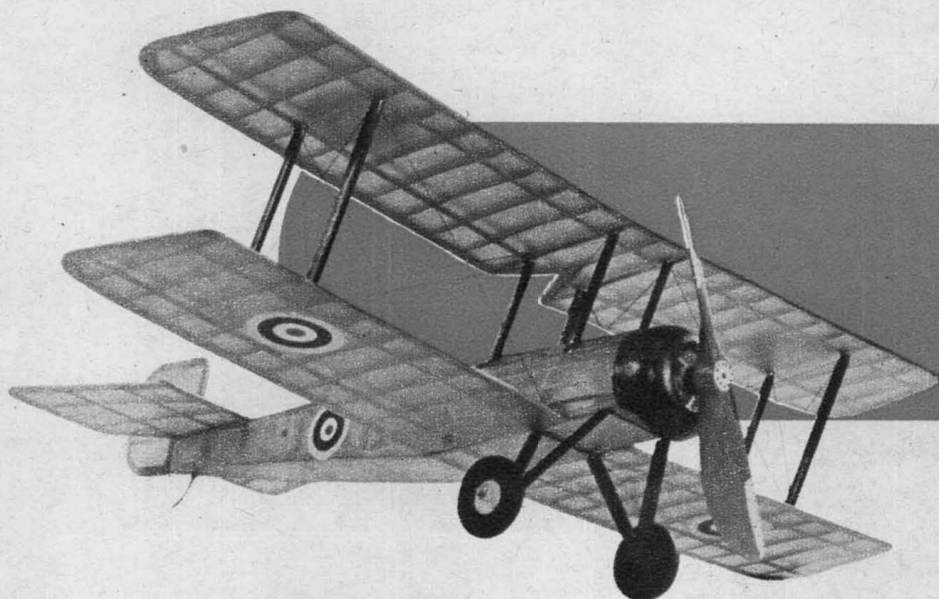


BRISTOL BULLET

BY WALTER L. SCHRODER



THIS RUBBER OR CO₂ MOTOR POWERED SCALE MODEL CAN ALSO BE BUILT AS A CONTROL-LINE SHIP

DESIGNED by Captain Frank Barnwell in 1914, the Bristol Bullet scout type D was the first single-seater scout to go into production during World War I.

It saw service with England's Royal Flying Corps towards the latter part of 1914 and was used as a scouting reconnaissance plane. (The fighting Scout was a much later development.) Although several hundred were built, they never formed the complete equipment of any one squadron. After its service days were over the Scout was turned over to training squadrons.

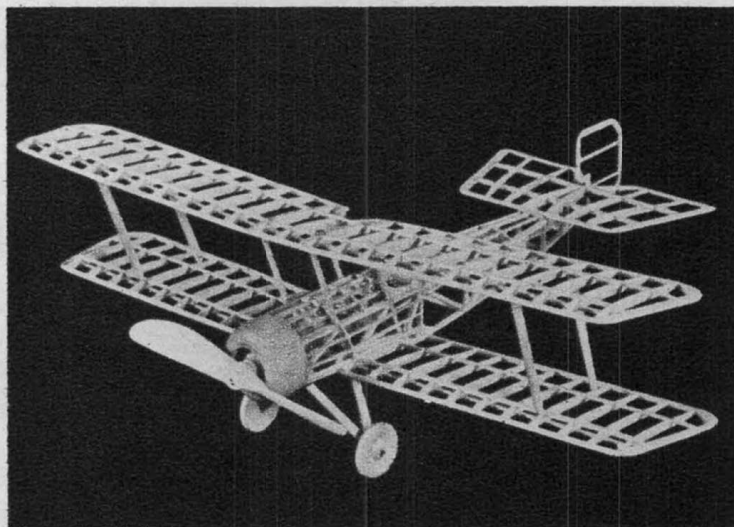
The full scale version of the model outlived its contemporaries by many years. It was bought by a private owner after the armistice and became G-EAGR on the English civil register. Ten years later it was still being flown by a private owner at Shelburn-in-Elmet, Yorks, England. It ended its days in an automobile junk yard at Stainforth, England, around 1936.

The coloring of these machines was in accordance with the official British camouflage schemes in use at the time. The early models of 1914 were clear-doped all over, with a serial number painted on the rudder.

For the above information, plus specifications for the model, we are indebted to *Aeromodeller*, the famous English model magazine. All details shown here are from plans by E. J. Riding in the December, 1945, issue of that magazine.

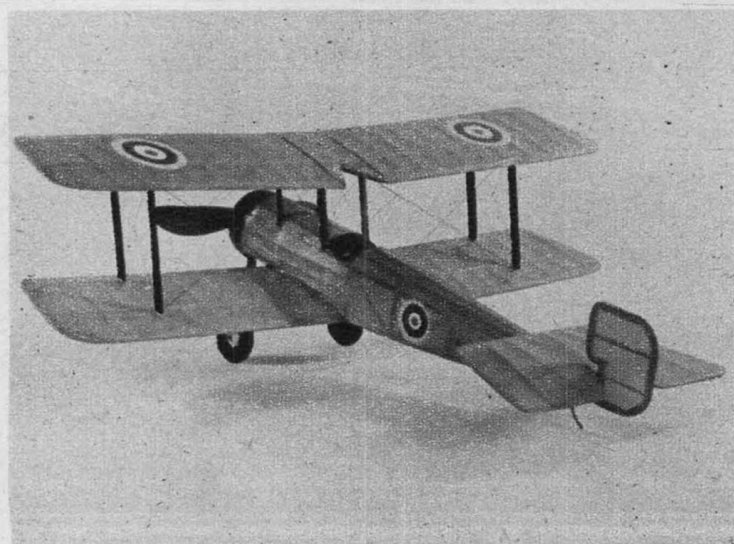
For those who are interested the scale details of the model are one inch to one foot.

