

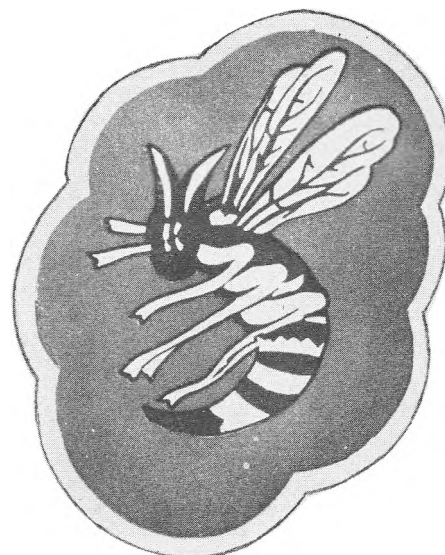
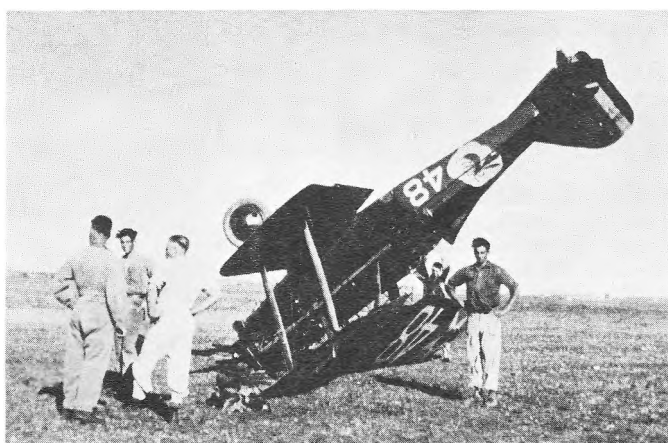
and 20,000 feet was accomplished in 50'-30". The best speed was recorded as 122.3 m.p.h. at ground level, 117.0 m.p.h. at 10,000 feet and 92.5 m.p.h. at 20,000 feet.

On Sept. 6, 1918, Lt. Col. H.C.K. Muhlenberg, C.O., of the Testing Department forwarded a Liaison report with numerous recommendations and findings on the American built S.E.5. Of greatest concern was the

cooling system. The American built radiator, made by Harrison, had a 30 gallon per minute flow compared to the 17.6 gal. flow of the English made radiator. The Curtiss S.E.5 was also found to have only 1/2" clearance between the radiator and the front supporting frame of the motor bed. It was recommended that the radiator be moved 1" forward.

## POSTWAR S.E.5's

After World War One the S.E.5's which were built by Eberhardt Aircraft Company were sent to Kelly Field. Designated S.E.5E's, they became the equipment of the 43rd School Squadron, (in WW-II it was the 43rd Fighter Squadron).



Insignia of the 43rd School Squadron.

Colors: Background - blue; Dark portion of wasp - black; Other parts of wasp - yellow; Outer border - yellow.

Photos from Mauno A. Salo Collection.

