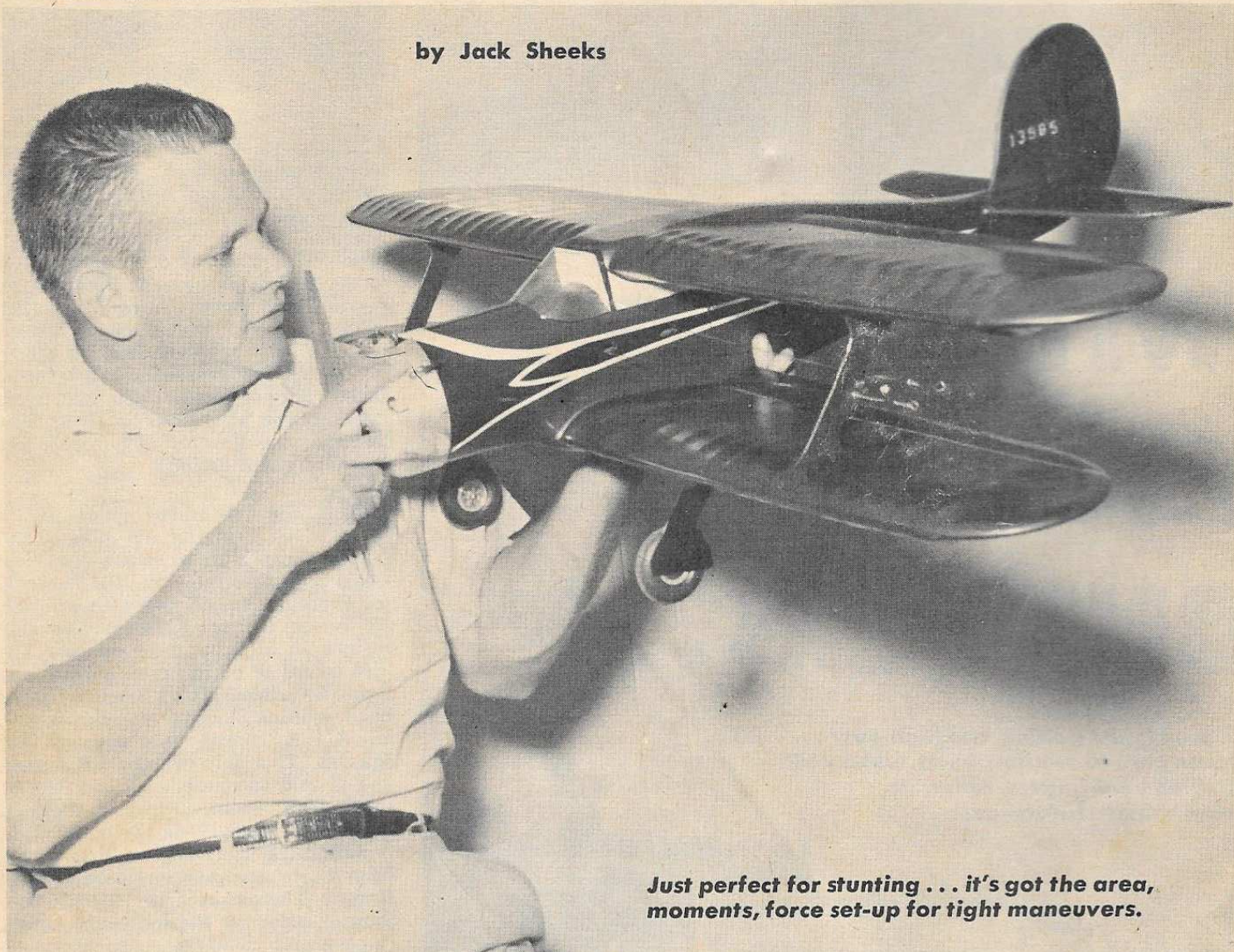


by Jack Sheeks



Just perfect for stunting . . . it's got the area, moments, force set-up for tight maneuvers.

Semi-Scale Stunting Biplane Controline

► This plane, evolved over a period of 3 years, starting in 1960 with Bob Schubert, a fellow clubmate. Bop always liked double-winged planes and was continually striving to build one that had the realism of a real plane, and yet would do the AMA stunt pattern. He made some beautiful S.E.5's, and Fokker D-7's from "Flying Fool" kits. But none seemed to perform outside maneuvers without mushing. He lost two planes on outside squares.

