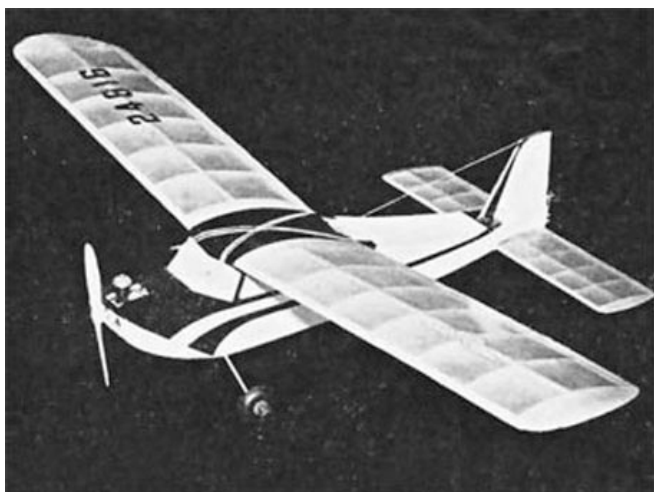


# Half Tone



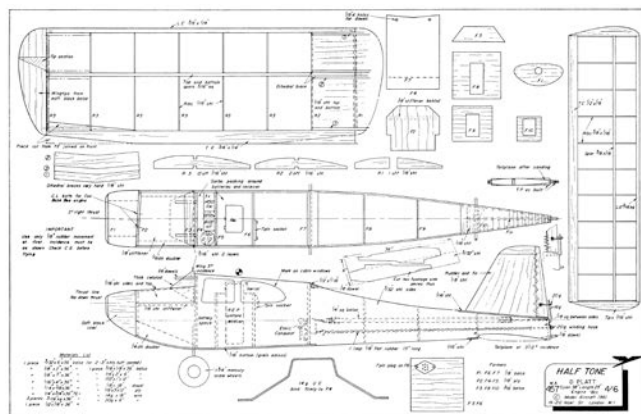
## A really practical R/C design for 0.8 c.c. motors by Dave Platt.

Just once in a while every modeler builds a model which, by its sheer simplicity, lack of fuss and expense, and real livability, proves that sometimes the simple things of life are best. After a whole series of R/C models, some with fancy engines and exotic R/C gear, of which few have really well and even less justified their time and cost, this little model was made in an honest attempt to return to essentials.

The reasoning went like this if I could make a model for a 0.8 c.c. engine (Baby Bee) to carry a Unitone Rx and compound escapement, which would fly in a reasonable wind, then what more could I need? The old adage "Simplify and add more lightness" was borne in mind in the design stage, with the happy result that the little job was completed in a week—without burning any midnight oil. Further, the cost was so low as to be laughable and the designed all-up weight of 20 oz. was exactly met. No grey hairs here!

The following construction notes are just as brief as the model warrants, only the points of special importance being mentioned.

**Wing:** Build one half, then prop this up at correct dihedral (don't increase the angle) and build the other half on to it. Use medium to hard balsa for the L.E. and spars, soft or very light wood for the T.E. and ribs, but the center braces must be of the hardest balsa you've ever seen.



Build the wings with a parallel chord and, when built, trim the taper into the tips, sanding the bottoms of the last two ribs to give a little wash-out at the tips. Total weight, completely finished, should be 3 oz. Use coloured tissue doped on for any decoration.

**Tailplane:** Sheet tailplanes are all the vogue for 1/2A R/C, but symmetrical sections are better. Don't alter this one—it doesn't take long to make. Using light wood throughout, weight is less than 1/2 oz.

**Fuselage:** Cut out all the formers and mount the engine, U/C, 7-pin socket and escapement on to their respective ones. Make up a basic assembly of the fuselage sides and all formers, then install the escapement torque rod, rubber motor, etc. After the circuit wiring is installed, the rest of the fuselage can be put together quite simply. Use light wood only, as strength will be ample. There is adequate width to accommodate beam mounted motors, with suitable modification at the front end to take the bearers. Cover with heavyweight Modelspan.

The weight of the fuselage complete and finished, should be about 16 oz. Arrange for about 1/8 in. of rudder movement. You can increase this later when you get used to flying the model, but in any case, she is quite lively on this amount.

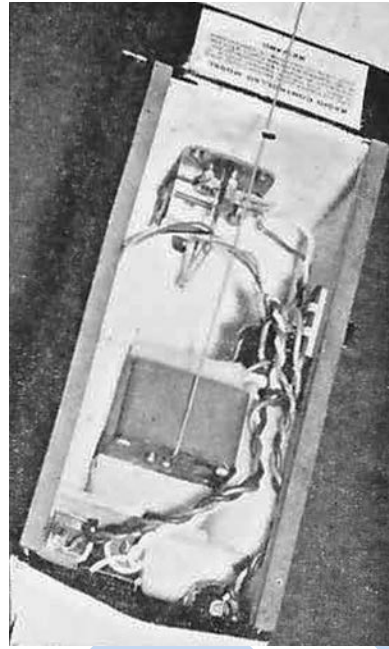
**Flying:** This is where the pay-off comes! Hand glide and remove any trace of natural turn with the rudder. Now, provided that the c.g. and incidences are as shown on the plan and the R/C is working 100 per cent., you can fire up the engine, adjust for full revs, and launch. Don't be too gentle here—a good fling is needed. Wait a little while before keying and watch

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what she does. Is there a turn? If so, get rid of it when she lands, before making another flight.

When a turn is started by the rudder, the model will normally complete a 360° circle before straightening up. A quick touch of opposite rudder will straighten her up before, if this is required. Manoeuvres are fast and thrilling, one full circle of applied rudder gives quite enough speed for a crisp loop when neutralised. Opposite rudder in the zoom gives a nice barrel roll— or two !

When you take her home, after flying from early morning until dusk, and using only about half-a-pint of fuel, as I did recently, if you can honestly say you ever had a model that gave you more for less, then you're either gifted, or lucky.



## Model Aircraft Magazine November 1961

