

are riveted together. A section of the fuselage is shown in Fig. 13; the bracing strips are made of duralumin.

The armoured unit houses the engine, pilot, and gunner, and the petrol tank. The vertical cowl surrounding the

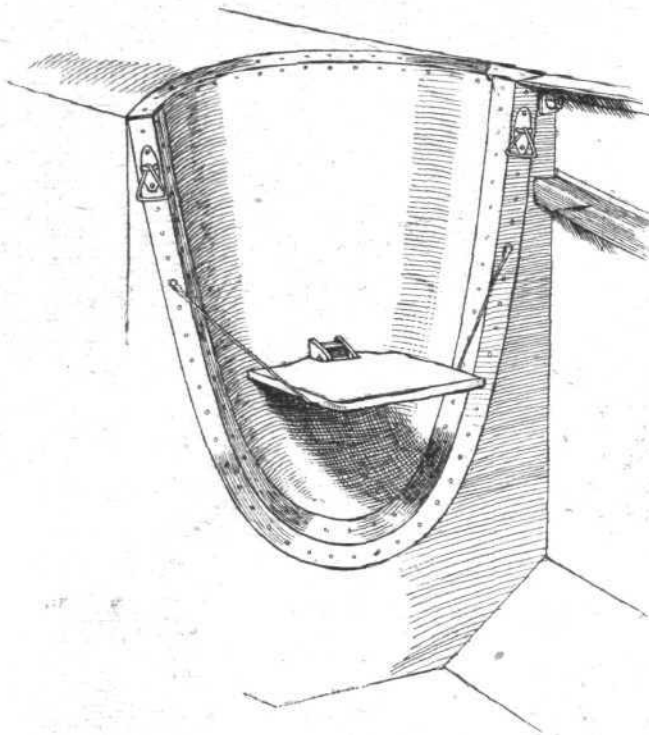


Fig. 12

engine cylinders is of armour plate, and is not a mere fairing. The spinner which covers the propeller boss is made of aluminium. The armoring is very thorough, so that the chances of a bullet finding a vulnerable spot are small.

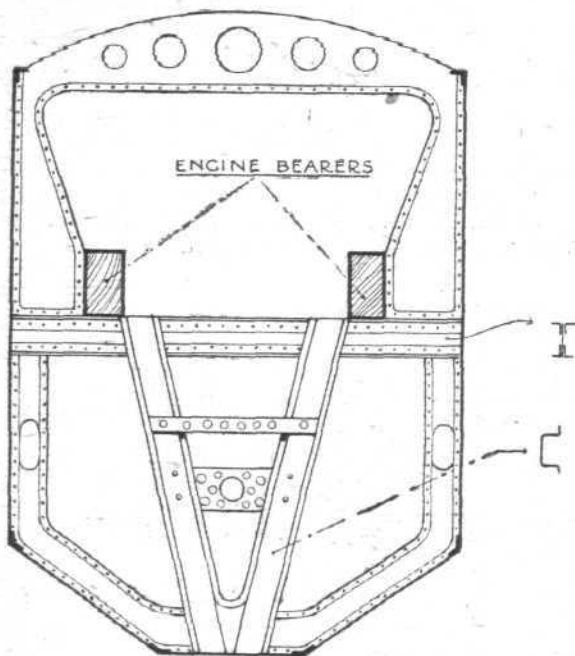


Fig. 13

Fig. 12 shows the rear of the armoured portion, together with the observer's seat.

The rear portion of the body is built of duralumin tube throughout, and is covered with laced-on fabric. There are four longerons, so arranged that the fuselage ends in a vertical

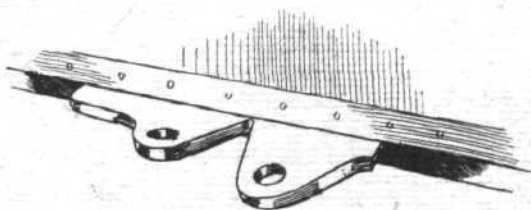


Fig. 14

knife-edge about 16 ins. long. Cross tubes are arranged horizontally and vertically at intervals. The diagonal bracing is not of wire, as is the case in the D 7 Fokker and the A.E.G. (which, it will be remembered, also have fuselages of metallic tubes). Diagonal tubes perform this function in the Junker. The arrangement of bracing tubes may be gathered from Fig. 18, and is worthy of careful attention.

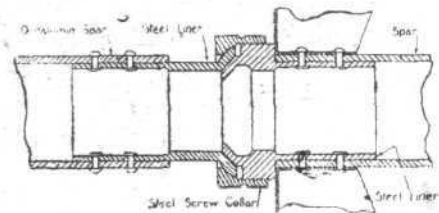


Fig. 16

The junction of the duralumin tubes is effected by means of steel sleeves which embrace the longerons tightly and are pinned to them. The exact shape of one of these clips is shown in Fig. 17. It will be noticed that the cross and diagonal tubes are flattened at their extremities, and riveted to approximate shelves welded on to the clip. Three-ply formers are fixed to the upper and lower cross tubes, and (in the case of the deeper lower formers, at any rate) are joined

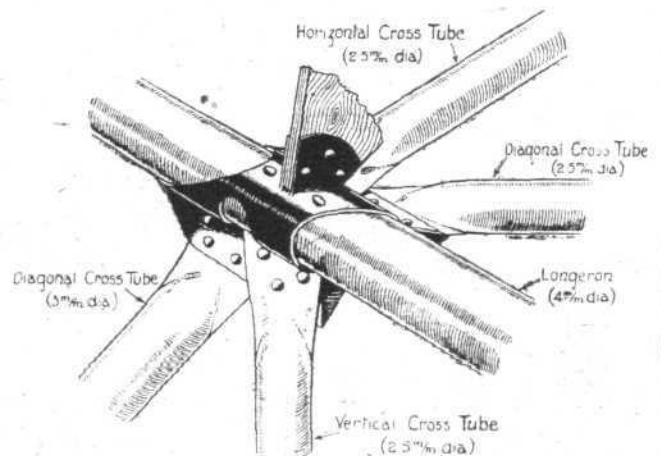


Fig. 17

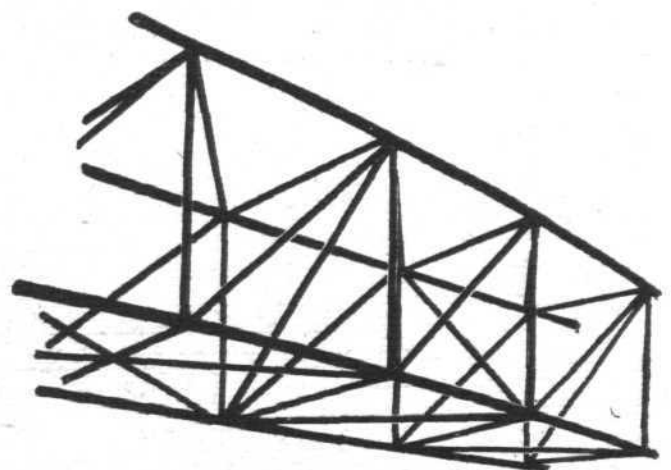


Fig. 18

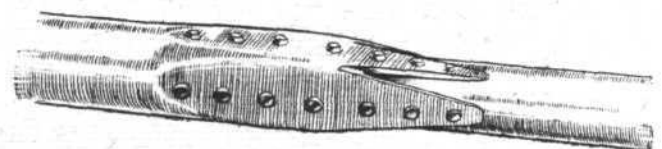


Fig. 19