

Kinner K-5 engine in the San Diego Aero-Space Museum. Meteor stacks curve up and over the space between rocker boxes.



This little ship has all the requirements for being an excellent flying model, lacking only the unpretty barn-door wings of the Lacey and Fike, with the obvious increase in area.

PHOTOS BY AUTHOR

# GENERAL WESTERN P-2-S "METEOR"

By AL LIDBERG . . . Here's a model that should fly well no matter what size you build it. So after you finish this peanut version, why not blow the plans up to the old Jumbo size?

• Born in Burbank, California, in 1930, the General Western P-2-S Meteor is a rare but nicely proportioned plane which did not survive the depression. It carries the lines of that short-lived breed, the sport parasol. Only 6 planes were constructed, so it is not too surprising to learn that none have survived. The Meteor makes a fine model subject and an especially fine Peanut scale project. Each plane carried the Kinner K-5, so we have a chance to model a simple radial engine which does not require a great amount of time, but adds so much to the model.

engine are not that easy to find, however, as most magazine photos of engines are not too clear. Fortunately, I did locate a book reference, the AIRCRAFT YEARBOOK FOR 1937, which included a general shape and dimension drawing. Soon after, I found a Kinner K-5 engine on display at the San Diego Aero-Space Museum. More recently, MODEL AVIATION, June '76, published an illustration of instrument panels probably used in the Meteor. Based on that arrangement, I cut some instrument faces from advertisements, rubber cemented them to an oval drawn on paper, and then reduced the size, using a Xerox machine.

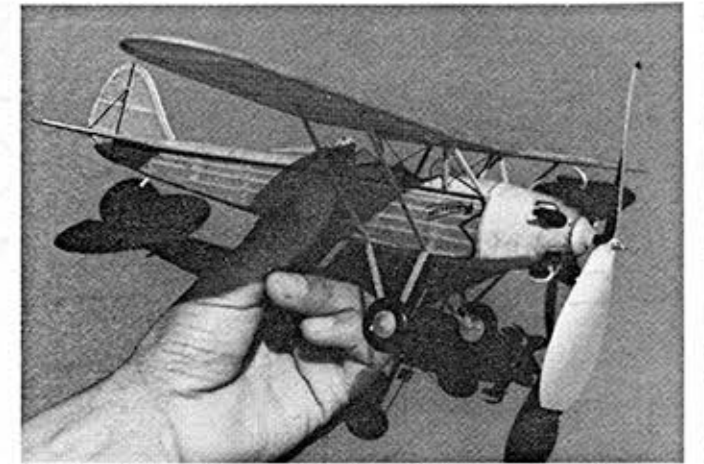
A number of scale references are available concerning this plane. They include MODEL BUILDER, Nov. '74 and AIR CLASSICS, Oct. '75; both of which contain photos, history and Peter Westberg drawings. Details on the Kinner

Construction of the Meteor is fairly conventional, but there are a few opportunities to try out some new methods and materials. The fuselage is made from

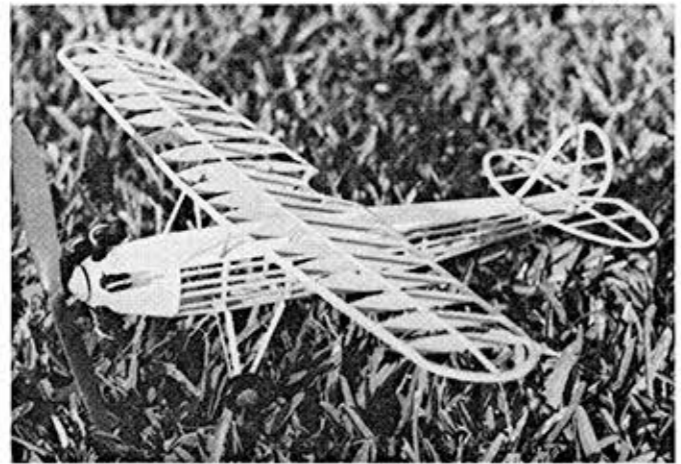
2 side frames built up of 1/16 sq. balsa, joined on the bottom by crossbraces and on the top by formers. Add the side and bottom formers near the nose and then cut out the side and bottom stringers. You'll find it easier to attach the landing gear to the fuselage before gluing on the stringers, so go ahead and bend the 2 wire landing gear parts to shape. The main gear wire is glued or epoxied behind the upright near former B1g, and the rear legs are attached just in front of the next aft crossbrace. Bind the gear wires together near the axles with thread and epoxy.

