

Full size plans for Blippy are on Group Plan #1157 from Hobby Helpers, 770 Hunts Point Avenue, New York 59, N. Y. (50c)

# Blippy

*In our last issue Aubrey Kochman told you how to check out your first radio control plane; now try his simple, sturdy wee rudder-only job*

■ "Blippy" was designed as a "second" model to be small, compact and easily transportable even when the entire family—dog included—took off for a weekend jaunt to an R/C session. The choice of taking a five or six foot model and leaving part of the family at home or a 40 inch job and maintaining the peace made the smaller model a "must."

Having a rather beat-up but still stuntable Babcock 465 mc two-channel job in flying condition, we planned this more realistic model for sport flying. "Blippy" has worked out so well it's now first in the hearts of the entire family.

As noted on the plans, fuselage width is governed by the size of the BCR-8B receiver box. Incidentally, this method of mounting has proven highly successful in preventing receiver damage under the most severe conditions. This radio compartment should be adequate for any rudder-only equipment and still leave plenty of hand-room for adjustment purposes.

Our finished model tips the scales at 30 ounces. Even so she is capable of some pretty fancy loops and rolls. With careful choice of lumber and a few less coats of color dope you can easily trim off 5 or 6 ounces which should result in a fully stuntable little bomb when powered by a hot .049 diesel or a docile .074 glo. For you sharp eyed readers, the .065 shown in the photos and used on the initial test flights has since been replaced with an .074 Cub. A half plugged venturi and 3 degrees downthrust keep "Blippy" from reaching for too much altitude with glow. (An .074 diesel is currently powering the model.)

As with all radio jobs, it is best if all necessary radio gear is on hand before construction of the fuselage begins. In this way should you not use the same receiver or escapement as the plans indicate it is simple to make the necessary construction changes for proper installation of your equipment.

Construction-wise "Blippy" is quite conventional. Select two sheets of 3/32" by 3" medium hard balsa preferably quarter grain stock for fuselage sides. It is important that the top edge of these sheets be absolutely straight as all incidence angles are measured from it.

In order for the bottom keel piece to fit properly the following procedure is recommended: cut one of the side pieces to shape as accurately and smoothly as possible; sight along the cut edge and use a sandpaper block to smooth out any irregularities; use this side as a template for the other side; cut very carefully so that no sandpapering is required. If done accurately this single cut has shaped the bottom edge of the side and the top edge of the bottom keel piece. Now cut

the bottom edge of the keel to shape and set it aside.

Cut the slot for the stabilizer 1/4" down from the straight edge of each side piece and parallel with it. Cabin side pieces between F1 and F3 are cut to shape and cemented in place. These should be 1/4" higher at F2 than at F3. Mark off the position of all formers and the vertical 1/8" x 1/4" braces on both side pieces—cement in place. The diagonal braces in the cabin section may also be added at this time or after F2 and F3 are in place. Cut all the formers to shape and cement F1, F2 and F3 in place. Check for squareness then add F4, F5 and F6.

Now install the escapement mount and torque rod. If other than a Babcock 465mc receiver is to be used decide on the type mounting and make the necessary provisions.

Add the 1/8" x 1/4" backbone piece between F3 and F6. Cut both formers F7 to identical shape and cement in place against F3 and the backbone. Sand the backbone to conform to the taper of the formers; start planking at F6 and work forward. It is best to plank both sides at the same time to prevent distortion. When you reach F4 install the Babcock "J" antenna mount under the backbone between F3 and F4. Solder the vertical antenna in place. Complete the planking.

Bend main landing gear to shape; use "J" bolts to mount it to 3/32" plywood. Double cement the mount in place; when dry apply a third coat of cement.

Mark exact center on the bottom of all formers; cement bottom keel piece in place. Cut out for nose wheel clearance; add triangular bottom formers. Use soft 1/16" sheet to plank the bottom—note grain direction. Cut planking to form nose wheel well, use scrap balsa to fill in around the well. This is important to prevent dirt, grass and pebbles from getting into the fuselage through an otherwise open hole.

Nose gear is formed and mounted to F1; it is 1/8" longer than the main gear. This reduces the distance of the take-off run and also allows the nose wheel to take the brunt of hard landings.

Cement 1/2" sheet balsa to F1 to form the nose block; carve to shape. If a beam mounted engine is to be used, cement hardwood bearers in place. An additional sheet of hard 1/8" balsa may be used to space bearers properly. If a radial mount is required add a second 3/32" plywood firewall, positioning it for sufficient propeller clearance. Do not shorten the nose.

