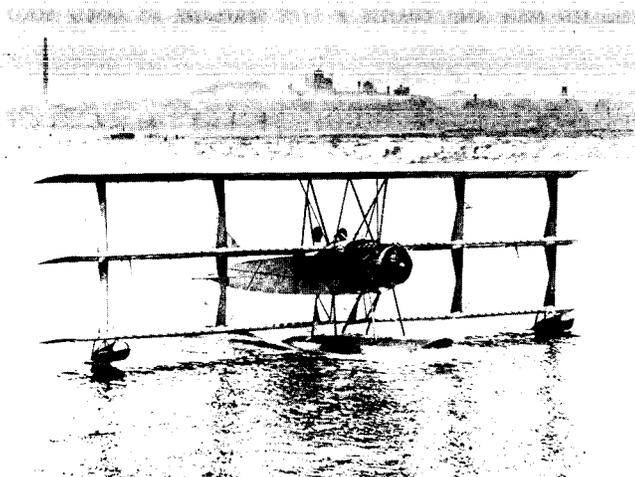


RARE BIRDS



UNIQUE among aircraft which did not go into wartime production was the Gallaudet seaplane. It featured a four-bladed propeller amidships driven by a Duesenberg engine. Above is 59-A at Pensacola in February 1917. Note the anchor design on the rudder, a

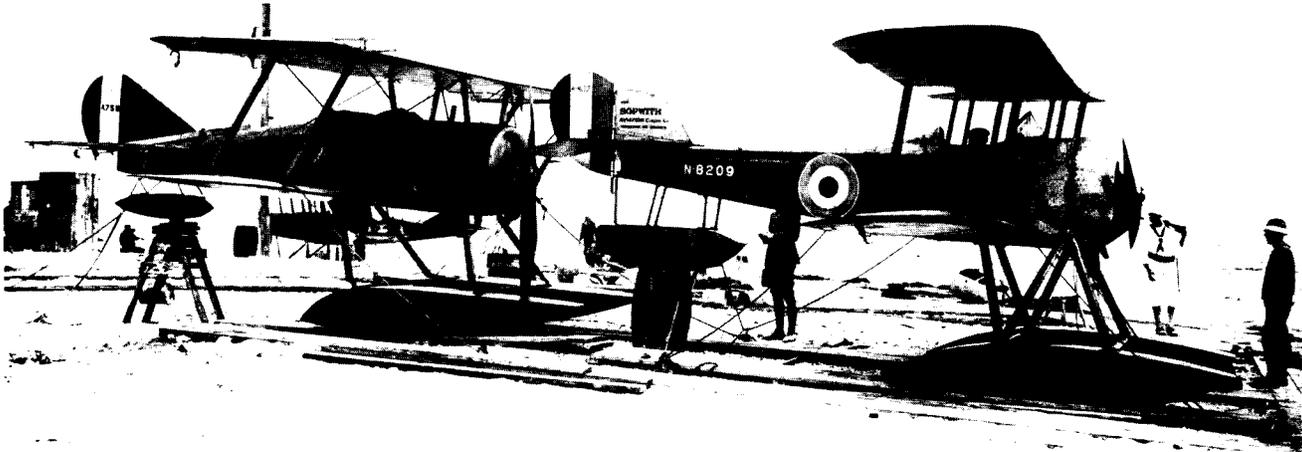
frequent marking on naval aircraft before the war. Only one 59-A was accepted. Later, in March 1918, two similar craft (Liberty-powered D-4's) were tested. Gallaudet pilots included Richardson, Read, Mitscher, Stone, participants in 1919 trans-Atlantic project.



