

Halberstadt CL III

Returning safely to the old airdrome, Bob's model is lifelike. Trusty Supertigre 60 pulls it along.

problem is aligning the wings, struts, and cabanes to each other and the fuselage; takes patience. Put in the blocks for struts and cabane attach-points, or use your favorite method. Same for wing attach. Might as well make the servo mount here too before you cover; you must make a hatch into that servo anyway — the proto was hidden under the radiator.

Tail: Keep it as light as you can. Williams Bros. small C-type aileron hinges make beautiful elevator and rudder horns.

L/G and cabanes: The proto used $\frac{3}{16}$ " piano wire. As a suggestion, use $\frac{5}{32}$ max. If you can find a better attach method, try it. Struts and flying wires aren't required for flying but look nice. Take some field time.

Exhaust stack: Chrome-plated $\frac{1}{2}$ " brass tube (plumbing shop), silver-soldered to a mounting flange. You have to use something to get the goo out of the fuselage.

Pilot: A Williams-type pilot and some G.E. rubber stuff make for good German pilots.

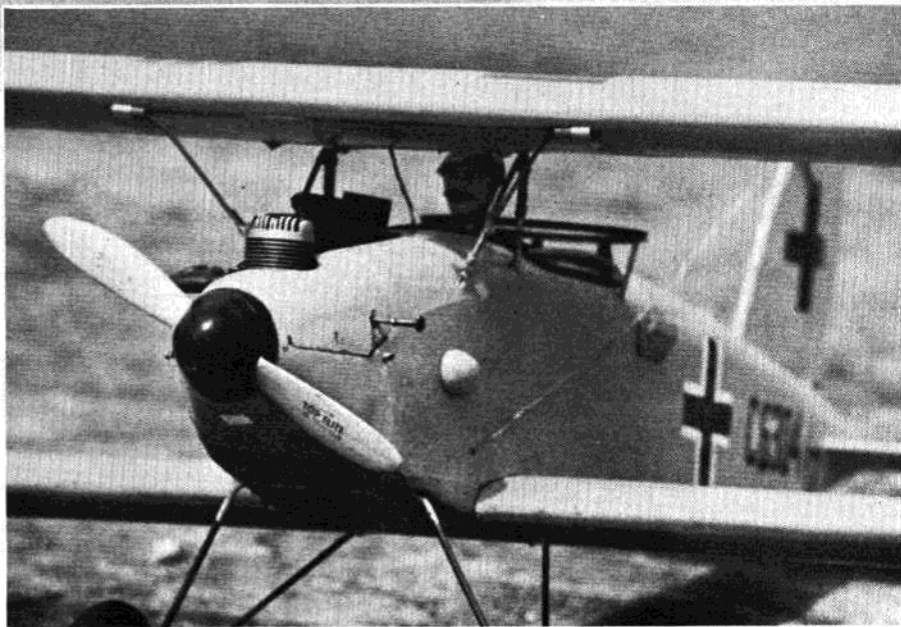
Spinner: The balsa spinner in the photos is not too practical, but until some manufacturer makes a nice blunt WWI type, either build it or have a radar-dome nose spinner. I tried a plastic spinner and it looked terrible.

Equipment installation: Servo mounting, pushrods, etc. are not shown — nobody follows instructions anyway. The proto used Nylink attached to fuselage, which allows pussy cats and small dogs to be carried in the cockpit without pushrod interference. The aileron servo plug has to get to the receiver some way, so keep the receiver close to the fuselage top. Keep servos and battery pack as far forward as possible to help the CG position. Actually, the Halb configuration is not inherently nose-heavy and, with reasonable care, no ballast will be required.

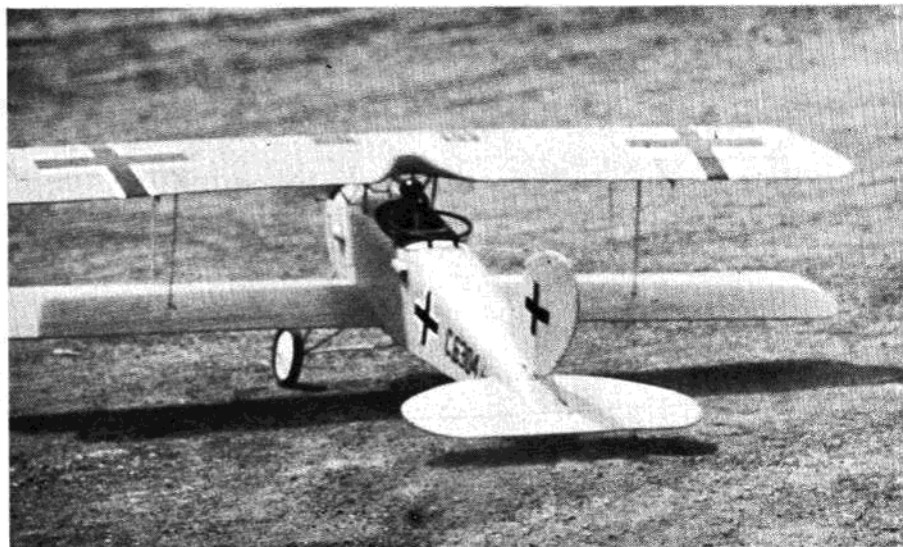
Flying: After the six first flights mit motor mit Krappen outen, I was wondering about the German Italian Alliance, but discovered a ST 60 RV doesn't like 14-6 props at all, especially when mixed with a different fuel diet — on 12-8, and cleaned out, everything is fine.

It's similar to an Antic in flight, rolls smoother, and can carry almost anything

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Jaunty, mustached Baron von Wurst waits a flip of the prop. Fairly thin wings on model avoid high drag so typical of many scale biplanes. Rear cockpit gun mount shows clearly.



Many pleasant variations in configuration of flying surfaces make the model interesting to build. The simple egg-shell blue color theme is authentic — so is camouflage on cover.

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you can put in the spacious cockpit (Antic with Kodak Instamatic movie camera indicates a need for lots more lens angle than I can afford).

Inverted Lomcevak, in falling snap hammerhead whip spins, are prohibited in this aircraft because the glo plug gets too cool, but other than this slight restriction, all is pleasant and light. Do not know too much about CG range, incidence adjustments, or what it will do with OS 80's, etc., but as shown it's great fun. A word of caution necessary: It has a definite sink rate when the power is pulled off, and has an inflexible guide path. "Stretch the glide" translated into German is "Landen mit Bump in der Ruff."

Afterthoughts: Area computes to be 1,346 sq. in. The big fellas tell me that wing drag accounts for only 10-15% of drag. The wheels, struts, wires and miscellaneous garbage amounts to 50% or so. Angle of attack, fuselage, tail, etc., comprise the rest. So, if you fly no struts, no landing gear (hand launch), no guns, pilots, etc., maybe it would do wild stuff without cooling its plug.

If you build one be prepared for "What Model Phaltz is That?" and "Wasn't Richt-hofen's Red?", and "Why not use WWI Crosses?" You real scale nuts see:

German Aircraft of the First World War, by Peter Gray and Owen Thetford, Putnam and Co., Ltd.; Reconnaissance Bomber Aircraft of the 1914-1918 War, by Lamberton and Cheesman, Harleyford Publications Ltd.; Fighter Aircraft of the 1914-1918 War, same as above; Fighters 1914-19, The Pocket Encyclopedia of World Aircraft in Color, by Kenneth Munson, The Macmillan Co.