

A slim fuselage and generally business-like lines characterise the Martin 167F.

# THE FRENCH MARTIN

## *Features and Development of the Model 167F*

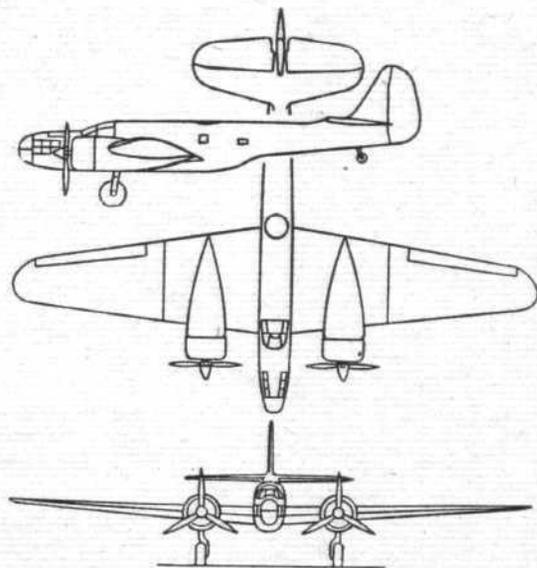
**T**HE war had not long been started before the French were sending Martin 167s on reconnaissance flights over Germany. It is not known how many Martins have by this time been delivered to France, but it was estimated last year that over a hundred should have arrived before Christmas. The initial order was for 215 machines, and the Glenn L. Martin Company of Baltimore, Maryland, was to be paid 130,000 dollars for each, the order totalling about 28,000,000 dollars.

The French version of the 167 is known in America as the 167F, but is generally similar to the 167W.

The cantilever wing of the 167 series is comprised of a centre section, built integral with the fuselage and forming the anchorage for the undercarriage and engine mountings, and two detachable outer panels. There are detachable tips outboard of the ailerons. The primary structure is of the box type, there being

two spars and a corrugated top section extending outboard from the engine bay. The structure is riveted aluminium alloy with heat-treated steel fittings at highly stressed points. Smooth alloy sheet forms the covering. Two integral wing tanks with a capacity of 255 U.S. gallons are placed between the spars, extending from the side of the fuselage to the engine bay.

Quickly removable covers on the lower surface of the wing permit the interior of the fuel tanks to be serviced and the wing and controls to be inspected; other covers provide rapid access to the wing guns when these are installed. The flaps are of the slotted type, and extend from the sides of the fuselage to the inboard end of each aileron. A flap position indicator is incorporated with the landing gear indicator in the cockpit.



The top gun position of the 167F is partially retractable. It is not thought that power operation is provided.

