A 72" SPAN RADIO CONTROLLED MODEL FOR 30-64 MOTORS (A.P.S. CODE-MERADIAL ONLY)

UPROAR

DESIGNED BY

C.H. Olsen

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THE AEROMODELLER PLANS SERVICE

38 CLARENDON RD WATFORD HERTS.

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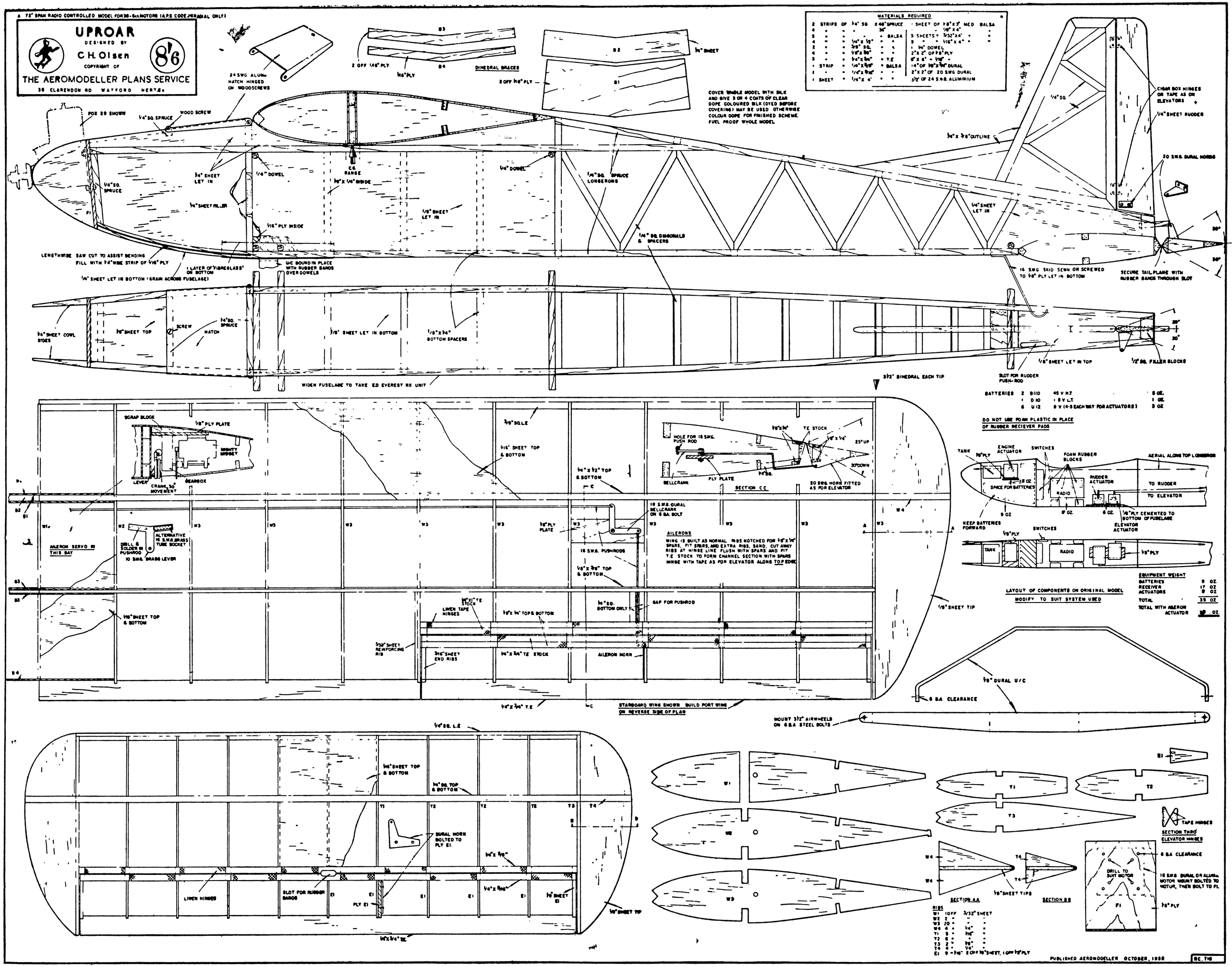


PUBLISHED AEROMODELLER OCTOBER, 1958

Britain's leading radio control flyer presents his symmetrical section wing, fully aerobatic model.

