

AQUARIUS

A 51½ INCH SPAN MEDIUM WEIGHT FLYING BOAT FOR
2 c.c. ENGINES BY W. B. HEGINBOTHAM, B.Sc. Tech.

THE fascination of mastering two elements with one machine is indeed very real, and anyone who cares to divert at least part of his modelling enthusiasm to the building and flying of either model Flying Boats or Seaplanes will be amply rewarded.

"Aquarius" is not a high performance machine but its flying and water characteristics are suitable for anyone who is interested in beginning this very intriguing branch of our hobby. Although a reasonable standard of "scalishness" and air/water efficiency has been preserved, profiles consist in the main of straight lines, and thus all awkward contouring work has been eliminated. It is not, however, a model for a raw beginner, but will make a very suitable first "water" model.

The reasons for adopting a pusher layout are as follows:—(a) The absence of the airscrew over the front of the machine enables adequate forebody volume to be maintained without an extremely high thrust line. Thus the risk of "nosing" over on landing is reduced and the "digging in" effect present during the initial take off acceleration period is reduced. There is no disadvantage in a low freeboard aft. (b) The other feature is that if the model is accidentally upset in the water it floats on the leading edge of the wing and the bows with the hull inclined at such an angle that the engine remains clear of the water.

The machine is very stable both in the air and on the water, and if correctly constructed will give many hours of instructive pleasure.

The take-off when the machine is correctly trimmed is fascinating, especially if the water is calm. About a 30 to 40 ft. run is taken and all the phases associated with a full size take-off can be noted right from the first hop onto the step, to the termination of

the wash and final unsticking.

The original model has been flown successfully from roughish water (about 6 to 8 inch waves) although this practice is not recommended over open water, as trouble is experienced after touch-down, due to the fact that the model is blown over and over at a fair speed downwind, indeed it may take some pretty hectic rowing to even catch the model.

THE DESIGNER
A Bachelor aged 25
. . . . Research Student at
Manchester University
started modelling in 1937
and like most of us has not
stopped since other
hobby is motor cycling.

