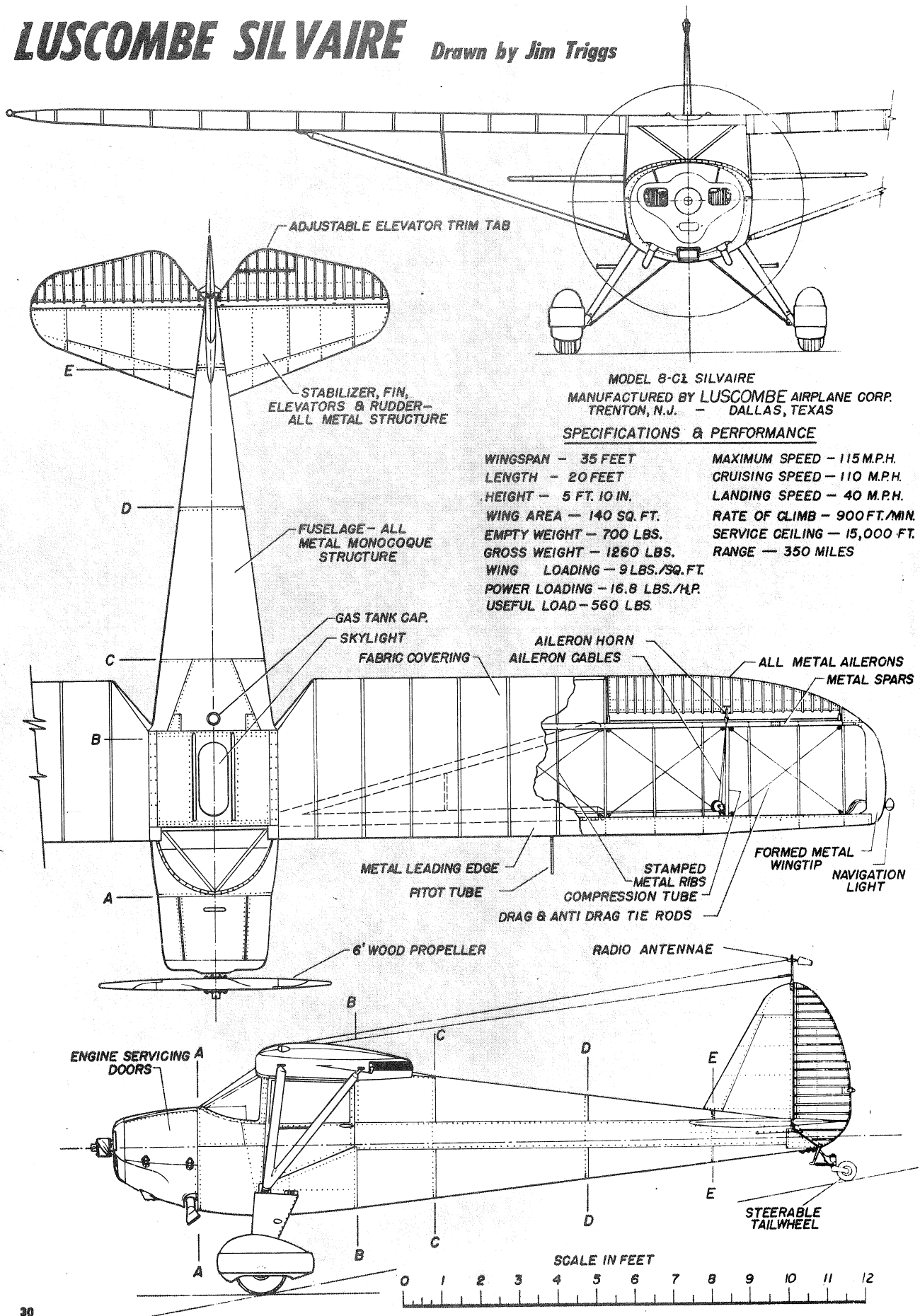


LUSCOMBE SILVAIRE *Drawn by Jim Triggs*



Founded in the mid 1930's, the Luscombe Airplane Corporation pioneered the development of die-cut metal construction in lightplanes. The first successful Luscombe was the all metal "Phantom" which was equipped with a 145 hp radial engine and a \$7,000 price tag. Subsequently a lighter model with a 90 hp radial engine was produced for \$4,000.

First of the "Silvaire" type of Luscombe airplanes was introduced in 1937 and by 1941 had evolved into a line of slick, modern lightplanes even by today's standards.

