AVIADYP This unusual French 'Aero' system is said to be from the 1950s, but as will be seen it may have existed in the late 1940s. 3 different periods (which I'll call Phases 1-3) can be distinguished and in each there were some 50 anodised aluminium parts. Many were common to all phases but there were significant changes. A few N&B are used in the models but mostly the parts push, slide, or clip together. The small range of models possible generally look very smart and realistic, and later included jet as well as propeller machines.

Fig.1

This account is based on ● A No.2 Phase 1 set, complete, and with many parts unused. ● 2 lots of parts, mostly Phase 2, lent by David Hobson; some of them were made up into a slightly incomplete Phase 2 model. ● The MCS pages, which show the parts in a No.2 set from Phase 2. ● Details of an unused Phase 3 No.4 set from Jacques Pitrat. ● Numerous Ebay pictures from the different Phases. My thanks to both David & Jacques for all their help.

The name Aviadyp is something of a puzzle. 'Avia' would denote aviation of course, and as will be seen, a cartoon boy figure called 'Bébé DYP' was featured in Phase 1. But all that Google yielded was that DYP as the initials of a Turkish political party, or standing for 'draw your partner' in team games.

The manual with the Phase 1 No.2 set has an intro signed by 'Bébé Dyp' with two addresses underneath. The first is 'Société Sofic, 4 rue de Ponthieu, Paris' (near the Champs Elysées) but a rubber stamp has been used to cross it out and add '9 Rue de la Liberté, Argenteuil' (a north-western Paris suburb). 'DISTRIBUE PAR S.O.F.I.C.' was also on the Set's lid but a piece of thin card has been pasted over it. Another lead is from an Ebay item, a small box containing a pair of Under-carriage Legs & Wheels, and stamped '?----? & Accessoires, É?---? (possibly Établ.) AVIADYP, 104 rue Daniella Casanova, Aubervilliers (Seine)', an address in the north-eastern outskirts of Paris. Louis Petit is mentioned in several Ebay items but probably because his signature is on some AVIADYP artwork.


Fig.2

The only indication of a date comes from the Phase 1 manual. It contains a ditty which starts 'C'est le jouet DPY de Paris / Dont les J3 sont ravis' (It's the DYP toy from Paris / That the J3's adore). The 'J3' was a puzzle until Jacques explained that during WW2 and for a few years after, J3 was the designation of ration cards for youngsters (J for jeune) from 13 to 21 years old, and between 1940 & 1950 teenagers were commonly called 'les J3'.

Since no firm dates are known the order that will be assumed for the sets & parts is based on changes & improvements that can be seen in the parts & models. In Phase 1 low wing, parasol wing, & biplane models can be made, all with a propeller. The Phase 2 models are all low wing and probably include jet as well as propeller types. Also the method of


Fig.3

making the fuselage is changed completely and greatly simplified. Phase 3 has an improved method of attaching the wings, a nose-wheel undercarriage (U/C hereafter), a C/W motor to drive the main landing wheels, and later, plastic parts for the empennage (tailplane, elevators, fin, & rudder).

To aid future reference all sets, models, etc described will be given a reference: Av1-1 for the first in Phase 1; Av2-3 for the third in Phase 2; etc.

PHASE 1

There were 2 basic outfits, Nos.1 & 2, and 2 linking sets, 1A & 1B. The 6 models that could be made with the No.2 are shown on the lid, see Fig 1. Only the Low Wing Monoplane with the wheeled U/C can be made with Set 1. Set 1A adds Floats and parts to convert the 2 Wings into a parasol wing. Set 1B then adds the 2 more Wings needed for the biplane models.

No.2 Set [Av1-1] (Figs 1-12) The stout cardboard box, 50½*40½*6¼cm, has a hinged lid. It has faded and originally it probably looked similar to the small parts box in Fig 4 below but with wider bands of blue & grey. Fig 1 is the lid label, 30*26cm, and as already mentioned it shows the 6 models that can be made from the Set. It is signed by Maurice Roubaud. The logo has 'C'est un jouet de Paris' around the edge and the brown pasted slip under the model hides the S.O.F.I.C. name. The parts are on 2 cards, one (Fig 2) clips inside the lid & the other (Fig 3) is in the bottom of the box. Both of these photos show the centre & righthand sides of the cards; with minor exceptions noted later they are symmetrical. Most of the parts are individually tied down with white elastic cord but the Wheels are clipped on & the small parts box is glued to the card. It is 5*5*1½cm and is shown below with samples of the parts in it on top.

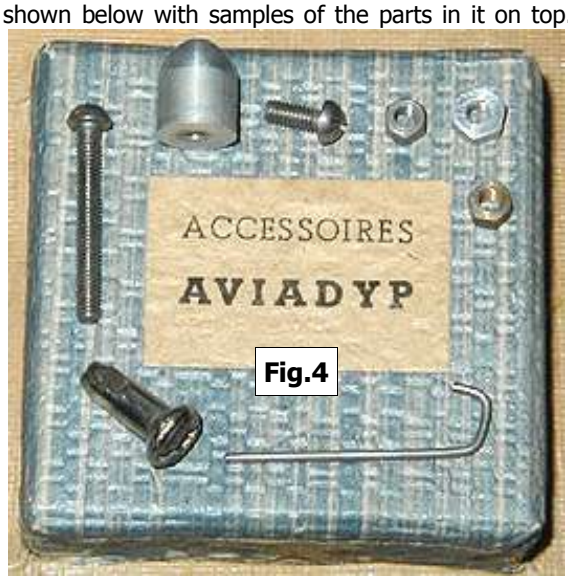
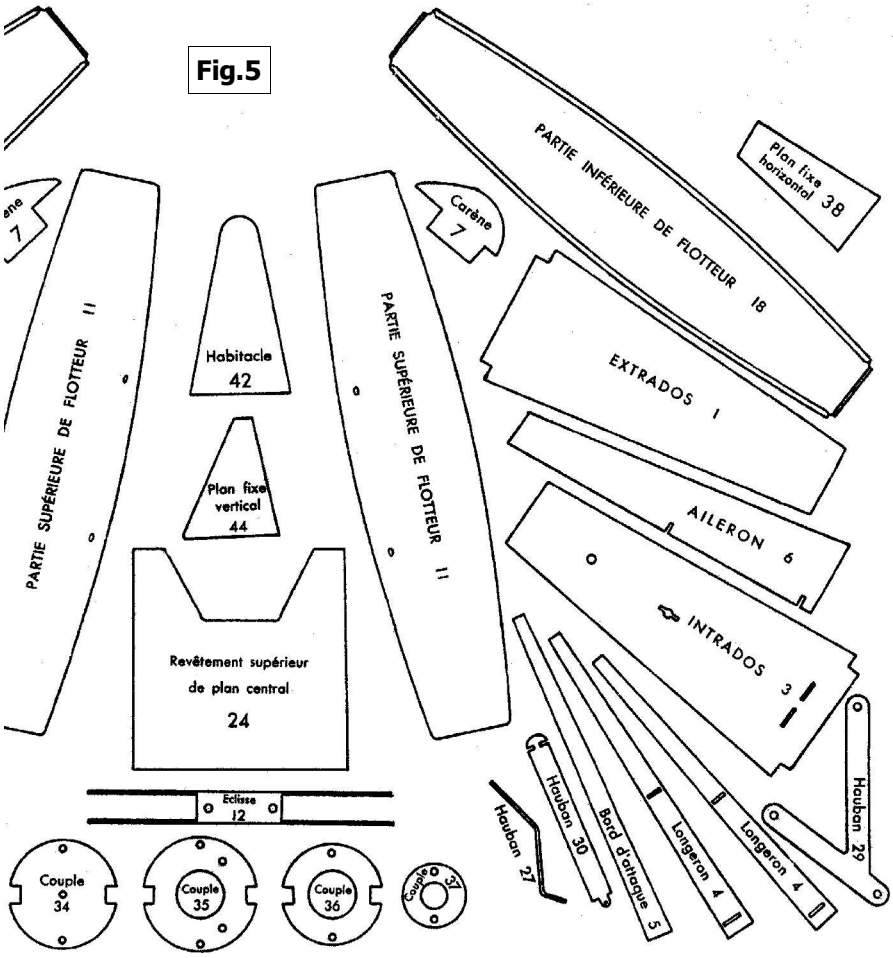
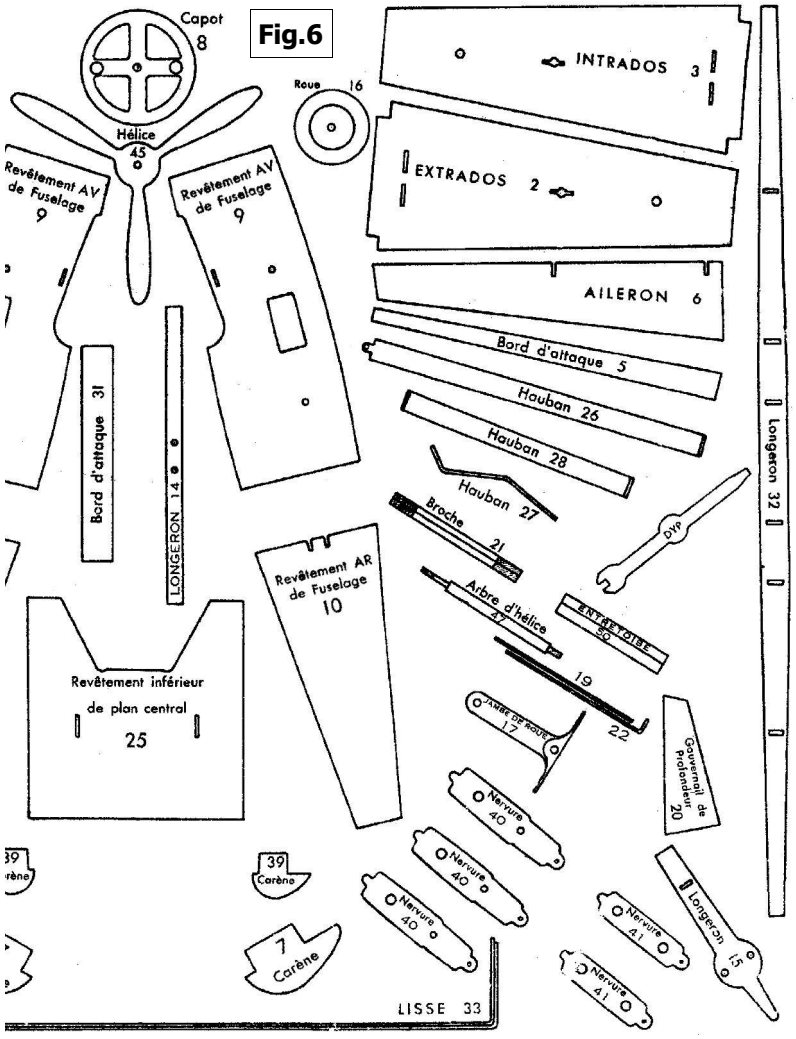