While discussing the accidents he asked me if I would try and design a plane that would perform the way we thought it should. After many sketches and trails we found that with the upper wing staggered forward of the

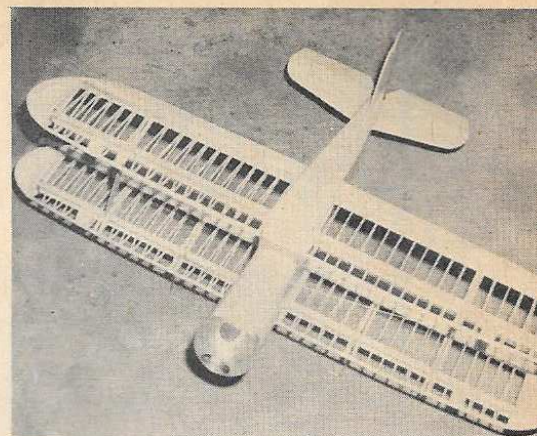
center of balance that it created havoc on outside stunts. So we decided that the reverse stagger of the Beechcraft would eliminate this factor, if there was enough distance between the two wings to overcome one cancelling out the other. And it worked too.

The maiden flight of the "Beechcraft" was amazing. I was able to do outside squares, loops and triangles, wingovers, horizontal eights and overheads. We tested it with and without the use of flaps and found that without the flaps the plane turned as smooth as any big stunt ship. With the flaps we found it to be sensitive but still smooth. The leadouts had to be moved forward and out to prevent the ten-



Jack and the Beechstalk . . . ?? Sterling cowl was pressed into action, or try spun aluminum pot.

FULL SIZE PLAN MAY BE ORDERED FROM TIMELY PLANS AD



Sport, stunt or scale, it combines the best of all. The cabin takes the strut work out of biplane assembly. Sheet sides to the fuselage, yet it retains the feel of the full scale prototype.

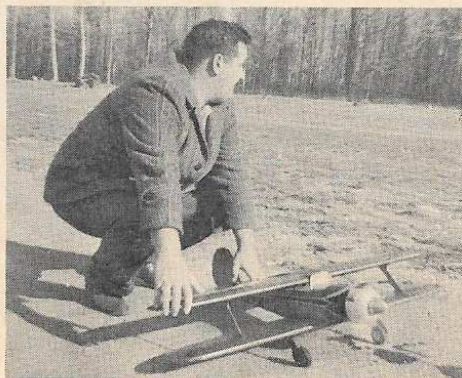
BEECHCRAFT

... continued ...

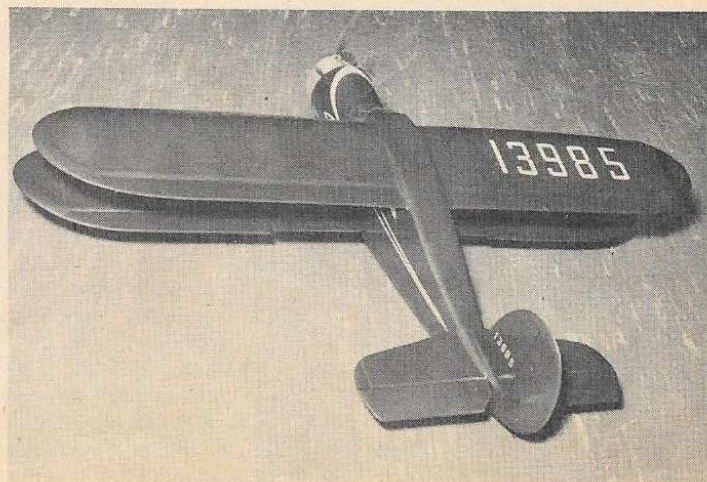
dency to yaw in tight corners. More weight was added to the outboard wings to keep them level in flight, because of the equal length of the wings.

Weight was also added to the nose to overcome a slight tail heaviness. By the time we got the plane trimmed to fly a smooth pattern it weighed in at 52 ozs. So we went to an 11/6 prop. With a Fox .35, this was just right.

