

THE

Bobcat

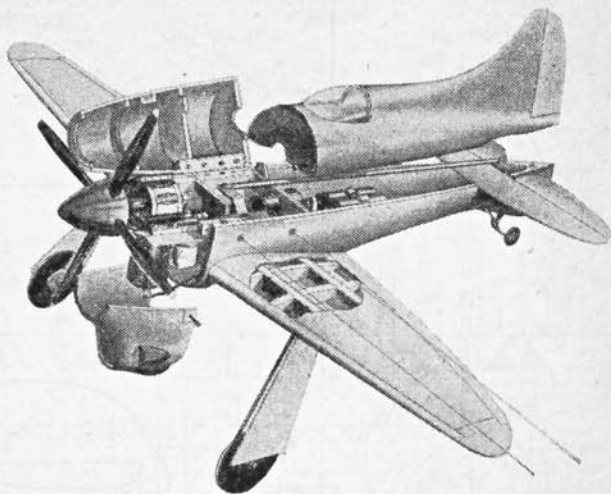
THE Bobcat was designed round the Ohlsson 23 with the idea of building a practical U-control model of realistic appearance. The result is one of the most beautiful control-liners ever made, that combines scale looks and high speed with sturdiness and accessibility of working parts.

The model can be taken apart completely and quickly, including removable dorsal fin, wings and lower cowlings, while the upper cowling hinges, giving access to engine and control-line system. This cowling is opened to re-fuel, and then snapped shut—the wire clip is strong enough to hold it down in flight. Cowling must NOT be left open while starting engine.

One block of balsa $3\frac{1}{2}$ in. \times $5\frac{1}{2}$ in. \times $19\frac{1}{2}$ in. is required for the fuselage, or two separate blocks, one $3\frac{1}{2}$ in. \times $2\frac{1}{2}$ in. \times $19\frac{1}{2}$ in. and the other $3\frac{1}{2}$ in. \times 3 in. \times $19\frac{1}{2}$ in. Such block is on the market, as knowledgeable aeromodellers will have already discovered.

The landing gear fits into the wing spars and is capped with pine blocks. Wing spars are made of 1/16 in. ply laminated on both sides of $\frac{1}{8}$ in. balsa sheet. The removable wings are bolted through the wingspars to the plywood fuselage formers.

Brass or aluminium tubing is used for the U-control arm, which simplifies the work and is very rigid. The ends of the tubing are flattened and holes drilled for bolt at the control plate and for the wire actuating elevator. Before installing wire in the elevators it should be passed through the hole in the tubing—this obviates soldering. The control system is completed by fitting a small block between the engine mount and the fuselage. The block extends $\frac{1}{8}$ in. over and above the engine mount. A hole is drilled through this block and



engine mount for the bolt holding the control plate. Two nuts are used at the control arm to allow setting of free movement of controls.

Test Flights.

Newcomers to U-control are recommended to use 30 ft. control lines for testing. An indoor testing site such as a hangar is ideal—otherwise a windless day must be chosen. When the "feel" of the lines has been acquired flying on standard 50 ft. lines may be attempted. Set engine at $\frac{3}{4}$ speed and allow 'plane to take off by itself. Until confidence in take-off and landing has been gained diving and stunts should be avoided! Bobcat's average speed is 60 m.p.h., but speeds in excess of 70 m.p.h. can be achieved.

Alternative Engines.

While primarily designed round the Ohlsson 23, any other engine of similar capacity that is available can be used. Suitable motors include Forster 29, Brownie 29, Phantom G, Hi-Speed Torpedo or Bullet or any other of 4-5 c.c. Minor modifications of the engine mounting may be necessary if alternative engines are used.