Fig.4

Figs 5 & 6, taken from the manual, show the layout of the parts on the cards & correspond to Figs 2 & 3 - again the LHS has been omitted.

Assembling the Models Before giving details of the parts it will be best to describe how the the models are built. The 8 stages in Fig 7 (overleaf) are





from the manual, slightly enlarged, and each is supplemented there by thorough notes.

In **Stage 1** the Wing Bracket #12 is bolted to the Frame #35 and the Propeller Shaft #47 to the Frame #34. Then the straight ends of the wire Longerons #33 are passed through the Tail Spar #14, the Fin Spar #15, and the 4 Frames. The parts are spaced apart by Tubes #48-50 and a Special Nut #51 is screwed on to the end of each Longeron.

In **Stage 2** the Tailplane Leading Edge Wire #19 is fitted through holes in the upper of the two Rear Fuselage Skins #10 and then the latter are pushed together, with an overlap along their horizontal join, and pushed into the circular recess of the Fin Spar. The handed Front Skins #9 overlap the Rear Skins except that a tab top & bottom goes under them. They also overlap each other along their top & bottom joins, and the two Studs #21 hold them in place.

Stage 3 consists of removing the Nuts #51 to allow the Engine Cowling #8 to be pushed over the Front Skins; replacing these Nuts, sliding the Propeller #45 onto the Prop Shaft; screwing on the (non-rotating) Spinner #46 to retain it; and springing the tabs on the Cockpit Canopy #42 into slots in the fuselage.

Stage 4. The Fin, Rudder, Tailplanes & Elevators are mounted. All these parts are based on formed U-sections, & Figs 8,9 below (not to scale) are sketches of their assembled

cross sections. The Fin #44 springs into the Fin Spar (Fig 8), and the latter has a pressed out lug which passes into a slot in the Rudder's leading edge. A Wire #22 is pushed through a hole in the lug and one in the lower flange of the Tail Spar to retain the Rudder and allow it to pivot. Each Tailplane #38 slides onto the Tail Spar and the Wire #19 helps to locate their leading edges. Each Elevator pivots individually on the right angled end of a Longeron #33.

Stage 5 is the assembly of a low wing (see also Fig 16 though this is from Phase 3 & has different PNs - also in Phase 1 both Spars should be like the #23). The Ribs #40 & #41 push into the U-section Spars #4. The Lower Skin #3 is then added with its folded over edges sliding over the arms of the Spars. The U/C Leg #17 passes through the slot in the Skin & is bolted to the Rib. The Upper Skin is slid on in the same way as the Lower one. The Leading Edge springs into the Front Spar and the Elevator pivots on the Wire #23 which passes through the holes in the lugs on the end of the Ribs which poke through the Spar (similar to the Rudder but with 2 lugs). In order that the Aileron will stay in any position it is moved to, the Wire must be curved to spring it against the Spar. To complete the wing the Wing Tip #7 is pushed in and then the wing pushes onto the Wing Bracket #12 - the Inboard Rib is cut back top & bottom (see Fig 17) to allow the tongues of the Bracket to fit between it and the Wing Skins. All that remains to complete the low wing model is to attach the Wheels #16; each is free to turn on a Long Bolt lock-nutted to a Leg #17.

Stage 6 shows how the floats are mounted. They are spaced apart by Interfloat Struts #28 bolted to the Float Tops #11; the same Bolts are used for the 4 Fuselage Struts #27, their other ends are nutted onto the cross-fuselage Studs #21. The Float Bottoms #18 have turned over sides and these clip over the formed edges of the Float Tops.

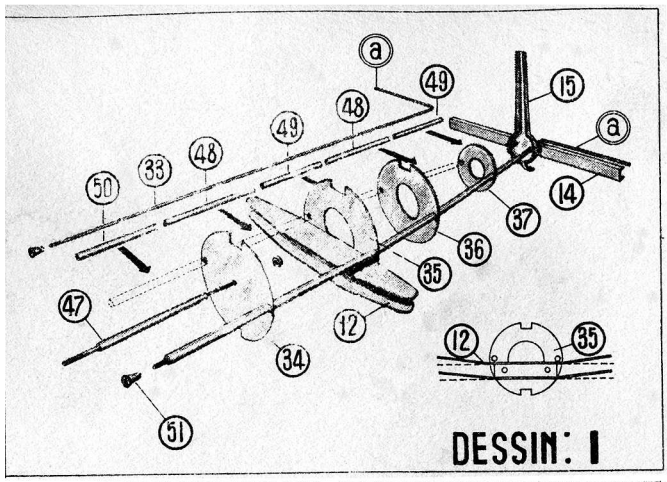
Stages 7 & 8 shows how the wing for a parasol wing model is made & attached. 2 Ribs #40 are fitted in the centre section between the 2 Full-span Spars #32, and the Lower Centre Skin #25 is slid on over the Spars. One end of each V-Struts #29 passes through a slot in the Skin and is bolted to a Rib. The Ribs in each outer wing are put in place and the Top Centre Skin #24 is slid on, also the Centre Leading Edge #31. Each outer wing is built in the same way, as follows. The Lower Skin slides on and a Wing Strut #26 is attached to it - its small lug passes through the round hole in the Skin and a Wire Pin #52 is pushed through the small hole in the lug to hold it in place. The Top Skin slides on with its joggled end under the Centre Skin #24. That completes that side of the wing apart from adding the Leading Edge & Aileron. To mount the completed wing the ends of the V-Struts & Wing Struts are nutted onto Studs #21. Also on these Studs, the U/C Legs #27, and they are joined at the Wheel end by Strut #28, the part also used for the floats. The Wing Bracket #12 is of course omitted from the fuselage for the parasol wing model.

