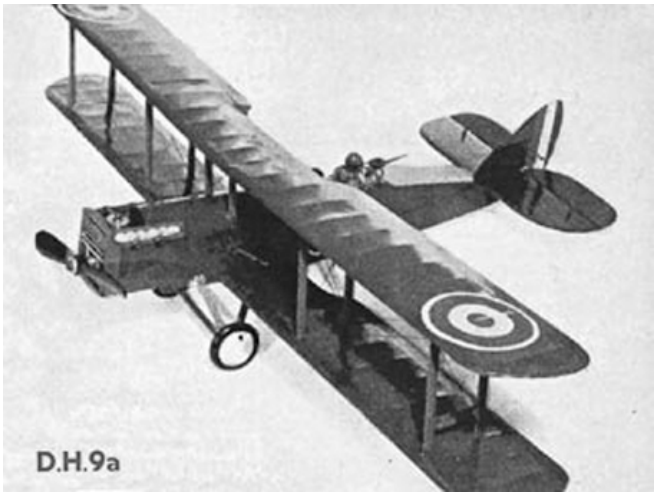
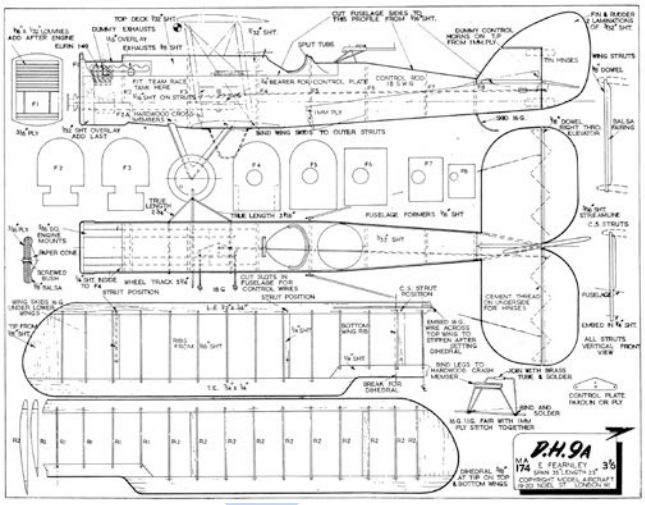
D.H 9a





E. Fearnley presents a 1917 warplane in the form of a scale control-liner for 1.5 - 2 c.c. motors.

The D.H.9a had a U.S. built Liberty motor with coil ignition, a service ceiling of 16,500 ft., top speed of 114 m.p.h. with a 460 lb. bomb load. Its appearance in June 1918 left it too late to show its real merit. The 110 (Hyderabad) Squadron were the first to receive them, and in the month or two in France carried out a number of successful raids in formation.

Our model is a faithful reproduction of the real one, suitable for a " hot " motor of 1.5 c.c. to 2.5 c.c. The Elfin 1.49 used in our model "stooges" it around at a reasonable speed in keeping with its type ; however those who want stuntability will prefer the 2.49. In the latter case, alteration of the motor mounts will be necessary.

Start the fuselage by cutting out the quarter sheet nose sides as indicated. Cement to these the motor bearers. While drying cut out the formers, and fuselage sides. Fit the quarter sides to the formers indicated, and when dry, add the sides to this assembly, and when dry, the rest of the formers. If the wood is chosen carefully, the fuselage will be in line. If there is any distortion, now is the time to steam this true. Fit the control arm and lead out wires, and the tail push rod. Leave the end sticking out of the rear hole for the time being. Add the undercarriage fittings of hardwood with the wire vees bound to these, and the plywood radiator at the nose, with the sheet undersurface of the nose, leaving a fuel drain slot at the rear. Fit a team race tank where shown, and add filler and lead out pipes. With the addition of the tail skid block the fuselage is now ready for sheeting up as shown. Do not sheet bottom yet, though. The cockpits are cut out afterwards, and details added. Dope on tissue all over, and sand and add filler sanding until a satin finish results.

The wings are almost identical. Construction is almost too simple. Use substantial wood for these, however, as a line job has to take quite a bit of knocking about.

The tail is of sheet and no difficulty should be experienced here. A one eighth dowel runs across the elevators to operate both sides in unison. The tail fin is offset to keep the nose out in flight.

Cover the wings when complete, and dope with two clear coats, and pin on a board, with the tips suitably propped on the top plane at each tip until dry. The bottom wings can be cut into two at the center section. Leave the spars jutting out though as these will be needed when fitting to the fuselage.

Make eight interplane struts as shown, and four center section ones the correct length. Drill eighth holes in the wings where indicated, and cut away the fuselage top to take the center struts. Fit the bottom wing first, by cutting slots in the fuselage to take the spars. Cement these in place, and leave to dry overnight with the tips suitably propped up for dihedral angle. Add the interplane struts to the bottom wings, and be sure they are dead upright, front view, and the correct stagger, side view. Cut away just enough tissue covering to allow plenty of cement into the dowel-to-wood joint. Add the top

D.H 9a

wing now, and fiddle about with this until it is all straight and true. We cut a small square of tissue from the top surface over each strut, and squeezed plenty of cement in, and patched over at this stage just to make sure. When all is set, go round the bottom wing fitting inside the fuselage with the cement again, and if all is satisfactory, the bottom sheet can be added. A ply lead out plate is now added to the outer struts, undercarriage detail finished, and the dummy engine installed.

The top surface is green, while the undersides are natural varnish. Fuel proofer will achieve this effect. Add the rings, not with 1945 style transfers, but full size almost the chord diameter, with full white rings. They are worth painting on for the sake of being scale. Dummy Lewis and Vickers guns can be added, the former on a wire Scarff ring. A couple of class A team race pilots, one with back to the engine complete the details except for the rigging.

Balance the model on the leading edge of the top wing with ballast before flying. If you do not you will have an Elfin powered F.F. job. Our lead nose weight parted with the model after two circuits, so we should know. The resulting impact on an aerodrome runway did not terminate our flying for the day, however.

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