So if you want to turn tight corners build your semi-scale Beech with the
(Continued on Page 46)



Aw yer sloppin' up the kids playground. A nip in the Indiana air can make starting a trifle harder. Try a pot for a cowl, it sounds loud.



$\frac{3}{4}$ rear shot displays the Beechcraft well. A lot of area in clean configuration, flies fine.

COMPLETE YOUR FILE OF FLYING MODELS

A few back issues, in limited quantity, are still available.

The following back issues are available in limited quantities and orders will be filled on a "first-come—first-served" basis. If any order is received for an issue after the supply has been exhausted, your money will be refunded.

March 1958
Cement explained by Ray Book * Flying Girder scale by Dale Munyon * Mile Master proto speed by Larry Grogan.

May 1958
Rubber-powered Stuka * Bi-Liner u/c biplane by Earl Cayton * Duet R/C biplane by Ted Strader * Geef F.F. by Dan Sobala * Spook hydro boat.

June 1958
Shillalah F.F. by C. P. Moody * 1/2A Sputnik speed model * Thunderbugs Trailer for models by F. L. Swaney * Beginners proto by Dan Tracy.

August 1958
DeHavilland D.H. 1A .049 f.f. scale * Scarinzi's "Killer" Combat.

September 1958
Cayton's "Thermalair" .35 f.f. * Spanish-American War Torpedo Boat * Jetex Power by Ray Booth.

October 1958
Del Gatto's "Aeronca K" rubber f.f. * Tandem Bomber R/C .049 Twin * Mackey's "The Luck" Combat.

November 1958
All National Model Airplane Championships issue.

December 1958
A-1 Glider by Don Gurnett * Bilgri's Indoor "B" model.

January 1959
Cayton's "Firefly" Combat * John Precht's "Ramrod" Combat * Palanek's SD-3 "Flying Spy" u/c.

February 1959
Rubber-powered "Dart" by Gerald Zeigenfuss * Asteroid .049 f.f. by Bob Hunter * 3P2N R/C Servo by Gene Thomas.

March 1959
Caja .049 f.f. by Don Drury * V-Girl .049 f.f. by Keith Laumer * Swedish Wakefield by Rune Johansson * "Dominant" u/c Stunt by J. A. Wilson.

June 1959
"Niblick" A/2 Glider by Bob Hunter * Del Gatto's "Fiesler Storch" rubber f.f. * Scarinzi's "Devil Dart" u/c Combat.

July 1959
Cayton's "Sky Master" .19 f.f. * Jim Horton "X-3" A/2 glider * Don Schauer's "Twister" team racer.

August 1959
"Nogy" Glider by Gilliam & Hunter * Profile "Blue-boy" R/C by Palanek * "Nieuport" 17c.1 .020 u/c by Del Gatto.

September 1959
"King Sweep" u/c Stunt by Larry Grogan * "Hi-Tail 500" f.f. A by Mel Schmidt * Profile Stunter by Charles Mackey.

October 1959
F.A.I. Gassie by A. R. Collinson * "Crusader" u/c by Clair Sieverling * "Ballarina" u/c Stunt by Charles Lickliter * "Werewolf" u/c Combat by Scarinzi.

November 1959
Al William's "Gulphawk" by Del Gatto for .09-.15 control-line * "Ruby" u/c Stunt by Art Alfieri.

December 1959
"Curvette" .049 f.f. Sport by Keith Laumer * Larry Conover's Flying Saucer for Jetex.

January 1960
Palanek's u/c "Corsair" scale for .35 * Handlaunch Gliders by Stu Savage, Part 1 * Del Gatto's twin rubber pusher.

February 1960
Scarinzi's "Grey Ghost" u/c Stunter * Handlaunch Gliders by Stu Savage, Part 2 * "Yard Bird" f.f. Sport by Keith Laumer.

March 1960
"Grumman Widgeon" u/c by Palanek * "PAA-Ray" by Ralph Ray * "Crusader" u/c by Charles Mackey.

August-September 1960
Palanek's Sopwith S.E.5.A for R/C * C. V. Russo's "Gigantis" 90 mph Stunter * "Starduster" f.f. Gassie by Gilliam & Hunter.