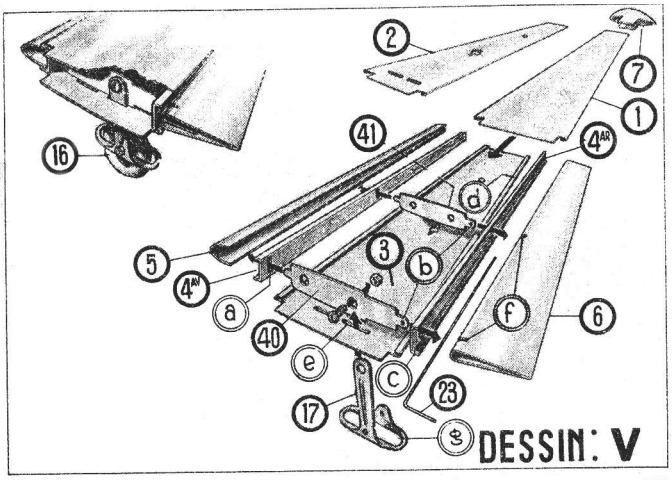
For the Biplane (see Stage 7) the upper wing is as above except that on each side the Wing Strut is replaced by an Interplane Strut #30. The semi-circular end of the latter is first put into the hole/slot piercing in the lower wing and turned through 90° to keep it in place. Then the lug end fits through the hole in the upper wing and is again held by a Pin #52.

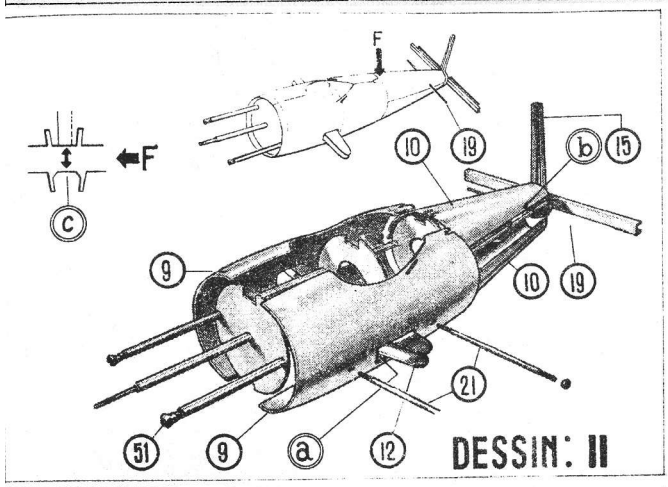
The Completed Model I made the Biplane with Floats shown below. On the whole the parts fitted together well though the assembly was tricky in places and a fair degree of force was needed at times. To push the Wing Skins on for example, and removing them was very difficult indeed. The finished model is impressive in many ways, and a joy to behold, but there are 3 weak points. First, the Wing Panels are rather thin and when found often have little dents in them. Second: the method of attaching the lower wings is unsatisfactory; they are unlikely to fall off but can easily be knocked out of true fore & aft, particularly in the case of the

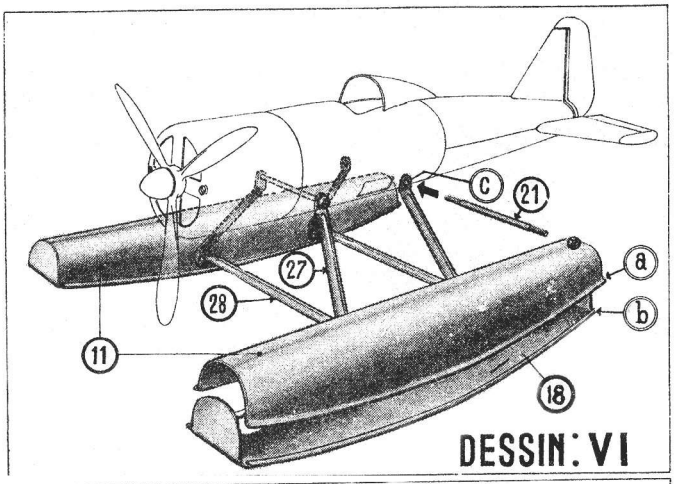
low wing model. (Each of one pair of David's Upper Wing Skins has a 3.5mm hole near the root and if extended through to the Lower Panel it would pass through the tongues of the Wing Bracket #12. The holes are a little rough and were perhaps a 'DIY' job by someone who wanted to bolt the wings in place. But notice that in Fig.15 there is a dot, which could be a hole, in the tongues of the Wing Bracket #6, and matching dots in the Wing Panels #19 next to it.) This problem disappeared in Phase 3 with the advent of the Full-span Spar for the low wings. Third: the wing/fuselage junction is unsatisfactory. The wing's Leading Edge & Aileron end well short of the fuselage, as in Fig 20, and this is the more noticeable because of the small square cutouts at each end of the root of the Wing Panels (needed to make a neat joint between the Centre and Outer Skins in the top wing). Matters are worse underneath, as in Fig 20a, because the curvature of the fuselage increases the gaps (the blue parts are the Upper Wing Panels tight against the fuselage. Eventually, at some point in Phase 3, the cutouts were dropped and the length of the Lower Wing Skin increased by 5mm.

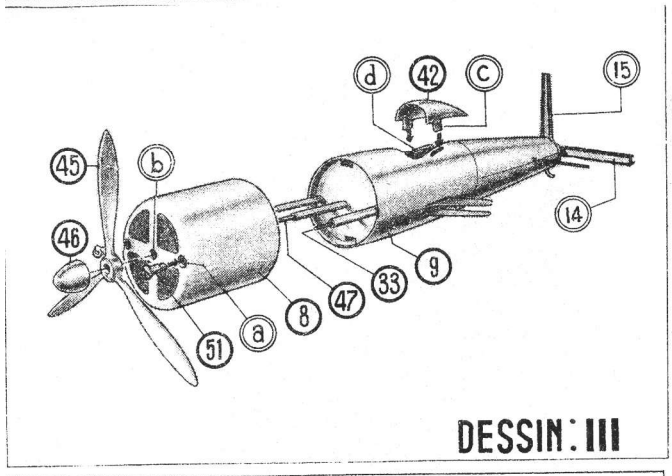
Phase 1 Parts A list of those used in the different parts of the models follows, with my English names and a few notes about them. Apart from the steel wires, and unless otherwise stated, all the parts are aluminium. Threaded parts are M2.5

