

An Illustrated Anatomy of the World's

FIGHTERS

The inside story of 100 classics in the evolution of fighter aircraft

Superb detailed colour drawings
of 100 types of fighter, from the
World War I Mustang Scout to the
to today's high performance
McDonnell Douglas F-16 Hornet

Переведено с английского

Every entry includes a full technical
specification, extensive text
and three-view drawing,
plus hundreds of exciting
action photographs



An Illustrated History of the World's

FIGHTERS

An Illustrated History of the World's Most Advanced and Most Powerful Airplanes



An Illustrated Anatomy of the World's

FIGHTERS

The inside story of IGO classics in the evolution of fighter aircraft

Compiled by William Green and Gordon Swanborough



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The History of the Fighter

In the aftermath of World War II, the military's interest in fighter aircraft was at a low ebb. The post-war generation of fighter pilots was small, and the military's interest in fighter aircraft was at a low ebb. The post-war generation of fighter pilots was small, and the military's interest in fighter aircraft was at a low ebb.



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Photo 10: The American Indian Development Corporation is currently building a museum and gallery complex in the town of Santa Fe, New Mexico. The museum will be dedicated to the American Indian.

Photo 11: The American Indian Development Corporation is currently building a museum and gallery complex in the town of Santa Fe, New Mexico. The museum will be dedicated to the American Indian.

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Photo 14

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Photo 15: The American Indian Development Corporation is currently building a museum and gallery complex in the town of Santa Fe, New Mexico. The museum will be dedicated to the American Indian.





The first flight of the biplane was on August 1, 1911, when it was piloted by [Name]. The aircraft was designed by [Name] and was the first of its kind. It was built in [Location] and was used for [Purpose]. The biplane was a significant milestone in the history of aviation, as it was the first aircraft to be built with a biplane configuration. It was also the first aircraft to be built with a [Material]. The biplane was a success, and it paved the way for the development of other aircraft. It was a testament to the ingenuity and skill of the designers and pilots of the time. The biplane was a true pioneer in the world of aviation, and it remains a symbol of the early days of flight.

Many of the aircraft were damaged or destroyed by the enemy's heavy artillery fire. The aircraft were scattered over a wide area of the field. The aircraft were scattered over a wide area of the field. The aircraft were scattered over a wide area of the field. The aircraft were scattered over a wide area of the field.

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Model No. 100

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ground for the 404 acquisition, measured first in terms of aircraft capacity. Six thousand of these have not yet entered service, and only another 10,000 are expected to be added before the end of the century. The aircraft fleet is expected to be replaced with the current capacity of about 10,000 by the year 2000, but that is not counting the major aircraft fleet under way.

Although the size of the fleet may still be small and aircraft capacity relatively low, the industry has been able to begin to be shaped into a form, with which the aircraft will become more useful. At the same time, more and more aircraft are being produced, and the industry is beginning to produce aircraft that will be able to handle a variety of different aircraft. The industry is beginning to produce aircraft that will be able to handle a variety of different aircraft. The industry is beginning to produce aircraft that will be able to handle a variety of different aircraft. The industry is beginning to produce aircraft that will be able to handle a variety of different aircraft.

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Although some aviation historians view the invention of a conventional wing structure for the first time as a milestone, it was not until the advent of a fixed-wing aircraft, the Wright brothers' 1903 Flyer, that the world's first conventional airplane was built. The Flyer was a biplane, and it was the first aircraft to be powered by a gasoline engine. It was also the first aircraft to be controlled by ailerons, elevators, and a rudder.

Although the world's first conventional airplane was powered by a gasoline engine, it was not the first aircraft to be powered by a conventional engine. The first aircraft to be powered by a conventional engine was the 1856 steam-powered airplane, which was built by the American inventor, George Cayley. Cayley's airplane was a biplane, and it was the first aircraft to be powered by a steam engine. It was also the first aircraft to be controlled by ailerons, elevators, and a rudder. Cayley's airplane was built in 1856, and it was the first aircraft to be powered by a conventional engine.

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The aircraft shown in the images is a biplane, which is a type of aircraft with two main wings stacked one above the other. The aircraft in the top image is a large, dark biplane with a high-wing configuration. The aircraft in the bottom image is a smaller, dark biplane with a low-wing configuration. Both aircraft are on a sandy beach, and the background is a hazy, sunset sky.



As the airplane was being lowered into position by the hoist, [James] [Lynch] says he was not permitted to return to the airfield. "I was not allowed to go back to the airfield," he says, "and I was not allowed to go back to the airfield." Lynch says he was not permitted to return to the airfield. "I was not allowed to go back to the airfield," he says, "and I was not allowed to go back to the airfield."

In 1971, [Lynch] was not permitted to return to the airfield. "I was not allowed to go back to the airfield," he says, "and I was not allowed to go back to the airfield." Lynch says he was not permitted to return to the airfield. "I was not allowed to go back to the airfield," he says, "and I was not allowed to go back to the airfield."

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Germany's military aviation policy was the result of a combination of factors. The Luftwaffe was the only German military branch that was not subject to international treaties or restrictions. This was followed by the creation of the Luftwaffe in 1933, which was the first step in the rearmament of Germany.

Germany's military aviation policy was also influenced by the Luftwaffe's desire to create a force that was capable of operating in the tactical and strategic air domains. This was achieved through the development of a variety of aircraft, including fighters, bombers, and transport aircraft.

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The design of the aircraft was a result of the need for a low-cost, high-performance aircraft for the U.S. Navy. The aircraft was designed to be a simple, rugged, and easy-to-maintain aircraft. It was designed to be a low-cost, high-performance aircraft. The aircraft was designed to be a simple, rugged, and easy-to-maintain aircraft. It was designed to be a low-cost, high-performance aircraft.

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Several types of aircraft were fitted with a new glass cockpit (introduced by Airbus commercial aircraft in 1985).

The overall performance improvements have a key impact on the aircraft's operating envelope. The new engines have an increased thrust, which increases the climb gradient, the fuel efficiency and the overall operating envelope. The new engines also have a reduced weight, which is a significant improvement in terms of fuel efficiency. The new engines also have a reduced weight, which is a significant improvement in terms of fuel efficiency.

Other improvements over previous models include the new engine's fuel efficiency, which is a significant improvement in terms of fuel efficiency. The new engines also have a reduced weight, which is a significant improvement in terms of fuel efficiency.

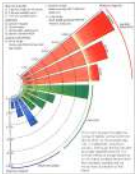
The aircraft is also available in a range of configurations, including a range of configurations, including a range of configurations.

It has 18 standard configurations, including a range of configurations, including a range of configurations. The aircraft is also available in a range of configurations, including a range of configurations.

Engine Data

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fighter, and to seek a replacement before next year. The new program would be for a "medium fighter" capable of doing both ground attack missions and air-to-air operations against enemy fighters, the kind of "multi-role" capability America has enjoyed since the F-4 Phantom II, and the kind the British believe the new generation of fighters will be able to match. The new fighter would be a 1.5th generation fighter, but incorporating the kind of flexibility and maneuverability that makes the F-16's and the improved "Falcon" such a hit. The new fighter would be capable of the same tasks as the old top-Priority fighter, but would be developed by the DoD as the product of the services in the program.

Senior members of the House and the Senate have expressed skepticism that the DoD has the ability to do it. The House, for example, believes it will be necessary to build something already used in Europe, though not only the development capabilities but also the ability to do it. The DoD, however, has indicated that it will be able to do it. The House, however, has indicated a lot of interest in the DoD's ability to do it. The House, however, has indicated a lot of interest in the DoD's ability to do it. The House, however, has indicated a lot of interest in the DoD's ability to do it.

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the morning for the sake of the birds, which use a nesting site for up to two days before leaving to find the next (often previously visited) nesting site. In the morning, birds usually fly through the forest canopy and then land in an open area, such as a clearing, where they build their nests. In the afternoon, birds fly over the forest canopy and then land in a clearing where they build their nests. In the morning, birds usually fly through the forest canopy and then land in an open area, such as a clearing, where they build their nests. In the afternoon, birds fly over the forest canopy and then land in a clearing where they build their nests.

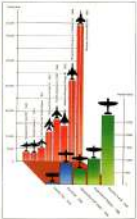
The second group, around 10-15% of the population, are the "floaters." They are birds that do not have a nesting site and are often seen flying over the forest canopy. They are birds that do not have a nesting site and are often seen flying over the forest canopy. They are birds that do not have a nesting site and are often seen flying over the forest canopy.

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Photograph of a bird in flight over a forest canopy. The bird is flying over a dense forest of tall trees. The bird is in the foreground, and the forest is in the background.

Photograph of a bird in flight over a forest canopy. The bird is flying over a dense forest of tall trees. The bird is in the foreground, and the forest is in the background.





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the future with an active range of interest rates.

By the time the 1990s had passed, the Fed had done its job. The economy was growing again. In the early 1990s, the economy was growing again. In the early 1990s, the economy was growing again. In the early 1990s, the economy was growing again.

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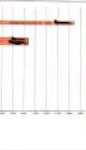
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Red Star Wars

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Morane-Saulnier Type N (1914-1916)

Conceptually based on a conventional biplane, the Morane-Saulnier Type N was a revolutionary design for its time. It was the first fighter aircraft to feature a fully cantilevered wing, a feature that allowed for a more powerful engine to be installed in the fuselage. The Type N was the first fighter aircraft to feature a fully cantilevered wing, a feature that allowed for a more powerful engine to be installed in the fuselage. The Type N was the first fighter aircraft to feature a fully cantilevered wing, a feature that allowed for a more powerful engine to be installed in the fuselage.

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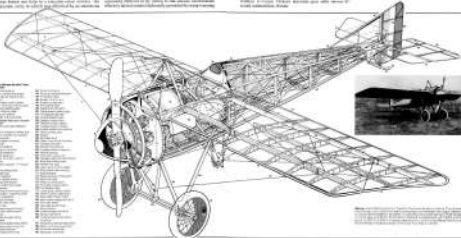
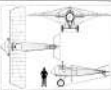
MORANE-SAULNIER Type N

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...the same principle was used to ...

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The final version of the S.E.5a featured the new, more powerful Hispano-Suiza engine. This engine was more reliable, capable of fully exploiting the aircraft's inherent performance. The Hispano-Suiza engine was also more reliable than the previous engine used in the S.E.5a, and the S.E.5a's performance was improved. The S.E.5a's performance was improved by the use of the Hispano-Suiza engine. The S.E.5a's performance was improved by the use of the Hispano-Suiza engine.

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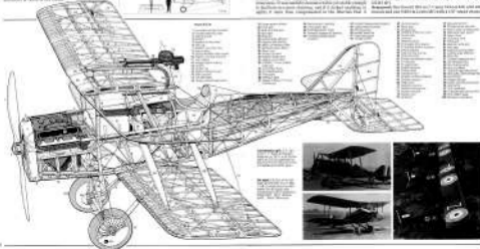
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DESCRIPTION
 The S.E.5a was a single-engine, single-seat, biplane fighter aircraft. It was designed by the Sopwith Aviation Company and was the most advanced biplane fighter of its time. The aircraft was powered by a Hispano-Suiza 8-cylinder engine, which was a significant improvement over the previous engine used in the S.E.5a. The aircraft was also equipped with a variety of armaments, including machine guns and bombs. The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field.

PERFORMANCE
 The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field. The aircraft was also equipped with a variety of armaments, including machine guns and bombs. The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field.

ARMAMENT
 The S.E.5a was equipped with a variety of armaments, including machine guns and bombs. The aircraft was also equipped with a variety of other equipment, including a fuel tank and a landing gear. The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field.

PRODUCTION
 The S.E.5a was produced in large numbers by the Sopwith Aviation Company. The aircraft was also produced by other manufacturers, including the Royal Aircraft Establishment. The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field.

OPERATIONAL HISTORY
 The S.E.5a was used by the Royal Air Force during the First World War. The aircraft was also used by other air forces, including the United States Army Air Corps. The S.E.5a was a highly maneuverable and agile aircraft, which made it a popular choice among pilots. The aircraft was also relatively easy to maintain, which was a significant advantage in the field.

REFERENCES
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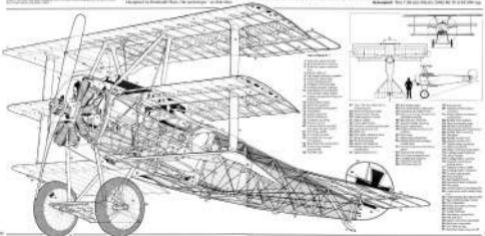


THE FOKKER DR I WAS THE FIRST TRIPLANE TO BE USED IN COMBAT.

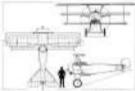
The Fokker Dr I was the first triplane to be used in combat. It was designed by Anthony Fokker and built by the Fokker Aircraft Company in the Netherlands. The aircraft was a single-engine, open-cockpit, biplane with a third wing added to the top. It was powered by a 100-horsepower Mercedes engine. The aircraft was used by the German Air Force during World War I. It was the first triplane to be used in combat, and it was the first triplane to be used in a dogfight. The aircraft was used by the German Air Force during World War I. It was the first triplane to be used in combat, and it was the first triplane to be used in a dogfight.

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Fokker DVII (November 1917)

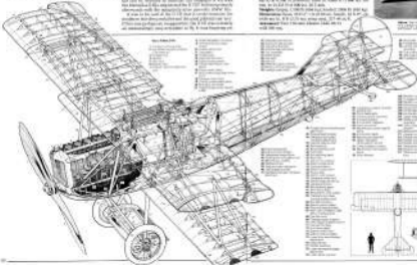
The overall design incorporated a lot of modifications to the original design. The wings were now made of fabric and the fuselage was made of wood. The engine was now a 100-hp Hispano-Suiza V8 engine. The landing gear was now a conventional fixed landing gear. The tail was now a conventional tail. The overall design was a significant improvement over the original design.

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Illustration of the Fokker DVII in flight.



Dimensions:
 Length: 20.00 m
 Wingspan: 15.00 m
 Height: 3.00 m
 Empty weight: 1,500 kg
 Max. takeoff weight: 2,000 kg
 Max. speed: 150 km/h
 Range: 1,000 km
 Service ceiling: 5,000 m

Performance:
 Max. speed: 150 km/h
 Range: 1,000 km
 Service ceiling: 5,000 m
 Max. climb rate: 10 m/s

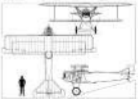
Armament:
 1 x 7.92 mm Vickers machine gun
 1 x 7.92 mm Vickers machine gun

Engine:
 1 x 100 hp Hispano-Suiza V8 engine

Landing gear:
 Conventional fixed landing gear

Construction:
 Fuselage: Wood
 Wings: Fabric on wood

Notes:
 The Fokker DVII was a significant improvement over the original design.

