

# Spinks Akromaster

60-powered model has all the fine aerobatic abilities of its full-size counterpart.

Lines are simple and easy to duplicate.

## ROBERT SCHULTHEIS

AFTER LAST SUMMER'S air show at Rockford, a flying buddy told me about a slick white aerobatic ship he'd seen. Not too good at names, he called it a Schlitz or Schmitz Akromaster. Well, I like planes such as Chipmunks, Zlins, and Yaks, so this was a natural for me. Then AAM (Feb. 1970) published a detailed article and a beautiful scale three-view of the Spinks Akromaster. I was hooked!

The bomber I was building was set aside, and I started drawing this pretty ship with its perfect RC Class III proportions. Except for the 520-sq.-in. wing area, the Akromaster has all the right moments. The only curve in the whole plane is on the top of the fuselage.

The symmetrical wing, as experience and other flier's comments indicate, makes for better aerobatic models. The real plane used the semisymmetrical NACA 2413. The tail group is scale size. A few builders may question the area, but those doubts are completely dispelled after the first flight. That little stab and big elevator do a fine job.

Another unusual feature is a fuselage six inches wide. Try to put that in an old multi-cradle! I usually start the motor with the plane inverted on someone's knee or in a cradle, but it can be started right side up. Holding that wide oily fuselage requires a hand like Wilt the Stilt's, but it can be done.

### Construction

Start with 3/16 x 4 x 36" medium balsa sheet, add 3/16 x 2 x 17" doublers and 3/8 x 1 x 17" stiffeners. A piece of sheet about 2 3/4" long must be added at the tail. The 3/16" tail doubler will hold all this construction together. Mark former locations on the sides. Then, with sides stacked together, jig saw and cut to shape.

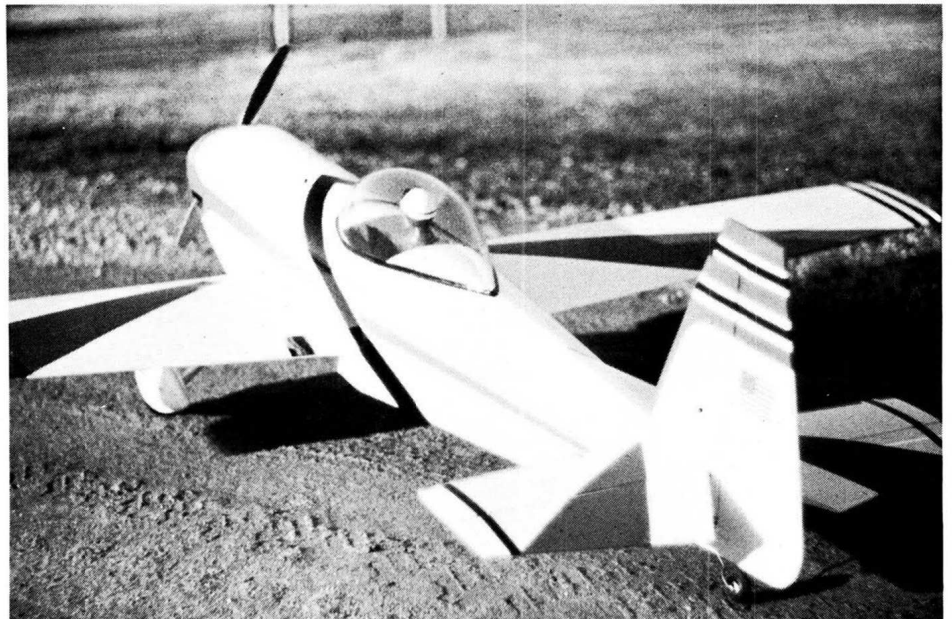
Formers 2, 3, and 4 are cut from 1/4" hard balsa. The 1/4" ply firewall (F1) can be added to the stack and all of them cut at one time. This keeps the width uniform and the notches in line. Now glue F2, F3, and F4 to one side. Also glue in F1 after attaching the motor mount. The Tatone mount is fastened to the firewall (F1) with 6/32 Allen bolts and blind nuts. Prepare the firewall to receive the motor mount and install the blind nuts. Cut 1/4" from the bottom of the Tatone motor mount, so that it will fit under the 1/2" balsa fuselage top. Drill another hole in the bottom of mount to replace the one cut off.

With the four forward formers glued securely to the sides, make a cut, about

two thirds of the way through, on the inside of fuselage side, behind F4. This can be done with a coarse hacksaw blade held in the hand. When the tail is pulled together, this cut enables the sides to bend at the angle shown on the drawing. It is not a smooth curve but a sharp angle. Both the three-views and photos show this.

