

French "Home-Bilt" Lightplane for Control Line

Bebe JODEL

■ My Bébé D9 Jodel was designed to take most shaft rotary motors of .08-.14 cu. in. disp. It has a wingspan of 29½" and weighs about 11 ozs. with a Webra .09 engine. The original is a true scale model with exception of cockpit inside, dummy engine cylinder and the finish.

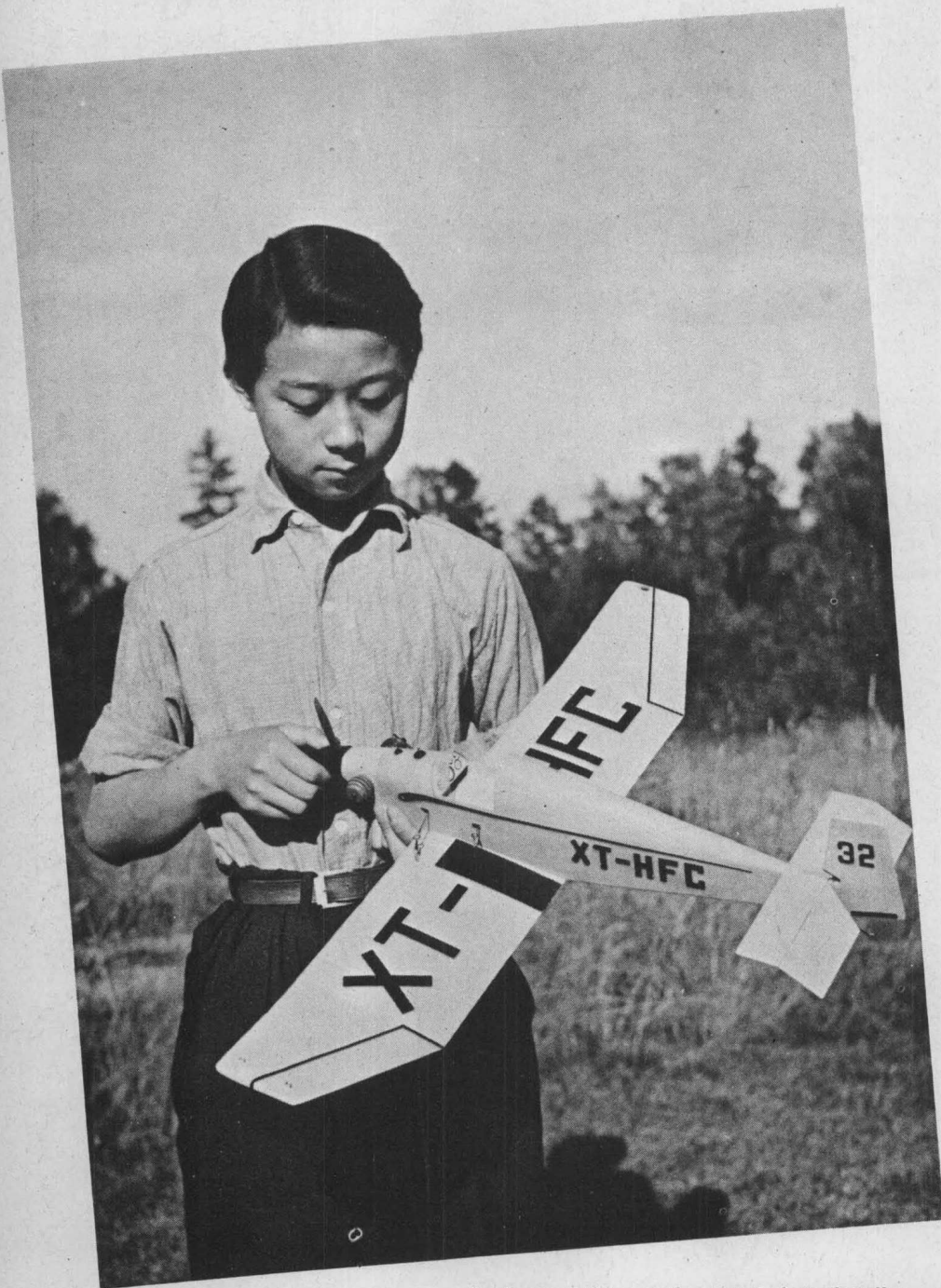
I flew my original Jodel on 35 ft. lines with a seven-by-six wooden airscrew; I was able to obtain a speed of more than 60 mph.

