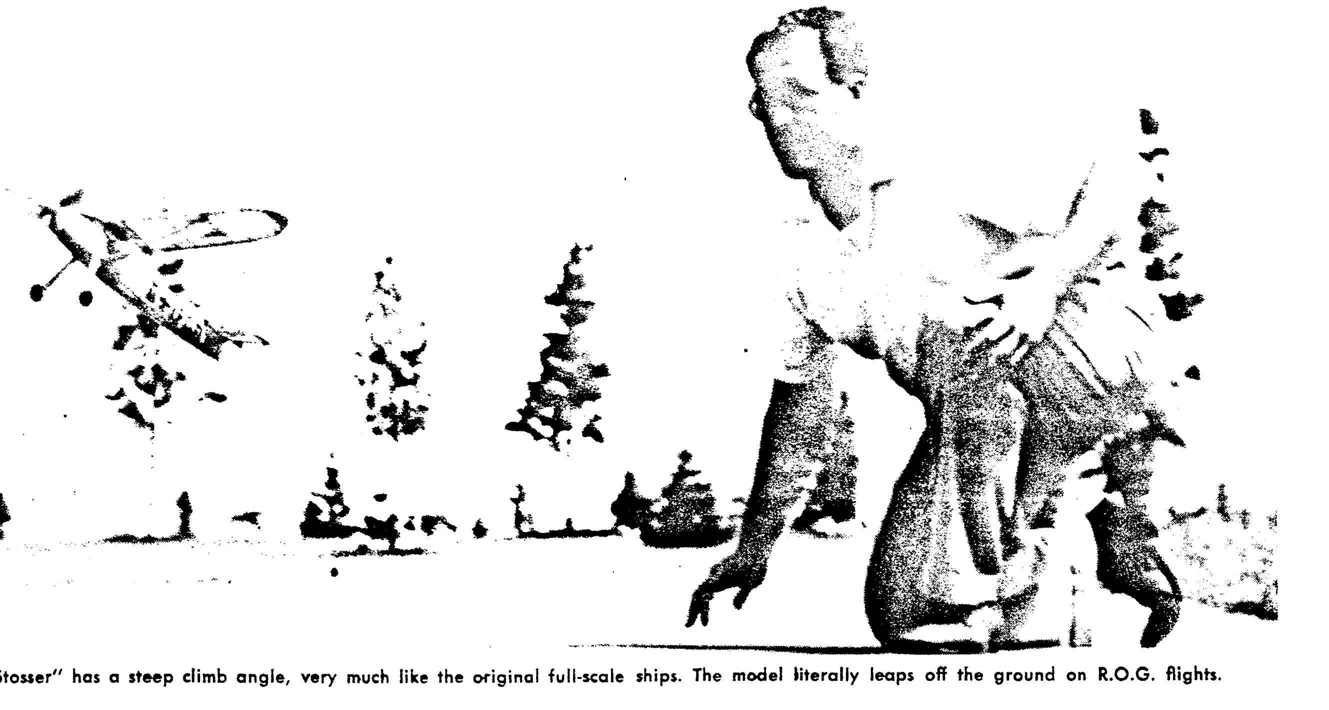


Paul's "Stosser" has a steep climb angle, very much like the original full-scale ships. The model literally leaps off the ground on R.O.G. flights.

Focke-Wulf STOSSER

by Paul del Gatto

A rubber-powered Scale model, much like the old 25c kits, aimed at the modeller who likes economical modelling fun

● Rubber-powered Scale model flying is fascinating and exciting. We have found that it still has the lure, for us, that it had when we began model building many years ago. Those were the days when you could go to a hobby shop or candy store and pick from hundreds of interesting scale subjects. They had the racers, the biplanes, the triplanes, the hydros, and the latest light planes. All in small size and all for rubber flying.