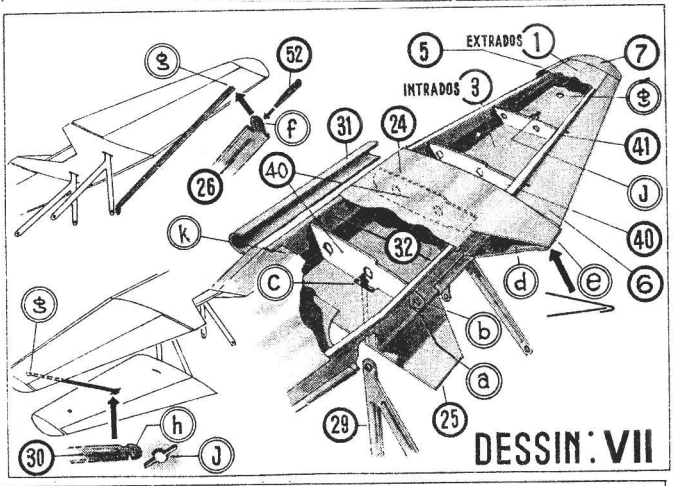


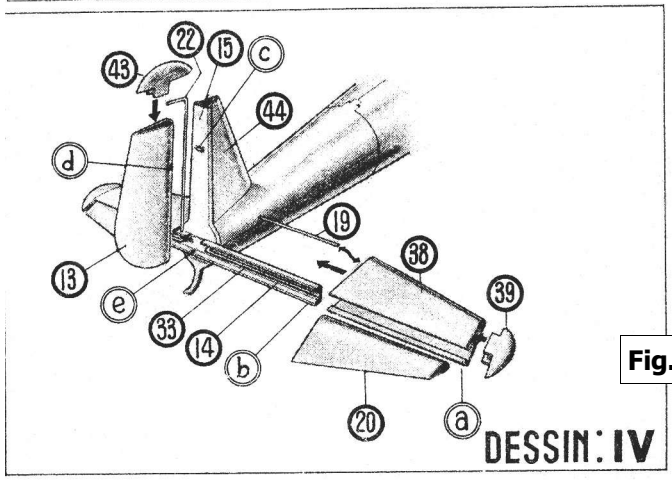












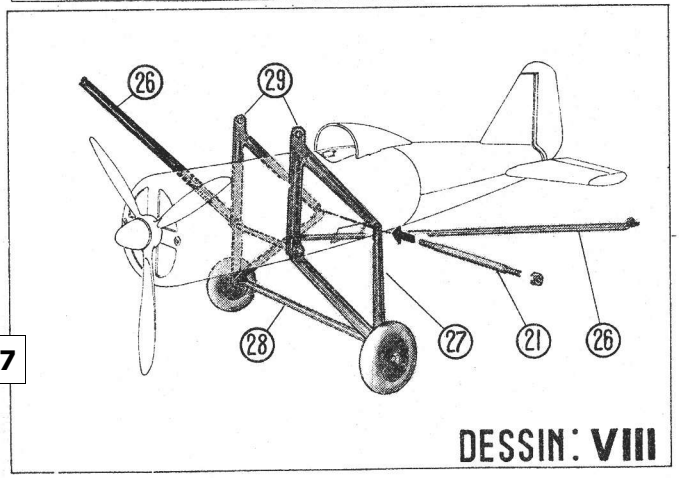


Fig.7

except for the fuselage Longerons.

Fuselage: **#8** Engine Cowling. A one piece spun part, 42mm Ø. **#9,10** Fuselage Skins, Front & Rear. **#12** Wing Bracket. **#21** Stud. 56mm long, threaded at each end. **#33** Longeron. Actually a 1.7mm Ø wire some 26cm long, threaded M2 at the straight end. **#34,35,36,37** circular Frames. **#42**

Cockpit Canopy. **#45** Propeller. A casting with a slightly rough surface. **#46** Spinner, 8mm Ø, see Fig 4. **#47** Propeller Shaft. 4mm Ø with the ends turned down and threaded. **#48,49,50** Tubular Spacers. (#48,49 are on the LHS of the parts layout instead of the #21 & #50 on the right side.) **#51** Special Nut for #33. It has a head & shank but an internal thread, see bottom left in Fig 4.

Tail: #13 Rudder. **#14** Tail Spar. **#15** Fin Spar. **#19** Tail Cross Wire. **#20** Elevator. **#22** Rudder Pivot Wire. **#38** Tailplane. **#39** Tail Tip (A one piece pressing, like all the other Tips). **#43** Fin Tip. **#44** Fin.

Wings: #1,2 Top Wing Skins. #2 is identical to the Bottom Skin #3 except that, like #1, it is anodised blue. **#3** Bottom Wing Skin. **Note**: some of David's Skins do not have the impressed chordwise ridges. **#4** Short Spar. **#5** Leading Edge. **#6** Aileron. **#7** Wing Tip. **#23** Aileron Pivot Wire. **#24,25** Centre Top, Bottom Skin. **#26** Strut for parasol wing. **#29** Centre V-Strut to support upper wing. **#30** Interplane Strut. Below an alternative form of this part found in David's lot. It would bolt to both wings & is probably an earlier version because although it would make the model more rigid, it would make assembly even more difficult. **#31** Centre Leading Edge. **#32** Full-span Spar. **#40,41** Long,Short Wing Ribs. **#52** Wire Pin to hold #26 & #30 to the upper wing, see Fig 4, bottom right.


Fig.11

Landing Gear: #11 Float, Top. 21cm long. **#16** Wheel. 28mm Ø solid casting. **#17** U/C Leg, wing mounted. **#18** Float, Bottom. **#27** Z-Strut: fuselage to floats or fuselage mounted wheeled U/C. **#28** Interfloat Strut, also used to space the bottom end of the fuselage mounted U/C legs.

N&B with quantities in curly brackets. The parts are shown in Fig 4. The **Bolts**, 6 & 20mm u/h, are plain steel with 4.5mm Ø heads {17,2}. The longer ones are used as axles for the Wheels. The **Nuts** are brass (plus 1 steel), 4.0mm A/F & 2.7mm thick. {21}. The larger Nut, 5.0mm A/F, is aluminium {2}. Its intended use isn't known. The **Spanner** is stamped from thin steel and is 70mm long {2}. One end fits the 4mm Nuts and the other the 5mm.

The Manual It has 20 unnumbered pages including covers, 134*180mm, and is printed in blue with touches of red. C1 is shown in Fig 12. C4 has the DYP boy on it and the printer, CH. Vilers. IMP. PARIS. Otherwise C2-4 are plain but a pocket inside the front cover takes the single-sided sheet, PLANCHE DE LA BOITE No 2, 240*308mm, which shows the layout of the parts in the set, and the back cover has another sheet glued to it on the inside, which folds out to show the drawings for the various stages of constructing the models.

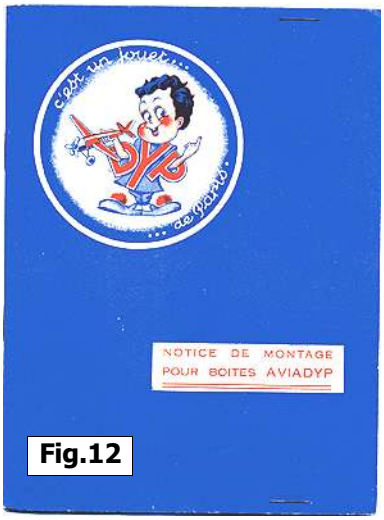


Fig.12

pp3-4 has an Intro; pp5-6 have notes on the sets in the system and on the realism of the names used for the parts, and of the construction methods used. Apart from the ditty on p18 the rest of the manual has the building instructions for the 6 models. Model D1 MÉTÉORE, the Low Wing Monoplane, and the only one with a name, is on pp7-11, & D2, the same model but with floats is on p12. The Parasol Wing models D3 & D4, with wheels and floats respectively, are on pp13-14 and p15; the corresponding Biplanes are on p16 and p17.

