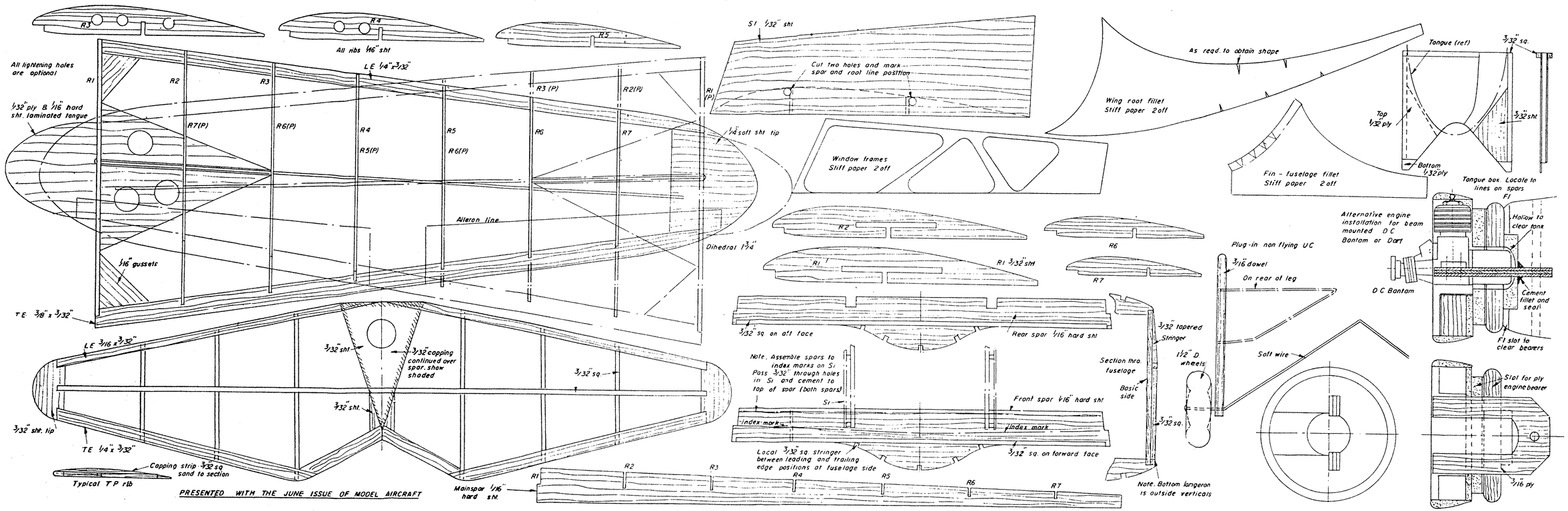

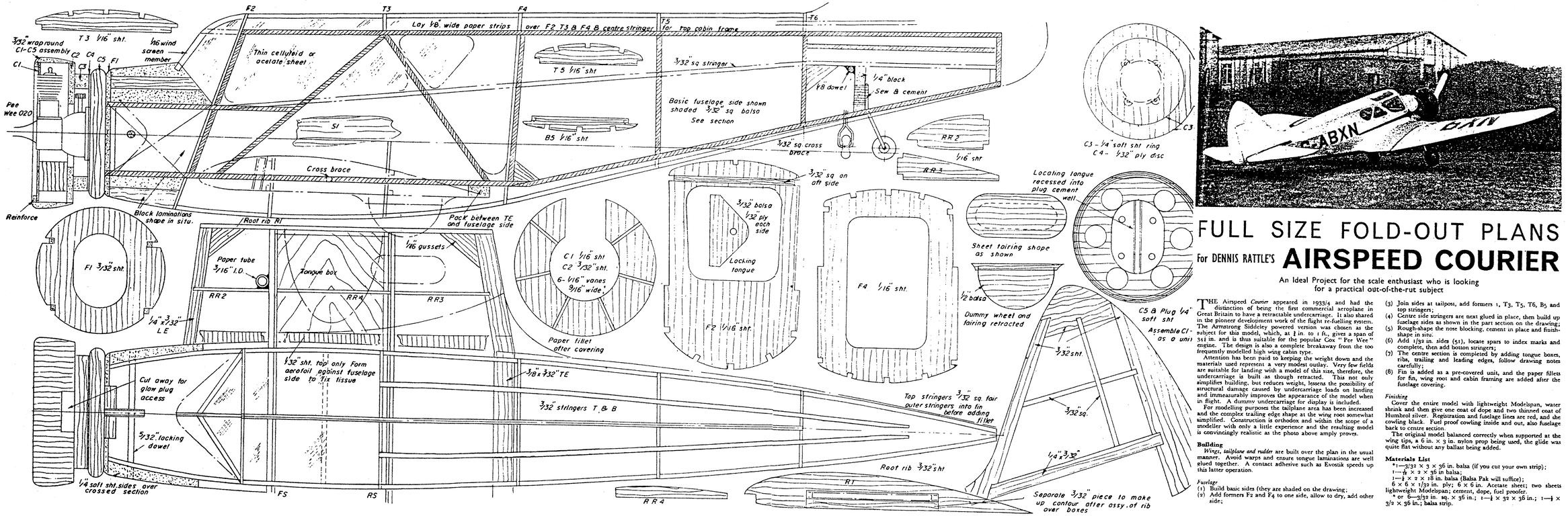

FULL SIZE FOLD-OUT PLANS

For DENNIS RATTLE'S AIRSPEED COURIER

An Ideal Project for the scale enthusiast who is looking for a practical out-of-the-rut subject

THE Airspeed *Courier* appeared in 1933/4 and had the distinction of being the first commercial aeroplane in Great Britain to have a retractable undercarriage. It also shared in the pioneer development work of the flight re-fuelling system. The Armstrong Siddeley powered version was chosen as the subject for this model, which, at ½ in. to 1 ft., gives a span of 54½ in. and is thus suitable for the popular Cox "Pee Wee" engine. The design is also a complete breakaway from the too frequently modelled high wing cabin type.

Attention has been paid to keeping the weight down and the materials used represent a very modest outlay. Very few fields are suitable for landing with a model of this size, therefore, the undercarriage is built as though retracted. This not only simplifies building, but reduces weight, lessens the possibility of structural damage caused by undercarriage loads on landing and immeasurably improves the appearance of the model when in flight. A dummy undercarriage for display is included.

For modelling purposes the tailplane area has been increased and the complex trailing edge shape at the wing root somewhat simplified. Construction is orthodox and within the scope of a modeller with only a little experience and the resulting model is convincingly realistic as the photo above amply proves.

Building

