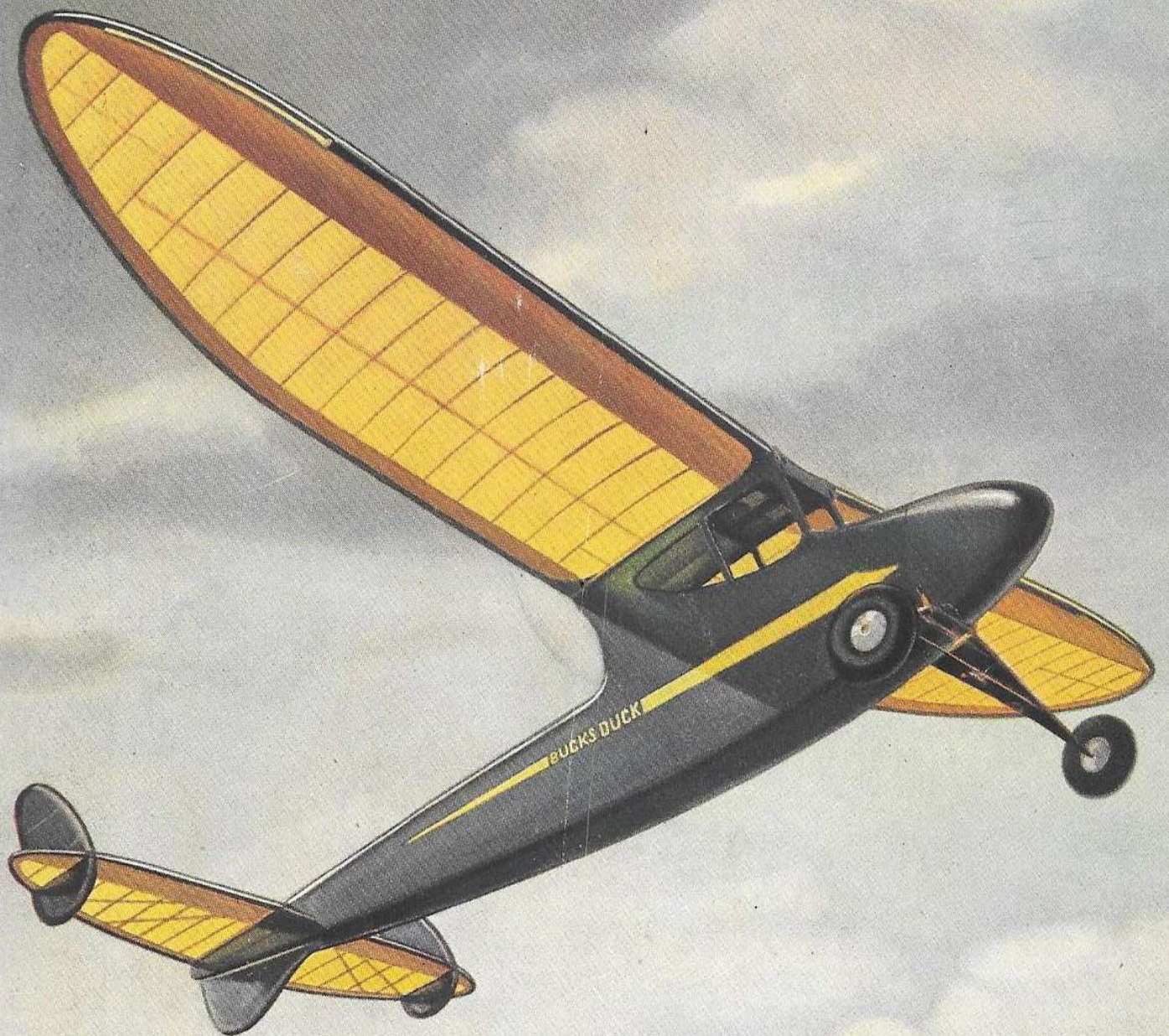


AEROMODELLER



OCT.
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• BUCK'S DUCK •

PUSHER POWER MODEL IDEAL FOR RADIO CONTROL BY A DAY

THE DESIGNER: A. J. DAY . . . married . . . on the wrong side of forty! . . . Has been modeller for seven years . . . now passed through most of the 'stages' . . . has finally picked on power . . . enthusiastic member of High Wycombe Club . . . by trade a joiner . . . lives, of course, at High Wycombe.