October-November 1960
Ramrod Adjustment by Ron St. Jean * DU-AC R/C Actuator by Strader * Del Gatto's Electric u/c * "Hi-Trail 320" by Mel Schmidt.

April-May 1961
Frank Huffman's "Little Richard" .45 f.f. * Palanek's "Nieuport 11" R/C for .020 * "Sun Devil" u/c Stunt by Clair Sieverling * "Lulla-Bi" f.f. Sport by Keith Laumer.

June-July 1961
"Easy 1" R/C by Strader * "Which-a-Way" Combat by Walt Williamson * Del Gatto's "Stinger" u/c Combat.

February-March 1962
"Fairfielder" R/C by Phil D'ostilio * Mackey's Delta Stunter * "Switcheroo" twin-engine seaplane by Keith Laumer.

June-July 1962
Del Gatto's P-47 T-Bolt u/c * R/C Shiner by Ted Strader * FAI Hustler f.f.

August-September 1962
The Scavenger R/C Seaplane * Sea Gull R/C Glider * Dub-L-Dek-R f.f. sport by Keith Laumer * Mackey's Hummingbird u/c.

October-November 1962
"Ridge-Hopper" R/C .15-.19 * Control-line Curtiss Hawk .75" * 1/2A "Simple Sam" f.f. by Bill Dunwoody * Nationals Photos.

February-March 1963
Douglas JD-1 by Bob Doell * Dornier Do-335 A-1 * "Square Eight" helicopter * "Yeaha" 1/2A Free-Flight by Harry English * "Tranquilizer" .010-.020 sport or R/C.

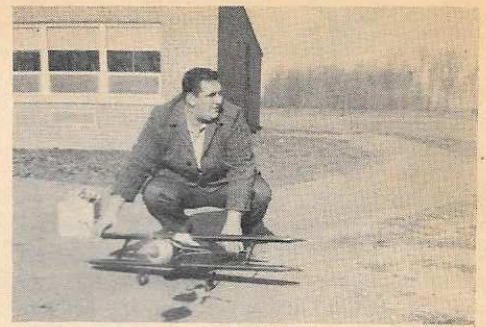
April-May 1963
"Airknocker" R/C by Bill Winter * "Vulture" R/C glider * Grumman "Ag-Cat" profile biplane Control-line * "Show-Off 550" f.f. hydro by Ron St. Jean * "Mutineer" Control-Line sport.

June-July 1963
"Mosquito" u/c Scale with retracting gear * Citation 10-Channel R/C * Half-What .049 R/C * Navigator R/C Flying Boat by Don McGovern.

August-September 1963
"Ridge Hawk" proportional R/C * "Chicken Hawk" R/C biplane by Ted Strader * "Mother Hawk" towline glider with pick-a-back Jetex glider * Stuka control-line Stunt.

October-November 1963
"The Gypsy" R/C powered glider * B-25 Mitchell twin-engined stunt * "The Horizon" FM Project (plans) * 1963 Nationals.

December-January 1964
"Go-Wind" R/C low-wing by Strader * "The Sneaker" 4-in-1 sport flyer * "Red Wing" off-set engine flying wing control-line.



Todd set to launch, weather frigid and windy.

"BEECHCRAFT"

(Continued from Page 18)

workable flaps. If smoothness is what you want, make the false and the workable flaps one piece. The wing struts have two locations marked on the plan, one is for stunt and the other is for scale and sport flying.

CONSTRUCTION: First select your balsa wood for strength and lightness. Sig contest balsa was used on the original.

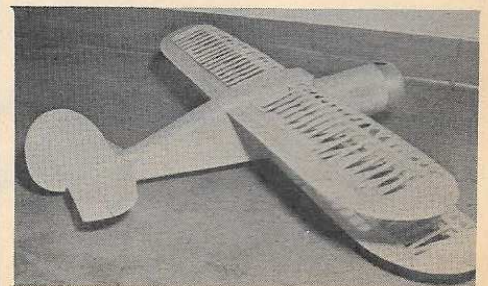
Cut all four I-beam sides from 1/4" sheet balsa. Make sure these are straight. Cut the four I-beam doublers from 1/16 plywood sheet, and cement to the I-beams, making sure they are still in alignment. Now install the 1/8" x 1/2" balsa capstrips to the I-beams.