No.1 Set [Av1-2] (Fig 13) Like most sets from all periods this Ebay set has a blue box, and again like most, there are 2 layers of parts. The lid label below shows one model from the 6 on the No.2 lid, the only one that can be made with the No.1

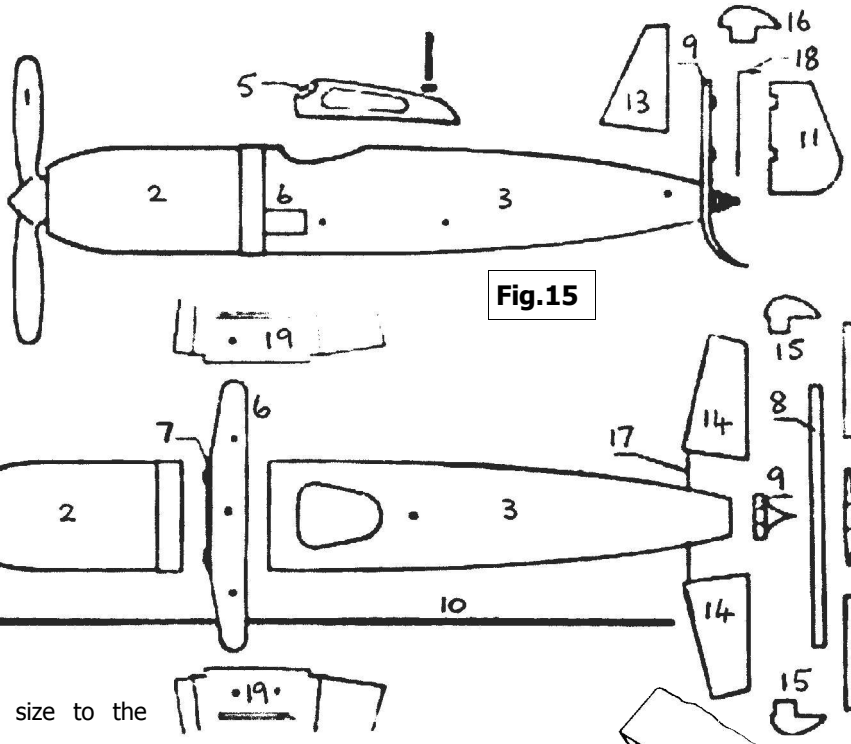
Fig.13

Fig.14

set. The cards for the parts look very similar to those in the No.2 with the same printed designs along the top of the one in the lid. The parts are in the same colours as those in the No.2, and are again attached with white cord.

PHASE 2

Fig 14 is a publicity sheet showing the basic Phase 3 models, with the propeller machine on the left and the jet version on the right. Apart from not having a nose wheel, the Phase 2 equivalents are similar although in the limited amount of Phase 2 material to hand there is nothing to prove that the jet model was actually in the manual at the time. However the only significant difference between the basic jet and propeller machines was the omission of the Propeller in the former case. The models are about 30cm long with a wing span of 33cm, so virtually identical in size to the comparable Phase 1 models.

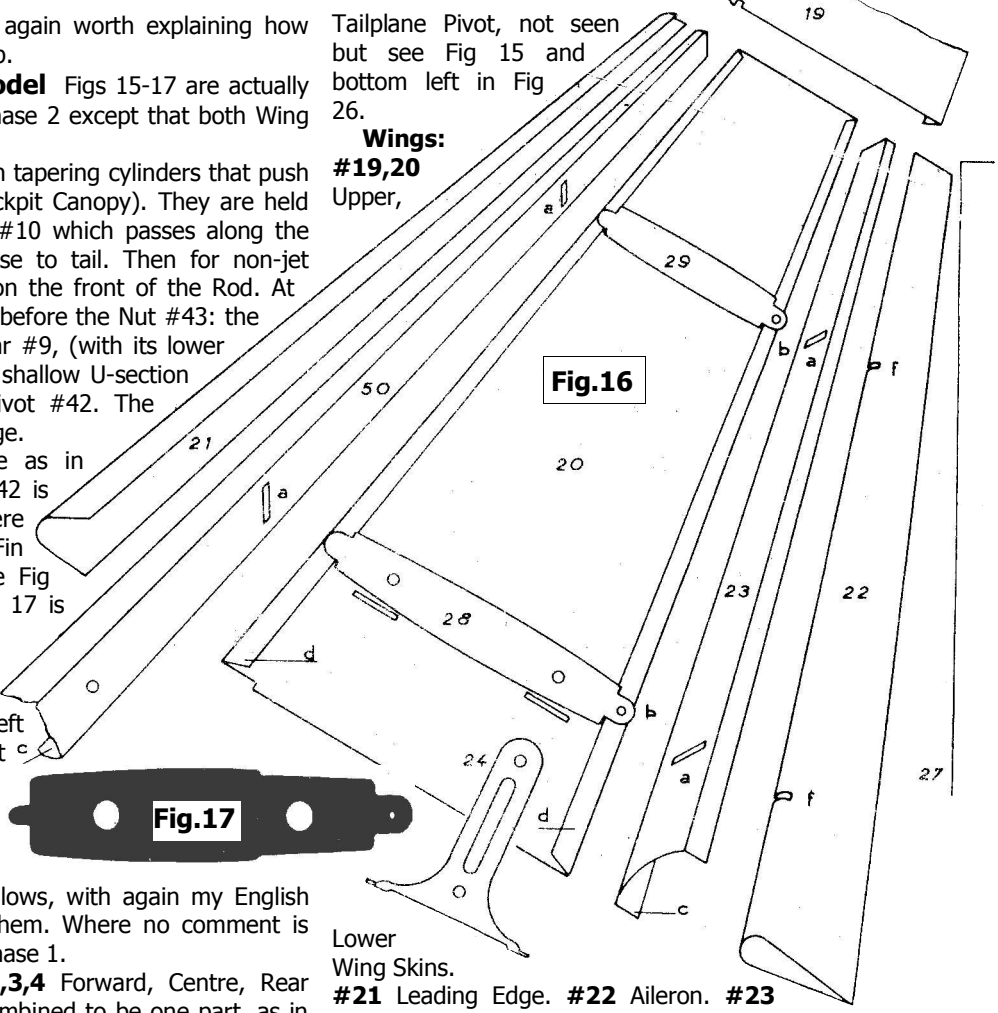


Before going into details it is again worth explaining how the basic Phase 2 model is built up.

Assembling the Basic Model Figs 15-17 are actually from Phase 3 but are valid for Phase 2 except that both Wing Spars are #23.

The fuselage consists of 2 spun tapering cylinders that push together (just forward of the Cockpit Canopy). They are held by Nuts at either end of a Rod #10 which passes along the centre of the fuselage, from nose to tail. Then for non-jet machines the Propeller is fitted on the front of the Rod. At the back the following are added before the Nut #43: the vertical shallow U-section Fin Spar #9, (with its lower part formed into a tail skid), the shallow U-section Tail Spar #8, & the Elevator Pivot #42. The Canopy #5 is bolted to the fuselage.

The empennage is the same as in Phase 1 except that the pivot #42 is used for the Elevators, and there are 2 lugs in the Fin Spar for the Fin Pivot Wire #18. The wings, see Fig 16, are identical to Phase 1. Fig 17 is the Inner Rib full-size.



Phase 2 Parts Figs 18,19 overleaf are the Set 2 parts copied from MCS, but with the left sides removed because the layout is symmetrical through parts #7-45 in Fig.18 and #26-8 in Fig.19 (there are enough parts to make 2 basic models or one with twin fuselages). A list of the parts follows, with again my English names and a few notes about them. Where no comment is made the parts are probably as Phase 1.

Fuselage: #1 Propeller. **#2,3,4** Forward, Centre, Rear Fuselage. #3 & #4 were soon combined to be one part, as in Fig 15. **#5** Cockpit Canopy. An aluminium pressing. **#6** Wing Bracket**. #7** Circular Frame**. #8** Tail Spar**. #9** Fin Spar**. #10** Fuselage Centre Rod**. #41** Axe de l'hélice, not seen. Possibly a sleeve on Rod #10, perhaps locked to it with Nuts, on which the Propeller is free to turn.

Empannage: #11 Rudder. **#12** Elevator. **#13** Fin. **#14** Tailplane. **#15,16** Tail,Fin Tip. **#17** Elevator Leading Edge Wire (see Fig.15). **#18** Rudder Pivot Wire, see Fig.15. **#42** Tailplane Pivot, not seen but see Fig 15 and bottom left in Fig 26.

Wings: #19,20 Upper, Lower Wing Skins. **#21** Leading Edge. **#22** Aileron. **#23** Short Spar. **#26** Wing Tip. **#17** Aileron Pivot Wire. **#28,29** Inner, Outer Wing Ribs.

