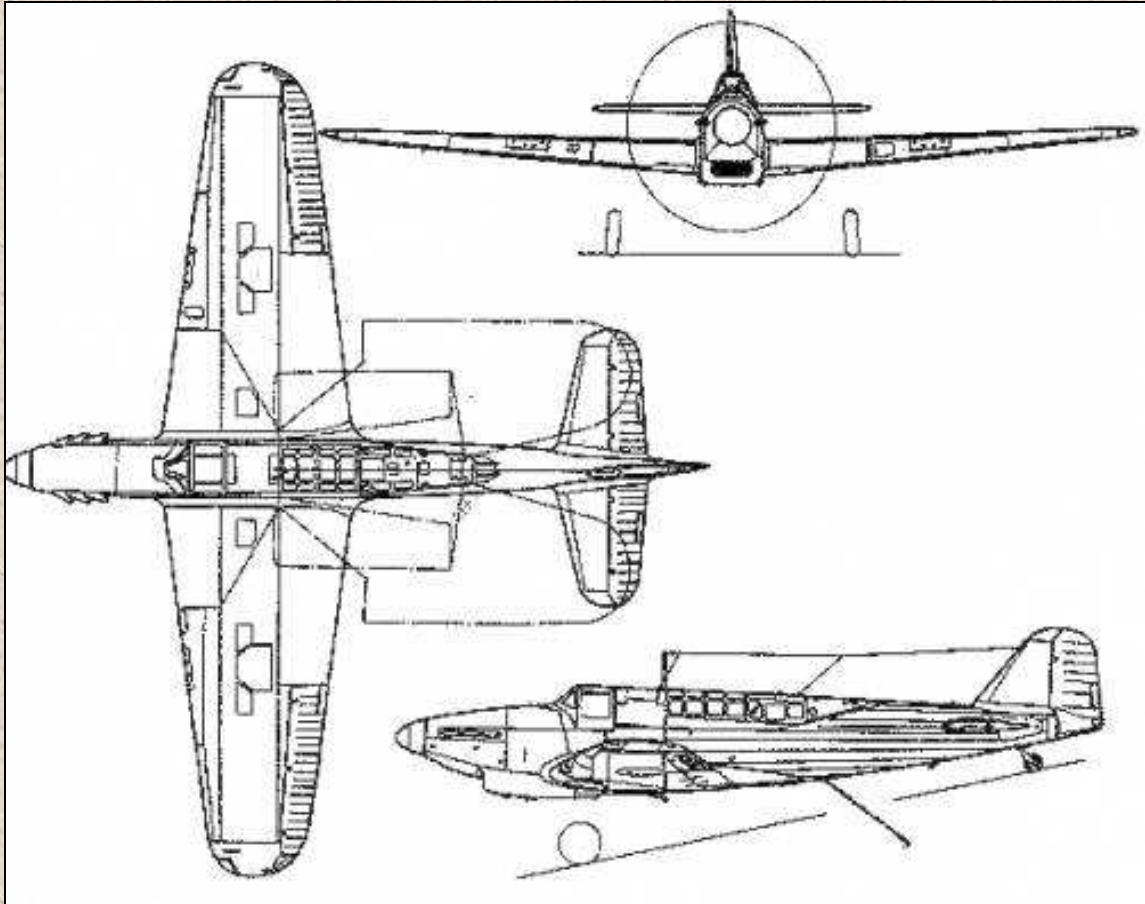
TOMAHAWK



SEA HURRICANE

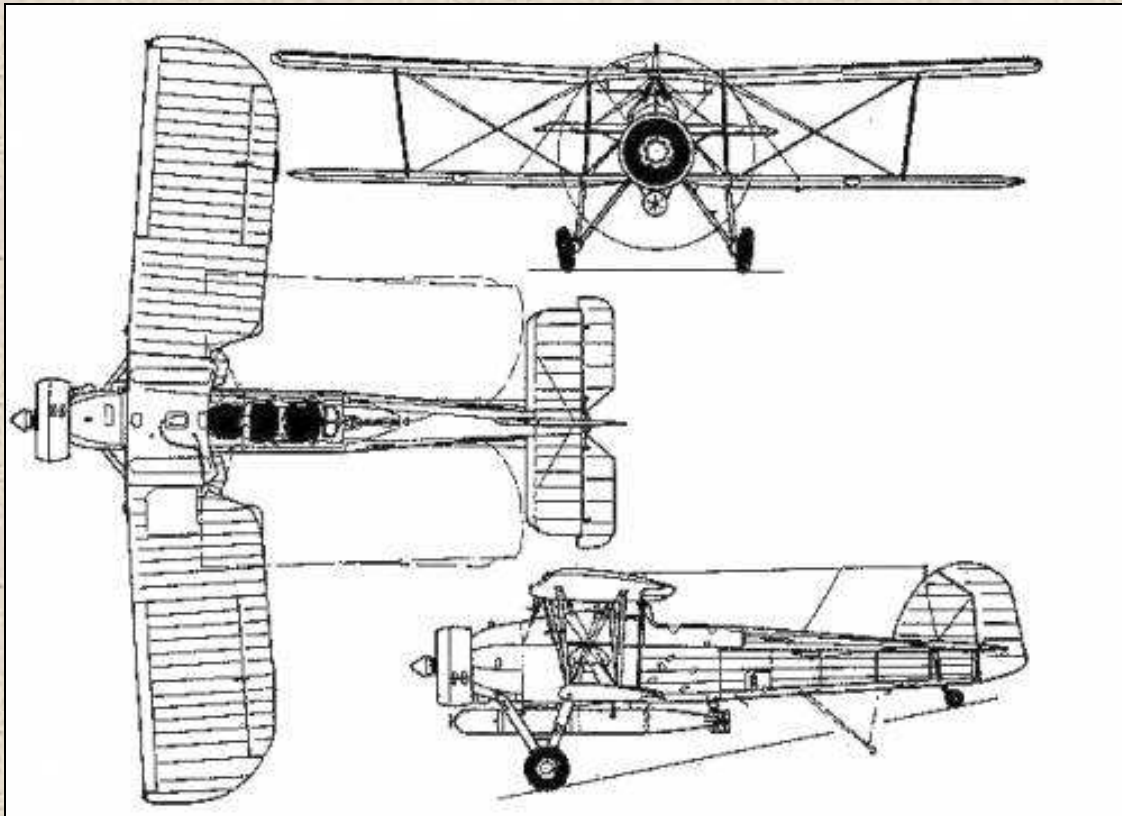


