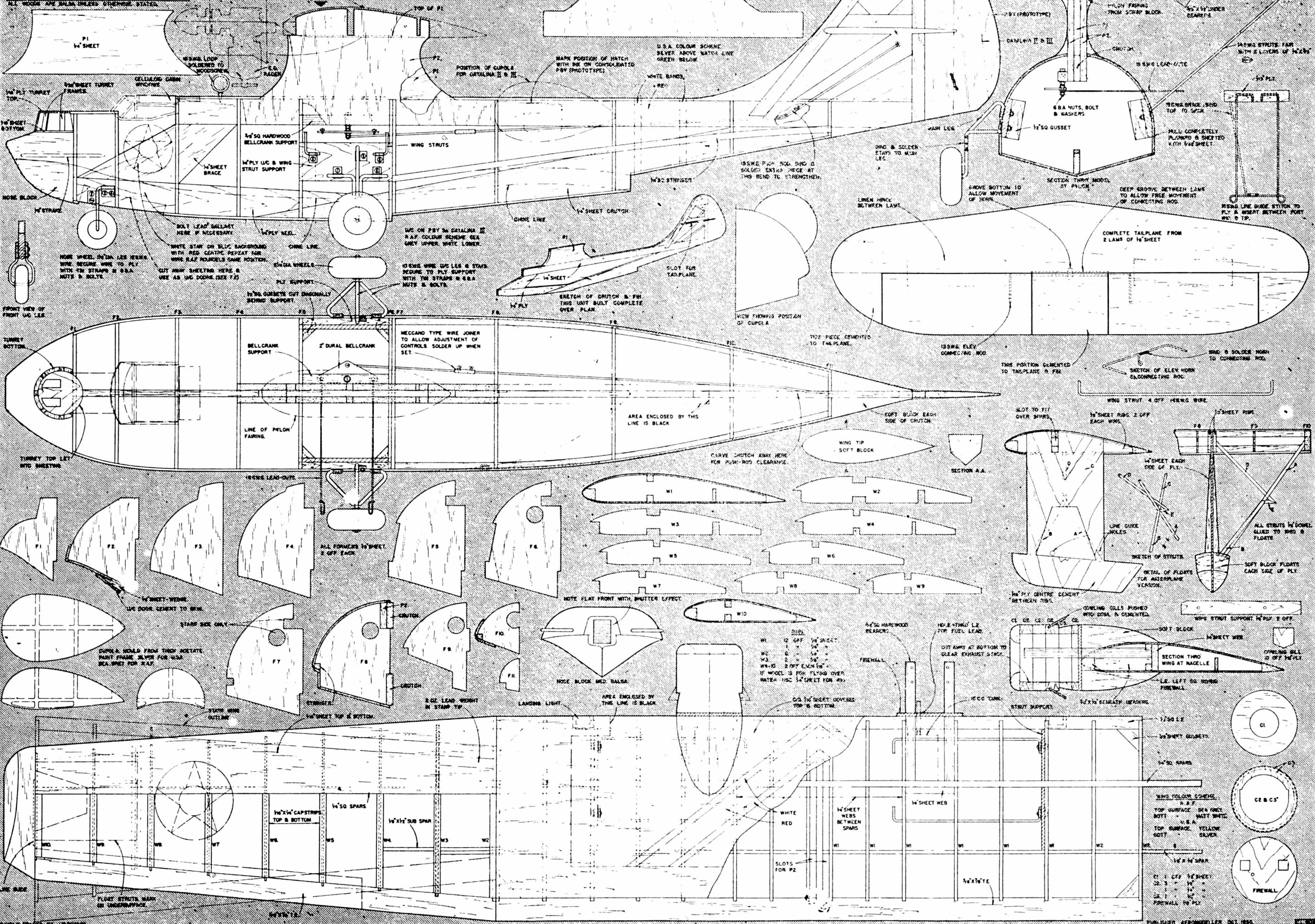


MATERIALS REQUIRED

4 STRIPS OF 1/4" X 1/4" X 36" Balsa	6 SHEETS OF 1/4" X 3/4" X 36" Balsa	1 LENGTH OF #16 SWG WIRE	4 Balsa BLOCKS 3/16" X 1/4" X 1/4"
2 " 1/4" X 1/4" X 36" "	2 " 1/4" X 1/4" X 36" "	1 " 1/8" "	30" FT. OF ACETATE
2 " 1/4" X 1/4" X 36" "	2 " 1/4" X 1/4" X 36" "	1 " 1/8" "	2 WHEELS 1/4" DIA.
2 " 1/4" X 1/4" X 36" "	2 " 1/4" X 1/4" X 36" "	1 " 1/8" "	1/2" DIA. NUTS, BOLTS & WASHERS
2 " 1/4" X 1/4" X 36" "	2 " 1/4" X 1/4" X 36" "	1 " 1/8" "	2 SMALL PIECES OF TIN PLATE
2 " 1/4" X 1/4" X 36" "	2 " 1/4" X 1/4" X 36" "	1 " 1/8" "	2 OZS. OF LEAD





The P.B.Y.5, 1938 version, was strictly a flying boat only. It could be distinguished for its curved rudder trailing edge, hatches in the rear fuselage and vivid colouring, as will be seen in the two photos on this page. Making it into an amphibian is rather cheating on scale; but if you happen to be a stickler for accuracy the "Cansos" as it was known to the R.C.A.F. is detailed. This was also the Catalina III in the R.A.F., and calls for straight rudder trailing edge, undercarriage up or down and massive rear fuselage gun cupolas that have to be moulded from acetate sheet. One need not be drab in colouring such a Mk. III, or a straight flying boat Mk. II, for Coastal Command camouflage allows a bright matt white finish for all the undersurfaces, and sea grey for the topsides which is a contrast sure to catch the eye. Add to this a nose roundel and individual aircraft code letter of same depth in drab red in front of the struts (Squadron code letters were not used) and the R.A.F. version too calls for many dope colours.

If you really want to be ambitious you can make it a P.B.Y.-5 flying boat, for overwater control-

An accurate scale control-line

CONSOLIDATED CATALINA

by F. H. Buckland & A. D. Kingswood