There is ample space in the battery compartment for additional A and B batteries if required. If such are needed eliminate the 1/8" sheet battery box

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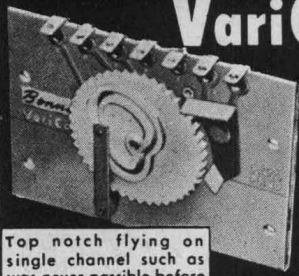


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## Blippy

platform and outfit this compartment so the battery pack cannot bounce around to do damage on hard landings.

The removeable hatch cover includes the carved dummy windshield. Note that the front wing hold-down dowel is braced with an additional piece of 1/8" hardwood or hard balsa and is firmly cemented through F2. Cut windshield block so there is sufficient space around this dowel to allow the wing rubber bands to pop off without being snagged by the block. A spring loaded team racer type catch is ideal for holding the hatch in place but rubber bands will do. The fuel tank is also housed in this compartment. Run the filler and overflow tubes to the outside of the model to facilitate refueling without removing the hatch cover.

Cut rudder to shape. Cut a groove in the center of the backbone piece; double cement the rudder in place.

Install all radio gear. Check for smooth operation of the rudder. About 1/8" rudder travel proved ample but this amount may be altered. Mount the on-off switch

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# Hobby Shop Directory

Model Builders! Here is a listing of nationally known hobby shops. You'll want to file it away—and when you're in the neighborhood, drop in and browse around. They're expecting you.

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where convenient. We had ours on the bottom of the fuselage with switch forward for the "on" position.

Wing construction, although slightly off-beat, gives a warp-free structure via following procedure: build each half separately; cut out all ribs to the same length; shorten the tip ribs by tapering the bottom in a straight line from the leading edge to the trailing edge with the leading edge the apex of the cut; pin down the 1/16" x 1" leading and trailing edge stock; cut the four trailing edge pieces to the correct taper; cement the 1/4" sq. leading edge on top of the 1/16" x 1" sheet; cement all ribs in place; raise the tip of the trailing edge 3/32"; cement the top trailing edge piece in place with the wing still pinned to the work board; taper the 1/4" square leading edge to conform to the rib sec-

## BILL OF MATERIALS (excluding R/C gear)

Balsa unless otherwise indicated. Two pieces 1/4" x 3/8" x 36"; 6 sheets 1/16" x 2" x 36"; 5 sheets 3/32" x 3" x 36"; 3 pieces 1/16" x 1" x 36"; 1 sheet 1/8" x 3" x 36"; 2 pieces 1/16" x 1/4" x 36"; 3 pieces 1/8" x 1/4" x 36"; 1 piece 1/2" x 3" x 12"; 3/32" plywood; 1/8" dia. dowel; 3/32" dia. piano wire; 1/16" dia. piano wire; (3) 1 7/8" dia. wheels; 1/32" dia. piano wire; silk, nylon, or silkspan.

tion; add dihedral braces and the 1/4" x 3/8" spar; sheet cover from the leading edge to the spar using soft 1/16" x 2" sheet; add the capstrips. Do not remove from the board.

Follow the same procedure for the other half but eliminate the center rib. Allow sufficient time for cement to dry thoroughly (preferably overnight) before removing from the work board. Join the two halves together, add sheet tips and round off the leading edge. Do not taper the trailing edge. Mount the Babcock dipole antenna within the wing structure.

Apply two coats of clear dope or sanding sealer to all exposed wood. Lightly sand the last coat. To save weight you can cover the entire model with Silkspan. For all-around protection especially if tough reed-like weeds inhabit your flying site as they do ours, cover the wing with silk or nylon.

Note that the stabilizer has been left until last. We use the stabilizer to balance out the ship. It takes quite a bit of weight in the nose to correct tail heaviness but only a slightly lighter stab to accomplish the same thing. Should the model be decidedly nose heavy a harder and therefore heavier grade of balsa should be used. It is much wiser to use added structural strength than dead weight. In either case and especially if the lighter stab is required use quarter-grain balsa and well plasticized dope to prevent warping.

If the stabilizer is a tight fit in the fuselage slots it is not necessary to cement it in place. A loose fit will require some cement. Apply cement sparingly to allow the stab to give without breaking. It's a lot easier to re-cement it in place than to replace it completely.

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