

1623493 L.A.C. BIRD T.H.

ITALIAN AIRCRAFT

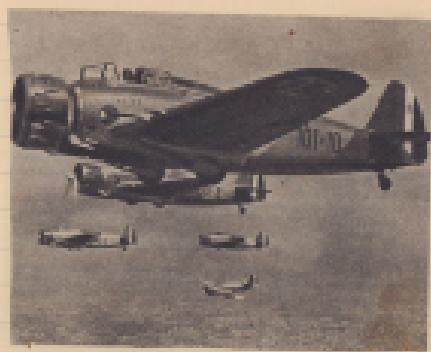
Form 714.

ROYAL AIR FORCE.

Rough Notebook for use in Laboratories and Workshops.

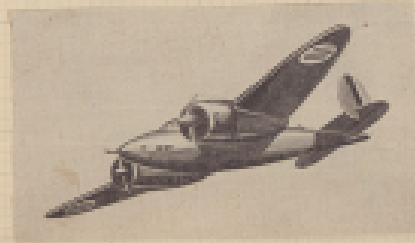
STREIBER

SPAN 20'



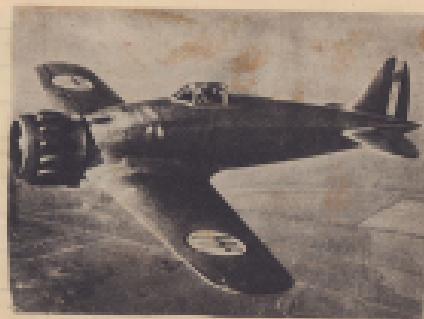
BREDA 88

SPAN. 51



MACCHI 200

SPAN. 76



FIAT U.3C

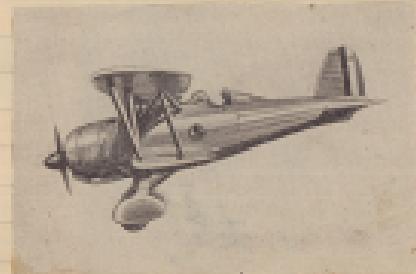
SPAN 36'



FIAT C.R.42

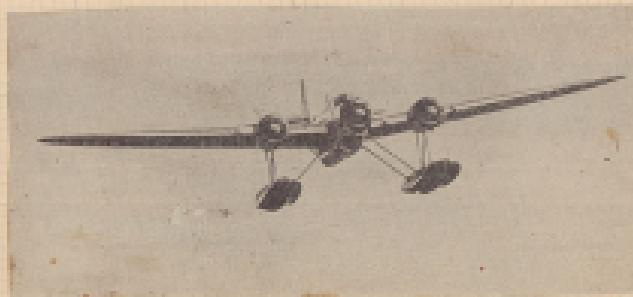
SPAN 36'

100 m/s



CANT Z DOB

SPAN 39¹



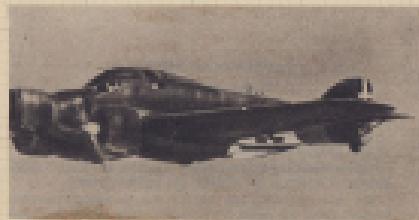
CANT 1007B TAB

SPAN 31¹



S.M. 40

SPAN 60'



S.M. 41

SPAN 60'



CAPRONI RE. 2001 (FALCO II)

Span 28'

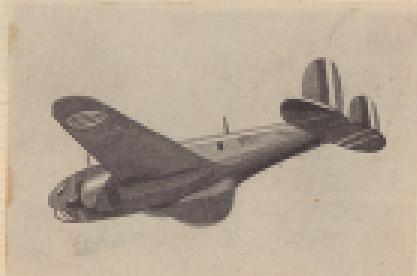
Piaggio 108

Span 102'. Low wing monoplane with four engines placed side by side along front nose. Triangular wing shape and diamond shaped tail plane. Large single fin and rudder. Turret on top of two sideboard engines, two turrets on top of fuselage with a gun position beneath it. High set tail plane. May be confused with the Fiatbiava I.



FIRE IN. N. 20.

Span 41' Bomber flying bomber with two engines.
Flight indicated as four and one engines and
then differential. Prominent twin fin and rudder.
Biplane-like shaped main plane. Butterfly-shaped
tail plane.



FLIGHT, JUNE 1943. ADVERT.



