



The Chief Sunday Flier, himself, and the diminutive Cannonshot.

CANNONSHOT

If you think you're good, and you're looking for something different, try this .020 powered two channel, sixteen inch span biplane. You're gonna' be surprised! **By Ken Willard**

So you're a hot pilot, eh? And there's not much left to challenge your skill? And you're tired of ramming your .60 powered bomb through the air?

Then try this for a change of pace — a 16" wingspan biplane that's instantly responsive, darts around like a hummingbird, spins and snap rolls faster than you can see it, yet takes off and lands like any good sport job that's a taildragger. Also, if your modeling friends are like mine, as soon as you get it built and fly it, they'll want one — and if any of the wives see it, they'll want one. I don't know why it is, but the women seem to like the little jobs more than the big ones — I guess it's because they're "cute."

Quite some time ago I designed a little plane called the "Pageboy." It had an escapement (most of you probably have never seen one) for control, and was somewhat limited in the maneuvers it could perform. But the idea was to design it so full size plans could appear in the magazine.

With the advent of the new, miniaturized radios, I thought I'd try a modernized version, using the Cannon Tini-Twin unit for control. The resulting design is called the "Cannonshot!" At first I was going to call it the "Cannonball" but after weighing it and finding it hit ten ounces ready to fly, I decided it wasn't big enough to call it a cannonball.

Warning! This is **not** a design for a beginner. In fact, you better be a fairly proficient sport pilot if you want to fly a Cannonshot! But once you have it tamed to your liking, I can guarantee that you'll really please the spectators.

The information on the plans is just about all the building instructions most of you will require, but there are a couple of details that probably should be explained. Let's review them.

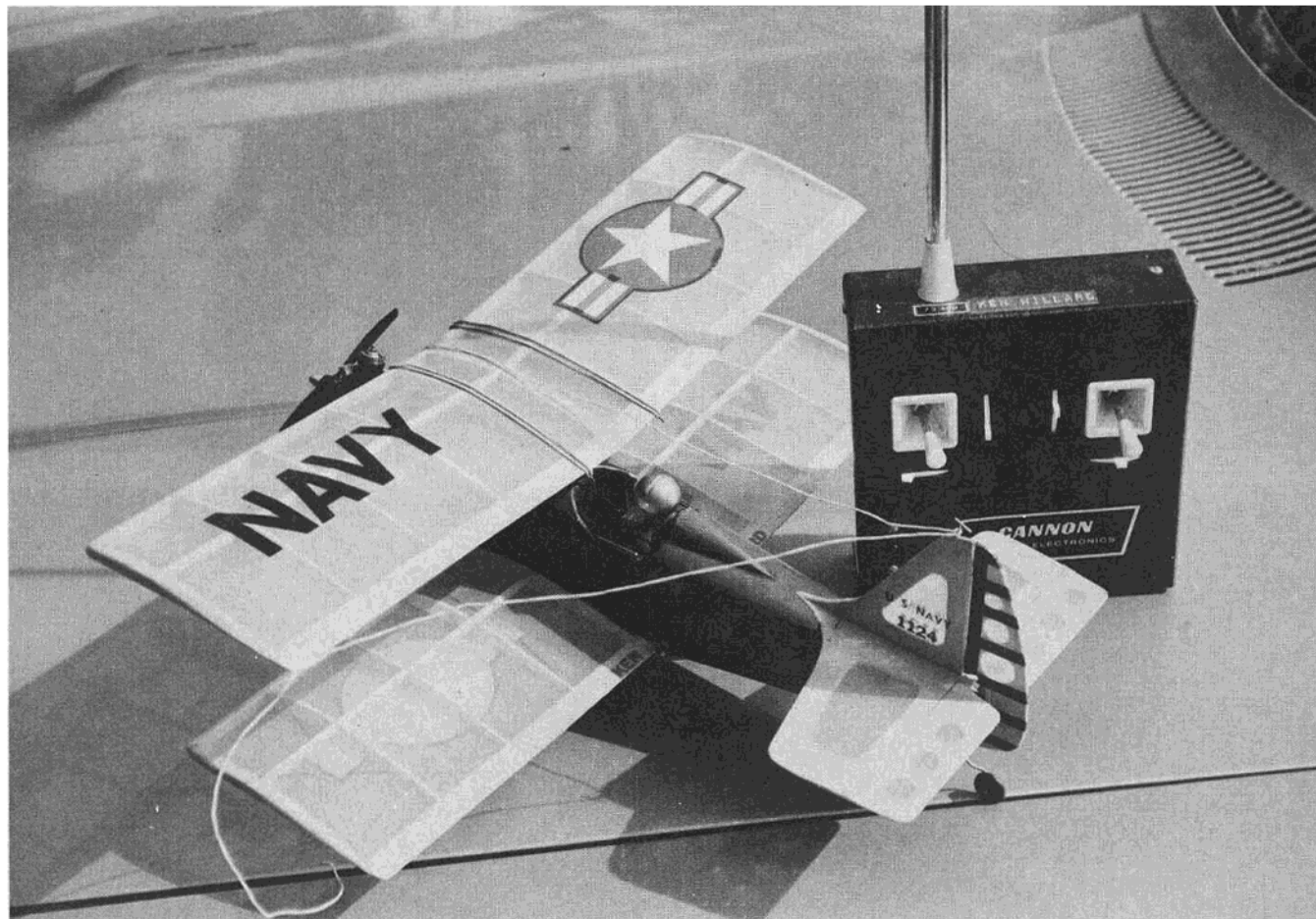
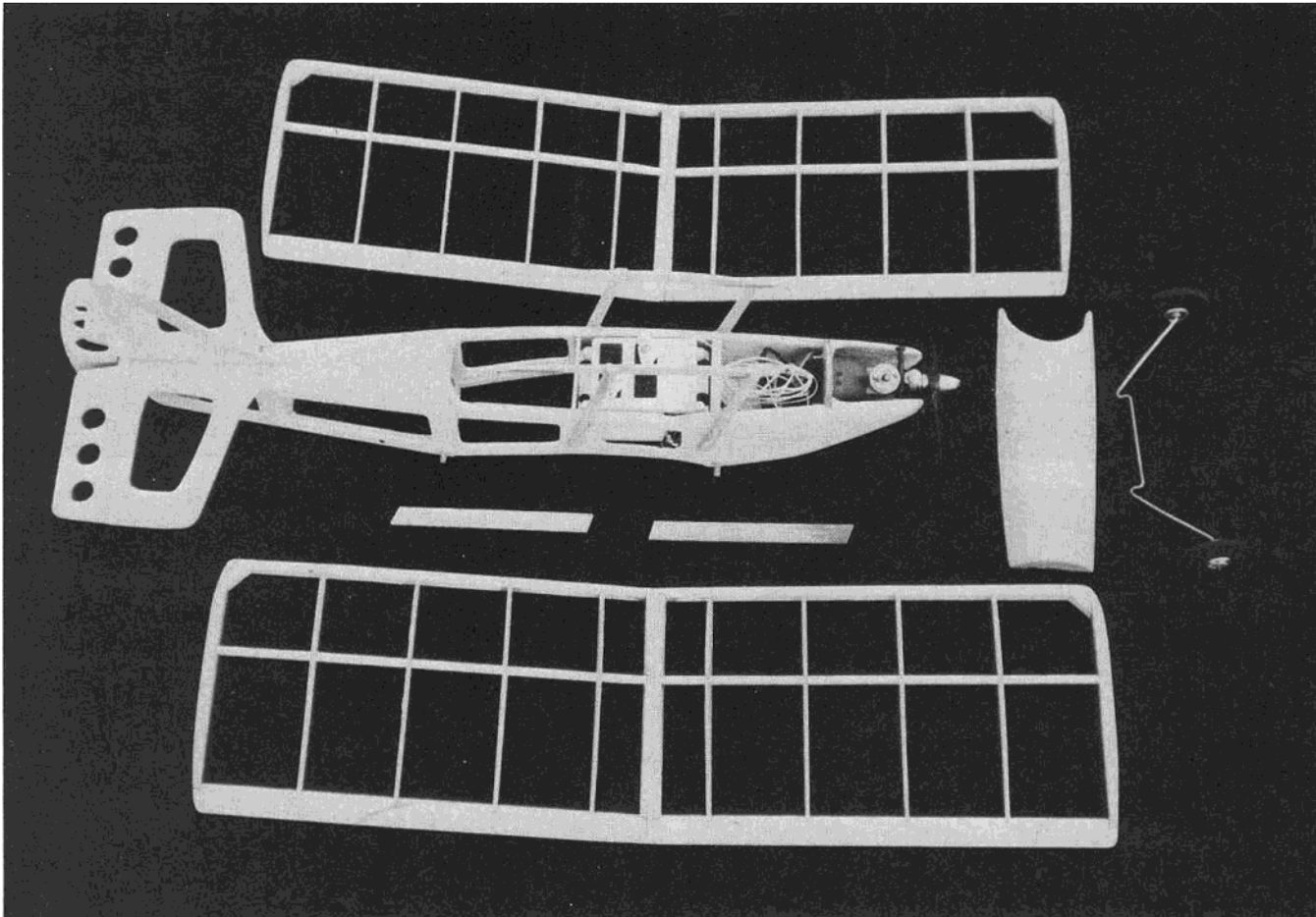
Fuselage:

