NEAR MISS
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The first and second flights were beautiful maximums, the 3rd hit a
corker of a down draft scoring a 2:51
but we felt we were doing well as
Mike Gaster commented that our third
attempt was still a good flight.

Disaster hit on the fourth flight.
There seemed to be a good spell of
weather coming so we and the team
manager, hurried the model through
processing. The tank was filled on
the way to the take-off point. On arrival,
we were just about to start up when
we noticed one of the other flyers
warming up his engine. So, we decided
to wait until he had finished. When his
engine stopped running, we fired up
and launched. The model went up in
the usual pattern but stopped climbing
after 8 seconds, bringing the model
in with a flight of 1 minute 31 seconds.

We retrieved the model and tried
to blow out the tank only to find that
it was completely dry. There should
have been a half tank left over under
the circumstances. Where the fuel
went, we will never know but we
take it must have run out one of the
vents while we were waiting for the
other flyer to warm up his engine.

On the 5th and final flight we made
sure that the tank was full and topped
off (a good idea for all tight
competition gas flying: Ed) and we made
another maximum. Our total for the 5
flights was 13 minutes and 22 seconds
which placed us 20th. The No. 1 point
is that we feel we would have
beaten Erno Frigyes by one second if
we would have had the full 15-second
eengine run on our fourth flight. The
moral of this story is to have a pre-
flight routine and never alter the
fueling and starting procedure for any
purpose. This applies to when you fly
to adjust trim as well as contest flying.

The procedure we now use follows
the following check list:
1—Check to see that the wing, tail-
plane and other critical parts are in
correct alignment.
2—Light the dethermal fuze (or set
the mechanical timer) making sure
that you have an ample amount of
fuze—longer than normal flight.
3—Fuel the tank making sure that
the timer is in the off position so as
to prevent flooding the engine.
4—Set the timer.
5—Start the engine and adjust the
needle valve with the nose of the
model pointing upwards.
6—Adjust the fuze to the correct
length for proper stabilization.
7—Set the timer going and check
that it is running.
8—Launch the model with a good
throw making sure that you set it
loose at the proper angle in relation
to ground and wind.

That’s the story of our experience
with the Near Miss, so we’ll go onto
construction details:

CONSTRUCTION: First build the
wing and cover it so that it can be
thoroughly drying out while you go
onto other things. The wing is a
straight forward with few points to
watch. Note the ¾” to 1¼” wash-in at
the right wing tip. This is put in dur-
ing construction so don’t try to build
the wing flat and put it in later.

Steaming may put the cover-in in but
we have found that it won’t be per-
manent.

Keeping the weight centrally locat-
ed in the model is of greatest impor-
tance. For this reason, use lighter wood
at the wing tips keeping the greatest
weight and strength in the center
panels. Don’t forget the bandage
covering at the nose joint as this
section is subject to great strain es-
pecially when the model dethermalizes.

The fuselage should be built next.
Lay the longerons down and fill in be-
tween them up to F7 using ½" sheet.
The ¾” spacers can then be added to
complete the sides. One side is built
and then the other side is built over
the first. This provides greater ac-
curancy then trying to build both sides
at the same time. When these as-
semblies are dry they can be removed
from the plan. Since they will stick
together we suggest that you leave
them that way until you have covered
each of the sides with ¾” sheet. Pin
this down to the board again and give
it a chance to dry and then cover it
over night.

Remove the dry sides and separate
them with a razor blade or modelling
knife. Having done this you can trim
off the excess ¾” sheet and sand the
outlines to a smooth contour. You
now have two identical sides.

Add all of the formers back to F7
along with the tank and plywood
formers which will mount the engine
and the underside skid. Locate the
timer position at this time too. Having
done this, fill in between the sides
and then draw the two fuselage sides
together at the rear. Check for twisting
while you add all of the ½” square
cross-braces.

The fin is built from ½” sheet and
¾” cross-pieces which act as ribs.
When this has dried, remove the part
from the plan and add the ½” x ¾”
pieces on both sides of the ribs. Sand
this assembly to a symmetrical shape
taking care that you taper the ribs
toward the tip. The whole assembly is
then covered with ½” sheet with its
grain running vertically. Trim and
sand to a smooth shape.

Stand the fin in the correct position
on the fuselage and mark around it
with a pencil. Cut out this section of
the fuselage and cement the fin in position
checking the vertical and horizontal
alignment. Note that the fin goes right
down to the bottom of the fuselage.

Build the plywood form hard ½” balsa
sheet (for the center layers) and med-
ium weight sheet for the outer lam-
nations. We cannot stress to much the
need for a slow drying cement for this
assembly and at least 24 hours of dry-

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