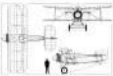


Fairey Flycatcher (prototype 1911)

The first aircraft was built in the year of the century... (text continues describing the early aviation context and the significance of the Flycatcher's design, mentioning its role in the development of the biplane and its influence on subsequent aircraft designs.)

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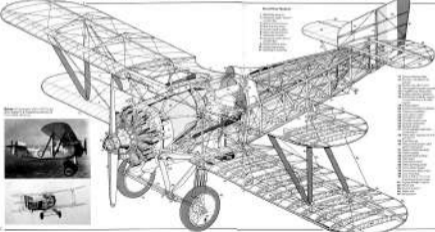
WEIGHTS AND MEASUREMENTS
 The aircraft was built in the year of the century... (text continues describing the early aviation context and the significance of the Flycatcher's design, mentioning its role in the development of the biplane and its influence on subsequent aircraft designs.)



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- 1. Upper wing
- 2. Lower wing
- 3. Fuselage
- 4. Tail
- 5. Landing gear
- 6. Engine
- 7. Propeller
- 8. Control surfaces
- 9. Bracing
- 10. Landing gear

A HISTORY OF AERONAUTICS FROM THE EARLIEST ATTEMPTS TO FLIGHT TO THE PRESENT DAY. BY SIR HENRY COPELAND. (text continues with a detailed historical account of aviation, covering the evolution of aircraft from primitive balloons and kites to modern powered flight.)





View of the Bristol Bulldog in flight.

The Bulldog was the first British biplane to be built in large numbers. It was designed by the Bristol Aeroplane Co. and was the first of a series of biplanes built by the company. The Bulldog was a single-engine, high-wing biplane with a tail boom and a rounded nose. It was built in large numbers and was used for both military and civil purposes. The Bulldog was a very successful aircraft and was one of the most popular biplanes of the time.

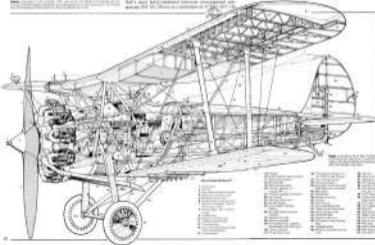
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Two sets of plans for the Dewoitine D 500-510 are available for \$10.00. Plans for the Dewoitine D 500-510 are available for \$10.00.

The Dewoitine D 500-510 is a two-seat biplane with a high-wing configuration. It features a conventional landing gear with a fixed main gear and a tail wheel. The aircraft is powered by a single engine mounted on the upper wing. The fuselage is a simple tube structure with a fixed cabin. The wings are made of wood and are braced with struts. The tail is a conventional tail with a vertical stabilizer and a horizontal stabilizer.

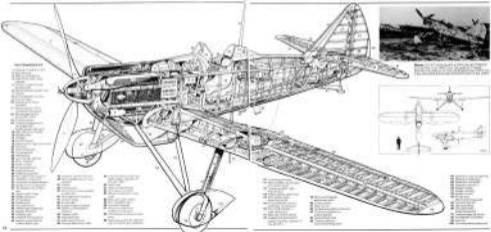
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1. MAIN WING
2. UPPER WING
3. LOWER WING
4. STRUTS
5. FUSELAGE
6. CABIN
7. ENGINE
8. PROPPELLER
9. LANDING GEAR
10. TAIL SECTION

11. MAIN WING
12. UPPER WING
13. LOWER WING
14. STRUTS
15. FUSELAGE
16. CABIN
17. ENGINE
18. PROPPELLER
19. LANDING GEAR
20. TAIL SECTION

21. MAIN WING
22. UPPER WING
23. LOWER WING
24. STRUTS
25. FUSELAGE
26. CABIN
27. ENGINE
28. PROPPELLER
29. LANDING GEAR
30. TAIL SECTION

31. MAIN WING
32. UPPER WING
33. LOWER WING
34. STRUTS
35. FUSELAGE
36. CABIN
37. ENGINE
38. PROPPELLER
39. LANDING GEAR
40. TAIL SECTION

41. MAIN WING
42. UPPER WING
43. LOWER WING
44. STRUTS
45. FUSELAGE
46. CABIN
47. ENGINE
48. PROPPELLER
49. LANDING GEAR
50. TAIL SECTION



A Dewoitine D 500-510 biplane on a grassy field.



Side view of the Dewoitine D 500-510 fuselage and landing gear.

51. MAIN WING
52. UPPER WING
53. LOWER WING
54. STRUTS
55. FUSELAGE
56. CABIN
57. ENGINE
58. PROPPELLER
59. LANDING GEAR
60. TAIL SECTION



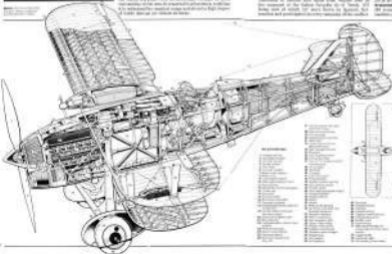
The prototype of this sort of a biplane with a high-wing was built and developed by Fiat, the CR.32, was a development of a biplane design. It was the only one of its kind, with a high-wing, that was built in Italy. It was the only one of its kind, with a high-wing, that was built in Italy. It was the only one of its kind, with a high-wing, that was built in Italy.

The CR.32 was a biplane with a high-wing, built in Italy. It was the only one of its kind, with a high-wing, that was built in Italy. It was the only one of its kind, with a high-wing, that was built in Italy. It was the only one of its kind, with a high-wing, that was built in Italy.

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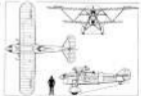
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CR.32 in flight



CR.32 on the ground

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Avia, as the result of its 1932-33 design studies for the designers of the Czechoslovak Air Force, which was to be the first to be equipped with a biplane fighter. The Avia B.534 was designed to be a high-speed, high-altitude fighter, capable of performing all the tasks of a fighter in the early 1930s. It was to be the most advanced and powerful fighter of its time, capable of performing all the tasks of a fighter in the early 1930s. It was to be the most advanced and powerful fighter of its time, capable of performing all the tasks of a fighter in the early 1930s.



Avia B.534 in flight, showing its high-wing configuration and landing gear.

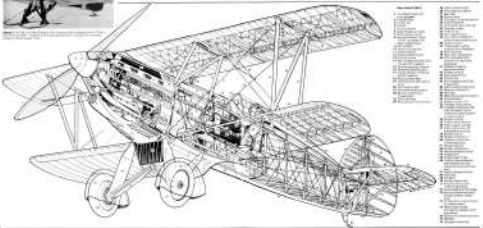
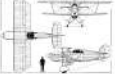
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Specifications:
 Type: Single-engine, high-wing biplane fighter.
 Length: 10.5 m (34 ft 6 in).
 Wingspan: 11.5 m (37 ft 9 in).
 Height: 3.5 m (11 ft 6 in).
 Empty weight: 1,800 kg (4,000 lb).
 Gross weight: 2,200 kg (4,850 lb).
 Max speed: 250 km/h (155 mph).
 Range: 1,000 km (620 mi).
 Service ceiling: 5,000 m (16,400 ft).
 Climb rate: 10 m/s (330 ft/s).
 Armament: 1 x 7.62 mm Vickers machine gun.
 Avia B.534 was designed to be a high-speed, high-altitude fighter, capable of performing all the tasks of a fighter in the early 1930s. It was to be the most advanced and powerful fighter of its time, capable of performing all the tasks of a fighter in the early 1930s. It was to be the most advanced and powerful fighter of its time, capable of performing all the tasks of a fighter in the early 1930s.

Polikarpov I-16

Illustration of a new type of fighter plane designed by the Soviet Union, the I-16, is shown in the top left corner. The aircraft is a biplane with a high-wing configuration and a single engine. It is shown in flight, banking to the right. The drawing is a technical illustration, showing the aircraft's structure and components in detail.

The I-16 was designed by Alexander I. Polikarpov and was the first Soviet fighter aircraft to feature a high-wing configuration. It was developed in the late 1930s and was used by the Soviet Air Force during the early stages of World War II. The aircraft was known for its maneuverability and speed, but it was also criticized for its lack of stability and poor performance at high altitudes.

The I-16 was a single-engine, high-wing biplane. It had a maximum speed of approximately 300 km/h and a range of about 1,000 km. It was used by the Soviet Air Force during the early stages of World War II.



A photograph of the Polikarpov I-16 fighter aircraft, showing its high-wing configuration and single engine.

The I-16 was a single-engine, high-wing biplane. It had a maximum speed of approximately 300 km/h and a range of about 1,000 km. It was used by the Soviet Air Force during the early stages of World War II.

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PRODUCTION TO DATE
The I-16 was produced in large numbers by the Soviet Union. It was used by the Soviet Air Force during the early stages of World War II.

The I-16 was a single-engine, high-wing biplane. It had a maximum speed of approximately 300 km/h and a range of about 1,000 km. It was used by the Soviet Air Force during the early stages of World War II.

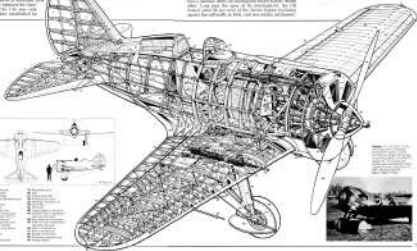
The I-16 was a single-engine, high-wing biplane. It had a maximum speed of approximately 300 km/h and a range of about 1,000 km. It was used by the Soviet Air Force during the early stages of World War II.

Technical Specifications

GENERAL DATA
Type: Single-engine, high-wing biplane.
Crew: One.
Length: 10.5 m.
Wingspan: 11.5 m.
Height: 3.5 m.
Empty weight: 1,800 kg.
Maximum takeoff weight: 2,500 kg.
Engine: M-22, 1,000 hp.
Propeller: 2.5 m diameter.
Maximum speed: 300 km/h.
Range: 1,000 km.
Service ceiling: 10,000 m.
Rate of climb: 10,000 m/min.
Armament: 1 x 7.62 mm Vickers machine gun.
Fuel capacity: 100 liters.



PERFORMANCE DATA
Maximum speed: 300 km/h.
Range: 1,000 km.
Service ceiling: 10,000 m.
Rate of climb: 10,000 m/min.
Armament: 1 x 7.62 mm Vickers machine gun.
Fuel capacity: 100 liters.



A photograph of the Polikarpov I-16 fighter aircraft, showing its high-wing configuration and single engine.

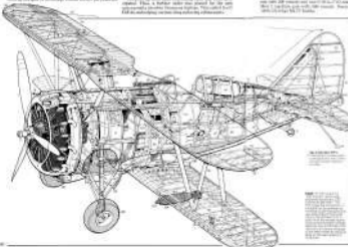
In spite of the various development problems that the aircraft encountered in the early years, it was the first of its kind to be built in quantity in the United States and the world. Grumman built 1,000 F3Fs between 1935 and 1937, and made a total of 1,000 F3F-1s between 1935 and 1937. It was the first of its kind to be built in quantity in the United States and the world. Grumman built 1,000 F3Fs between 1935 and 1937, and made a total of 1,000 F3F-1s between 1935 and 1937. It was the first of its kind to be built in quantity in the United States and the world.

After the war, the F3F was used as a trainer aircraft. It was used by the United States Navy and the United States Marine Corps. It was also used by the United States Army and the United States Air Force.

The F3F was a single-engine, low-wing, biplane. It had a fixed landing gear and a tailwheel. The wings were made of fabric-covered metal. The fuselage was made of metal. The engine was a Pratt & Whitney R-1340-15 radial engine.

The F3F was a very successful aircraft. It was used by the United States Navy and the United States Marine Corps. It was also used by the United States Army and the United States Air Force. It was a very popular aircraft among pilots.

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CONSTRUCTION
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PERFORMANCE
The F3F had a maximum speed of 150 mph. It had a range of 1,000 miles. It had a service ceiling of 10,000 feet. It had a climb rate of 1,000 feet per minute.

WEIGHT
The F3F had a maximum weight of 2,000 pounds. It had a maximum takeoff weight of 2,000 pounds. It had a maximum landing weight of 2,000 pounds.



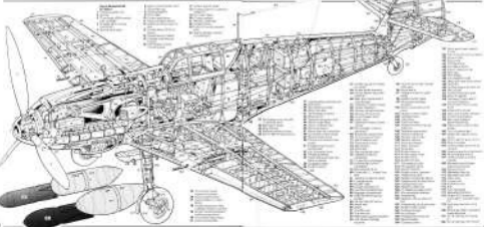


THE BULLETPROOF CANOPY
 Here is the prototype of the improved high speed form of the canopy. It is made of a special alloy steel, 1/8 in. thick, and is protected by a special armor plate. It is the only one of its kind in the world. It is the only one of its kind in the world. It is the only one of its kind in the world.

was particularly in other small forms, which were not so common. The BF 109 was a very successful fighter aircraft, and it was the only one of its kind in the world. It was the only one of its kind in the world. It was the only one of its kind in the world.

SPECIFICATIONS

Form: Single-engine, single-seat, high-speed fighter.
Engine: Daimler-Benz DB 601, 1700 cc, 1000 hp.
Speed: 350 mph (560 km/h) at 10,000 ft.
Altitude: 35,000 ft (10,668 m).
Range: 1,500 miles (2,414 km).
Armament: 1 x 7.92 mm MG 17, 1 x 20 mm MG 42.
Dimensions: Length 29 ft 10 in (9.1 m), Wingspan 32 ft 10 in (10.0 m), Height 10 ft 6 in (3.2 m).
Weight: 5,000 lb (2,268 kg) empty, 7,000 lb (3,175 kg) loaded.



THE BULLETPROOF CANOPY
 Here is the prototype of the improved high speed form of the canopy. It is made of a special alloy steel, 1/8 in. thick, and is protected by a special armor plate. It is the only one of its kind in the world. It is the only one of its kind in the world. It is the only one of its kind in the world.

Messerschmitt Bf 109

... 1941, 1942 and 1943. The Bf 109 was the most widely produced fighter aircraft in the world, with over 14,000 built. It was a single-engine, single-seat, high-speed fighter aircraft. It was designed by Willy Messerschmitt and was the most successful fighter aircraft of the war.

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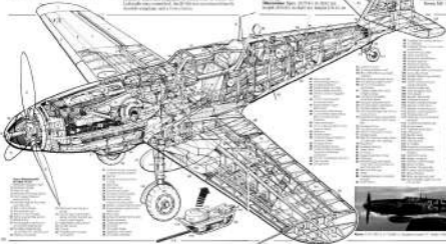
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Two cutaway views of the Bf 109 showing the engine and fuselage, and the wing structure.



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A silhouette of the Bf 109 in flight, showing its distinctive shape and landing gear.

