A Collection of

CONNECT-THE-DOTS PUZZLES

of Famous Aircraft

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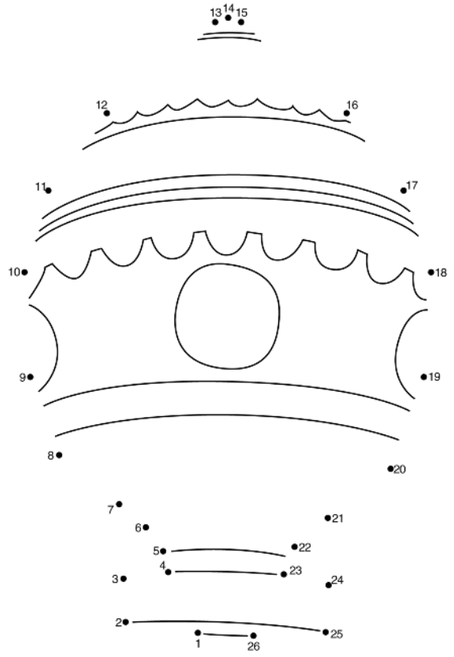
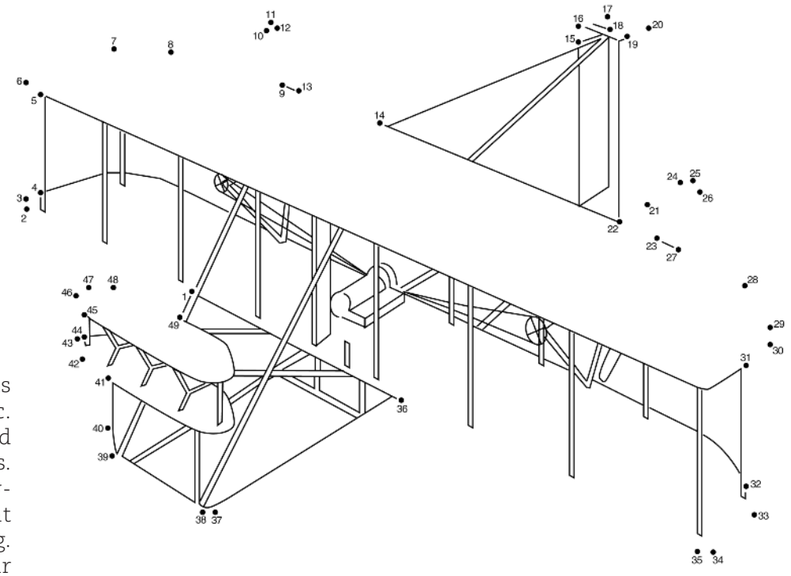


