el bobo

by GEORGE WOOLLS

Not scale but reminds one of many aircraft—a Bucker Jungmeister, maybe, or the Lil' Stinker?

Fly without a cowl, too, says George cranking up his Mac .049 Diesel. Plenty of mills to use.

Plans show beam mounts—space for your engine. Radial mount, drop in firewall, ballast.

For the patient builder who wants a better ship, one that can be flown year after year, a fine bipe for .049's.

► You can fool your friends with this one, provided they have not read this issue of MAN—just ask then to tell you what aircraft "El Bobo" is scaled from.

They will look at the model from all angles and guess: Pitts Special?, Great Lakes Trainer?, Bucker Jungmeister?

Of course, this is not truly a scale model of any full-size aircraft. However, your friends won't be too far out.

There's a saying about models—if it looks good it is good. Bipe looks jaunty on flight line.

for the planes mentioned certainly helped to inspire El Bobo, each contributing something nice to the design.

As can be seen from the pictures, the model looks most realistic. Wing struts and bracing wires fulfill their proper duties, and not merely ornamental.

The technique of using separate wing halves has been well tested over a number of years on different models, and has proved very satisfactory and safe. This feature makes the model crash-proof and allows it to breakdown to fit easily into a box 27 x 9 x 7". Transportation to and from the flying field presents no problems.

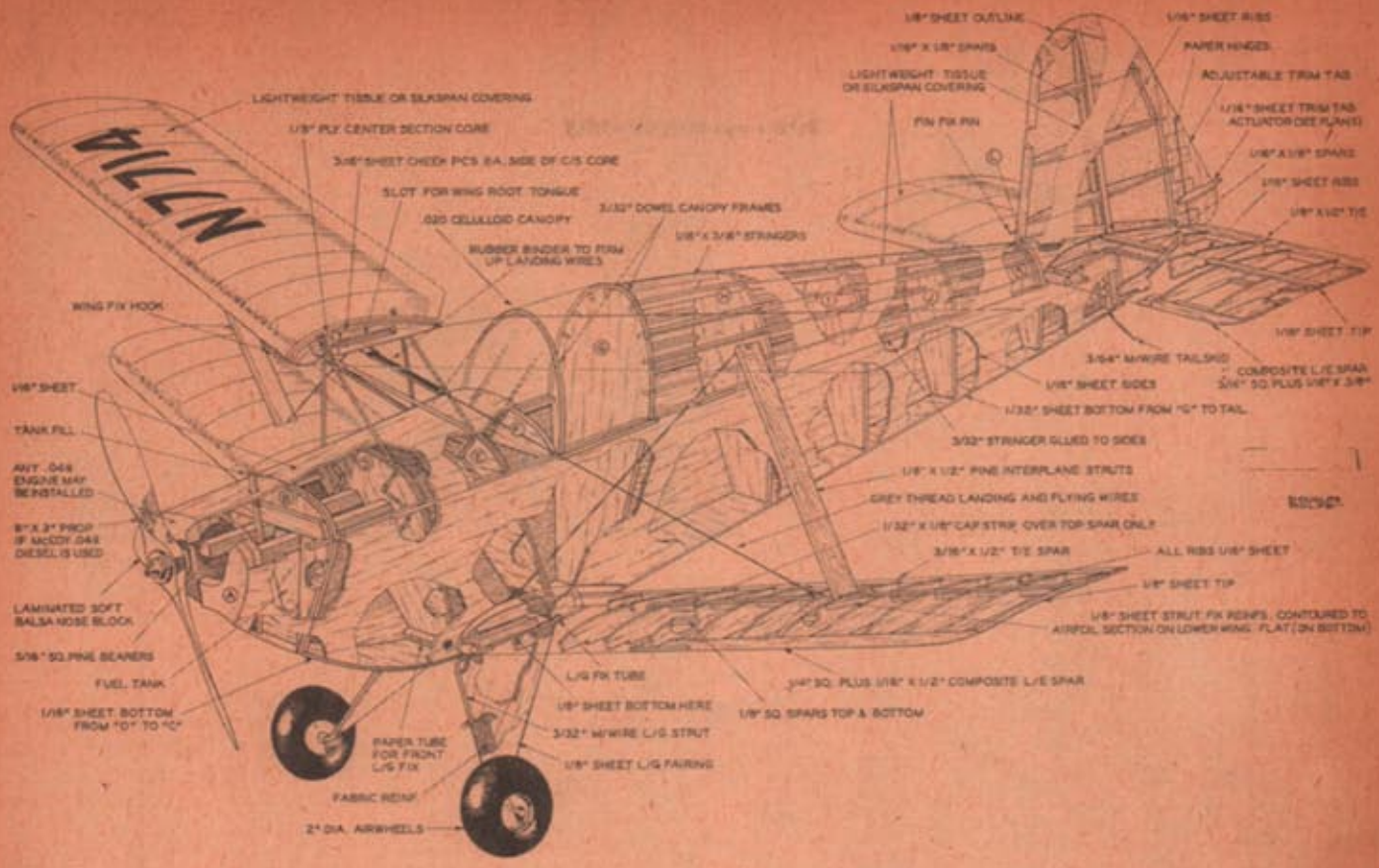
El Bobo (The Jester) will fly well with any good .049 under its cowling.

