Avro 504N

Built by Fran Oakey

The first Avro 504 was flown at Brooklands in July 1913 powered by a Gnome 80hp (60kw) rotary engine. Modifications to the basic design began with the 504A and by the end of the war in 1918 production had reached more than 8,000. The best known variant was the 504K, a design modification that was introduced to accept a variety of different engines.

The first genuine 504Ns were two ordered by the Air Ministry in 1925, these were however built from unused 1918 built airframes. One was fitted with a 100hp Bristol Lucifer engine and the other a 180hp Armstrong Siddeley Lynx. After trials at Martlesham Heath the 180hp engine was chosen for the production aircraft, with 598 being manufactured between 1925 and 1932. Apart from the lack of an engine cowl the most noticeable difference between the 504N and its predecessors is the redesigned landing gear, which eliminated the ventral skid.

In 1923/1924 the Avro 504K fuselage was used as the basis for the Cierva C.4 autogiro. From the C.4 the C.5 was developed then with financial support from the Spanish government the C.6A. On the 15th October 1925 the C.6A was flown at Farnborough to an invited audience and eventually the Air Ministry ordered two machines from Avro, the C.6C a single seater and the C.6D a double seater.

The design and stability of the prototype is such that the model has a faithful scale appearance without the engrossment of the tail surfaces. It was built from a Veron kit and is a 1/6th scale model of the prototype, designed for a three channel radio control system, throttle, elevator and rudder. The model is covered with a lightweight nylon cloth sealed with tissue shrinking dope then sprayed with the final colours and all surfaces were then painted with one coat of fuel proofing, brushed on.

An OS FS40 four-stroke glow engine is used to power the model turning an 11” x 6” prop.