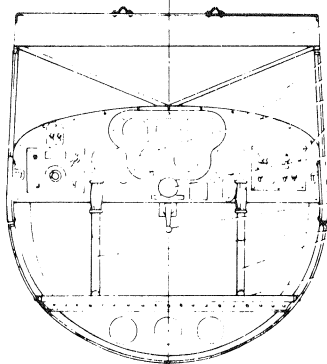
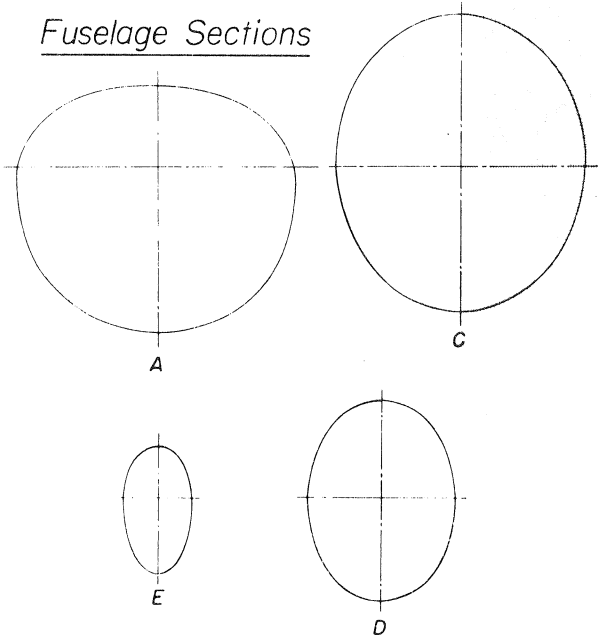
The airplane shown in the drawings is the 1941 Model 8C1 with the 75 hp Continental A75 engine. This, the DeLuxe Silvaire model, came with de luxe upholstery, full panel, wheel pants, etc. The Model 8A was first equipped with a Continental 50 hp engine, later changed to 65 hp (Model 8A2). The Silvaire Trainer (Model 8B2) had a 65 hp Lycoming O-145 engine. Both 8A2 and 8B2 were lacking in extra equipment such as found in the de luxe Silvaire models which could be supplied with two 12 gallon wing tanks, greatly extending the range of the airplane.

During the second World War, Luscombe manufactured many different products and accessories for military aircraft. In 1945, the company expanded from its original plants at Trenton, N.J. and added a modern plant at Dallas, Texas, resuming the manufacture of the Silvaire line.

(Continued on page 60)

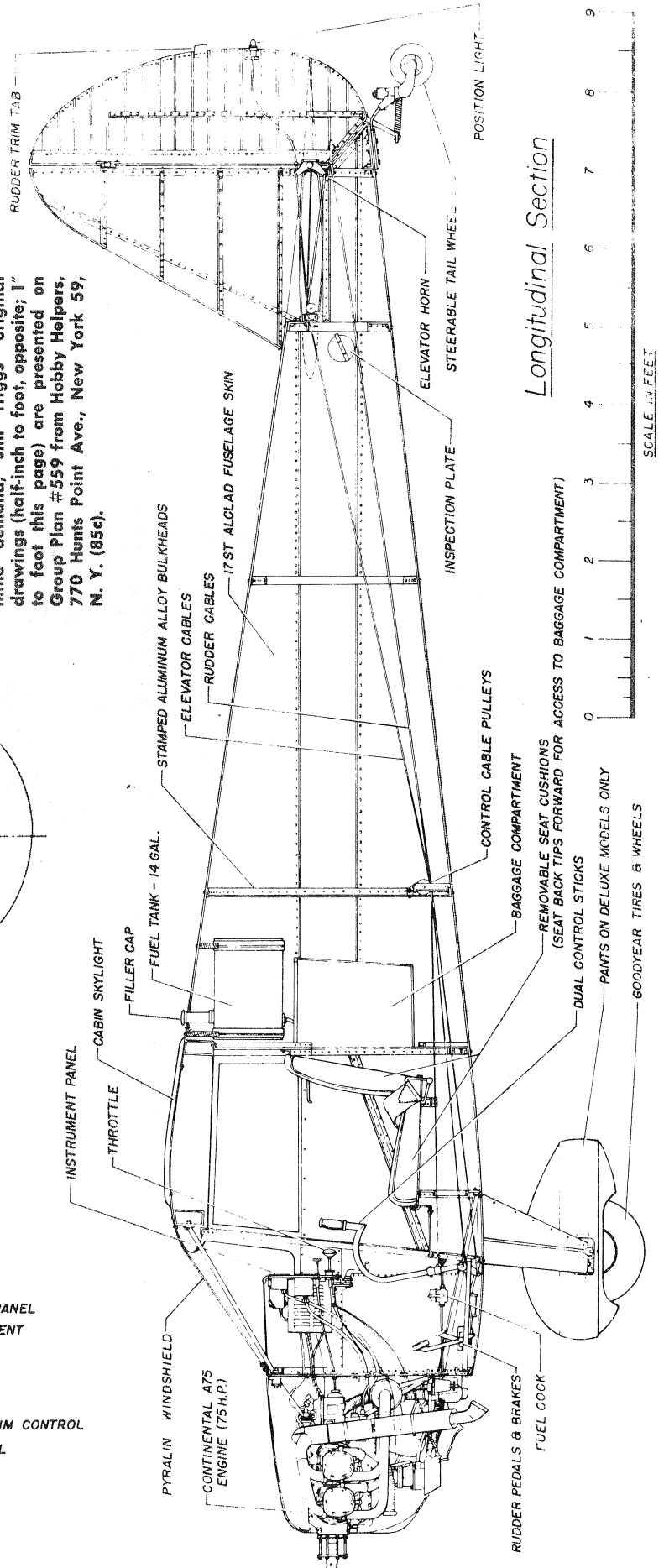
In response to requests and to determine demand, Jim Triggs' original drawings (half-inch to foot, opposite 1" to foot this page) are presented on Group Plan # 559 from Hobby Helpers, 770 Hunts Point Ave., New York 59, N. Y. (85c).

Fuselage Sections



- MAIN SPAR
- WINDSHIELD
- INSTRUMENT PANEL
- RADIO EQUIPMENT
- CABIN DOOR
- THROTTLE
- ELEVATOR TRIM CONTROL
- DUAL CONTROL
- SEAT BASE

B
(COCKPIT)



Longitudinal Section

SCALE IN FEET