FULMAR MK1 (FAIREY)



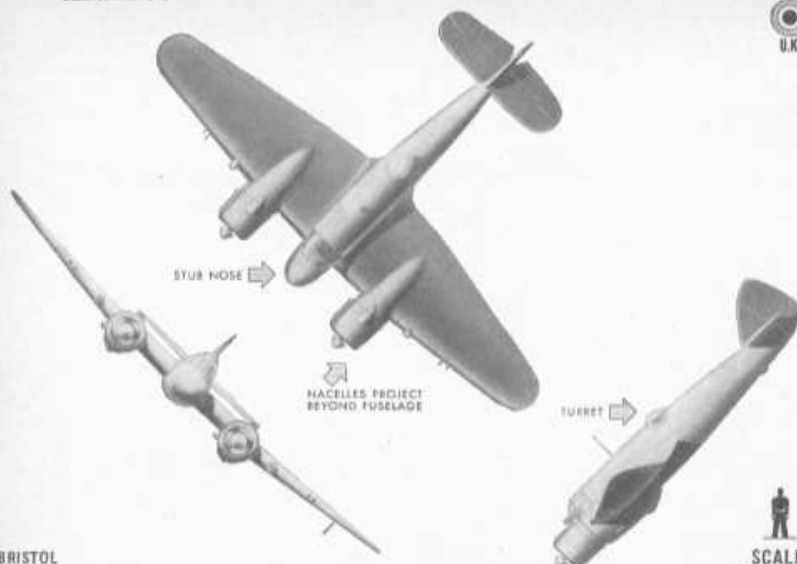
HEAVY FIGHTER

SWORDFISH MK1 (FAIREY)



