COMBAT IS RAPIDLY catching on. We cannot say that we approve all of its attendant developments: but there's no denying the fact that in recent rallies, the entry has progressively increased, until we have reached the stage where administration is hard taxed to cope in the course of an afternoon's meeting. Yet despite this rapid growth in popularity, we have yet to see any real advance either in *design* or *flying*. Most heats are won by the default of the opposition —staying on the ground longer, or crashing in an attempt to make a show of "combat" belligerance.

What is needed is an improvement in model appearance *and* performance, and here, in the Templeman Bro's Sword, we have a companion for the already established A.P.S. DUELLIST, which we hope will play their part in improving the breed.

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For sport, stunt or COMBAT build J. Templeman's

SWORD

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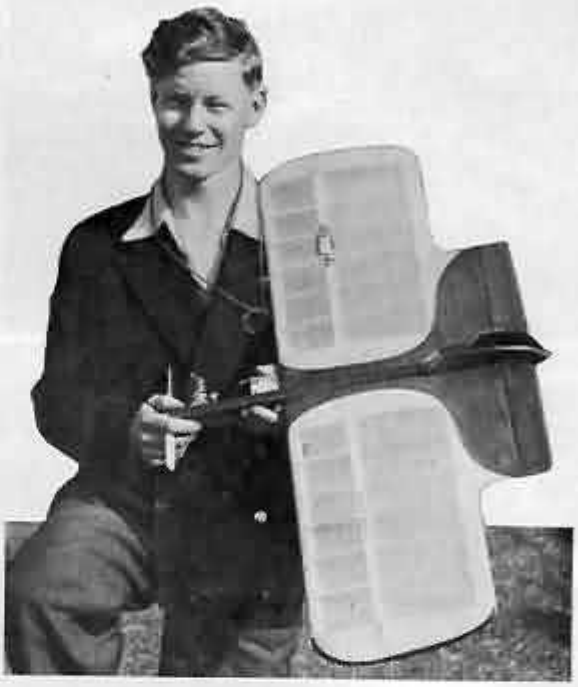
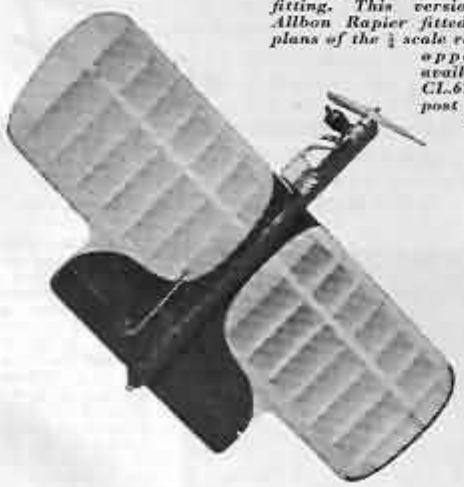


Both these designs met, in the prototype stage, at the '56 Criterium d'Europe at Brussels and were evenly matched—the pilot ability deciding the winner. They are quite different, although both are "wings", and form an ideal pair representing the British and Spanish approaches to a model design which must be robust, manoeuvrable, easy to build, and fast.

John Templeman admits he is not a full-schedule stunt flyer: but he has still managed to cope in the combat circuits with the Sword. To prove that it will go "through the book" he invited 1956 European Stunt Champ Gerard Lecomte of Belgium to take the handle, and Gerard flew it through all the pattern at first attempt. So here we have a model that will satisfy everyone—including the lone hand who is not able to take up combat flying and simply wants something tough and reliable that is sheer fun to fly.

