Radio Control
in easy stages
. . . . the model

Rohma

64" SPAN · FOR 3.5 c.c. · EASY TO BUILD · SUITS ANY RADIO RECEIVER

by S. Miller

42-year-old finishing expert in Vauxhall Motors . . . 11 years a valued member of Luton and D.M.A.S. . . . has wife and son as keen assistants.

TWO years continuous flying through all weathers has proved the "Rohma" as a tough sport radio model of the first order. Rough landings in ploughed fields have been taken in its stride and a spiral dive into hard earth under full power did not incur even as much as a tear in the tissue covering. In the only contest entered, the Northern Heights Gala Spot landing Competition, it placed a good third under fairly windy and poor conditions.

Using a 3·5 c.c. engine, it is fast, though lightly loaded (13 oz. sq./ft.) and will penetrate any moderately strong wind. Though fast, it is not in the "guided missile" class, and is perfectly safe to fly even for a beginner in Radio Control. It can be put in any position even near the deck with excellent recovery, especially if one assists by keying the transmitter at the right time.

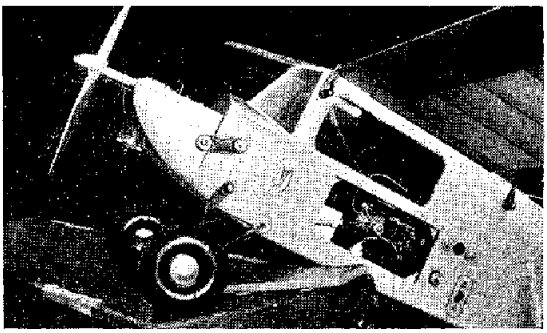
As a cyclist, Sid Miller had to consider the convenience of packing, so the model was constructed in units. Every part fits easily into a box 42 in. × 9 in. × 9 in. including meter, fuel, repair requirements and all the other odds and ends.

The radio used is the famous "AEROMODELLER No. 1 receiver," which has proven itself under all conditions. This is an excellent job, being simple, cheap, easy to construct and operate, stable, and with plenty of range, very economical to run. For the benefit of the radio beginner, to whom "Rohma" is especially suited, stage by stage details of receiver construction will be described in a series of fully illustrated articles beginning next month. This enables the modeller to get started on the model *now*, so that it will be ready to accommodate the radio when this is finished, thus making a logical approach for the many modellers who are searching for the right kind of introduction to R/C.

Construction is quite straightforward and full building instructions are included with each full-size A.P.S. plan. This should *not* be your *first* model, in any case, as some degree of practical experience is called for in the general assembly. As with all of Sid Miller's models, wing slots are employed to full advantage, and much of the smooth performance of "Rohma" through turns, and loops, can be attributed to this Miller "trademark."

Docile to trim, "Rohma" can be adjusted to suit all wind conditions by simple addition of pack under the wing trailing edge. Up to $\frac{1}{8}$ in. can be used for extremely windy days, proving just how easy it is to fly.

Needless to say, it will take any of the commercial receivers within the commodious radio compartment, so for the many who prefer to use a "ready-made" there's nothing to prevent them having "Rohma" ready for an Easter outing. Another thought too, for the sport flying enthusiast using 3·5 engines and whose whims have not so far been fully catered for in A.P.S., "Rohma" represents the kind of sport model than can be built *now* for general free-flight to await radio installation at some future date.



"Rohma" breaks down into a set of easily transportable components. Engine pod retained by rubber bands is crashproof and sheeted fuselage forward portion protects the radio. A/M receiver is easily accessible . . . Watch next month for Sid's step by step approach to building this receiver for your "Rohma."