



A 32 in. Span

Flying Scale

Model for the

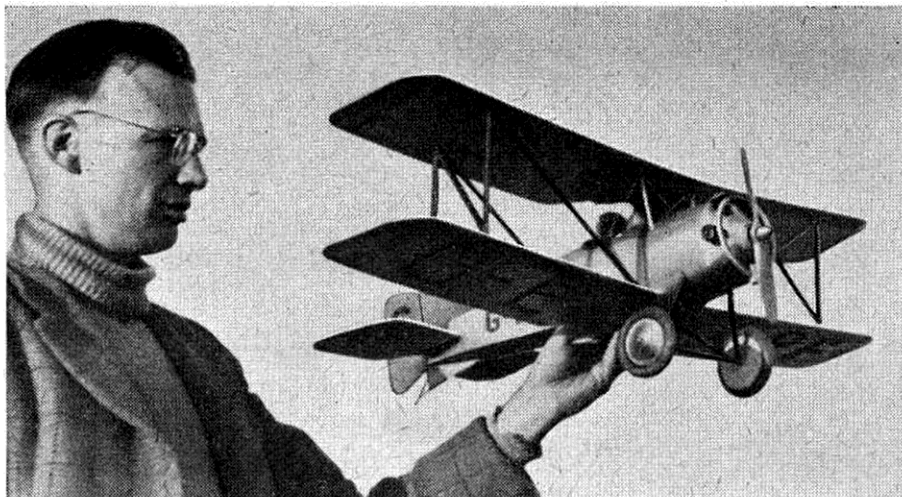
Mills .75 Diesel

BY M. GARNETT

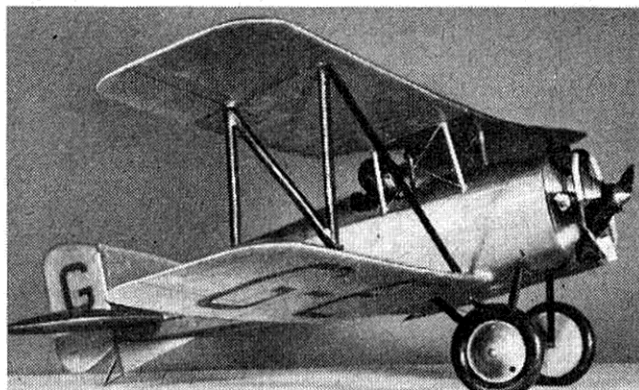
THE Austin Whippet was "discovered" during a search for a prototype biplane suited to the Mills .75. From the free flight viewpoint, the Whippet had excellent overall proportions, with reasonable dihedral and tail areas, and a simplified bracing system, whilst the diminutive span of the prototype—21 ft. 6 ins.—even in the $1\frac{1}{2}$ inch scale, would produce a compact and robust model of just over 32 inches span. The worst snags seemed to be the engine with its protruding cylinders ready to be removed by finger trouble or by *terra firma*, and the aluminium colour scheme which experience suggested might be difficult.

The late Eddie Riding described the Whippet in the May, 1945, issue of the AEROMODELLER:





An aircraft fatigue test engineer, designer Garnett should have no qualms over the construction of his dumpy Whippet. This is the later, pendulum 'thin-tail' version, that below is the pendulum rudder, high-lift tail model.



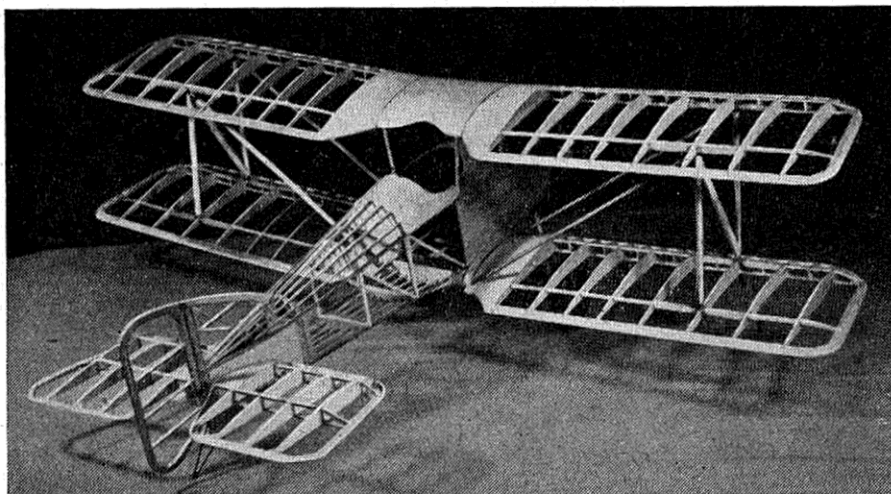
briefly, it was a single-seater light aircraft produced for the private owner by Austin Motors Ltd. in 1919. There was a strong resemblance to the S.E.5A which the firm had been producing, and the design had been adapted to avoid complicated maintenance requirements. The wings folded backwards about a hinge on the rear spars, and rigging difficulties were avoided by the use of streamlined tubular steel struts to brace the upper plane, instead of the usual conglomeration of lift and landing wires. The engine was the 45-50 h.p. six-cylinder Anzani radial, which could be started

from the cockpit, and the advertised price of the complete aircraft was £450. Unfortunately the market was not then ripe for a single-seater sports plane, and only three prototypes were built, namely, G-EAGS, G-EAPF, and G-EAUX. PF had quite a long life in the hands of various owner: until it went into retirement in 1932, whilst UZ went out to Argentina in 1920 and was still flying in 1928.

The model has been based on the AEROMODELLER 1/36th scale g.a. and is to scale apart from a slight thickening of the wing section. Engine details have been simplified, and minor details such as wind-driven generator, and aileron connecting rods, have been omitted. The position of internal members has been assumed to be that shown on the A.P.S. drawing, and in the form to be presented here, the model features "knock-backable" wings, and a sprung undercarriage, whilst the whole model dismantles into small components for transport.

Newcomers to free flight scale should have little difficulty in building the model, but they are warned that they might run into trouble during trimming, unless they have previously tried other biplanes. A pendulum rudder and a high lift tail-plane were fitted originally, but more consistent results were obtained using the sections shown, and the pendulum operated elevators.

Very detailed building instructions, including excellent advice on trimming and flying the Whippet, have been specially written by the designer and are included as a free leaflet with each full size plan from the Aeromodeller Plans Service. Price 6/- per copy, post free.



Near-scale structural details are obvious in this view of the prototype model. The thick high-lifting has been replaced with a thinner version incorporating a pendulum elevator. Assembly with internal rubber bands is both neat and crash proof.

