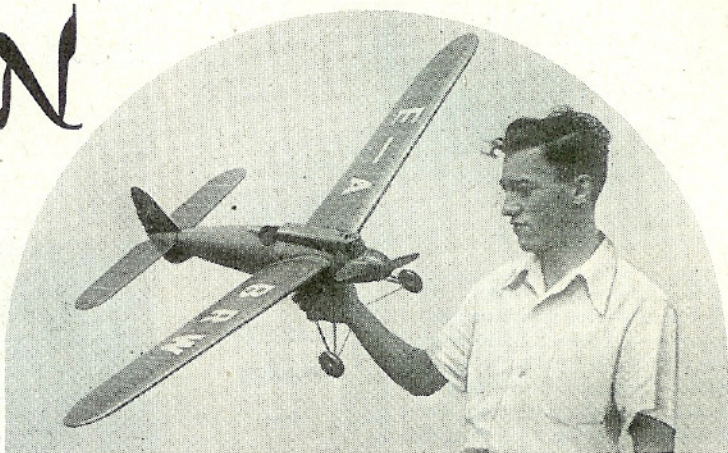


SULTAN

A MID-WING SPORTSTER
FOR 1.3 — 2 c.c.

By
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HERE'S a sport model with a "vintage" air about it, resembling in several ways the familiar lines of the pre-war era, and soundly designed to be tough to the extreme.

When Bernard Wildman first thought of this design, he had in mind that vivacious looking fighter, the Vickers Jockey, and he set about producing a model that would combine the semi-scale appearance with appropriate performance in the air. Power in his prototype was the ever faithful Mills Mk. 1, and right from first tests, the Sultan fully conformed to all that was required of it.

Take-off is a delight to behold as after a long run on the ground, the nose lifts to a steep interceptor-like climb, whilst each flat glide is terminated by smooth "wheeler" landings.

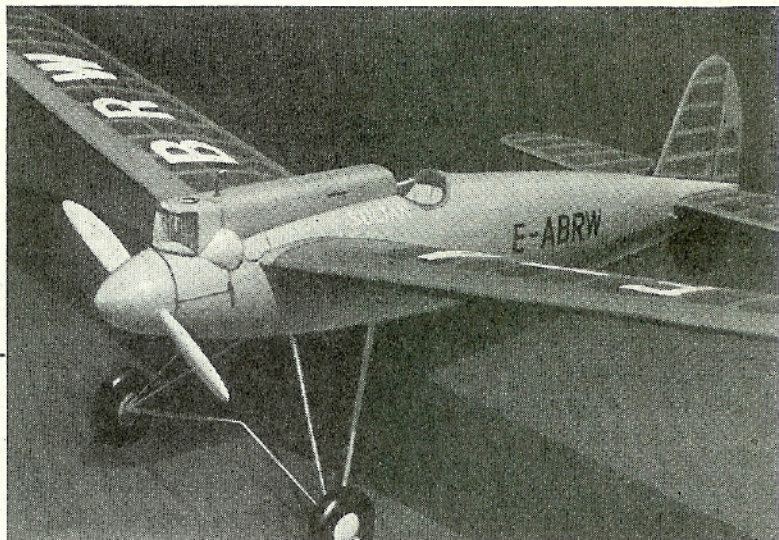
No doubt with the more powerful rotary valve 1.5 c.c. diesels now available, the Sultan would climb skywards at a rate indicating prop-jet performance; but we prefer the lower power and that old-time open cockpit type of flying.

A leaflet giving the designers' full building instructions is supplied free with each copy of the full-size plans from the Aero-modeller Plans Service: but to whet your appetite for this out-of-the-rut model, we give the trimming and flying advice here.

Trimming

Check the line-up and that the C.G. is immediately below the mainspar. Ballast should be added if necessary. Then wait patiently for a calm day for the first flight test. Don't attempt to carry out glide tests in anything other than reasonable wind conditions, or a false trim may result and have disastrous effect on the power flight. Test into wind, preferably gliding down a slight incline so that the Sultan will have a chance to gather correct flying speed. Add packing under the tailplane if required, no more than $\frac{1}{2}$ in. at a time, and adjust the trim tab until a fast flat left hand turning glide is achieved.

Fill the tank and start the engine, then with timer set for a ten second power run, launch gently into wind. Observe both power and glide trim carefully, and when the set-up is considered correct, try the first take-off. You'll be thrilled at the way the model races along and then rises to a steep climb.



Portable, streamline, tough yet very pretty, are points of note when studying this design. The prototype, seen in the hands of designer Wildman in the heading view, has made countless trouble-free flights at Fairtop.