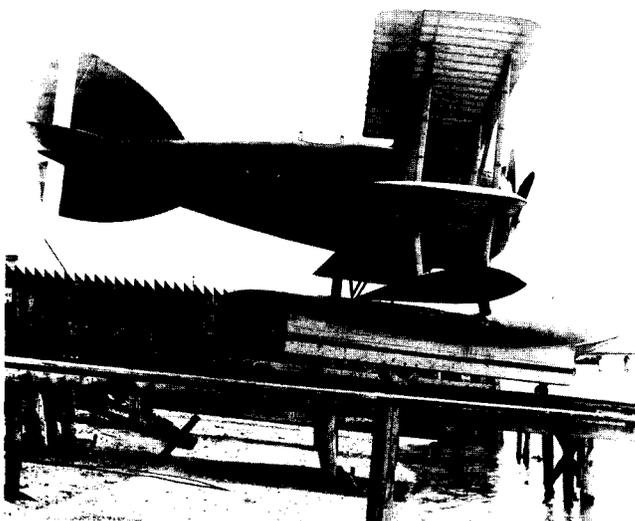
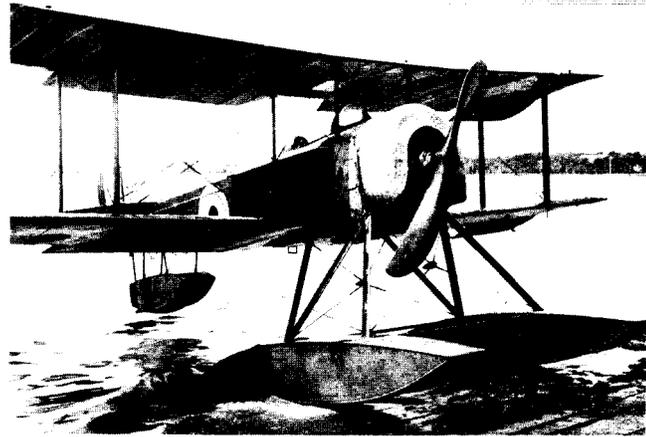
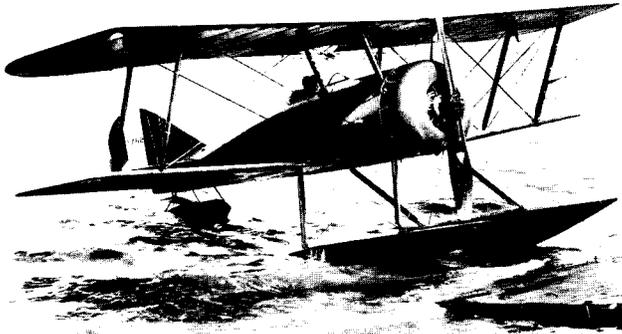
CURTISS L-2 TRIPLANE 'SCHOOL BOAT'



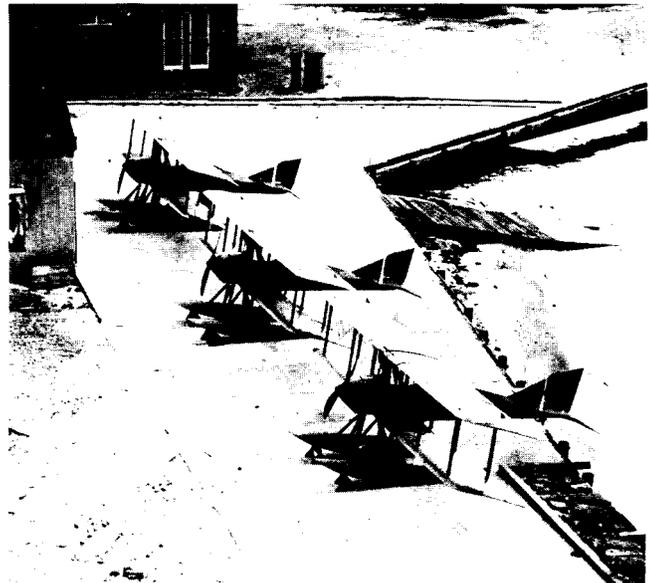
SPEEDY CURTISS 18-T 'KIRKHAM FIGHTER'



