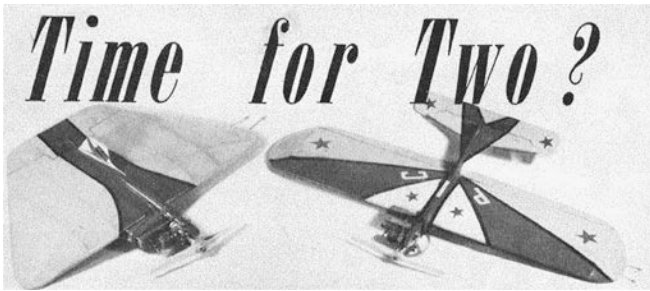


Pic and Choose



... or only one if you wish, but a newcomer to C/L flying couldn't make a better choice than PIC, or CHOOSE, or both! Simple, cheap, robust and easy to fly, J. Wylie's double attraction will appeal equally to any C/L addict.

When the club budget time came around we were amazed to find how much had been spent on model building. If funds get low something has to be done, so obviously something cheap is wanted, yet giving the fun of combat and stunt flying. Pic and Choose are the answer.

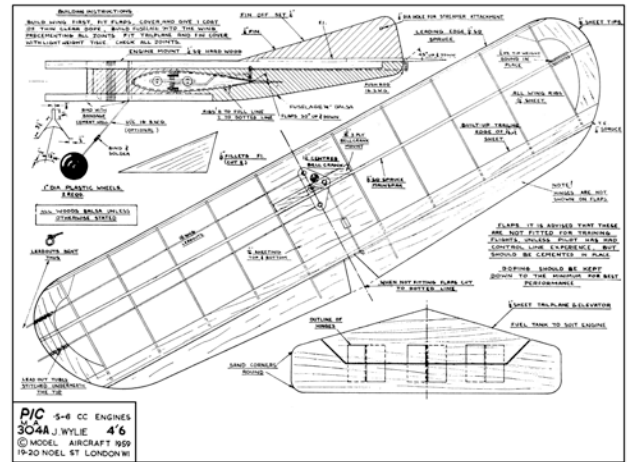
Pic has done very well indeed with a selection of engines, e.g., Dart, Merlin, Mills 0.75, etc., but the best power plant, in our opinion, is the diminutive Webra Piccolo. With this motor it proved to be extremely fast, highly manoeuvrable, yet robust enough to do a wingover on to a tarmac playground with only a split fuselage, and shattered tissue to show for it.

Choose was designed with the same objects in mind as for Pic, but for larger motors, in this case 1-1.5 c.c.

It is just as easy to build, but a little more responsive to fly, though still remaining an ideal beginner's combat/stunt design.

Pic

If you are looking for something cheap, rugged, simple, highly manoeuvrable, and able to do "the Book" in the hands of the right person, why not try Pic? Construction is straightforward—even the club's biggest idiot managed to complete one successfully, and even fly it!



Pic has gone through five different Mk's. each one better than the last! A bomb-site in South London provided a flying ground or combat field, as the case may be, and when flying commenced the design became popular with the club, most of the members building one or two.

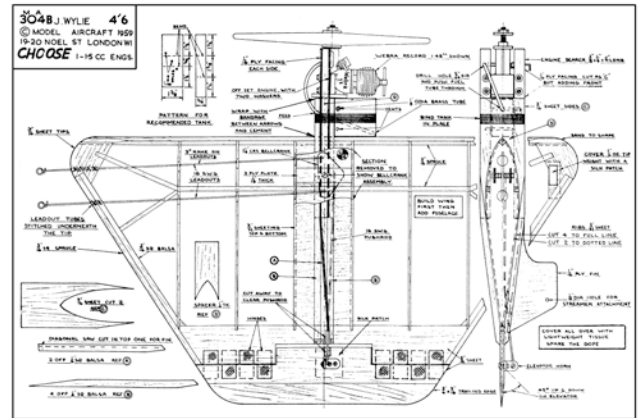
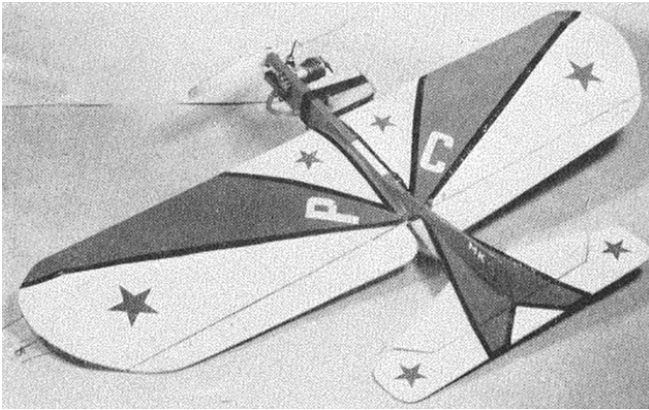
Construction: This begins with the wing. Eight ribs are cut out to the full line, two ribs to the dotted line, as shown on the plan; these two ribs are the center ones. Take four ribs and drill holes as shown, so that the leadouts can be threaded through. The wing is then built in the ordinary way, and completed by adding the tips, stitching the leadout tubes in place, and cementing the tip weight firmly in position.