Centre Parts used in the 'twin-fuselage' models, an example of which is shown in Fig 22: **#30,31** Upper, Lower Centre Wing Skins. **#32** Centre Wing Leading Edge. **#33** Centre Wing Spar, 7.5cm long. **NB**. The 2 Centre Wing Spars, 7.5cm long, are spaced by 2 Ribs #28. **#34** Traverse d'assemblage, not seen or shown in MCS but probably a Brace

Fig.18

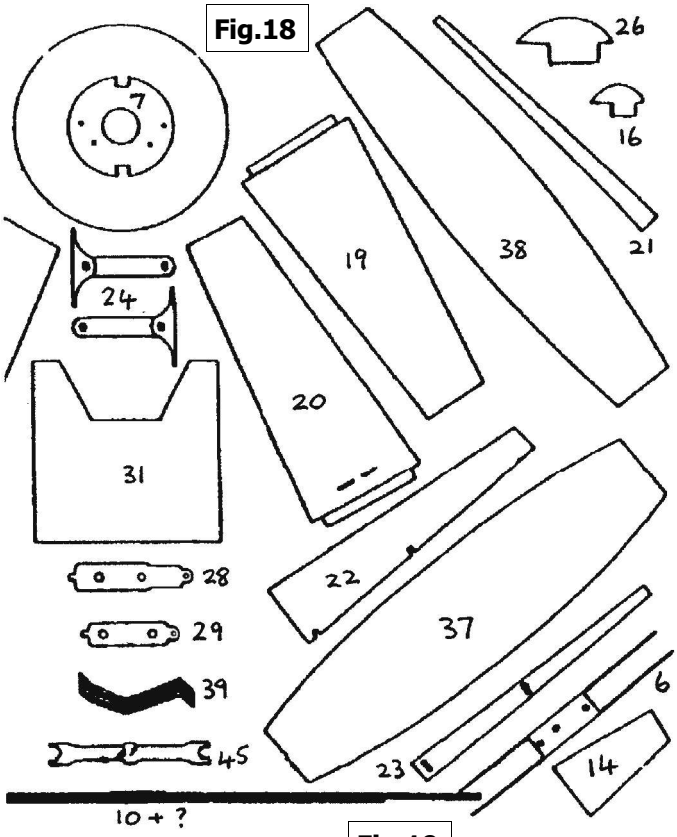
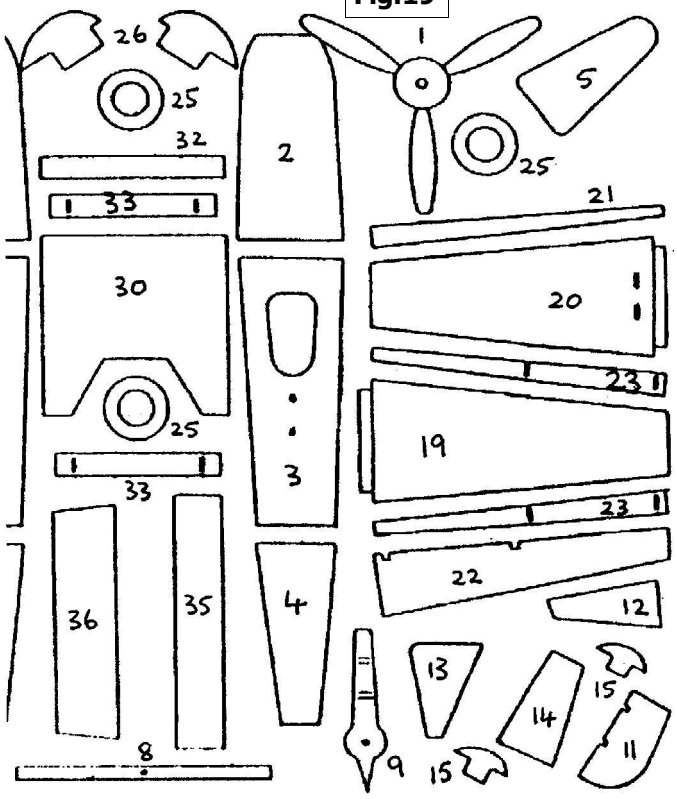


Fig.19



to join the Tail Spars #8 in the 'twin-fuselage' models. **#35** Centre Tailplane. **#36** Centre Elevator.

Landing Gear #24 Undercarriage Leg. **#25** Wheel. **#37,38** Float Upper, Lower. **#39** Z-Strut, 2 for each float. One end was bolted to the inner face of the Upper Float, and at first the other was bolted to the Centre Fuselage, probably to the Phase 1 Studs. Later, but perhaps not until Phase 3, the Struts were bolted to the Wing Rib #28 as in Figs 28 & 29. This change necessitated a change to the slots in the Lower Wing Skin to suit the holes in the float, 34mm apart. - in Phase 1 they are at 12mm centres, as in Fig 5 & 6. The Rib in Fig.17 with holes at 25mm would seem to be an intermediate stage.

#40 Broche, not shown in MCS but probably the Phase 1 Stud #21. No mention is made of the Phase 1 Interfloat Strut.

N&B: #43 Nut. **#44** Bolt. **#45** Spanner. None of these parts have been seen.

The Sets & Models As in Phase 1 there were two basic sets, Nos.1 & 2. No.1 was broadly equivalent to the Phase 1 outfit and allowed the propeller, and probably, as explained earlier, the jet variant of the Low Wing Monoplane to be made. Set 2 was very different to the earlier outfit. It included floats but otherwise the extra pieces were another fuselage and sufficient parts to allow two basic models to be made at the same time, or a twin-fuselage model similar to the type in Fig 22.

No.1 Set [Av2-1] (Fig 20) The Ebay photos show a 2-layer set in a blue box with a label identical to the No.1 of Phase 1 (Fig 13). Unusually the parts in it are all silver. Fig 20 shows a

Fig.20

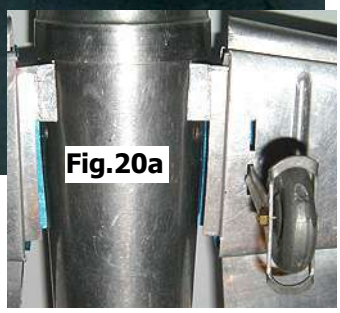


Fig.20a

model made from similar parts. It has the 3 section fuselage & is similar to David's model apart from the colour of the Upper Wing Skins. As mentioned earlier Fig 20a (David's model) shows the gap between the wing & fuselage on the underside (the blue parts are the Upper Wing Skins tight against the fuselage). The Set's manual has a cover exactly like that in Phase 1. It also has a sheet showing the layout of the 2 layers of the parts in the box.

Two No.1 Sets [Av2-2] These appear identical to Av2-1 except that the Upper Wing Skins, the Canopy, the Fin, & the Tailplane are anodised blue, and the Rudder red. Coloured parts are seen in nearly all sets, sometimes red but much more often blue. A parts layout sheet, like the one in the Av2-1 set above, can be seen with one of the sets.

No.2 Set [Av2-3] (Figs 18,19) The parts in this outfit are shown in MCS but no actual set has been seen. One wonders what lid label was used for it. The Phase 1 No.2 label would hardly have been appropriate since the models possible with the two sets are so different.

PHASE 3

Changes to the packaging occurred at or about the time, no doubt when the new parts, sets and models were introduced. Initially the main changes to the models were the nose wheel U/C, a full-span Wing Spar, a C/W Motor, and a second type of fuselage. Also various parts were no longer metal. Later more plastic parts were introduced, notably for the empennage, and there was a third variant of the fuselage.

Only Sets 3 & 4 are known from this Phase. All those seen, save Av3-1, have a 2-piece fuselage, a Wing Spar #50, a C/W Motor, Wing Tip Tanks as well as Tips, & the nose wheel U/C. The No.3 is basically the equivalent to the Phase 2 No.1 except that it has a Motor. The No.4, aside from what may be an early example (Av3-2), is an extension of the No.3 with floats and a different second fuselage, but none of the centre wing & tail parts that were in the Phase 2 No.2, and only enough of the main wing & tail parts to make one model at a time. Presumably sets smaller than the No.3 existed, and perhaps did not include a Motor.

