

MAYBE

by PETE HARTZELL

Scaled-up conversion of Willard's Drake to land-plane for sport flying proves beautiful, realistic flier with ability to perform well in high winds.

▶ This design is a scaled-up conversion of Ken Willard's Drake flying boat in the November, 1951, issue, intended for sport model use with an .09 Diesel. Since there were none available at the time the design was projected, it was decided to gather ideas on the drawing board. As there are several inherent factors of the Drake that had to be included in this model, you may get the impression that it is a dry land Drake, and rightly so; however, it needed more than that to put this heavier and higher powered Diesel model over as a successful flier.

Bear in mind that while some of the construction may seem unorthodox, over 100 ROG take-offs and landings on concrete prove that this model can take it. Transition from power to glide is made without a change in altitude. As to wind, this model can be flown when others cannot; and has, on occasion, been retrieved upwind, its weather vane stability being slightly terrific. In calm weather, it is like flying controlline with 200 ft. lines. So get on the ball, fellow balsa dusters, and see what you can do!

A few things should be pointed out in the construction of this model. The sides of the fuselage are made by first cutting suitable 1/16 in. sheet balsa to shape, cutting out the window openings, and then marking off the locations of the cross members. This is faster and more accurate than the reverse order. 410M cement was used with hard wood as most strain is encountered here.

Begin assembly of the fuselage by installing the cross members, starting from the cabin and working back. Then, very carefully bend the front section to meet the set position of cross members and wrap with Scotch tape to hold this position until the cement dries. Use the cut-and-try method to get the shape of the plywood (Continued on page 52)



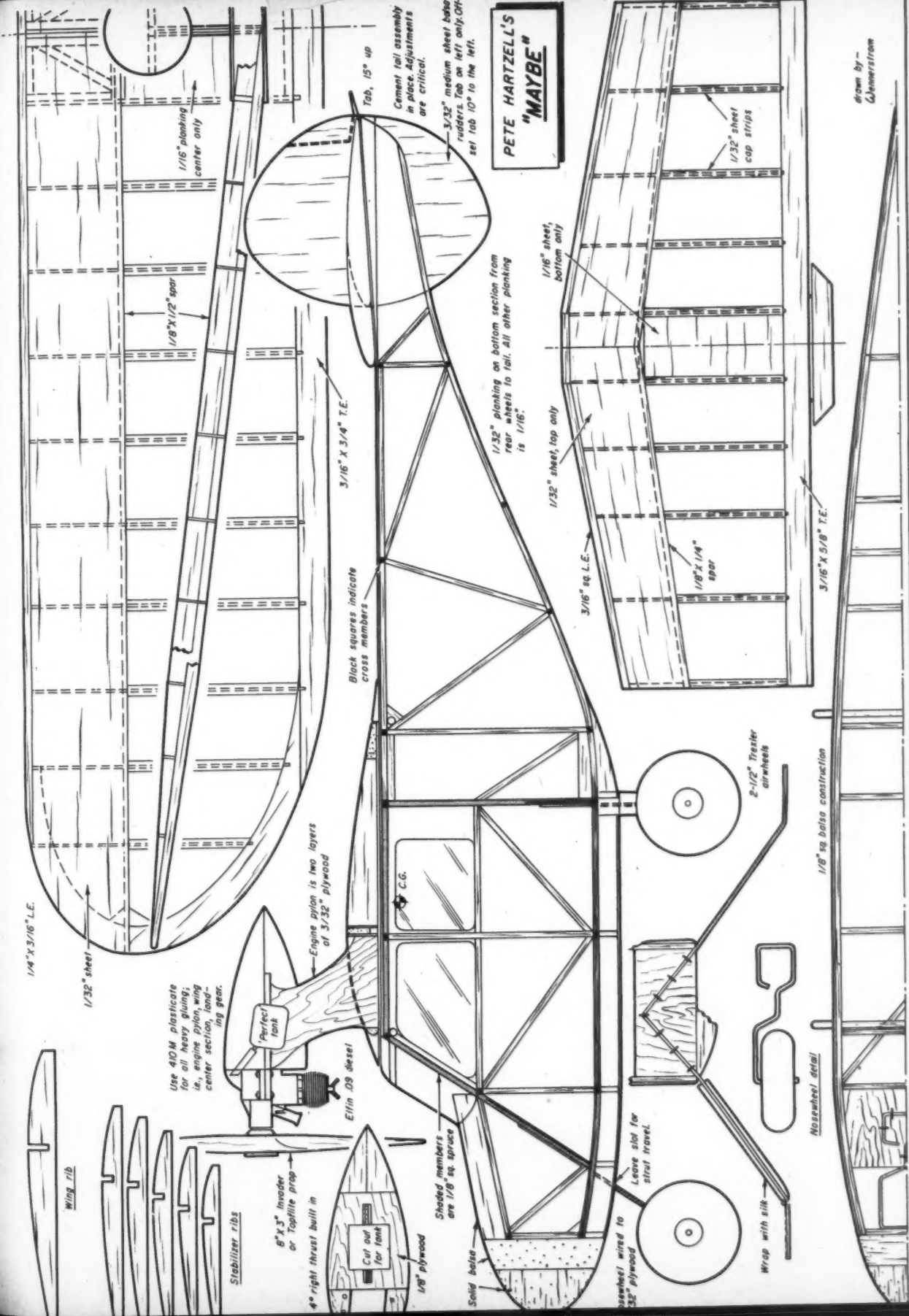
Year 'round ability of ship is suggested by author's turned up collar and snow in background. Still larger version of this airplane is good RC.