R. A. F.: BEAUFIGHTER 1
BEAUFIGHTER I, II, VI

FIGHTER



BRISTOL
ENGLAND

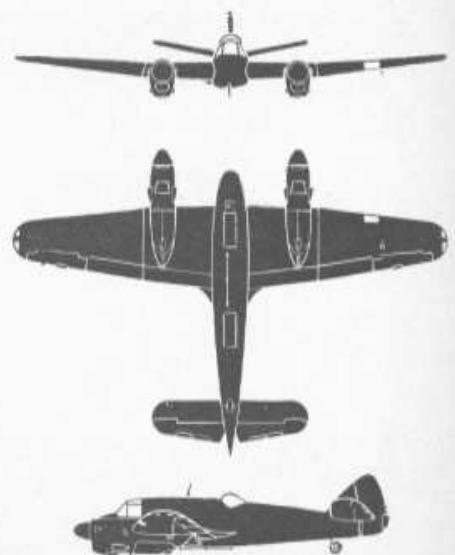
SCALE
6-FOOT MAN

DISTINGUISHING FEATURES: Twin engine, mid-wing monoplane. Wing has equal taper in outer sections with wide flat center section and rounded tips. The twin radial engines protrude beyond the very short stubby nose. Fin and rudder are of the broad triangular Bristol type. Tail plane has marked dihedral with slight taper on trailing edge and V cut-out.

INTEREST: The Beaufighter was developed from the Beaufort bomber to fill the need for a heavily armed

twin engine long range fighter. Although used principally as a night fighter, it rivals the Hurricane for versatility, being used also as a day fighter, a "tank buster," and with the British Coastal Command. It is well liked as a fighter and ground strafe in the Middle East. To counteract swing during take-offs, all Beaufighters are now fitted with a dihedral tail plane. The Beaufighter II has in-line instead of radial engines.

"BEAUFIGHTER"



SPAN: 57 ft. 10 in.
LENGTH: 40 ft. 11 in.
MAX. SPEED: 323 m. p. h. at 14,400 ft.

SERVICE CEILING:
29,700 ft.

RESTRICTED

APRIL 1945
FROM DATA CURRENTLY AVAILABLE

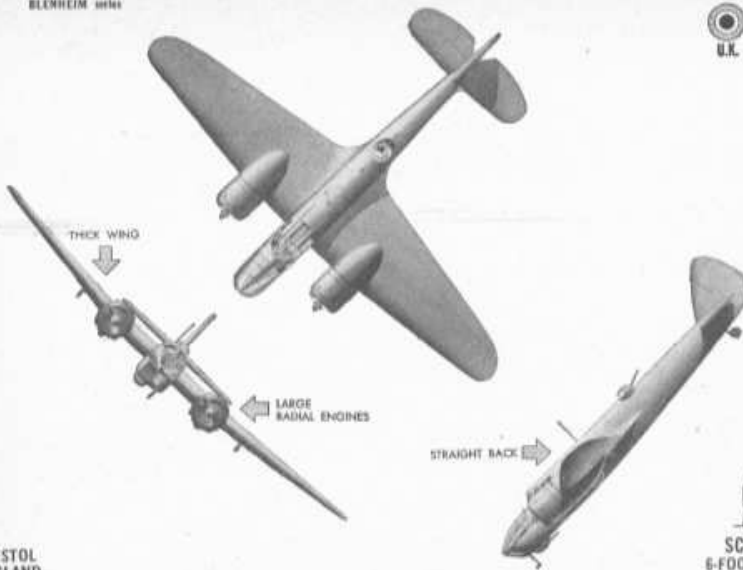
U.S. AIR DEPARTMENT FM 32-28
NAVY DEPARTMENT USNAR 2



