



MODEL OF THE MONTH

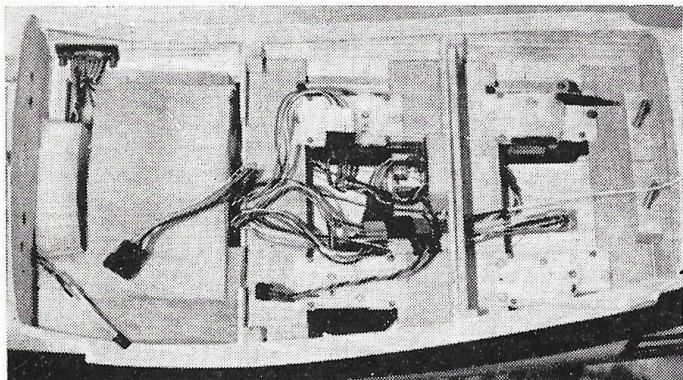
SUPERB NORTH AMERICAN T-28B MODELLED BY DAVID PLATT

ARMED with a thick wad of drawings, and photographs, to prove scale authenticity, Dave Platt arrived at R.C.M. & E.'s office recently, complete with the result of 6 months building, in the shape of a magnificent scale model of the North American T-28B trainer aircraft. In fact, so determined was Dave to achieve complete accuracy, that he also had a wad of photographs, data, and a pile of correspondence from the P.R.O. of U.S. Naval Air Squadron VA-122 stationed at Naval Air Station, Lemoore, California, U.S.A., where

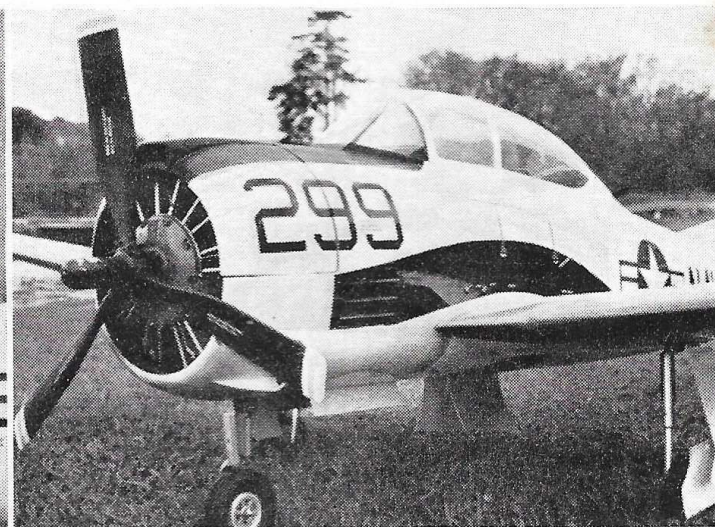
the full size example modelled by Dave is on charge. The P.R.O. had patiently answered all questions regarding colour scheme and detail.

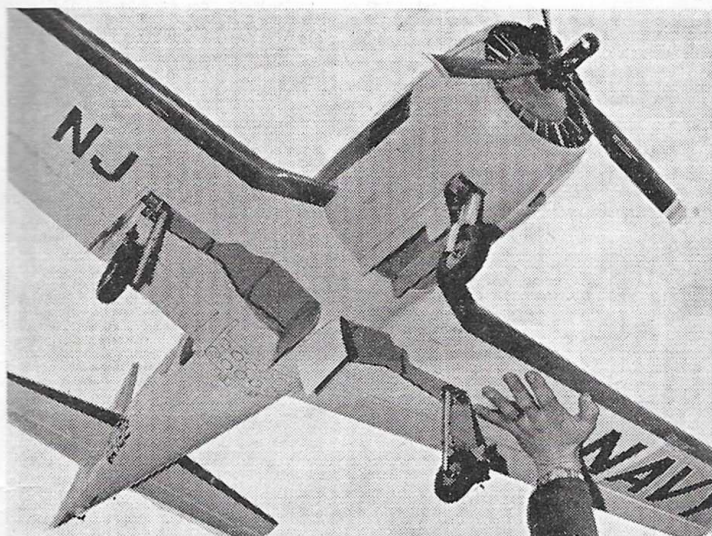
This T-28B spans 66 $\frac{3}{4}$ in., and weighs 10 lbs. 14 ozs.—just 2 ozs. under the competition limit. Radio installed is *F & M 12* with four *RMK* multi servos and one *Soraco servo* (Bonner) for aileron control. The scale propeller shown in the photographs here has a diameter of 17 ins., but for flying, a 13 x 6 in. Trucut prop. is fitted to the *McCoy 60* motor, which is modified to employ a *Merco* throttle, the barrel drilled out as much as possible.

The basic finish is a complete covering of white *Monokote*, over which two pack *Polyurethane* was brushed. Day-glow areas are sprayed *Humbrol "Blaze"*, and rivet lines applied with a clockwheel. Black numbering is also *Polyurethane* and scale stencilling is reproduced with *Letraset*.



Left: Cavernous radio compartment showing installation of *F & M* receiver and *RMK* multi servos. Note bolts for wing retention. Bottom left: tail cone of model, showing scale control surface hinges. Note static dischargers on rudder trailing edge. Below: Close-up of nose section. *McCoy 60* powerplant is hidden behind dummy scale cylinder ring.