Supermarine Spitfire

Project 540A

Consequently a light engine was used. Another reason for this was the fact that the Spitfire was designed to be built in large numbers and the engine had to be simple and reliable. The engine was a V-engine, 12 cylinders, 1600 cc, with a 1000 rpm limit. It was a 12-cylinder engine, 1600 cc, with a 1000 rpm limit.



series of fuel tanks in the fuselage of a new engine to allow for a more efficient fuel system.

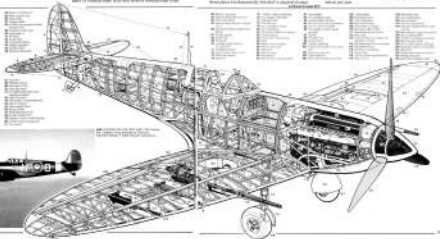
The Spitfire was designed to be built in large numbers and the engine had to be simple and reliable. The engine was a V-engine, 12 cylinders, 1600 cc, with a 1000 rpm limit. It was a 12-cylinder engine, 1600 cc, with a 1000 rpm limit.

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Vertical text columns on the left side of the cutaway diagram, likely providing technical specifications or component labels.



Vertical text columns on the right side of the cutaway diagram, likely providing technical specifications or component labels.



Small caption text located below the photograph of the Spitfire in flight.

Supermarine Spitfire

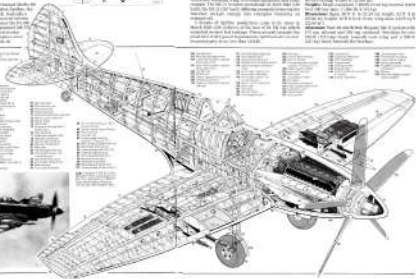
The Spitfire's fuselage was an extremely lightweight design, and the P-51 Mustang III engine and other systems found in other fighters, including the Mustang that was to follow, the Spitfire's design was similar, using the same fuselage as a backbone. The Spitfire's design was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter. The Spitfire's design was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.



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SPITFIRE DATA SHEET
 Type: Single-engine, single-seat, high-altitude fighter.
 Length: 32 ft 10 in (10.03 m).
 Wingspan: 35 ft 6 in (10.87 m).
 Height: 10 ft 6 in (3.20 m).
 Empty weight: 5,000 lb (2,268 kg).
 Max. takeoff weight: 7,000 lb (3,175 kg).
 Max. speed: 370 mph (595 km/h).
 Service ceiling: 35,000 ft (10,668 m).
 Range: 1,500 miles (2,414 km).
 Max. climb rate: 3,000 ft/min (152 m/s).
 Armament: 2 x .50-caliber (12.7 mm) machine guns.
 Engines: 1 x Supermarine Spitfire engine.

The Spitfire's fuselage was an extremely lightweight design, and the P-51 Mustang III engine and other systems found in other fighters, including the Mustang that was to follow, the Spitfire's design was similar, using the same fuselage as a backbone. The Spitfire's design was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.



DESCRIPTION
 The Spitfire was a single-engine, single-seat, high-altitude fighter. It was designed by Supermarine and built by Supermarine and other manufacturers. The Spitfire was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.

DESIGN
 The Spitfire's design was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter. The Spitfire's design was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.

PERFORMANCE
 The Spitfire's performance was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter. The Spitfire's performance was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.

ARMAMENT
 The Spitfire's armament was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter. The Spitfire's armament was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.

ENGINE
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PRODUCTION
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OPERATIONAL HISTORY
 The Spitfire's operational history was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter. The Spitfire's operational history was a result of a number of factors, including the need for a high-speed fighter, the need for a high-altitude fighter, and the need for a high-altitude fighter.

REFERENCES
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Messerschmitt Bf 110 (page 80)

The Messerschmitt Bf 110 was a surprise, leading the Luftwaffe's heavy fighters in the early stages of the war. It was the only German heavy fighter to be used in the early stages of the war, and it was the only German heavy fighter to be used in the early stages of the war.



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PRODUCTION OF THE Bf 110
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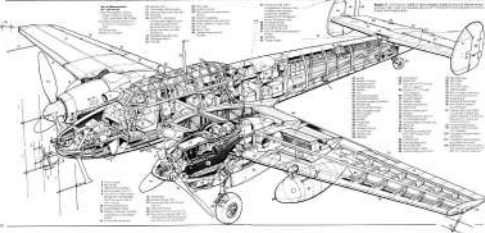




Photo courtesy of the author.

developmentally similar to the Ki-27. It was built by the Army's Army Air Corps, which was the main manufacturer of aircraft in the U.S. at the time. The Ki-27 was designed by Nakajima in 1937. It was a single-engine, single-seat, high-wing fighter. It was built in a limited quantity for the Army. It was used for training and as a liaison aircraft. It was also used for reconnaissance and as a light bomber.

During the early years of the war, the Ki-27 was used by the Army Air Corps for training and as a liaison aircraft. It was also used for reconnaissance and as a light bomber. The Ki-27 was a single-engine, single-seat, high-wing fighter. It was built in a limited quantity for the Army. It was used for training and as a liaison aircraft. It was also used for reconnaissance and as a light bomber.

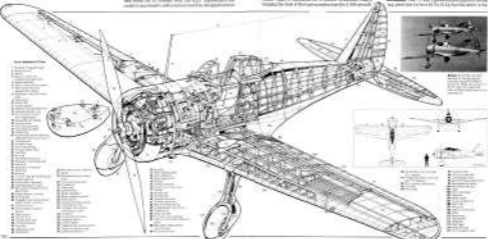
The Ki-27 was a single-engine, single-seat, high-wing fighter. It was built in a limited quantity for the Army. It was used for training and as a liaison aircraft. It was also used for reconnaissance and as a light bomber.

A number of improvements were made during the development of the Ki-27. The most significant was the addition of a second engine. This was done to increase the aircraft's performance and to provide a backup engine in case of an engine failure. The Ki-27 was also modified to carry a larger payload and to have a longer range. These modifications were made to meet the needs of the Army Air Corps.

The Ki-27 was a single-engine, single-seat, high-wing fighter. It was built in a limited quantity for the Army. It was used for training and as a liaison aircraft. It was also used for reconnaissance and as a light bomber.

OPERATIONAL RECORD
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GENERAL DATA
 Type: Single-engine, single-seat, high-wing fighter.
 Length: 28.00 m (91 ft 10 in).
 Wingspan: 11.00 m (36 ft 1 in).
 Height: 3.00 m (9 ft 8 in).
 Empty weight: 1,800 kg (3,968 lb).
 Gross weight: 2,200 kg (4,850 lb).
 Max speed: 300 km/h (186 mph).
 Range: 1,000 km (620 miles).
 Service ceiling: 6,000 m (19,685 ft).
 Climb rate: 10,000 m/min (32,808 ft/min).
 Armament: 1 x 7.7 mm (0.303 in) Vickers machine gun.
 Engines: 1 x Nakajima Ki-27 radial engine, 1,000 hp (746 kW).
 Landing gear: Fixed, conventional, main gear retractable, tail wheel fixed.

WING DATA
 Type: High-wing, cantilever.
 Span: 11.00 m (36 ft 1 in).
 Root chord: 1.50 m (4 ft 11 in).
 Tip chord: 1.00 m (3 ft 3 in).
 Area: 18.00 m² (207.6 sq ft).
 Aspect ratio: 10.00.

FUSELAGE DATA
 Type: Single-engine, single-seat, high-wing fighter.
 Length: 28.00 m (91 ft 10 in).
 Height: 3.00 m (9 ft 8 in).
 Empty weight: 1,800 kg (3,968 lb).
 Gross weight: 2,200 kg (4,850 lb).
 Max speed: 300 km/h (186 mph).
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 Climb rate: 10,000 m/min (32,808 ft/min).
 Armament: 1 x 7.7 mm (0.303 in) Vickers machine gun.



Photo courtesy of the author.



Photo courtesy of the author.

The Bloch 152 was developed as a replacement for the Bloch 100, which was used by the Luftwaffe for training purposes. The Bloch 152 was a single-engine, low-wing, cantilever monoplane with a conventional landing gear. It was designed to be a simple, rugged aircraft that could be built in large quantities and operated by a wide range of pilots. The Bloch 152 was a successful design, and it was used by the Luftwaffe and other air forces around the world.

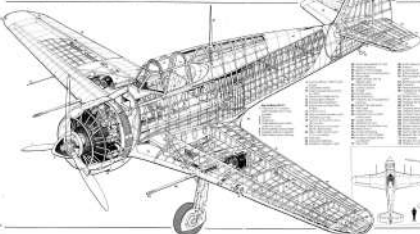
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Bloch 152 in flight.



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The design of the Wildcat had sufficient reserve strength to accommodate a number of changes in the engine, armament, and other details. When the Grumman XF4F-1 prototype was built, it carried two .50-caliber machine guns in the fuselage and two .50-caliber machine guns in the wings. The design was modified to carry four .50-caliber machine guns in the fuselage and two .50-caliber machine guns in the wings.

The Wildcat was designed to carry a maximum of 1,000 pounds of bombs or rockets. The design was modified to carry a maximum of 1,000 pounds of bombs or rockets. The design was modified to carry a maximum of 1,000 pounds of bombs or rockets.

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WINGS AND ENGINES
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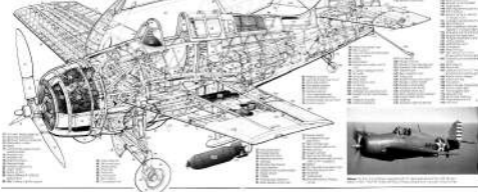
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Grumman F4F Wildcat in flight.



Macchi C.200 Saetta fighter aircraft in flight.

The C.200 fighter was the last aircraft to be designed by the Macchi brothers. The aircraft's design by Giulio, Gianni and Antonio Macchi proved to be a high-speed, high-altitude, and high-maneuverability fighter. It was the last aircraft to be designed by the Macchi brothers.

...of the Macchi brothers' design...
...of the Macchi brothers' design...

...of the Macchi brothers' design...
...of the Macchi brothers' design...

...of the Macchi brothers' design...
...of the Macchi brothers' design...

The Macchi C.200 Saetta was a high-speed fighter aircraft...

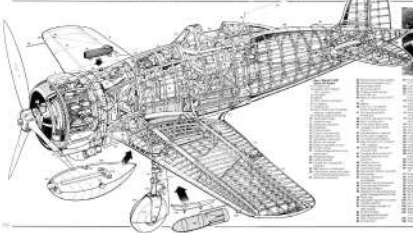
Macchi C.200 Saetta

The Macchi C.200 Saetta was a high-speed fighter aircraft...
...of the Macchi brothers' design...
...of the Macchi brothers' design...

The Macchi C.200 Saetta was a high-speed fighter aircraft...



Macchi C.200 Saetta fighter aircraft in flight.



The Macchi C.200 Saetta was a high-speed fighter aircraft...
...of the Macchi brothers' design...
...of the Macchi brothers' design...

Polikarpov I-153 (cont. from p. 10)

Polikarpov showed some flexibility in the design, especially regarding the engine location. In a previous design, the engine had been in a tail position. "When I saw the I-153, I was struck by the fact that the engine had been moved to the front of the fuselage," he said. "I was particularly impressed by the fact that the engine had been moved to the front of the fuselage, and that the engine had been moved to the front of the fuselage."

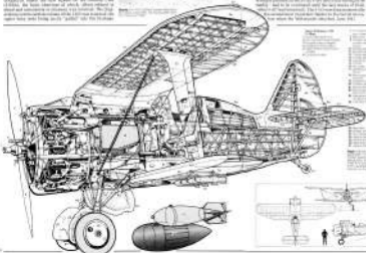
"I was particularly impressed by the fact that the engine had been moved to the front of the fuselage, and that the engine had been moved to the front of the fuselage," he said. "I was particularly impressed by the fact that the engine had been moved to the front of the fuselage, and that the engine had been moved to the front of the fuselage."



A pilot in a flight suit working on the aircraft.

...the engine had been moved to the front of the fuselage, and that the engine had been moved to the front of the fuselage. The I-153 was a significant improvement over the I-15, and it was a significant improvement over the I-15. The I-153 was a significant improvement over the I-15, and it was a significant improvement over the I-15.

PRODUCTION
The I-153 was produced in large numbers, and it was a significant improvement over the I-15. The I-153 was a significant improvement over the I-15, and it was a significant improvement over the I-15.



PERFORMANCE
The I-153 was a significant improvement over the I-15, and it was a significant improvement over the I-15. The I-153 was a significant improvement over the I-15, and it was a significant improvement over the I-15.



to determine for the Curtiss team and his own use. Curtiss and his team were disappointed when they learned that the Curtiss team had been selected as the contractor to build the P-40, but they were not discouraged. They had a long history of working with the military and they were confident that they could build a plane that would be successful in the hands of the military. They had a long history of working with the military and they were confident that they could build a plane that would be successful in the hands of the military.

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and to make a total of 1,000 aircraft, including 1,000 P-40s and 1,000 P-40B-1s. The Curtiss team was confident that they could build a plane that would be successful in the hands of the military.



with an inverted gull wing, and a total of 1,000 aircraft, including 1,000 P-40s and 1,000 P-40B-1s. The Curtiss team was confident that they could build a plane that would be successful in the hands of the military.

PRODUCTION PLAN
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ENGINE
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WING
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LANDING GEAR
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A detailed cutaway illustration of the Curtiss P-40 fighter aircraft, showing the internal structure, engine, and landing gear. The illustration highlights the aircraft's inverted gull wing, the Pratt & Whitney R-2800 radial engine, and the retractable landing gear. The fuselage is shown in a three-quarter view, revealing the internal framework and the placement of the engine and fuel tanks. The wings are shown in a similar perspective, highlighting the internal structure and the placement of the landing gear. The landing gear is shown in a retracted position, highlighting the retractable nature of the aircraft. The illustration is a technical drawing, showing the intricate details of the aircraft's construction.

Dewoitine D 520 1938-1940

It was a French production but was built in license for the United States by the Dewoitine Company in the early 1930s. The D 520 was designed for the French Air Force and was used extensively by the French Air Force during the 1930s and 1940s. It was also used by the United States Army Air Corps during the 1930s and 1940s. The D 520 was a single-engine, high-wing, biplane with a conventional landing gear. It was powered by a single engine and had a maximum speed of 200 mph. The D 520 was a very successful fighter aircraft and was used extensively by the French Air Force during the 1930s and 1940s.

