

CONSOLIDATED

Easy to build and stable to fly, the PT-3 would make a superb R/C model in any size . . .

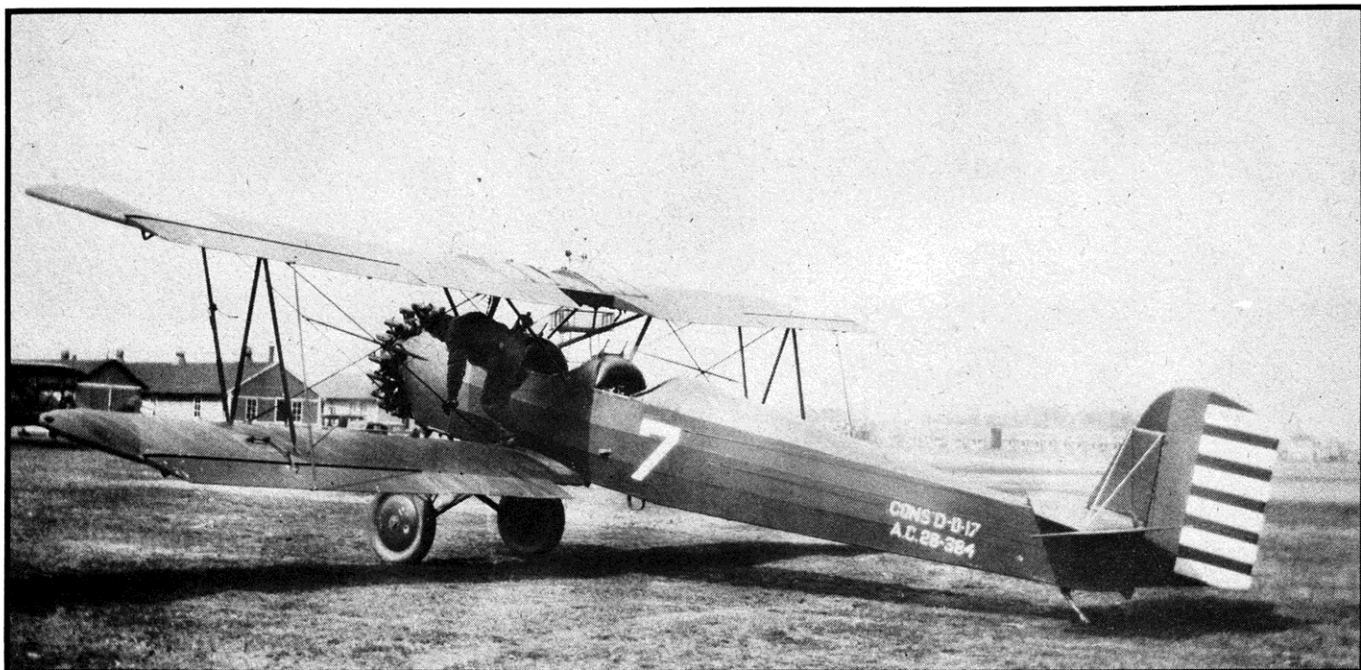
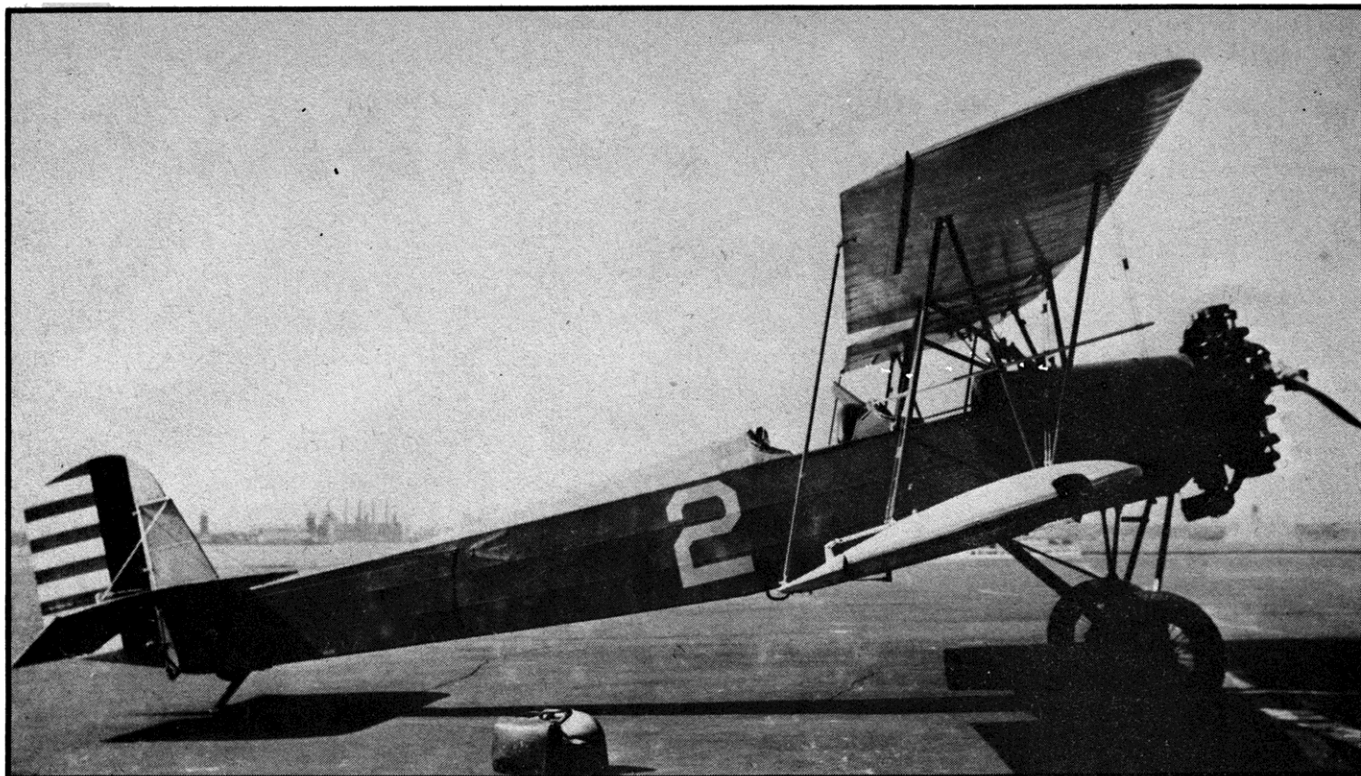
By Harold Osborne

