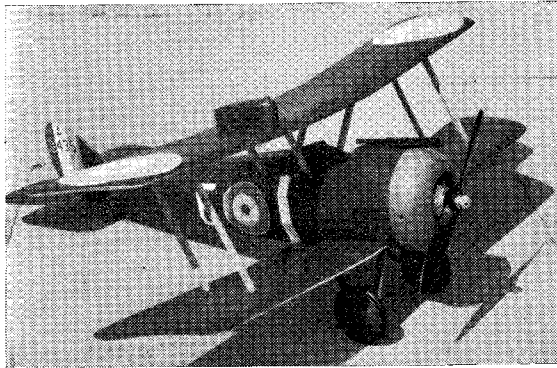


ward top wing, so that the angle of the slipstream at the tail is almost independent of downthrust. Result is that tight left-hand circles are used to kill the power stall: this performance has been likened to "a dogfight without the enemy" but is completely stable and safe. Incidentally the model looks much better with the shaft pointing forwards instead of down!

Rate of climb is such that a motor timer is strongly recommended: the prototype started life without one, but was lost for two dreadful days from an accidental two-minute motor run! After this it was grounded till a timer had been fitted. Make sure your timer will work reliably on 20-30 second runs, though a very short run is not a good thing, because the model needs a bit of height to settle into the glide when the motor cuts.

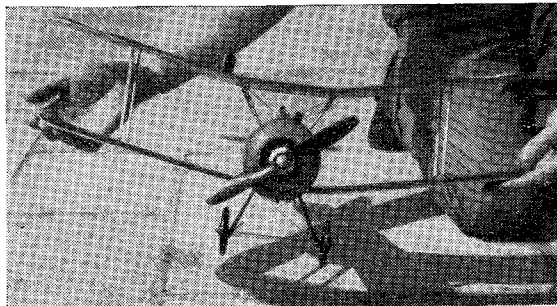


No—that top wing has NOT slipped! Designed by Captain Geoffrey de Havilland to retain the pilot's view of the pusher D.H.2, this backwards staggered biplane offers an unusual and unorthodox compromise with the usual layout. Kit Milford has solved the inherent stability problems.

The prototype model had an ancient Amco 0.87 c.c. diesel with exhaust silencer: using a scale 8 in. x 4 in. nylon prop this gives realistic low revs, and helps to keep the motor clean—very necessary with scale matt dope which shows every spot of oil. Glossy fuel proofing would spoil the realistic appearance, so glow motors are not recommended: any diesel from 0.5 to 0.8 c.c. should be satisfactory.

Construction is quite straightforward. The fuselage is built up with formers and stringers over a basic square box: the undercarriage and cabane struts are wire, faired with laminations of obechi over nylon, giving a very tough assembly. Lower wings are located by a flexible tongue which gives some extra dihedral in flight: dress snaps on the interplane

Flexible dihedral demonstrated to show crash-proof feature of the design.

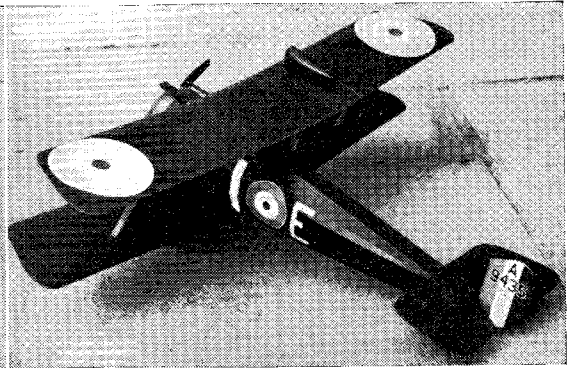


struts and top wing panels allow this flexing, with no unwanted sloppiness. The elimination of hooks and rubber bands helps to reduce those petty but annoying punctures in the covering.

Unusual tyres

The wheel tyres gave a lot of trouble, but the final system adopted is simple, effective and will be a help for modellers of other scale subjects.

- 1—Cut fuel tubing to length.
- 2—Bend into a ring and weld ends together with a flame.
- 3—Trim off the flash at the joint.
- 4—Slit all round the inside.
- 5—Dye with black nylon dye, doing the propeller at the same time.



Markings of A9435 are of an aircraft in service with No. 24 Squadron, Royal Flying Corps, with vertical white bar on fuselage behind the lower wing and white identity letter. Fabric was khaki-green on top of all surfaces and all of fuselage except grey cowling. Undersides are natural clear doped linen.

These tyres are then sprung over the discs, avoiding all bother with unsatisfactory adhesives.

The axle is rubber-sprung and really does its job on hard runways. Shirring-elastic bracing wires are optional but very useful: without them the struts can easily get lost in long grass, and a prang into a hedge could be tragedy.

Before flying, get the CG. right and wait for a calm day. Adjust the glide by tail settings and CG. movement, and the climb with side thrust. When trimmed, the model has a long realistic take-off, pulling up into a screaming left-hand "off the deck" climb like an express lift. Just the sort of thing to earn the pilot a carpeting from his C.O.! Fully detailed building instructions are issued with each copy of the full size plan.

The model in pieces for transportation and also to resist accidental damage in a heavy landing.

