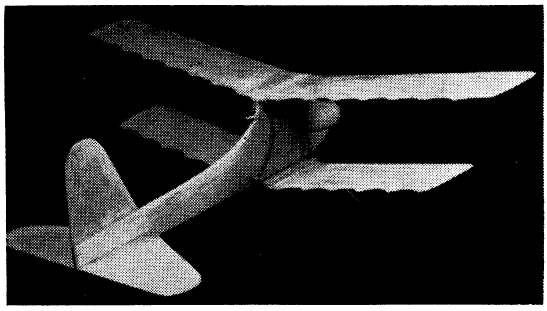


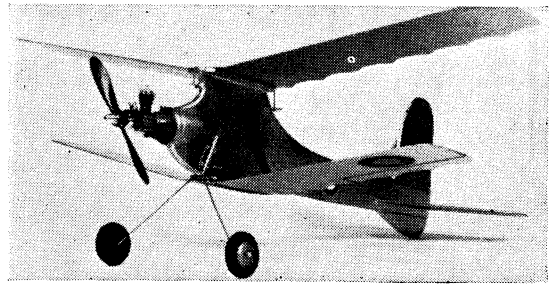
Veron's VESPA

THE VERON VESPA is a kit of deceptive simplicity. Experts may dismiss it as so much nonsense, yet if they were so to do, they would be guilty of failing to recognise the elementary fact that the simpler the model, the more difficult it is to design. We were so attracted by the Vespa kit submitted for review that by co-operation with Messrs. Model Aircraft (Bournemouth) Ltd., we are able to publish the 3-view general arrangement drawing below, to give a better conception of the design. Due to prefabrication, the 23 in. "Mini-Bipe" is not supplied with a full-size plan. Instead the instructions are given in 16 adequate stage by stage sketches, coupled with complete descriptions so that no novice need have fear of making a mistake.

An alternative arrangement, which has considerable appeal, is the suggestion that the trailing edges of the wings be scalloped to give a "vintage" look. We have done this successfully on the test model using sandpaper wrapped round a large diameter dowel and the addition of a set of R.A.F. Roundel transfers over an all-silver finish gives a Fighter like appearance.

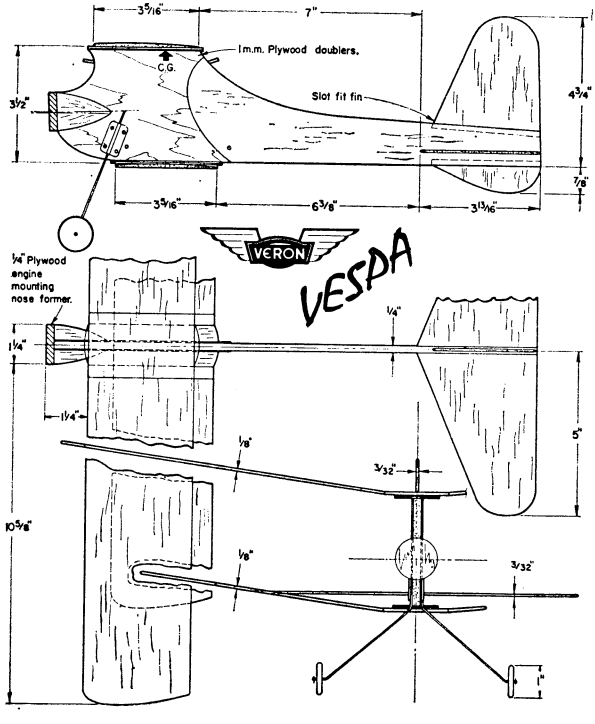
The Vespa can be made quite quickly but we would not suggest that the novice should rush the job. Be specially careful that the plywood engine mounting former is securely glued in place and that there is some allowance for downthrust, because it is this which eventually determines the effectiveness of the otherwise zero incidence flat wings.

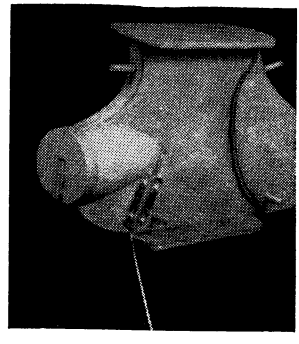
Vespa introduces power flying in its most simple free flight form. The model is robust and very easy



to trim. It should more than satisfy any newcomer to the hobby interested in our new beginners series "Let's Go Flying" and we commend it especially to junior modellers as an inexpensive and tough kit.

The model was designed for the radially mounted Cox Tee Dee .020 engines, but is adaptable to the ½ c.c. diesels such as the Quickstart Dart and earlier, E.D. Baby. Using these engines, it is necessary to shorten the nose by about ½ in. to retain the same balance and at the same time to fit a different ¼ plywood engine mounting plate mounted horizontally. It is also possible that one could mount these beam fitting engines sideways simply by cutting a "U" out of the nose profile.





Photographs illustrate the component parts of Vespa prior to assembly (below) and with the nose former in place, together with dowels and wing platforms (right). Assembled airframe before and after finish (above) shows the stark but attractive lines of our test model.