BOMBER

R. A. F.: **BLenheim IV**
Blenheim series

MEDIUM BOMBER



BRISTOL
ENGLAND

DISTINGUISHING FEATURES: Mid-wing monoplane with twin radial engines. Dihedral on outer wing panels. Equally tapered wing with elliptically curved tips. Cutaway in trailing edge of typical Bristol stabilizer and elevator. Partly retractable dorsal turret and high pointed fin and rudder.

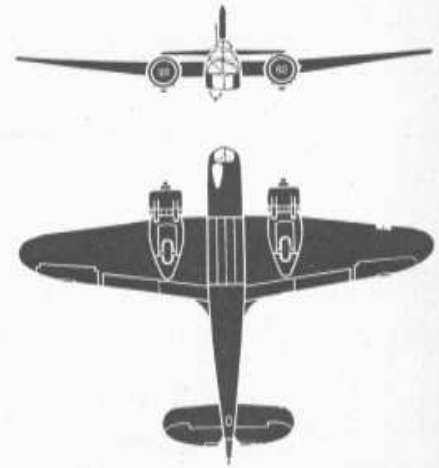
INTEREST: The Blenheim was a standby of the R. A. F. in the early part of the war when it performed admirably as a bomber and as a long-range fighter over France and

Norway. After the Norwegian campaign, not much was heard of the Blenheim until it was used in the North African campaign and in the Middle East. The most recent version, the Mark V, is chiefly adapted for close support work with ground troops. One interesting feature of some Blenheims is the offset blister under the nose containing a rear firing gun which the navigator, who faces forward, controls by a system of mirrors. The Blenheim I has a much shorter nose, the fuselage length being 39 ft. 9 in.

WAR DEPARTMENT FM 30-39
NAVY DEPARTMENT BNAER 3

APRIL 1945
FROM DATA CURRENTLY AVAILABLE

"BLENHEIM"



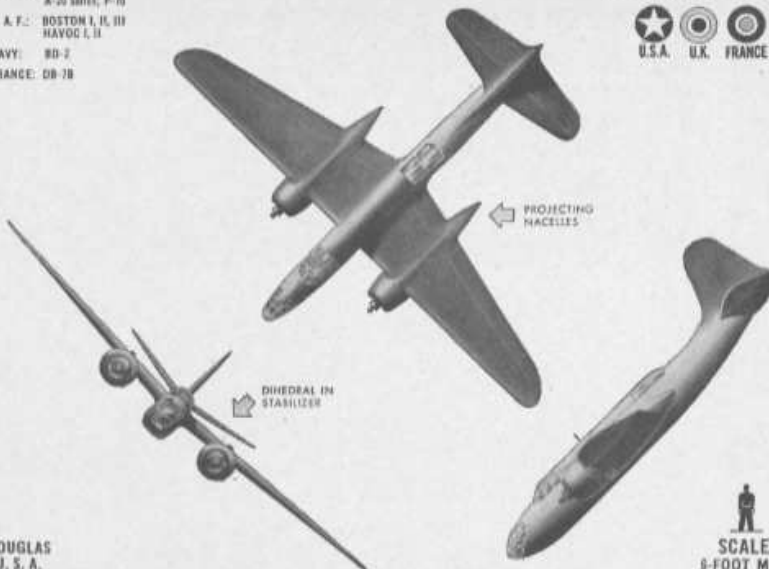
SPAN: 56 ft.
LENGTH: 42 ft. 7 in.
MAX. SPEED: 260 m. p. h. at 12,000 ft.

SERVICE CEILING:
26,500 ft.

