

WIN

A NEW KRAFT Three Channel

THE VM1W IS EQUALLY AT HOME ON A PAVED STRIP OR ROUGH DIRT FIELD. AN IDEAL TRAINER FOR THE NOVICE AS WELL AS A CHANGE OF PACE FOR THE EXPERIENCED FLIER.



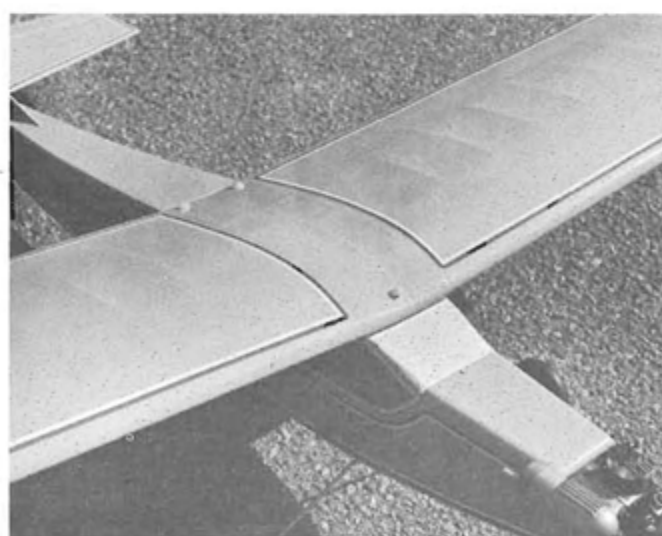
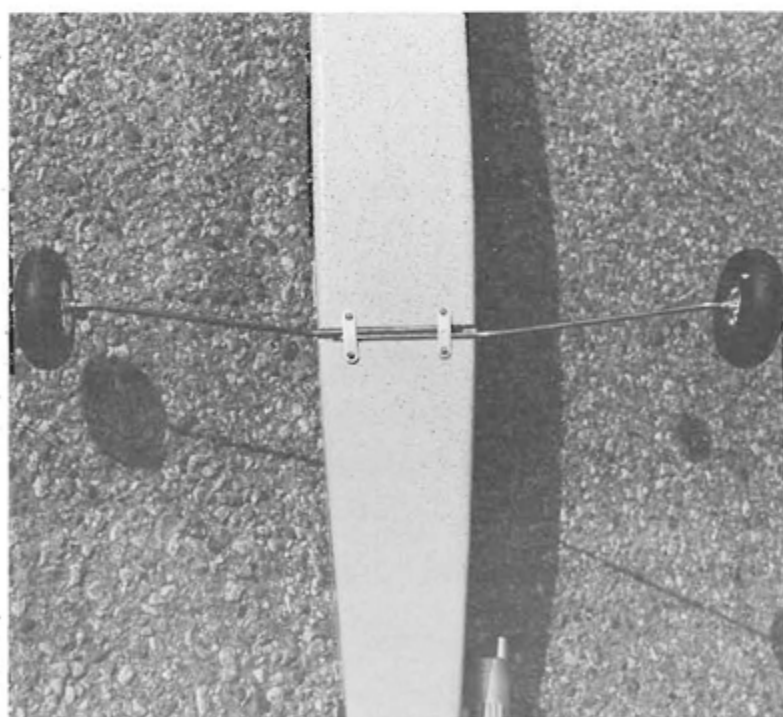
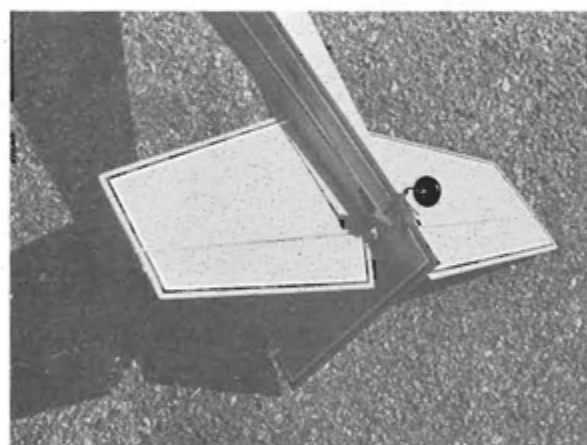
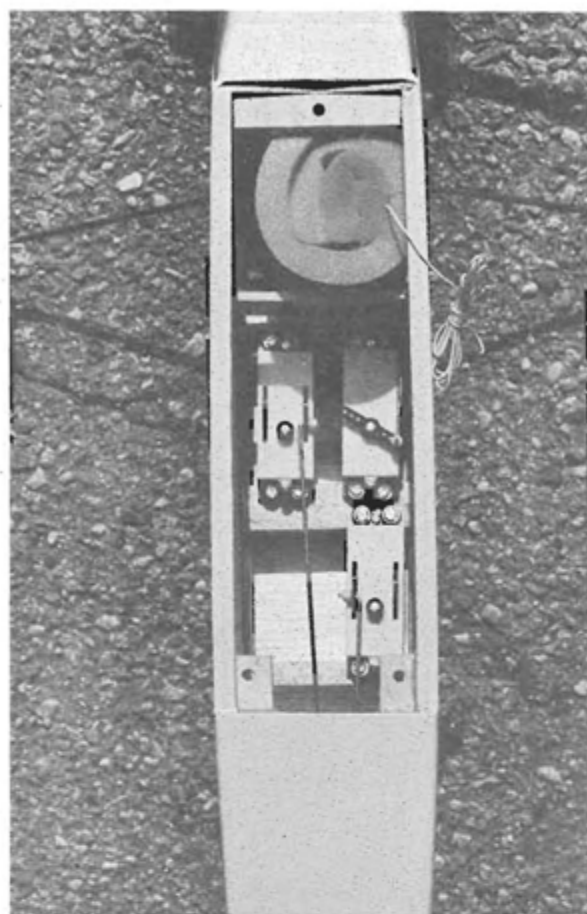
Designed by Paul Strengell, the VM1W is one of the finest .15 powered trainers and general sport flying aircraft we have built and flown to date. Designed for general ease of construction, good lines, and durability, it has enough built-in stability to make it one of the best three channel trainers we have seen to date. Yet, all of the more experienced fliers who have flown it have found it an outstanding change of pace from the .60 powered "hot rocks," and have really wrung it out from a performance standpoint. Equally at home on a paved runway or a rugged dirt field, the VM1W is a plane well worth building, whether you are a newcomer to R/C or an experienced sport flyer looking for a compact fun-type ship with excellent performance characteristics.

