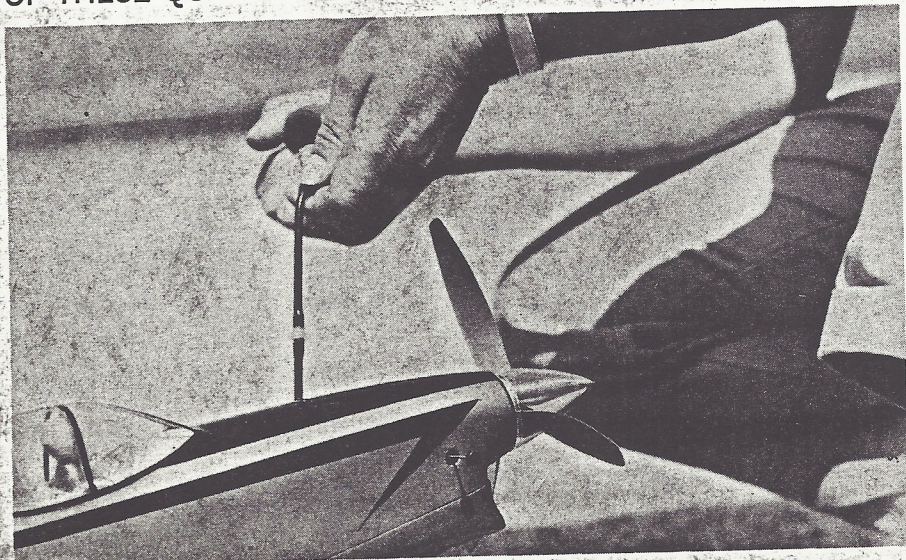




Above, Ed wipes off his 1962 Skylark after a very good, high point flight at the World Central Line Championships held at Kiev, Russia. Below, lower cowling over engine head is removable for access to the engine. Note air vent at rear of removable cowl, 3 bladed prop.

SKYLARK

THESE DAYS, SUPERLATIVE FINISHES WITH OUTSTANDING COLOR COMBINATIONS ARE ALMOST AS IMPORTANT AS PERFORMANCE FOR STUNTERS—OUR BEAUTY COMBINES BOTH OF THESE QUALITIES TO AN AMAZINGLY HIGH DEGREE.



► Flying his colorful Skylarks, Ed Southwick has certainly been enjoying his share of sweet victory on the Stunt circle for the past five years. To add to the many trophies gathered in sunny southern California contests, Ed has brought home 3 more when he went to the All Western in 1959, 1960, and 1962. He also flew to first place in the southwestern Regionals in 1958, 1960, and 1962. Last year, Ed represented the southwestern area and flew with the U. S. team in the world control-line championships at Kiev, Russia. And more recently, he flew to first place in the 1963 California western contest to become the 1963 California state Stunt Champion. This has qualified him for the recent '63 F.A.I. Eliminations.

During the past seven years, Ed has developed the Skylark by gradual refinements of his original design, the Lark. During all this time, he has exclusively concentrated on perfecting this design, has flown it so much that he knows its idiosyncrasies well, and has taken the time to make the necessary improvements that can produce a thoroughbred. While some modelers would have been jumping from one design to another, Ed has devoted all his time working on the fine points that may not have seemed so important to others. The results certainly speak for themselves for the Skylark is undoubtedly one of the most outstanding Stunt planes of today.

When the trend seems now to be moving to larger wings, Ed has gone to a slightly smaller one. After trying all sizes, even a 62-inch one, he says the reason for this change is, simply, that the smaller wings will fly better in high winds encountered at some contests. The possible use of two airplanes has come up, but Ed feels it's better to be familiar with one plane and learn to fly it well.

Ed cut his flaps down to 2/3 span when he found that full span flaps were causing the airplane to "hinge" on the end of the lines. To further correct this "hinging," Ed builds his outboard flap 1/8" wider than the inboard. Although this is exactly opposite to usual practice, he maintains that he has proven this by exhaustive tests and guarantees it. He also feels that differential flaps would work on the Skylark if they were made to operate in reverse!

The stabilizer is placed quite a bit higher than usual and mounted up and away from the burble of the wing may partly account for the smoothness of control these planes have.

The present tail moment is a happy compromise between groovie level flight and the ability to pop around corners. A slightly longer tail on a test plane produced a

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