The bellcrank is mounted on two pieces of ply (1/16 in. thick x 1/2 in. wide—length to suit distance between center ribs) and secured with a 6 B.A. bolt and nut (as shown). This assembly is firmly cemented in place. Hook up the leadouts and push rod, fit flaps, hook tip, then ensure that the flaps are giving the same movement 25 deg.-30 deg. each way (up and down). Finally sheet in the center section top and bottom, cutting a hole to clear the push rod.

Choose

Build the wing first (some of the construction notes for Pic will apply) and when completed add the bellcrank assembly, hook up the push-rod and leadout, then sheet in the center section. When dry cut holes in the top and bottom for the engine bearers, cutting

Pic and Choose



Pic, the more orthodox model of the pair recommended for absolute beginners.

a notch to locate on the spar. Fix " D " between the bearers before the cement is dry.

Alter the bearers are secure on the wing, add the ply facing (cut as " C " but adding front piece), then add " C."

After this, cement " A " and " B " in place cutting the slot for the fin in the top one—ref. " A "— add the fin, sand down, then cover with tissue. Finally, remember to keep the dope down, as too much will ruin the performance; also keep the controls as free as possible.

Flying: The model was flown on 40-45 ft. lines with a streamer to S.M.A.E. specifications. It is fast with a 1.5 and highly manoeuvrable, so be careful.

The fuselage is cut from 1 in. thick medium balsa. Note that the fuselage is built in two pieces, one half pushed on from the front and cemented well, the other from the rear and cemented well. The bearers are cemented, one on top running right along to the tail, the other on the bottom. Wrap bandage around the nose and cement (this stops the nose splitting).

Fit the tailplane, cement well, and add the fin giving 1/4 in. offset, then add the fillets, and hook up the controls, making sure that the elevator gives the same movement each way (about 40 deg. to 45 deg.). One does not use all the movement when flying but it comes in handy for those last minute pullouts.

Cover with lightweight tissue, giving two coats of thin clear dope, and one of thin sanding scaler , sand

lightly when dry—finish off with two coats of thin colour dope. Do not add too much as this will affect the performance.

You now have a lough little model capable of a surprising performance and hours of fun. When flying, the u/c is optional but it comes in handy for landing on hard ground. Mount the motor with two washers under each front bolt hole in the lug giving out-thrust. Fit tank by binding in position.

Flying: The lines used arc approximately 30 ft. long and these are just right for combat flying with a 1/2 in. x 3 ft. streamer, plus 2 ft. of thread between model and streamer. It is recommended to fly over grass as one can often do a wingover straight on to the ground, and gel away with only a few tissue splits (but it is not recommended it does not always work).

What you will need

for PIC

1 strip 1/4 sq. x 36 in. spruce
1 sheet 1/16 x 4 x 36 in. balsa
1 sheet 1/8 x 3 x 36 in. balsa
8 strips 1/8 sq. x 36 in. spruce
2 lengths 18 s.w.g. x 36 in. piano wire
1 length 16 s.w.g. x 36 in. piano wire
2 tanks
2 1 1/2 in. centres bellcranks
tissue, cement, dope, etc.
The above will supply two models.

for CHOOSE

1 sheet 3/16 x 2 x 36 in. balsa
1 sheet 3/32 x 3 x 36 in. balsa
4 strips of 3/16 sq. x 36 in. spruce
1 strip of 3/16 sq. x 36 in. balsa
1/16 ply 1/2 x 4 in. wide
Bellcrank—1 1/4 in centres
Balsa cement, tissue, dope, tank, etc.
The above is sufficient to build one model.

Model Aircraft Magazine March 1959