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# MIRANDA

**Peter Holland's  
Flying Boat for '75 or 1 c.c.**

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THIS IS A MODEL that can be flown "wet or dry". Although designed as a Flying Boat, an undercarriage can be plugged into the solid sponson tips, and Miranda becomes a landplane ready for R.O.G. in grass or on tarmac until you locate your nearest stretch of suitable water. Simple structure, a flat hull planing bottom, the large cabin, and protected propeller position on the high engine mount are but few of the many points in favour of this attractive model which flew through flight tests with an Alblon Merlin.

We found that it liked a wide left climb after the beautiful long skating take-off run, and a touch of right rudder on the trim tab gave it a smooth right hand glide approach back to a skimming "landing"—and if that's not enough to tempt you, we can also say that Pete Holland made the prototype in a week of evenings, just to show how simple it is!

A glance at the sketch on the plan shows how the fuselage, or hull, is assembled around two vertical keels of  $\frac{3}{8}$ -in. with the central parts of the first six formers mounted between them. The rear hull tapers to a joint of the keels, and outer bulkhead portions complete the hull section back to the rear step. Solid sponsons are mounted integral with the hull,  $\frac{1}{4}$ -in. sheet forms the bow block and tail platform, and we are ready to cover with  $\frac{1}{8}$ -in. sheet. Mounted over F4 and F5, the engine nacelle becomes an automatic assembly of tongue, bearers, and formers with  $\frac{1}{4}$ -in. covering the top forward section and  $\frac{1}{8}$ -in. at the rear. An M.S. tank in the engine compartment can be hidden by the detach-



*Miranda and Merbaby make flotation tests in calm water*

able access hatch, and a  $\frac{1}{2}$ -in. sheet cowl ring, C.1, adds much to the appearance.

There remains the cabin "divider" of  $\frac{1}{8}$ -in., over which the celluloid windows are applied, then a final layer of thin card or  $\frac{1}{32}$ -in. sheet forms an outer protection against water seepage.  $\frac{1}{8}$ -in. diameter reed will enhance the edge of the windows and also make sure of a watertight joint. We cannot place too much emphasis on this waterproofing business, as the model is a lightweight, and it is surprising how this soon becomes heavyweight after a day on the water, should the proofing not be good enough.

If you do find the cabin showing signs of water content, cut a hatch in the centre section top to let it dry out, or you might find yourself with a glass-house full of balsa fungi—even mushrooms might germinate on the damp interior!

Wings and tail of Miranda are simplicity itself. Each wing panel seats on to the centre section tongue and is held in place by a match stick shear pin through spars, box and tongue, while the "vee" form of the tail ensures accurate alignment on its planform.

Remember to put your name and address label inside the cabin before completing the fuselage, cover with lightweight Modelspan, dope liberally and then waterproof with Aerolac or similar clear varnish . . . and you are ready for taking the air with one of the smartest hydromodels it has been our pleasure to fly.