RESTRICTED

ARMY: A-20A
A-20 series; P-70
R. A. F.: BOSTON I, II, III
HAVOC I, II
NAVY: BD-2
FRANCE: DB-70

LIGHT BOMBER-FIGHTER



DOUGLAS
U. S. A.

DISTINGUISHING FEATURES: Shoulder wing monoplane with long thin transparent nose. Wing has straight leading edge and pronounced taper to trailing edge. Twin radial engines are underslung with nacelles extending well beyond the trailing edge of wing. Fuselage has a graceful attitude due to the turned up after section. Tall single fin and rudder.

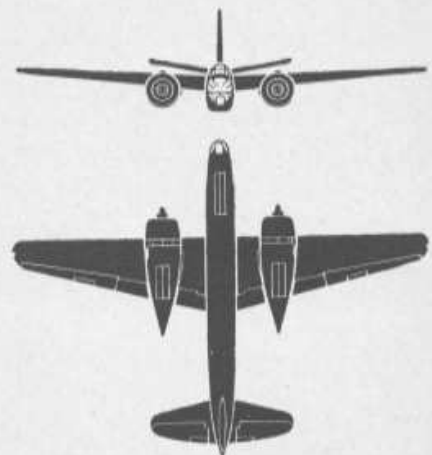
INTEREST: This aircraft is unquestionably one of the best in its class. Designed as a fast day bomber, this

plane is also used as a fighter. The night fighter version with solid nose is known as the P-70, while the British know the A-20 as the "Boston" when used as a bomber and as the "Havoc" when used for ground attack. The U. S. Navy designation is BD. The A-20 is much used in large scale daylight fighter and bomber sweeps over France and in North Africa. Because of its high performance, striking power and maneuverability, losses have been relatively small.

WAR DEPARTMENT FM 30-39
NAVY DEPARTMENT BNAER 35

APRIL 1945
FROM DATA CURRENTLY AVAILABLE

A-20 "HAVOC" OR "BOSTON"



SPAN: 61 ft. 4 in.
LENGTH: 48 ft.
APPROX. SPEED: 340 m. p. h.

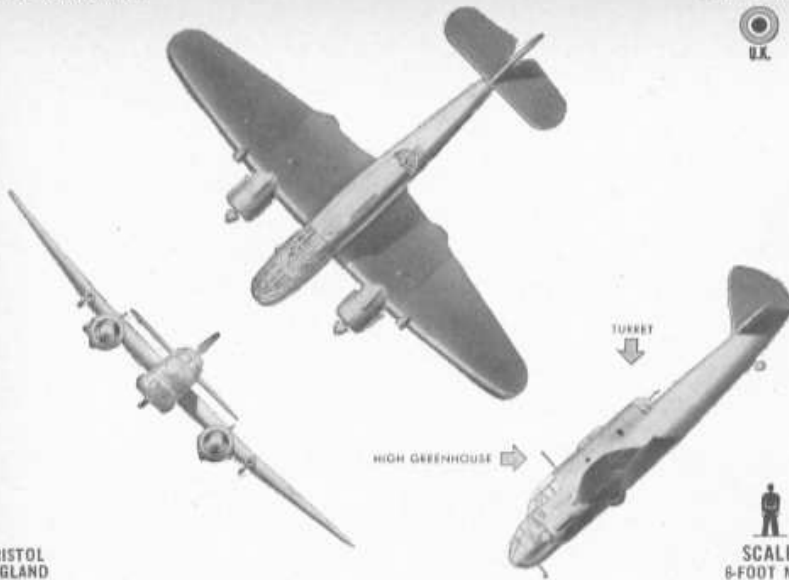
SERVICE CEILING:
over 24,000 ft.

RESTRICTED



R. A. F.: BEAUFORT I, II

LIGHT BOMBER



BRISTOL
ENGLAND

DISTINGUISHING FEATURES: Mid-wing monoplane with twin radial engines underslung. Bell shaped fuselage section. Dihedral on outer wing panels. Equitapered wings with rounded tips. Tapered trailing edge to elevator with V cut-out. Mid-turret faired into cabin. Fin and rudder are of the broad Bristol type.

