

SPORTS FLYING BUILD

Marionette

Parham's 60 in. span
in the style
recaptures some of
the atmosphere of the 'tween war years

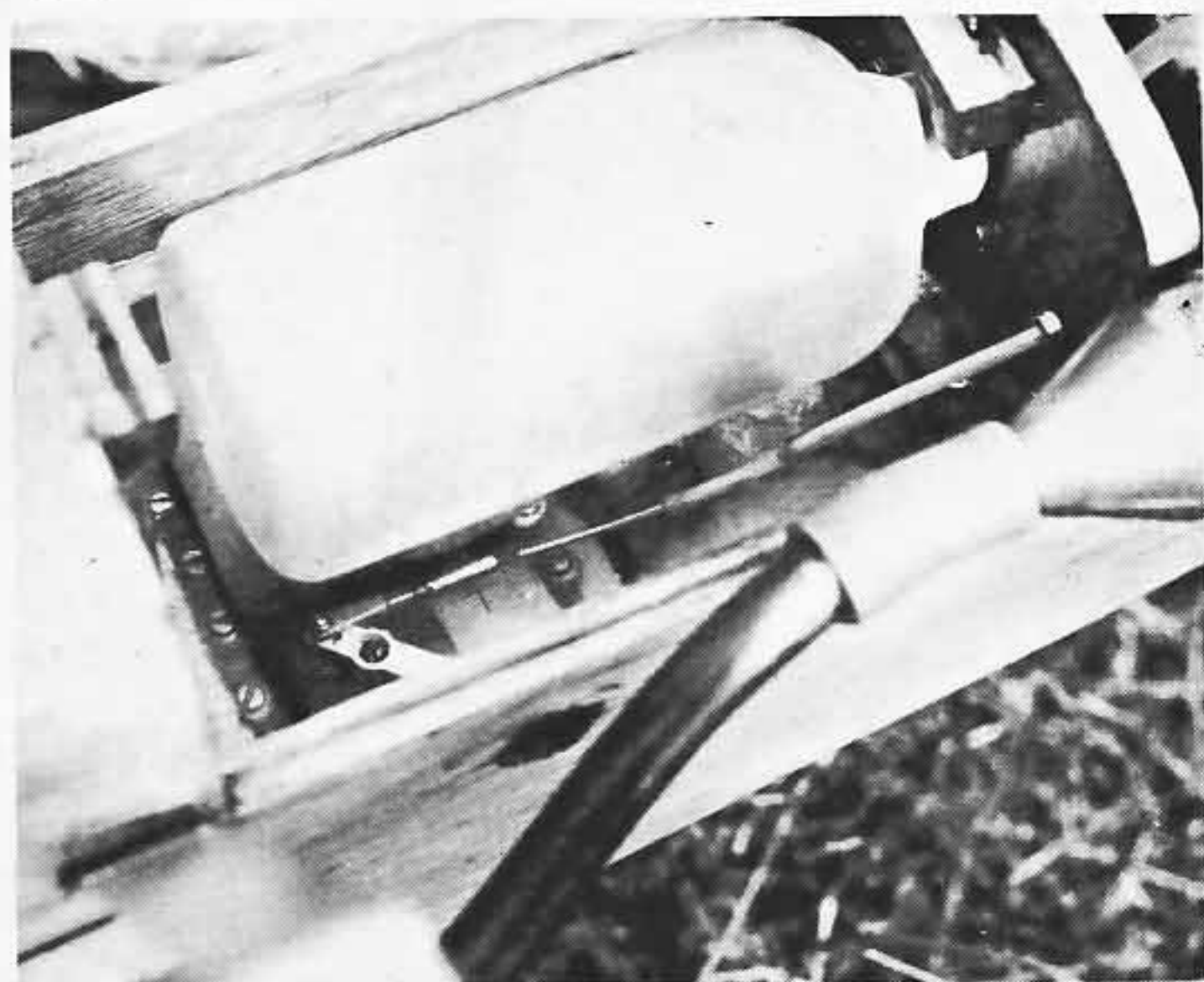


worth adding some temporary weight under the engine mount to move it forward 1/2 inch or so. Make sure that the model is facing directly into wind (which should be a moderate breeze) then hold full up elevator and progressively open the throttle to full, correcting any swing with the rudder. Once the model starts moving, ease off the elevator and allow the model to fly itself off the ground. Build up speed before attempting to climb. If you pull back on the stick too early it is fairly easy to induce a stall (which is not normally vicious), but is embarrassing at this stage in the flight. Once airborne, you will find that *Marionette* is very responsive to aileron control and does not turn at all well on rudder only.

When landing, do not forget that biplanes have a lot of drag and tend to descend quite steeply when the throttle is closed, so keep moderate power on and fly it down to the ground, closing the throttle just before touch down.

Marionette will perform loops, spins, rolls, stall turns, etc., with ease, but does not like outside loops. Its slow flying characteristics are a dream, and it will turn on a sixpence without falling out of the sky, but be prepared to give plenty of control movement to initiate and cancel manoeuvres.

I have thoroughly enjoyed my introduction to biplanes and I hope that you too will enjoy building and flying *Marionette*.



Right: servos are installed beneath the fuel tank protected from fuel spillages by a perspex cover. Throttle servo can be seen between tank and fuselage side.