Although it utilizes a flat bottomed airfoil, there is no "zooming" characteristics usually associated with this type of section, and, while it will not perform outside loops, it will do the basic standard maneuvers, including inverted flight, with ease. A good .15 engine is more than adequate power and a .19 will really put a little zest in your flying life.

We at R/C Modeler Magazine have been so pleased with the prototypes that we have built and flown, that we are sponsoring a contest designed around the VM1W. Anyone is eligible to enter, except members of the staff of R/C Modeler Magazine or its advertisers, by simply following these contest rules:

DESIGN BY PAUL STRENGELL

VM1W





- Entrants must have purchased a full sized set of plans for the VM1W from the R/C Modeler Magazine Plans Service.
- Entrants will submit a black and white and/or color photo presentation of their model of the VM1W built from R/C Modeler Magazine Plans along with a typewritten, double-spaced write-up containing the following information:
 - type of engine used;
 - radio system used;
 - type of finish;
 - flight characteristics;
 - approximate length of time needed to construct the VM1W.
- Enclose the title block from the RCM plans that you purchased.

The contest will close November 30, 1972, and all entries will become the property of R/C Modeler Magazine — none can be returned. The judges decision will be final. The winner will be notified by mail and photos of the winning entrant will be published in a future issue of R/C Modeler Magazine. The judges will select the winning entry and the builder will be awarded a Kraft Series Seventy-Two three channel proportional system. Second and Third place winners will be awarded a two year and one year subscription to R/C Modeler Magazine, respectively.

