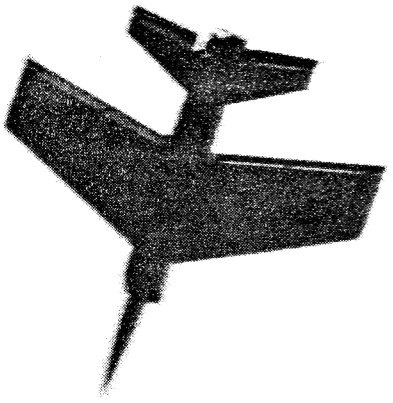
Nick and his "Vigilante" inspired thing. Very easy aircraft to assemble, but some reasonable amount of flight experience is advised. Not a hard ship to handle if reactions are automatic.



**It blows slops all over your socks,
but the ship stays nice and clean.
A little side advantage with a weirdo.**

**A light nose on the climbout,
nose-low on the descent.
It works great that way . . .
Fuel consumption an advantage.**

ALMOST A "VIGILANTE"

by Nick Ziroli

FULL SIZE PLAN AVAILABLE THROUGH "MODEL PLAN SERVICE"

♦ The "Vigilante" was born out of the desire to build and fly something really different. After building many conventional models the desire finally found it's way onto paper. It is based upon the North American "Vigilante" which when simplified makes an easy model to build. The square cornered fuselage of the full size plane is one of the main reasons it was chosen.

After completing the "Vigilante" the problem of where to locate the center of gravity came up. The radio equipment had been located as far forward as practical, but with the engine in the rear, additional weight was required in the nose. The exact location of the center of gravity was difficult to determine because of the extremely short distance between the wing and stabilizer. Should it be located as on a conventional plane or as on a delta? About five ounces of lead was melted into a hole drilled into the bottom of the nose block. This brought the balance point to about 60% of the root rib. What with the swept-back wing this looked about right. If it wasn't I always tell myself a little elevator trim will correct it. Well I know and you probably do too, that there is nothing worse than a tail heavy airplane. If it is much out of balance the elevator trim is no help as it is just too sensitive. If in doubt, always begin with the C.G. too far forward. Then remove weight untill acceptable performance is obtained.

Now the "Vigilante" was ready to go with a 60% C.G., I thought. The radio equipment, "Heathkit Digital 5", is checked out and working fine, so fuel up. Six fluid ounces in the tail. You can imagine what that did to my 60% C.G. Both myself and the rest of the fellows that were on hand completely overlooked it.

Remember where the engine is before you tweak the rudder. Keep aware of the aft prop arc.