HERE IS A MODEL to delight the scale fan seeking something different, and its gay colour scheme will attract and hold the attention of any "concours" judge—this we guarantee! This does not imply that the "Cat" is just for looking at; built as a combination effort by Alan Kingswood and Frank Buckland, the original is now three years old and still rarin' to go.

First power units were AMCO 3-5s, but these were later exchanged for E.D. 2-46s. Not much power for a 63-inch model you say? Look again at the wing area and let us add that this four-and-a-quarter pound beauty has *taken off* and flown quite happily on *ONE* of these engines driving an 8 x 8 prop! The tricycle undercarriage makes landings and take-offs a joy—no nose overs here.

Equally at home on water or on land, the "Cat" prototype is seen here afloat with undercarriage detached. Painted wheel wells instead of actual recesses obviate any chance of a leak in the hull if such a dual purpose model is to be built. Tip floats, shown fixed here, should be put "down" for a water version. Who could fail to be attracted by such an ideal twin controliner?

Full size copies of the 1/6th scale plans opposite are available, price 7s. 6d. post free from AEROMODELLER PLANS SERVICE

lining with tip floats down as detailed and shadow-shaded in green and grey camouflage, with grey undersides and the Red Star of the U.S.S.R. on the rear fuselage behind the hatches. (No cupolas!)

Airframe numbers for a silver P.B.Y. (curved rudder) in R.A.F. markings was P9630, the same number appearing in large black figures under each wing, and a number for a Mk. III would be FP-533, appearing only on the fin root.

Whatever your choice for colouring, the Catalina, Cansos or Dumbo as it was known to Coastal Services throughout World War II, will be a building project worthy of any pair of engines totalling 4 c.c. or more and is certain to be a favourite with all who have built the successful A.P.S. Invader