CONSTRUCTION

WING:

Make a wing rib template from plywood or aluminum and cut 16 ribs from 1/16" balsa, two from 1/4", and two from 1/8" balsa sheet stock. Pin down the leading and trailing edge sheet followed by the 3/8" square leading edge. Cut all cap strips to length and glue in place along with the center section sheeting. Next, glue the 1/8" x 1/4" spruce bottom spar in place on the bottom leading edge sheeting and then glue in all ribs,

making sure that they are properly aligned. Add the 1/4" balsa filler pieces cut from trailing edge stock in the center section, then glue and pin in place the top trailing edge sheeting, leading edge sheeting, cap strips, and top center section sheeting. When the wing has thoroughly dried, remove the two panels from the board and add the tip blocks, cut from soft balsa, to outline shape. Next, cut the center dihedral rib block from 3/8" pine, bass, or hard balsa. Be sure to cut this on a table saw to the dimensions shown on the plans to provide 5 degrees of dihedral to each wing panel.

Finally, sand the wing using progressively finer sandpaper, then wrap the center section with a 2" wide piece of nylon cloth and Hobbypoxy Formula II glue. Wrap a piece of Saran Wrap around the center section after applying the glue and rub all of the bubbles out of the glue. Tape the Saran Wrap in place until the glue has thoroughly dried, and when the cloth is removed you will have a smoothly glassed center section.

FUSELAGE:

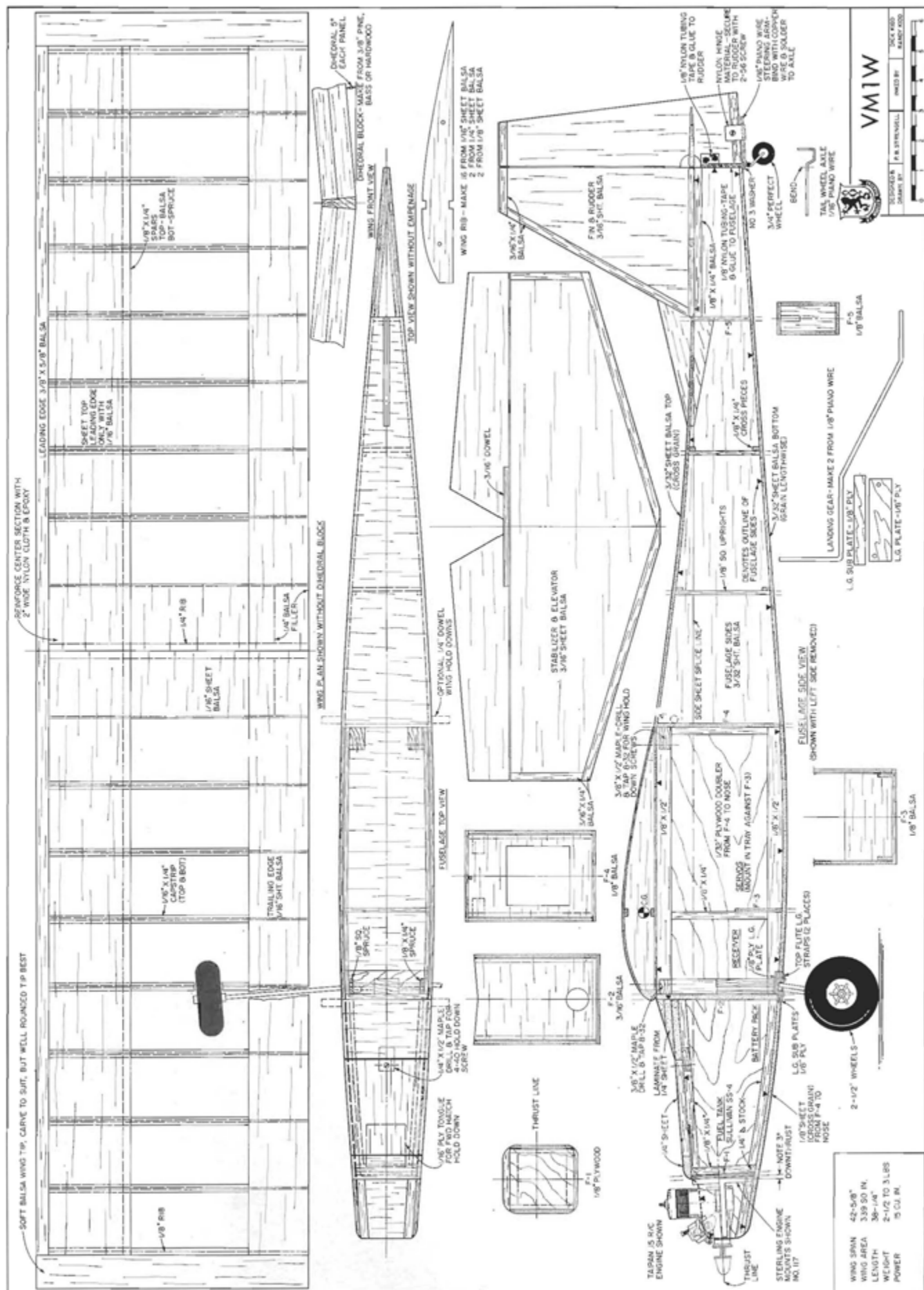
The fuselage construction is begun by cutting the fuselage sides from