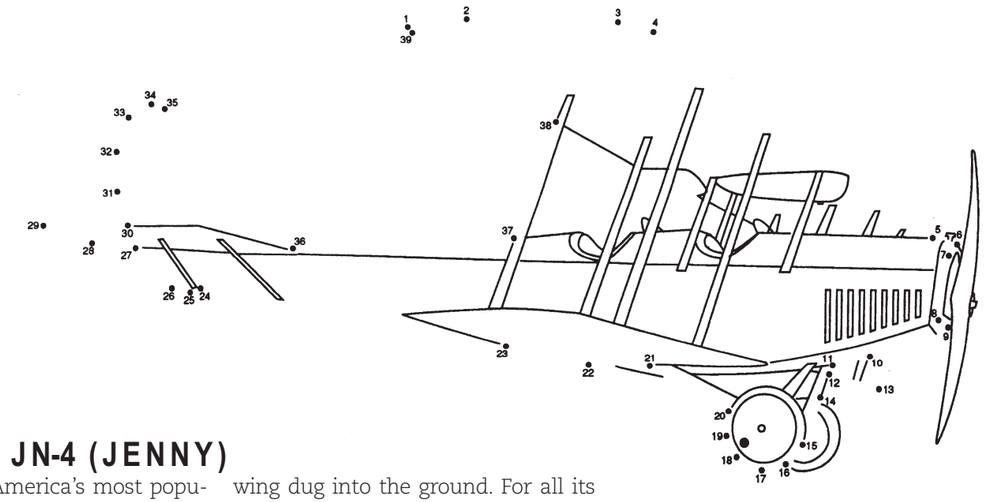
MONTGOLFIER BALLOON

This balloon, built by Joseph and Etienne Montgolfier, was a linen, paper-lined balloon. The first manned flight of a Montgolfier hot air balloon was in Paris on November 21, 1783. Pilatre de Rozier and Francois Laurent (the Marquis d'Arlandes) flew across Paris for 25 minutes and travelled just over five miles from where they had launched.



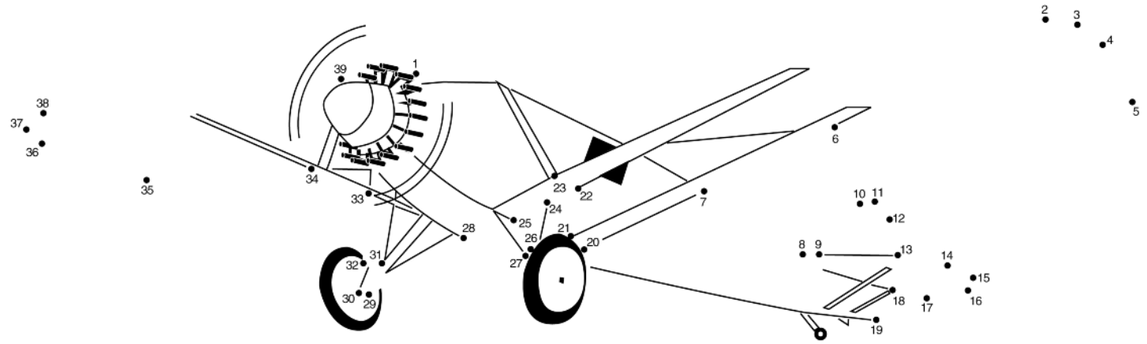
THE WRIGHT FLYER

The Wright Brothers' 1903 *Flyer* was a marvel of wood, wire, and fabric. The *Flyer's* drooping, slightly curved wings spanned 40 feet, four inches. It was powered by a 12-horsepower, 140-pound engine which sat right of center on the lower wing. The *Wright Flyer* flew just four times—a total of 98 seconds—all on December 17, 1903.



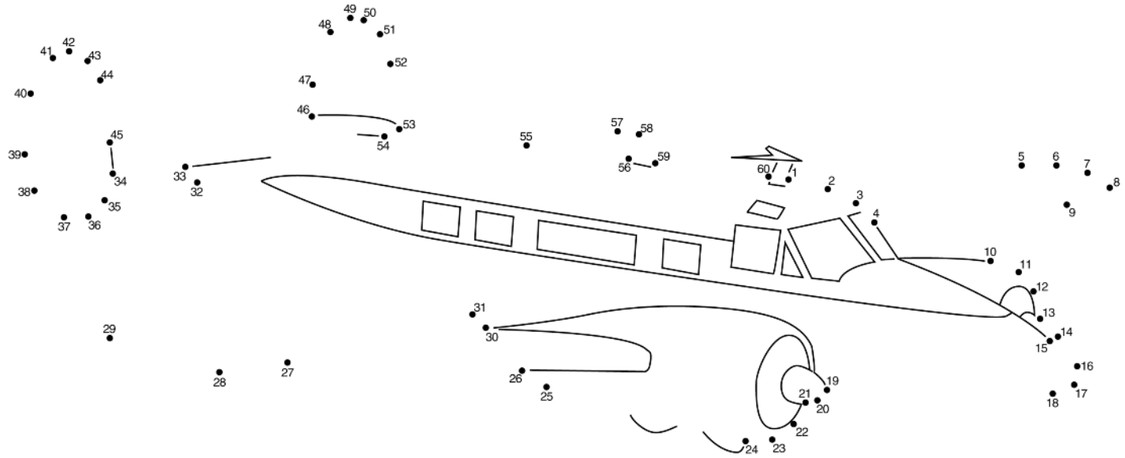
CURTISS JN-4 (JENNY)