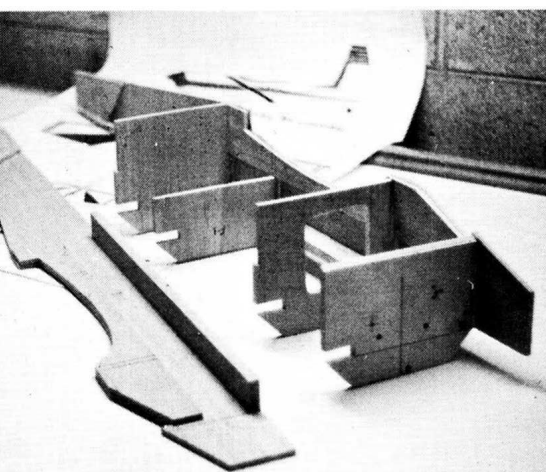
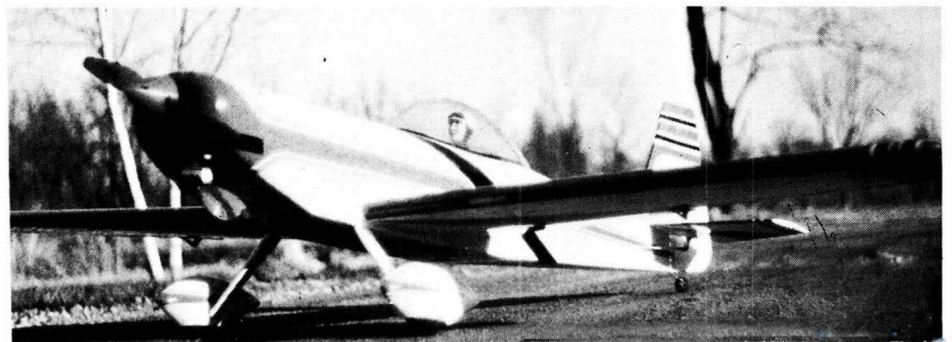
Now bring the sides together at the rear and glue. Insert the tail block. Run some glue on the previously notched sides and attach some 3/4" triangle stock braces behind F4. Glue in F5 and F6.

The fuel tank is installed next, and the lower nose pieces glued in place. Epoxy 1/8" ply on front and rear of the



ABOVE: The model's only deviation from exact scale is the use of symmetrical airfoil for serious-type stunting. Conventional landing gear works out well on this plane; takeoff and landing are bounce-free. Naturally, crosswind operation is tricky.

BELOW: Looks real, doesn't it? Maneuverability and precision are impeccable. A full-size Akromaster took third at recent Aerobatics Championships. U.S. won team first.



Rugged construction and wide fuselage characterize Akromaster. Scale three-view in background appeared in recent AAM article.

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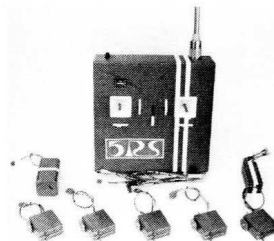
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### Spinks Akromaster

fuselage wing saddle (see drawing). Then drill the ¼" dowel holes in the rear fuselage ply saddle before it is glued on. The front saddle can wait until the wing and its saddle are finished. Then drill the two holes through them both. For added strength, some small pieces of ¾" maple triangle stock are put behind the firewall and onto the sides.

Next, lay out and drill holes for the Nyrods. The ½" sheet top then can be installed. Cut the top at F4 and cement on the rear portion. Glue in large nose blocks. Then plane and sand sides of the fuselage for the 45-degree angle top sheets. The top must be rounded to the contour shown on drawing. This template is cut in half, which makes it easier to use. Install Nyrods and sheet the bottom with ⅛" balsa.

The 1" nose block is held on with two wood screws. Two 5/16" holes are drilled right through the block into fuselage. The holes are filled with pieces of 5/16" dowel glued into the block and fuselage. Then drill through them for the wood screws. The result is a more permanent hardwood mounting.

The nose is shaped to the outline shown in the Spinks article and on the plans. It's a rather simple one. Cut out the back of the nose block to fit engine carburetor and throttle linkage. With the engine mounted, check the clearance for prop and spinner.