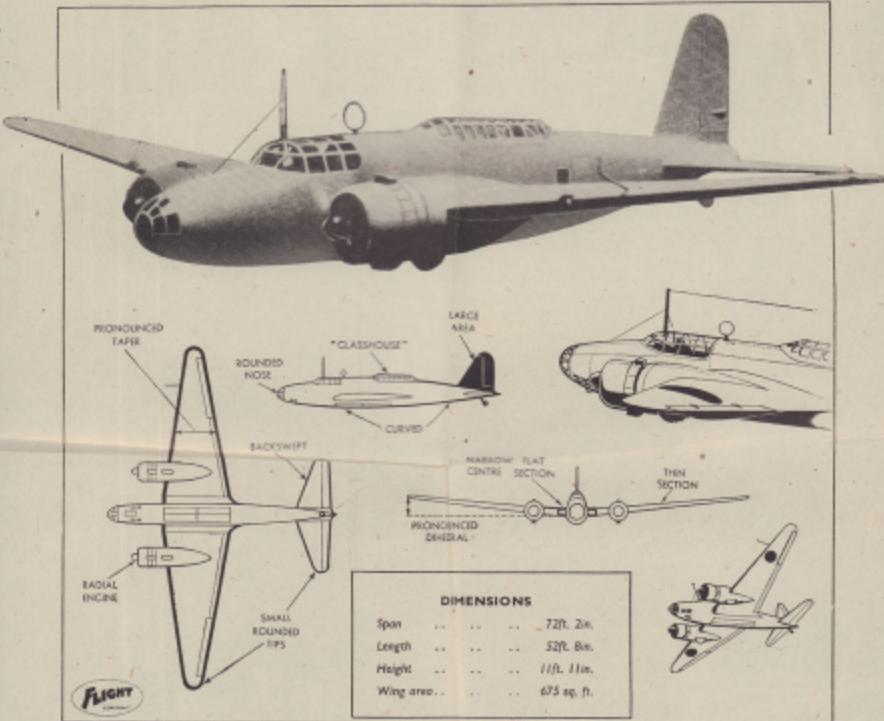
The
LANCASTER



A. V. ROE & CO., LIMITED
Branch of Hawker Siddeley Aircraft Co., Ltd.

Their Characteristics

MITSUBISHI OB-97



DIMENSIONS

Span	72 ft. 2 in.
Length	52 ft. 8 in.
Height	11 ft. 11 in.
Wing area	675 sq. ft.

INTRODUCED first in 1938 as a replacement type for the lower-powered OB-93, the Mitsubishi OB-97 is the standard heavy bomber of the Japanese Army Air Force, and has equipped the squadrons which have taken the major part in the Jap offensive so far.

As is invariably the case with Japanese equipment, the OB-97 is a copy of other people's creations, but in this case a quite presentable result has been obtained by a blend of at least five different designs into one aircraft. The fuselage and its interior economy in the matter of crew arrangements has been "cribbed" from the Martin 166 used by the Dutch East Indies Air Force, and on to this has been grafted a nose which the designer of the He 111K would at once recognise. The tail surfaces are patently those of the Douglas DC-2 transport, while the shape (though not the constructional method) of the wings obviously owes its inspiration to the Vickers Wellington. Finally, many design details are characteristic of the Junkers Ju 86, which was their model for the Jap Navy's OB-96 bomber.

Powered by a pair of Mitsubishi Kinsei IV air-cooled

radial engines, each developing a maximum of 870 h.p. at 10,000ft., the OB-97 has a top speed of 220 m.p.h., a service ceiling of 22,000ft., and a range of 2,480 miles at its normal operating speed of 186 m.p.h. Its armament comprises nine 7.7 mm. machine guns arranged as follows: One pair in the nose operated by the bomb-dropper, one pair firing through hatches on each side of the fuselage aft of the trailing-edge, one pair mounted in the dorsal position beneath the sliding hood of the "glasshouse," and a single one firing through the cone of the tail. Each of the four pairs of guns are manually operated, but the single tail gun is fixed and is remotely controlled. A 4,400 lb. bomb load is carried internally in the belly of the fuselage.

All-metal construction is employed in the OB-97, the fuselage being of the monocoque type with light alloy stressed-skin covering. The wings, including the split trailing-edge flaps, are also metal covered, as are the fixed surfaces of the tail-unit. But the ailerons, elevators and rudder are fabric-covered.

There is also a transport version of the OB-97 used for the carrying of troops and known as the Y-98.