

BY E · J · RIDING

LARGELY as a result of seeing G. E. Fisher's Frog-powered Sopwith Pup flying during the early summer, I was persuaded to resuscitate from honourable retirement the 1/8 scale rubber driven Bristol Bullet model described in the Christmas 1945 issue of THE AEROMODELLER.

The business of converting the Bullet from rubber to Diesel power was relatively simple. The only alterations to the existing airframe being the removal of the papier-mâché cowl, dummy engine and diaphragm assembly and the substitution of a simple cradle for the '87 Amco Diesel engine.

Constructional details of the engine mounting and solid balsa cowl are shown in the accompanying sketch (half full size). Note that the bearers are given a few degrees of downthrust as well as sidethrust. The whole assembly should be coated liberally with clear or red undercoating dope as a protection against fuel oil. The lower portion of the cowl, complete with bearers is then glued firmly to the front bulkhead of the fuselage.

It is advisable to seal off internally the front bay of the fuselage in order to prevent the egress of residual oil. This can be done by dopping a sheet of tissue across the fuselage at station No. 2; the underside of the fuselage at this point should be left uncovered i.e. from the front bulkhead aft as far as the rear undercarriage leg attachment points. This will permit easy access to the choke as well as providing drainage.

When completely assembled test for glide in long grass, trimming if necessary by altering the tailplane incidence. When the machine glides satisfactorily allow it to take off under power, checking any tendency to climb too steeply by adding further downthrust.

Full sized plans for constructing the Bristol Bullet, together with the necessary conversion drawing may be obtained price 3/6 from Aeromodeller Plans Service, The Aerodrome, Billington Rd., Stanbridge, Beds.

