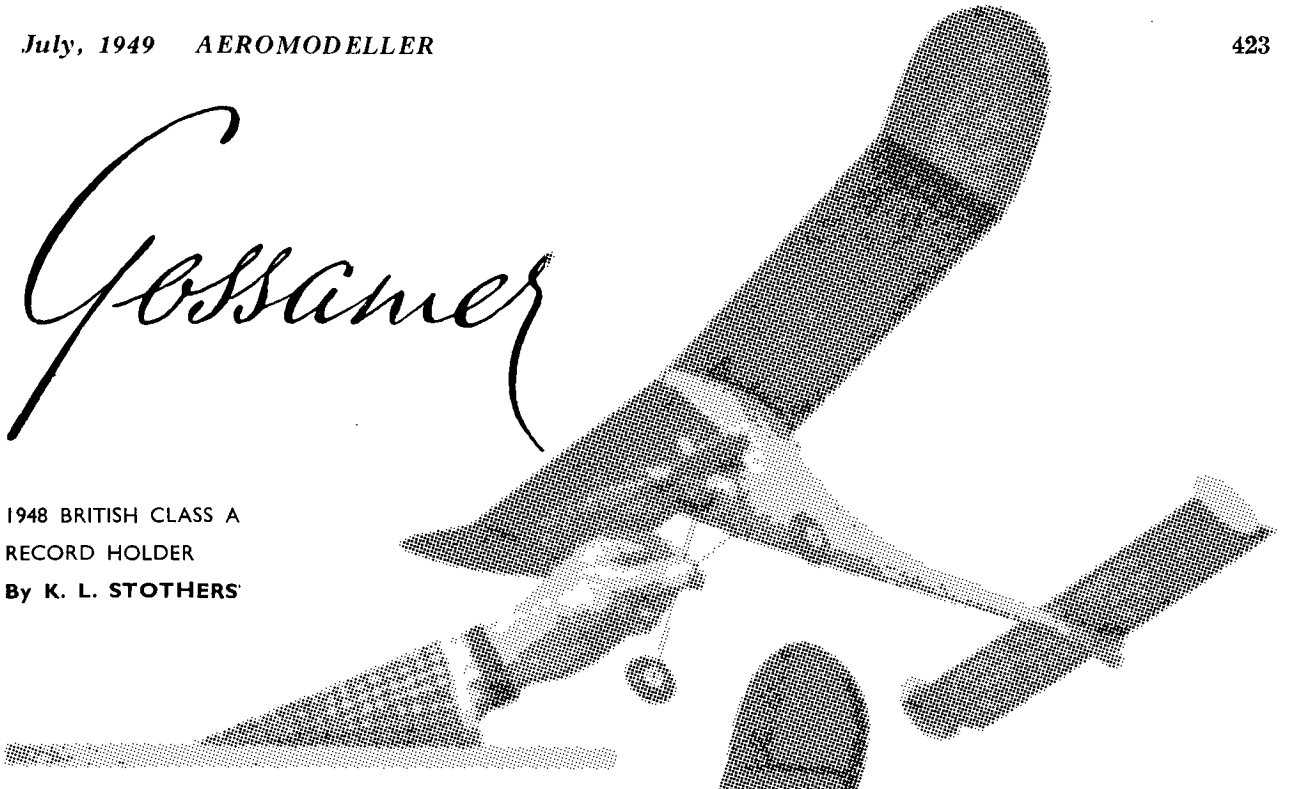
Gossamer

1948 BRITISH CLASS A RECORD HOLDER

By K. L. STOTHERS



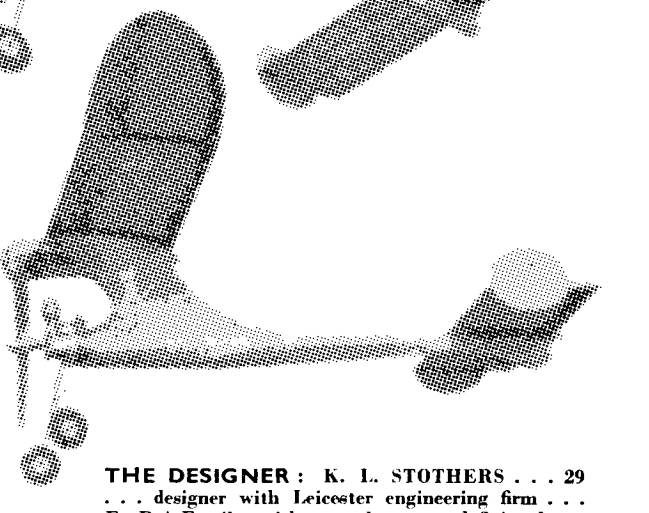
THE designer of Gossamer is not the only one who finds great pleasure in flying small power models powered by the very diminutive diesels and for this reason alone Gossamer should be a popular choice. Even the competition fans who usually prefer something bigger may well consider giving it a trial on account of its impressive flying record.

The original Gossamer was built in November, 1947, and is still flying well, no major repairs having yet been necessary. Well trimmed, it was a very reliable model and turned in such times as 6 : 10·8 on 8 secs. engine and 5 : 40 on 12, winning for the designer the British class A type duration record, and first place at the Langar rally. The latest version was modified to include a slightly larger wing which gave a considerable increase in performance. So far the latest model has only been entered in two contests, the results being a 7½ : 1 average ratio and a three flight total of 10 : 18. The British record time resulted in an 8 : 05 flight on a 16 secs. engine run.

Construction is generally very simple and any average builder will have no difficulty at all in building the model straight from the plan. It may be of help however to mention one or two points that are worth noting.

Before cementing the rudder in position make a packing for the trailing edge of the left one and only cement that rudder lightly until all adjustments are made. It is recommended that a celluloid tank be constructed similar to that fitted to the model in the photograph. This should be a ¼ in. diameter tube 2 ins. long or ¼ in. square section 1½ ins. long, in either case shaped to fit snugly round the fuselage contour.

The original model was covered in coloured tissue, given two coats of thinned clear dope and one coat of clear varnish to fuel-proof the structure. When completed the model should balance at a point approximately 50 per cent. of the chord, and the ideal trim is for a long flight with no stalling tendencies at the end. Obtain this by adjustment of tail incidence unless as much as ⅛ in. packing is needed when the wing incidence should be slightly increased or decreased accordingly. It is essential that this glide trimming is thoroughly carried out because it affects the whole flight. Watch the model under power and if it climbs straight up and stalls at the termination of the motor run, correct this by applying more left rudder but only 1/16 in. at a time. *Do not alter down or side thrust from the amounts stated on the plan.* Should the model turn too steeply to the left under power and not enough on the glide, try a finer pitch airscrew. With the Amco the original model performs best with a 7 in. by 5 in. or 7 in. by 4 in.



THE DESIGNER : K. L. STOTHERS . . . 29 . . . designer with Leicester engineering firm . . . Ex R.A.F. pilot with coastal command flying boats . . . member of the Leicester M.A.C. . . building since 1928 . . . likes all models . . . prefers small power jobs and large sailplanes . . . 1948 British class A record holder . . . many club and national wins . . . true aeromodelling wife his greatest rival (she has done 20 mins. on 12 secs.) . . . lives in Leicester.