The full size plans are designed to give the modeler the best assistance possible. In the actual size shown here in plan form the model may be constructed for powering by T-56 brown rubber or



● Simplicity and good looks of the Scout are apparent in the uncovered framework shot. Use rubber or CO₂ motor for power.

● A model that performs well on the end of control-wires is easily scaled up twice the size of the plans presented here.



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BRISTOL BULLET

Herkimer's CO₂ motor; double all measurements for powering by gas engines in control-line flying scale events.

As for the design, simplicity is the keynote, and the model is an ideal project for the newcomer. Oldtimers should like the simple cabane strut rigging. A good suggestion is to use rock-hard $\frac{1}{8}$ " squares for these combination upright-cabane struts.

The cowling may present a problem. For simplicity cut out the full size cowl ring templates from the plans and glue to stiff cardboard. When dry use this template to trace the three "B" rings. Cut out the small diameter of the template—with the utmost care, as it will serve as the template for the three "C" rings. Cut out the inner line of the "A" ring template and trace four rings. When assembling and gluing these, start with ring "B." Now glue the "C" rings directly in the center of "B" and insert the "A" rings directly to the face of "B." When cutting these rings allow at least $\frac{1}{16}$ " extra stock around the diameter of each. This will allow for proper sanding to shape. Sand the cowl to match the outline shown on the top and side view. To complete the cowl, drill the hole for the motor hook.

The wings are conventional and don't require any special instructions. Note, though, that the outer ribs of the wing center section are notched to fit over the cabane struts.

The combination scale-flying propeller blank shown will provide adequate power for the most avid flyer. Six to 8 strands of U.S. Rubber Co.'s T-56 $\frac{1}{8}$ " flat rubber are more than enough motive power.

For proper flying the model should balance at a point $\frac{1}{2}$ " back from the leading edge of the lower wing. If necessary use B-B or buckshot inside the cowl to achieve this balance. Use a minimum of 200 turns for the first power flights. If the model tends to stall, add more ballast. If it tends to be nose heavy remove ballast. For accu-



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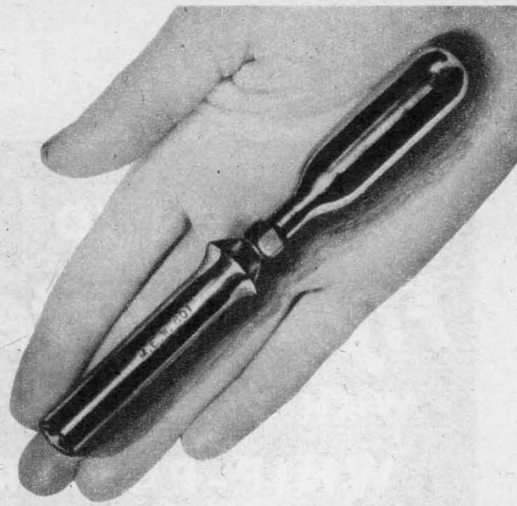
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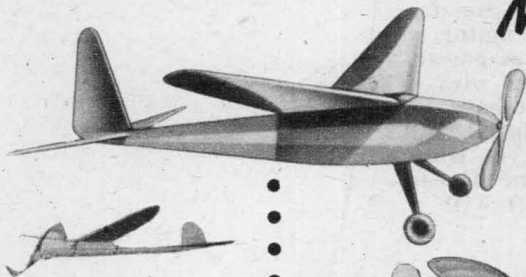
rate flying it is wise to glue the ballast in permanently, in such a way that it may be removed or added to at will.

For the control-line and powered free-flight fans: A CO₂ engine is ideal for use with this model. Remove or adjust the cowl to suit the engine. For a firewall, insert a piece of 1/32" x 3/32" x 1 7/32" plywood between the uprights and cross pieces at section A-A. Keep this insert flush with the front of the fuselage members. The top of the cowl must be cut out to accommodate the engine cylinder and permit the carbon-dioxide line to protrude above and enter the fuselage at a point just in front of the section B-B. Remove the base cross pieces at station B-B and the third fuselage station. Make a frame 1/8" square to fit this section between A-A and the fourth fuselage station. Fill in this section or framework with 1/16" sheet. This completed construction is the access hatch for the carbon-dioxide cartridge. The hatch can be held in place with pins inserted through the base longerons, or by scotch tape.

For the control-line builder, we wouldn't suggest the use of a bell crank. Use the G-Line method of flying with the line mounted to the upper wing tip.

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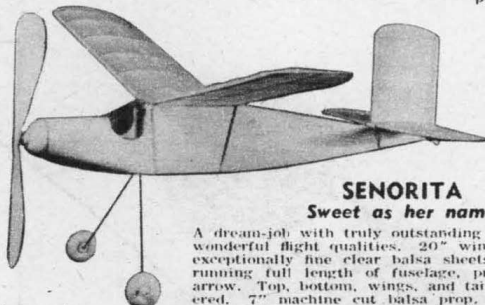
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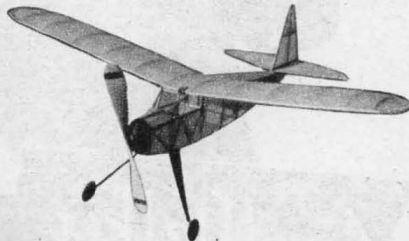
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