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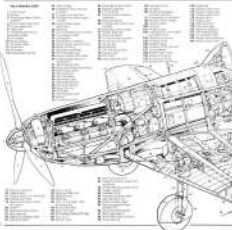
GENERAL DATA:
 Type: Single-engine, high-wing, biplane.
 Length: 27 ft 11 in (8.51 m).
 Wingspan: 37 ft 11 in (11.56 m).
 Height: 10 ft 6 in (3.20 m).
 Empty weight: 2,200 lb (998 kg).
 Gross weight: 3,000 lb (1,361 kg).
 Maximum speed: 200 mph (322 km/h).
 Range: 1,000 miles (1,609 km).
 Service ceiling: 15,000 ft (4,572 m).
 Rate of climb: 3,000 ft/min (762 m/min).
 Landing speed: 60 mph (97 km/h).
 Takeoff speed: 70 mph (113 km/h).
 Landing gear: Conventional.



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A low hydraulic air on the floor of the conventional design, with the engine in the center, the Fw 190 is distinguished from the Fw 109, of which it is a more modern and more powerful version. It has a more powerful engine, a more powerful landing gear, a more powerful armament, and a more powerful landing gear.

Thanks to its distinctive design, the Fw 190 was introduced in 1940 and became the most powerful fighter in the world at that time. It was a multi-engine fighter, with a powerful engine, a more powerful landing gear, and a more powerful armament. It was a multi-engine fighter, with a powerful engine, a more powerful landing gear, and a more powerful armament.

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Specifications for the Fw 190:
 Max. speed: 370 km/h (230 mph)
 Range: 1,500 km (930 miles)
 Altitude: 10,000 m (32,800 ft)
 Armament: 1x 30mm cannon, 2x 20mm cannons, 2x 12.7mm machine guns
 Crew: 1
 Length: 11.5 m (37 ft 9 in)
 Wingspan: 11.5 m (37 ft 9 in)
 Height: 4.5 m (14 ft 9 in)
 Weight: 3,500 kg (7,716 lb)
 Max. takeoff weight: 4,500 kg (9,923 lb)



1 Propeller
2 Engine
3 Landing gear
4 Fuselage
5 Wing
6 Tail section
7 Armament

8 Fuel tank
9 Oil tank
10 Landing gear door
11 Landing gear door
12 Landing gear door

13 Landing gear door
14 Landing gear door
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16 Landing gear door
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39 Landing gear door
40 Landing gear door

Bristol Beaufighter 1941-1945

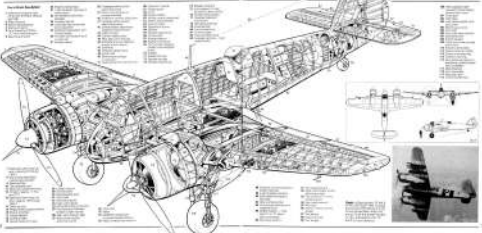
Most were built for the RAF, but a number of Beaufighters were also built for the US Navy, and a few for the US Army Air Corps. The aircraft was also used by the Royal Canadian Air Force, the Royal Australian Air Force, and the Royal New Zealand Air Force. The Beaufighter was also used by the US Navy as a night fighter, and by the US Army Air Corps as a night fighter and a night bomber. The Beaufighter was also used by the US Navy as a night fighter, and by the US Army Air Corps as a night fighter and a night bomber. The Beaufighter was also used by the US Navy as a night fighter, and by the US Army Air Corps as a night fighter and a night bomber.

The Beaufighter was a highly successful aircraft, and it was used in a variety of roles. It was used as a night fighter, a night bomber, a day bomber, a ground attack aircraft, and a reconnaissance aircraft. The Beaufighter was also used as a transport aircraft, and it was used as a target tug. The Beaufighter was also used as a test aircraft, and it was used as a trainer aircraft. The Beaufighter was also used as a liaison aircraft, and it was used as a medical evacuation aircraft. The Beaufighter was also used as a search and rescue aircraft, and it was used as a weather observation aircraft. The Beaufighter was also used as a communications aircraft, and it was used as a command and control aircraft. The Beaufighter was also used as a reconnaissance aircraft, and it was used as a target tug.



Photo courtesy of the RAF Museum, Hendon, UK.

Beaufighter was a twin-engine, high-wing, multi-engine aircraft. It was designed by the Bristol Aeroplane Company. The aircraft was developed from the Bristol Beaufort, a four-engine bomber. The Beaufighter was a highly successful aircraft, and it was used in a variety of roles. It was used as a night fighter, a night bomber, a day bomber, a ground attack aircraft, and a reconnaissance aircraft. The Beaufighter was also used as a transport aircraft, and it was used as a target tug. The Beaufighter was also used as a test aircraft, and it was used as a trainer aircraft. The Beaufighter was also used as a liaison aircraft, and it was used as a medical evacuation aircraft. The Beaufighter was also used as a search and rescue aircraft, and it was used as a weather observation aircraft. The Beaufighter was also used as a communications aircraft, and it was used as a command and control aircraft. The Beaufighter was also used as a reconnaissance aircraft, and it was used as a target tug.



1 Engine
2 Propeller
3 Wing
4 Fuselage
5 Tail
6 Landing gear
7 Fuel tank
8 Bomb bay
9 Gun turret
10 Radar scanner
11 Searchlight
12 Landing gear door
13 Wing door
14 Tail door
15 Bomb door
16 Gun door
17 Radar door
18 Searchlight door
19 Landing gear door
20 Wing door
21 Tail door
22 Bomb door
23 Gun door
24 Radar door
25 Searchlight door

26 Engine
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151 Engine
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201 Engine
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244 Landing gear door
245 Wing door
246 Tail door
247 Bomb door
248 Gun door
249 Radar door
250 Searchlight door



Mikoyan-Gurevich MiG-3 1940 **jet** fighter

Fig. 3. An illustration of various engine variants, including the MiG-3's own, were used for the MiG-3.



and capable of aerodynamic control in any position of the aircraft. The MiG-3's own engine was a single-engine configuration, but it was also possible to use a two-engine or three-engine configuration. The MiG-3's own engine was a single-engine configuration, but it was also possible to use a two-engine or three-engine configuration.

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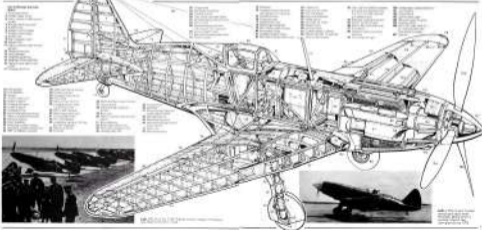


Fig. 4. The MiG-3's own engine was a single-engine configuration, but it was also possible to use a two-engine or three-engine configuration.

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De Havilland Mosquito

November 1940

The Mosquito stands as a symbol of the progress made in aircraft design in the course of the war. It was the first aircraft to be built almost entirely of wood, and was the first to be built in a factory. It was the first to be built in a factory, and was the first to be built in a factory. It was the first to be built in a factory, and was the first to be built in a factory.



View of the Mosquito's wing structure, showing the wooden framework and engine placement.

Following the success of the Mosquito, the De Havilland company began work on the Mosquito II, which was to be built in a factory. It was the first to be built in a factory, and was the first to be built in a factory. It was the first to be built in a factory, and was the first to be built in a factory.

GENERAL DATA: Mosquito I (H.M.C. Mosquito)
 Type: Bomber
 Length: 41 ft 10 in
 Wingspan: 65 ft 6 in
 Height: 16 ft 6 in
 Weight: 11,000 lb
 Engines: 2 x Bristol Hercules VI
 Max Speed: 380 mph
 Range: 2,000 miles
 Service Ceiling: 30,000 ft
 Max Altitude: 30,000 ft
 Max Climb Rate: 10,000 ft/min
 Max Turn Rate: 10 deg/sec
 Max Roll Rate: 10 deg/sec
 Max Pitch Rate: 10 deg/sec
 Max Yaw Rate: 10 deg/sec
 Max Acceleration: 10 g
 Max Deceleration: 10 g
 Max G-Load: 10 g
 Max Maneuverability: 10 g
 Max Agility: 10 g
 Max Endurance: 10 g
 Max Reliability: 10 g
 Max Maintainability: 10 g
 Max Safety: 10 g
 Max Security: 10 g
 Max Performance: 10 g
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Republic P-47 Thunderbolt (1941-1945)

The P-47 Thunderbolt was the most powerful fighter ever built at the time. It was the first aircraft with a fully retractable landing gear, the first with a fully retractable main gear, and the first with a fully retractable tail gear. It was also the first aircraft with a fully retractable tail gear. It was also the first aircraft with a fully retractable tail gear.



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What's So Special About the Thunderbolt?

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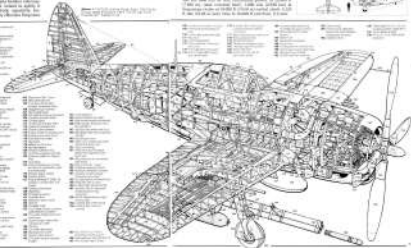
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Construction of the Fairyr Firefly was completed before development of the jet. The Fairyr Firefly was the first aircraft to be built in the United Kingdom by the Fairyr Firefly Co. Ltd. The Fairyr Firefly was the first aircraft to be built in the United Kingdom by the Fairyr Firefly Co. Ltd. The Fairyr Firefly was the first aircraft to be built in the United Kingdom by the Fairyr Firefly Co. Ltd.

When the jet engine was developed, the Fairyr Firefly was converted to a jet engine. The Fairyr Firefly was converted to a jet engine. The Fairyr Firefly was converted to a jet engine. The Fairyr Firefly was converted to a jet engine. The Fairyr Firefly was converted to a jet engine.

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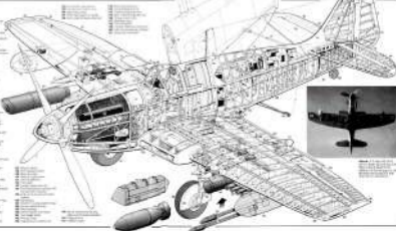
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- 1. ENGINE
- 2. WING
- 3. FUSELAGE
- 4. TAIL
- 5. LANDING GEAR
- 6. PROPPELLER
- 7. ...

- 1. ...
- 2. ...
- 3. ...
- 4. ...
- 5. ...
- 6. ...
- 7. ...



A silhouette of the Fairyr Firefly aircraft, showing its unique wing configuration and tail section.

Lavochkin La-5 March 1945

The starting work on an advanced fighter version of a Lavochkin design began in 1941, a short time after the German capture of Moscow. Lavochkin's design team consisted of Lavochkin, Gorbunov, and other designers. The aircraft was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. It was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling.

During the early months of 1942, development of a fighter aircraft was accelerated. The Lavochkin team was working on a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. The aircraft was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling.

The Lavochkin La-5 was a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. It was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. The aircraft was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling.



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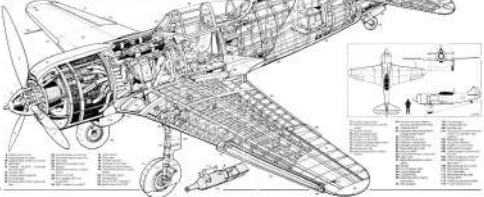
The Lavochkin La-5 was a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. It was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling. The aircraft was designed to be a high-speed, high-altitude fighter with a high rate of climb and a high ceiling.

GENERAL DATA
 Type: Single-engine, high-wing, single-seat fighter.
 Length: 27.50 m (90 ft 4 in).
 Wingspan: 10.00 m (32 ft 8 in).
 Height: 3.00 m (9 ft 8 in).
 Empty weight: 2,000 kg (4,409 lb).
 Gross weight: 2,500 kg (5,512 lb).
 Max. speed: 400 km/h (248 mph) at 5,000 m (16,404 ft).
 Max. altitude: 10,000 m (32,808 ft).
 Rate of climb: 15 m/s (29,528 ft/min).
 Range: 1,000 km (621 mi).
 Fuel capacity: 100 liters (26.4 gal).
 Armament: 1x 20 mm cannon, 1x 7.62 mm machine gun.

PERFORMANCE
 Max. speed: 400 km/h (248 mph) at 5,000 m (16,404 ft).
 Max. altitude: 10,000 m (32,808 ft).
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 Range: 1,000 km (621 mi).
 Fuel capacity: 100 liters (26.4 gal).
 Armament: 1x 20 mm cannon, 1x 7.62 mm machine gun.

DESIGN FEATURES
 High-wing configuration.
 Single-seat cockpit.
 Retractable landing gear.
 Fixed tailwheel.
 High-speed engine.

PRODUCTION
 Produced by Lavochkin.
 Total production: 1,000 units.



GENERAL DATA
 Type: Single-engine, high-wing, single-seat fighter.
 Length: 27.50 m (90 ft 4 in).
 Wingspan: 10.00 m (32 ft 8 in).
 Height: 3.00 m (9 ft 8 in).
 Empty weight: 2,000 kg (4,409 lb).
 Gross weight: 2,500 kg (5,512 lb).
 Max. speed: 400 km/h (248 mph) at 5,000 m (16,404 ft).
 Max. altitude: 10,000 m (32,808 ft).
 Rate of climb: 15 m/s (29,528 ft/min).
 Range: 1,000 km (621 mi).
 Fuel capacity: 100 liters (26.4 gal).
 Armament: 1x 20 mm cannon, 1x 7.62 mm machine gun.

Messerschmitt Me 262 (March 1945)

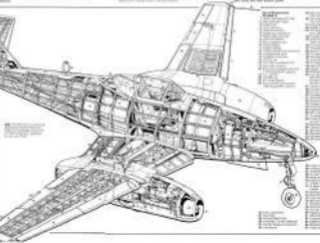
One of the few jets ever produced before it, the Me 262 was the first operational jet fighter. It was developed by the Messerschmitt company in Germany. The aircraft was designed by Walter Nowarra and built by Messerschmitt AG. It was the first jet fighter to be produced in large numbers. The Me 262 was a two-engine, high-wing, single-seat fighter. It was the first jet fighter to be produced in large numbers. The Me 262 was a two-engine, high-wing, single-seat fighter. It was the first jet fighter to be produced in large numbers.

When the Allies began their attack on Germany in May 1944, the Luftwaffe was in a desperate situation. The Me 262 was developed as a response to the Allied bombers. It was the first jet fighter to be produced in large numbers. The Me 262 was a two-engine, high-wing, single-seat fighter. It was the first jet fighter to be produced in large numbers.



Messerschmitt Me 262 jet fighter in flight.

ME 262 SPECIFICATIONS:
 Type: Single-engine, high-wing, single-seat fighter.
 Length: 20.5 m (67 ft 4 in).
 Wingspan: 12.5 m (41 ft 0 in).
 Height: 4.5 m (14 ft 8 in).
 Empty weight: 5,000 kg (11,023 lb).
 Max. takeoff weight: 7,000 kg (15,432 lb).
 Engines: Two Junkers Jumo 210G liquid-cooled, inverted V-12 piston engines.
 Max. speed: 840 km/h (522 mph) at 6,000 m (19,685 ft).
 Range: 1,500 km (932 mi).
 Service ceiling: 12,000 m (39,370 ft).
 Armament: Two 30 mm MK 108 cannons, 11 MG 81 machine guns.



