

BUILD
FROM OUR
FULL SIZE
PLANS!



Dave Platt's perky sportster is simple to build and a delight to fly

PALMETTO BUG

HAVE I got something for you! Such an enthusiastic greeting, delivered in transatlantic twang, was guaranteed to make your Editor look up and take notice, even though knee-deep in R/C transmitters during first booking-in at the Vintage weekend control tent. For here was Dave Platt, one-time Wanstead Flats noteworthy long since happily resident in Florida, and as a break from top class scale models merrily enjoying a renaissance of interest in free flight aeromodelling, over to enjoy the Nats as well as the best that Old Warden can offer. But what had he to offer? Just about the cheekiest little sports model we've seen.

Palmetto Bug can be built in a week of evenings and will take any motor up to 0.5cc. 'Tell you what', said Dave, 'I'll fly the model today, then leave it with you to put in the magazine - minus the engine, of course - as thanks for all the Aromodeller team's efforts over the years'. Which is exactly what we've done.

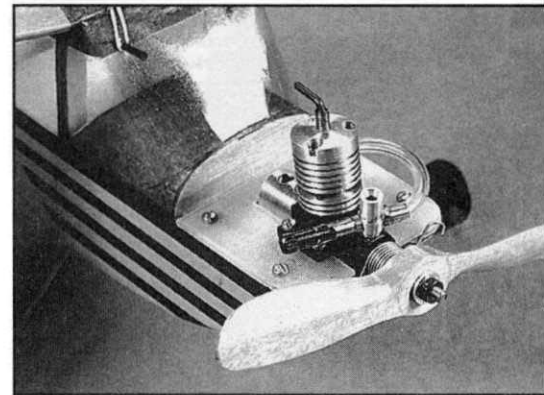
Why 'Palmetto Bug'? Bit of a story here, as Dave explained. Even the swanky Palm Beach condominiums, peopled by the rich and retired widows of Florida, are not immune to certain creepy-crawlies at various times of the year. Not for the blue-rinse brigade the common cockroach, though. Palmetto Bug is its high class, high rise soubriquet, although what can be the difference when it stalks across the plush drapery is difficult to imagine. However, our version is a real charmer, as all will agree - and capable of flighty performance. Later that Old Warden day we bumped into Dave again, in the middle of the airfield, and looking a trifle, well, agitated. 'Three miles!' was all we could get out of him at first. 'Three miles!' Eventually we got the story. Seems the Bug had decided to take a break from circling flight and headed

off downwind, coming to rest beyond the crossroads most of the way back to the A1. Old Warden regulars will know the feeling... However, the flyaway Floridian was recaptured, and is now presented for your delight. Irvine Engines provided a replacement AE 0.2, as fitted to Dave's original, and we can confirm Palmetto Bug's perky performance. Building, or what there is of it, is perfectly straightforward. Just one or two points need an extra comment or two. So clear a corner of the workbench and let's go!

We're off!

Choose well-matched wood for the fuselage sides to avoid building-in unevenness. Key to an accurate fuselage is the F1, F2 and bearer sub-assembly so make sure all the angles are correct. The undercarriage is bent to shape and carefully epoxied to F4. Mounting plates from scrap 1/32in sheet locate the undercarriage, and a further plate epoxied on top of everything ensures nothing will move. This method will suffice for all but the most disastrous landing. No doubt the wary among you will add a binding thread to be doubly safe. One-inch wheels are fitted. The tailskid is bound to F9. Carefully draw the fuselage sides together at the tail, aligning the whole assembly over the fuselage plan view. Punch accurate holes with a sharpened aluminium tube and glue retaining dowels in place. The 1/16in sheet cabin top must give the correct angle of incidence for the wing. Check against the plan and make adjustments to the top of F3 or F4 to suit. Scrap block and sheet infill below the bearers allows the nose to be gently rounded to a pleasing shape. Wings and tail are straightforward. Care expended in accurate rib cutting will be rewarded by warp-free surfaces. Ensure the

tailplane end ribs are truly at right angles to the rest of the structure or unwanted fin offset will result. Cover with lightweight tissue. Use a non-shrinking dope on the fins (or thin down ordinary dope at least 60/40 with thinners) to prevent warps. Modellers unlucky not to possess an AE 0.2 may care to try a Cox 020, a modification which will involve construction of a suitable radial mount from 1/16 ply, slotted to accept curtailed bearers. Take care when glazing the cabin, for this is a prominent feature of Palmetto Bug and should be executed neatly.



AE 0.2cc diesel drives a cut-down 6in wood prop - maybe not so neat as a nylon equivalent but it works fine!

As for flying, just test glide to establish trim (our Bug needed 1/32in packing under the tailplane TE), put a drop of fuel in the tank and you're away! Our Bug preferred left turn. Adjust sidethrust if necessary to achieve this.

You simply can't go wrong - so try this Bug that's not so ugly for some carefree, fun flying. And don't forget that name and address...