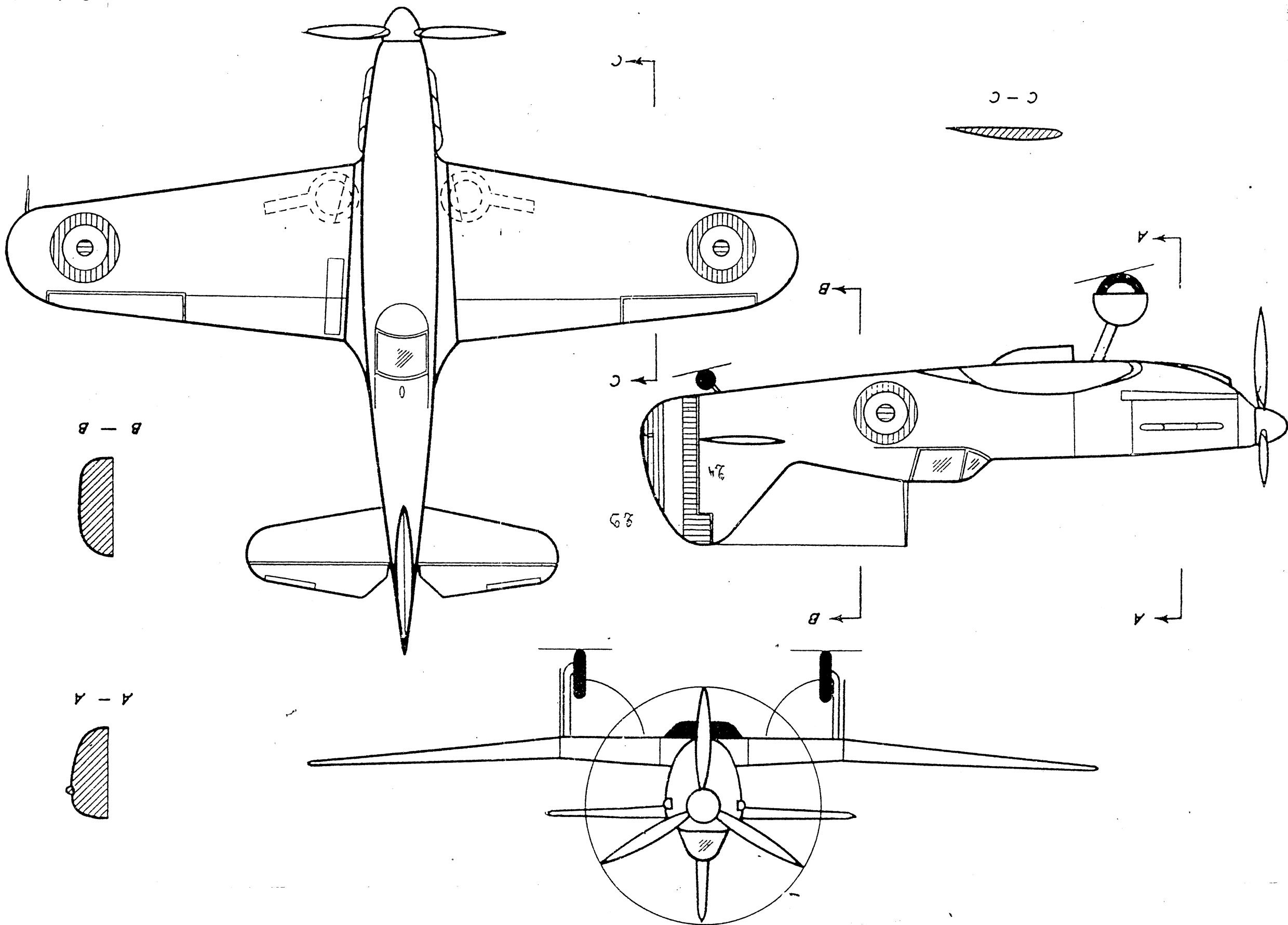




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THE DEWOTINE D.520 (French).

Manufacturers: Société Nationale de Constructions Aéronautiques du Midi, Paris and Toulouse.

Purpose: Single-seater fighter.

Origin and Development: Prototype appeared for test flight in October, 1938. Second prototype completed in January, 1939. Production commenced on an initial order for 200 off in March, 1939. Only a few had replaced MS 406s when France capitulated.

Power Plant: One Hispano-Suiza 12 V 51 motor. Maximum power, 1,000 h.p.

Construction: Wings—Single spar. All-metal framework and stressed-skin covering. Trailing edge flaps. Fuselage—Oval section, metal framework, covered with stressed skin. Tail unit—Metal structure, metal covering except control surfaces, which are fabric covered.

Dimensions: Span, 33 ft. 5 in. Length, 27 ft. 7 in. Height, 8 ft. 6 in.

