

AN EASY TO BUILD
EASY TO FLY
CONTEST DESIGN
FOR THE 1.5's

By
GEORGE FULLER

Founder member St. Albans M.A.C. . . . aged 23 . . . has been aeromodelling as long as he can remember . . . wife was 1951 Women's Champion . . . also a Jazz and Jive fan.



WHEN George Fuller builds a contest model, the main points he considers are: (1) Simplicity, (2) Cheapness, (3) Ease of Trimming. Stomper was therefore designed with these three factors in mind.

Three Stompers were built in 1952. All have proved to be good flyers and they were placed high in three out of the five contests entered:—

3rd Croydon Gala.
3rd West Essex Gala.
1st South Midland Gala.

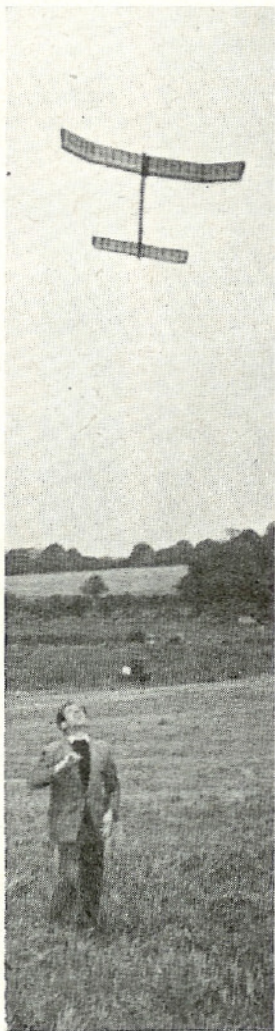
As a good example of "Quickie" construction it is an ideal model for the beginner, and will take any engine of 1 c.c.—1.5 c.c.

Construction

Draw plan of **Fuselage** on 1/16 sheet balsa then pin down to flat board. Add $\frac{1}{2}$ in. \times $\frac{1}{8}$ in. longerons and spacers. Cement in the $\frac{1}{2}$ in. sheet thoroughly and add engine bearers. When dry, remove pins. Do not remove from board but add other 1/16 sheet side. Then remove from board, trim off surplus balsa and sandpaper well. Cover with Lightweight Modelspan and give two coats of clear dope plus one of Banana oil.

Wing mounts can then be added, well cemented and pinned to the fuselage, then reinforced with cotton gauze for extra strength. Drill holes and add $\frac{1}{8}$ in. wing and tail fixing dowels. Then cement the tail mounts in place, making sure they are tilted up on starboard side.

Tailplane is quite straightforward and no difficulty should arise. Utmost care must be taken to see that there



are no warps (to prevent this, add a few drops of castor oil to the dope).

Mainplane. Pin trailing edge down on plan, add wing ribs then leading edge. Next, add the two top spars, leave a few minutes for cement to dry then remove from plan and cement the two lower spars in place. Sheet wing tips and the two braces are next, then repeat procedure on other half of wing. When both sides are complete, cut wing at the dihedral break, making sure one half is cut at an angle so that it will fit flush when the tip is raised. Wing halves are then cemented together, add gussets, plywood, etc., sandpaper well, cover in Lightweight Modelspan and dope.

Trimming. Owing to the tailplane being offset and at an angle, the starboard wing must be "washed in" 2°.

Before test gliding, check that the C.G. is in the correct position, set trim tab over slightly right, and then gently hand launch. If glide is flat, with a slight turn to the right, everything is set for power flight.

Have motor revs. as low as possible before letting go. If the Stomper climbs to the right, everything is O.K., if not, adjust trim tab until satisfied.

The Stomper must climb and circle in the glide to the right, no down-thrust or side thrust is needed. It should corkscrew up, and whatever the position it is in when the motor cuts, it will roll out without a stall into a very flat "skidding turn" glide. The original is powered with an Elfin 1.49 c.c. and has a still air time of 4.15 secs. on 15 secs. motor run.