Cut the body sides from 1/8" x 6" x 36" sheet balsa and the body doublers from 1/16 plywood sheet. Cement the doublers to the body sides. While this is drying, cut out the rudder, elevator and stab. Now cut the wing tip formers from 1/8" x 6" x 36" scrap. Cut the body formers from 1/8" sheet plywood and the round cowl former from 1/4" plywood.

At this time cement the front formers and motor mounts in place. Slide the round cowl former over the motor mounts and cement to the body sides. Let this dry thoroughly. Install the flap horn to the elevator and hinge to the stab. After the body formers have dried, pull the body together at the rear and cement.

Now revent the 3 1/2 oz. Veco tank as shown in the diagram and install it in the body. Mount the bellcrank on a 1/8" plywood platform and cement in place on the motor mounts.

Bend the landing gear from 1/8" dia. piano wire, mark location on the I-beam and drill the holes to receive the J-bolts. Slide both I-beams in



Ribs stripped from sheet with a template, the same for both wings. I-beam spar construction.

FLYING MODELS, 215 Park Avenue South, New York, N.Y. 10003
Send me the back issues of Flying Models checked below.

I am enclosing \$..... to cover the complete cost.

1958 (\$1.00 each): Mar. May June Aug. Sept.
 Oct. Nov. Dec.

1959 (\$1.00 each): Jan. Feb. Mar. June July
 Aug. Sept. Oct. Nov. Dec.

1960 (\$1.00 each): Jan. Feb. Mar.
 Aug.-Sept. Oct.-Nov.

1961 (\$1.00 each): Dec.-Jan. Apr.-May
 June-July

1962 (\$1.00 each): Feb.-Mar. June-July Aug.-Sept.
 Oct.-Nov.

1963 (50¢ each): Dec.-Jan. Feb.-Mar. Apr.-May
 June-July Aug.-Sept. Oct.-Nov.

1964 (35¢ each): Dec.-Jan. Feb.-Mar. Apr.-May

If out of stock, please substitute.....

Name.....

Address.....

City..... State..... Zip Code.....

(PLEASE PRINT) FM - 7

USE THIS
HANDY COUPON
TO ASSURE
PROMPT SERVICE





Mike Sheeks, disaster-inspector. Finger indicates where pappy heavy-handed it somehow abouts.

place and mount the wing tip formers. This is done on a large flat surface.

Place the wing flaphorn in place and slide the $\frac{1}{2}$ " x $\frac{1}{2}$ " trailing edges in position and pin. Put the $\frac{1}{4}$ " x $\frac{1}{2}$ " balsa leading edges in place, align both top and bottom edges and cement. While this is drying, cut all the $\frac{3}{32}$ " shell ribs from sheet balsa.

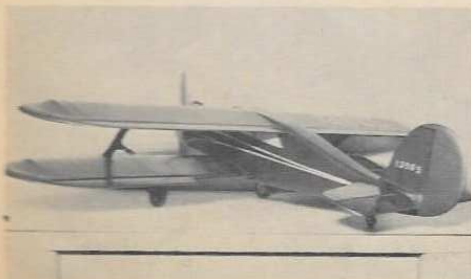
Cut the flaps for $\frac{1}{4}$ " sheet balsa, hinge and mount them to the lower trailing edge only. Upper and outer wing flaps are false and are cemented to the trailing edge. After these have dried, bend the pushrods from $\frac{3}{32}$ " dia. piano wire, and install to the bell-crank.

Now mount the stab to the pushrod and align them by moving the stab from front to the rear. After you have found the correct alignment cement and pin the stab in place. Solder the pushrods in place and lubricate all movable controls. Mount the landing gear to the bottom I-beam.

Next cut the wing struts from $\frac{1}{8}$ " plywood sheet, drilling the inboard one to receive the leadout wires. Install the $\frac{1}{16}$ " dia. piano wire leadouts and cement the wing struts in place.

Trim and shape all top and bottom blocks and cement them into position, then shape the $\frac{3}{8}$ " balsa wing tips and attach them to the wings. Insert all the wing ribs, top and bottom. Now cut away all the excess balsa from the wing tip formers. Cement the rudder in place and make all the necessary fairings. Sand the model all over before covering it with SGM Silkspan.