MANY advantages of the pusher layout are obvious, but nevertheless this type has been almost universally neglected in the past. The advance of radio control however to a stage where it is likely to become universally popular has reawakened interest in this oldest of layouts, and there seems every likelihood of this type coming back into its own.

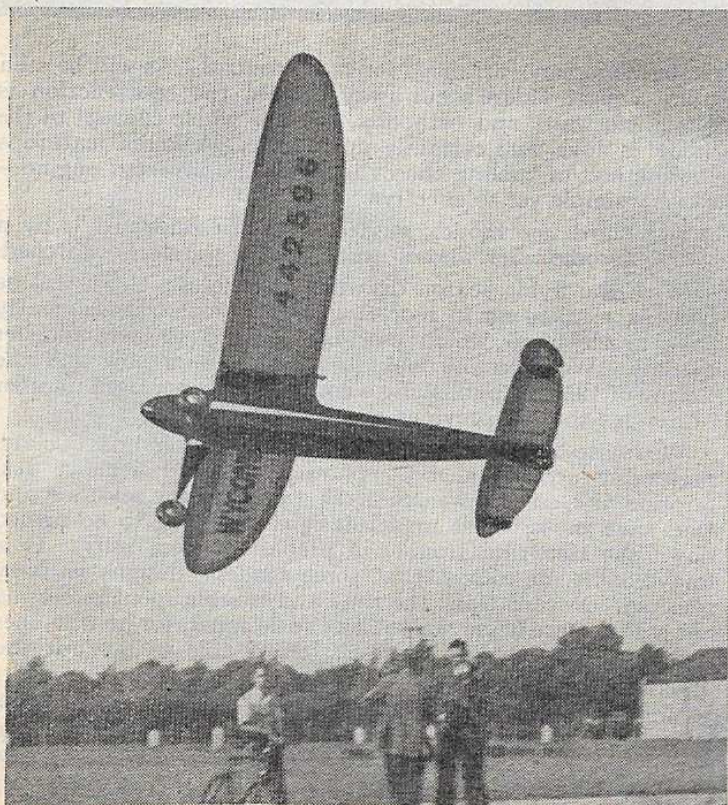
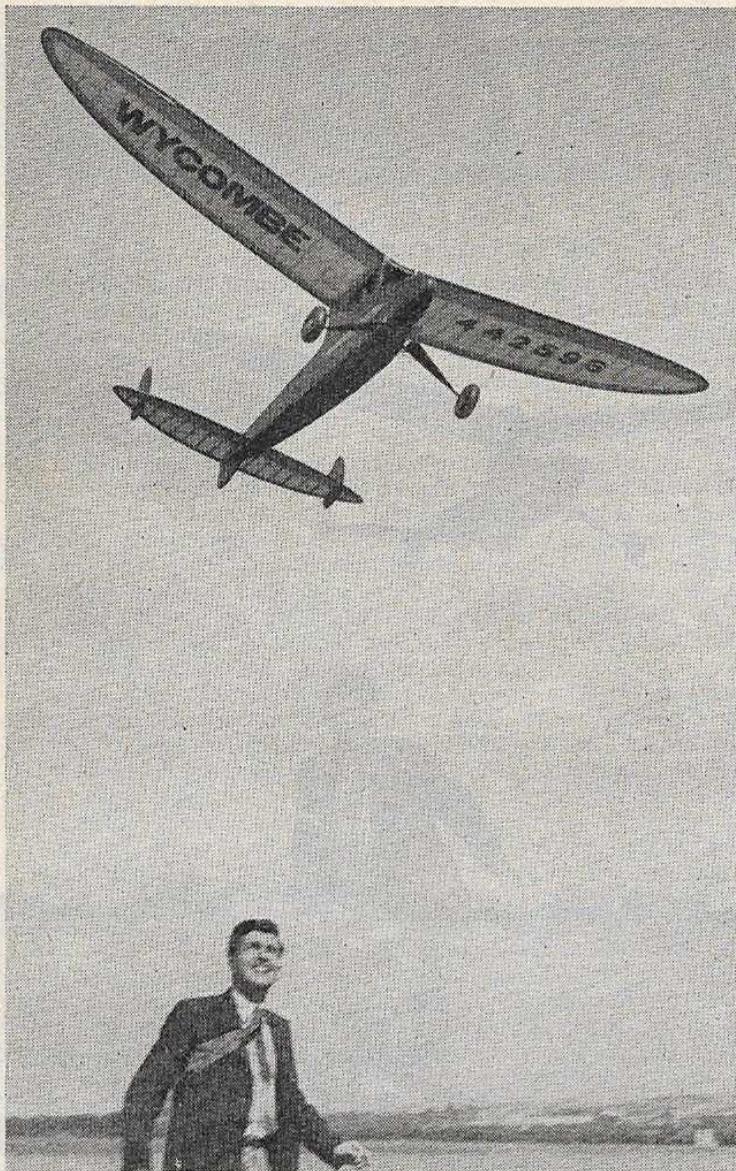
"Buck's Duck", being a medium large machine with delightfully slow and stable flying characteristics, is an ideal model for radio control. The tremendously strong nose and rear mounted engine give an unequalled resistance to unfriendly earth, while the construction throughout is more than sufficiently robust to take care of all the ordinary mishaps a model meets with in its flying life. It is very easy to trim, and its leisurely pace is a pleasure to watch. The original model is now two years old, but despite the fact that it has been flying the whole of that time has few scars to display. Power in this case is supplied by a 7.5 c.c. Gerald Smith "Redwing", but the model is suitable for any 5 to 10 c.c. petrol or glow-plug engine, or corresponding diesel. For radio control purposes, no doubt the petrol engine with its greater flexibility will be preferred at any rate as long as engine control is intended, but it should be stressed that "Buck's Duck" will make just as fine a model for free flight with any type of engine.