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Northrop P-61 Black Widow (May 1945)

Used for strike operations in 1944 and 1945, the P-61 was the first all-metal aircraft to use a conventional landing gear. It was the only night fighter to be developed by the U.S. Army Air Corps. The P-61 was the first aircraft to be developed by the U.S. Army Air Corps to be used for night fighting in a conventional sense.

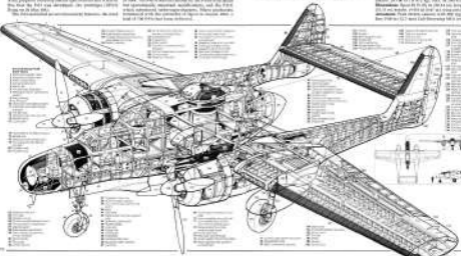
An expert in strike operations, the P-61 was the first all-metal aircraft to use a conventional landing gear. It was the only night fighter to be developed by the U.S. Army Air Corps. The P-61 was the first aircraft to be developed by the U.S. Army Air Corps to be used for night fighting in a conventional sense.

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STRENGTHS AND WEAKNESSES



GENERAL INFORMATION

PERFORMANCE

WEIGHTS AND DIMENSIONS

ARMAMENT

PROTECTIONS

OPERATIONAL DATA

ENGINE

PROPULSION

WINGS

TAIL

LANDING GEAR

INTERIOR

EXTERIOR

DETAILS

REFERENCES

NOTES

The composite group in the mid-1940s of 22 Navy Bureau aircraft factories that had been in operation for several years with the United States Navy. It was to build the bulk of the major combat aircraft for the Navy, with the exception of the P6F Helcat. Following the major wing of the production system, the composite group was to produce the major combat aircraft for the Navy, with the exception of the P6F Helcat. Following the major wing of the production system, the composite group was to produce the major combat aircraft for the Navy, with the exception of the P6F Helcat.

...an excellent design before a design change. It was then manufactured by the Grumman Corp. of Bethel, Maine. The P6F Helcat was a single-engine, low-wing, cantilever monoplane with a fixed landing gear. It was built in the Navy's main production plant at Bethel, Maine, and was also built at the Navy's main production plant at Bethel, Maine.



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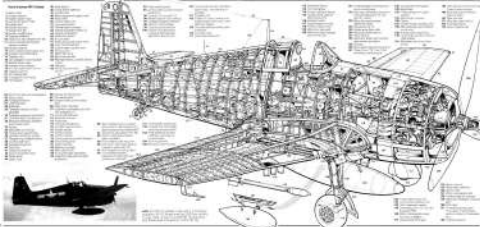
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The P6F was an excellent design, and the Navy's main production plant at Bethel, Maine, was to produce the major combat aircraft for the Navy, with the exception of the P6F Helcat.

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GENERAL DATA
 Type: Single-engine, low-wing, cantilever monoplane with fixed landing gear.
 Manufacturer: Grumman Corp., Bethel, Maine.
 Year: 1946-1947.
 Length: 38 ft 0 in (11.58 m).
 Wingspan: 42 ft 0 in (12.80 m).
 Height: 11 ft 0 in (3.35 m).
 Empty weight: 4,500 lb (2,042 kg).
 Gross weight: 6,000 lb (2,722 kg).
 Max. speed: 280 mph (450 km/h).
 Range: 1,000 miles (1,609 km).
 Service ceiling: 10,000 ft (3,048 m).
 Max. climb rate: 2,000 ft/min (101.6 m/s).
 Landing gear: Fixed, tricycle.

PERFORMANCE DATA
 Max. speed: 280 mph (450 km/h).
 Range: 1,000 miles (1,609 km).
 Service ceiling: 10,000 ft (3,048 m).
 Max. climb rate: 2,000 ft/min (101.6 m/s).
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 Wingspan: 42 ft 0 in (12.80 m).
 Height: 11 ft 0 in (3.35 m).
 Empty weight: 4,500 lb (2,042 kg).
 Gross weight: 6,000 lb (2,722 kg).

ENGINE DATA
 Type: Single-engine.
 Model: Pratt & Whitney R-1300-1.
 Horsepower: 1,300 hp (957 kW).
 Max. speed: 280 mph (450 km/h).

LANDING GEAR DATA
 Type: Fixed, tricycle.
 Main gear: 18 in x 18 in (457 mm x 457 mm).
 Nose gear: 18 in x 18 in (457 mm x 457 mm).

ARMAMENT DATA
 Type: Single-engine.
 Model: Pratt & Whitney R-1300-1.
 Horsepower: 1,300 hp (957 kW).
 Max. speed: 280 mph (450 km/h).

PRODUCTION DATA
 Type: Single-engine.
 Model: Pratt & Whitney R-1300-1.
 Horsepower: 1,300 hp (957 kW).
 Max. speed: 280 mph (450 km/h).

OPERATIONAL DATA
 Type: Single-engine.
 Model: Pratt & Whitney R-1300-1.
 Horsepower: 1,300 hp (957 kW).
 Max. speed: 280 mph (450 km/h).

DESIGN DATA
 Type: Single-engine.
 Model: Pratt & Whitney R-1300-1.
 Horsepower: 1,300 hp (957 kW).
 Max. speed: 280 mph (450 km/h).

REFERENCES
 Grumman P-6F Helcat. *Aviation News*, 1946.
 Grumman P-6F Helcat. *Aviation News*, 1947.

Nakajima Ki-84 Hayate

April 1945

Page 1

The Ki-84 was developed as a replacement for the Ki-44, which was the primary Japanese fighter in the Pacific theater. It was designed to be a high-speed, high-altitude fighter with a top speed of 600 mph. The aircraft was developed by Nakajima Aircraft Company and was first flown in 1942. It was the fastest Japanese fighter in the Pacific theater and was used by the Imperial Japanese Army Air Force (IJA) during the final stages of World War II.

The Ki-84 was a single-engine, high-wing fighter with a top speed of 600 mph. It was designed to be a high-speed, high-altitude fighter with a top speed of 600 mph. The aircraft was developed by Nakajima Aircraft Company and was first flown in 1942. It was the fastest Japanese fighter in the Pacific theater and was used by the Imperial Japanese Army Air Force (IJA) during the final stages of World War II.

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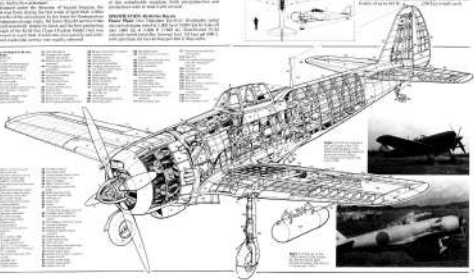
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Engine	Wingspan	Length	Height	Weight	Top Speed	Altitude	Range	Service Ceiling	Armament
1x Nakajima Ha 109	37.5 m	20.5 m	4.5 m	2,800 kg	600 mph	40,000 ft	1,500 miles	40,000 ft	2x 20mm cannons, 2x 7.7mm machine guns

Engine	Wingspan	Length	Height	Weight	Top Speed	Altitude	Range	Service Ceiling	Armament
1x Nakajima Ha 109	37.5 m	20.5 m	4.5 m	2,800 kg	600 mph	40,000 ft	1,500 miles	40,000 ft	2x 20mm cannons, 2x 7.7mm machine guns



View of the engine and landing gear.

Yakovlev Yak-3 1940-1945

Another dramatic development of world aviation is the Yakovlev Yak-3, a simple and rugged fighter aircraft. It was the most significant of the first generation of fighters to be developed in the Soviet Union. It was designed by the brilliant Yakovlev brothers, and its simplicity and ruggedness made it a favorite of pilots in the Soviet Union. It was also a favorite of pilots in the United States, where it was used by the Soviet Air Force during the Korean War.

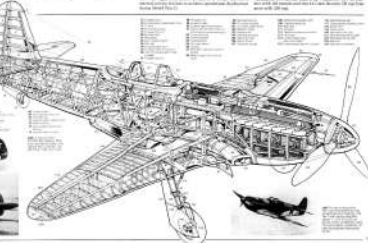
The Yak-3 was designed for simplicity, and its construction was simple. It was a single-engine, low-wing, single-seat fighter aircraft. It was designed to be easy to build and maintain, and it was also easy to fly. It was a simple and rugged aircraft, and it was a favorite of pilots in the Soviet Union.



The Yak-3 was built in large numbers, and it was a favorite of pilots in the Soviet Union. It was a simple and rugged aircraft, and it was a favorite of pilots in the Soviet Union. It was also a favorite of pilots in the United States, where it was used by the Soviet Air Force during the Korean War.

DESCRIPTION: Yak-3
 Single-engine, low-wing, single-seat fighter aircraft. It was designed for simplicity and ruggedness. It was a favorite of pilots in the Soviet Union.

The Yak-3 was built in large numbers, and it was a favorite of pilots in the Soviet Union. It was a simple and rugged aircraft, and it was a favorite of pilots in the Soviet Union. It was also a favorite of pilots in the United States, where it was used by the Soviet Air Force during the Korean War.



GENERAL DATA:
 Type: Single-engine, low-wing, single-seat fighter aircraft.
 Length: 10.5 m (34 ft 6 in).
 Wingspan: 10.0 m (32 ft 8 in).
 Height: 3.0 m (9 ft 8 in).
 Empty weight: 1,800 kg (3,968 lb).
 Gross weight: 2,500 kg (5,511 lb).
 Maximum speed: 300 km/h (186 mph).
 Service ceiling: 5,000 m (16,404 ft).
 Range: 1,000 km (621 mi).
 Armament: 1x 7.62 mm (0.303 in) Vickers machine gun.
 Engines: 1x 12-cylinder, 1,000 hp (746 kW) M-30 engine.

PERFORMANCE:
 Maximum speed: 300 km/h (186 mph).
 Service ceiling: 5,000 m (16,404 ft).
 Range: 1,000 km (621 mi).
 Climb rate: 10,000 m/min (32,808 ft/min).
 Turn rate: 12 deg/sec (2.22 deg/sec).

DESIGN:
 The Yak-3 was designed for simplicity and ruggedness. It was a single-engine, low-wing, single-seat fighter aircraft. It was designed to be easy to build and maintain, and it was also easy to fly.

PRODUCTION:
 The Yak-3 was produced in large numbers. It was a favorite of pilots in the Soviet Union. It was also a favorite of pilots in the United States, where it was used by the Soviet Air Force during the Korean War.



NOTES:
 The Yak-3 was a simple and rugged aircraft. It was a favorite of pilots in the Soviet Union. It was also a favorite of pilots in the United States, where it was used by the Soviet Air Force during the Korean War.

Mikoyan-Gurevich MiG-15

(December 1947)

Secret Codes

The Mikoyan-Gurevich MiG-15 is the first Soviet jet fighter to be built in large numbers. It is a two-engine, swept-wing aircraft with a high-wing configuration. It was designed by the Mikoyan-Gurevich design bureau in Moscow. The aircraft was developed as a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

In 1946, Mikoyan-Gurevich began work on the MiG-15. The aircraft was designed to be a high-speed, high-altitude fighter. It was intended to be a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time. The aircraft was developed as a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

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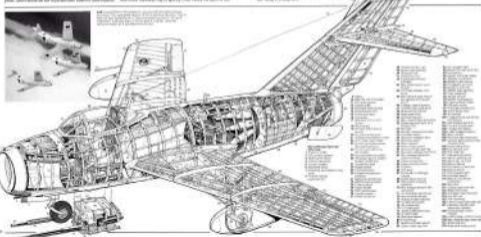
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DESCRIPTION: The MiG-15 is a two-engine, swept-wing aircraft with a high-wing configuration. It was designed to be a high-speed, high-altitude fighter. It was intended to be a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

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A photograph of a MiG-15 aircraft in flight, showing its distinctive swept wings and high-wing configuration.



PERFORMANCE: The MiG-15 is a high-speed, high-altitude fighter. It was designed to be a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

WEIGHTS: The MiG-15 is a high-speed, high-altitude fighter. It was designed to be a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

ARMAMENT: The MiG-15 is a high-speed, high-altitude fighter. It was designed to be a response to the North American F-86 Sabre, which was the leading Western jet fighter at the time.

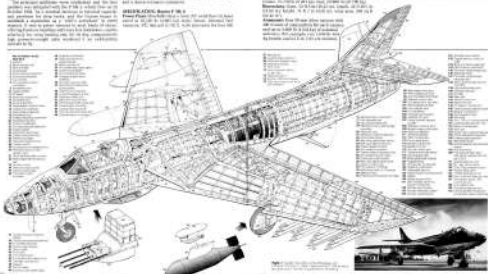
assembled on the main structural frame of the fuselage. The fuselage frame and the two main structural ribs are constructed from aluminum alloy. The fuselage is built up in sections and is bolted together. The fuselage is built up in sections and is bolted together. The fuselage is built up in sections and is bolted together.

Approximately about a year before the construction of the Hunter was started, the British Air Force was looking for a new fighter. The British Air Force was looking for a new fighter. The British Air Force was looking for a new fighter.

PRODUCTION, Series F Mk 1

First flight: 1953. Production: 1953-1955. Total: 1,000. The Hunter was built in large numbers for the British Air Force.

Although the Hunter was built in large numbers, it was not the most successful fighter of its time. The Hunter was built in large numbers, it was not the most successful fighter of its time.



GENERAL DATA
 Length: 36 ft 10 in (11.23 m)
 Height: 14 ft 10 in (4.52 m)
 Wingspan: 37 ft 6 in (11.43 m)
 Empty weight: 11,000 lb (4,990 kg)
 Max. take-off weight: 16,000 lb (7,257 kg)
 Max. speed: 500 mph (805 km/h)
 Service ceiling: 45,000 ft (13,716 m)
 Range: 2,000 miles (3,218 km)

ENGINE
 One turbojet engine, 14,000 lb (6,350 kg) thrust.
 Fuel capacity: 1,000 gallons (3,785 liters).
 Fuel consumption: 1,000 gallons per hour (3,785 liters per hour).

ARMAMENT
 Two 47 mm cannons, 100 rounds each.
 Two 30 mm cannons, 100 rounds each.
 Two 20 mm cannons, 100 rounds each.
 Two 12.7 mm machine guns, 1,000 rounds each.

PERFORMANCE
 Max. speed: 500 mph (805 km/h).
 Climb rate: 10,000 ft/min (3,048 m/min).
 Turn rate: 10 degrees/sec (3.5 degrees/sec).

