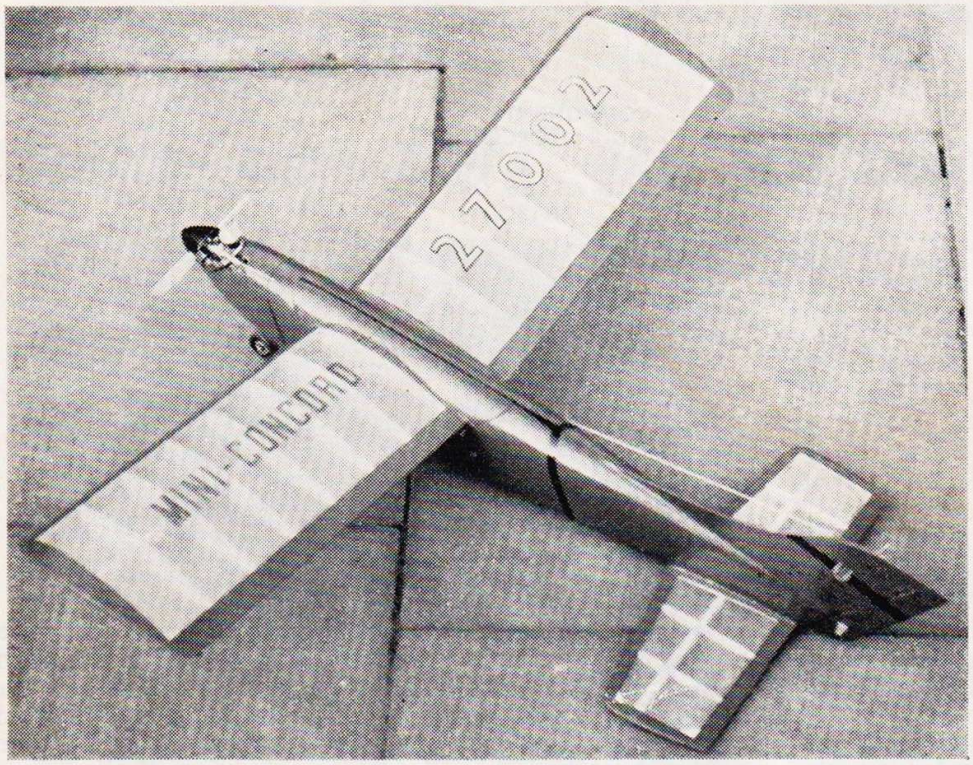


building and flying Veron's MINI-CONCORD

our Northern Correspondent reports . . . .

I WAS most favourably impressed by this kit. With its fully detailed plan and step by step illustrated fuselage construction sequence, not even the rawest recruit to the ranks could claim to be puzzled—provided he thoroughly studies the plan and excellent instruction leaflet. These aids, together with an abundance of spindle moulded parts, press out ribs, tip shapes, etc. (and everything really did press out), confirmed my first impression that the *Mini Concord* was a typical well thought out and presented Veron kit.

There is, however, one complaint material-wise. The two 3/32in. balsa fuselage sides were as different as chalk and cheese. One was so hard, and the other so soft, that I discarded both and cut new pieces. This is the only complaint as everything else, including the top deckings—which were a perfect fit—was just right. The only constructional part which I found a bit tricky concerned the coaming over the top of the wing. To make this a snug fit was tricky, but not too bad provided you don't get too rough with the sandpaper.

Choice of power plant

I originally decided to power the model with a Cox T.D. 049 and accordingly drilled the ply plate to suit this motor. However, having covered the *Mini* and applied three coats of Keilkraft Ethylrate red to the fuselage, fin and wing trim, I decided that it would suit my requirements better to have a bit more poke up front. Accordingly I substituted a Medallion 099, fitted with throttle control for future use. This motor proved to be no trouble to fit, but did necessitate carving away some of the nicely streamlined, snug fitting, front cowl. A great pity as I liked just the top of the 049 head showing above the cowl, but current weather conditions in this wonderful climate of ours seem to demand a machine that "goes like a bomb," in order to be able to make any headway into those balmy breezes of anything over 20 knots!

Installation

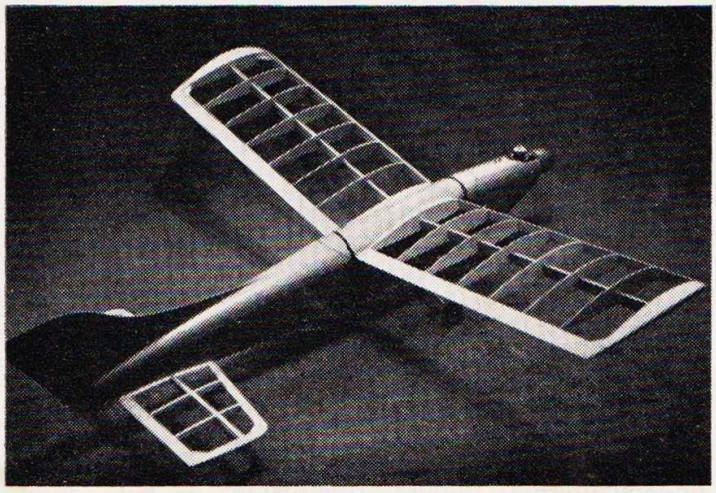
Those two wise old gentlemen known to the public as The Editors, but to those who get bossed about by them as 'im and 'im, were heard in my presence to praise the Futaba single channel gear, so I decided to use this equipment, together with a Ripmax Dynamite compound servo. This is a really fast servo operating off 1½ volts and I have still plenty of room left in the spacious fuselage to install later its matching brother (or should it be sister?), the Dynamo three position sequential motor control servo.

