

HORNET!

Designed by: **Sal Taibi**
 Drawn by: **Al Patterson**
 Text by: **Bill Northrop**

Just as in the July issue, where the OT Model of the Month was selected because of the receipt of some unique photos, so it is with the August OT Model of the Month. Along with his order for a subscription (thank you!) Sid Sutherland, of South Woodford, London, England, sent photos of his still uncovered Hornet, Sal Taibi's 1940 design for the Forster 99. What made the photos unique was the inclusion of a 1933 Hudson Essex Terraplane which Sid uses on those appropriate occasions when he goes out to fly old timers! Adding to the uniqueness of the photos was the fact that Sid is using a Super Cyclone engine in the Hornet that



Sid Sutherland and his completed Hornet, on the famous Battle of Britain aerodrome.

originally belonged to the late Eddie Keil of Keilkraft fame.

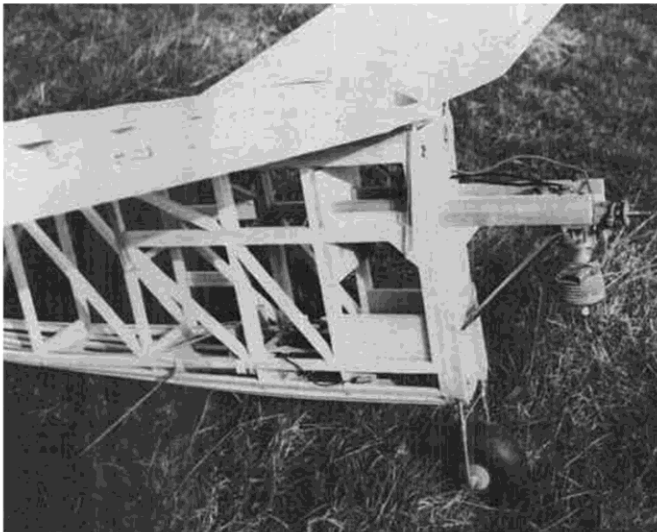
We immediately went to our old magazine files and dug out the July 1940 issue of *M.A.N.*, which featured Sal's construction article on the Hornet, and put Al Paterson to work on the full size drawings. We also sent a note to Sid, asking for photos of the model after covering and finishing. As you can see, Sid came through. By the way, we also had to call Sal and find out where he balances the Hornet. Typically, this info was not provided in the 1940 article or on the plans.

Construction of the Hornet is really simple, and any modeler who can build from scratch will have no problem. Watch your tail weight, however. Sid ended up having to add a pound (not a British pound, dummy, we mean 16 ounces!) of ballast to the nose in order to get the proper balance. (This was mostly due to his using the Super Cyclone engine, which could be almost a pound lighter than the Forster 99.)

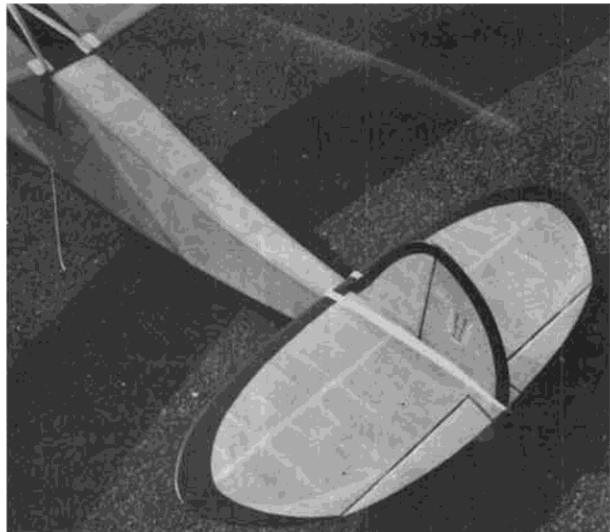
Incidentally, Sid added a two-channel radio because of a shortage of free flight space (tell us about it!) in his area. He says the rudder is very effective with about 1-1/2 inch movement either side of center, and 3/4-inch up or down on the elevator is ample. Sid also noted a certain amount of dutch roll on the first flight, then realized the model was designed to spiral left while climbing. Setting the trims for a circular climb, allowing the model to fly the way it was intended, solved the whole problem!

We also learned from Sal that he himself went for the two-wheel gear on his last two Hornets. This eliminated ground-looping when winds were under 5 mph at takeoff. He uses a single strut of 5/32 music wire.

A comment from Sid about the photos of the finished model. "An interesting note. The photos were taken on nearby ex-RAF Battle of Britain aerodrome, North Weald Essex, which a group of us have access to. Whilst Taibi's Hornet was flying in the early 1940s, the Hurricanes



Close-up of Super Cyclone formerly owned by the late Eddie Keil of KeilKraft fame. Ballast needed to make up for 99!



Shot of tail surfaces as modified for R/C. Taibi recommends two-wheel gear for better ground handling, R/C or F/F.

and Spitfires were operating from this famous aerodrome . . . now all is quiet, and the Hornet is using those same runways. . .” ●