

PIONEER MONOPLANE MAKES A PERFECT SCALE MODEL FOR .75 TO 1c.c. DIESELS

By A. M. Finucane

Aged 32 . . . many years a member of York M.A.S. . . . G.P.O. Telephone Sales' representative . . . Married, with family of three . . . A modeller for 18 years, keen on free-flight only, with accent on scale and A/2... other interest is historical Aviation, model railways and ships.

BLACKBURN 1912 Monoplane

IN THE December, 1951, "AEROMODELLER" George Cull described the 1912 Blackburn Monoplane and captioned: ". . . will surely make the flying scale modellers reach for their drawing boards"—I did!

Eighteen months of development have produced this exact scale model—not for the piano top—but for safe scale type flight. Thanks to the low wing loading, auto rudder, generous tail area and the 1947 Amco .87 up front, this has been achieved.

Dihedral, airfoil sections, wing and tail areas are scale. In the interest of flyability a number of rigging wires have been omitted and a peculiar tail trimming device incorporated. Although rather unconventional, this latter arrangement works perfectly and is very robust.

The prop diameter is slightly below scale size. With an eleven inch scale prop the little Amco would only run when the needle valve and compression screw were removed!

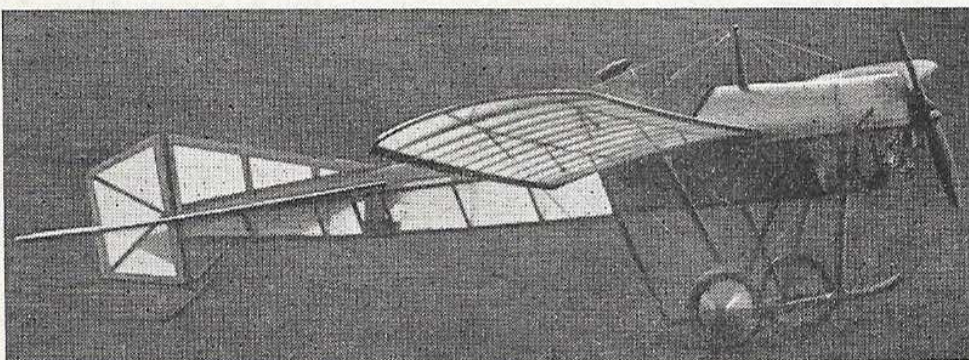
The model is always R.O.G.'d and never pushed. Hard-bitten power duration men stand and gape when, with the Amco gently misfiring, auto rudder wagging and the intrepid aviator's scarf blowing in the slip stream, the Blackburn rolls forward. A 35-40 ft. take-off run is followed by a gentle right hand climb to a 30 ft. "ceiling." For an unknown reason—probably connected with auto-ruddery and pendulum inertia—the normal wide circle flight pattern is sometimes enlivened with a figure of eight. The tank has a 1½ minutes flight capacity—so old

"hat-on-backwards" has got some hours in.

Low air-speed—about 7 m.p.h. flat out—and light weight reduce the chance of serious damage. It is, however, essentially a calm weather job—as also is the prototype which cavorts regularly at the aeronautical garden party. And there's a point there, for if your club is one of those publicity minded co-operative groups that are constantly asked for demonstrations at local affairs, the Blackburn is a certain crowd-puller.

Full building instructions are included on every copy of the full-size A.P.S. plan; but to whet the appetite, the rather novel trimming system makes interesting reading.

The model is best trimmed under power on a calm evening. Add ballast inside the cowling to bring centre of gravity to position indicated on plan. Pack leading edge of tail to give approximately 3 degrees positive incidence. With as much downthrust as possible, attempt an R.O.G. on full revs. Walk beside the model. It will probably rumble forward tail up and remain on the ground. Remove downthrust in very small doses until the model comes unstuck after 30 feet and stays airborne. If it climbs steeply, lay it by the heels and put on more downthrust. Don't worry about turn. The rudder takes care of that. No other trimming for glide was required on the original; but if necessary the centre of gravity can be moved slightly and the tail set at zero.



A sure flier, Mr. Finucane's Blackburn Monoplane will find a place in all scale modeller's hearts. Natural doped finish adds authenticity to this glamorous example of the pre-national markings era. Full-size copies of the A.P.S. 1/5th scale plan reproduced opposite, complete with incorporated building instructions, are available, price 6/- post free from AEROMODELLER Plans Service.