The New Parts: #46 Nose Wheel Leg. It is shown in place in Fig 21; the Rod 10 passes through a hole in the upper part of the Leg but it isn't clear if Nuts are used to hold it in place. **#48** Wing Tip Tank, plastic and often called 'Rockett' in the instructions. **#50** Full-Span Wing Spar. It is probably a little shorter than the #32 in Phase 1. **C/W Motor** It drives the Wheels and can be seen in place above. It can only be fitted to fuselages that have a special large hole in their underside, see the left fuselage in Fig 26. The Rod 10 passes through holes in the casing, but again it isn't clear if it is held fast on it. The Motor unit has Wheels, often 2 on each side, and of course replaces the standard wing-mounted undercarriage. ● The various **fuselages** will be described as they occur, but apart from the two main changes, many variations in the cutouts & pressed through 'bobbles' (air intakes, exhaust stubs, etc.) in the Nose Section are found.● A plastic **Propeller**. ● Rubber **Wheels**. ● The Phase 2 **Cockpit Canopy** was used at first but was then replaced by a clear moulded bubble canopy. ● A plastic **Nose Cap** to fit to the jet model.

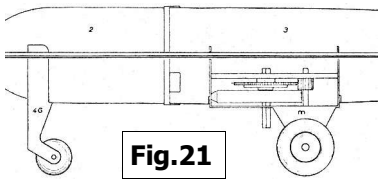


Fig.21

In the sets & models which will be described the new & modified parts once mentioned, continue in later items unless otherwise stated.

Packaging There were two main changes. a) The new lid label shown in Fig 25, with the Set No. in small letters after the name. b) The cards for the parts, yellow usually, with the outline shapes of the parts, and their names & PNs, printed on them. This no doubt obviated the need for a Sheet showing the layout of the parts.

No.4 Set [Av3-1] (Figs 22,23) This outfit is in a blue repro box with a new style label. The parts, on 2 plain yellow cards, seem to be similar to a Phase 2 No.2, except that only one set of wing & tailplane/elevator parts can be seen, and only one Centre Wing Skin. If the Set is complete, as was claimed, the 2 Centre Skins must be one on top of the other, and if so other parts could be similarly stacked. But even then there are only 2 main U/C Legs and so if two models at the same time were possible one would have to be a floatplane. Of the new Phase 3 parts only 2 Nose Wheel Legs & 2 Wing Tip Tanks can be seen. The Set is suspect because of its repro box, & the backing cards may not be original either, but if the lid label is the right one for the set, and if the contents are genuine, it could date from very early in Phase 3.

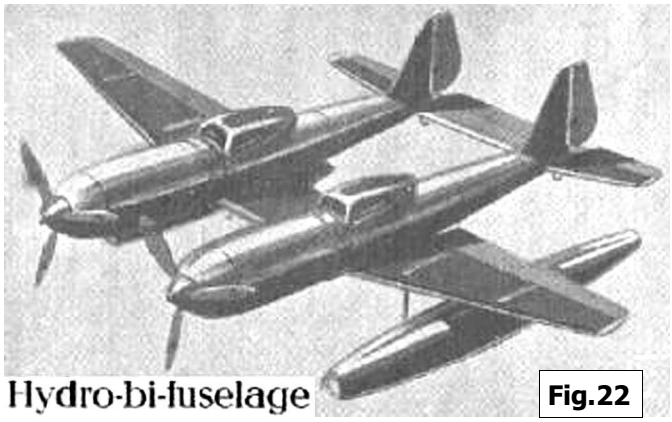

Hydro-bi-fuselage
Fig.22


Fig.23

The booklet with the Set is shown right and B&W photos of models can be seen inside it, 2 to a page. One is shown in Fig 22, and other model names mentioned are Chasseur à Réaction and Chasseur Météore for the Low Wing Jet and Propeller models; and Chasseur Thunderjet. Also shown was a sheet with detailed instructions including the drawing at Fig 15.

No.3 Set [Av3-2] This No.3 has 2 layers of parts in a blue box 28*38cm. It has a Motor but also the normal U/C Legs. 4 black Wheels, no doubt rubber, are included and 2 are to be used on each side of the Motor. The Wing Tips & Tanks look to be plastic, but the Cockpit Canopy is metal. A change to the wings: the small square cutouts at the root of the Upper Wing Skin have disappeared & the root of the Lower Wing Skins is shaped to fit around the Motor (see Fig.26). Also the Lower Skin is 5mm longer to reduce the unsightly gap between wing & fuselage.

No.3 Set [Av3-3] A similar set to Av3-2, but in a red box, with red Upper Wing Skins & Rudder, and a Clear Canopy. The Propeller is red and probably plastic.

No.3 Set [Av3-4] Another No.3 similar to Av3-3 but in a blue box with the coloured parts blue rather than red, and it has a plastic Nose Cap to fit in place of the Propeller on the jet models. The box is 38*28cm.

No.3? Model Leaflet [Av3-5] (Fig 24) This is an orange sheet 53½*36cm folded unequally into six. One side has just the cover right, 18*24½cm, on it; the other has instructions for the basic low wing jet and propeller models, called respectively Chasseur Météore and 'Réacteur F84 F106' There are clear line drawings for the propeller version and written explanations which also cover the jet variant, including fitting the Nose Cap. Both types of Cockpit Cover, metal & clear, are mentioned. The wing shown (Fig 16) has the Full-span Spar. This Leaflet was with some of David's parts and seems to fit the parts in the No.3 sets Av3-2, Av3-3, & Av3-4.

Fig.24

No.4 Set Av3-6 (Figs 25-29) This is Jacques' No.4 set - the lid label and the parts are shown overleaf. The box is 45*35½*5cm and the upper layer of parts (Fig 27) are on a card 35*34½cm. The contents are an extension of the No.3, with floats and an additional fuselage. But not two sets of wings & tails, and none of the centre parts. So one model can be made, jet or propeller, with floats or wheels, and using either of the 2 fuselages. The fuselage on the right is the normal 2-piece type; the left one (with the same PN) is called a 'Transport' fuselage. It is upside down in the box so the large hole is for the Motor and the one towards the nose is for the Nose Wheel

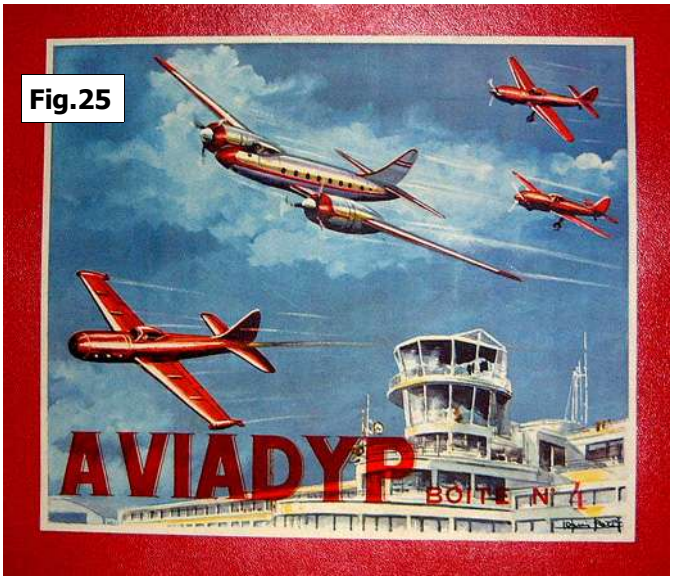


Fig.25

Fig.26

Fig.27

Leg. There is no cockpit opening but instead the Forward Fuselage is pierced with 3x 5mm Ø windows along each side, and an elongated hole across the nose as a cockpit window (not as shown in Fig 29). The Rear Fuselage has a row of 4 matching 5mm Ø windows on each side. The Propeller, yellow with red tips, is plastic. No provision was originally made for the Motor on the backing card; a Wheel is printed on the card under it and 6 new holes have been made to take the rubber bands which hold it in place.