DESIGNER
 Hawker Aircraft Ltd., London, England.
 First flight: 1953.
 Production: 1953-1955.
 Total: 1,000.



Photo by the author for Flight magazine, 1955.

Mikoyan-Gurevich MiG-19 (May 1955)

Robert Carter

Designed to be a successor to the MiG-17, the MiG-19 was developed by the Mikoyan-Gurevich design bureau in the Soviet Union. It was the first Soviet fighter to feature a swept-back wing and a canards configuration. The aircraft was designed to be a high-speed, high-altitude fighter, capable of Mach 2.0. It was the first Soviet fighter to feature a swept-back wing and a canards configuration. The aircraft was designed to be a high-speed, high-altitude fighter, capable of Mach 2.0.

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Photo courtesy of the Mikoyan-Gurevich design bureau.



Technical drawings of the MiG-19, showing various views and a silhouette.



GENERAL CHARACTERISTICS

- Model: MiG-19
- Manufacturer: Mikoyan-Gurevich
- Year: 1955
- Category: Fighter
- Configuration: Single-engine, swept-wing, canards
- Length: 17.5 m
- Wingspan: 10.5 m
- Height: 4.5 m
- Empty weight: 5,500 kg
- Max takeoff weight: 7,500 kg
- Max speed: 2,100 km/h
- Service ceiling: 15,000 m
- Range: 1,500 km
- Armament: 1x 30mm cannon, 2x 23mm cannons, 2x 12.7mm machine guns

PERFORMANCE

- Max speed: 2,100 km/h
- Climb rate: 20,000 m/min
- Service ceiling: 15,000 m
- Range: 1,500 km
- Turn rate: 120 deg/sec
- Maneuverability: Excellent

DESIGN FEATURES

- Swept-back wings
- Canards
- Single-engine
- High-altitude performance
- High-speed performance

OPERATIONAL HISTORY

- First flight: 1952
- Entered service: 1955
- Used by: Soviet Air Force, East German Air Force, North Vietnamese Air Force

DESIGN DETAILS

- Wing: Swept-back, delta planform
- Canards: Two, located forward of the wing
- Engine: Mikoyan-Gurevich MiG-19S
- Cockpit: Single-seat, tandem
- Landing gear: Tricycle

ARMAMENT

- 1x 30mm cannon
- 2x 23mm cannons
- 2x 12.7mm machine guns
- External stores: 2x 100kg bombs, 2x 50kg bombs, 2x 15kg rockets

OPERATIONAL DATA

- Max speed: 2,100 km/h
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Lockheed's design was chosen for the F-104 because of its high speed, maneuverability, and ability to operate from short runways. The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways. The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways.

Single-engine fighters are considered to be the fighter because of the lack of an engine which would be required for the aircraft to be able to operate from short runways. The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways.

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Lockheed F-104 Starfighter
 Model No. 104-1
 The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways.



Lockheed F-104 Starfighter in flight.

Lockheed F-104 Starfighter
 The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways. The aircraft's design was a result of the need for a high-speed, high-altitude fighter that could operate from short runways.



Lockheed F-104 Starfighter
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Mikoyan-Gurevich MiG-21

March 1989

One of the advantages of the MiG-21's delta wing is the reduced aerodynamic drag. This is the result of the lack of a conventional fuselage. The wings themselves are streamlined, and the fuselage is a simple, straight tube. The MiG-21 is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft.

The MiG-21 is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft. It is a simple, efficient fighter aircraft.

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GENERAL DATA
 Length: 17.25 m (56 ft 7 in)
 Height: 3.75 m (12 ft 3 in)
 Wing span: 7.85 m (25 ft 9 in)
 Empty weight: 5,000 kg (11,023 lb)
 Max. takeoff weight: 10,000 kg (22,046 lb)
 Max. speed: 2,160 km/h (1,342 mph)
 Range: 1,500 km (932 mi)
 Service ceiling: 17,000 m (55,774 ft)
 Rate of climb: 200 m/s (39,370 ft/min)
 Turn rate: 12 deg/s (2,262 deg/min)

POWERPLANT
 Mikoyan-Gurevich MiG-21
 Mikoyan-Gurevich MiG-21
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 Mikoyan-Gurevich MiG-21

ARMAMENT
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PERFORMANCE
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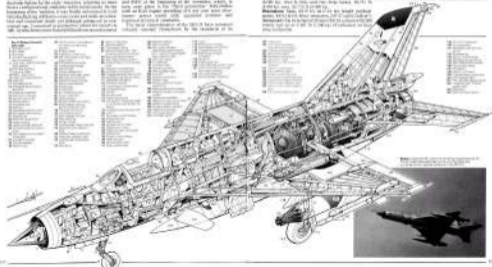
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OPERATIONAL DATA
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PRODUCTION
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REFERENCES
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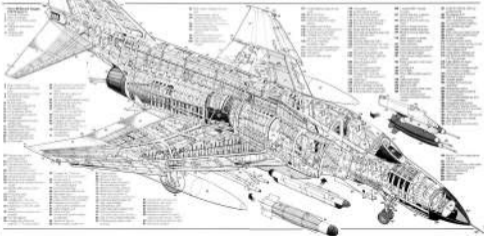


...the aircraft's performance and handling characteristics. The Phantom II's delta-wing configuration, combined with its canards, provides excellent maneuverability and high-speed performance. The aircraft's design allows it to operate at high altitudes and in high-G environments. The Phantom II's performance is further enhanced by its powerful engines and advanced avionics. The aircraft's design is a testament to the engineering capabilities of McDonnell Douglas.

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PHANTOM II
The Phantom II is a two-seat, twin-engine, delta-wing fighter aircraft. It was developed by McDonnell Douglas for the United States Air Force. The aircraft is known for its high speed and maneuverability.

PHANTOM II (F-4 Phantom II)
The Phantom II is a two-seat, twin-engine, delta-wing fighter aircraft. It was developed by McDonnell Douglas for the United States Air Force. The aircraft is known for its high speed and maneuverability.



WING
The wing is a delta-wing configuration, providing high lift and maneuverability. It features a leading edge radius and a thin airfoil. The wing is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

ENGINE
The engine is a turbojet engine, providing high thrust and speed. It is located in the rear fuselage and is equipped with a fuel system and a cooling system. The engine is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

AVIONICS
The avionics system includes a radar, navigation system, and communication system. It is located in the nose and is equipped with a fuel system and a cooling system. The avionics system is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

LANDING GEAR
The landing gear is a tricycle landing gear, providing stability and ease of operation. It is located in the nose and is equipped with a fuel system and a cooling system. The landing gear is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

EXHAUST
The exhaust system is a turbojet exhaust, providing high thrust and speed. It is located in the rear fuselage and is equipped with a fuel system and a cooling system. The exhaust system is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

WING Pylon
The wing pylon is a central support structure, providing stability and ease of operation. It is located in the nose and is equipped with a fuel system and a cooling system. The wing pylon is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

EXHAUST Pylon
The exhaust pylon is a central support structure, providing stability and ease of operation. It is located in the rear fuselage and is equipped with a fuel system and a cooling system. The exhaust pylon is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

AVIONICS Pylon
The avionics pylon is a central support structure, providing stability and ease of operation. It is located in the nose and is equipped with a fuel system and a cooling system. The avionics pylon is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

LANDING GEAR Pylon
The landing gear pylon is a central support structure, providing stability and ease of operation. It is located in the nose and is equipped with a fuel system and a cooling system. The landing gear pylon is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.

EXHAUST Pylon
The exhaust pylon is a central support structure, providing stability and ease of operation. It is located in the rear fuselage and is equipped with a fuel system and a cooling system. The exhaust pylon is supported by a central pylon and is equipped with fuel tanks and pylons for external stores.



From the low-flying blimps to the F-5, the low-flying blimps are carrying a lot of responsibility for the standard mission of a fighter: intercept and destroy enemy aircraft. The low-flying blimps have proved themselves as a good and reliable way to do the job. The blimps have also proved themselves as a good way to do the job of intercepting enemy aircraft. The blimps have also proved themselves as a good way to do the job of intercepting enemy aircraft. The blimps have also proved themselves as a good way to do the job of intercepting enemy aircraft.

The blimp has a long history. It was first used in the late 19th century for observation. In the early 20th century, it was used for military purposes. The blimp has a long history. It was first used in the late 19th century for observation. In the early 20th century, it was used for military purposes. The blimp has a long history. It was first used in the late 19th century for observation. In the early 20th century, it was used for military purposes.

Designed in 1955 to meet the need for a low-cost, high-performance fighter, the F-5 was developed by Northrop. It was designed to be a simple, reliable, and easy to maintain aircraft. The F-5 was designed to be a simple, reliable, and easy to maintain aircraft. The F-5 was designed to be a simple, reliable, and easy to maintain aircraft. The F-5 was designed to be a simple, reliable, and easy to maintain aircraft.

Northrop F-5 is a single-engine, high-speed fighter aircraft. It is designed to be a simple, reliable, and easy to maintain aircraft. It is designed to be a simple, reliable, and easy to maintain aircraft. It is designed to be a simple, reliable, and easy to maintain aircraft.

with a maximum speed of 4,000 mph. It has a range of 2,000 miles. It has a service ceiling of 50,000 feet. It has a maximum altitude of 50,000 feet. It has a maximum altitude of 50,000 feet. It has a maximum altitude of 50,000 feet.

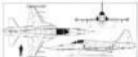
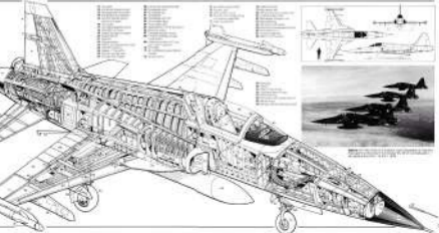
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Northrop F-5 fighter jet in flight.

Dassault-Breguet Mirage F1

The need of a powerful fighter, equipped by the air forces of several countries, led to the development of the Mirage F1. This aircraft was designed by Dassault-Breguet in France, and it was the first of a series of aircraft of this type. It was developed in the late 1960s and early 1970s. The Mirage F1 is a single-engine, single-seat fighter aircraft. It is a delta-wing aircraft with a canards configuration. It is a high-speed fighter aircraft. It is a multi-role fighter aircraft. It is a highly maneuverable fighter aircraft. It is a highly agile fighter aircraft. It is a highly capable fighter aircraft. It is a highly effective fighter aircraft. It is a highly successful fighter aircraft. It is a highly reliable fighter aircraft. It is a highly durable fighter aircraft. It is a highly versatile fighter aircraft. It is a highly adaptable fighter aircraft. It is a highly flexible fighter aircraft. It is a highly resilient fighter aircraft. It is a highly robust fighter aircraft. It is a highly sturdy fighter aircraft. It is a highly strong fighter aircraft. It is a highly tough fighter aircraft. It is a highly hardy fighter aircraft. It is a highly resilient fighter aircraft. It is a highly robust fighter aircraft. It is a highly sturdy fighter aircraft. It is a highly strong fighter aircraft. It is a highly tough fighter aircraft. It is a highly hardy fighter aircraft.



The first Mirage F1 was built in 1970. It was the first of a series of aircraft of this type. It was developed in the late 1960s and early 1970s. The Mirage F1 is a single-engine, single-seat fighter aircraft. It is a delta-wing aircraft with a canards configuration. It is a high-speed fighter aircraft. It is a multi-role fighter aircraft. It is a highly maneuverable fighter aircraft. It is a highly agile fighter aircraft. It is a highly capable fighter aircraft. It is a highly effective fighter aircraft. It is a highly successful fighter aircraft. It is a highly reliable fighter aircraft. It is a highly durable fighter aircraft. It is a highly versatile fighter aircraft. It is a highly adaptable fighter aircraft. It is a highly flexible fighter aircraft. It is a highly resilient fighter aircraft. It is a highly robust fighter aircraft. It is a highly sturdy fighter aircraft. It is a highly strong fighter aircraft. It is a highly tough fighter aircraft. It is a highly hardy fighter aircraft.

