PHASE 1—THE HULL

This month's big free plan marks the start of PROJECT 66. Follow it through, and you can have a super radio controlled winner ready for the 1966 season. Brave Moppie—winner of the 1965 International Daily Express Offshore Powerboat Race—was the inspiration for RON WARRING'S exciting model.

The full size plan included in this issue is a near-scale model of 1965's outstanding powerboat—'Brave Moppie', winner of the International Offshore Powerboat Boat race. The full size craft is based on the now famous 'deep vee' hull form originated by Ray Hunt (who previously used to design high speed naval craft, incidentally). We have chosen a near-scale rather than an exact scale model for two reasons. First, the hull shape we are using is very straightforward and easy to build. Second, the same basic hull can also be used for making a variety of other near-scale models of still more famous power boats—'Surfury', the 1964 winner; 'Thunderbird' second in 1965; the well known Fairey 'Huntress', and so on.

In this first article we are giving complete details of building the hull for 'Brave Moppie'. Phase 2 next month will give full details of finishing and fitting out for powering by electric motor or diesel motor, to your choice. Phase 3 in the series will appear in March with further plans and details for building other famous models using the same hull. You can either modify your 'Moppie' or build new hulls for each of these extra models and end up with a whole fleet of powerboat racers! Finally, in Phase 4 we shall be giving complete details of how to fit out and operate your model with radio control.

To simplify construction and make for quicker and easier assembly balsa is used throughout for all parts of the hull (with the sole exception of the transom, which is cut from 3/16 in. ply). The majority of parts are cut from balsa sheet and, where necessary, you will find full size patterns of the parts required on one or other side of the plan. These patterns must be transferred onto the balsa sheet for cutting out, either by tracing or using carbon paper, or laying the plan over the sheet and prickling around the outline. In the latter case the prick marks can be joined with a pencil line as a final guide for cutting out. In the case of the chine shelf and foredeck only half the pattern required is given on the plan, so a tracing should be made of this half pattern on a sheet of tracing paper. Turn the tracing paper over and align with the centre line marked on the balsa panel, then mark one half outline. Turn the tracing paper over again and realign, and mark the second half of the pattern layout. This will ensure that your chine shelf and foredeck shapes, when traced onto the balsa, are exactly symmetrical.

Since building follows a sequence of logical steps we are grouping these under separate headings, illustrated by a diagram where necessary as a further aid.

Step 1. Cut two 22½ in. lengths of 2 in. by ¼ in. sheet balsa and one 22½ in. length of 3 in. by ¼ in. sheet balsa and cement together carefully on a flat surface as shown in Fig. A. Leave until the cement has set. Mark a centre line in pencil on the middle sheet and then trace or mark out the chine shelf outline, taken from the full size plan. Now cut out carefully to this outline shape with a sharp modelling knife or a fretsaw.

Step 2. Mark out and cut all the bulkheads—1, 2, 3, 4, 5, 6 and 7—using the full size patterns on the plan. These are cut from ¼ in. sheet balsa. (You can do this whilst the three sheets cemented together in stage 1 are setting.) Also cut two 12½ in. lengths and two 3½ in. lengths of ½ in. by ½ in. balsa strip.

Step 3. Lay the cut out chine shelf (step 1) over the plan and mark on the position of the bulkheads. Cement these bulkheads to the chine shelf, as shown in Fig. B and photo 1.