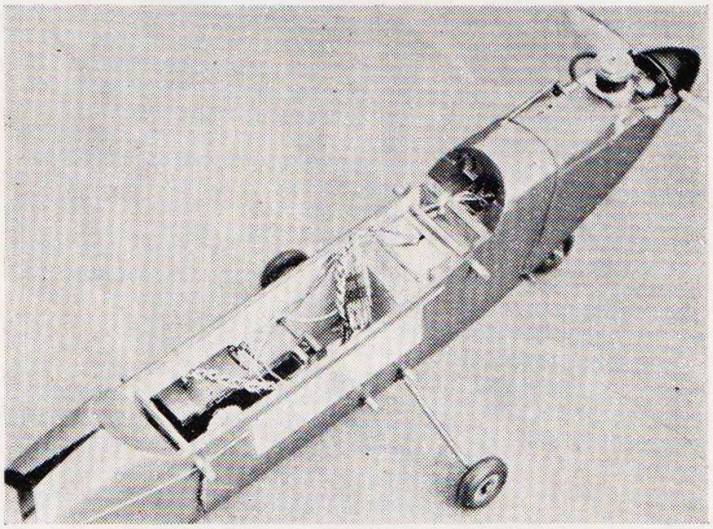
The Futaba equipment chosen was the F6-STR superhet receiver and the matching FT-5C transmitter. This is an extremely neat and compact outfit, the receiver being a 6 transistor superhet with relay, operating off 9v. and housed in a most attractive and strong, polished metal case. The equally attractively finished transmitter is of very small size and housed in a horizontal type case which makes it very easy to handle.

I had a bit of fun and games matching up the Futaba wiring diagram, which is rather sparse and difficult for anyone new to radio to follow, but eventually things seemed to tick when the button was pushed, so a calm day was awaited with impatience. Of course it rained when I arrived at the airfield but after sheltering in the car all day with a band of willing (?) helpers and there being no more courage left in the hip flask, we ventured forth—intrepid aviators feeling like a Blériot or Dumont.

Duties were delegated to all present and then I discovered that I had not left a job for myself, still what else are expert friends for? Eventually I was allowed to hold the fuel can. To wind up the suspense, as soon as the engine was started there was no response from the receiver to the transmitter signals. Everyone shouted "well that's it then" and I found myself in sole charge of packing up.

It turned out that somewhere amongst my maze of wiring were a couple of glorious dry joints (we thought you knew better—Ed.) and hence the reluctance of the outfit to gattle. I therefore persuaded Malcolm Douglas to do what *I* should have done in the first place, and make a really neat job of the





Right: despite its smooth shape, there is ample room in the "Mini Concord" fuselage for the rudder and motor servos.

wiring by creating a central wiring harness, with all battery, receiver and servo points duly terminating in a plug. It is now a simple matter to hook up the four plugs and you're in business.

Flying

A suitable night then presenting itself I set off to nearby Baildon Moor. A range check, fuel up, six flicks, a trial gattle and I was in business at last. This is one of the most pleasing and docile aircraft that I have flown, with no unsignalled careering about the sky, although the manoeuvres are there when wanted. The model flew straight off the board —the recommended rigging angles being spot on—as built, however, it had come out a bit tail heavy and I had had to add 2 ozs. of lead to the nose to bring the c.g. to the designed position. This made the model exactly 2 ozs. heavier than the recommended weight. Ah well! . . . However, the first flight was a dream, the Cox, set at about ½ throttle, pulling the model along in fine style. Contrary to predictions the seemingly excessive dihedral did not cause any wallowing and its beneficial effect on the stability, when pulsing a gentle turn, was obvious.

On full throttle the *Mini* leaps off the ground in 2-3 yards and literally tears through the sky. Loops are easy—a two turn spin to the left then immediate right and *Voila!*—over she goes. Barrell rolls start the other way with a 1½ turn spiral to the right pulling out side wind. Neutralise and round she goes —no trouble at all.

I've now fitted the motor servo which makes the *Mini Concord* a really versatile little model. The three throttle positions give full bore for tearing about, half throttle is just right for cruising round, while the Cox throttles beautifully on slow for touch and goes. These, incidentally, have removed my apprehensions on the adequacy of the u/c because it has proved immovable despite some really hairy touch downs.

To sum up then, the *Mini Concord* follows the Veron tradition of a well-thought-out and presented kit, which makes up into a delightful model at a most reasonable price.