Trike gear insures arrow-straight take-offs. Cemented-on tail won't knock off through high position. Engine above wing really saves propellers.



Except for engine above wing, Maybe resembles old Skyfarer safety light plane. Wing, with engine, is knock-off, straps on with rubber. Takes .09 engines





**PETE HARTZELL'S
"MAYBE"**

drawn by -
Gjannerstrom

1/4" X 3/16" L.E.

1/32" sheet

Use 40M plastic for all heavy gluing, i.e., engine spinn, wing center section, landing gear.

Perfect tank

Engine spinn is two layers of 3/32" plywood

Elfin D8 diesel

C.G.

Black squares indicate cross members

3/16" X 3/4" T.E.

Tab, 15° up

Cement tail assembly in place. Adjustments are critical.
3/32" medium sheet balsa rudders. Tab on left only. Offset tab 10° to the left.

1/32" plating on bottom section from rear sheets to tail. All other plating is 1/16".

1/32" sheet, top only

1/16" sheet, bottom only

2-1/2" Traxler airwheels

Leave slot for strut travel.

Wheels wired to 32" plywood

Wrap with silk

1/8" sq balsa construction

Nosewheel detail

3/16" X 5/8" T.E.

1/32" sheet cap strips

Wing rib

Stabilizer ribs

6" X 3" Invader or Topfite prop

4" right thrust built in

Cut out for tank

1/8" plywood

Solid balsa

Shaded members are 1/8" sq spruce

FULL SIZE PLANS AVAILABLE. SEE PAGE 50.

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Enclosed is for **CURTISS JENNY & MARS**

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CITY.....ZONE.....STATE.....

- 12—*Boston, Ind.*: Class AA Springfield Strato-Hawks' Tenth Annual Contest for FFG, OR and OHLG. Charles Greetham, C.D., 119 E. Cecil St., Springfield, O.
- 12—*Hicksville, N. Y.*: Class AAA Screamin' Demons of Long Island Annual Meet for FFG, OR, OHLG, RC and PL. Paul E. Del Gatto, C.D., 123 Margaret Dr., E. Meadow, L. I., N. Y.
- 12—*Wichita, Kan.*: Class AA Second Annual Wichihawks Model Airplane Meet for CL, CLS, combat, FFG, TLG, OR, RC and OHLG. Wm. R. Weaver, C.D., 611 S. Lightner Dr., Wichita, Kan.
- 12—*Bakersfield, Calif.*: Bakersfield Record Trials for FFG, TLG, OR and OHLG. Clinton Merrill, C.D., 212 Washington, Oildale, Calif.
- 12—*Jamestown, N. Y.*: Class AA contest. Clayton Berlinghoff, C.D., 140 Newton Ave., Jamestown, N. Y. Pending.
- 12—*Winston-Salem, N. C.*: Class AA Fifth Annual Free Flight Winston-Salem Meet for FFG, OR and RC. Lloyd B. Hathaway, C.D., City Recreation Dept., City Hall, Winston-Salem, N. C.
- 19—*Sacramento, Calif.*: Class AA Northern California Free Flight Council Meet for FFG, OR, TLG. John Lenderman, C.D., P. O. Box 216, French Camp, Calif.
- 19—*Tulsa, Okla.*: Class A Second Annual Tulsa Glue Dobbbers' Nordic Towline Glider Meet. Entry is restricted to residents of Oklahoma. Willard H. Kehr, C.D., 4940 N. Johnstown, Tulsa, Okla.
- 19—*Grand Mound, Ia.*: Class A Illinois-Iowa Aeronautical Asso. Free Flight Meet for FFG, OHLG, TLG and OR. Entry is restricted to members of IIAA. Elmer J. Christenson, C.D., 808 27th Ave., Moline, Ill.
- 25—*Bayville, L. I., N. Y.*: Class AA Second Annual Screamin' Demons' Long Island Sound Hydro Championships for FFG ROW, PL ROW, flying boats and RC ROW. Donald J. McGovern, C.D., 81-53 242 St., Bellerose Manor, N. Y.
- 26—*Fresno, Calif.*: Fresno Gas Model Club Record Trials for FFG. Jim Scheidt, C.D., 2225 Brown, Fresno, Calif.
- 24—*Sacramento, Calif.*: Class AA Northern California Free Flight Council Meet for FFG, OR and TLG. John Lenderman, C.D., P. O. Box 216, French Camp, Calif.
- 31—*Fresno, Calif.*: Fresno Gas Model Club Record Trials for FFG. Jim Scheidt, C.D., 2225 Brown, Fresno, Calif.
- 31—*Tulsa, Okla.*: Class AA First Annual Tulsa Glue Dobbbers' Radio Control Meet. Willard H. Kehr, C.D., 4940 N. Johnstown, Tulsa, Okla.

