

YOUR FREE PLAN

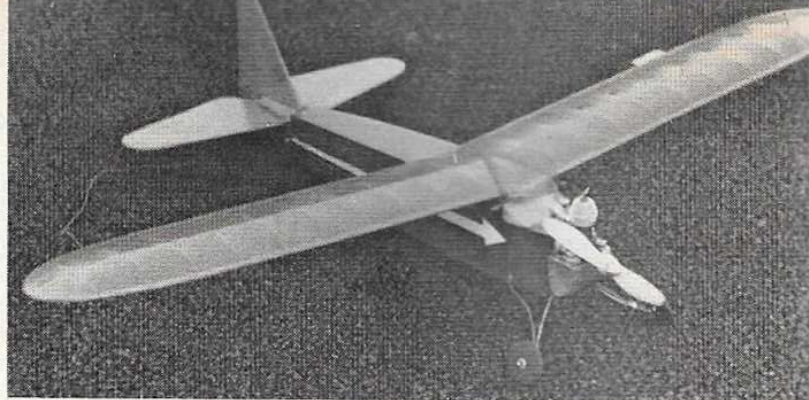


HAVING had great fun flying *Sharkface* type single channel radio controlled aircraft, the designer decided that it was time to build a more 'restful' model. Those little models which flit through the air at enormous speeds and with horrifying antics hardly help one to relax! The question then arose as to what sort of model should be built – and as usual the *Aeromodeller* provided the answer.

Looking back through some war-time issues, the *Little Vagabond* design was re-discovered – being a 45in. span model designed for a 2 c.c. petrol engine by G. W. W. Harris, in 1945. Naturally, this was a free-flight design, thus being inherently stable, but also it had been designed to carry a heavy payload, necessitated by the batteries and coil, etc., needed by a 'sparky', as well as a mechanical timer. Having an elderly, but good condition Mills .75 c.c., the designer decided to build a scaled down version of this model to suit his engine and R/C equipment, which would still retain the 'character' of the original vintage ship.

Naturally, the model may be flown both free-flight and with radio. The D.C. Dart diesel or any of the lower powered .049 glow motors should be suitable for the radio version, while the Cox Pee Wee or even the home-built Topsy diesel, should be adequate for sport flying. This model should fly sedately at a leisurely pace – a high airspeed would be quite out of keeping with its nature!

Originally it was intended to follow exactly the construction of Harris's design, but knowing the hard life of single channel models, sheet balsa was used for the tail surfaces, and laminated wing tips.



Little Little VAGABOND

by G. F. Elsegood

Start the fuselage construction by making two pairs of fuselage sides. Pin the spruce langleterons over the plan, and add the $\frac{1}{8}$ in. square balsa spacers, plus the $\frac{1}{8}$ in. sheet front fuselage sides, noting the grain direction. Add the gussets, escapement rails and $\frac{1}{8}$ in. sheet doublers to former F4, and remove from plan. Repeat for the other side – noting that it is opposite handed! Cut out formers F1-4, then glue in place F4 and the cross braces located at the rear wing dowel – checking for squareness. When quite dry, join the fuselage sides at the rear and insert the remaining spacers. Next, bend the undercarriage to shape, solder and bend to the rear of F2. Add formers F2 and 3, followed by F1. When thoroughly dry, complete fuselage by adding $\frac{1}{16}$ in. ply fuselage decking, $\frac{3}{16}$ in. floor and wing dowels, etc. Bend the engine mount, then epoxy and woodscrew it to F1.

The wings are of orthodox construction. Pin the trailing edge and lower spar of one panel over the plan. Laminate the tips from four laminations of $\frac{3}{16}$ in. x $\frac{1}{32}$ in. strip – soaking them in hot water, and glueing with P.V.A. Cut out all the ribs and glue in position. Add the $\frac{3}{16}$ in. sq. L.E., followed by the $\frac{1}{16}$ in. sheet infill between the spars where indicated. Glue the dihedral braces in position, followed by the top spar.

When completely set, remove from plan, raise the tip 3 in. to allow for the dihedral angle and build the opposite panel in the same fashion.

Use very soft sheet for the tail plane and fin, glueing the components together with a P.V.A. glue.

The model is now ready for covering. With durability in mind, the fuselage was covered in nylon, the wings with heavy-weight Model Span tissue, and the tailplane with lightweight tissue. Dope, apply colour trim – if required – sparingly, and fuel proof.

It would seem that back in 1945 Mr. Harris foresaw the advent of reliable radio control, as the model flies as well as most purpose-built single channel aircraft. It is advisable to reduce power slightly for the first flight or two, and to restrict the motor run to about 30 seconds. Fit a trim tab to one wing to cure any undesirable turning tendencies, then go out and enjoy yourself on a calm summer evening with a 'real' vintage model.

