

THERE'S a strange fascination about a big model, and when full-scale realism is incorporated in pleasing lines such as we have in Mick Smith's Mercury, the result is a design of distinction.

This is Mercury Mark IV. It was fitted with an American Forster 16 c.c petrol ignition, as were its earlier versions, and it was built soon after Mick Smith returned to this country after service overseas with the R.A.F. in South Africa and Rhodesia.

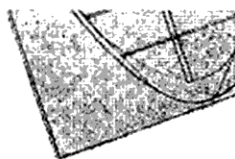
As soon as it appeared at the first large rallies after the war—the big Midland Area “do” at Walsall Airport, the Northern Heights Gala and the first Nationals—it collected crowds of admirers, and many a sigh of appreciation.

Mick would swing the great big prop., slowly trim the butterfly throttle and needle valve for near maximum revs., then, with a slight push to get things moving, he would release Mercury for a long bouncing take-off, followed by a beautifully stable flight. In those days, the 16 c.c. Forster was the only motor available that would pull the five pound model into the air. With slightly revised construction, the version now available in Plans Service is suitable for any 10 c.c. engine of reasonable reputation; the Super Cyclone is shown on the plan, but the Ohlsson, Atwood, Fox, Micron or Nordec would do as well, and the Anderson Spitfire 64 would be ideal.

The prototype will not be remembered only for its performance in the air, for no doubt many of our readers will find its outline familiar, and recall the Third National Model Aircraft Exhibition in 1946 at Dorland Hall. It was there that the Mercury stole the show and won the Senior Championship Trophy for its constructor. The magnificent finish of this eight-foot span winner had to be seen to be believed, and even though displayed so that a plan view could be obtained, it was impossible to see and appreciate all of the

MERCURY IV

*Designed by
Mick Smith*



intricate cockpit interior detail. Through the opening cabin door one could have access to real cockpit controls.

The choke and needle valve mixture controls were operated by push-pull knobs on the dashboard, whilst the ignition advance-retard could be altered with movement of a quadrant. All that was needed to make the realism perfect was a dummy pilot.

Duplicate Mercurys have been built from plans in circulation among Mick's South African and Rhodesian contacts. All give the same high quality performance, and it would not in the least surprise to learn some day that a radio controlled edition has been flown. For the sport flier who likes something “big”, with plenty of room in the engine and radio departments, this model is a certain first choice.

Incidentally, we might also mention that this is one of the biggest plans in our range, the total length of the two 38½ ins. wide drawings is no less than eleven feet, all crammed with detail. In addition, a special set of building instructions, plus, of course, the A.P.S. transfers, are issued with each set of full-size plans, price 12/6 post free from the Aeromodeller Plans Service.

