

do. Sides are joined by means of spacers and formers and stringers are added for shape.

The cabin is carefully cemented into place, celluloid tape is useful for this. Add light weight tissue covering, jap if you have it looks well and dope one thin coat. Add decals to give that real racing look and the model is ready to roll.

Trimming with the original was easy. The elevator only needed bending up to give a smooth steady flight, bouncing with this model is non-existent, but can be traced to any of the following causes, warps, upthrust, line connection too far back, or any misalignment.

In this type of indoor flying there is plenty of scope for experimenting, to improve the range and to increase the top speed, a high pitch prop is one answer, this however means a slower acceleration losing valuable seconds. Some form of automatic variable pitch prop as used on full sized airplanes might pay big dividends if it is carefully made. Streamlining of the fuselage may help, but it is thought by the writer that the extra weight involved does not justify it. A nose spinner however does not add much weight and the effects may be very beneficial. The big factor as with outdoor rubber models is the amount of rubber that can be packed in to the model and in this respect a light airframe will allow more rubber to be used, thus giving a greater available amount of power to the prop. Plenty of space is needed for the rubber to lash round in the fuselage, especially at the tail end and the opening at the nose should be of sufficient size to allow all the knots to be squeezed in on full turns—we can't mess about with a shoe horn in the middle of a race! If you can get hold of it, Italian Pirelli rubber is the most consistent and powerful on the

market. It will take plenty of turns without breaking up.

Men and Ships

(Continued from page 29)

and to some extent in the U.S.A. where, however, the Wrights and Curtiss had a greater influence.

In 1910 Farman introduced the so-called "Light Farman" of more compact dimensions, this machine becoming one of the main sporting and competition mounts in the ensuing years. Many detail changes were wrong on the basic design, the drawing here representing a machine flown by Paulhan at the Lyons Aviation Meeting in May 1910 (and also the previous month when he won the £10,000 Daily Mail prize for the first flight between London and Manchester).

The 1910 Farman had basically a two-bay wing layout, but some "racing" machines, including Paulhan's, had the outer bay of the bottom wing removed, while Farman later added an extension bay on the top wing for some of his height and duration flights. One, two, or sometimes three rudders were fitted on individual machines.

Controls were operated from a universally pivoted control column at the right of the seat and from a "rudder bar" on the footrest extension. Forward movement of the "stick" canted the nose of the front elevator down and, by means of connecting wires between front and rear elevators, forced the latter's trailing edge downwards. Pulling back the stick reversed the process. Sideways movement of the stick pulled down the balancing flap(s) on one side or the other raising that wing. These hinged flaps hung loosely down when the machine was on the ground, and trailed horizontally in flight with the force of

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