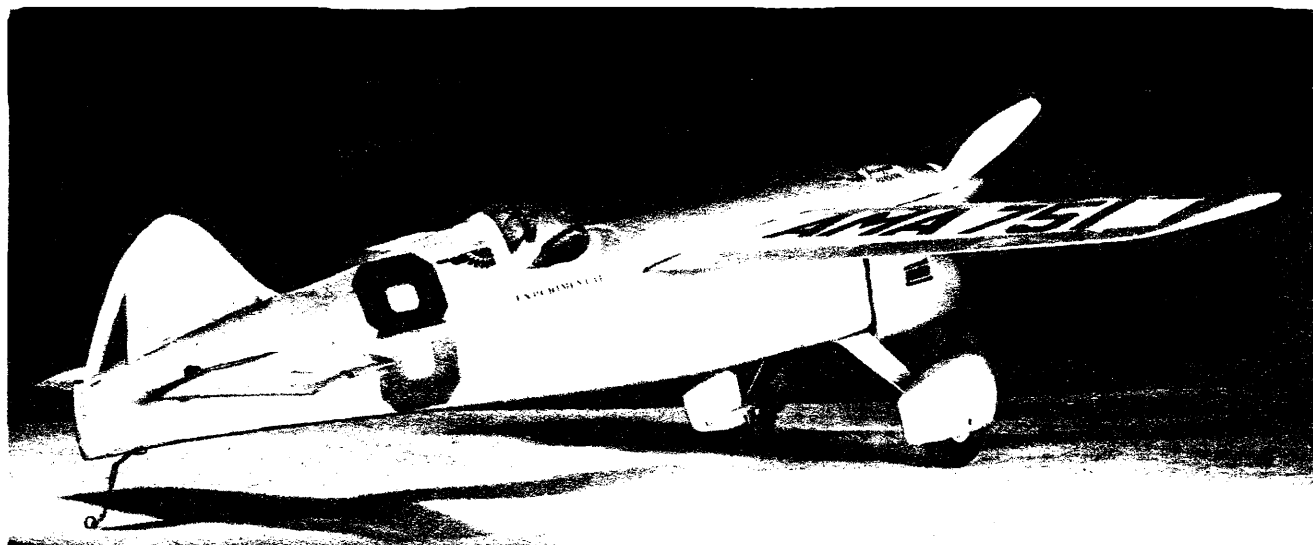




Your Torpedo or Forster engine will fit like charm. With a little hacking a McCoy or Dooling can be used to power this slick Typhoon-like team racer.

THE BARTLETT BULLET

By **WARREN E. BARTLETT**

Director, Plymouth International Model Plane Contest

Been troubled by tough Team Racers? Bart, the model builder's friend, makes 'em easy!

■ "Simple, rugged construction; everything easily accessible or replaceable; realistic and easy to fly." Keith Storey's words stuck with us for a couple of years after our first talk about building team racers, so they were pretty vivid when the *Bullet* was daydreamed onto a doodle pad one afternoon. She turned out long and low, and the "Typhoon" influence on the engine cowl helped to hide the boxiness of the rest of the fuselage.

However, she is easy to build, and the removable top and bottom cowls, wheel pants and wing make everything simple to repair or replace. The oversize engine mounts and crutch distribute all the loads and stresses evenly throughout the balance of the structure, resulting in a very sturdy airplane.

Although originally designed for the "off-center" mounting engines such as the Torpedo and Forster, recesses can be cut in the top of the engine mounts to accept the McCoy or Dooling. On the last recorded flight the *Bullet* averaged close to 90 mph for 35-40 laps. Best top speed has been just a hair over 105 mph using Supersonic 1000 and a nearly stock 8/9 Power Prop. But this, of course, is only an indication and will vary from model to model with different fuels and propellers.

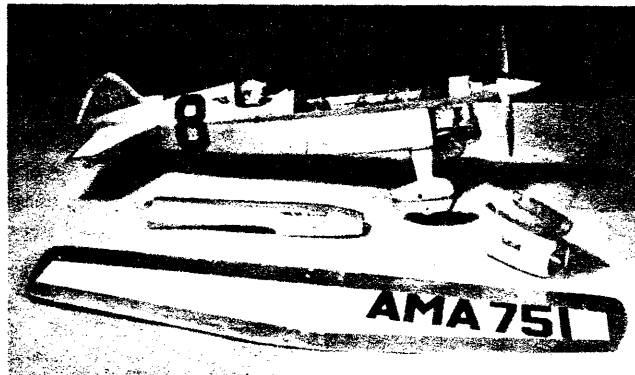
Construction is a lead-pipe cinch. Start anywhere you like. For the sake of continuity (a high-priced word meaning we couldn't think of any place better to start), let's give the fuselage a whirl first. Besides, even if you never finish it, the fuselage is an impressive part to show

