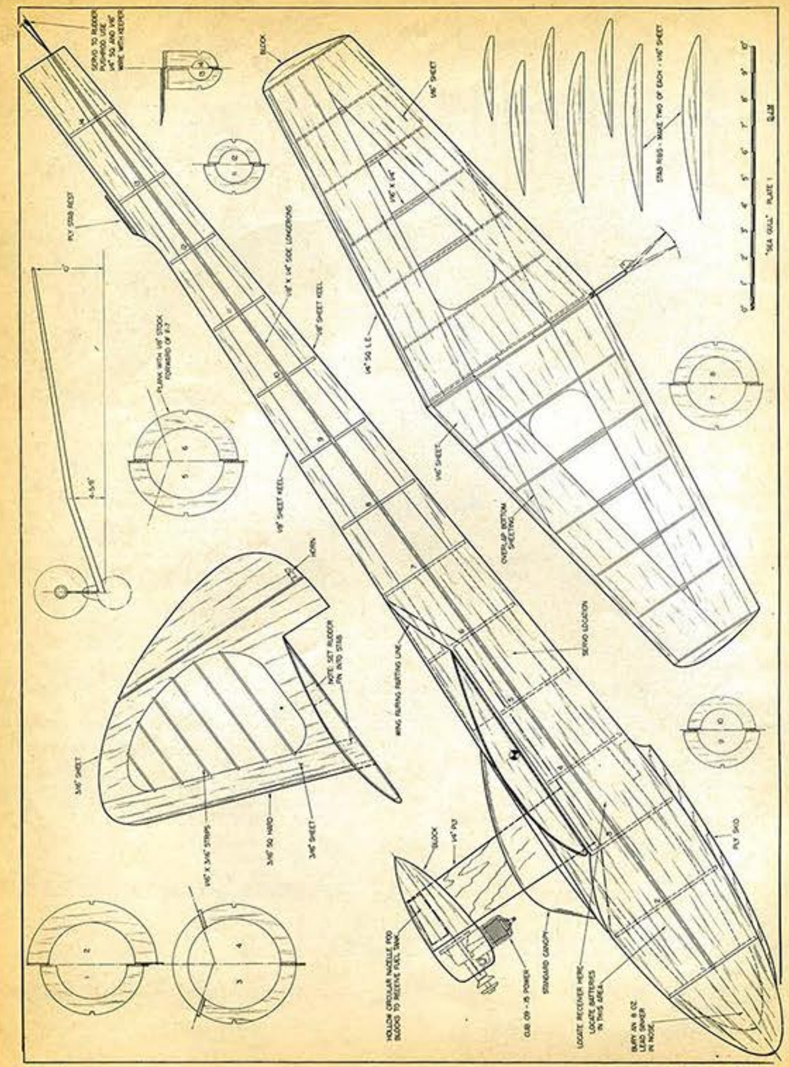


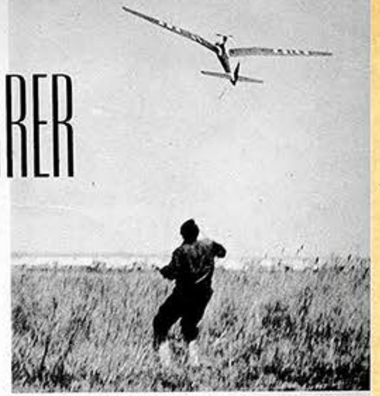
by Bill Siegel

THE "SEA GULL" SOARER

Span is 101"

Wing Area: 770 sq. inches

Fuselage: 45" Overall



Oops! Engine stall at the wrong moment. You can't win them all. Ship's sufficiently thick-skinned to survive aftermath. Familiar?

C&S Receiver . . . Rudder Only . . . G&M Mini-combo Servo

Also flown with 4-Channel unit, Atlas, Bonner, Annco Servos.