This control line flying scale model is easy to build and easy to fly and pleasing in appearance. There are two points about the model which I would like to mention: 1) The wings should not have a greater Angle of Attack than that indicated on the plans. 2) The Center of Gravity should lie on the point shown on the plans. If the C.G. is too far forward, the nose will tend to drop when the engine has stopped. Thus it may result in a nose-over or a broken prop. On the other hand, if the C.G. lies too far rearward, the model will stall during level flight. Proper C.G. position is between wing L.E. and ¼" back.

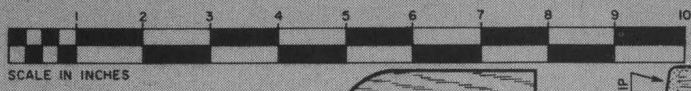
Construction of this model is rather simple. The mainplane has a sheeted L.E. and a solid T.E. The tips are carved from small balsa blocks. The body is entirely of sheet and the engine can be mounted either directly on the firewall or on bearers, i.e. radial or beam. Both the horizontal and vertical tailplane are cut from sheet balsa.

When building the model I suggest medium balsa for the entire construction. Plank the curvature fuselage top with 3/32" sheet strips, then sand to about 1/16" thickness. This method makes the curvature smoother after the model is finished (conventional 1/16" planking would be only 3/64" thick at the most after sanding revealing fuselage former positions).

Radially mounted engines are preferred. I recommend the O.K. Cub .099 cu. in. displ. engine because it fits nicely into the cowl without any modification on the original drawings and its small size allows plenty of space for fuel



Designer-author, student at Technical College in Sweden, has built models for 7 years, likes free flight and scale.



By Hoh Fang-Chiun

tubing. The needle valve should be extended by soldering a piece of 1/16" wire to its top.

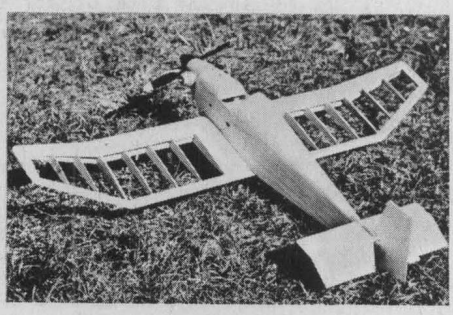
If a beam mount engine is used, then I suggest metal engine mounts instead of the conventional hardwood bearers. With slight modification in the nose, most engines up to .15 can be readily substituted.

When testing, use full power with the first flight since high speed means maximum line tension, thus making for better control. To prevent dizziness when flying do not use too short a line length. If a .09 engine is used, then 30 foot .008 lines are about the right size. If a .15 engine is fitted in the nose, then a 40' length can be safely used, providing the weather is rather calm.

A 7"x6" or 7"x5" prop would be the size for an .09 engine, while a 8"x5" or 8"x6" would be about right for a .15 motor.

