

ENGINES ADAPTABLE
AM 10
FROG 150
ELFIN 146
ALLBON SABRE
OLIVER CUB

FORMER F1 & F2
KEYED INTO TOP BLOCK

14 G. TUBING

TOP FROM
SOLID BALS

FIN $\frac{1}{16}$ " PLY

PROPS.
6 x 8" STANT
6 x 9" TIGER

F1

10 CC
TANK

F2

F3

$\frac{1}{8}$ " PLY

16 G
PUSH ROD

WIRE TAILSKID

BEND
LINE

UC. 14 G. WIRE

F2 $\frac{1}{8}$ " Balsa

F3 $\frac{1}{8}$ " Balsa

F1 $\frac{1}{8}$ " PLY

$\frac{1}{2}$ " D. WHEELS

$\frac{1}{16}$ " PLY

6 B.A. CSK.
HD. SCREW

BOTTOM FROM SOLID
BALS HOLLOWED OUT
FOR CONTROL
PLATE & WIRE

ELEVATOR HORN
16 G. WIRE

TRACK 6"

FORWARD RAKE $1\frac{1}{2}$ "

THE

NURK

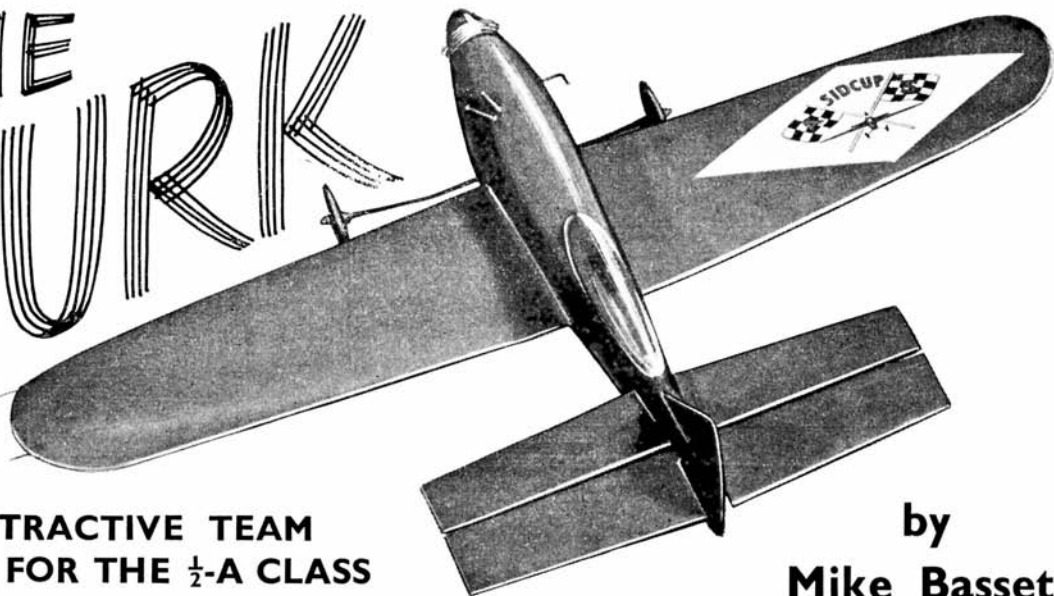
MA
256

M. BASSETT
SPAN 21" LENGTH 11"

36

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19 20 NOEL ST LONDON W1

THE NURK



AN ATTRACTIVE TEAM RACER FOR THE 1/2-A CLASS

by

Mike Bassett

WE in the Sidcup Club have been interested in 1/2-A team racing since the idea was born, and *The Nurk* is the development of several models. The model is capable of speeds of over 75 m.p.h., and it once held the club 1.5 c.c. speed record at 76.8 m.p.h. It has won the Sidcup 1/2-A Team Race Trophy in the record time of 4 min. 45 sec. for five miles, successes include firsts at Wanstead and London Area rallies.

The motor used is the Oliver 1.5 c.c., which I find is the best 1/2-A motor currently available, and although the original model is very heavy, it will do over sixty laps with

the recommended prop. The model should be built to weigh under 10 oz.

Commence building by letting the bearers into the $1\frac{3}{4} \times 11$ in. block, making sure that the width between the bearers is less than is needed to clear the motor. These are later notched to make a snug fit round the motor—a method that gives greater than average strength. Before finally gluing the bearers, drill out and fix the engine mounting bolts. Drill the bearers so that the 6 B.A. bolts are a screw fit into them.

While this is drying, cut out the wings from medium $\frac{3}{8}$ in. sheet and sand to the section shown; it is most

important that this section is accurate. Install line guide and ply pivot plate. Cut out the tailplane, fin and elevators. Make up the tail as shown and let into the top of the fuselage, after carving latter to shape.

Cut out all the formers, bend undercarriage to shape, and bind and cement to F.1. Cement the fuselage sides to the top and carve so that the wings fit snugly.

Finally, cement wings, tail and fin in place and fix control system. Add bottom and cowlng blocks and carve to shape. Give two coats of sanding sealer and finish in required colour scheme.

. . . . and to complete the job

CARVING yourself a presentable "pilot" out of balsa is not a difficult job—nor do you need to be an artist to get realistic results.

Starting point for a scale proportioned bust is a rectangular block of wood, proportioned as shown in the first drawing. The dimensions are laid out as fractions of the height, so factor these accordingly. For example, if you want a pilot's bust 2 in. high, multiply all dimensions by 2; for 2½ in. high multiply by 2½, and so on. The actual "full size" height of the bust would be 18 to 20 in., so you can match your model to an exact scale, if you want to.

The first cuts to be made are all "square" ones and are best made with a razor saw or hacksaw blade, chiselling away surplus wood with a

knife point. The other stages then follow in sequence, rounding off the figure in a series of flats, carefully working in the features, etc., shaping neck and forming tops of the arms.

Sandpapering should be left to the very final stage and then flour paper only used. Rather than try to smooth out all the kinks your bust will look

rather more attractive if left on the "angular" side.

If goggles are required, then it is recommended that these be cut from acetate sheet and cemented in place, rather than try to carve them in with the figure. Using a very fine brush it is possible to outline cut-out goggles in silver.