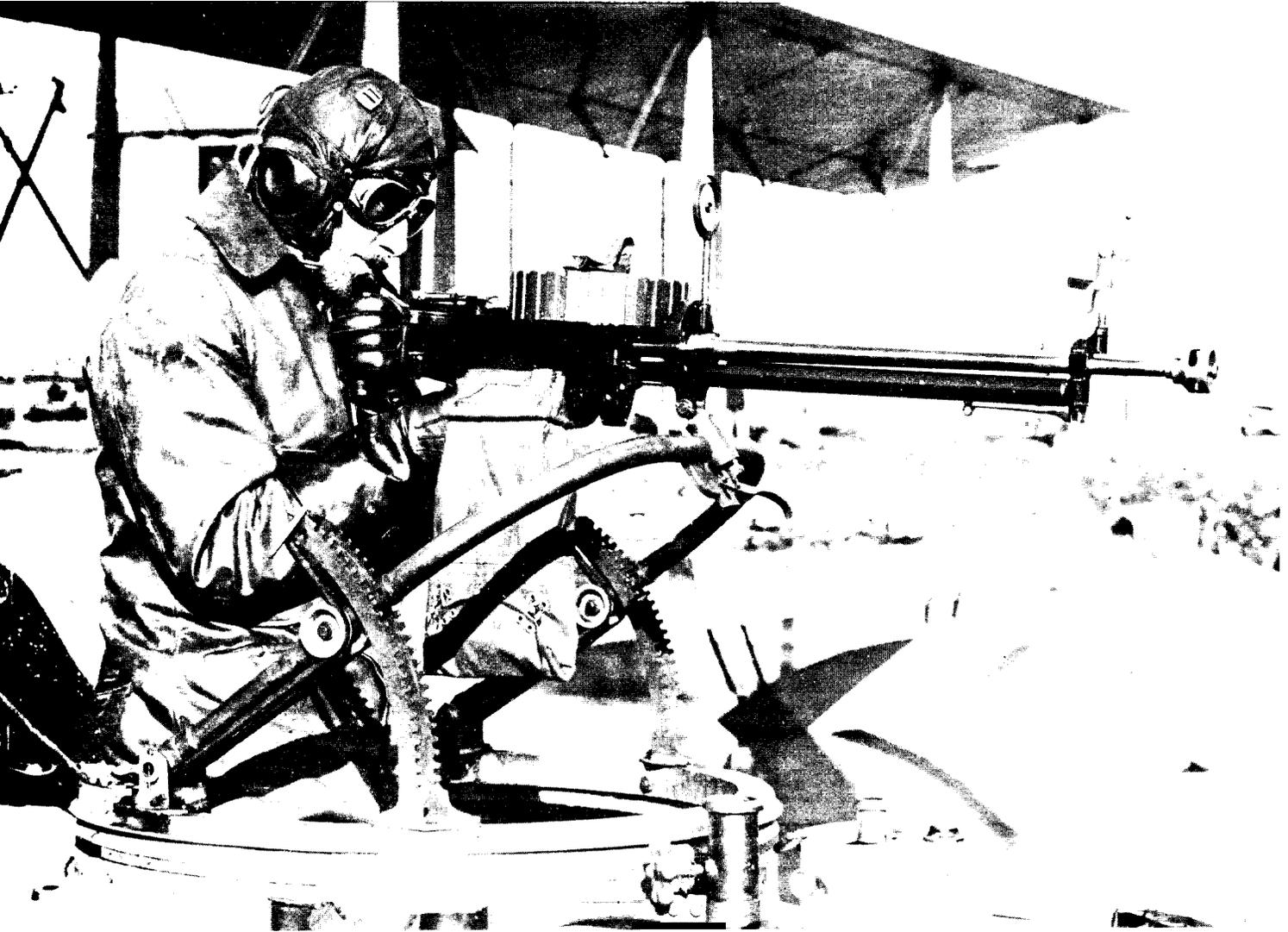
THOMAS-MORSE S-5 (L) WAS INFLUENCED BY SOPWITH 'BABY' FOR SCOUT AND TRAINING WORK



