

Stallion and Wolverene

Semi-scale stunters for 2.5 - 6 c.c.

by H. C. Quek

WHEN WE INTRODUCED two semi-scale 40 in. wing-span stunters by the same designer in our issue for July last year, we anticipated that "Red Dragon" and "Flying Tiger", based upon the Japanese Zero and American Tomahawk fighters, would be a popular pair for mock combat. The many hundreds of aeromodellers who have subsequently enjoyed building from those plans (selling as CL 842 and 843 at 5/6d. each, including post) will undoubtedly be keen to see this latest pair from H. C. Quek.

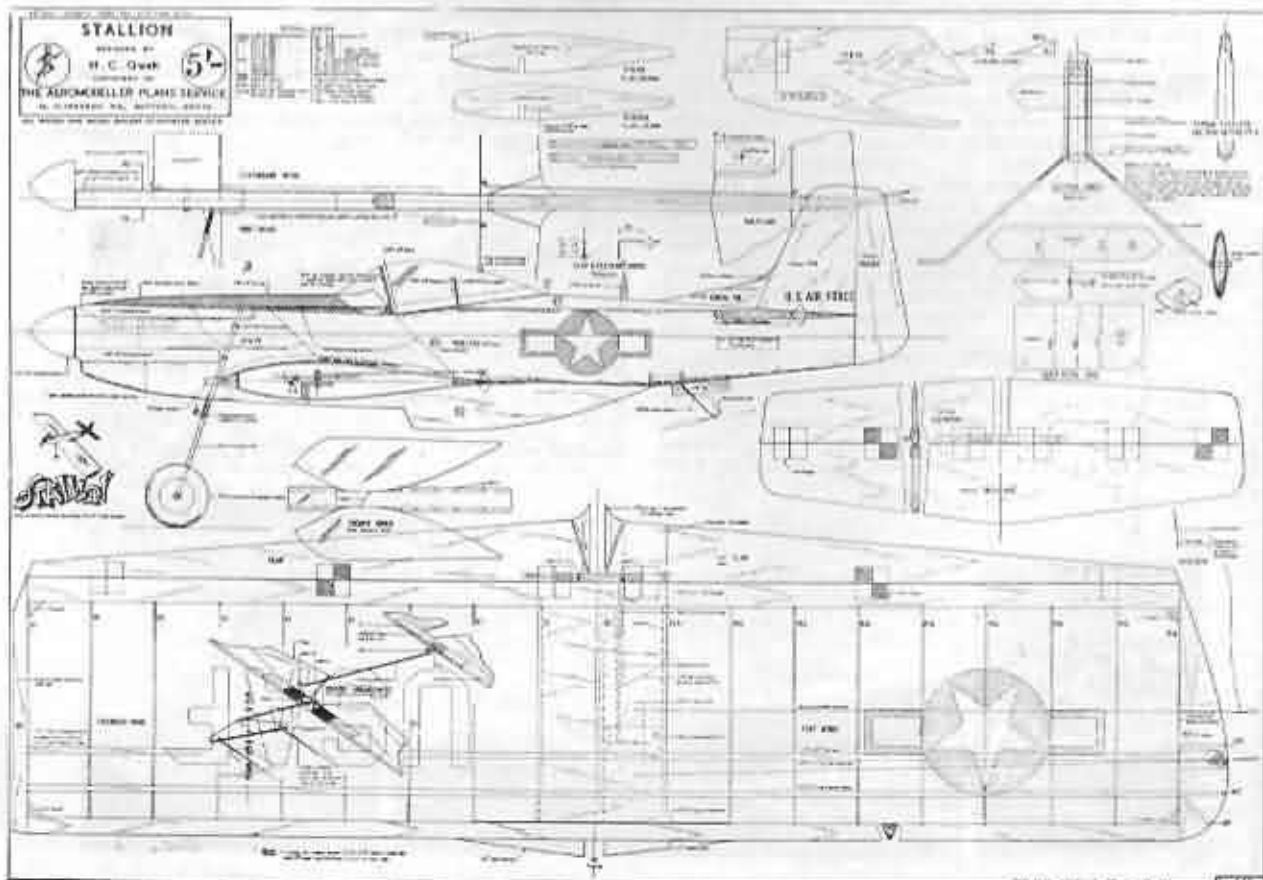
Based upon the P-51 Mustang and Focke Wulf Fw 190, "Stallion" and "Wolverene" are each identical in proportion to their predecessors.