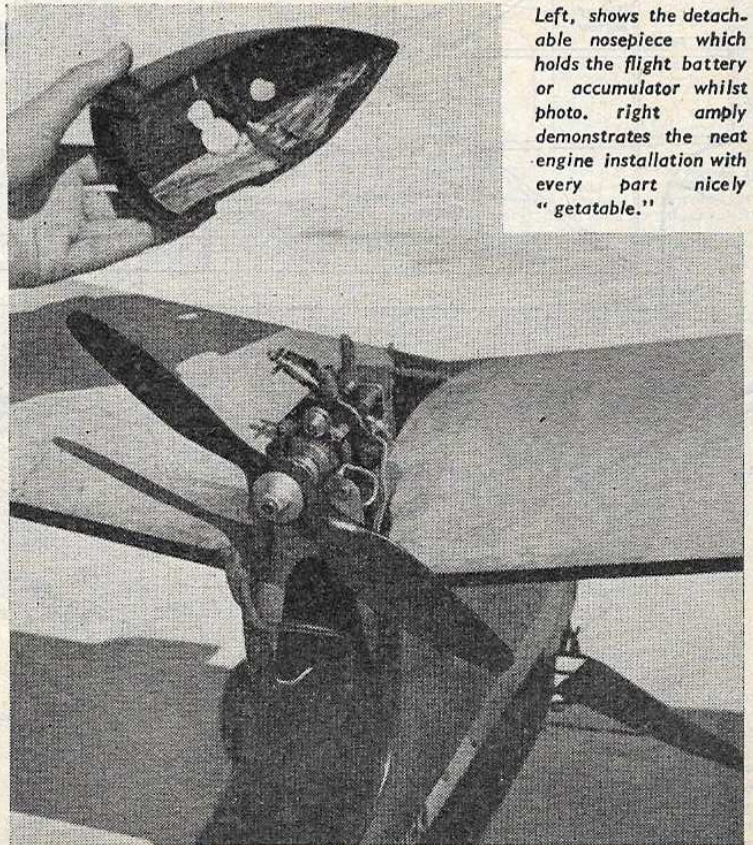
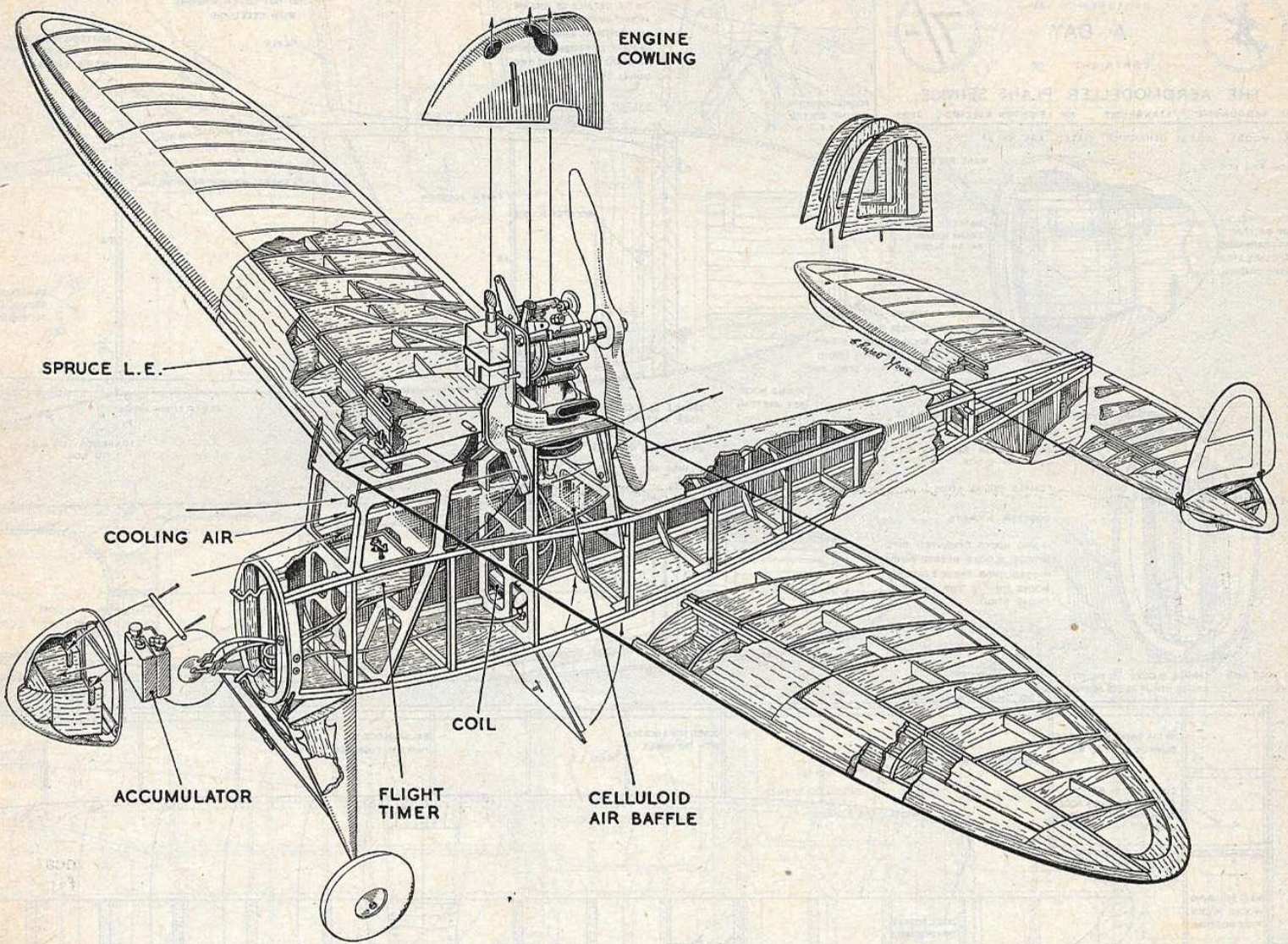
Generally, the design and construction are straightforward and are unlikely to present any difficulty to the ordinary builder. The design was based on Col. Bowden's oft-advocated principles and in many respects this model has a family resemblance to the well known Bowden Contest. In detail, however, it is soon seen that there are considerable differences arising from the pusher layout and side area arrangements.

A word of warning perhaps regarding engines. Owing to the reversed action of the propeller trouble may be encountered with engines having slight taper on the crankshaft, as the taper shaft is pushed away from its bearing and allows oil to blow past and drown the spark points. This does not occur on the "Redwing", but it would be as well to make sure of the point before installing a petrol engine.

The cabin on this model it will be noted is *not* celluloid covered in the usual fashion, but instead has a celluloid "floor" which is curved up towards the engine to make an air duct for adequate cooling. This it does very well and no trouble has ever been experienced with over heating.

These photos give a first class idea of this model both in flight and repose, while the cut-away by Rupert Moore opposite makes easy work for those building this attractive design. The stable flight of this model is a well proven asset to which the photos bear witness.
(Aeromodeller photographs.)





Left, shows the detachable nosepiece which holds the flight battery or accumulator whilst photo. right amply demonstrates the neat engine installation with every part nicely "getatable."