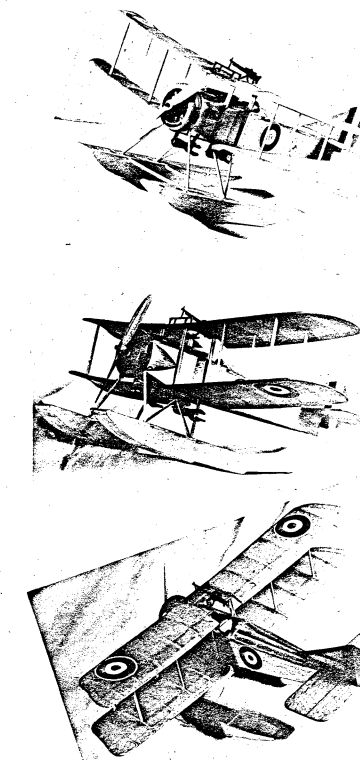
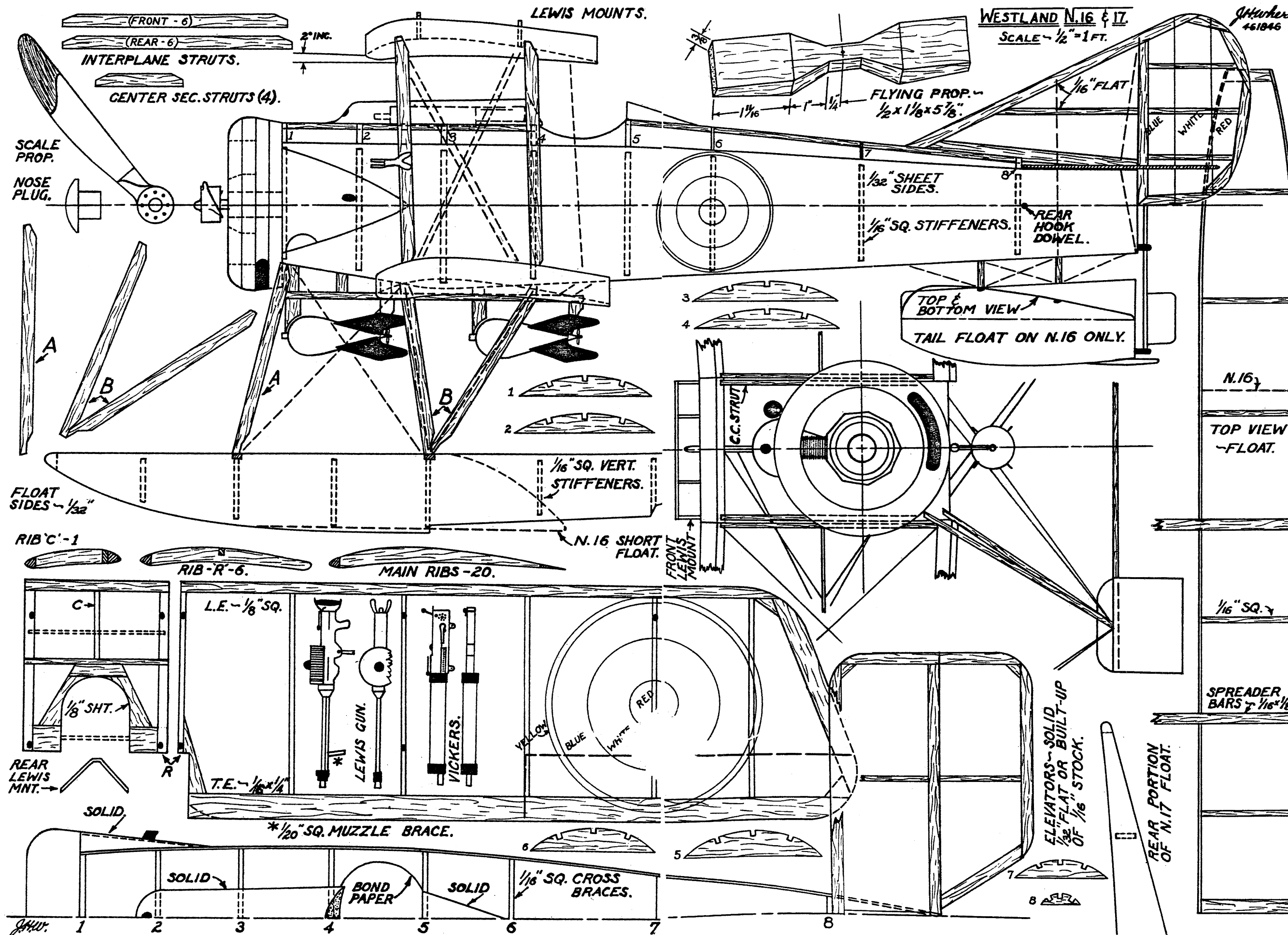


WESTLAND N-17

by JOSEPH H. WHERRY

World War I fans can build either a 2 or 3 float version of this famous plane from these plans



FREQUENTLY the author likes to get completely off the beaten path and design and build a model that is entirely out of the ordinary. Such a plane is the Westland N.17, a snappy two-float fighter-bomber brought out by the British during the latter part of the First World War. An earlier model used two short floats plus a small tail float; the plans are arranged so that either may be built.

The N.17 and its three-float older brother, the N.16, used the 150 hp Bentley rotary motor of nine cylinders. Both types were handy on the controls, fast for their type and time (about 108 mph), and were armed with a cowling-mounted Vickers machine gun and a wing-mounted Lewis gun. Each were fitted to carry two light bombs, usually of the 50 lb. fragmentation type for use against submarines, light naval forces, and personnel. Both planes featured folding wings and were normally stored aboard seaplane carriers, a type of ship that was popular with the Royal Navy back in the old days. The wings folded at a point close to the fuselage which gave rise to the curious placing of an additional set of interplane struts right next to the fuselage.

These ships saw a reasonable amount of service with the fleet; they were liked by those who flew them, and you will enjoy building and flying this First War seaplane fighter-bomber. A slightly different type of construction has been used with the result that weight is only slightly increased; however, the model is stronger than the usual flying scale job. The author's model is of the N.17 two float type; however, some may wish, for greater water stability, to build the three float job, the N.16.

Smooth 1/32" sheet balsa is used for the fuselage sides. 1/16" sq. vertical stiffeners are used and are shown on the plans with dash lines. These are cemented in place before joining the sides together which is also done with 1/16" sq. strips placed at top and bottom of fuselage as shown on the top view. The formers are of 1/16" balsa for Nos. 1 through 5; Nos. 6 and 7 are of 1/32" sheet, and 8 is of 1/16" sheet. The formers are mounted on top of their proper places; bottom of the fuselage is flat from nose to tail. All stringers are of sq. balsa. Bond paper of a light variety was used on the model shown in the accompanying photos from the nose to the back of the cockpit. Trace outline of the cockpit opening and cut this out before cementing the bond paper in place. The fairings on the sides just aft of the cowling are carved from balsa; hollow these for lightness and cement in place. The raised portion in front of the cockpit is also carved from balsa, hollowed out and cemented in place at this time. A check of the front view will show the correct cross-section, but note that this raised portion is slightly higher and wider right in front of the cockpit. Likewise carve the headrest and cement it in place. The entire fuselage assembly is now carefully and lightly sanded; we will cover it later.