

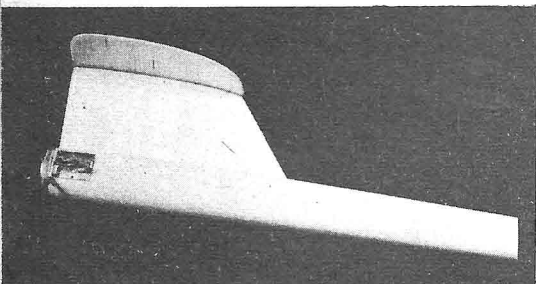
FAI's rugged, excellent performers, consistent, says Blanchard.

Americano

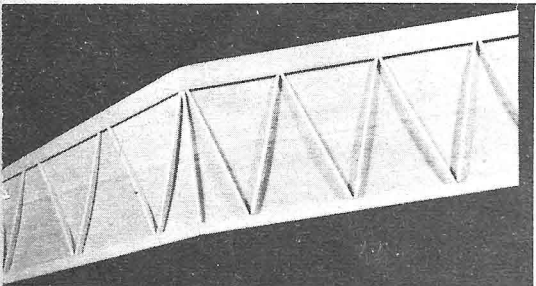


by W. S. BLANCHARD, JR.

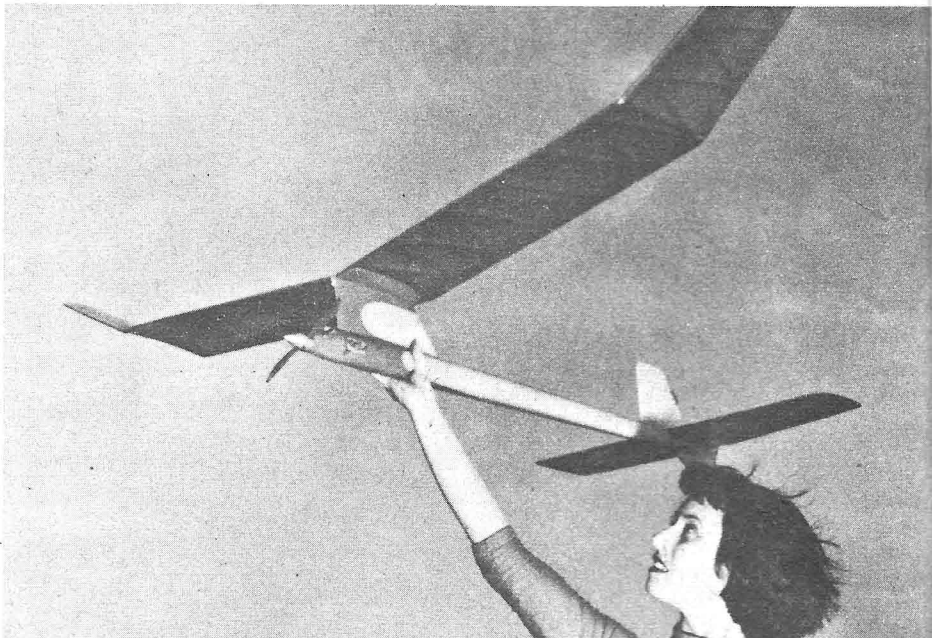
Several-times National Champion presents this rugged, fine performer for International .15 power competition.



Neat pylon, timer deal. Like St. Jean (Ramrod), Blanchard says downthrust never hurts anyone.



Diagonal ribs, sheet covering, makes an effective wing which eliminates those pesky warps.



Weighing about 26 ounces for its .15, Woody's original will better three minutes on 15 secs.

Both power and glide flight to the right, using stabilizer tilt, top-and-bottom-tabs trim.

► "Americano" has been designed for for the 1958 FAI power rules. For an engine of .15 cubic inches displacement, these rules require a minimum all-up weight of about 26 ounces. The required wing-loading allows a maximum total projected area (wing-plus-tail) of about 580 square inches for a model weighing 26 ounces. This makes for a very rugged airplane with a respectable life expectancy and, contrary to the predictions of the "don't-raise-the-power-loading" boys, these rules have resulted in airplanes that not only have excellent performance, but are far more consistent than their more powerful brothers. It is the opinion of the author that AMA should take note of this when drafting our next set of rules. After all, how can we expect to attract many new youngsters to our hobby when they see a large percentage of all free-flight gas models smashed, as a

result of excessive power, at most any contest? An increase in the AMA power-loading would penalize all of us equally, and would result in a sharp decrease in the number of smashed airplanes in the hands of less-experienced fliers (and experts, too!).

Americano utilizes a new type of wing structure that the author has found to be suitable for most any class of free-flight model. It is believed that anyone who tries it will be pleased with the results. The method allows rapid construction, yet yields a wing that is very rugged, and retains shape well. Fuselage construction is a steal from Lindner's Nordic of a couple of years ago, is as rapid as any method known to the author, and yields a stronger, cleaner fuselage than most other methods.

Begin wing construction by joining two sheets of firm 1/16 x 3 x 36 balsa

edge-to-edge. Use a metal straight-edge to true up the edges before joining. Still using the straight edge as a guide, cut the sheet balsa to outline shape for one wing panel (root to tip). Use the wing drawing as a template, but cut the chord 3/32 in. oversize, root to tip (this corrects for fore-shortening due to airfoil curvature). Next, pin the sheet to a flat surface, and butt-join the leading and trailing edges to the sheet. Install the 3/8 x 3/8 hard balsa stiffener at the inboard leading edge.

Apply two coats of nitrate dope to the face-up side of the sheet balsa, and remove the pins (primary purpose of the dope is to prevent "sagging" of the sheet balsa between ribs after the completed wing is covered and doped). Using pins, cement in every other diagonal wing rib. This can be done holding the wing in the hands, taking no special care (continued on page 50)