



TRAVELAIR 2000

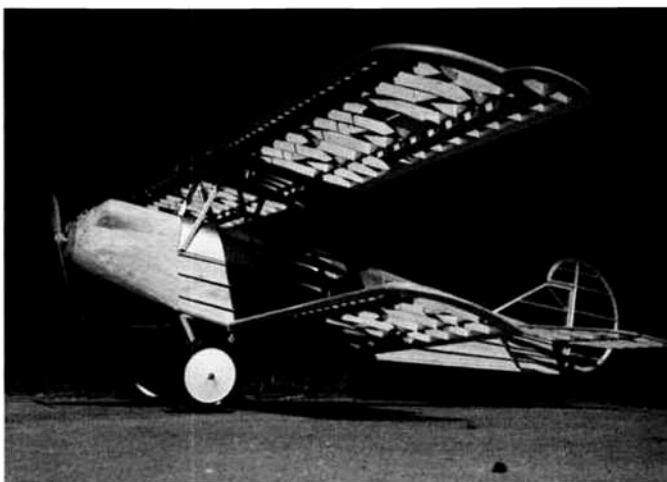
Classic airplanes, especially the two wing type, never die. Long after MAIM had discontinued plans for the T-Air we were getting requests for them... .So, here we go again, the "Wichita Fokker!" By Bill Northrop

• As announced in the February issue, permission has been obtained from MAN's Walt Schroder to reissue plans for the Travelair 2000, which we designed at 2 inches to the foot and had published in the

November, 1965 issue of M.A.N.

At the time we announced reissue, we had not checked the plans over in several years, and naturally figured that some updating was in order.

Actually, outside of a few suggested changes, we'll leave other modifications up to the builder. After all, what self-respecting modeler would build someone else's design without making some improvements?



The Travelair skeleton, with cowl still unsanded. Aluminum Multilith cockpit cover should be replaced with standard balsa sheeting.



Yogi Bear is going up for an aerial view of "Jellystone Park." We'd suggest revising that top wing lashup. Who wants rubber bands?!



The Travelair is a fun plane to fly. Very realistic in the air, it does square loops, side slips, very slow rolls (the only kind), and oh boy, the snaps!

First of all, the plans incorporate changes dictated by flight testing. No need to alter the force set-up. It works. Balance point is at Bulkhead F-6. A flat bottom airfoil might improve inverted performance, but the plane looks very realistic upside down with the tail hanging down at about 8 to 10 degrees. Airfoil is scale, but a little thicker to accommodate spars.

Structurally, the most needed change is from the Zerox Mulilith aluminum sheet cockpit cover to sheet balsa planking.

The aluminum was too flimsy and not available to everyone. Also, the removable section between F-5 and F-6 is not needed since the fuselage opening under the one piece bottom wing provides access to radio gear.

The scale sprung landing gear caused difficulty if you didn't maintain proper rubber tension. If you fly from a rough field, it would be better to make "V" a single piece going from one wheel to the other. Bind with rubber where it comes close to "Z." Ground handling would

improve by substituting a tail wheel for the skid. However, if you're a purist, rotsa ruck!

Incidentally, the plans were scaled from Joe Nieto drawings of the T-Air published in the February 1953 issue of M.A.N. If you don't have access to those, many of Nieto's scale drawings are on file at the Smithsonian, and the Travelair can be obtained for \$2.00. Write to Fiscal Division, Section M, Smithsonian institute, Washington, D.C. 20560.

H.I.E.