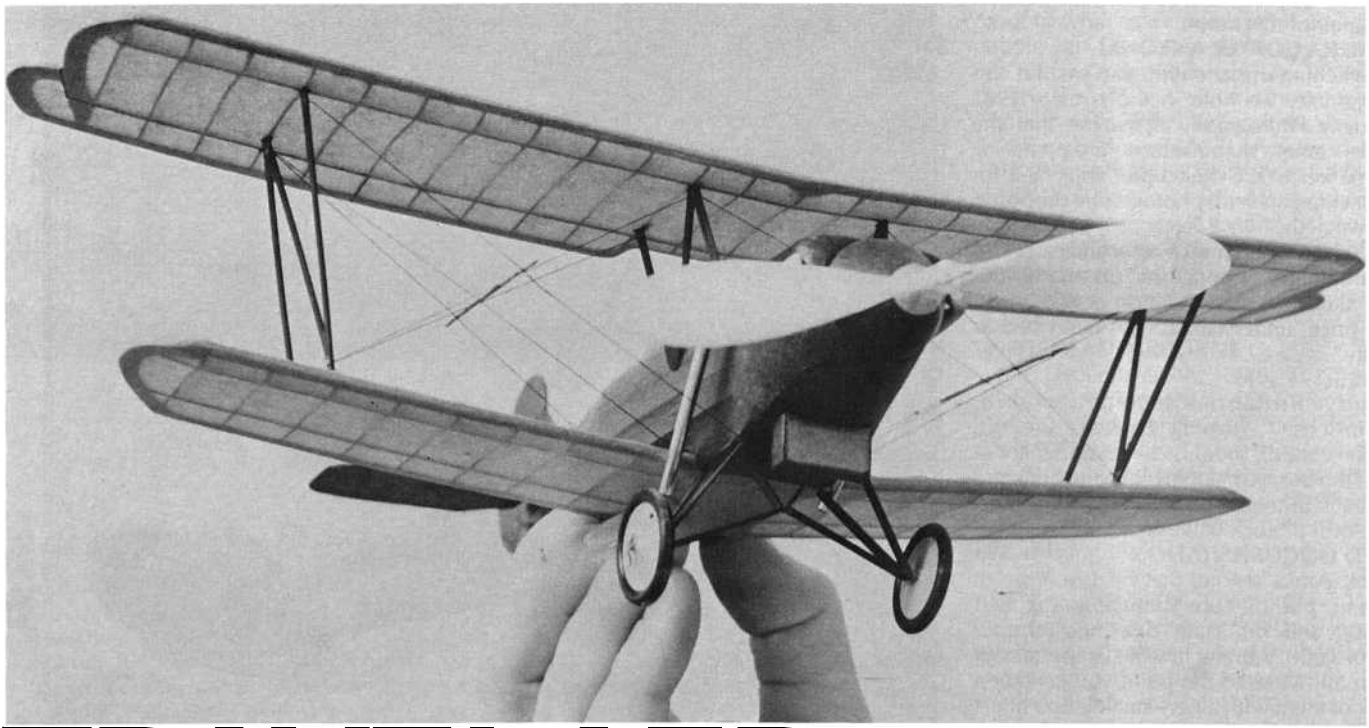


TRAVELAIR 8000

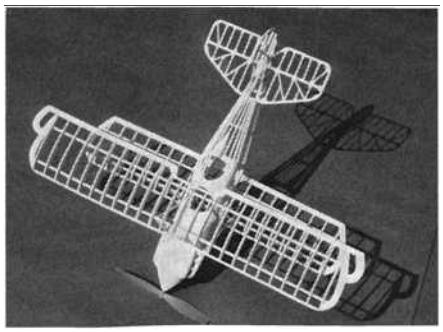
By DON BUTMAN. . .The return of a popular classic from the March, 1973 issue of Model Builder. A good project for the junior builder, this neat Travelair biplane is at home flying from a schoolyard field.

"Bi-plane' bi-plan/n: An airplane with two main supporting surfaces placed one above the other." So says Merriam Webster's Pocket Dictionary.

This definition is true for the Travelair 2000, but it lacks in expressing the appeal that this airplane has for certain two-winger buffs! This is the 4th Travelair 2000 that I have built from Bill Northrop plans, though it's the smallest of the lot.

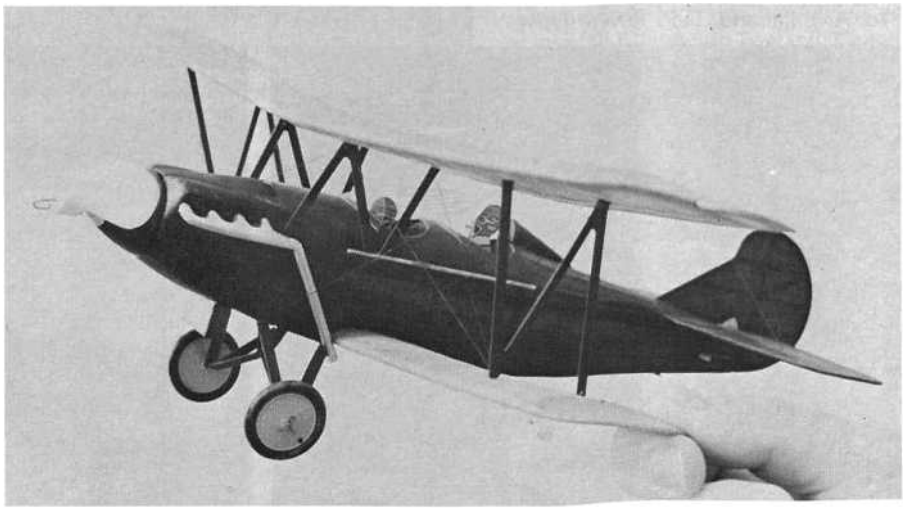
The May 1969 edition of *Sport Flying* magazine featured Travelairs. This included a story by Max Walton of Wichita, who restored a Travelair 2000 because he needed a test stand for an OX-5 engine! The result was a beautiful blue and silver Travelair 2000 that became a flying test stand. An interesting caption under one of the flying pictures states . .high (800 ft.) over the Wichita countryside at full throttle, 72 mph!" This magazine article, plus the reissuance of Bill's plans in the *Model Builder,* pushed me into peanut scaling the Travelair.

The model is built in the usual fashion, 1/16 sq. sides, formers, 1/32 x 1/16 stringers, 1/32 sheet around the nose and cockpits, and a bunch of 1/32 sheet wing ribs.



Bare bones of the 13-inch span Travelair. Ribs could be thinned out to simplify construction.

Great shot of the little Travelair climbing out. Schoolyards are big enough to fly her in.



Don's inspiration for this Peanut came from our 2-inch scale Travelair, plans of which were published in the July '72 issue of Model Builder.

gine cowling protrusions are shaped blocks and the front and "spinner" are the one piece with the prop 'way out in front. Sticklers for fidelity may prefer to move the prop back a 1/4-inch or so and build a spinner around it. Five-minute epoxy works very nicely for securing the landing gear wires and attaching the fairings. Also, a light coat of epoxy on the nose plug and mating opening in the fuselage will provide tight and durable wearing surfaces to keep the nose plug from falling out after the motor unwinds.

Colored Japanese tissue, plus a few thinned coats of clear dope are used for covering the model. A small amount of nose weight was required fora flat glide. So far, the flights have been relatively short, but it certainly looks good up there in the sky, complete with "Les Pilotes," o' course! Oh yes, Le Pilote in the front cockpit sits very low, because he is really a passenger; the real Travelair had controls only in the rear cockpit.