matched sheets of 3/32" balsa. Note that the fuselage is sliced lengthwise and a careful match of wood grain and density is necessary at this point. Next, cut the 1/32" plywood doublers and glue them to the fuselage sides from F-4 to the nose. Either epoxy or contact cement can be used to adhere the doublers to the sides. Add all 1/8" square vertical bracing, 1/8" x 1/4" vertical bracing, 1/8" x 1/2" horizontal cabin bracing, and 1/8" x 1/4" horizontal stabilizer supports. Next, cut formers F-2 from 3/16" sheet (cross grain) and F-4 from 1/8" sheet (cross grain) and glue to the fuselage sides making sure that the bulkheads are at right angles to the sides and checking alignment with a triangle.

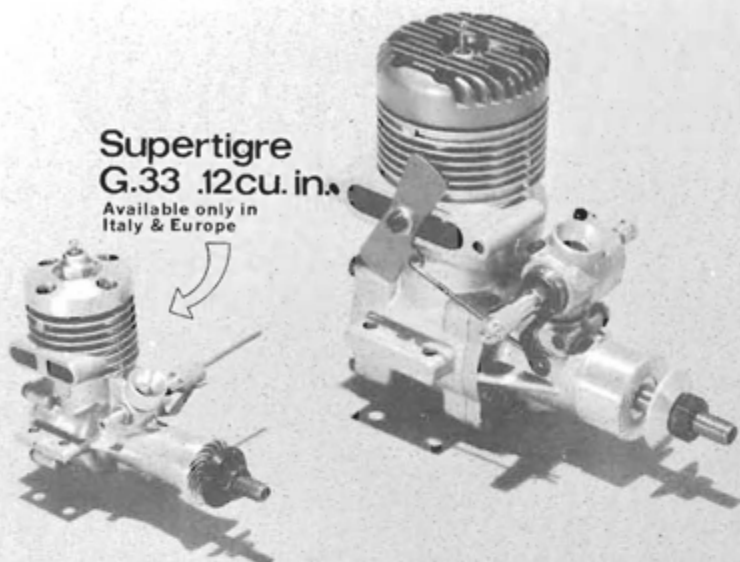
Add bulkhead F-3 cut from 1/8" balsa sheet (cross grain) followed by firewall F-1, cut from 1/8" plywood. Now, using the top view of the plans as a reference for alignment, join the fuselage sides together at the rear using Titebond or epoxy. Now add all 1/4" triangular bracing, the 1/8" plywood landing gear plate, the 1/8" x 1/4" spruce vertical landing gear support blocks, 1/8" x 1/4" fuselage cross

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**Supertigre
G.33 .12cu.in.**
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Italy & Europe



SUPERTIGRE G.60 blue head

This is the first Super Tigre advertisement that I have written since my return from the new Super Tigre plant in Bologna, Italy. This new facility will make it possible to produce about 50% more Super Tigris in the coming year. We have done a lot of testing, both airborne and bench, on the Super Tigre Blue Head 60 here in the United States. Jim Kirkland has helped out with this testing down in Valpariso, Florida, and Bill Welker and Harry Roe have contributed a lot of ideas also. Bill has been having a little luck with an open pylon racer using this engine. Current Super Tigris are made with a little more clearance between the piston and the cylinder wall, also in the depth

of the ring groove. We have recently received 700 Blue Heads. When I was visiting the factory, I asked Mr. Prati of Super Tigre to take all the engines apart—all 700 of them—and fit them up with a looser piston. You can imagine how popular I was in Bologna, Italy that day. We have a picture of R/C Helicopters, Inc. "Bell Jet Ranger". We also have a statement by the manufacturer of the Jet Ranger, Mr. Hank Grudberg, who likes the Blue Head Tigre so well that he has set the Jet Ranger up for this engine. The Super Tigre Blue Head does not vibrate as much as some 60's, and as a result of this, many top contest flyers are switching to this engine.



