

GATHER round, you model builders, for here is a novelty to gladden the hearts of all aviation enthusiasts—a peach of a flying model that can be used as a high-wing monoplane, or a low-wing monoplane, or a biplane.

In general this model somewhat resembles the Belgian R. S. V. training plane.

From your work on this model you will be able to learn much about the different flying qualities of the various types of planes embodied in the one model. It is easy to construct and at the same time inexpensive.

Now, as an additional surprise, a parachute device for experiments is incorporated in the model. A little careful study and manipulation will enable you to release the parachute at varying heights in turns, spins, etc.

Another feature to be noticed is that it is equipped with neither fin nor rudder. If one were to build an actual plane of this type the front fin and rudder could be replaced by some patented rudder placed on the wings. If this could be worked out it would be an excellent thing for military purposes, giving, as it would, an unobstructed view over the tail for gunnery purposes. Now, as regards the type of parachute being used, the idea is to eliminate the necessity of jumping out of the plane and of risking one's life, as would be the case in a low jump.

The type of parachute you will build for this model makes it possible to jump very near to the ground. By use of the unlocking device, the parachute comes in a position by which the airflow caused by the propeller and the momentum in general opens it. The pilot is then gently lifted from the cockpit. The resistance of the parachute in question is such as to enable the pilot to leave his plane at about 100 feet above the ground.

You will be amazed at the simplicity of construction of this model, and particularly in the differences of the methods used in America,

and the European methods, which have been adopted—as for instance, the fuselage. It does not contain a motor-stick, but holds the rubber itself—a European idea. Both are equal in weight, nevertheless the European method has two advantages over the American. First, the model is stronger and does not alter its shape, and secondly, the model flies a straight course invariably, which is not assured by the easily moved motor-sticks as in the American types. The motor can be changed or wound up just as easily as in the ordinary type.

If the rubber breaks, do not be afraid that it will damage the model, as would be the case in an ordinary paper-covered and motor-stick mounted fuselage.

Drawings 1 and 2 show the side A and the bottom B of the fuselage. These are made from 1/32" thick, hard or

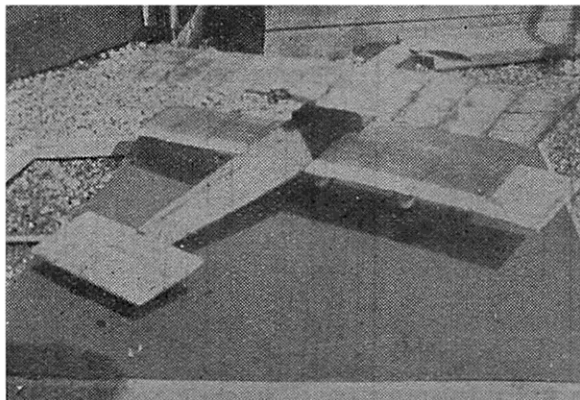
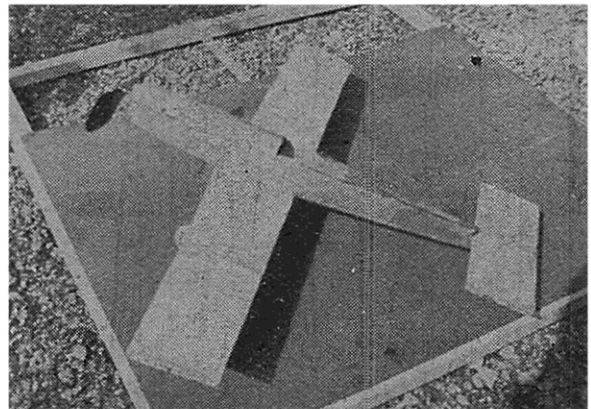
How to Build A Convertible Mono-Biplane

By
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medium balsa. Make two sides A and cut two holes of 3/16" diameter near the bulkheads II and III, as shown in the drawing.

The lower wings are attached by two tubes, shown in drawing 6; these are indicated by the number 16. These tubes are to be fastened in the two holes mentioned in the preceding paragraph. Make two tubes. Only one piece (B) is needed for the bottom of the fuselage. Near bulkhead 5 cut

out No. 1, as shown, and from 1/32" balsa cut 2 pieces of No. 2, and fix them in the space cut out. Do not throw away the piece cut out from No. 1, as it is through the opening in No. 1 we fix or change the rubber motor, and the piece cut out fits as a cover. It is advisable to fix this cover in place by means of little threads of paper which can be easily torn off when necessary to change the rubber.



A Cantilever Model With Many Unusual Features