The *Jenny* was America's most popular aircraft of the early 1920s. Its short exhaust pipes spat fumes and oil in the pilot's face. As in many aircraft of the day, wing skids were added after wobbly landings on the narrow landing gear frequently ended with one wing dug into the ground. For all its flaws, the *Jenny* was an important step in aircraft design, even though it was sometimes described as "a bunch of parts flying in formation." Over 10,000 *Jennys* were produced during and just after World War I.



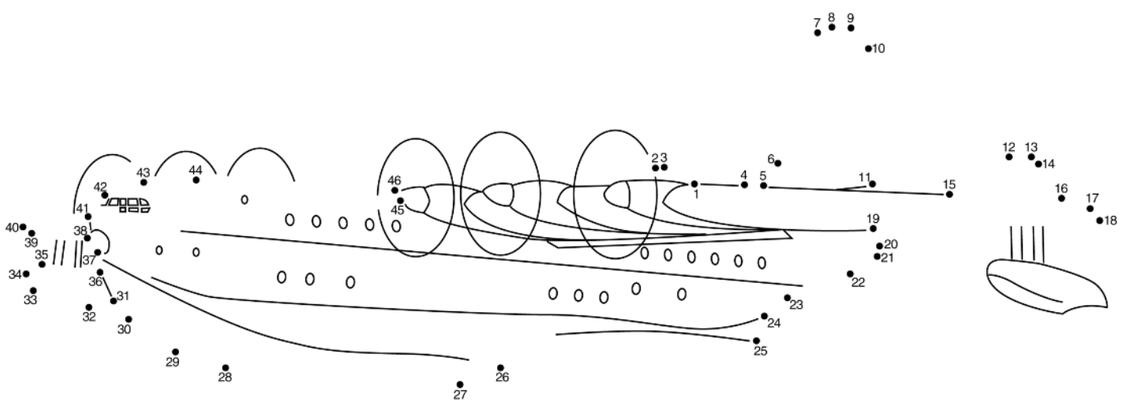
SPIRIT OF ST. LOUIS

Charles Lindbergh was the first aviator to fly solo across the Atlantic Ocean, arriving in Paris on May 21, 1927, at the end of a 33 1/2 hour, 3,610-mile flight from New York. Lindbergh, 25 years of age and a pilot by profession, had a natural flair for flying and above-average ability as a navigator. His flight not only demonstrated great personal skill and courage, but also faith in the Wright Whirlwind engine that powered the specially-built Ryan NYP (New York-Paris) monoplane. The most celebrated aircraft in aviation history was designed and built in just two months. The *Spirit of St. Louis* was like a flying fuel tank, containing 450 gallons of fuel in the fuselage and wings.



