



BOULTON & PAUL P-9
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The whole fascination of Peanut Scale is summed up in this photo of the author's P-9. The secret to success is getting detail without added weight.

BOULTON & PAUL P-9... BONUS PEANUT

By ED. F. HEYN . . . Peanut Scales are great . . . Biplane Peanut Scales are even greater . . . As we've had a bonus crop of 13 inches this season, we figured it was time to double up. Plans on next two pages.

● In 1918, Boulton & Paul, LTD. of Norwich, England, produced a small squarish two-seater biplane powered with the reliable 90 hp. RAF IA engine. Designated P-6, it was one of the earliest examples of an airplane built specifically for full scale aerodynamic research, particularly for investigation of the characteristics of airfoil sections. The single aircraft constructed was later used extensively by the Boulton & Paul sales division.

After the Armistice, the RAF IA engine was sold surplus, as was the comparable Curtiss OX-5 engine in this country. The Boulton & Paul P-9 was basically a slightly enlarged P-6 designed to utilize the surplus engine, with sales to the civilian market. Several

P-9's were built in 1919-1920. However, it was in competition with many cheap surplus military aircraft and sales were not up to expectations. With 3 hours of fuel aboard, the P-9 could climb to 5000 feet in 8 1/2 minutes. It had a maximum ceiling of 14,000 ft., a top speed of 104 mph, and weighed 1770 lbs., fully loaded. In 1921, two P-9's were entered in the Kings Cup Race around England. One of these, G-EASJ, piloted by Mr. C. T. Holmes, is the subject of this article.

Construction of the P-9 is not difficult, but like all bi-planes, two wings adds up to more work and extra care in alignment than a monoplane. The fuselage is a square structure with 1/16 square longerons. Make both sides to-

gether. Note that lightweight 1/16 sheet is used in the nose, at the lower wing and stab supports, and also for the rear peg support. Don't worry about the nose sheeting, as it is more useful there than a blob of clay. Before separating the sides, drill through two 1/16 holes for the lower wing spar stubs, a hole for the rear peg, and cut in the slot for the stab. Vertical members are 1/16 square forward of the rear cockpit and 1/16 x 1/32 aft. Top formers are

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The pleasing lines of the Boulton & Paul P-9 are all evident in this photo, which first appeared in an earlier issue of Model Builder. Author tells how to use rub-off lettering on tissue.



Rudder's eye view of the cockpit. Exhaust pipes bent from aluminum tubing.