

"X" TYPE SEWN CLOTH HINGE - SEE TEXT

3 3/32" PLWOOD (UNCOVERED)
3/32" SHEET (UNCOVERED)

CARVED Balsa DECK - SILK COVERED
Balsa HEADREST OPTIONAL

5" PLASTIC BUBBLE CANOPY
DUMMY PILOT OPTIONAL

BAFFLE
AIR DUCT EA. SIDE

UPPER COWL LATCH
K & B .29 ENGINE

1/16" I.D. ALUM. TUBE GUIDES
AILERON OUTLINE

.025" LEADS

340 VECO HORN

TAIL SKID FIX

1/16" WIRE PUSHROD

1/8" SHEET SIDES & BOTTOM (+ SILK)

DECAL NUMERALS TO SUIT

THIN LEATHER FILLET

3/32" X 1/2" T/E SPAR

1/16" SHEET TOP SKIN

BEVEL EDGE

SOFT Balsa TIP

RACING NUMBER

CUT OUT ALL RIBS THUS ON THIS SIDE TO CLEAR LEAD-OUTS

AIR INTAKE GRILLE (OPTIONAL)

1-3/4" FROM S-3A SPINNER

HARDWOOD ENG. MOUNT

COWL ALIGNMENT HOLE

#4 NUT WITH LOCK NUT

FILL LINE & JUMPER FUEL CAP

2" VECO BELLCRANK

24 S-T3 ALUMINUM ALLOY L/G STRUT

#4 M/SCREW AXLE

2" DIA. TREADED VECO WHEELS

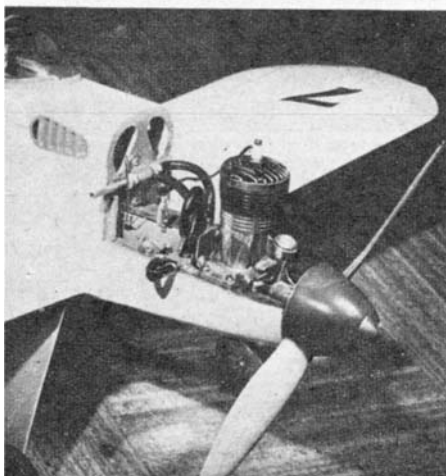
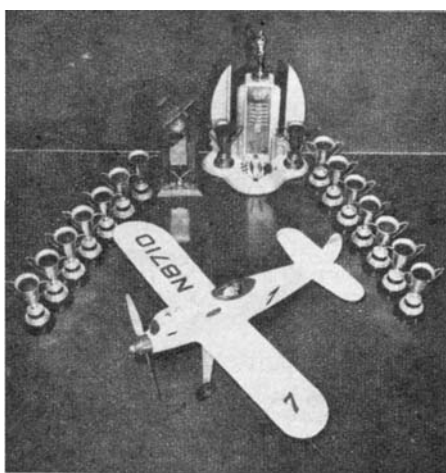
OVERFLOW & BREATHER LINE TO SHUT-OFF

9-8" TORNADO PROP
DOUGLAS ROLFE

3/4 TO 1 OZ COUNTERWEIGHT - THIS WING ONLY

* ALL FORMERS EXCEPT N°1 AND N°3, 1/8" SHEET Balsa
+ ALL WING RIBS EXCEPT "A" (ROOT) RIBS, 1/16" SHEET.

(I) INDICATES FORMERS *
(A) INDICATES WING RIBS +



Yes, all those awards taken by that one model! In 50 meets this conservative but clean design won 28 firsts

"Blunder Buster" Team Racer

following a nice flat take-off, was airborne. Aloft, the racer flew like a dream, exceeding our most optimistic expectations—able, inherently stable, steady and easy to handle. In level flight, through wing-overs and overhead flying she held out beautifully. Control response was found to be excellent—not too sensitive, but with sufficient action to enable the plane to get out of tight spots if need be.

Convinced that Blunder Buster possessed the flying characteristics essential to a sound team racer, I snapped the engine shut-off closed and prepared to land. The racer glided in sweet and smoothly, indicating no tendency to plummet down or to stall out. It proved to have good penetration ability against the wind and reacted very nicely to elevator pressure all the way through the approach and landing till the wheels touched the deck.

Although Blunder Buster established no records at the Nats that day, which may be partly attributed to the fact that the engine was not broken in, this same plane and engine were destined to fly to the team racing pinnacle a year later, by busting through and winning all top honors for the season in F.A.S.T. Club competition. Flown in ten FA.S.T. Club racing meets during a calendar

year, Blunder Buster racked off 1227 points from a possible 1460, winning over the next nearest contender by 243 points. The racer was flown to first place eight times out of ten tries in the one-mile Trophy Dash event, taking six of these wins in a row. A lot of elbow grease applied to a hand rubbed finish, plus attention to detail, helped in capturing the Beauty Event at seven of the meets. In 40 out of a total of 50 races started the model roared its way to first place 28 times and snared second place 12 times to accomplish a 70% average in the winner's circle. Two out of three of the 100 lap Consolation Races were taken during the season and in the 140-lap Ten Mile Feature Race, three out of seven were won with second place being picked up twice and third place twice. Had it not been for a thoroughly excellent pit combination the wins by Blunder

Buster might not have been realized. Guy Markham and Ruby Tapper, who alternately served as my mechanics, superbly accomplished the very essential missions of being at the right places at the right times. These two fellows operated with highly commendable speed and efficiency to get the racer airborne in a minimum amount of time during the pit stops necessary in the long races. A

It was the summer of 1952 that Blunder Buster evolved from a vision on my drawing board into a potent team racer. In fact, completion of the original model occurred at approximately 5:00 a.m. the day of the team racing event of the Nationals held at Los Alamitos that year. There followed a fifty-mile run to the Naval Air Station with my mechanic, Guy Markham, where once processed we set about to test-hop the untried racer. Guy flipped the prop a few turns and soon the brand-new K&B Torpedo—fresh out of the packing box—snorted, took hold and started blasting. Nervously, I signaled. Guy to let 'er roll. Blunder Buster took the challenge, leaped forward to the urging of the Torp and

good pit crew is an absolute "must" if you hope to win at team racing.

To those inclined to question the stamina of American-made engines it may be interesting to note that the same engine which powered Blunder Buster on the racer's maiden flight and during 1952, also served to

carry the model through the entire 1953 season and is still racking up the rpm's with the best of them at the rates. Neither the head nor the back plate have ever been removed from the engine—a strictly stock K&B Torpedo of .29 cubic inch displacement, unmodified except for the use of a slip-in

venturi restrictor. Economywise, this Torp has flown the plane as many as 59 laps on an ounce of fuel (sixty foot lines being used) and is averaging 45 to 50 laps per ounce. (Construction details and bill of materials are available on the full-size plans.)



The Author: RON SCHUVER

Design engineer for Radioplane Co., Van Nuys, Calif., Ron began modeling in 1926, was early member of A.M.L.A. In 1928 he placed high in the first big meet in the Northwest. Ron and friends taught themselves to fly in a Northrop primary glider. During World War II he was Chief Operations Engineer for Northwest Orient Airlines, later traffic control manager for Western Air Lines. Modeling interest constant