HOIST THE JOLLY ROGER!

Avast there, me hearties! Fancy a tot of unorthodox? Why not try Keith Goodchild’s canny indoor canard - Look lively, there...!

The structure of Jolly Roger couldn’t be much simpler - all built flat. Keep incidences as per plan and you virtually can’t go wrong!

Visitors to the IMS at Alexandra Palace, who watched the free flight sessions on any day of the show, would have seen Andy Hassan consistently flying this super little canard - little in size - but large on performance (I’m talking about the canard!).

As shown on the plan, the ‘Jolly Roger’ has been designed for low-ceilinged halls - for higher ceilings, increase the upthrust to get more altitude. The turn will be quite tight with the sidehust shown. If the JR rolls to the right and turns to the left, add some noseweight. If it fails to climb on full turns, increase the upthrust (the prop pushes the tail down) as required. An aluminium prop shaft bracket will make thrust adjustments easier (Fig.1).

CONSTRUCTION NOTES

Flying surfaces are built flat on the plan, using 1/16” sq. indoor quality balsa and covered in Condenser paper, stuck on with UHU Magic stick (that’s my method - and I’m sticking to it - ouch!). The foreplane halves are chamfered in the centre to the correct dihedral angle, so that the total width of the centre ribs are 1/8”, to fit between the twin 1/32” pylon plates.

Motor stick is cut from hard balsa - the weight will be forward of the mainplane and will mean less ‘Blu-tack’ to balance. Cut the pylon pieces from 1/32” sheet and glue the foreplane pair each side of the motor stick as shown on the plan. The main plane pylon os held in position on the main stick with Sellotape, to allow adjustment fore and aft, if necessary.

Propeller blades are from 1/32” sheet and glued to the square prop stick, which has been pre-drilled across the corners for the prop shaft - the blades are glued on to make a pusher prop, remember! The prototype was fitted with an angled block to give built-in side and down-thrust, as shown on the plan - as mentioned ear-

In the air again at Ally Pally - one of the most consistent performers of the whole show, in the able hands of Andy Hassan!

new scalpel blade to trim off the excess paper.

Assembly - Sit the foreplane & main wing at the correct dihedral and Apply glue. When dry, fit to the motor stick in the positions shown, put on a few winds to take up the most slack and balance by moving the mainplane forward or aft, or apply an appropriate piece of ‘Blu-tack’- remember, light is right!

Trimming and flying - return to first section! AM
AL. TUBE
5" LEFT
SIDE THRUST

MOTOR STICK
12" LONG, 1/4" x 1/8"

FOREPLANE
DIHEDRAL 1/2"
EACH SIDE

1/16" SQ.
HARD

1/16" SQ.
SOFT

1/8" SQ.

0.090"
 SAFE TURNS 2000

NOTE PYLON IS FREE TO MOVE ALONG MOTOR STICK, HOLD WITH SELLOTAPÉ

1/32" BALSA
2 OFF

1/8" SQ., GLUE
BETWEEN PYLON
SIDES

1/32" BALSA
2 OFF

1/16"
THICK BALSA
PROP BLADES, 2 OFF

1/8" SQ. PROP HUB

JOLLY ROGER
INDOOR CANARD
DEIGNED BY KEITH GOODCHILD