Drill the motor mount holes and cut all the openings in the Neuport 28 cowling to fit over the engine to be used. The cowling can be obtained through the Sterling Model Co. Cut the wheel-pants from tin stock and solder them in place.



Got a solid look to it, well ribbed, wide tire spread. Nice to see a different type in stunt.

FLYING MODELS

Only Francisco Fuels

PROCESSED FUELS

WILL GIVE YOU
Trouble-Free
WINNING PERFORMANCE!

Why lose "engine life" and opportunities to win by using raw, perishable, unstable materials for engine fuel? Raw alcohols are unstable and change in combustion characteristics. Aging, atmospheric conditions and oxidation impurities cause aldehyde acid "destruction" on combustion, if not processed correctly.

Raw nitrates are semi-perishable, also changing values by age, oxidation and boiling, if not processed.

Oils consistently cause engine trouble because of low flash points, formation of acid, gum and sludge when not processed correctly. We find at least one of these troublesome factors in every fuel we have tested, except our processed fuels. Glance at the laboratory report below:

AVOID RUST AND ACID DESTRUCTION!

In addition to being "ACCLIMATIZED" with "VOLATILE CONTROL"—FRANCISCO CO FUELS new, exclusive 4-way processing now also reduces aldehyde acid and rust destruction to a minimum... characteristics of raw material fuels...

Remember, proper processing is necessary in food, poisonous acids and deterioration can develop if not properly processed. Blindness and death can result if beverage alcohol is not processed to eliminate fusel oil. Why take chances on engine fuel?

Frankly, FRANCISCO FUELS have no competitors — and have won more WORLD'S SPEED RECORDS and FIRST PLACES THAN ALL OTHER PREPARED FUELS COMBINED.

P. S.
Castor Oil is the "king of race engine lubricants" when processed properly. Plain mineral or synthetic oils will not pass our requirements for penetration or toughness. Francisco Castor Oil and Fuels are known as "The World's Finest!"

DETRI-MENT IN EXHAUST per c UNIT TESTS:	FRANCISCO FUELS		PREPARED RAW FUELS		
	No. 1	No. 2	No. 1	No. 2	No. 3
Carbon Dioxide . . .	1.9 lb.	2.8	3.1	3.3	3.3
Nitrogen	6.9 lb.	11.7	10.2	9.4	9.4
Water Condensed . . .	1.21	1.5	1.75	2.15	2.15
Residue at 210° F					
Grams/100 ml.	21.63	24.99	23.68	26.58	26.58
Sediment Centrifuge %:	trace	.3	.5	8.0	8.0

FUEL OF THE CHAMPIONS

Based on 30 years' experience

From the World's Best-Equipped Racing Fuel Laboratories

There is a specially processed FRANCISCO FUEL for every engine size, type and operation requirement.

Ask your dealer for the one designed for your engine.

Also Treated Degummed Castor Oil Concentrates.



THE MOST RESPECTED FUEL IN THE WORLD

FRANCISCO LABORATORIES

FIRST - LARGEST - BEST EQUIPPED

3015 Glendale Blvd. • Los Angeles 39, California

The final finish is left up to the modeler. Because this is a model of a private plane, the color combination is up to you. The real Beechcraft was painted all white, trimmed in red and gold. I painted mine with metallic maroon, trimmed in black, white and yellow. Happy Flying and STAY AWAY FROM POWER LINES! •

COMBAT-STUNT ENGINES 29-35

B
U
N
T
I
N
G

B
R
O
S

P
R
E
C
U
T
R
E
A
D
Y
T
O
A
S
S
E
M
B
L
E



\$4.95

BAKA BOMB

WINGS PAN.....40"
LENGTH.....25-1/2"
WING AREA.....400 SQ. IN.



\$4.95

BUZZ V-1 BOMB

WINGS PAN.....37"
LENGTH.....27-5/8"
WING AREA.....370 SQ. IN.



\$4.95

YAK-21

WINGS PAN 37"
LENGTH 24"
WING AREA 370 SQ. IN.

SEE YOUR DEALER OR ORDER DIRECT ADDING 25¢ FOR POSTAGE AND HANDLING—MONEY ORDER ONLY ACCEPTED

2423 SNYDER AVE. PHILA, PA.19145