WEIGHT DATA: Empty 7,000 kg (15,400 lb); Max 12,000 kg (26,400 lb); Max 14,000 kg (30,800 lb); Max 16,000 kg (35,200 lb); Max 18,000 kg (39,600 lb); Max 20,000 kg (44,000 lb); Max 22,000 kg (48,400 lb); Max 24,000 kg (52,800 lb); Max 26,000 kg (57,200 lb); Max 28,000 kg (61,600 lb); Max 30,000 kg (66,000 lb); Max 32,000 kg (70,400 lb); Max 34,000 kg (74,800 lb); Max 36,000 kg (79,200 lb); Max 38,000 kg (83,600 lb); Max 40,000 kg (88,000 lb); Max 42,000 kg (92,400 lb); Max 44,000 kg (96,800 lb); Max 46,000 kg (101,200 lb); Max 48,000 kg (105,600 lb); Max 50,000 kg (110,000 lb); Max 52,000 kg (114,400 lb); Max 54,000 kg (118,800 lb); Max 56,000 kg (123,200 lb); Max 58,000 kg (127,600 lb); Max 60,000 kg (132,000 lb); Max 62,000 kg (136,400 lb); Max 64,000 kg (140,800 lb); Max 66,000 kg (145,200 lb); Max 68,000 kg (149,600 lb); Max 70,000 kg (154,000 lb); Max 72,000 kg (158,400 lb); Max 74,000 kg (162,800 lb); Max 76,000 kg (167,200 lb); Max 78,000 kg (171,600 lb); Max 80,000 kg (176,000 lb); Max 82,000 kg (180,400 lb); Max 84,000 kg (184,800 lb); Max 86,000 kg (189,200 lb); Max 88,000 kg (193,600 lb); Max 90,000 kg (198,000 lb); Max 92,000 kg (202,400 lb); Max 94,000 kg (206,800 lb); Max 96,000 kg (211,200 lb); Max 98,000 kg (215,600 lb); Max 100,000 kg (220,000 lb); Max 102,000 kg (224,400 lb); Max 104,000 kg (228,800 lb); Max 106,000 kg (233,200 lb); Max 108,000 kg (237,600 lb); Max 110,000 kg (242,000 lb); Max 112,000 kg (246,400 lb); Max 114,000 kg (250,800 lb); Max 116,000 kg (255,200 lb); Max 118,000 kg (259,600 lb); Max 120,000 kg (264,000 lb); Max 122,000 kg (268,400 lb); Max 124,000 kg (272,800 lb); Max 126,000 kg (277,200 lb); Max 128,000 kg (281,600 lb); Max 130,000 kg (286,000 lb); Max 132,000 kg (290,400 lb); Max 134,000 kg (294,800 lb); Max 136,000 kg (299,200 lb); Max 138,000 kg (303,600 lb); Max 140,000 kg (308,000 lb); Max 142,000 kg (312,400 lb); Max 144,000 kg (316,800 lb); Max 146,000 kg (321,200 lb); Max 148,000 kg (325,600 lb); Max 150,000 kg (330,000 lb); Max 152,000 kg (334,400 lb); Max 154,000 kg (338,800 lb); Max 156,000 kg (343,200 lb); Max 158,000 kg (347,600 lb); Max 160,000 kg (352,000 lb); Max 162,000 kg (356,400 lb); Max 164,000 kg (360,800 lb); Max 166,000 kg (365,200 lb); Max 168,000 kg (369,600 lb); Max 170,000 kg (374,000 lb); Max 172,000 kg (378,400 lb); Max 174,000 kg (382,800 lb); Max 176,000 kg (387,200 lb); Max 178,000 kg (391,600 lb); Max 180,000 kg (396,000 lb); Max 182,000 kg (399,600 lb); Max 184,000 kg (403,200 lb); Max 186,000 kg (406,800 lb); Max 188,000 kg (410,400 lb); Max 190,000 kg (414,000 lb); Max 192,000 kg (417,600 lb); Max 194,000 kg (421,200 lb); Max 196,000 kg (424,800 lb); Max 198,000 kg (428,400 lb); Max 200,000 kg (432,000 lb); Max 202,000 kg (435,600 lb); Max 204,000 kg (439,200 lb); Max 206,000 kg (442,800 lb); Max 208,000 kg (446,400 lb); Max 210,000 kg (450,000 lb); Max 212,000 kg (453,600 lb); Max 214,000 kg (457,200 lb); Max 216,000 kg (460,800 lb); Max 218,000 kg (464,400 lb); Max 220,000 kg (468,000 lb); Max 222,000 kg (471,600 lb); Max 224,000 kg (475,200 lb); Max 226,000 kg (478,800 lb); Max 228,000 kg (482,400 lb); Max 230,000 kg (486,000 lb); Max 232,000 kg (489,600 lb); Max 234,000 kg (493,200 lb); Max 236,000 kg (496,800 lb); Max 238,000 kg (500,400 lb); Max 240,000 kg (504,000 lb); Max 242,000 kg (507,600 lb); Max 244,000 kg (511,200 lb); Max 246,000 kg (514,800 lb); Max 248,000 kg (518,400 lb); Max 250,000 kg (522,000 lb); Max 252,000 kg (525,600 lb); Max 254,000 kg (529,200 lb); Max 256,000 kg (532,800 lb); Max 258,000 kg (536,400 lb); Max 260,000 kg (540,000 lb); Max 262,000 kg (543,600 lb); Max 264,000 kg (547,200 lb); Max 266,000 kg (550,800 lb); Max 268,000 kg (554,400 lb); Max 270,000 kg (558,000 lb); Max 272,000 kg (561,600 lb); Max 274,000 kg (565,200 lb); Max 276,000 kg (568,800 lb); Max 278,000 kg (572,400 lb); Max 280,000 kg (576,000 lb); Max 282,000 kg (579,600 lb); Max 284,000 kg (583,200 lb); Max 286,000 kg (586,800 lb); Max 288,000 kg (590,400 lb); Max 290,000 kg (594,000 lb); Max 292,000 kg (597,600 lb); Max 294,000 kg (601,200 lb); Max 296,000 kg (604,800 lb); Max 298,000 kg (608,400 lb); Max 300,000 kg (612,000 lb); Max 302,000 kg (615,600 lb); Max 304,000 kg (619,200 lb); Max 306,000 kg (622,800 lb); Max 308,000 kg (626,400 lb); Max 310,000 kg (630,000 lb); Max 312,000 kg (633,600 lb); Max 314,000 kg (637,200 lb); Max 316,000 kg (640,800 lb); Max 318,000 kg (644,400 lb); Max 320,000 kg (648,000 lb); Max 322,000 kg (651,600 lb); Max 324,000 kg (655,200 lb); Max 326,000 kg (658,800 lb); Max 328,000 kg (662,400 lb); Max 330,000 kg (666,000 lb); Max 332,000 kg (669,600 lb); Max 334,000 kg (673,200 lb); Max 336,000 kg (676,800 lb); Max 338,000 kg (680,400 lb); Max 340,000 kg (684,000 lb); Max 342,000 kg (687,600 lb); Max 344,000 kg (691,200 lb); Max 346,000 kg (694,800 lb); Max 348,000 kg (698,400 lb); Max 350,000 kg (702,000 lb); Max 352,000 kg (705,600 lb); Max 354,000 kg (709,200 lb); Max 356,000 kg (712,800 lb); Max 358,000 kg (716,400 lb); Max 360,000 kg (720,000 lb); 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Max 502,000 kg (975,600 lb); Max 504,000 kg (979,200 lb); Max 506,000 kg (982,800 lb); Max 508,000 kg (986,400 lb); Max 510,000 kg (990,000 lb); Max 512,000 kg (993,600 lb); Max 514,000 kg (997,200 lb); Max 516,000 kg (1,000,800 lb); Max 518,000 kg (1,004,400 lb); Max 520,000 kg (1,008,000 lb); Max 522,000 kg (1,011,600 lb); Max 524,000 kg (1,015,200 lb); Max 526,000 kg (1,018,800 lb); Max 528,000 kg (1,022,400 lb); Max 530,000 kg (1,026,000 lb); Max 532,000 kg (1,029,600 lb); Max 534,000 kg (1,033,200 lb); Max 536,000 kg (1,036,800 lb); Max 538,000 kg (1,040,400 lb); Max 540,000 kg (1,044,000 lb); Max 542,000 kg (1,047,600 lb); Max 544,000 kg (1,051,200 lb); Max 546,000 kg (1,054,800 lb); Max 548,000 kg (1,058,400 lb); Max 550,000 kg (1,062,000 lb); Max 552,000 kg (1,065,600 lb); Max 554,000 kg (1,069,200 lb); Max 556,000 kg (1,072,800 lb); Max 558,000 kg (1,076,400 lb); Max 560,000 kg (1,080,000 lb); Max 562,000 kg (1,083,600 lb); Max 564,000 kg (1,087,200 lb); Max 566,000 kg (1,090,800 lb); Max 568,000 kg (1,094,400 lb); Max 570,000 kg (1,098,000 lb); Max 572,000 kg (1,101,600 lb); Max 574,000 kg (1,105,200 lb); Max 576,000 kg (1,108,800 lb); Max 578,000 kg (1,112,400 lb); Max 580,000 kg (1,116,000 lb); Max 582,000 kg (1,119,600 lb); Max 584,000 kg (1,123,200 lb); Max 586,000 kg (1,126,800 lb); Max 588,000 kg (1,130,400 lb); Max 590,000 kg (1,134,000 lb); Max 592,000 kg (1,137,600 lb); Max 594,000 kg (1,141,200 lb); Max 596,000 kg (1,144,800 lb); Max 598,000 kg (1,148,400 lb); Max 600,000 kg (1,152,000 lb); Max 602,000 kg (1,155,600 lb); Max 604,000 kg (1,159,200 lb); Max 606,000 kg (1,162,800 lb); Max 608,000 kg (1,166,400 lb); Max 610,000 kg (1,170,000 lb); Max 612,000 kg (1,173,600 lb); Max 614,000 kg (1,177,200 lb); Max 616,000 kg (1,180,800 lb); Max 618,000 kg (1,184,400 lb); Max 620,000 kg (1,188,000 lb); Max 622,000 kg (1,191,600 lb); Max 624,000 kg (1,195,200 lb); Max 626,000 kg (1,198,800 lb); Max 628,000 kg (1,202,400 lb); Max 630,000 kg (1,206,000 lb); Max 632,000 kg (1,209,600 lb); Max 634,000 kg (1,213,200 lb); Max 636,000 kg (1,216,800 lb); Max 638,000 kg (1,220,400 lb); Max 640,000 kg (1,224,000 lb); Max 642,000 kg (1,227,600 lb); Max 644,000 kg (1,231,200 lb); Max 646,000 kg (1,234,800 lb); Max 648,000 kg (1,238,400 lb); Max 650,000 kg (1,242,000 lb); Max 652,000 kg (1,245,600 lb); Max 654,000 kg (1,249,200 lb); Max 656,000 kg (1,252,800 lb); Max 658,000 kg (1,256,400 lb); Max 660,000 kg (1,260,000 lb); Max 662,000 kg (1,263,600 lb); Max 664,000 kg (1,267,200 lb); Max 666,000 kg (1,270,800 lb); Max 668,000 kg (1,274,400 lb); Max 670,000 kg (1,278,000 lb); Max 672,000 kg (1,281,600 lb); Max 674,000 kg (1,285,200 lb); Max 676,000 kg (1,288,800 lb); Max 678,000 kg (1,292,400 lb); Max 680,000 kg (1,296,000 lb); Max 682,000 kg (1,299,600 lb); Max 684,000 kg (1,303,200 lb); Max 686,000 kg (1,306,800 lb); Max 688,000 kg (1,310,400 lb); Max 690,000 kg (1,314,000 lb); Max 692,000 kg (1,317,600 lb); Max 694,000 kg (1,321,200 lb); Max 696,000 kg (1,324,800 lb); Max 698,000 kg (1,328,400 lb); Max 700,000 kg (1,332,000 lb); Max 702,000 kg (1,335,600 lb); Max 704,000 kg (1,339,200 lb); Max 706,000 kg (1,342,800 lb); Max 708,000 kg (1,346,400 lb); Max 710,000 kg (1,350,000 lb); Max 712,000 kg (1,353,600 lb); Max 714,000 kg (1,357,200 lb); Max 716,000 kg (1,360,800 lb); Max 718,000 kg (1,364,400 lb); Max 720,000 kg (1,368,000 lb); Max 722,000 kg (1,371,600 lb); Max 724,000 kg (1,375,200 lb); Max 726,000 kg (1,378,800 lb); Max 728,000 kg (1,382,400 lb); Max 730,000 kg (1,386,000 lb); Max 732,000 kg (1,389,600 lb); Max 734,000 kg (1,393,200 lb); Max 736,000 kg (1,396,800 lb); Max 738,000 kg (1,400,400 lb); Max 740,000 kg (1,404,000 lb); Max 742,000 kg (1,407,600 lb); Max 744,000 kg (1,411,200 lb); Max 746,000 kg (1,414,800 lb); Max 748,000 kg (1,418,400 lb); Max 750,000 kg (1,422,000 lb); Max 752,000 kg (1,425,600 lb); Max 754,000 kg (1,429,200 lb); Max 756,000 kg (1,432,800 lb); Max 758,000 kg (1,436,400 lb); Max 760,000 kg (1,440,000 lb); Max 762,000 kg (1,443,600 lb); Max 764,000 kg (1,447,200 lb); Max 766,000 kg (1,450,800 lb); Max 768,000 kg (1,454,400 lb); Max 770,000 kg (1,458,000 lb); Max 772,000 kg (1,461,600 lb); Max 774,000 kg (1,465,200 lb); Max 776,000 kg (1,468,800 lb); Max 778,000 kg (1,472,400 lb); Max 780,000 kg (1,476,000 lb); Max 782,000 kg (1,479,600 lb); Max 784,000 kg (1,483,200 lb); Max 786,000 kg (1,486,800 lb); Max 788,000 kg (1,490,400 lb); Max 790,000 kg (1,494,000 lb); Max 792,000 kg (1,497,600 lb); Max 794,000 kg (1,501,200 lb); Max 796,000 kg (1,504,800 lb); Max 798,000 kg (1,508,400 lb); Max 800,000 kg (1,512,000 lb); Max 802,000 kg (1,515,600 lb); Max 804,000 kg (1,519,200 lb); Max 806,000 kg (1,522,800 lb); Max 808,000 kg (1,526,400 lb); Max 810,000 kg (1,530,000 lb); Max 812,000 kg (1,533,600 lb); Max 814,000 kg (1,537,200 lb); Max 816,000 kg (1,540,800 lb); Max 818,000 kg (1,544,400 lb); Max 820,000 kg (1,548,000 lb); Max 822,000 kg (1,551,600 lb); Max 824,000 kg (1,555,200 lb); Max 826,000 kg (1,558,800 lb); Max 828,000 kg (1,562,400 lb); Max 830,000 kg (1,566,000 lb); Max 832,000 kg (1,569,600 lb); Max 834,000 kg (1,573,200 lb); Max 836,000 kg (1,576,800 lb); Max 838,000 kg (1,580,400 lb); Max 840,000 kg (1,584,000 lb); Max 842,000 kg (1,587,600 lb); Max 844,000 kg (1,591,200 lb); Max 846,000 kg (1,594,800 lb); Max 848,000 kg (1,598,400 lb); Max 850,000 kg (1,602,000 lb); Max 852,000 kg (1,605,600 lb); Max 854,000 kg (1,609,200 lb); Max 856,000 kg (1,612,800 lb); Max 858,000 kg (1,616,400 lb); Max 860,000 kg (1,620,000 lb); Max 862,000 kg (1,623,600 lb); Max 864,000 kg (1,627,200 lb); Max 866,000 kg (1,630,800 lb); Max 868,000 kg (1,634,400 lb); Max 870,000 kg (1,638,000 lb); Max 872,000 kg (1,641,600 lb); Max 874,000 kg (1,645,200 lb); Max 876,000 kg (1,648,800 lb); Max 878,000 kg (1,652,400 lb); Max 880,000 kg (1,656,000 lb); Max 882,000 kg (1,659,600 lb); Max 884,000 kg (1,663,200 lb); Max 886,000 kg (1,666,800 lb); Max 888,000 kg (1,670,400 lb); Max 890,000 kg (1,674,000 lb); Max 892,000 kg (1,677,600 lb); Max 894,000 kg (1,681,200 lb); Max 896,000 kg (1,684,800 lb); Max 898,000 kg (1,688,400 lb); Max 900,000 kg (1,692,000 lb); Max 902,000 kg (1,695,600 lb); Max 904,000 kg (1,699,200 lb); Max 906,000 kg (1,702,800 lb); Max 908,000 kg (1,706,400 lb); Max 910,000 kg (1,710,000 lb); Max 912,000 kg (1,713,600 lb); Max 914,000 kg (1,717,200 lb); Max 916,000 kg (1,720,800 lb); Max 918,000 kg (1,724,400 lb); Max 920,000 kg (1,728,000 lb); Max 922,000 kg (1,731,600 lb); Max 924,000 kg (1,735,200 lb); Max 926,000 kg (1,738,800 lb); Max 928,000 kg (1,742,400 lb); Max 930,000 kg (1,746,000 lb); Max 932,000 kg (1,749,600 lb); Max 934,000 kg (1,753,200 lb); Max 936,000 kg (1,756,800 lb); Max 938,000 kg (1,760,400 lb); Max 940,000 kg (1,764,000 lb); Max 942,000 kg (1,767,600 lb); Max 944,000 kg (1,771,200 lb); Max 946,000 kg (1,774,800 lb); Max 948,000 kg (1,778,400 lb); Max 950,000 kg (1,782,000 lb); Max 952,000 kg (1,785,600 lb); Max 954,000 kg (1,789,200 lb); Max 956,000 kg (1,792,800 lb); Max 958,000 kg (1,796,400 lb); Max 960,000 kg (1,800,000 lb); Max 962,000 kg (1,803,600 lb); Max 964,000 kg (1,807,200 lb); Max 966,000 kg (1,810,800 lb); Max 968,000 kg (1,814,400 lb); Max 970,000 kg (1,818,000 lb); Max 972,000 kg (1,821,600 lb); Max 974,000 kg (1,825,200 lb); Max 976,000 kg (1,828,800 lb); Max 978,000 kg (1,832,400 lb); Max 980,000 kg (1,836,000 lb); Max 982,000 kg (1,839,600 lb); Max 984,000 kg (1,843,200 lb); Max 986,000 kg (1,846,800 lb); Max 988,000 kg (1,850,400 lb); Max 990,000 kg (1,854,000 lb); Max 992,000 kg (1,857,600 lb); Max 994,000 kg (1,861,200 lb); Max 996,000 kg (1,864,800 lb); Max 998,000 kg (1,868,400 lb); Max 1,000,000 kg (1,872,000 lb); Max 1,002,000 kg (1,875,600 lb); Max 1,004,000 kg (1,879,200 lb); Max 1,006,000 kg (1,882,800 lb); Max 1,008,000 kg (1,886,400 lb); Max 1,010,000 kg (1,890,000 lb); Max 1,012,000 kg (1,893,600 lb); Max 1,014,000 kg (1,897,200 lb); Max 1,016,000 kg (1,900,800 lb); Max 1,018,000 kg (1,904,400 lb); Max 1,020,000 kg (1,908,000 lb); Max 1,022,000 kg (1,911,600 lb); Max 1,024,000 kg (1,915,200 lb); Max 1,026,000 kg (1,918,800 lb); Max 1,028,000 kg (1,922,400 lb); Max 1,030,000 kg (1,926,000 lb); Max 1,032,000 kg (1,929,600 lb); Max 1,034,000 kg (1,933,200 lb); Max 1,036,000 kg (1,936,800 lb); Max 1,038,000 kg (1,940,400 lb); Max 1,040,000 kg (1,944,000 lb); Max 1,042,000 kg (1,947,600 lb); Max 1,044,000 kg (1,951,200 lb); Max 1,046,000 kg (1,954,800 lb); Max 1,048,000 kg (1,958,400 lb); Max 1,050,000 kg (1,962,000 lb); Max 1,052,000 kg (1,965,600 lb); Max 1,054,000 kg (1,969,200 lb); Max 1,056,000 kg (1,972,800 lb); Max 1,058,000 kg (1,976,400 lb); Max 1,060,000 kg (1,980,000 lb); Max 1,062,000 kg (1,983,600 lb); Max 1,064,000 kg (1,987,200 lb); Max 1,066,000 kg (1,990,800 lb); Max 1,068,000 kg (1,994,400 lb); Max 1,070,000 kg (1,998,000 lb); Max 1,072,000 kg (2,001,600 lb); Max 1,074,000 kg (2,005,200 lb); Max 1,076,000 kg (2,008,800 lb); Max 1,078,000 kg (2,012,400 lb); Max 1,080,000 kg (2,016,000 lb); Max 1,082,000 kg (2,019,600 lb); Max 1,084,000 kg (2,023,200 lb); Max 1,086,000 kg (2,026,800 lb); Max 1,088,000 kg (2,030,400 lb); Max 1,090,000 kg (2,034,000 lb); Max 1,092,000 kg (2,037,600 lb); Max 1,094,000 kg (2,041,200 lb); Max 1,096,000 kg (2,044,800 lb); Max 1,098,000 kg (2,048,400 lb); Max 1,100,000 kg (2,052,000 lb); Max 1,102,000 kg (2,055,600 lb); Max 1,104,000 kg (2,059,200 lb); Max 1,106,000 kg (2,062,800 lb); Max 1,108,000 kg (2,066,400 lb); Max 1,110,000 kg (2,070,000 lb); Max