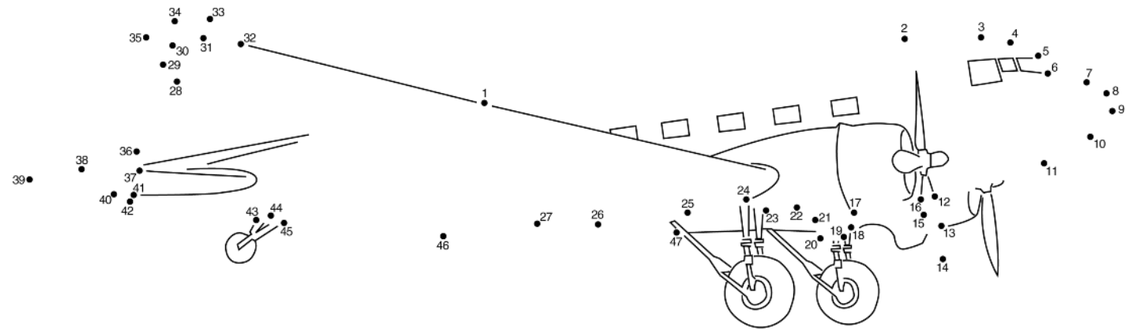
BEECHCRAFT 18

The *Beech 18* was first flown in January 1937 and became a standard for business aviation aircraft. It remained in production for over 32 years with over 32 variations. The *Beech 18* combined low operating costs, cabin comfort and safety comparable to airliners, ability to operate from small unimproved airports (e.g., grass runways) and ease of maintenance. The original Beech *18s* had a cruise speed of 196 miles per hour and a range of just over 1,000 miles.



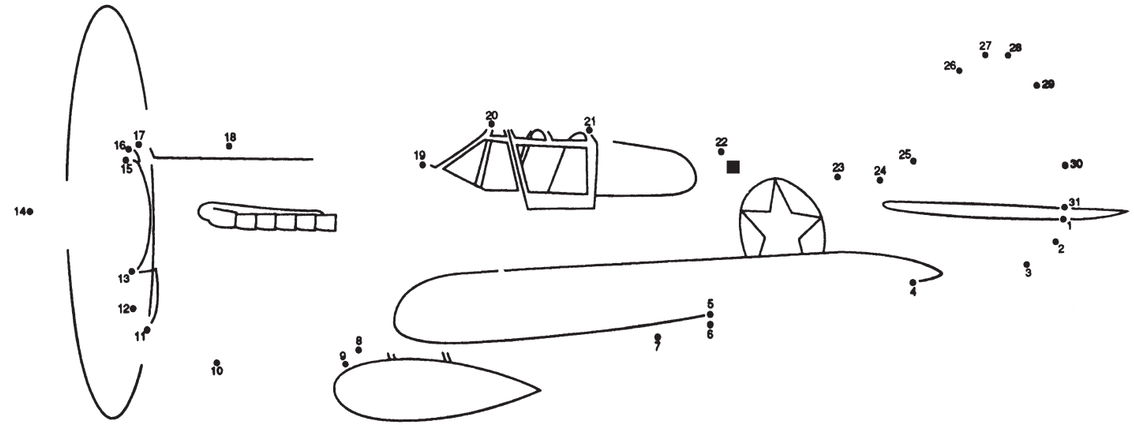
SAUNDERS-ROE PRINCESS

Perhaps the nearest the civil flying-boat came to post-World War II success was when the *Saunders-Roe Princess* took to the air on August 22, 1952. Three flying-boat *Princesses* were built by the British Overseas Airways Corporation but never put into service. The *Princess* was powered by ten turboprop engines, powering six propellers. This majestic giant was designed to carry 105 passengers in ocean-liner luxury at 385 miles per hour over trans-Atlantic distances.



