



FORD Tri-Motor

1/72 SCALE MODEL

The Ford Tri-Motor, affectionately known as the "Tin Goose", is one of the outstanding civil aircraft of all time and even now, after forty years, several of these great machines are in daily use. It was the Tri-Motor which was responsible for the growth of the airline system within the U.S.A. and achieved a record of reliability and ruggedness that was unequalled until the advent of the DC3.

In 1925 Henry Ford became interested in aviation and purchased a small aircraft company, the Stout Metal Airplane Company. A year later, after one unsuccessful design, the Ford 4-AT was completed which was to become the first of 200 Tri-Motors produced within the next seven years. The "Tin Goose" owed something to foreign influence, being much the same size and layout as the Fokker Tri-Motor and using the Junkers type of corrugated skin all-metal construction. One of the most advanced features of the Ford was that it was designed for assembly line production in much the same way as a Ford Car, in a modern factory built for the purpose.

From late in 1926 until June 1929 the 4-AT was in production and in service with many airlines in North America, opening up routes across the country and laying the foundations of the present airways system. Other 4-AT's were operated as executive aircraft and for joy riding and as transports by the U.S. Services. In July 1928 a new model had been introduced, the Ford 5-AT. This had new engines of increased power and was enlarged to give greater seating capacity, 15 seats in the 5-AT-B and 17 in the 5-AT-C. The new Tri-Motor was even more popular than the earlier model and 116 were built before production finally terminated in June, 1933 by which time the much more modern new generation of airliners such as the Boeing 247 were already in service.

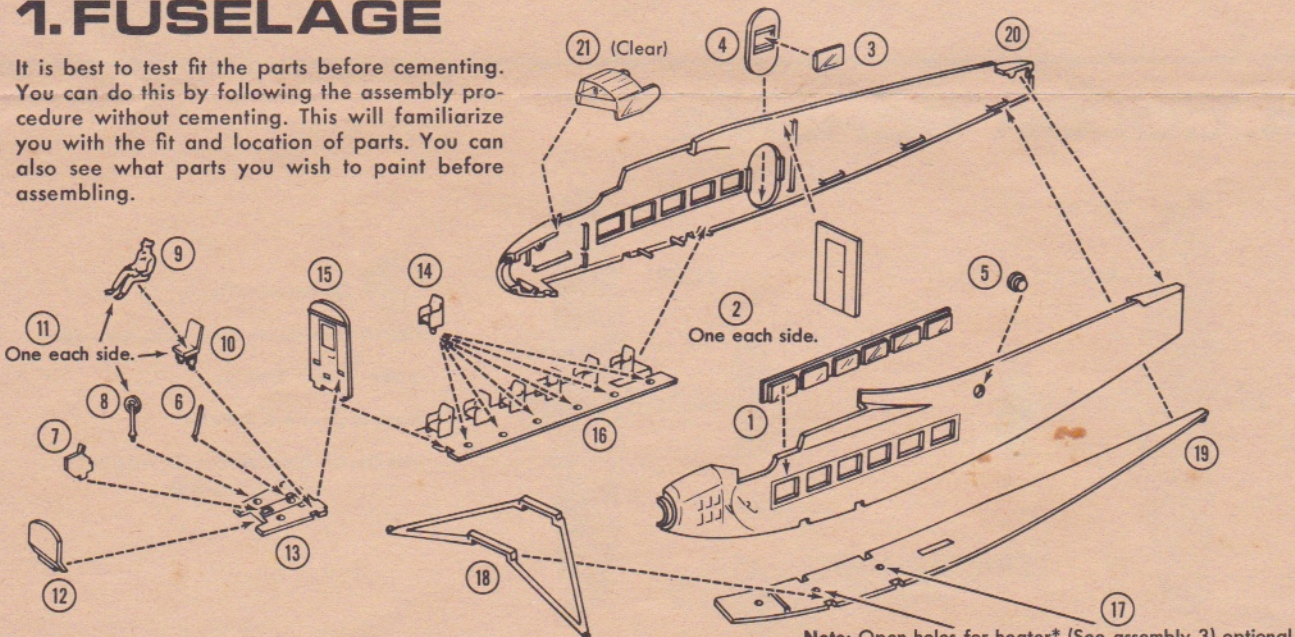
After production ended and the major airlines sold off their Tri-Motors, the "Tin Goose", far from fading away entered the second stage of her career: The three engined safety, the enormous strength of her construction and the ability to fly from the roughest unprepared airstrip made her eminently suitable for "bush" flying and many of the Fords found their way to South America. From 1934 until the 1960's the rugged Fords operated on passenger, freight and mail lines, many of them modified to carry heavy loads of machinery or fuel to the mines and building incredible records of dependability under the most primitive conditions.

Today the Tri-Motor is still in scheduled airline service in the U.S.A. with Island Airlines who operate three Fords over the shortest airline in the world with flights only 10 minutes long between take-off and landing. Other 4-AT's and 5-AT's have re-appeared in their original airline livery and 5-AT-B N9683, the subject of this model is an outstanding example. This aircraft was delivered to S.A.F.E., the predecessors of American Airlines, in 1929 and flew with them before being sold and operating for thirty years in Honduras, Nicaragua and Mexico. In 1962 she was repurchased by American Airlines and rebuilt at the original base in Tulsa, Oklahoma. Restored to immaculate condition she carried out a series of demonstration flights and exhibitions prior to being presented to the National Air Museum.

The 5-AT Tri-Motor is powered by three Pratt & Whitney Wasp engines, each of 420 h.p. giving a maximum speed of 135 m.p.h. and a range of 510 miles. Passenger accommodation is normally 15. Wing span 77 ft. 10 ins. and length 49 ft. 10 ins.

1. FUSELAGE

It is best to test fit the parts before cementing. You can do this by following the assembly procedure without cementing. This will familiarize you with the fit and location of parts. You can also see what parts you wish to paint before assembling.



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2. WINGS

