

A new look in free-flight sports model design with turbo-prop lines and jet exhausts on an elegant tricycle u/c fuselage of . . .

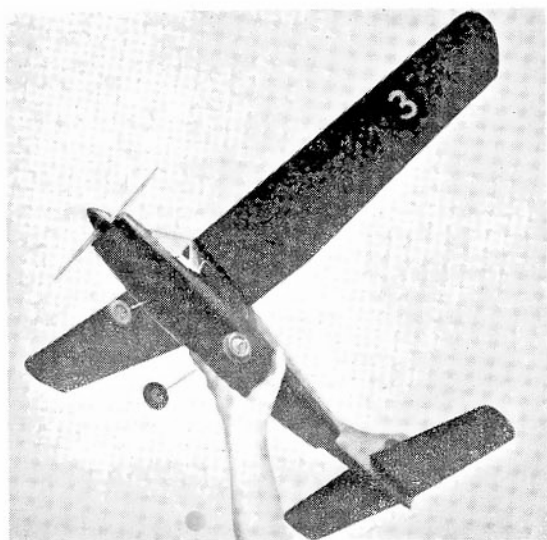
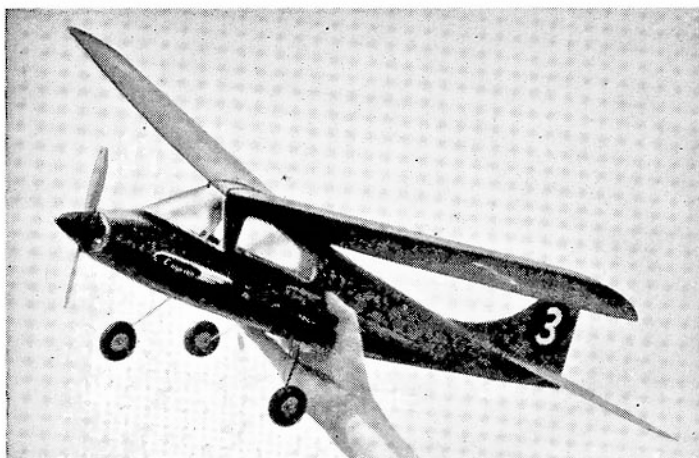
Brian Cracknell's

Courier

THIS MODEL is one of the most emphatic answers to the query "What can there be new in the shape of a sports model?" Jet lines are brought to a fine streamlined fuselage with chubby cheeks and very neat nose cowl. Though Courier may appear to be difficult to construct for the beginner, the bulkheads with their close spacing offer no problems, and when located over paper tubes for "Jet" exhausts and $\frac{1}{8} \times \frac{1}{4}$ in. main crutch members, planking is simplicity itself. The result is a novel fuselage cross section which appeals not only for its ingenious shape, but also for its high resistance to punishment. In fact the prototype model dates right back to December, 1951, when the first model flew under the spectacular name of "Assassin".

Development models with modifications including the mock gas turbine layout have all shown high resistance to warps and can be left in the rain, sun, under the bed or stowed in the attic for a couple of months, then flown without qualms.

The fuselage is made by constructing the main



crutch over the plan view, having cross braces of the same $\frac{1}{8} \times \frac{1}{4}$ in. materials. The undercarriage members are bound to F3, F5, and all formers fitted in place. Then the spine is added from F5 to F8 which in turn carries F9 and F10 on the extensions. The under-belly which is flat, is now covered in one piece and care should be taken to see that the tail end remains true to the centre line of the fuselage. The twin exhaust tubes are now threaded through their appropriate holes in the formers after forming them by wrapping brown or stiff paper around the suitable dowel. The rounded portion of the fuselage is now planked, followed by the flatter upper sides and lastly, the top curve, and engine cowling. Finally, all accessories are added, such as wing dowels and cabin glazing, tail platform and fin strake.

Being all sheet and immensely strong, the tail surfaces need no explanation, except perhaps that care should be taken to see that the grain of the wood is even and not diagonal, which is rather prone to warps.

For the experienced modellers, the mainplane is also very simple, but beginners will find assembly best followed by pinning down the leading and trailing edge, bottom spar, then cementing ribs in place, followed by top spar and gussets, making the wing in two separate pieces to be joined together by the dihedral braces in the centre section. Make wing panels from the dihedral break outwards and fill-in the two flat centre section bays when each tip is supported $2\frac{3}{4}$ in. above the building board and clothes pegs used to clamp the $\frac{1}{16}$ th ply dihedral braces against the relative spar, leading and trailing edge faces.

Cover the entire model with heavyweight Modelspan and give wings two or three coats of clear dope using sanding sealer and colour on the fuselage. A Mills .75 was used on the prototype, but this design caters for a wide range of engines and is extremely easy to fly, preferring wide left hand circles which it performs with grand realism after fine take-offs using the tricycle undercarriage.