Behind the forward ⅛" ply wing saddle on the fuselage, epoxy a piece of hardwood triangle stock. This will ac-



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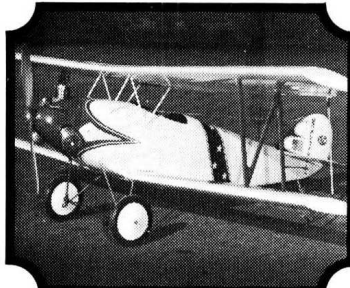
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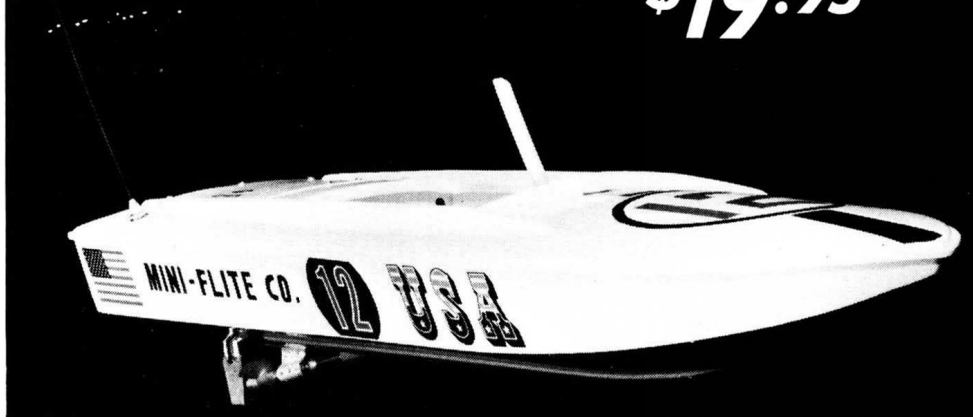
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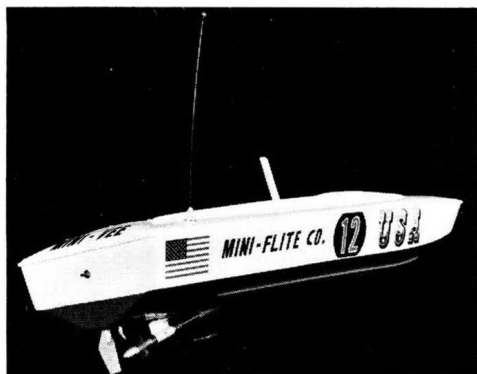
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cept the 10-32 tapped holes to hold the forward part of the wing to the fuselage.

The stabilizer and elevator are ½" sheet, and the fin and rudder are ⅜" sheet balsa. Hinge as desired. The stab, fitted between two balsa filler blocks, must be set at zero degrees incidence.

A fellow flier helped me cut the foam wing. A piece of trailing edge balsa stock is glued to the trailing edge of the core. The leading edge is a piece of ½" sheet rounded off to match the airfoil. The core is then sheeted with 1/16" balsa. Lay out and cut the ailerons. The sheet on front of the aileron is replaced after the angle is cut.

Then mark out the round aileron bellcrank wells, which can be cut out with 1/32" music wire in a soldering gun. Remove an oversize disk of balsa, insert the hot wire and rotate. The wire cuts a perfect wafer of foam. Then a bellcrank is mounted on a 3/32" ply disk and epoxied in place. Now take a ⅛" piece of music wire, heat the end with a propane torch, and plunge it down through the wing. This makes the pushrod slot. Assemble bellcrank and wire. Do this to both halves and then epoxy together, using glass cloth around the joints.

Both front and back sides of the saddle are ⅛" ply. Glue the landing gear blocks together. Hollow out the wing to receive the double-decker gear mount and attach it with plenty of epoxy. Cover this assembled saddle with 1/16" ply. Note that the landing gears are mounted across the saddle, one in front of the other. When covering the 3/16" wire gear, make the groove for one forward of center and the other to the rear. When viewed from the side no one will know one landing gear is ahead of the other, and the ground handling is not affected at all.

Two ¼" dia. dowels hold on the rear wing, and two 10-32 nylon bolts retain the front. I lay the wing on a flat piece of 4' sq. Novoply, which is flat and true and makes an excellent work surface. Glue on stab and rudder. I buried a Royal Products tail-wheel bracket in the rear of the fuselage, although any combination of 3/32" wire and tubing should work. The rudder has a hole drilled in it to accept the movable arm of the tail wheel.

Radio installation is up to the builder. I used a Kraft with KP-10 servos. Try to keep the weight down.

The entire plane was covered with Super MonoKote, which keeps the weight within reason. For an exact copy of the real plane, follow closely the color scheme given in the AAM article. June '69 Air Progress has a color photo of the Spinks and it's a beauty.

The canopy was vacuum-formed and cemented in place with Walthers Goo. The wheel pants were molded in fiberglass after R.T.V. molds were produced from wooden patterns. A Royal Products needle-nose spinner was used on the front end. Plywood fairings, added to the landing gear, have slots which are staggered to give the appearance of the box axles being on a common centerline.

