



BAZZ BOMB

by BASIL MURLEY

37½ in. Wingspan Single Channel Radio Control Aerobatic Model

ABOUT TWO YEARS ago the author decided that some serious reconsideration was required concerning the type of rudder-only R/C aircraft that was needed to eliminate those frustrating delays on the ground through damage or unsuitable weather. The result was *Bazz Bomb*. A highly manoeuvrable design was required to facilitate landing approaches and also for the sheer fun of being able to throw it around the sky. On the basis that the undercarriage was merely a tripping-up device, introducing extra weight and drag—it was eliminated from the project, a move that has not been regretted. *Bazz Bomb* will make a good landing on any soft surface from mown grass to a ploughed field without overturning or damaging the under-surface.

Designed to have maximum longevity and crash resistance (the author does *not* like building aeroplanes!), weight became a secondary consideration.

As the designer is a radio enthusiast *first*, and aeromodeller second, great attention was paid to the "innards"—nothing less than 100 per cent reliability was the aim, and so far this has been achieved as no failures have been experienced in over 3,000 flights spread over two years. (Basil Murley's engine consumption and air time in R/C flying possibly exceed those of anyone else in Great Britain.—ED.) Of many receivers of all types made and tested one was really

outstanding—this was the "U.K." (*R.C.M. & E. June, 1961*), adapted to relayless, it scored on all points: range, reliability, selectivity, freedom from interference and swamping. Only drawback for some modellers may be the slightly more complex battery supply, but as large capacity batteries have been used, they were wired in and virtually forgotten for months. It was felt that *Bazz Bomb* could not be flown with a compound escapement as they are usually a trifle slow in operation and in any case it will be found that after a turn, opposite rudder is required to straighten the model. With a sequential escapement it is there waiting for you—no thinking required about which is left or right! Therefore, the actuator used was the Elmic "Conquest". This was given a thorough inspection to ensure that everything was functioning before and after installation, also that it would pull in when the rubber was fully wound when using only a 3 volt battery supply. This gives a very good safety margin. The actuator has also never failed and has so far performed an estimated 1½ million operations!

Construction

This is fairly straightforward, the accent being on strength throughout. Tailplane and fin are made from hard balsa free from warps and are given two or three coats of clear dope before tissue covering and final doping. It is as well to pin these down to the building board to ensure that they dry flat.

For the wing, cut all sheeting, spars, L.E. and T.E. to correct length, pin bottom sheeting to board, add L.E., T.E. and bottom spar, add ribs then top spar. Now add dihedral braces and join wing halves together, the webs and top sheeting can now be added. It will be found much easier if the top sheeting from spar to L.E. is fixed with Evo-Stik impact adhesive or similar. Tips may now be added and sanded to shape also slots are cut in the leading and trailing edges for the piano wire reinforcement which is stuck in with balsa cement and held in place with a strip of tissue and more cement. After sanding, wings may be covered with tissue or nylon before final doping. Do not forget the nylon tape over the join at the centre section.



Rugged lines and swept fin are clearly shown in this view of *Bazz Bomb*. Note the O.S. Jetstream silencer on the O.S. 15 R/C. Model was very fast on this engine and 1.5 c.c. should be the maximum power limit for initial flights.

