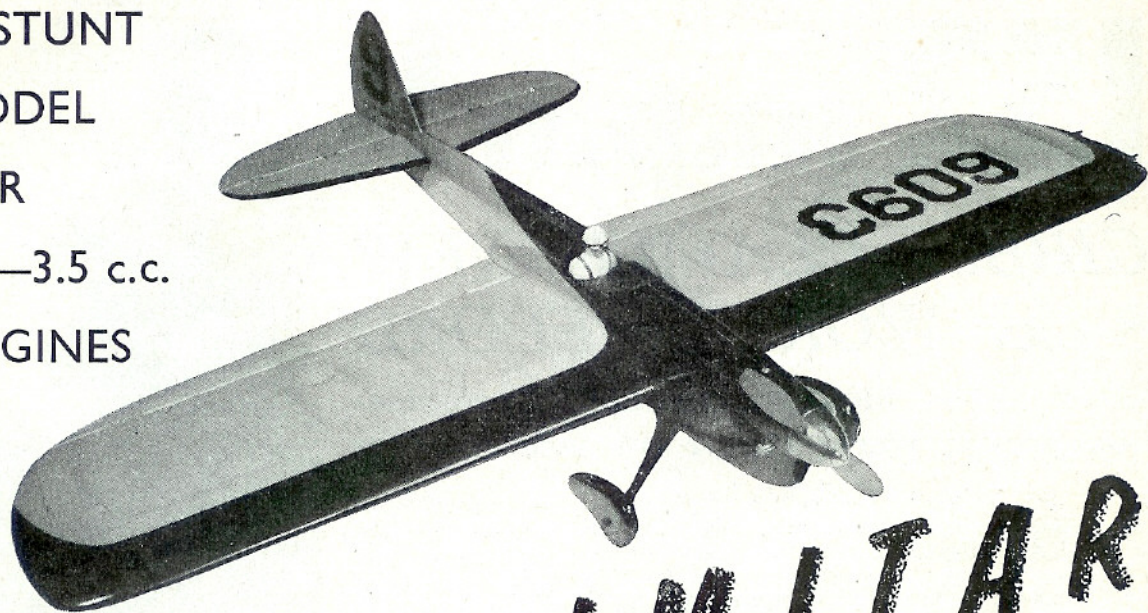


A STUNT
MODEL
FOR
2.5—3.5 c.c.
ENGINES



SCIMITAR

Designed by
BILL MORLEY

to "slice" its way through
the new stunt schedule

IN the 1954 Gold Trophy I flew a large Fox 35 powered model, and in the same contest the following year I used a model powered by an A.M.25. While both of these machines were excellent in their own ways, they each had their disadvantages. The smaller model hadn't the all-weather contest performance of the larger job, and the latter proved somewhat cumbersome to transport.

For these reasons I decided to design, for use in 1956, a medium-sized model around the Fox 19. Requirements for the design were good looks, coupled with the ability to perform such manoeuvres as square eights, hour glasses, triangles, etc. The result was the *Scimitar*.

On its test flight, it showed remarkable ability to "square off" and in fact its potential performance was limited only by the pilot's prowess with the handle.

In the Gold Trophy of 1956 the model gained the highest appearance points of the whole entry, but was unfortunately wrecked when the up line broke in a wingover. It has since been repaired and is now performing square loops, bunts and eights with great ease and regularity.

Construction is very simple. The wing ribs are made by sandwiching

blanks between root and tip rib templates, then carving and sanding to shape. Note that there is slight taper on the leading edge, and that the inboard wing panel has 1 in. greater span than the outboard. Before you assemble the wing, all spars will have to be spliced, also make sure these splices are staggered when the wing is assembled.

The fuselage is constructed by first cementing together the sides and doublers, and sliding these over the wing-tips to the correct position on the wing. Note the small cut-outs for the flap-horn. This component is placed in position as the sides are being slid into place. The rest of the fuselage is assembled once the sides are cemented in place, after which the small cut-outs are glued back into the sides, and the flaps are assembled on to the wing. Before finally cementing on the top fuselage decking, limit the control movement to that shown on the plan by firmly

cementing in stops restricting the travel of the flap-horn.

The original model was silk covered, and this is well worth doing on any model of 2.5 c.c. and over. The spats are made of fibreglass with small metal inserts soldered to the axles. These are, of course, optional and in no way affect the performance. All other pertinent building instructions are shown on the plan.

The total weight should come out at about 32 oz. and if the model does not balance at the position shown, add lead to the appropriate end until it does.

Fly on 57 ft. Light Laystrate or 60 ft. 30 S.W.G. piano wire lines and make sure the ends are securely formed and the lines free from rust spots and kinks, or you are likely to have a rebuilding job on hand!

The *Scimitar* is the ideal model for the difficult manoeuvres in the 1958 S.M.A.E. Stunt Schedule, so build yours now and start practising.

