

FRANKENSTEIN



A STRONG, easy to build, pleasing looking "sport" free-flight model. Designed for the Mills 1.3 and motors of similar capacity, it is very simple to trim and puts up consistently steady flights of three mins. on a 40 sec. motor run. Due to the light wing loading, the model is partial to thermals and resultant excitement has been experienced. It is crash free to date, save for one spin, which did no damage. No contests have been entered as the designer's district has a dearth of clubs, and, in any case, Frankenstein is a "sport" model rather than a contest design.

Fuselage.

The nucleus of the fuselage is the part consisting of the two ply formers and the engine bearers and it is essential that this should be strongly made and perfectly true. The first thing to make is the former which carries the undercart fixing. Having cut out the wooden part bend a strip of dural to the shape shown on the plan, place it in position on the former, then drill two parallel straight lines of small holes through both the metal and the wood. Cut a piece of 14G brass tube to the width of the former and place it in between the lines of holes on the opposite side to the dural plate. Now sew the whole thing together with wire and drill holes in the dural opposite the ends of brass tube. The front formers and engine bearers are then made and the "nucleus" is assembled carefully with good glue. Next build the fuselage sides on the plan from balsa strip and cement them on to the formers. The cross members are inserted and construction finished off by adding gussets, celluloid, side cowling of sheet of balsa, tailskid and sheeting, etc. Cover with Burmese tissue.

Wings.

Build up the two wings one at a time on the plan commencing with two main-spars, then leading and trailing edges and finally the subsidiary spars. The two wings are now fitted together with gussets and 5 ply dihedral braces, two on each side of the top and bottom main spars and one at the trailing edge spar.

Tailplane.

It is easier to prefabricate the two halves of the trailing edge before cementing them on. It is advisable to gusset the tailplane well as it is this which often gets the hard knocks in a bad landing on rocks or rough ground.

Trimming and Flying.

Balance model on the mainspar of the wing. Glide over long grass and if necessary adjust until a flat glide is obtained. Add slight left rudder so that it glides to the left in large circles. Then with slight right side thrust launch the model with the engine "popping". Under this trim the model should climb to the right and glide to the left. One last reminder, never let the engine run flat out until you have got the model well trimmed for a particular set of manoeuvres.

A 50-INCH SPAN PRECISION POWER MODEL. FOR ENGINES FROM 1 TO $1\frac{1}{2}$ c.c. CAPACITY.

Designed by M. W. THOMPSON



THE DESIGNER :

18 yrs. old . . . started aeromodelling 1942 with solids . . . changed to flying models '43-'44 . . . enjoys all types equally . . . just left school where M.A.C. Sec. three years . . . one time member Durham City M.F.C. . . . will take science degree when Nat. Service permits . . . other favourite hobby—yachting.