Wings, tailplane and rudder are built over the plan in the usual manner. Avoid warps and ensure tongue laminations are well glued together. A contact adhesive such as Evostik speeds up this latter operation.

Fuselage

(1) Build basic sides (they are shaded on the drawing;
(2) Add formers F2 and F4 to one side, allow to dry, add other side;
(3) Join sides at tailpost, add formers 1, T3, T5, T6, B5 and top stringers;
(4) Centre side stringers are next glued in place, then build up fuselage sides as shown in the part section on the drawing;
(5) Rough-shape the nose blocking, cement in place and finish-shape in situ.
(6) Add 1/32 in. sides (S1), locate spars to index marks and cement, then add bottom stringers;
(7) The centre section is completed by adding tongue boxes, ribs, trailing and leading edges, follow drawing notes carefully;
(8) Fin is added as a pre-covered unit, and the paper fillets for fin, wing root and cabin framing are added after the fuselage covering.

Finishing

Cover the entire model with lightweight Modelspan, water shrink and then give one coat of dope and two thinned coat of Humbrol silver. Registration and fuselage lines are red, and the cowling black. Fuel proof cowling inside and out, also fuselage back to centre section.

The original model balanced correctly when supported at the wing tips, a 6 in. × 3 in. nylon prop being used, the glide was quite flat without any ballast being added.

Materials List

*1—3/32 × 3 × 36 in. balsa (if you cut your own strip);
1—¼ × 2 × 36 in balsa;
1—¼ × 2 × 18 in. balsa (Balsa Pak will suffice);
6 × 6 × 1/32 in. ply; 6 × 6 in. Acetate sheet; two sheets lightweight Modelspan; cement, dope, fuel proofer.
* or 6—3/32 in. sq. × 36 in.; 1—¼ × 32 × 36 in.; 1—¼ × 3/2 × 36 in.; balsa strip.