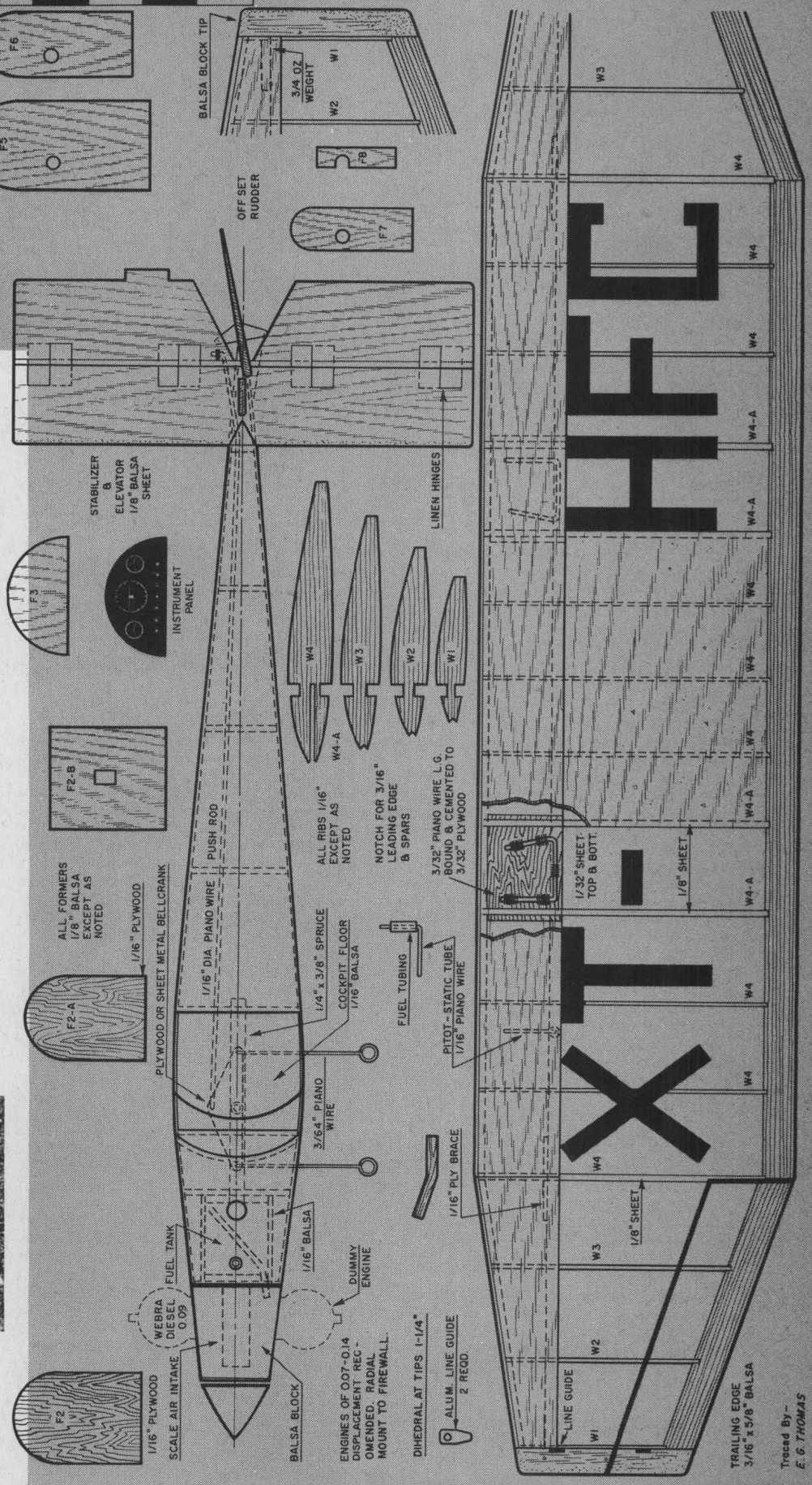
If you are a beginner in control line flying, you'd better let an experienced c/1 flyer test your model. The original model, powered by a Webra .09 diesel, flies more than 60 mph.

Apply a slight up-elevator for take-off and the model should leave the ground within a few feet. When airborne, the original is very stable, responding quickly to the handle. When you feel that the engine is going to stop, hold the model in level flight at an altitude of about 5 feet. After the engine has cut, hold the elevator neutral until the main wheels



are about to touch the ground. Then apply full up and the model will set down beautifully on three points.

I would like to exchange ideas, hints, photos, etc. with U. S. modelers and promise to reply to every letter I may receive. The correspondence may be conducted in English, Swedish or my own language, Chinese. My address is Hoh Fang-Chiun, Tranghalla, Kortebo, Sweden.



Traced By—
E. B. THOMAS