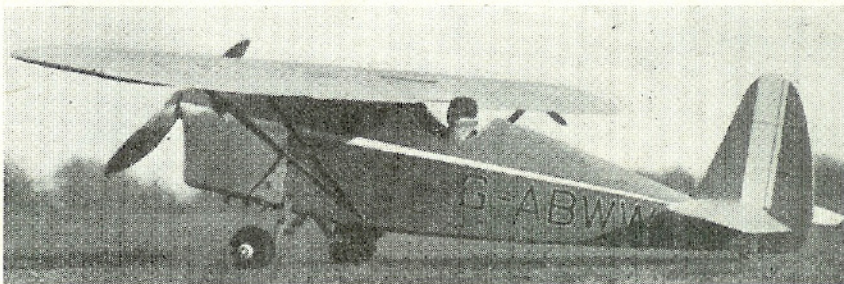


A 36" SPAN

COMPER SWIFT

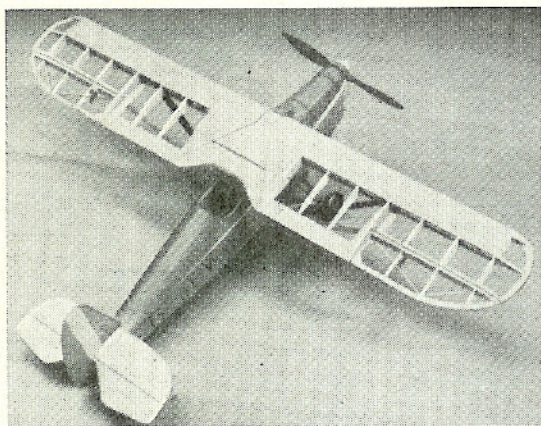
by
D. P. GOLDING



35 years old artist by profession married,
with one son member South London (Scale)
M.F.C. main interests King's Cup aircraft and
jets other hobbies, photography and drawing.

ONE of the few British aeroplanes to be designed specifically for racing, the Comper Swift is an unique little craft of considerable renown. Designed and built by Nick Comper in 1930, there were two versions of the Swift, one with the radial Pobjoy engine, and the more powerful, 40 m.p.h. faster variant, using the De. H. Gipsy III Major engine.

D. P. Golding has quite naturally chosen the in-line engined Swift "Major" as a subject for modelling, for its simple cowling and longer nose



are by far easier to reproduce. His model is one of the "P. E. Norman" school . . . high wing loading, high flying speed with a high degree of realism, crash-proof fittings, and semi-aerobatic performance controlled by pendulum elevators. The Swift is also fitted with pendulum ailerons, an addition which has proven most useful for automatically stabilising its impressive flight.

Full building instructions for this interesting model run to several pages and are supplied with each full-size A.P.S. plan. As a foretaste of what may be expected from the Swift, we reprint the following excerpt from the trimming and flying section of the designer's notes.

"Now try another flight, gradually increasing revs. and watching altitude—she should fly in about 30-40 ft. circles and straighten out when the power cuts. The glide is comparatively straight and level, though fast . . . should it be on the gusty side, she may turn alarmingly but will straighten out as the pendulum ailerons get to work . . . Remember, if a Mills 1.3 c.c. is used, the engine must work at full revs. I hope to fit an Elfin 1.8 c.c. which should make the model even more aerobatic and the pendulum elevators will do their job of levelling off that power zoom . . . If you don't want quite so much power, the Frog 150 or Elfin 1.49 c.c. should be ideal. N.B.—This is *not* a beginner's model."

We know, from the demand for plans of the Typhoon, Gamecock, Fokker Triplane and the Miles Hawk Speed Six, designed by the P. E. Norman/D. P. Golding school, and already published in the AEROMODELLER, that free-flight fans will enjoy this accurate reproduction of the famous Comper Swift.