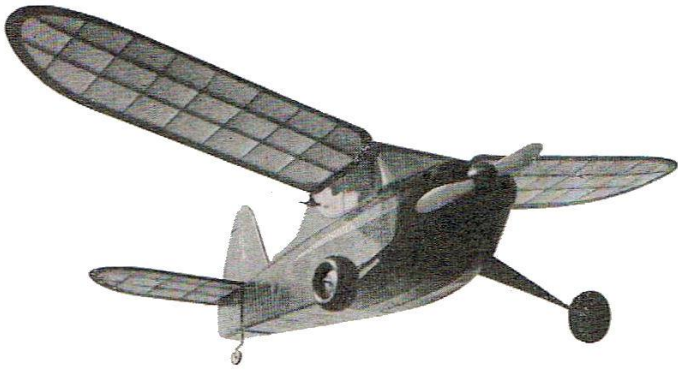


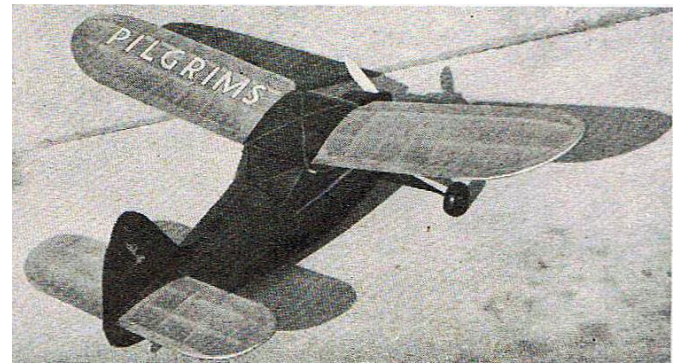
POPSIE A 38 1/2 inch SPAN MODEL FOR LIGHTWEIGHT RADIO CONTROL EQUALLY SUITABLE FOR SPORT FLYING BY VIC SMEED from Aero Modeller December 1951



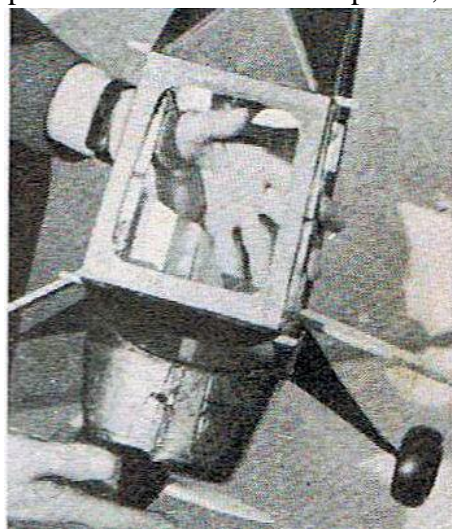
The stubbiness of this little model is the result of an attempt to produce the smallest practicable model suitable for nonnal light-weight radio control, allowing as much radio space as possible. The prototype has not as yet flown under radio, having been used as a sport job, but it has been ballasted and subjected to every extreme of trim, etc., and has proved entirely satisfactory. The underlying idea behind every part of the design has been the ultimate installation of a set, and all the known desirable features for successful R/C models have been

incorporated as far as possible. The following design points may be of interest to any builder who contemplates fitting this model with a radio outfit.

A fourteen-ounce wing loading was considered the highest desirable for a small job; allowing 15 ozs. for the airframe and 7 1/2 ozs. for radio, this gives a wing area of approximately 1.6 sq. ft. The use of a fairly low aspect ratio enables a compact and sturdy wing of 38 1/2 ins, span to be employed. Because of the resulting large chord and the desirability of using a short moment arm for overall compactness and manoeuvrability, a 37 per cent, lifting tailplane is advisable and is therefore utilised. The fuselage is laid out to give ample cabin room and accessibility with adequate strength, and is of sufficient width beneath the leading edge of the tailplane to permit the easy mounting of an escapement. This width also ensures a firm tailplane seating. The C.L.A. is low and sidemounting the motor enables a high thrust line to be employed as well as cleaning up the nose entry. The undercarriage is designed to absorb a vast amount of punishment and also to give trouble-free R.O.G. It is not necessary to hold the model off the ground for starting—an advantage, since the width of the fuselage makes a firm grip difficult. In fact, initial ‘power-glides’ on inadequate power resulted in ‘Popsie’ landing in quite long grass with the motor continuing to run. The rigging angles and sections used give similar climb and glide characteristics and speeds, and the rudder should be about equally effective in power on and off as under power, the wide body produces a blanketing effect on the slipstream.



This blanketing gave a little trouble on early flight tests with 7 in. airscrews, but this was overcome by using a slightly larger prop. Turns of 100 ft. diameter can be made in either direction without loss of height, and recovery from ‘unusual positions’ is good. A Mills 75 c.c. was used for sport flying with the prototype and it is recommended that an ED. Bee is used for radio work. Fully detailed building instructions are supplied with the plan.



Three-quarter rear clew choirs sturdy but clean lines of the prototrpe. Close-up of fuselage gires indication of the ample cabin space.

I included this full Popise article (The plan was included in a previous S&T) as there seems to be quite a few of these models being flown with RC, enlarged to about 60”, possibly due to the kits being available

from both Old School Moder Aeroplance factory Derek Foxwell (02086471033)

derekfoxwell@btinternet.com and Belair <http://www.belairkits.com/detail.asp?id=936> 01362 668658