The 1/16" sheet sides, as shown in the plans, have holes cut out for lightening.

Actually, the result is more pleasing than it is effective in reducing weight. The cutouts only weigh a fraction of an ounce. But, when you cover the model with transparent MonoKote, it looks very nice.

The 1/2" soft balsa block, forward of the cockpit, has to be hollowed out to accommodate the servo arms. And note the method I used to hold the block in place — a T-pin through the firewall, and, back at the cockpit, two T-pins, with their heads cut off, Zapped to the 1/16" balsa plate on which the Williams pilot sits, with the sharp point forward. To secure the hatch, all you do is push the aft-end back so the pins penetrate the wood, then press the forward end down, insert the T-pin through the firewall, and that's it.

The cabane struts are Zapped to the sides of the fuselage, then the wing cradle Zapped in place at the right angle for the upper wing incidence. Then you trim off the ends of the



tors so they have about 1/4" travel in either direction. This makes the model responsive, but not excessively so. Then, after you've got the feel of it, increase the surface travel to suit your own response capability, and you can get some of the wildest and most exciting flights you've ever had. Full up and full left rudder will result in two snap rolls before you can stop it. Hang on and it will spin violently. Neutralize the controls and it stops right now.

Take-offs are pretty much like any taildragger, except that, if you do get out of line and start a ground loop, you may have to retrieve the model as it spins around on the runway and start over. It's so small that once it starts a ground loop, it goes around faster than you can catch it. But — if you have it headed into the wind, and are alert to any tendency to start a turn, and keep it headed straight, it takes off easily and climbs out rapidly.

This is a fun machine. It's easy to build, easy to repair, and not particularly easy to fly — but it sure is a lot of **fun** to fly!

That is, if you're looking for a real challenge to your flying skill.

And you are, aren't you?



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