UPROAR

By CHRIS OLSEN

WE ASKED Chris Olsen, current British multi radio control champion "Why 'Uproar'?". "Have you ever heard a Fox 29 turning over at 12 000 r.p.m.?" was his rejoinder!

Chris, a 27-year-old Civil Servant in the Scientific Branch, has quite definite ideas on the subject of radio control aerobatic design, which after a four-year development period have resulted in "Uproar".

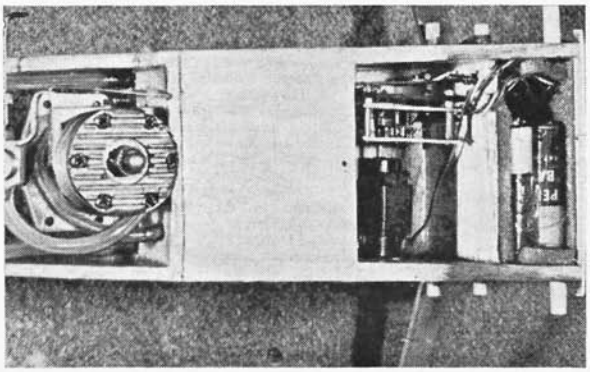
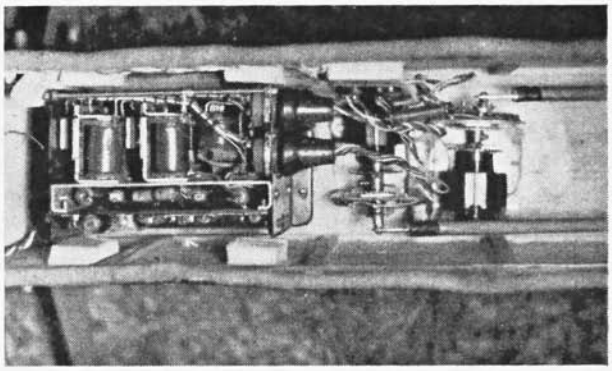
He believes in a simple yet strong airframe that is relatively light in weight, this being achieved by spruce longerons with sheet covering only at the nose and radio compartment. He does not advise any "beefing-up" of the structure as this is quite pointless, merely increasing weight, decreasing performance, and if a crash occurs, then it is the engine and radio which suffer instead of the plane, which is after all cheaper and easier to replace. The airframe can be built in a week and costs approximately £3.

The radial engine mount used is important, as in a crash it gives before the engine and has proved far less prone to vibration than the standard bearer mounting.

The model weighs approximately 5½ pounds with a loading of around 16 ounces per square foot; powered by a Fox 29, or any other good 5 c.c. glowmotor such as the new ETA Mk. VI, it has the necessary reserve of power to produce a high rate of climb carrying 2¼ pounds of radio equipment. The original is flown with Chris Olsen's home-built version of the Orbit 8 channel equipment, using special servos designed around the Mighty Midget electric motor. We shall be giving working drawings of these servos in our next issue and meantime emphasise that neat, careful, and well-supported wiring of the radio and servo equipment is a noticeable feature of the designer's current machines. The resulting reliability of his equipment has undoubtedly been a major factor in his competition successes and will we hope point a moral to others.

An 18 per cent. symmetrical airfoil gives a fast flying speed, great manoeuvrability, and first class wind penetration; for, as we know, "Uproar" has a repertoire which includes consecutive loops both outside and inside, consecutive flick rolls, figure eights, split S turns and many others, including the most beautiful true spins we have yet seen.

As originally flown, ailerons were not fitted; the designer has, in fact, only been using them this season and we watched some very pleasing rolls as a result during the R/C Eliminators at Cranfield. It is strongly recommended to those other than experienced multi flyers, that they do without this particular form of control in the first instance until plenty of "Uproar" experience has been gained. After all, rudder, elevator, and engine control allow plenty of scope which reminds us that Chris fabricates his own version of the Bramco type throttle for the latter form of control, but says that an Ohlsson Gold Seal glowplug of the shrouded element type is essential for satisfactory results when changing to low speed.

Finally we mention foı the benefit of those who wish to install British commercial equipment, that the fuselage will need widening by half an inch to accommodate the standard E.D. Reed outfits.

Heading shows Chris with an earlier version before ailerons were tried. Below, two fuselage views show the radial engine mounting on Fox 29, with metal hatch removed to reveal the speed control servo and L.T. batteries. View at right shows the receiver compartment with cover off the home-built Rx and two Mighty Midget servos (details of which will be given in an early issue) to operate rudder and elevator