The bottom and side stringers may now be added. When dry, the stringers should be sanded (in a lengthwise direction), maintaining the basic egg shape shown by the formers. The

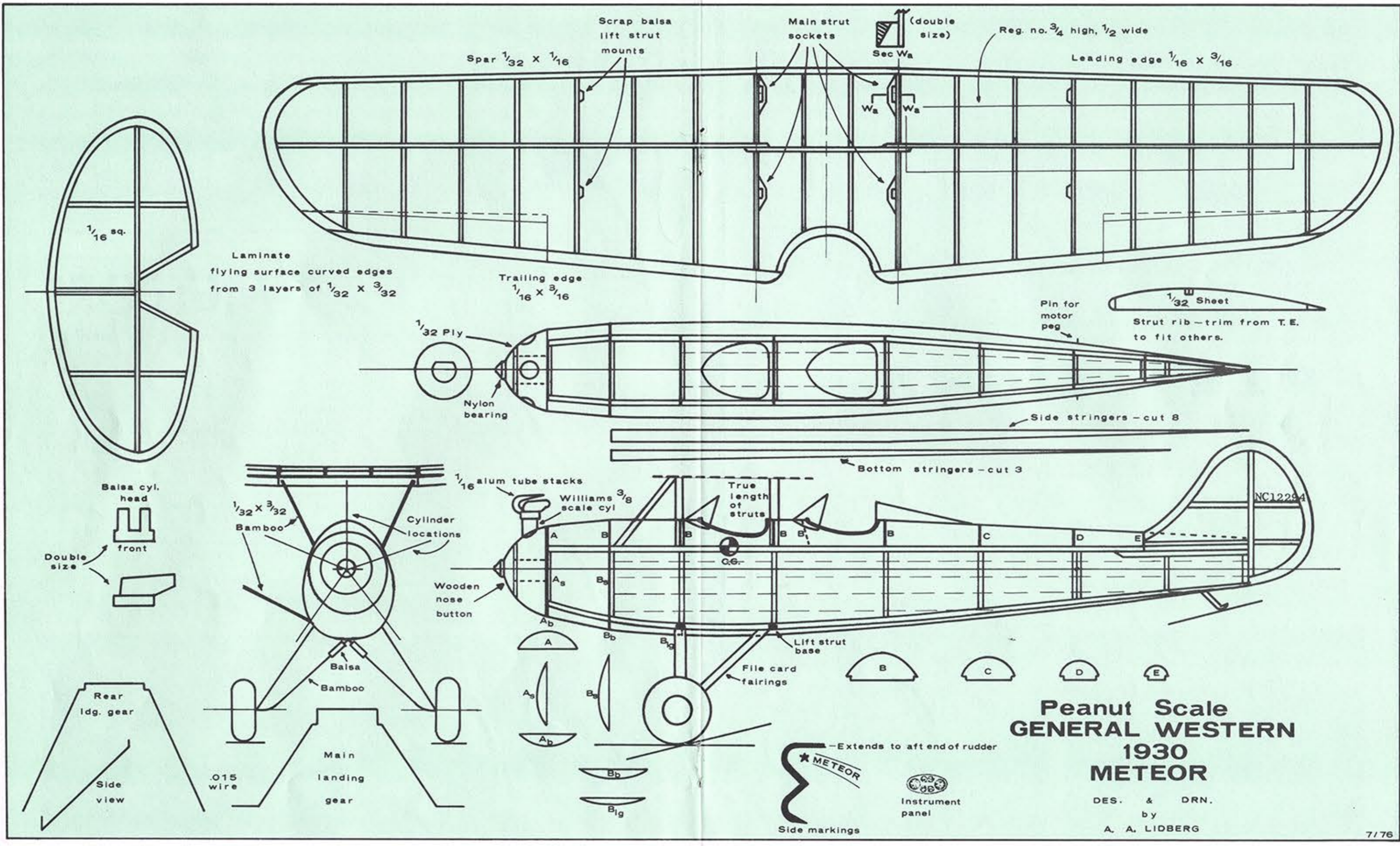
Continued on page 89



Propeller size is not the greatest for takeoffs, but sure does a lot for the flight performance of this cutie parasol.



"What are you doing in that cornfield!?" Framework photos are best taken on a smooth background, as this photo proves.



Peanut Scale  
GENERAL WESTERN  
1930  
METEOR  
DES. & DRN.  
by  
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