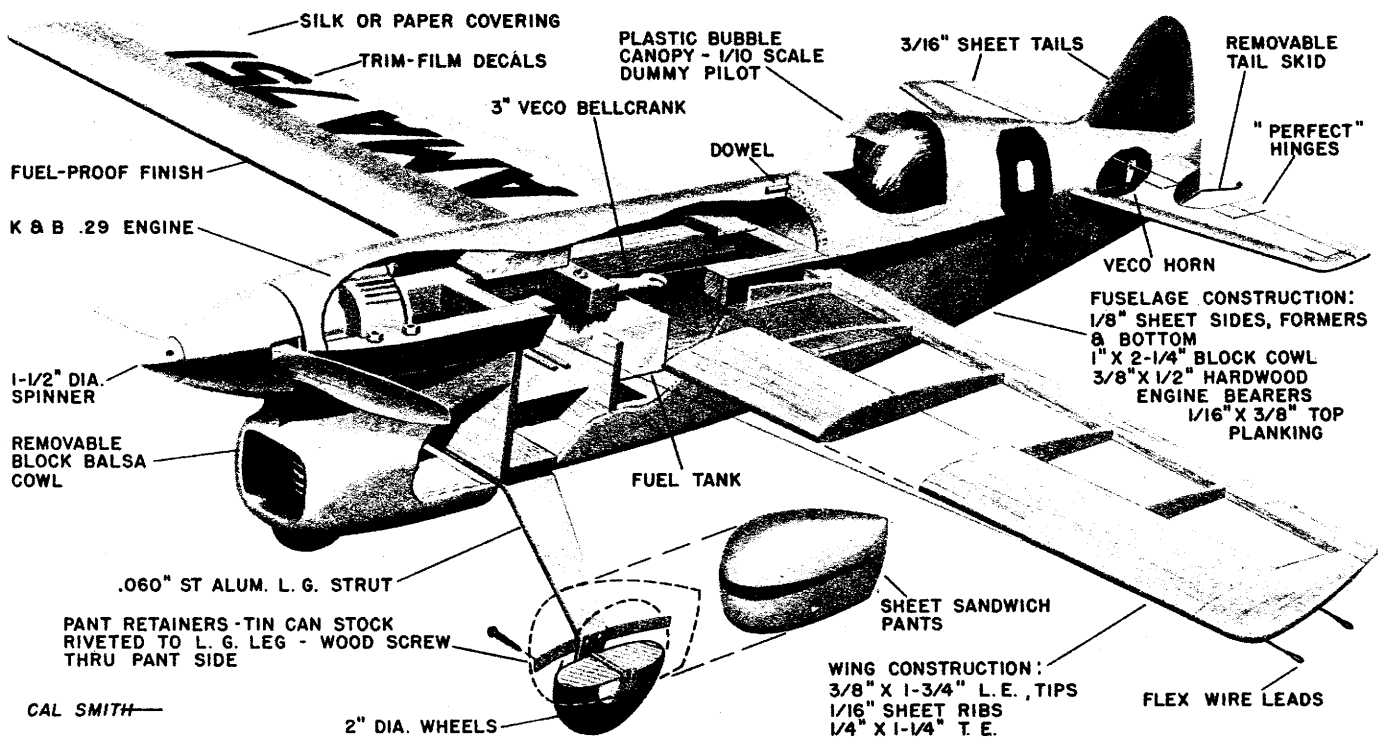
visitors—it looks more impressive than a wing.
(Complete construction details on "AT" full-size plans.)

Bill of Materials

Fuselage	Balsa —2 pcs. 3/16x3/8x24, Crutch; 2 pcs. 1/8x2x24, Formers, sides; 1 pc. 1/8x3x24, Firewall, bottom; 1 pc. 2 1/4x1x14 1/4, Top cowl; 2 pcs. 1 1/8x3 3/8x2 1/2, Bottom cowl; 5 pcs. 1/16x3/8x24, Turtle deck planking.
	Hardwood —1 pc. 2x1x3/16, Landing gear mount; 2 pcs. 3/8x1/2x13, Engine bearers; 1 pc. 1/2x1x3/16, Tail skid mount.
Wing and Tail	Balsa —1 pc. 3/16x3x24, Rudder/elevators; 1 pc. 3/8x24 l.e. stock, Leading edge; 2 pcs. 1/4x18" t.e. stock, Trailing edge; 1 pc. 3/8x3/8x8, Wing tips; 1 pc. 1/16x2x12, Wing ribs.
	Balsa —1 pc. 3/8x2x18, Wheel pants. Dural —1 pc. 1"x7 1/2"x.060, Strut.
Landing Gear	Wire —1 pc. 1/16 dia.x5, Tail skid. 1 pr. 2" wheels.
	Bolts —2 ea. 6x32x3 3/4", Axles. Nuts —4 ea. 6x32, Axle retainers. Metal screws —5 ea. 6x1/4", Attach gear and skid.
Miscellaneous	8—#4x3/4 F.H. Wood Screws, Crutch. 4—#6x3/4 F.H. Wood Screws, Wing mounting screws. 1—3" Bellerank. 1—3/32" dia.x24" music wire, Shut-off and elevator push rods. 1—Veco control horn. 6—Perfect tape hinges. 1—D.E. or K & B fuel shut-off.

Remarkable feature of Bartlett's design is that the wing is demountable and can be quickly replaced. Wood screws hold easy-built wing firmly.





Bart's complete instructions and full size drawings available from AT Plan Dept.-35¢