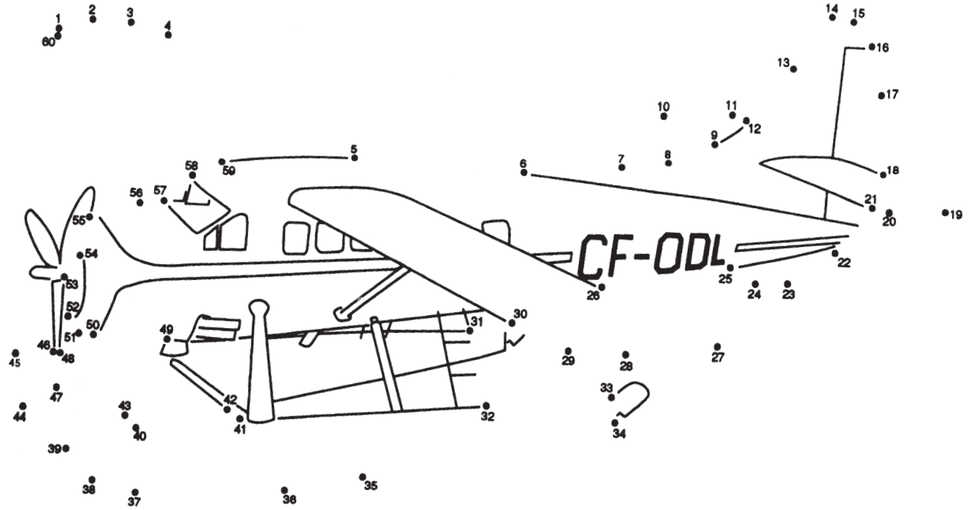
DOUGLAS DC-3

The *DC-3*, the most widely used passenger aircraft of its era, incorporated a flat or snub nose and swept-back wings that would characterize most airliners for decades to come. Its wing flaps reduced landing speed to a safe and comfortable 64 miles per hour. The *DC-3* was used during World War II as a military transport known in the United States Army as the C-47. Of the nearly 11,000 *DC-3s* and military equivalents Douglas made, hundreds were still in service into the 2000s.



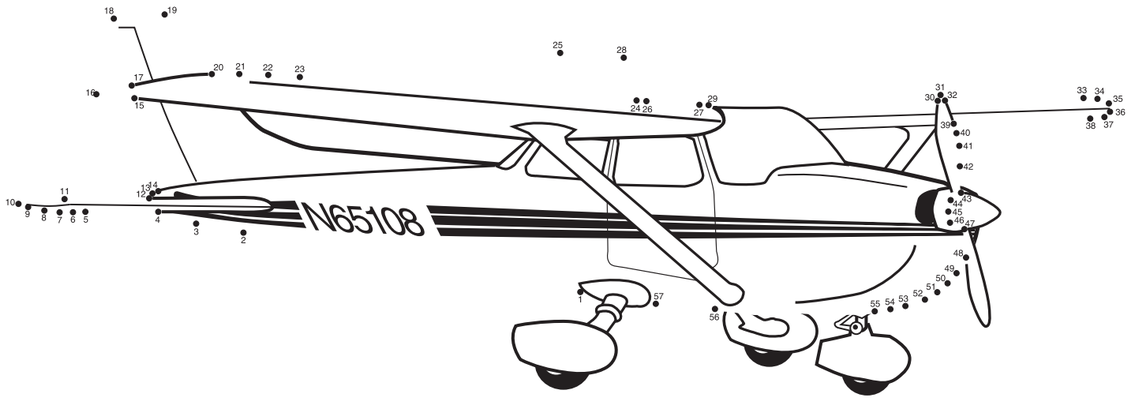
CURTISS P-40

The Curtiss P-40 was made famous in the early stage of World War II by General Chenault and the Flying Tigers. The P-40 had a liquid-cooled engine with a top speed of 360 miles per hour and a maximum range of 950 miles. It was armed with six .50-caliber machine guns. The P-40 was the first mass-produced U.S. single-seat fighter. Nearly 14,000 were built in the U.S.



