

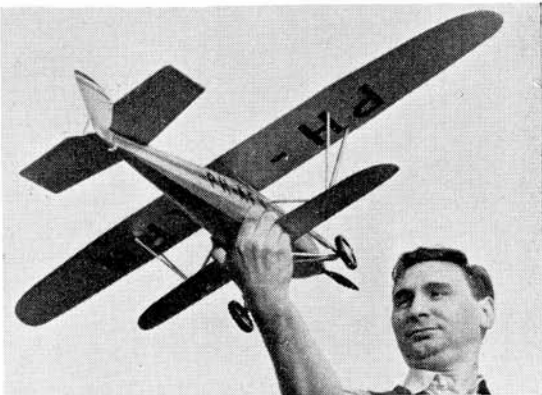
Bill Newman of Harlow shows off the sesquiplane effect of that small lower wing. Pander is a "natural" for a simple, easy-to-build and fly scale model

of dihedral (other than the upward taper or the under-surface of the upper wing) but a pendulum rudder can quite easily be incorporated if desired. It is advisable to use medium to heavy wheels as a stability aid, and in this connection we should mention that Weaver race-car wheels are ideal, and have good scale appearance.

Constructionally there are no problems. The fuselage formers are assembled between the sheet side panels, and the undercarriage, cabane assembly, and lower wing centre-section built in before sheeting the nose. If a .75 or .8 c.c. motor is to be fitted, it may be advisable to cheat a little and widen the cowling by about $\frac{1}{8}$ in., which may slightly affect the width of the soft block fillet on the fuselage top; this block should not be finally shaped until fitting the cowling. Note the slight difference in the depth of this block if the two-seat version is to be built.

Wing and tail are fairly conventional and call for no special comment. Boxes should be a good sliding fit on the tongues, and the strut pegs should fit reasonably firmly in their holes. All strut fairing details, etc., are given on the drawing.

Covering is lightweight Modelspan and finish colour is silver all over; we can trace no positive alternative scheme for the 100 version. The metal panelling (above the top line of the fuselage side sheets from F5 forward and the entire cowling from F2 forward) was engineered on most *Panders*, so that Polyfoil covering and a spinning rubber to reproduce this effect will be a must for realism enthusiasts (see Ryan NYP, June, 1957,



AEROMODELLER). One two-seat aircraft was PH-AFM, which had wing markings as on the drawing, but white fuselage lettering on a broad red flash terminating at F2 and the rudder stripes confined in a small circle on the rudder. Reference to a Jane's circa 1933 (see your Public Library) will help with one or two useful photographs.

Balance the model at the point shown (with heavier motors some slight tail ballast may be needed) and check for glide. Initial power flights should be made on reduced power, aiming for a wide left-hand climb and wide right-hand glide. Do not attempt to achieve a very tight turn, especially on the glide.

Important Patents

U.S.A. 2845746 G. W. KINNEY April 14th, 1955

THIS interesting invention was evolved in 1955 and apparently was intended to be produced commercially from plastic materials. The drawings are self-explanatory and would appear to be nearly scale; the body is generally cylindrical and includes a detachable nose plug for retaining, and possibly rewinding the rubber motor while the propeller runs on a bearing in a cap which closes the rear body end. Flying surfaces are disposed at 120 deg. stations about the rear body portion and extend rearwardly beyond the propeller to support the body for V.T.O. These appear to be plane surfaces and the specification gives no indication of any means for counteracting the effects of torque so presumably a degree of autorotation is permitted and may be favourable to stability.

According to the inventor this machine was developed specifically to permit operation in confined areas and by suitable location of the c.g. it may be made to glide after the power run.