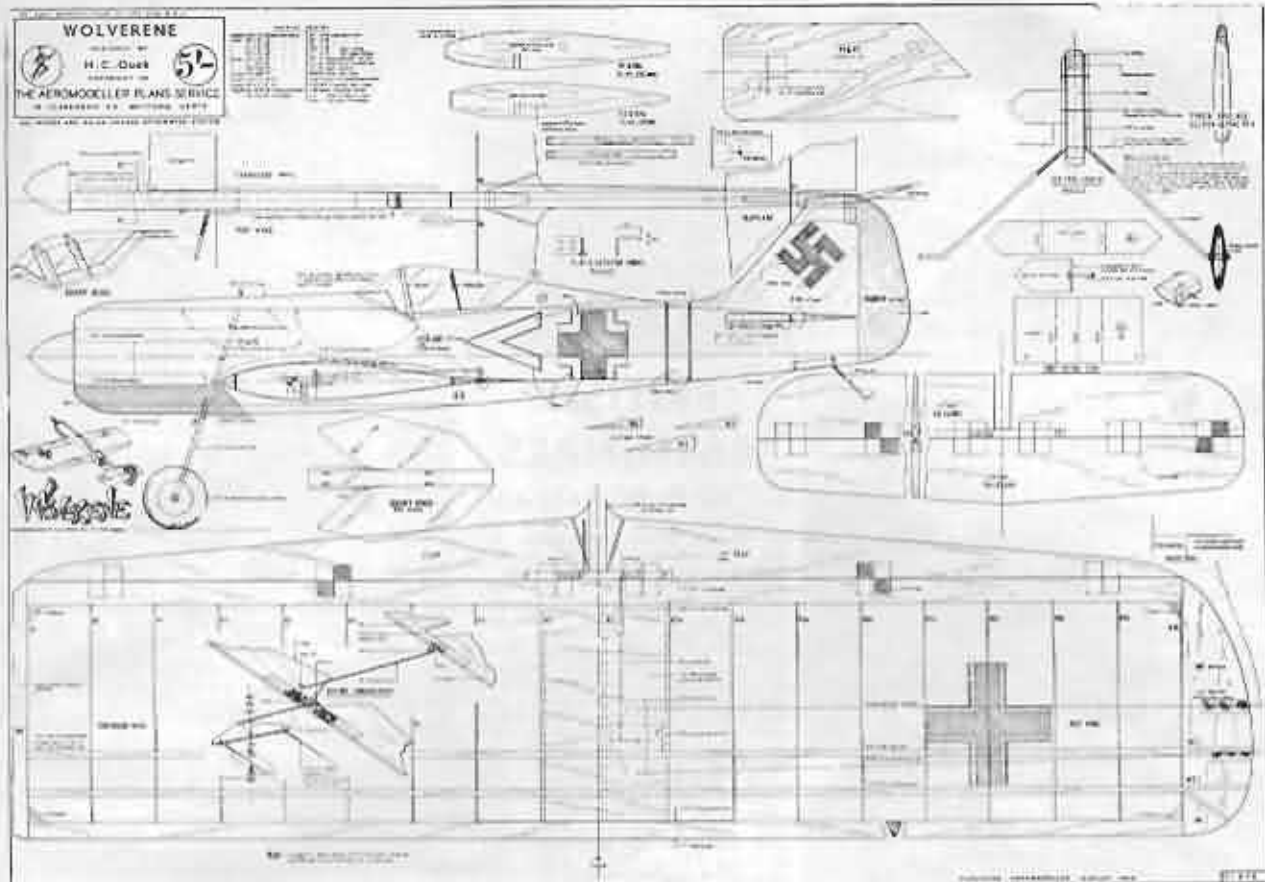
There is one subtle distinction in that whereas the

original pair were flown with 2.5 and 3.5 c.c. engines, the designer and his friends have tested the new fighters on 62 ft. lines with .35 cu. in. engines without any structural failure.

So the work capacity of all four seems to be considerably broadened in aspect and one could really say that they will take anything from 2.5 to 6 c.c. with appropriate line length adjustment.

Structurally, Stallion and Wolverine also follow the same method of building and finishing as for Flying Tiger and Red Dragon, except that on Stallion, a commercial canopy can be used instead of painted wood and on Wolverine, metal flap and elevator horns have been tried to replace the previous wire





FULL-SIZE COPIES OF THESE 1/4TH SCALE REPRODUCTIONS ARE AVAILABLE THROUGH A.F.S. AS CL.845 (STALLION) AND CL.846 (WOLVERENE), 5/6th. EACH INC. POST.

horns. For those not familiar with the previous models, construction begins with the wing, using a ply template to cut the ribs, not forgetting the holes for the left hand wing panel where the lead-out wires pass through the wing. Shape the leading and trailing edges, cement the ply strengthener to the L.E. and notch grooves to take the ribs. Then build the wing directly over the plan, using the mainspar to align the parts. Add gussets, bellcrank mount and control mechanism, then prepare the wing tips and flaps, etc. The fuselage is shaped from pieces of $\frac{1}{8}$ in. sheet balsa, pre-cemented before final assembly with the hardwood engine bearers. The space between the two bearers depends upon the type of engine you choose to use. The plywood doublers are superimposed on either side of the nose to add strength and an optional balsa fairing can be applied as well. The tail surfaces are solid sheet and are best prepared for doping before assembly, with the edges radiused. Bend the undercarriage to the true shape and pin firmly to the fuselage, then assemble the entire model prior to covering the wing with strong tissue or silk or nylon. After preparing the surface with clear dope and sanding sealer, decorate to a semi-scale colour scheme.



The December 1962 and May 1963 issue of *AEROMODELLER* offer colour schemes for both these models. The original Stallion was actually decorated to H. C. Quack's choice and was painted silver with red trimmings aft of the fuselage beyond the belly scoop,



Heading views show Stallion fitted with an A.M. 3.5 c.c. diesel and an Oliver Tiger 2.5 powered Wolverine each in semi scale markings based on Aeromodeller Aircraft Described subjects, the Mustang and FW 190. Below left is the Stallion again, with an Oliver Tiger diesel and above, Wolverine looking scotch with the profile fuselage hiding the engine. See 'Heard at the Hangar Doors' for an odd coincidence concerning the markings of this particular 'FW 190'. Either model will fly with up to .35 cu. in. power.

including the whole of the tail unit. Wing tips and a $\frac{1}{8}$ in. wide band around the intake were also red. Dummy exhaust stacks can be fitted and painted dull red over a black base and if you like, a caricature profile pilot, adds a little realism.

Flying these models will present no problem to anyone of even moderate experience as they are very stable in the air and yet capable of all the manoeuvres in the stunt schedule, thus they combine excellent stunting with easy construction, plus the attraction of semi-scale combat.

Why not encourage your clubmates to build one and do "battle" in the circuit? All four of these semi-scales in one circle would be quite a sight!