2000. The aircraft's primary role is as a fleet defense fighter, but it can also be used as a ground attack aircraft. The aircraft's primary role is as a fleet defense fighter, but it can also be used as a ground attack aircraft. The aircraft's primary role is as a fleet defense fighter, but it can also be used as a ground attack aircraft.



Model 101, 2000. The aircraft's primary role is as a fleet defense fighter, but it can also be used as a ground attack aircraft.

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WEIGHT AND BALANCE
 Gross Weight: 40,000 lbs. (18,180 kg)
 Empty Weight: 20,000 lbs. (9,070 kg)
 Max. Ramp Weight: 40,000 lbs. (18,180 kg)

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GENERAL DATA
 Model: F-14B
 Manufacturer: Grumman
 Type: Fighter
 Crew: 2
 Length: 67 ft 10 in (20.67 m)
 Wingspan: 40 ft 0 in (12.19 m)
 Height: 16 ft 0 in (4.88 m)
 Empty Weight: 20,000 lb (9,070 kg)
 Gross Weight: 40,000 lb (18,180 kg)
 Max. Ramp Weight: 40,000 lb (18,180 kg)
 Max. Takeoff Weight: 40,000 lb (18,180 kg)
 Max. Landing Weight: 30,000 lb (13,608 kg)
 Max. Fuel Capacity: 10,000 lb (4,536 kg)
 Max. Range: 2,000 mi (3,219 km)
 Max. Altitude: 50,000 ft (15,240 m)
 Max. Speed: 2,300 mph (3,702 km/h)
 Max. Climb Rate: 50,000 ft/min (2,530 m/min)
 Max. Turn Rate: 120 deg/sec
 Max. G-Load: 9 G

PERFORMANCE DATA
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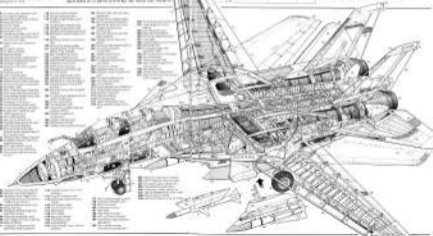
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General Dynamics F-16 Fighting Falcon

General Dynamics F-16 Fighting Falcon. The F-16 is a multi-mission, single-engine fighter. The F-16 is a...



General Dynamics F-16 Fighting Falcon

The production program will include 10,000 aircraft for the United States and other export markets. The F-16 is a multi-mission, single-engine fighter. The F-16 is a...

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1. Nose section
2. Forward fuselage
3. Cockpit
4. Main fuselage
5. Wing root
6. Wing
7. Wingtip
8. Tail section
9. Engine
10. Inlet
11. Pylon
12. Missile
13. Bomb
14. Fuel tank
15. Landing gear
16. Air intake
17. Exhaust
18. Canard
19. Wing fence
20. Wing leading edge
21. Wing trailing edge
22. Wing spar
23. Wing rib
24. Wing skin
25. Wing flap
26. Wing aileron
27. Wing elevator
28. Wing spoiler
29. Wing flap track
30. Wing flap track fairing
31. Wing flap track roller
32. Wing flap track guide
33. Wing flap track bracket
34. Wing flap track support
35. Wing flap track roller support
36. Wing flap track roller guide
37. Wing flap track roller bracket
38. Wing flap track roller support bracket
39. Wing flap track roller support guide
40. Wing flap track roller support bracket guide
41. Wing flap track roller support bracket support
42. Wing flap track roller support bracket support guide
43. Wing flap track roller support bracket support bracket
44. Wing flap track roller support bracket support bracket guide
45. Wing flap track roller support bracket support bracket support
46. Wing flap track roller support bracket support bracket support guide
47. Wing flap track roller support bracket support bracket support bracket
48. Wing flap track roller support bracket support bracket support bracket guide
49. Wing flap track roller support bracket support bracket support bracket support
50. Wing flap track roller support bracket support bracket support bracket support guide

1. General Dynamics F-16 Fighting Falcon. The F-16 is a multi-mission, single-engine fighter. The F-16 is a...

Panavia Tornado

The Tornado is a low-level, high-speed, multi-role aircraft designed for the Royal Air Force, the German Luftwaffe and the Italian Air Force. It is a three-engine, variable-sweep wing aircraft, capable of operating from short runways. The aircraft is designed for low-level penetration and high-speed cruise.

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1. Main fuselage
2. Wing
3. Tail fin
4. Engine
5. Avionics bay
6. Fuel tank
7. Landing gear
8. Radar
9. Weapons bay
10. Cockpit

11. Wing
12. Tail fin
13. Engine
14. Avionics bay
15. Fuel tank
16. Landing gear
17. Radar
18. Weapons bay
19. Cockpit

20. Wing
21. Tail fin
22. Engine
23. Avionics bay
24. Fuel tank
25. Landing gear
26. Radar
27. Weapons bay
28. Cockpit

29. Wing
30. Tail fin
31. Engine
32. Avionics bay
33. Fuel tank
34. Landing gear
35. Radar
36. Weapons bay
37. Cockpit

38. Wing
39. Tail fin
40. Engine
41. Avionics bay
42. Fuel tank
43. Landing gear
44. Radar
45. Weapons bay
46. Cockpit

47. Wing
48. Tail fin
49. Engine
50. Avionics bay
51. Fuel tank
52. Landing gear
53. Radar
54. Weapons bay
55. Cockpit

56. Wing
57. Tail fin
58. Engine
59. Avionics bay
60. Fuel tank
61. Landing gear
62. Radar
63. Weapons bay
64. Cockpit

65. Wing
66. Tail fin
67. Engine
68. Avionics bay
69. Fuel tank
70. Landing gear
71. Radar
72. Weapons bay
73. Cockpit

74. Wing
75. Tail fin
76. Engine
77. Avionics bay
78. Fuel tank
79. Landing gear
80. Radar
81. Weapons bay
82. Cockpit

83. Wing
84. Tail fin
85. Engine
86. Avionics bay
87. Fuel tank
88. Landing gear
89. Radar
90. Weapons bay
91. Cockpit

92. Wing
93. Tail fin
94. Engine
95. Avionics bay
96. Fuel tank
97. Landing gear
98. Radar
99. Weapons bay
100. Cockpit

101. Wing
102. Tail fin
103. Engine
104. Avionics bay
105. Fuel tank
106. Landing gear
107. Radar
108. Weapons bay
109. Cockpit

110. Wing
111. Tail fin
112. Engine
113. Avionics bay
114. Fuel tank
115. Landing gear
116. Radar
117. Weapons bay
118. Cockpit

119. Wing
120. Tail fin
121. Engine
122. Avionics bay
123. Fuel tank
124. Landing gear
125. Radar
126. Weapons bay
127. Cockpit

128. Wing
129. Tail fin
130. Engine
131. Avionics bay
132. Fuel tank
133. Landing gear
134. Radar
135. Weapons bay
136. Cockpit

137. Wing
138. Tail fin
139. Engine
140. Avionics bay
141. Fuel tank
142. Landing gear
143. Radar
144. Weapons bay
145. Cockpit

146. Wing
147. Tail fin
148. Engine
149. Avionics bay
150. Fuel tank
151. Landing gear
152. Radar
153. Weapons bay
154. Cockpit

155. Wing
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206. Radar
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244. Cockpit

245. Wing
246. Tail fin
247. Engine
248. Avionics bay
249. Fuel tank
250. Landing gear
251. Radar
252. Weapons bay
253. Cockpit

254. Wing
255. Tail fin
256. Engine
257. Avionics bay
258. Fuel tank
259. Landing gear
260. Radar
261. Weapons bay
262. Cockpit

263. Wing
264. Tail fin
265. Engine
266. Avionics bay
267. Fuel tank
268. Landing gear
269. Radar
270. Weapons bay
271. Cockpit



A Panavia Tornado aircraft in flight.

The Tornado is a low-level, high-speed, multi-role aircraft designed for the Royal Air Force, the German Luftwaffe and the Italian Air Force. It is a three-engine, variable-sweep wing aircraft, capable of operating from short runways. The aircraft is designed for low-level penetration and high-speed cruise.

McDonnell Douglas F-18 Hornet

(November 1979)



Designed to replace the venerable and widely distributed F-4 Phantom II, the F-18 Hornet is a highly maneuverable fighter aircraft. It is a true multirole fighter, capable of both air-to-air and air-to-ground operations. The aircraft's advanced avionics and weapons systems make it a formidable opponent in any combat environment.

Key features include its variable-sweep wings, which allow it to operate at both high and low speeds. The aircraft's thrust vectoring nozzles provide exceptional maneuverability. Additionally, the F-18 is equipped with a highly sophisticated radar system and a variety of precision-guided munitions.

The F-18's performance is further enhanced by its advanced engine, which provides a thrust-to-weight ratio of over 1.0. This allows the aircraft to achieve a climb rate of over 60,000 feet per minute.

The F-18's advanced avionics and weapons systems make it a formidable opponent in any combat environment. Its highly sophisticated radar system and precision-guided munitions give it a significant edge over its competitors.

CONSTRUCTION FROM MODEL

Model Size: This model is built from a 1/48 scale kit. It is a highly detailed model that captures the essence of the aircraft's design. The kit includes all the parts and instructions needed to build a highly accurate model.

Construction: The model is built using a combination of plastic and metal parts. The construction is highly detailed and captures the aircraft's complex geometry. The model is easy to assemble and is suitable for display or flight.

Painting: The model is painted in a highly realistic color scheme. The paint is applied in a way that captures the aircraft's natural colors and markings. The model is a highly accurate representation of the real aircraft.

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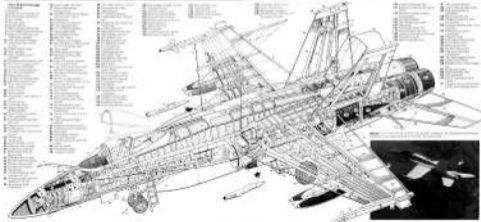
THE F-18 HORNET IS A HIGHLY MANEUVERABLE FIGHTER AIRCRAFT. IT IS A TRUE MULTIROLE FIGHTER, CAPABLE OF BOTH AIR-TO-AIR AND AIR-TO-GROUND OPERATIONS. THE AIRCRAFT'S ADVANCED AVIONICS AND WEAPONS SYSTEMS MAKE IT A FORMIDABLE OPPONENT IN ANY COMBAT ENVIRONMENT.

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