INTEREST: The Beaufort is one of the principal reconnaissance aircraft of the R. A. F. Coastal Command. It is used for torpedo attacks on coastal shipping, for

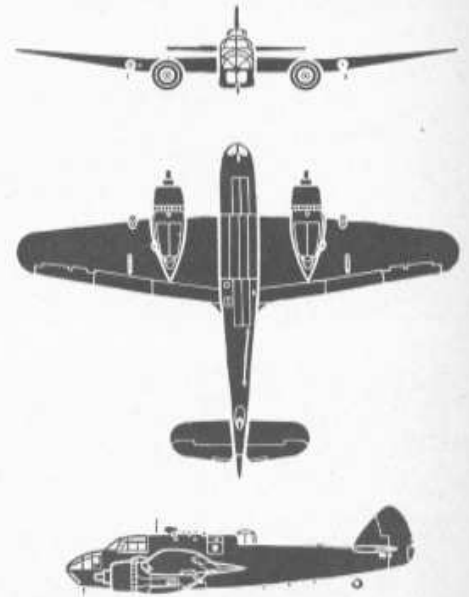
mine laying and for low level bombing of German occupied ports. The success of this aircraft led to the use of its basic design for development of the Beaufighter. For torpedo attacks, the Beaufort is faster than the Albacore torpedo bombers of the British Fleet Air Arm. Not being equipped with dive brakes, it usually uses a low flat approach to keep its speed low enough to launch the torpedo successfully. The newer models do not have the rounded plates projecting beyond the trailing edge of the wing.

APRIL, 1943
FROM DATA CURRENTLY AVAILABLE

WAR DEPARTMENT FM 30-50
NAVY DEPARTMENT NAAC 3

SCALE
6-FOOT MAN

"BEAUFORT"

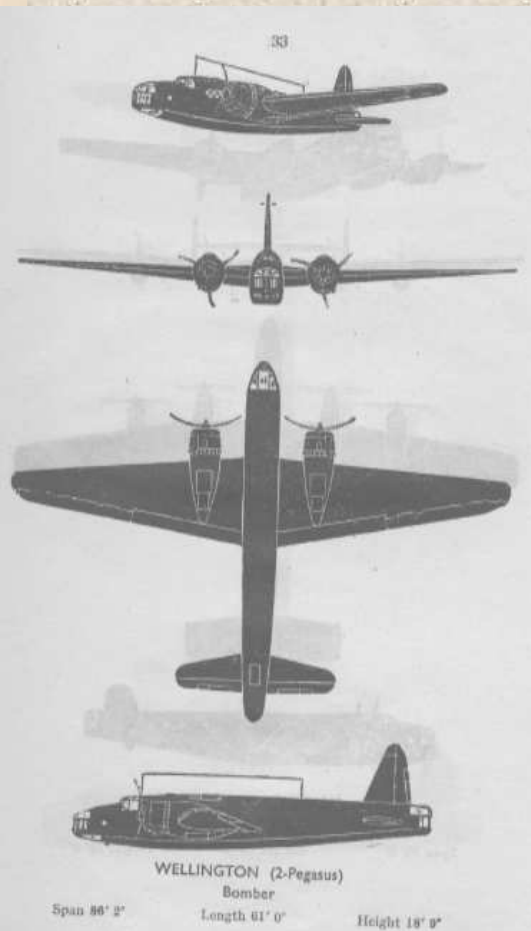


SPAN: 57 ft. 10 in.
LENGTH: 44 ft. 2 in.
MAX. SPEED: 275 m. p. h. at 6,500 ft.