It would be nice to say that Spinks flew the first time out, but it didn't! A loose transmitter antenna caused some range problems. Once the antenna was securely tightened, the plane flew like a dream. It tracks straight and true on level ground and then rises off smoothly at about half-throttle. Push the throttle full forward and the Spinks moves up like a scorching rocket. I used a 10-32 tapped hole to hold the forward part of the wing to the fuselage.

is extremely groovy.

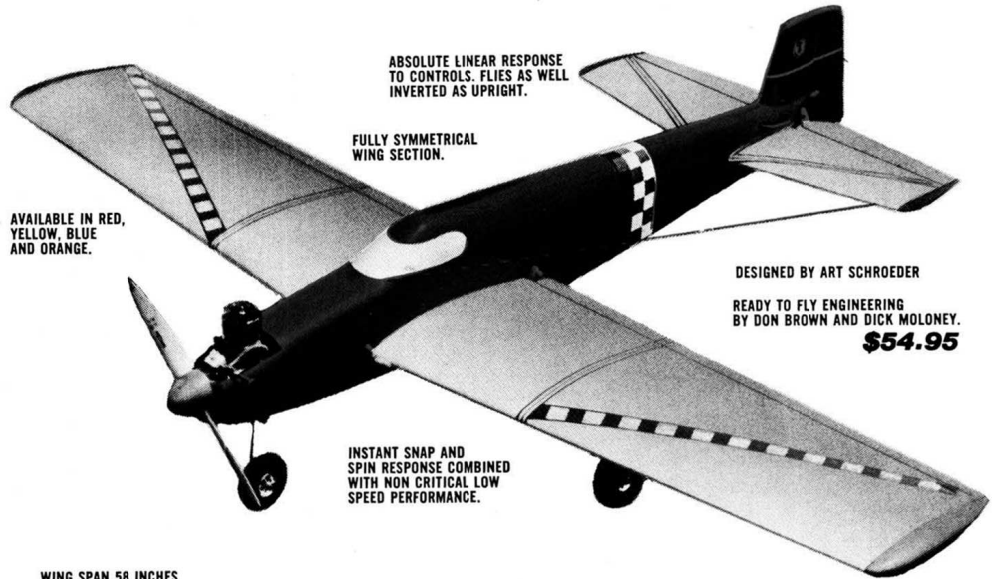
As might be expected, the plane flies inverted with a minimum of down elevator, and the rolls are smooth. The knife edge also is excellent. It would seem that the big, wide fuselage might detract from both knife edge or straight and level, but it doesn't seem to affect them and even may help. The small stab and elevator are more than adequate. I used a long Rocket City horn on the elevator. The plane enters a spin realistically but must be completely stalled out. Try a Lomcovak and watch it flip like a spinning pinwheel.

The Spinks lands like it flies—fast. Go way out and start chopping the throttle on the downwind leg. Then turn and kill it all the way. As the plane settles, keep hauling back on the elevator. Touchdown will occur when the glide can't be stretched any more. Any wind will help slow it considerably. Flaps might help, but none are shown in the AAM drawing or mentioned in the article. A 60 engine is more than adequate, and a 40 or 45 would handle it well. For scale enthusiasts the Spinks Akromaster is an easy one to build.

Should anyone want a canopy, wheel pants or a foam wing I will make them available if the demand warrants it.

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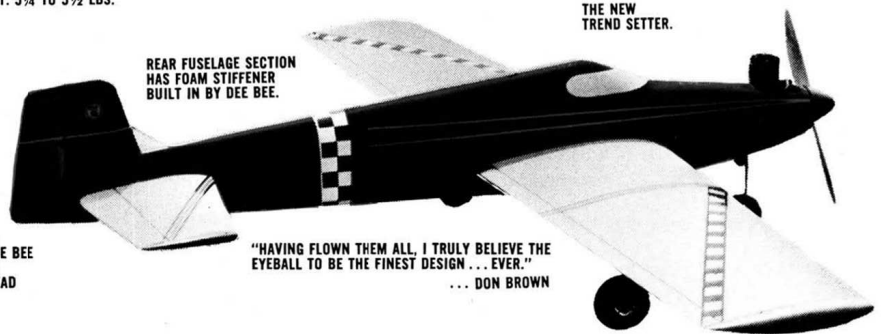
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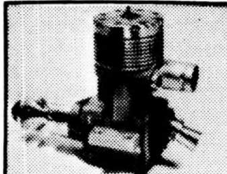
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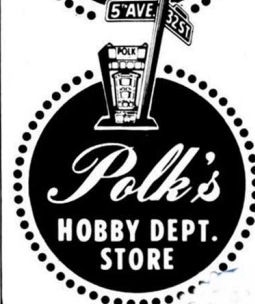
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