Consolidated Aircraft Corporation was formed in Rhode Island in 1923 by Major Reuben Fleet. The first train-

er produced by the fledgling company was the two-seat PT-1, of which 171 were manufactured. The PT-3 was basically a modified and

The PT-1 saw 221 units built for the Air Corps with the 180 hp liquid cooled engine.

modernized version of the PT-1, with 250 being built as the standard primary trainer for the Army Air Corps. It became the first air cooled engine trainer used by the Army which at first had some concerns about the nine-cylinder Wright



PT-3: MODEL PLAN

“Whirlwind” J5 as opposed to its long history with liquid cooled engines. In short order the J5 proved itself and round engines became the order of the day for the next twenty-five years.

The PT-3 was an open cockpit biplane seating two in tandem. Built ruggedly, it could withstand terrific punishment at the hands of student pilots. All systems were kept quite

simple with components designed to offer the least amount of maintenance time. In its first service at Brooks Field, Texas, the aircraft acquitted itself well. It soon became the first trainer to be used for instrument training when a folded hood was fitted over the student’s cockpit.

A type certificate (#83) was issued in November 1928 and the plane entered production at the Con-

A Consolidated O-17 version of the PT-3 used by the National Guard as an observation aircraft in the early thirties. Note covered wheels, but otherwise it differed little from the trainer version. Powered by the Wright R-790-1 of 225 hp, thirty were built.

solidated plant in Buffalo, New York. The last remaining PT-3s are in the AIR FORCE MUSEUM at