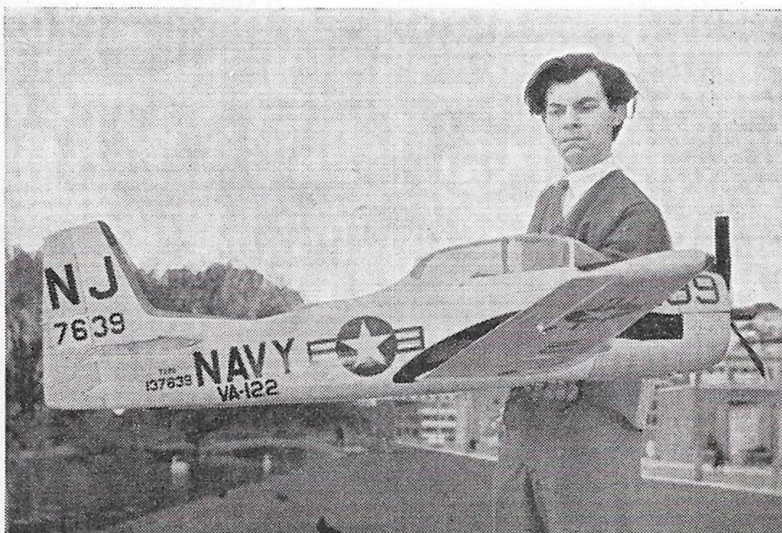
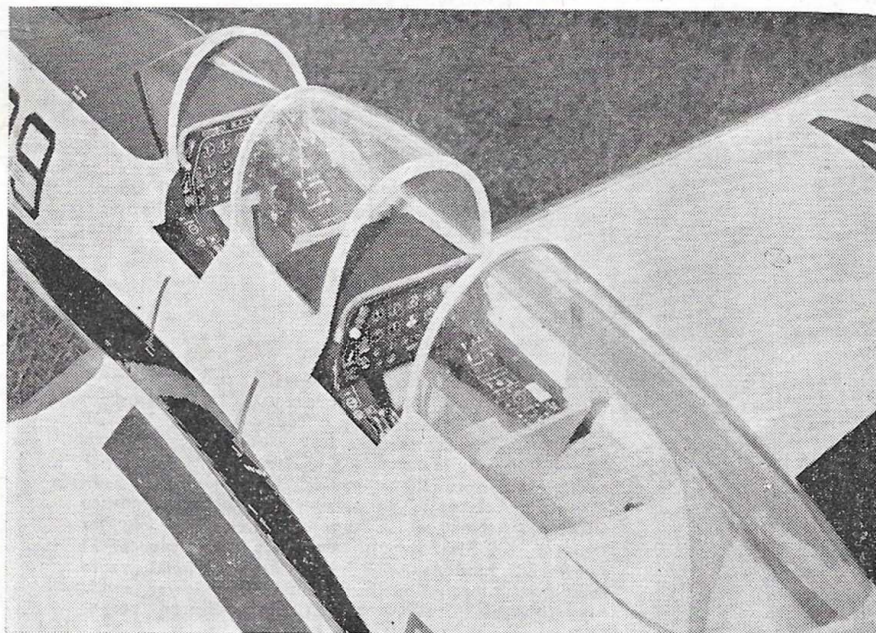




Above: underside of T-28B showing realistic tricycle undercarriage. Note undercarriage wells. Above right: undercarriage is fully retracting—this is how the model looks with gear "sucked up".

The undercarriage is fully retracting—including the two-piece undercarriage doors. The retracting units are basically *DeBolt Retract Gears*, reworked extensively and geared down to be seven times slower than the regular DeBolt gear for scale effect and power enough to lift the long, heavy legs. The three independent mechanisms are wired to start in sequence to minimise the start load on the 6v. 500 DKZ receiver/servo DEAC power supply. Each unit weighs 6 ozs., but Dave will also be offering a lighter (4½ oz.) unit commercially. Undercarriage legs are made from dural tube and the coil sprung noseleg is non-steerable.

Below: the cockpit canopy slides open and shut just like the real thing. The canopy, which is 19 in. long, is moulded in 1/32 in. Bexoid. Note green anti-dazzle patches running along roof of canopy. Two place cockpit is fully detailed as can be seen. Right: designer/builder David Platt connects up aileron servo and retracting undercarriage system, prior to fixing of wing.



Cowl diameter is 8½ ins., furnished with a dummy cylinder ring, to hide the upright McCoy 60 powerplant, which is completely hidden inside. Fuselage depth at the cockpit is 11½ in. and the cockpit interior is fully detailed with cockpit furniture and more dials than we dared to count. The cockpit canopy is 19 ins. long, moulded in 1/32 in. Bexoid. It slides open and shut like the real thing and can also be removed.

Asked why he chose the T-28B as a scale subject, Dave replied that the aircraft is a low wing machine, has trike undercarriage which retracts, and sports a bold colour scheme. He also commented that the success of the first flight with the model proved that such a huge diameter engine cowl need not necessarily be a detriment to flying performance.