CURTISS HA WAS TWO-SEAT FIGHTER DESIGN

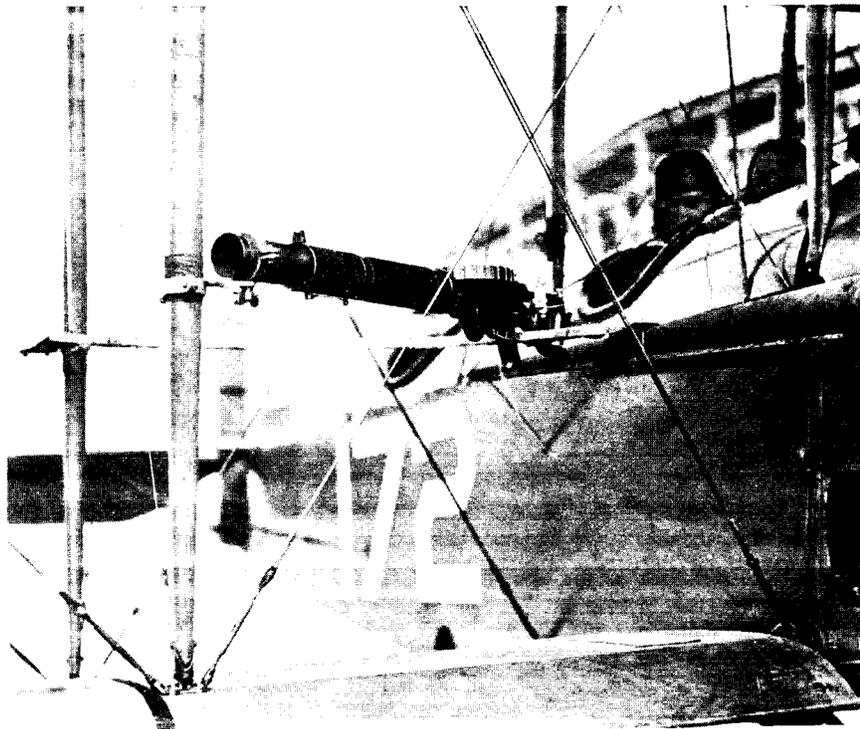


THE STURTEVANT FEATURED STEEL FRAMEWORK



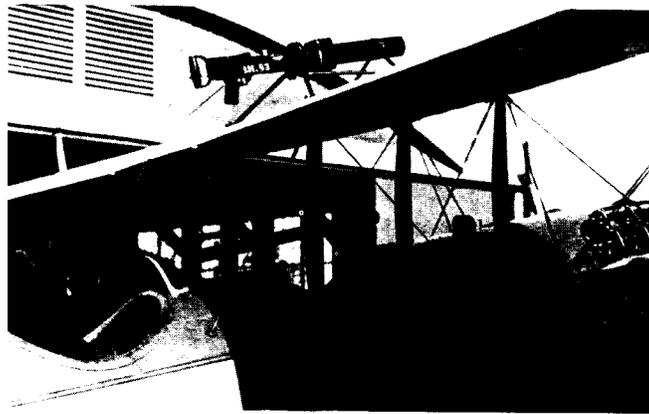
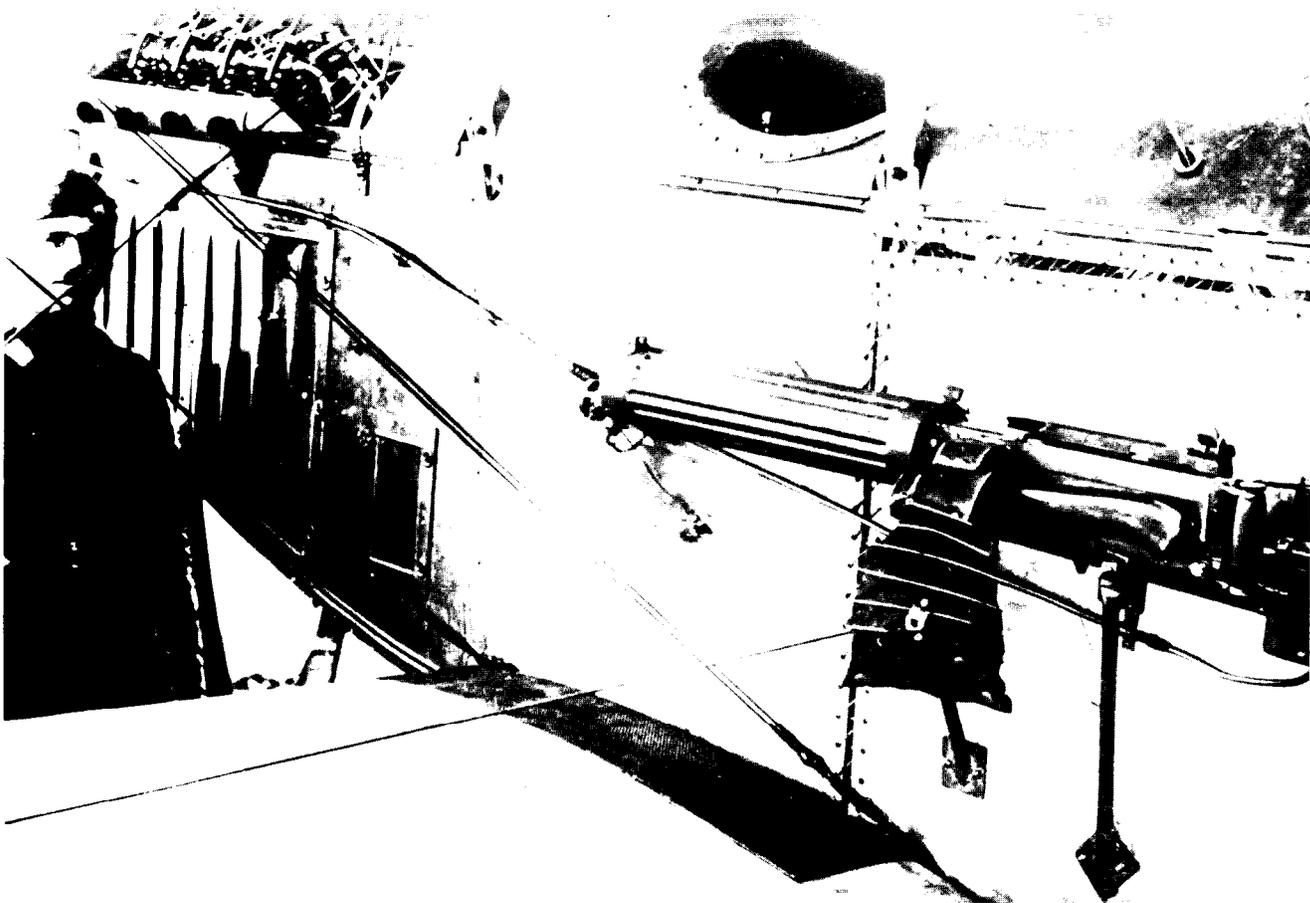
THE LEWIS GUN

was reputed to be the best aircraft gun of the war. Shown above is a typical Lewis with the combination Norman rear ring sight and wind-vane front sight which provided both target and gunner's deflection angles. At right, water-jacketed Lewis was remotely controlled on swivel mount, fired outside propeller arc.



Get off a quick accurate burst, with the gun properly aimed, before the enemy does, and the combat is won.

-Notes on Aerial Gunnery, 1919



THE DAVIS GUN

shown at left with Lewis gun used for sighting, was in experimental stage, had potential for ASW. Photo at top shows synchronized Vickers gun used in training in Canada. Above is wing-mounted camera gun.