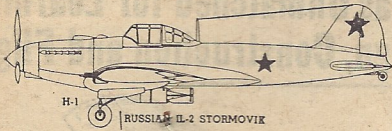


Sky kings of World War II

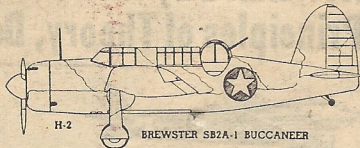
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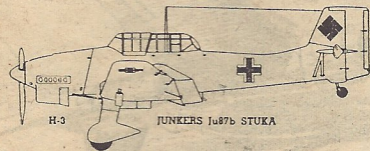
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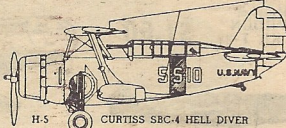
H-1 RUSSIAN IL-2 STORMOVIK



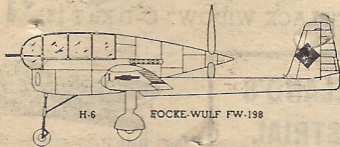
H-2 BREWSTER SB2A-1 BUCCANEER



H-3 JUNKERS Ju87b STUKA



H-5 CURTISS SBC-4 HELL DIVER



H-6 ROCKE-WULF FW-198



H-8 HAWKER I-B TYPHOON

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R.N.A.S., located at Dunkirk, France and flew northward about 30 miles to drop their bombs on German installations at Ostende, Belgium. The only photo extant showing the planes before this historic raid is printed here. This is one of the first instances in which airplanes entered into a strategic operation in large numbers.

While the figures of performance, quantities, and distances mentioned here may seem insignificant, it must be appreciated that this was the start of a period of aeronautical development never before since equalled. To illustrate this point compare the photo of the Westland Weasel printed here with the Vickers F. B. 5 picture. This development occurred from 1914 to 1918!

The Westland Weasel was one of those late 1918 warplanes which did not see action. It is an example of what other manufacturers, both enemy and Allied, were preparing to use had the war lasted into 1919 or 1920. While the Weasel was designed for high performance, it nevertheless possessed some innovations which were to become standard on military airplanes of the future.

Its engine, for instance, was a stationary nine-cylinder radial air-cooled type known as the A.B.C. Dragonfly. This powerplant developed 330 hp. While the Weasel's design was simple to achieve rapid production, considerable attention was nevertheless given to streamline as evidenced by the engine cowling, struts and general lines.

Most important, however, is the fact that when the Weasel was designed, its engineers knew *what* they wanted by way of performance and *how* to design the airplane to obtain it.

Thus, the 1918 designer had come a long way from the 1914 designer who didn't know what was needed in a military airplane because the yardstick for the military airplane had not yet been established. In addition, the 1914 designer did not know what kind of a ship he had created until he attempted to fly it!

VICTORY

The A. T.

(Continued from page 25)

takeoffs and landings.

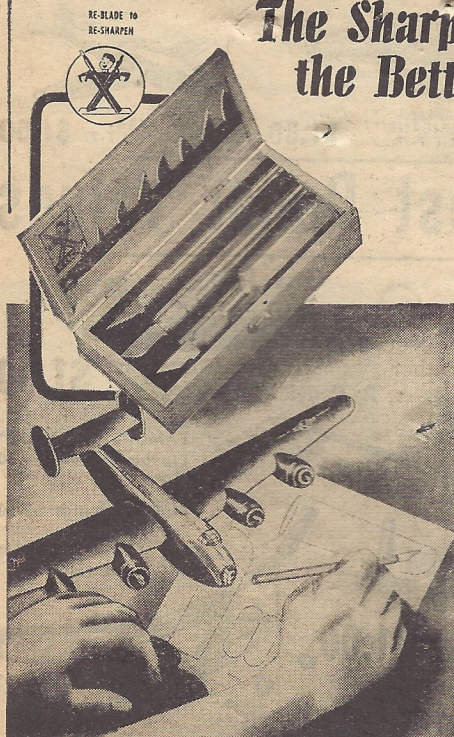
ASSEMBLY—Install the stabilizer along with the bellcrank and run the control lines out the side, whichever side you prefer. Don't forget to change the bellcrank however if you reverse the side. The ship is now ready for covering. Cement the wing in place making sure that the alignment is correct. This is more important in a control line job due to its high speed.

COVERING—When covering, be sure to use as many small pieces as may be necessary in order to prevent wrinkling. When complete, spray lightly with water. Wait until the covering is thoroughly dry before applying dope. A hand spray is best for doping purposes and can be made to work satisfactorily for the purpose by mixing it 50-50 with thinner. Apply 6 to 8 coats to obtain the required strength. Even though this thin dope requires these additional coats, the finished product is still lighter and much neater in appearance.

FLYING—With a friend to start the motor and release the ship downwind, lift the little job off the ground and take it easy until you get the "feel" of it. It won't be long until you have complete control of the A.T. and are all set for plenty of advanced training in control line flying.

VICTORY

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