KEY TO LISTING OF EVENTS: FFG—Free Flight Gas; CL—Controlline Speed; OR—Outdoor Rubber; TLG—Towline Glider; IR—Indoor Rubber; OHLG—Outdoor Hand-Launched Glider; IHLG—Indoor Hand-Launched Glider; CLS—Controlline Precision (Stunt); CLFS—Controlline Flying Scale; RC—Radio Control; TR—Team Racing; FFFS—Free Flight Flying Scale; PL—PAA Load; CC—PAA Clipper Cargo; NC—Navy Carrier.

Contests designated "Pending" mean the application is before the proper authorities as we go to press; "Record Trials" mean no prizes but a chance at cracking the records; "Class A" is a meet with restricted entry; "Class AA" is a meet with unrestricted entry; "Class AAA" is a state-wide or regional meet; "Class AAAA" is national or international.

Maybe

(Continued from page 14)

base for the front landing gear.
The stabilizer was permanently cemented in place to forestall any change in position, and also because weight on the tail must be kept to a minimum.

It was noticed, and 60 in. models—flown successfully in RC as well—bear this out, that the Drake's wing center section was best, as any wing that has the motor mounted on it has more tendency to shift out of position unless it is properly mounted. After tapering the protruding ends of the leading edge, spar and trailing edge to the correct angle to get proper dihedral, pin the wing panels on the plans and mount a piece of strip wood against the trailing edge side of the spar, so that it fits from the work board to the top of the root ribs in height and butt join to both root ribs. Then put the motor pod in position and follow through as in the construction of the Drake. Sheet the bottom of the wing center section first. The wing fairing is made only after the fuselage is finished so that you get the correct shape. Only the wings and stabilizer are covered.

Covering may be gas model Silkspar or any similar tough paper obtainable at the

hobby shop, although silk will be much prettier and stronger, if you don't mind the added expense. If a Diesel is used, fuelproofing or fuelproof dope is not necessary. With glow, use either a fuelproof dope, such as Sta or Aerogloss, or apply fuelproof. After clear dopping all wood parts, color dope the entire ship.

Now check the CG and add weight, if necessary, until the ship balances. Do not compensate by changing the wing incidence as the change in the line of thrust will result in poor flying characteristics. Bend the rudder tab slightly to the left and fly under low power. On ROG's, first push the model to see if it tracks straight. Check this also after a rough landing. Model will ROG straight ahead, even in wind, and climb sharply to about 100 ft., then level off and bank to whichever side the rudder tab is set. This rudder tab setting must be found by careful experimentation.



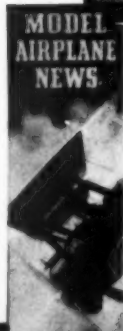
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4. John Gorham, G. Brit. (Bill Dean)	180	180	119	180	64 723
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7. Bill Etherington, Canada	180	180	88	180 628
8. Jose Meduri, Argentina	47	151	180	94	130 602
9. Rolf Hagel, Sweden (Anders Hakanson)	113	180	48	80	180 601
10. Oscar Lastra, Argentina	62	72	101	180	180 595

WAKEFIELD RESULTS

	Times (Sec.)				Total
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4. John Upton, New Zealand (George Reich)	180	180	180	124	180 844
5. Bob Dunham, U.S.A.	120	175	180	180	180 835
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7. Philip Joyce, Canada	180	180	141	180	125 806
8. Fabi Mursep, Argentina	152	169	120	180	180 801
9. Dick Baxter, U.S.A.	180	180	177	180	81 798
10. Warren Gillespie, U.S.A.	123	138	180	180	150 771