

Then the P.A.A. Load specification first appeared I began, as many modellers did, by modifying existing models to conform to the rules, odd windows cut into the front and sides of pylons, bubble cockpits, “greenhouses” all were tried but with little success. The loading of the model inevitably went up and a complete change in behavior occurred. If serious competition in the P.A.A. load class is your aim, the only way is to start from scratch with a model designed for the rules. I had been experimenting for some months with the high thrust line layout and naturally thought of its possibilities with the P.A.A. load model. However, with the engine up near the leading edge the dummy had to be near the c.g. and under the wing. The further limitation of providing windows to front and sides of the pilot gave rise to a hideous looking fuselage !

Fuselage: Cut the bottom of the fuselage from 1/16 in. sheet. Assemble the bearers and wing tongue in formers 4, 5, and 6, and cement firmly in position on the fuselage bottom using gussets. It is essential that these parts be cut and assembled accurately as incidence and thrust angles depend on them. Insert the 3/32 in. square bracing struts and add formers 1, 2, and 3 (with undercarriage wire-bound on) together with the 1/8 in. sq. longerons. Cement the sides on and add remaining formers. Fix the d/t guide pieces to their formers and then cut and cement the top sheeting to complete the basic fuselage. Add details as shown on the plan and build up the engine layout, most modellers have their own ideas on tanks, timers, etc., so no layout is given. Anyway there is ample room in the nacelle. Remember though that the tank should be low down otherwise you will get gravity feed on the climb. If your engine will not run clockwise then you will, like me, have to carve your own left-handed propellers. However, once you have carved one you are not likely to break it.

Assembly: The whole model is covered in lightweight Model- span with fuel proofing on the fuselage only. Assemble the model with dummy in place and check the c.g. position which can be varied slightly by moving the dummy backward or forward, and also by raking the undercarriage. Having checked incidences,

Konkerer

etc., add your name and address and a d/t fuse, and good hunting ! Soon, perhaps you too will be able to tell people the time !

Model Aircraft Magazine October 1953

