

(Continued from page 6)

Mark VIII:—May be used as a fighter or an unarmed P.R. 'plane; it uses a 61 series engine, and may have either a standard "Spitfire" fuselage, or a "bubble" type, cockpit cover.

Mark IX:—Designed for superiority over the then newly introduced F.W. 190. That is, a Mk. V C was re-designed to take a 61 series engine, and became known as the Mk IX. It was probably one of the first 'planes to exceed 400 m.p.h.

Mark X:—Believed to be a P.R. type.

Mark XI:—Another P.R. type, using a 1,650 h.p. "Merlin" 61 engine. A long-range fuel tank is incorporated in the leading edge of the wing.

Mark XII:—The first Spitfire model to use the R.R. "Griffon" engine, and may be easily recognised by the bulging cylinder blocks, and high spinner. This mark features "clipped" wings and a four-blade airscrew.

Mark XIII:—A P.R. model, about which no information is available.

Mark XIV:—Fitted with a 2,000 h.p. "Griffon" 65 series engine, and a 5-blade airscrew. The wings are of the earliest elliptical type, and two radiators are fitted.

Mark XXI:—Externally identical to the Mk. XIV, though probably incorporating a different engine series. Top speed 456 m.p.h.

Mark XXXII:—Latest Spitfire known. No information.

The Spitfire, probably the most remarkable aeroplane ever designed, is now in its eighth year of use. During those eight years, the engine h.p. has been almost doubled, yet the machine's design is basically the same. In the struggle for air-supremacy, this fact seems truly remarkable.

Spitfire Engines.

The series 61 to 79 indicates the use of two-stage superchargers. All Spitfires incorporating these engines may be distinguished by having four-blade air-screws, two radiators, and a slightly larger nose than earlier types.

(Continued from page 11)

As a fighter-bomber, the "On to Tokyo" Lightning can go into action with all guns blazing while carrying a bigger bomb load than most medium bombers. Bombs are carried either on specially installed shackles or on drop fuel brackets.

As camera ships the Lightning F5E's are stripped of all armament. They rely solely on speed for protection. At tree-top levels or at 30,000 feet these fleet "Photo Joes" can take pictures so clear that automobile tyre tracks may be picked out on enlarged prints. The Lightning F5E is the finest and most used photo-reconnaissance plane in the U.S.A.A.F.

Gun cameras, previously installed along with the Lightning's four .50 calibre machine guns and one 20 mm. cannon, are now enclosed in the streamlined droppable gas tank couplings. This mounting method greatly reduces the effect of vibration on film. Combat pictures taken in the new P-38 are much clearer in detail, and therefore more valuable in developing combat strategy than those taken with the conventional mount.

Low altitude attack by P-38L's means certain death and destruction for the enemy. Sweeping in at mast height, they have sunk enemy ships, including Japanese destroyers and submarines, by strafing the decks with concentrated gunfire. Presence of all guns in the nose, rather than wings, eliminates criss-crossing cones of fire and gives an effective straight-ahead range of more than 1000 yards.

Lockheed engineers believe the model "L" their most important contribution to America's fighting air-men.

SPECIFICATIONS.

Make of Engine: Allison V-1710-F30, Liquid cooled in-line.

Rated Horsepower: 3000 (1500 per engine).

Range: 1700 to 1800 miles (over 3000 miles with auxiliary fuel tanks).

Service Ceiling: Over 40,000 ft.

High Speed: Over 425 miles per hr.

Span: 52 ft.

Length: 37 ft. 9 5/16 in.

Height: 9 ft. 10 1/4 in.

Armament: One 20 mm. cannon in nose, four .50 cal. machine guns. Bomb Load: 4000 lb. Rockets: Optional.