Stab: 25%

Tail Moment: 27%

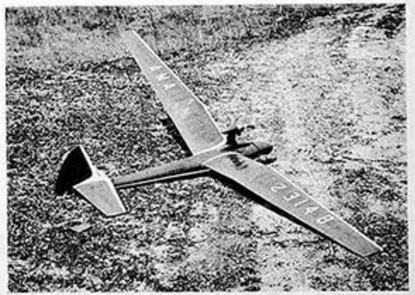
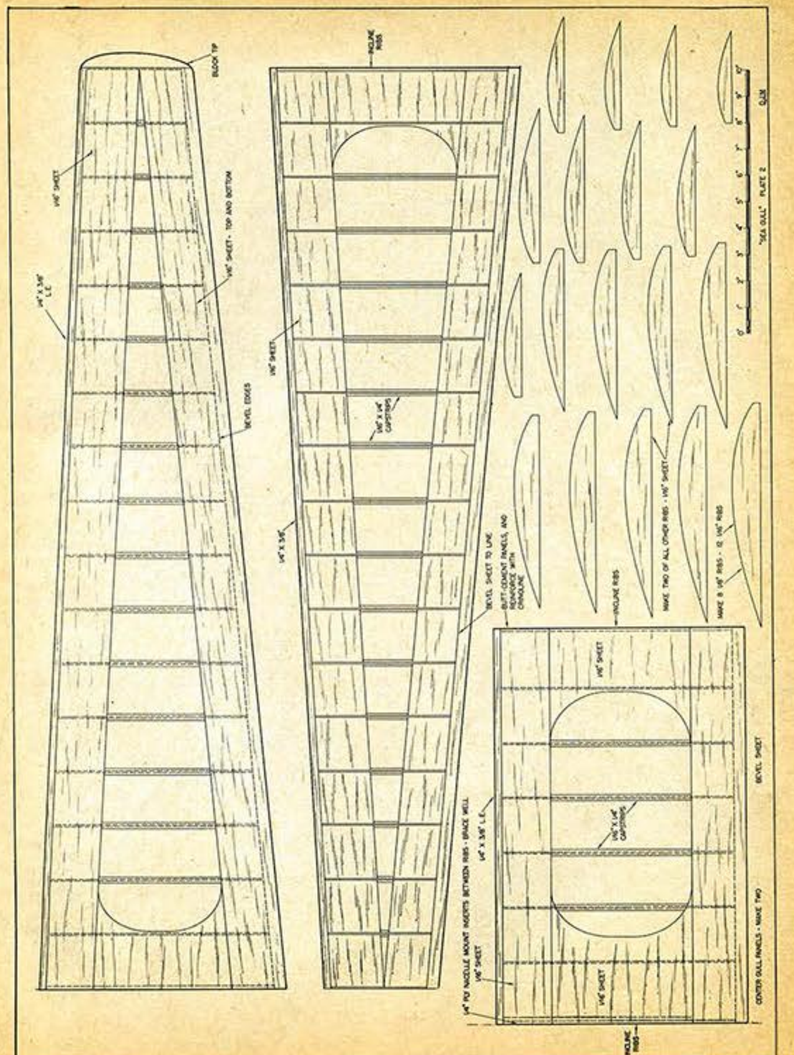
Power: .09 to .15's

What conceivable urge would drive an apartment bound modeler with a 36" building board to get involved with a ship of this size? A fascinating series of articles in the 1955-57 Yearbooks by Frank Braithwright, dramatically describing record breaking soaring flights "way down under," provided the basic inspiration. Further day dreaming led to a decision to design a completely romantic ship, one that would be graceful and majestic in flight and fulfill a dream that we're sure every modeler has had at one time or other, to see a real "cream puff" stately soaring between cumulus clouds on a sunny day.

Now, a bit about the design: This is not a pure theory ship, as compromises were always made in favor of the esthetic appearance. To those who would criticize the use of gull dihedral, we can only say that the basic aim was to get away from the more mundane R.C. jobs. This is the finalized version of two predecessors and in the field for which it was designed it flies beautifully. Let's leave the inverted Figure 8's for the "real nervous crowd."

On both wing and stabilizer we used a thickened up Clark Y with a sharp entry. This was done because most of the large ships that we've flown using undercamber never had the wind penetration to punch through the tur-

Full Size "Timely" Plan Available!



Above: A gentle gull wing lowers C.G., performed well in all flight tests. At left: Designer Bill Siegel, ex-stunt pilot, displays finished "Sea Gull".