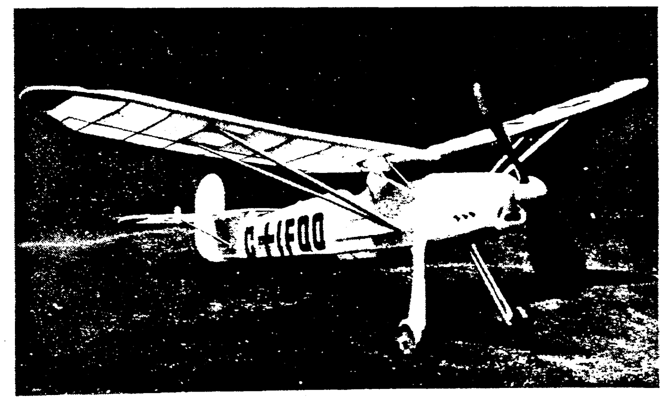
These little beauties never flew as well as the high-performance ships, which were also available, but they cut a pretty picture in the sky. Oftentimes, we launched from the higher regions of a second-story porch to get an added thrill. Aviation lived a little.

When we wanted to experiment, we built the "weirder" types. Who can forget the kits of the Waterman Automobile? The triplanes and biplanes never flew well but they looked good, which is why we built them.

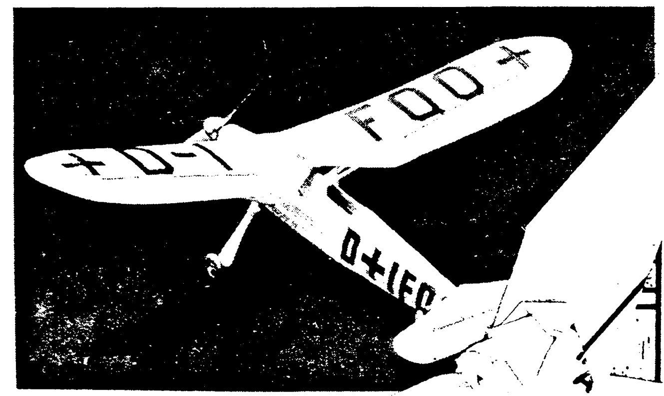
Fascinating was the fun of sticking on stringers, and more stringers, often adding twice as many as called for in the kit. Sometimes we went rib happy. We added extra ribs, false ribs, half ribs and rib braces. These things made the model harder to cover but we always managed to squeak through with only a wrinkle or two. Covering small ships is easier than the bigger ones.

This was exciting, but where to, today. Today's manufacturers claim that the young American isn't as smart, or agile with his fingers as the modellers of yore, which most manufacturers are. No more stringers, too hard to do. No more paper covering, too fragile and difficult to attach. No more propellers from wood, too much

(Please turn to Page 43)



The parasol wing and forward-mounted stabilizer, that are peculiar to this ship, can be seen here. The design is well suited for model work.



The original model was covered wi
extra weight of colored dope. Al

junction of the wooden strut and the wire strut which support the wing. Test-glide the model to see what its tendencies are. Add ballast to the nose section, if the model stalls, and to the tail-section if it dives.

Once satisfied with the glide, wind the model up to about 50 turns and handlaunch it. Observe the flight path and attitude of the model. The model should turn in a wide right-hand circle which is accomplished by bending the rudder to the right. The model should climb slowly and glide smoothly, when properly adjusted. If the glide is okay and the model stalls under power, you may have to add a shim of balsa between the nose block and the top of the fuselage to apply downthrust. Use only as much as will stop the stall, or loop, while the model is flying under power. Zooming can often be stopped with the application of more rudder to tighten the turn. Apply adjustments with care and increase power slowly.

BILL OF MATERIALS
(Balsa unless otherwise specified)

1—1/16" x 3" x 36"	Fuselage formers, wing ribs. tail assembly
1—3/32" x 3" x 18"	Wingtips, struts, fill-in, fuselage, keel
1—1/8" x 3" x 18"	Nose block, strut fairings, spinner
1—1/8" x 1/4" x 18"	Wing leading edge
11/16" x 3/16" x 18"	Fuselage, wing spar
1—1/16" x 1/4" x 18"	Stab trailing edge
1—3/32" x 3/8" x 18"	Wing trailing edge

Balsa prop block; 1" diameter hardwood wheels; .032", .040", .049" diameter wire; six feet of 1/8" flat brown rubber; thrust button; washers; tissue paper covering; clear dope and cement; sandpaper; decals; celluloid windshield.