SERVICE CEILING:
19,000 ft. (overload)

RESTRICTED

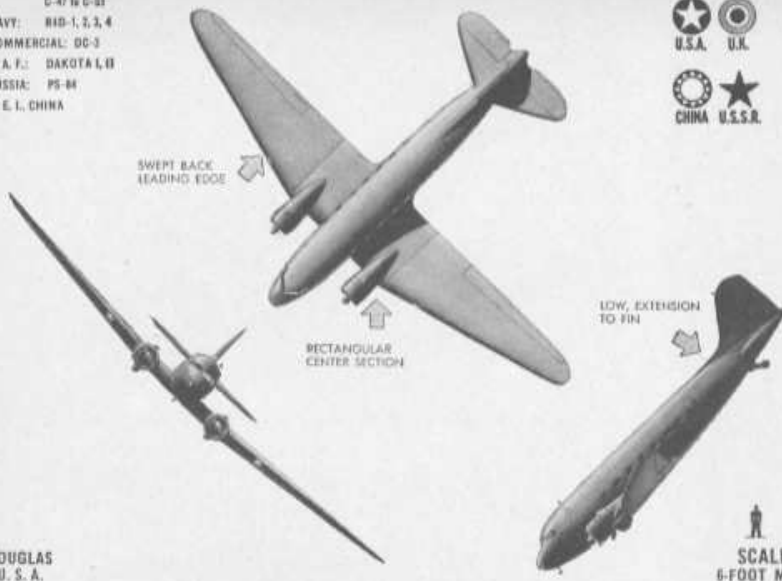
WELLINGTON



TRASPORTO - RECON

ARMY: C-47
C-47 to C-53
NAVY: R1D-1, 2, 3, 4
COMMERCIAL: DC-3
R. A. F.: DAKOTA I, II
RUSSIA: PS-84
N. E. I. CHINA

TRANSPORT—GLIDER TUG



DOUGLAS
U. S. A.

DISTINGUISHING FEATURES: Two-engine low-wing monoplane. Center section of wing has no dihedral. Outer section of leading edge has sharp taper. Trailing edge is straight and tips are sharply rounded. The tail fin is faired forward for about one-third the length of the fuselage. The tail plane is sharply tapered at the leading edge.

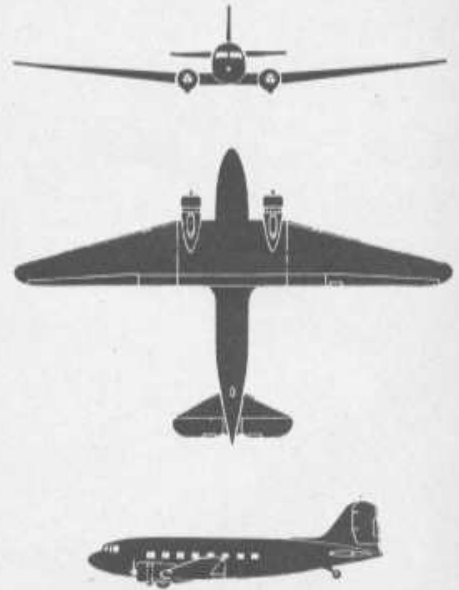
INTEREST: This troop and cargo transport is the military transport version of the DC-3, one of the best-

known and most widely used American commercial aircraft. The C-47 is built under license in Russia and designated the PS-84. It is used as a standard transport of the Russian Air Force. This aircraft is designated as either the C-47 or the C-53, depending on the internal arrangement and use of cargo and jumping hatches. The name "Skytrain" comes from use of this transport as a troop carrier and as a glider tug. In England it is known as the Dakota.