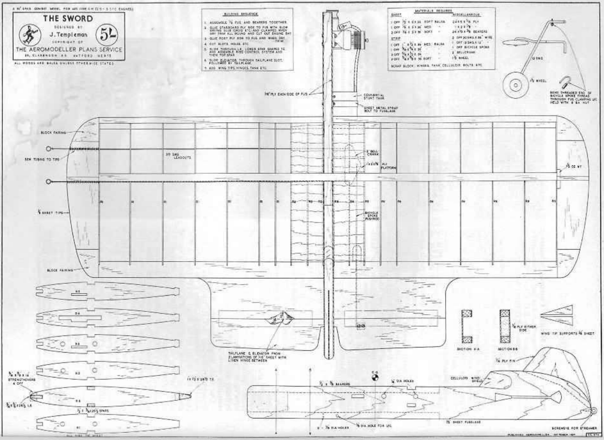


Underside view of this combat design shows elevator pushrod fitting. This version has an Allbon Rapier fitted. Full size plans of the ¼ scale reproduction opposite are available as Drg. CL.674, price 5/- post free from A.P.S.

To make the Sword, one must first laminate the fuselage. This consists of a centre core of ½-inch balsa, with ½ x ¾-inch bearers let into top and bottom having appropriate engine spacing, and then side plates of 1/16th ply, and a central ply fin. It is better to make the ply and centre core cutouts for spars, etc., prior to laminating if one is at all disinclined to cutting through thick wood.

Now slide the flat section of the leading edge, the pre-slotted trailing edge and the lower spar through the fuselage slots. Fit the tip ribs to key these 28½-in. members in-line with one another and add ribs R2, 3, 4 and 5 together with the bellcrank installation minus wire leads. Add other ribs, and the top spar to make certain of final true line-up, the slide through the leadout wires and the separated double laminated elevators, left loose to be attached to the tailplane which is fixed to the trailing edge and joined with the sandwiched linen hinge to the elevators.

Those are the only points one needs to watch when assembling the Sword, the tip weight, soldering of control wire leads, addition of sheet tips, etc., being simple items, followed by leading edge strengtheners, sheeting over the centre-section, and final covering with silk or heavyweight tissue. Nose length shown is for an Oliver Tiger, heavier motors should have a shortened nose length in order to bring the centre of gravity between the l.e. and front line.


THE SWORD
DESIGNED BY
J. Templeman
5L
THE AEROMODELLER PLANS SERVICE
ALL WOODS ARE BALSA UNLESS OTHERWISE STATED
BUILDING SEQUENCE
1. ASSEMBLE ½ FUS. AND BEARERS TOGETHER
2. GLUE STARBOARD PLY SIDE TO FUS WITH SLOW DRYING GLUE (CROID ETC) AND CLAMPED. WHEN DRY TRIM ALL ROUND AND CUT OUT ENGINE BAY
3. GLUE PORT PLY SIDE TO FUS AND WHEN DRY TRIM
4. CUT SLOTS, HOLES ETC.
5. SLIDE THROUGH L.E. LOWER SPAR SHAPED TE AND ASSEMBLE RIBS CONTROL SYSTEM AND THEN TOP SPAR
6. SLIDE ELEVATOR THROUGH TAILPLANE SLOT, FOLLOWED BY TAILPLANE
7. ADD WING TIPS, HINGES, TANK ETC.
MATERIALS REQUIRED
SHEET
STRIP
MISCELLANEOUS
BEARERS
BICYCLE SPOKE
BELLCRANK
WHEEL
SCRAP BLOCK, HINGES, TANK, CELLULOID, BOLTS ETC.
BEND THREADED END OF BICYCLE SPOKE THROUGH FUS CLAMPING U/C HELD WITH 8 BA NUT
COMMERCIAL STUNT TANK
SHEET METAL STRAP BOLT TO FUSELAGE
BLOCK FAIRING
LEADOUTS
BELL CRANK
PLY PLATFORM
¼ SHEET TIPS
BICYCLE SPOKE PUSHROD
BLOCK FAIRING
TAILPLANE & ELEVATOR FROM 2 LAMINATIONS OF 1/16" SHEET WITH LINEN HINGE BETWEEN
WING TIP SUPPORTS
SECTION A-A
SECTION B-B
PLY FIN
C.G.
BEARERS
DIA HOLES
CELLULOID WINDSHIELD
DIA HOLE FOR U/C
SHEET FUSELAGE
SCREWEYE FOR STREAMER
STRENGTHENERS
SPARS
R1
R2
R3
R4
R5