

# Champmaker



EX-NATIONAL CHAMP HANK STRUCK HAS DESIGNED THIS MODEL TO HELP YOU DEVELOP SKILL IN CONTEST FLYING. CONSTRUCTION IS SIMPLE

BY HENRY STRUCK

CONTESTS are won through flying skill—knowing how to get the most out of your ship. “Champmaker” is an instrument to develop this skill. Ultra-simple construction slashes time spent at the work bench to a minimum, and light-weight, sturdy structure cushions the frame-shattering effects of maladjustments.

The selection of a wing and tail section with perfectly straight undercamber permits rapid assembly directly on a flat surface, assuring warp-free surfaces, and eliminates the need to stick the covering to each rib. Easily installed false ribs maintain the camber of the leading edge and add an eye-pleasing detail.

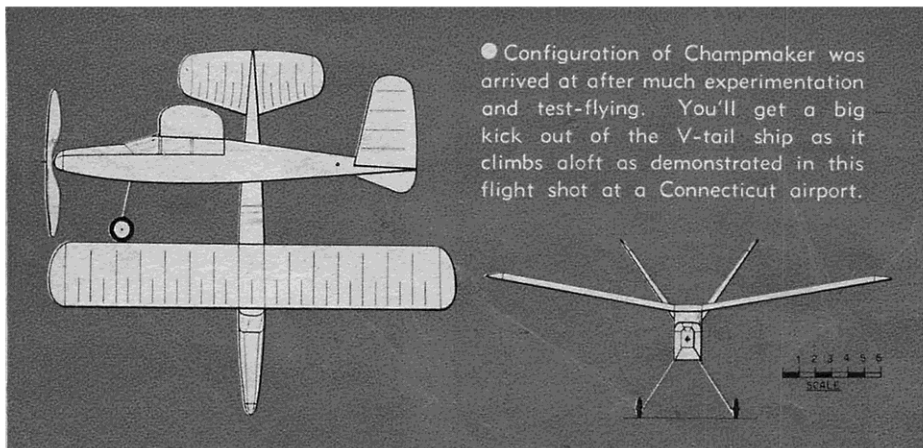
Many V-tail designs have been unsuccessful due to failure to employ sufficient dihedral and area in the tail surfaces. An angle of 55 degrees on each panel was found necessary to produce proper stability.

In performance “Champmaker” matches its bigger contest brothers, turning in frequent still air flights of 2½ minutes—enough to tax the bounds of the average small field with which most modelers have to content themselves.

To reduce the wide variety of material sizes often required, the entire airframe is designed of ¼” sq. stock and ¼” sheet. The only exception is a strip of ⅛” x ⅜” triangular stock for the wing trailing edge.

The plans are drawn actual size. Merely remove them from the magazine and scotch tape them to a smooth flat board. Tape a sheet of wax paper over the drawing to protect it from excess cement.

The fuselage sides are built together, one atop the other. Pin the longerons on the plan and fit the cross-pieces between them in pairs. Use (Turn to page 85)



● Configuration of Champmaker was arrived at after much experimentation and test-flying. You'll get a big kick out of the V-tail ship as it climbs aloft as demonstrated in this flight shot at a Connecticut airport.



