



Tecspects

Model name:	Bootful
Model type:	Advanced aerobatic
trainer	
Designer:	John H. Bransden
Wing span:	43"
Engine size:	.25 cu. in.
No. of channels:	Four - Rudder, ailerons, elevator, throttle
Construction:	Fully built-up
	balsa/ply
Covering:	Solarfilm

John Bransden's 43" span aerobat for .25 cu. in. engines is easy to build, fast to repair(!) and no trouble at all to transport assembled ready for instant action!

BOOTFUL!

Having almost learned to fly my basic trainer, I felt that something a little more agile was called for as a second model. Something cheap, quick to build and with a small engine, etc. Unfortunately, 'Bootful' has proved too effective and I still can't fly it on full throttle! Slow it down though and it's very docile. In its multicolour finish it looks good (Bootiful, in fact!) and fits easily in the back of the car. Hence 'Bootful'. So if you are like me a

front dowel blocks, servo mounts and torque rods.

Next make the ailerons, not forgetting the blocks and tubes for the outer hinge pins. Fit the wing tips and do a dry run for aileron fitting and working - slightly too much end clearance is better than too little. I used spade Lucas connectors for my torque rod horns. Drill the centre of the spade, remove the plastic and outer tube and solder to the bent torque rod. Don't forget the hinge tubes before bending!



The fuselage

The fuselage is almost too simple to describe. It consists simply of two balsa sides, 1/4 square longerons and spacers as shown joined by the front bulkhead, with a wing mounting plate and 1/4 square crosspieces.

Fit bulkhead blocks and undercarriage and tail skid stiffeners then fully sheet the fuselage bottom. You now have a simple container into which you can jigsaw all the workings in whatever manner you prefer.

Now is a good time to get the tail feathers organised so that you can get the push rods (or snakes, if you like) nice and straight. Fit the engine mounting and drill for throttle and fuel pipes. Fit wing bolts and drill for dowels before top sheeting. Now fully mock up the assembly and check C.G. and fuselage centreline balance on prop shaft and centre of tail. Apply wing tip balance as required.

And that's just about it!

I used Solarfilm for covering. If you break yours as often as I do you'll know why! As it is almost all balsa you just cyano it back together. A quick flick with the covering iron and out the next day.

Now for the flying bit. If you are a beginner I'd suggest rates on half travel and finger on throttle - or get somebody more experienced to try it for you. Ground loops are a doddle with that forward undercarriage but then so are touch and goes. You soon learn what the rudder's for!

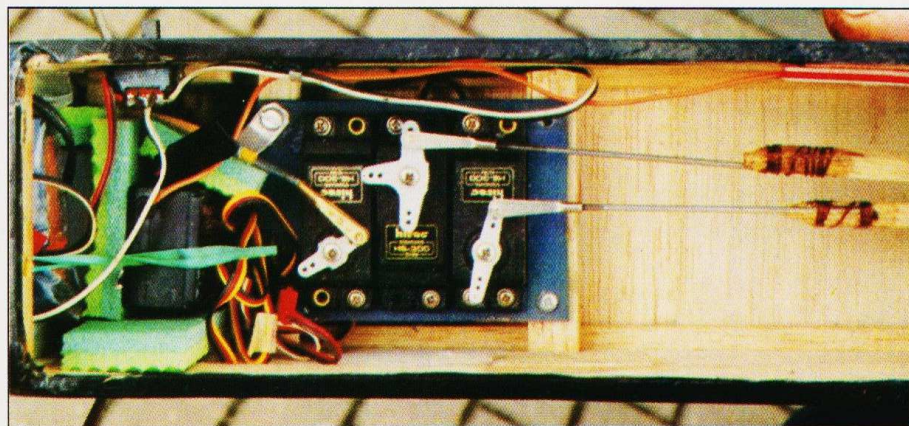
Have fun!



beginner, build it, keep it slow and have fun. If you are skilled, have even more fun - it makes a good 'holiday' model as it doesn't take up much room, even less still if you remove the undercarriage.

Construction

It's probably best to build the wing first. You get a big piece of model for little effort and you need it for lining up the mountings. Start with a sandwich of ribs or make them separately with a template as I did. Then cut the lightening holes. It's a bit of a chore but there aren't too many ribs. Once you have a set of ribs, set them up with the main spars, false trailing and leading edges and glue. Shape the leading edge as required and fit the top sheet making sure that the trailing edge sheet overlaps to form the aileron socket. Turn wing over and make and fit the



This all looks complicated but is very simple when you get stuck in. When you're sure all the workings are sorted, add the trailing edge scrap blocks and sub-ribs and finish the sheeting (with a hole for the servo!)

Above: Lots of room inside for full-size radio gear; rudder and elevator Hitec servos are on the right here and that's the throttle servo on the left.