APRIL 1942
FROM DATA CURRENTLY AVAILABLE

WAR DEPARTMENT FM 35-36
NAVY DEPARTMENT NAVER 3

C-47 "SKYTRAIN" C-53 "SKYTROOPER"



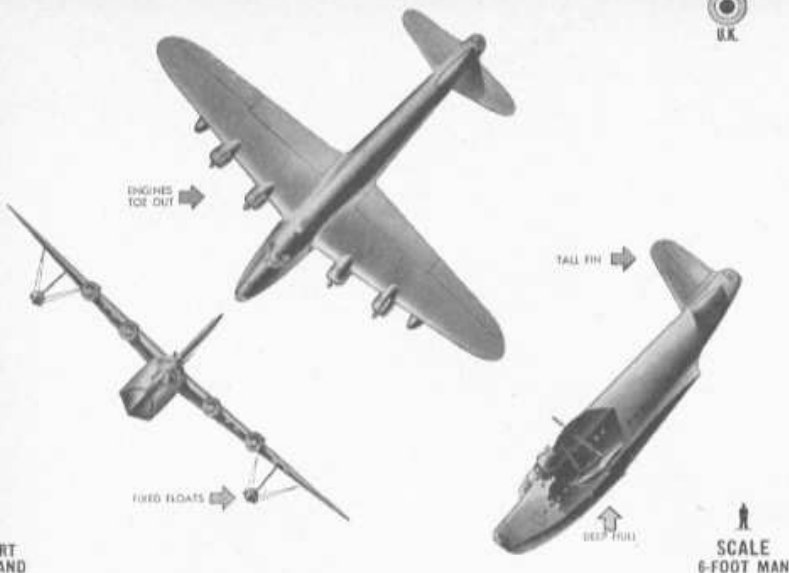
SPAN: 95 ft.
LENGTH: 64 ft. 6 in.
APPROX. MAX. SPEED: 220 m. p. h.

SERVICE CEILING:
24,000 ft.

RESTRICTED

R. A. F.: SUNDERLAND I, II

PATROL BOMBER



SHORT
ENGLAND

DISTINGUISHING FEATURES: High-wing four-engined monoplane. Very slight dihedral to a thick tapered wing. Deep hull with V bottom and rounded top. Two steps lead up to narrow tail, housing a gun position. Four radial engines have small nacelles. Stabilizer and elevator similar in shape to wing. Tall fin and rudder with leading edge tapered.

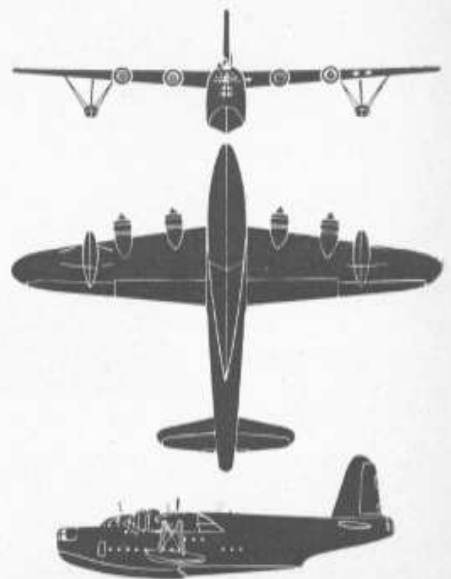
INTEREST: This large aircraft has performed many and varied duties. One of its tasks is to patrol the ice far

North of the Arctic Circle, reporting movement of the icebergs. It was used in the evacuation of Greece and Crete. These flying boats have cruised far out over the Atlantic protecting convoys to Britain. The Sunderland has shown qualities of reliability and endurance equal to the importance of its duties. A Sunderland forced down in the South Atlantic was towed hundreds of miles by a naval corvette through very stormy weather.

APRIL 1942
FROM DATA CURRENTLY AVAILABLE

WAR DEPARTMENT FM 35-36
NAVY DEPARTMENT NAVER 3

"SUNDERLAND"



SPAN: 112 ft. 9 1/2 in.
LENGTH: 85 ft. 4 in.
MAX. SPEED: 204 m. p. h. at 5,000 ft.

SERVICE CEILING:
14,100 ft.

RESTRICTED



UNITED STATES
NAVY

PATROL BOMBER
PBM-1 (MARTIN)
"MARINER"

