★ Winner of the Nationals class 'B' team races

BLUEBOTTLE

by CYRIL WEST

Aged 33 . . . designer of air targets for aero firm . . . secretary Godalming & D.M.F.C. . . . married and has three daughters . . . currently investigating moulded fuselage construction . . . other interests, music and figure skating.

DISTINCTIVE semi-scale lines and first class performance are two of the points which have made " Bluebottle " a centre of interest wherever it has been flown. Many knowledgeable modellers have been surprised at finding only the moderately powered Frog 500 under the cowl, after seeing it perform.

Although the speed is a little below that of most " racing 29 " powered machines, it is in the order of 85 m.p.h. and about twice as many laps per tank are covered due to lower fuel consumption.

Good range and reliability enabled it to win the 1952 West Essex Rally Team Race against faster machines ; the model in this instance was built and flown by a club colleague whilst the original job proved itself with recent success in the British Nationals when it won the Godalming Trophy. Ten miles at an average of 63 m.p.h. is typical of its performance.

Constructionally, " Bluebottle " could hardly be more simple, it is an " all-sheet " model.

Strong emphasis is laid on the importance of using glue rather than balsa cement, particularly where balsa is being united with hardwood. Half inch sheet is used for the laminations of the fuselage and it is surprising how little need be used if the laminations are planned out economically before applying the balsa knife. By the same means much carving and hollowing can be saved, with benefits both in expense and building time.

For external shaping, only spot glue the centre seam and prise apart afterwards for hollowing out the interior. Then reglue the lower halves together and fit the internal details, taking care with the undercarriage.

Shape the wing from $\frac{3}{8}$ in. sheet balsa, fit the control plate and then the lead out wires, seeing that the latter are carefully covered with inlaid strips with a drag free smooth surface. Then make up the tail unit to the correct dihedral and fit the elevator horn securely. Now glue the wing into true position in the fuselage slot, align and fit tail unit with control rod connected. Finally, add fuselage portions and sand all joints smooth. Do not skimp the fixing of the tailskid as this comes in for considerable hard wear.

Radial engine installation will be eased if a small slice is sawn carefully from the exhaust stack and longer crankcase bolts are used. Alternative beam mounting detail is shown on plan. Tank is made up from tin plate according to normal procedure ; note the shape and location as this is important for consistent engine speed throughout flight.

Finish of the original model was sanding sealer and Oxford blue dope with white trimmings, then fuel proofer all over.

A small boost socket should be fitted on the starboard side with one lead to a crankcase bolt and the other down under the engine bulkhead and through to the plug. Find the correct size of female press stud to fit a " K.L.G. Miniglo " plus top and solder it to the lead. Best results come with 9 in. × 8 in. medium width blade wooden prop.

For three years a regular finalist in team races, Bluebottle is still one of the smartest racers seen in the flying circles.