There were 2 model sheets with the Set. One is the Av3-5 item already described. The second is a sheet 48½*31cm, folded in 4, with a similar front panel. One side has the instructions for the models in the first Leaflet; the other those for 2 Floatplanes using the two different fuselages. The model with the Transport fuselage is shown here (though the window piercings are different in the actual parts). As can be seen the floats are attached by Z-Struts bolted to the Wing Ribs and there is no Interfloat Strut between them.

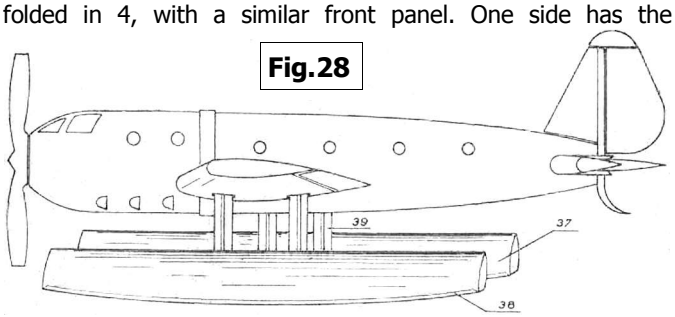


Fig.28

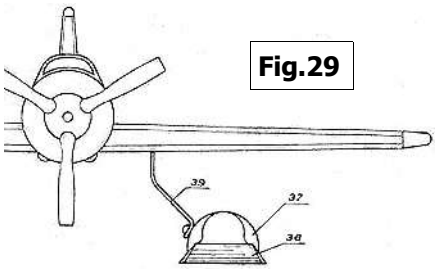


Fig.29

No.3 Set [Av3-7] (Figs 30,31) The box lid and a model made from it are shown below. The main change here is to the tail which is quite different & looks to be plastic. In another photo it can be seen that a tongue at the bottom of the yellow Fin pushes into a slot in the top of the fuselage & then slides along into position. The green part may be a separate Rudder. The green, one-piece Tailplane probably pushes onto the back of the Fin, & there is no indication of separate elevators. The Front Fuselage is fitted with the Nose Cap. To my eyes the yellow & green parts don't improve the look of the model. The Leaflet (or booklet) right was with this Set. As can be seen its front is new and no doubt it includes instructions for the new-style tail assembly.

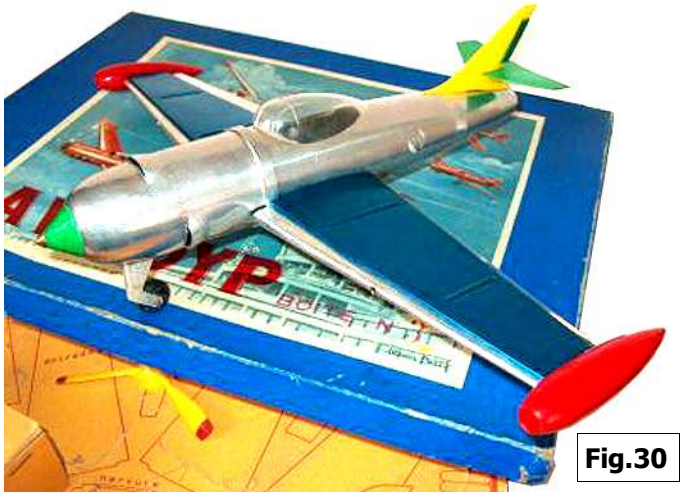


Fig.30

Fig.31

No.3 Set [Av3-8] (Fig 32) This No.3 (see Fig 32) has a box with what seems to be one layer of parts but its size is 28*38cm as before. The main change is that the cockpit opening is in the Front Fuselage. The tail is the new type with a yellow Fin (it partly overlays the Meccano box), a tricolour

Fig.32

flash on the 'Rudder', and a red Tailplane. The Set seems to be fairly complete except that no Motor or Main Undercarriage Legs can be seen.

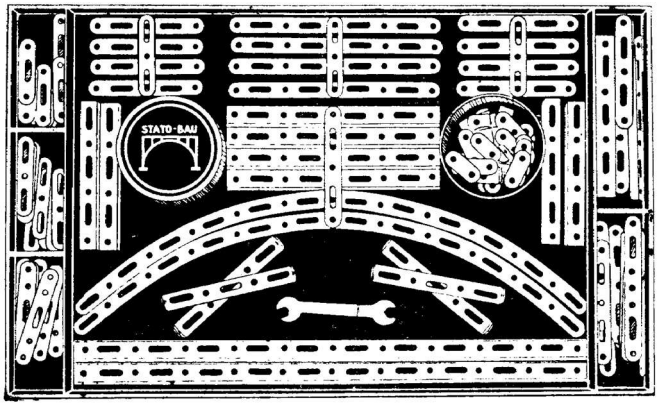
No.3 Set [Av3-9] This Set is very similar in content to Av3-7 but the parts are packed in one layer. The box is red and so are the Upper Wing Panels. All the expected plastic parts can be seen but their colours are mostly different with a blue Fin & yellow Tailplane. The Set looks complete & the Motor has 2 Wheels on each side. No separate main U/C Legs can be seen.

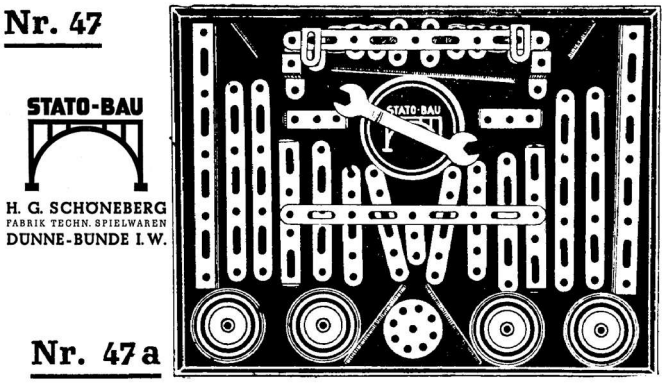
Model [Av3-10] This model has the cockpit opening in the Front Fuselage and could have been made with the parts in the the Av3-8 No.3 set except that the Rear Fuselage has 3 of the round 'windows' along each side.

AVIADYP: S10 **OSN 35/1060**

STATO-BAU This is about what little is known of this small German system. The maker was H.G. Schöneberg of Dünne-Bünde I.W. Baukästen gives the name as Heinz-Georg Schöneberg, and says that the company existed from '(1938) to 1960', but technical toys were not produced after 1953. Also that there were sets in 7 sizes with nickel parts. One small set is shown and will be described later.

A brochure to hand lists 3 main sets: No.47 with 303 parts, 48 with 474, & 49 with 574; plus connecting sets 47a & 48a. All were available with either nickel or coloured parts but no specific colours are mentioned. There are no pictures of the sets but the layout of the parts in Nos.47, 47a, & 48 are shown, as below for the first two. The parts at each end of the





top row in 47a are Double Bent Strips - they can be better seen in the No.48 but otherwise all its parts are clearer in the sets above. It has two of the small parts boxes. MCS gives the hole size/pitch as 3.5/10mm, and the number of different parts as 27. The axles appear to be Threaded Rods.

The Baukästen set has nickel parts and is said to be from 1948. It has a different mix of parts to the sets above, with Strip parts, a Wheel Disc, but no Wheels. Two of the small parts boxes are included with lids as in the brochure sets, in light blue. The manual cover is like the one below (an Ebay

snip). The lid is edged in yellow; on the right inside this frame is the same scene as on the manual but in B&W, and a white panel on the left has the firm's bridge logo on it in black.

The manual cover doesn't bear the STATO-BAU name unless it's under the tiny black logo in the bottom left corner. The same manual was with the only other set seen, another Ebay item with the lid below. It's too blurry to see much detail but perhaps the Bridge is made from STATO-BAU parts, including those long Curved Strips. Again the STATO-BAU name can't be seen - the words under METALLBAUKASTEN are probably the slogan on the manual cover: für den kleinen Ingenieur. I can't work out what the boy is doing, or the words over his head. The base belonging to the lid is in matching purple and had a few straight Strips in it, plus two of the light blue parts boxes, but no circular parts.

STATO-BAU: S1 **OSN 35/1060**