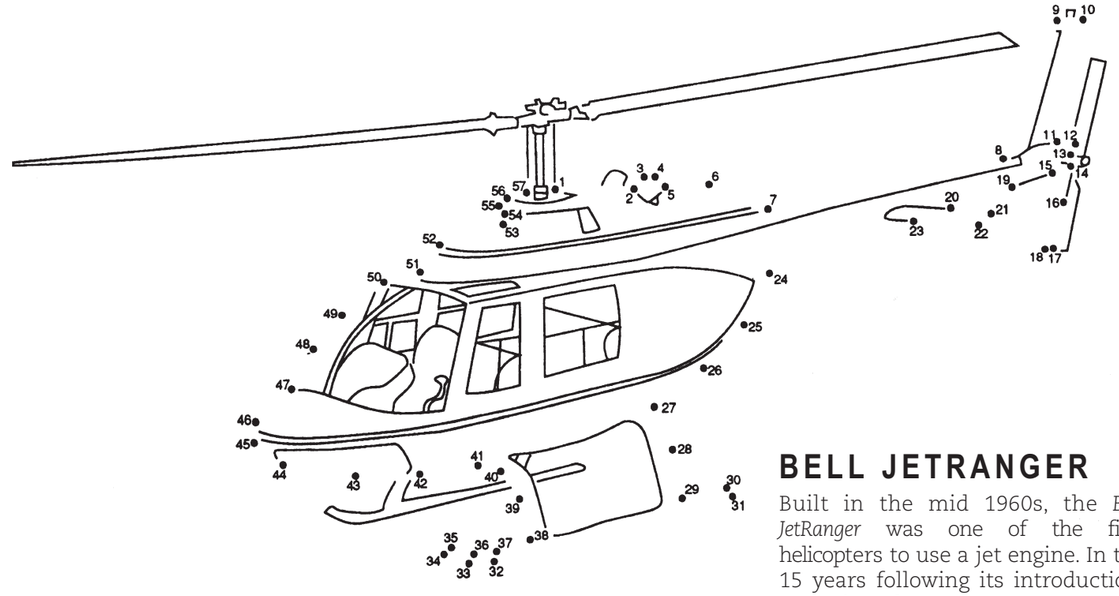
DE HAVILLAND CANADA DHC-3 OTTER

This single-engine, high-wing, all-metal utility aircraft could carry up to 10 passengers or a ton of freight. The *Otter* hauled passengers and supplies through every type of weather and over some of the world's wildest terrain. It could be fitted with wheels, skis, or floats.



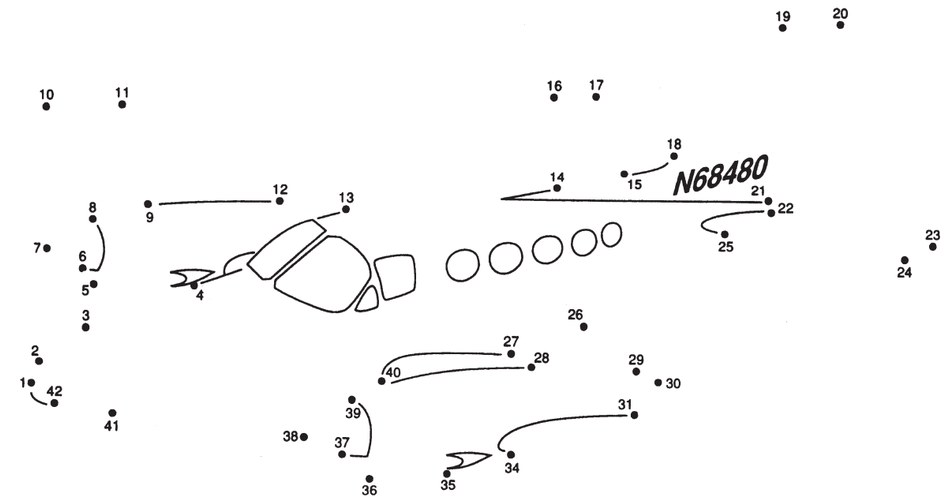
CESSNA 172

First introduced in 1956, the *Cessna 172* is one of the most popular and best-selling airplanes ever flown. Still in production, it is one of the most common airplanes used for training new pilots. The *Cessna 172 Skyhawk* was one of the first small airplanes to have its third wheel in the front, under the nose, rather than under the tail. This "tricycle gear" was a new concept when Cessna first brought it to the market but it is now the standard configuration for modern training airplanes.



BELL JETRANGER

Built in the mid 1960s, the *Bell JetRanger* was one of the first helicopters to use a jet engine. In the 15 years following its introduction, approximately 4,000 *JetRangers* were sold for commercial use.

