

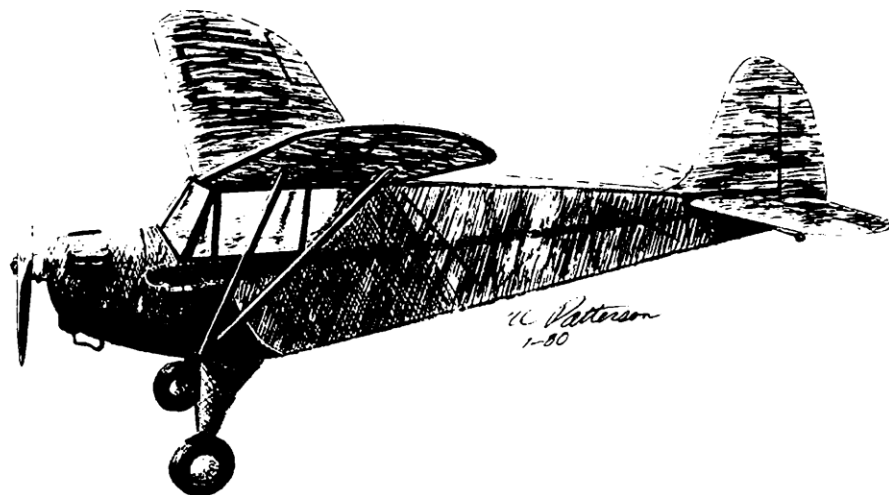
Aeronca ✨ Tandem ✨

OLD TIMER Model of the Month

Designed by: Ronnie Albert

Drawn by: Al Patterson

Text by: Phil Bernhardt



• Scale models rarely find their way into **RCMB** as the featured Old Timer, so this month we're presenting plans for a 48-inch Aeronca Tandem that appeared in the February 1942 issue of *Air Trails*. The model was designed by Ronnie Albert and was touted as being of contest caliber, although we doubt that anyone would want to pit one of these against a Ranger or Playboy or similar type model. (The climb must have been pretty rapid, though, as the original used an Ohlsson .23.) Instead, we thought the Aeronca would appeal to those looking for a good, realistic flying scale model that is also a genuine Old Timer.

We tried to find some details on the

model's full-size counterpart, but didn't have much luck. All we know is that the real Aeronca Tandem (also called the Tandem Trainer) was built in 1940. Very few were made; the Aeronca factory concentrated instead on building L-3's and O-58 Defenders for the military. At least one full-size Tandem is active, having been restored in 1977.

The model Tandem utilizes very simple construction and would make a fine F/F sport model with a good .049 glow or .09 ignition engine. It would also be a fun little R/C job with three channels and an .09 or .10 in the nose. For control surfaces, try putting the elevator hinge line at the rear stab spar and the rudder

hinge line at the front of the tail block on the fuselage; this way the rudder can be continued to the bottom of the fuselage.

The original article included a separate sheet of drawings that showed how to adapt the model to control line. Basically it was similar to modern C/L linkage systems, but with a bellcrank rigged with rubber bands to return it to neutral in case the lines went slack and control was lost, hopefully keeping the model on an even keel until the panicking flier could sprint backwards and regain line tension. Just how much of a pullout he could make is questionable, as the recommended elevator throw was only 3/16 inch up and 1/8 inch down!•