Fuselage: Cut out side sheets from 1/16" balsa and cement the 3/32" sq. strip along the top edges. Make the formers from sheet, laminating them where shown on plan.

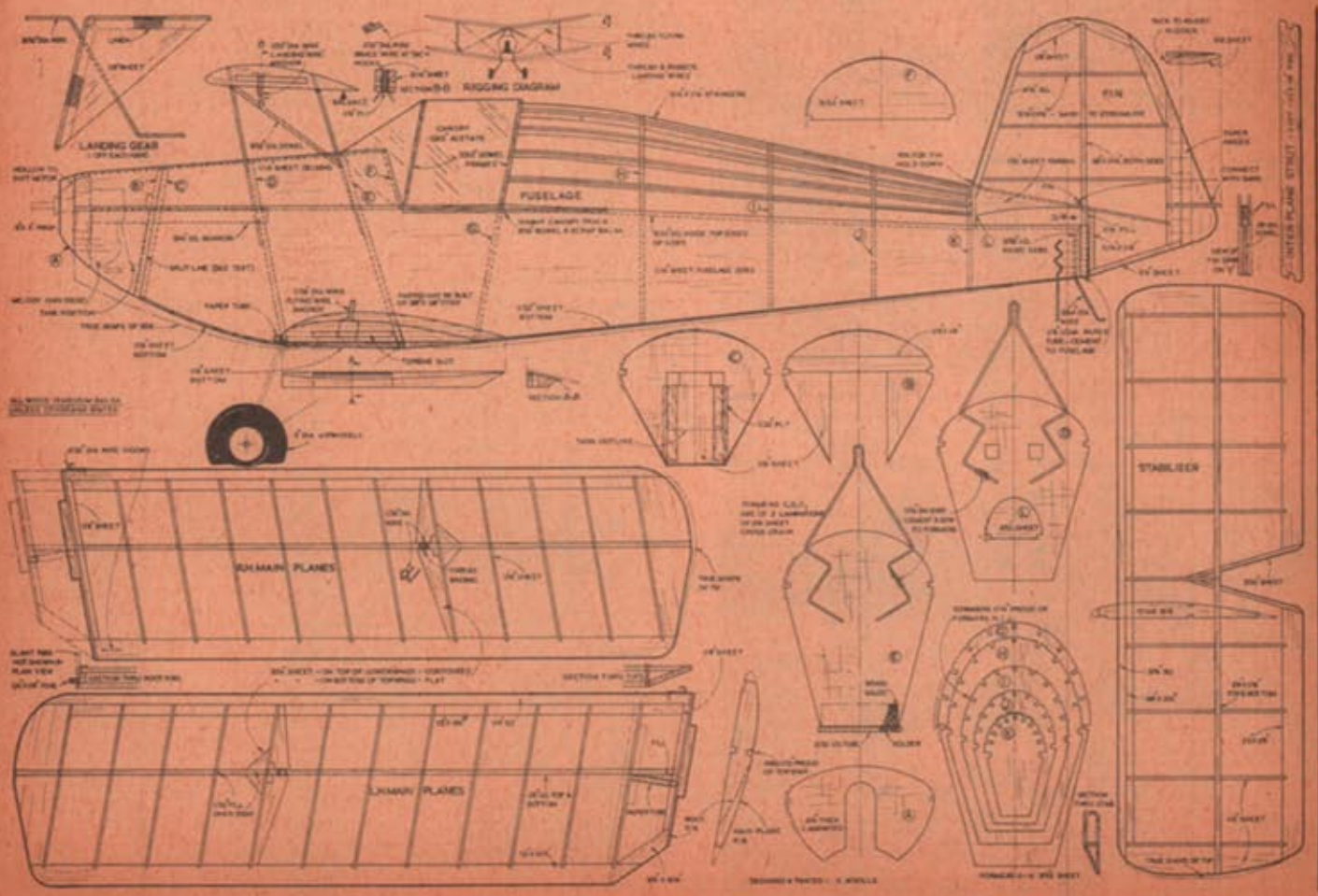
Bend the center-section struts from 1/16" diameter wire. Pin formers E and D to the drawing on top of the correct outlines and lay the wire struts on top. Align them carefully with the drawing and cement them to the formers. When the cement is dry, sew them in place with needle and thread and then give another good coating of cement.

Cut a 2" length of 3/32" inside diameter brass tube, and fold a piece of shim brass over it and solder them together. Now cement the assembly to the bottom of former E. Cement the keyplate (1/8" sheet) to former C and add the 1/32" ply strips, so that former B can slide on to former C.

Commence fuselage assembly by joining one side, former D, and the rear 1/8" sheet fuselage bottom. Check that these are square. Assemble the remaining side and all other formers, keeping formers B and C together. Add the cowling front, (former A). Separate the cowling from the fuselage by cutting the sides (*Continued on page* 58)



Doug Rolfe's usual well detailed cutaway drawing makes reading flat plan a cinch.



FULL SIZE PLANS AVAILABLE. SEE PAGE 60