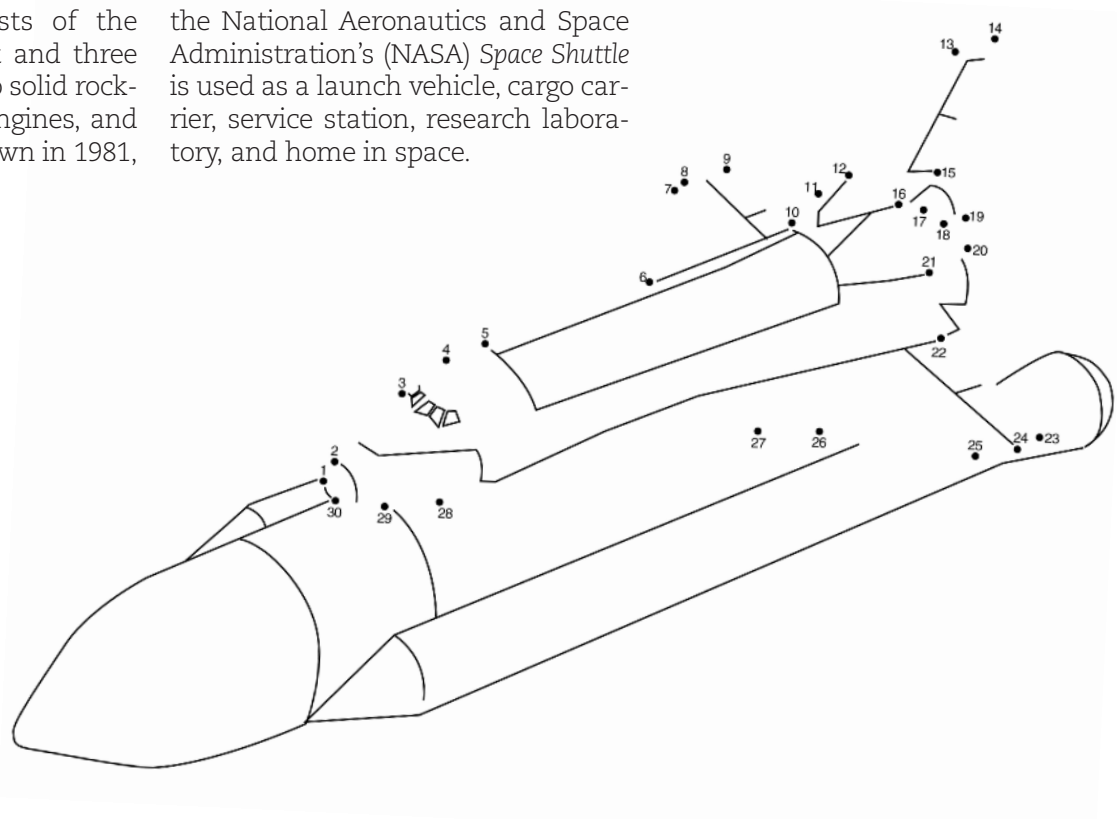


CESSNA CONQUEST I

The *Conquest I* was one of the first turboprop aircraft built for business aviation (a company-owned aircraft). It was built between 1981 and 1986. It could cruise at 300 miles per hour with a range of 1,500 miles, and carry up to eight passengers.

NASA SPACE SHUTTLE

The *Space Shuttle* consists of the winged orbiter spacecraft and three propulsion elements—two solid rocket boosters, three main engines, and the external tank. First flown in 1981, the National Aeronautics and Space Administration's (NASA) *Space Shuttle* is used as a launch vehicle, cargo carrier, service station, research laboratory, and home in space.



BEECHCRAFT STARSHIP I

Starship I was the first business aircraft to be totally designed with the aid of computers. The process of checking the fit and function of parts was accomplished more quickly than was previously possible. Changes were made in seconds instead of days. The *Starship I* was made of carbon fiber composite materials and had a unique "pusher" engine-propeller location on the back of the airplane. It has a maximum speed of 386 miles per hour, a range of 1,800 miles, and can fly as high as 41,000 feet.