**BLUE HEAD
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American Bell Jet Ranger designed by Len Sabato.

"We have found, after trying various engines, that the Bluehead G.60 has the best low speed idle, high torque characteristics that are necessary for model helicopter flying. In the rpm range at which the engine operates in our helicopter (2500-7000) it is important to have

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Signed, Len Sabato



WORLD ENGINES

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VM1W

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pieces, bulkhead F-5, followed by the 3/8" x 1/2" maple wing hold-down blocks.

The fuselage top rear sheeting is glued on in cross grain fashion as is the 1/8" balsa bottom sheeting from the nose to bulkhead F-4. The balance of the bottom sheeting is 3/32" balsa sheet with the grain lengthwise. The top of the nose section consists of a length of 1/4" balsa sheet cross grain with a cabin area formed from three laminates of 1/4" balsa sheet. The hatch is formed from 1/4" sheet with a piece of 1/16" plywood glued to it as a tongue to serve as a forward hatch hold-down. A piece of 1/4" x 1/2" maple is epoxied to the underside of the cabin laminates and is drilled and tapped for a 4-40 hold-down screw which passes through the top rear of the hatch.

The landing gear is bent from two pieces of 1/8" wire and is secured in two places with Top Flite metal landing gear straps. Wheels are 2 1/2" Du-Bro or equal. The tail wheel assembly is made from 1/8" nylon tubing which is taped and epoxied to the rear of the fuselage while the tail wheel axle is fabricated from two pieces of 1/16" wire, one forming the axle while the other forms the steering arm. A matching piece of 1/8" nylon tubing is taped and glued to the rudder when it is formed and a piece of nylon hinge material is fastened to the rudder with a 2-56 screw to secure the steering arm in place.

EMPENNAGE:

The fin and rudder are constructed from 3/16" sheet with 3/16" x 1/4" capping pieces to add rigidity and to minimize the possibility of warps. The horizontal stabilizer is constructed in the same fashion while the elevators are cut from 3/16" sheet and joined with a length of 3/16" dowel as shown on the plans.

FINISHING:

Sand the aircraft using progressively finer grades of paper remembering that the final finish is only as good as the

effort you have put into the sanding of the framework. Finally, drill 3 holes through the wing as shown on the plans for the 4-40 hold-down bolts. If you prefer, conventional wing hold-down dowels can be used as shown on the plans. We will not go into the finishing of the aircraft since this is a matter of individual preference. The prototype shown in the photos, built by Don Dewey, was covered with yellow Solarfilm. We used an RC Manufacturing Series Eight Hundred proportional system with an O.S. Max .15 and a Sullivan 4 oz. tank in the original prototype. The balance point should be on the main spar and the all-up weight should be approximately 2½ lbs.

FLYING

You will find that you will have absolutely no difficulty in ground handling, whether it be from a paved strip or a rough field. Use neutral trim for climb-out and down trim to maintain level flight at full speed and up trim to maintain level flight at low speed. You will find the VM1W to be stable, yet highly responsive and capable of most basic maneuvers --- an excellent trainer and an ideal small-field fun ship.

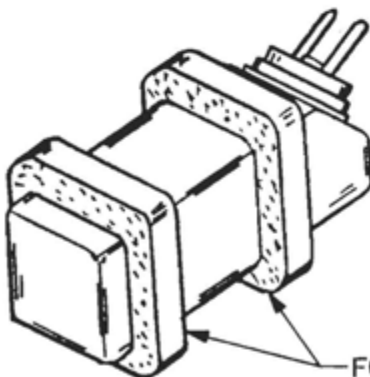
And --- you could win yourself a new three channel Kraft proportional system simply by ordering a set of plans, and building the VM1W and entering it in our contest. Good luck and good flying. □

GOLDEN FOAM

from page 14

down in my den-workshop, and allowed the foam to talk to me, extolling its uses and applications to this great hobby.

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