Areas: Wings, 150 sq. ft.

Weights: Loaded, 4,850 lb.

Performance: Maximum speed, 341 m.p.h. at 13,000 ft. Landing speed, 70 m.p.h. Climb to 13,000 ft., 3½ min. Service ceiling, 35,000 ft.

Loadings: Wing, 32.83 lb./sq. ft. Power, 5.33 lb./h.p.

Armament: Either 20 mm. or 23 mm. Hispano-Suiza shell-gun. Mounted between cylinder banks of engine and firing out through specially designed airscrew hub. Either sixty or hundred rounds in magazine. Also two wing-mounted machine-guns.

Remarks: Designed to replace the Morane-Saulnier MS 406, commencing with the D.500. The manufacturers claimed that the D.520 could be produced in half the time required to build the previous fighter from their factory, the D.510.

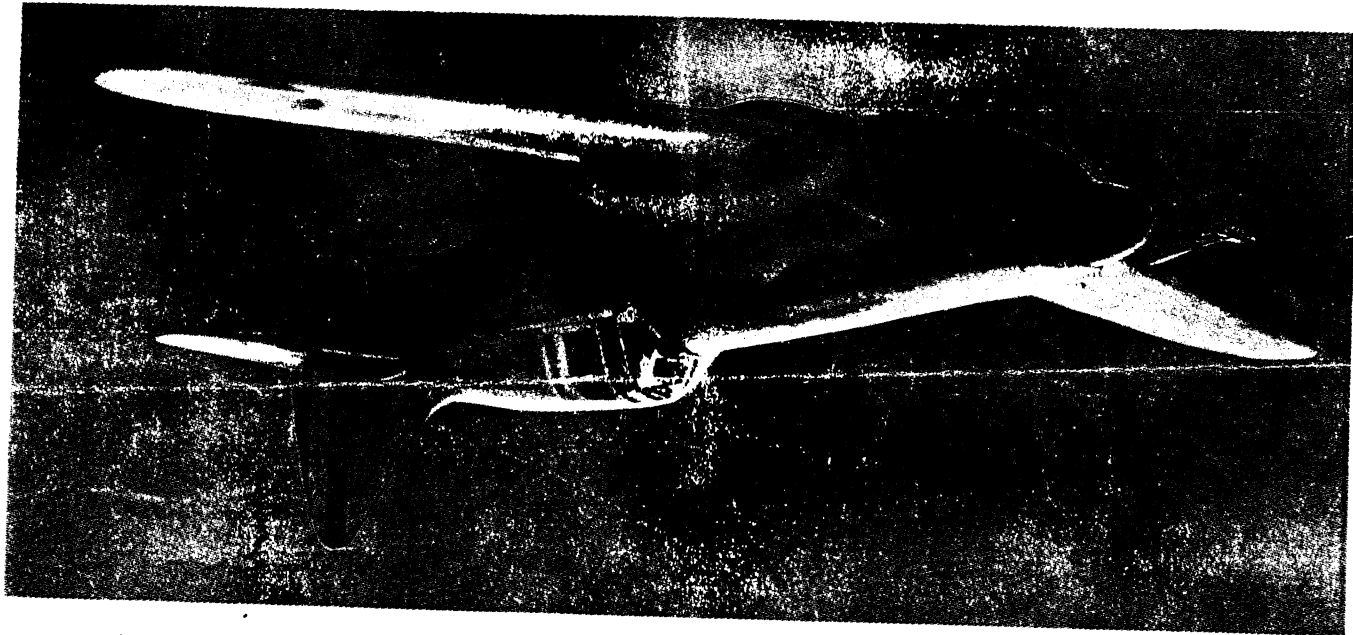


Photo by courtesy of "Flight."

ping the ailerons as a rule. The rudder bore the vertical red, white and light blue stripes, with light blue next to the rudder-post. The airscrew was finished black. Factory markings and type numbers were stencilled in small letters on the rudder above the stripes. Beneath the type number D 520 the initials of the factory at which the machine had been built were seen. They were the initials of the S.N.C.A. du Midi national factory. The prototype D 520 was entirely silver finish above and below. No national markings were carried on wings or fuselage, but there were stripes on the rudder. The photograph above shows the prototype.

Production D 520s were the first French service aircraft to carry the red, white and blue cockades on the fuselage sides in addition to those on the wings. After their appearance all French machines had the cockades painted on the fuselage sides, which previously had carried only the squadron insignia. The cockade was painted just beneath the rear panel of the pilot's cockpit enclosure. D 520s with the standard shades of lightish green and buff. Underneath wings, tail-plane and fuselage they were light grey. Red, white and light blue cockades were painted above and below each wing tip, slightly overlap-

