

sure to fly, it will perform the entire stunt schedule with ease, including all square manoeuvres, including my old 'special manoeuvre', the bunt triangle. This is an outside triangle, with the apex inverted. I am pleased to report that, after 38 years, 'Catbird' provides all the pleasure of the Mk. 47 original, and I hope this can be passed on to all who build her.

replaced by a D-A Dabanti 2.49BR diesel. The Mk. 47 was my last diesel powered Eclipse, and was developed into the famous Mk. 48 with Glow-Chief .35 power the following season and subsequently the flapped E-52 P.K. 'Pinnacle' (see the 'Eclipse Story' - Aeromodeller October 1994 pages 10-12).

fuselage wing mount apertures. Fit the wing to the fuselage before the tailplane as it is easier to ensure that their alignment is true, when viewed from nose to tail. This essential check is often overlooked... A Chart Uniflow tank was used with the Micron fitted, but this was replaced with an old P.K. stan-

CATBIRD

Build O. F. W. Fisher's 42" span 'retro-replica' control-line stunt model for 2.5cc engines

I have always remembered the Mk. 47 with affection, and decided to build this retro-replica, named after my sacred cat of Burma, 'Ffinlo', who supervised construction! 'Catbird', my 328th model, first took the air at Tromode, Isle of Man, on June 1996, some 38 years after the original. Initially it was fitted with a Micron MM 2.5R BB/AA engine of 1972 vintage, but this was replaced with a C.S. 'Tiger' 2.5 BR diesel on 6 October 1996 with a Taipan 9 x 6 prop - a considerable improvement of approximately 1,000 r.p.m. on the Micron.

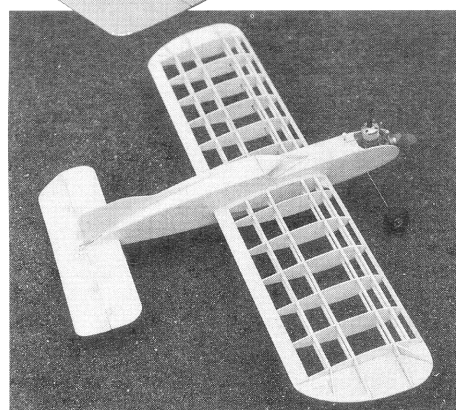
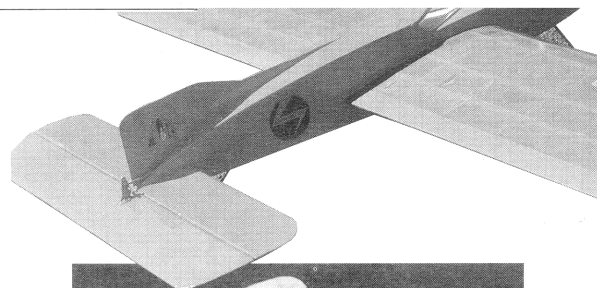
standard tank for later flying, with no noticeable difference. I would prefer one of the original P.K. baffle/pressure tanks.

The model was covered with lightweight close weave fern green Nylon for the wings, covered wet over clear doped structure. The rest of the model was given a couple of coats of sanding-sealer, followed by two coats of Humbrol No.18 orange enamel, and two coats of fuel proofer. Don't forget to heavily fuel proof the tank compartment and engine bay.

FLYING

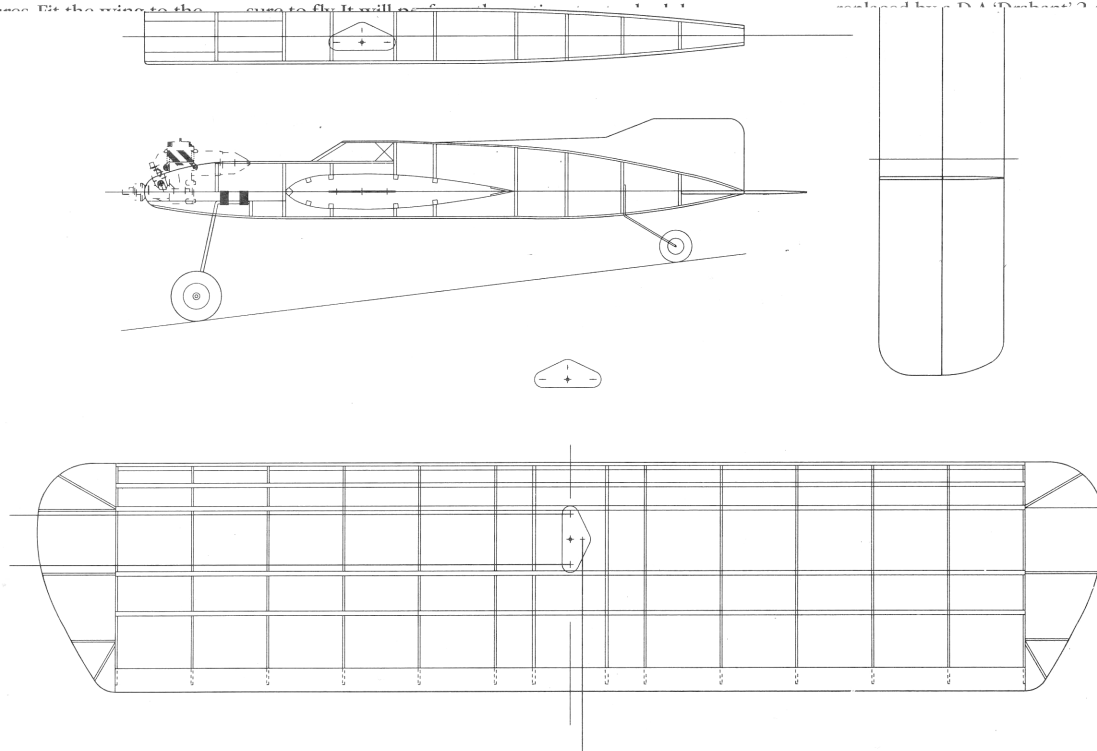
I have been using an old Veron handle, fitted with 52ft 4in. of light Laystrate lines as was used for the original Mk. 47. New SIG .15 thou. are on order for the future, and should prove superior. The C.S. 'Tiger' 2.5 (Oliver Tiger Mk.3 replica) gives 10,000 r.p.m. on a Taipan 9 x 6 prop as received, and is still running in, so this figure can be expected to improve considerably in future.

'Catbird' is very stable in flight and a real pleasure to fly. It will perform all the original stunts.



CONSTRUCTION

Select hard identical grain 1/8" sheet sides for fuselage and assemble over the top view on the table using a set-square. The wing is built by pinning down the lower half of the 1/16" x 1" trailing edge, lower rear 3/16" x 3/16" main spars and ribs, followed by the leading edge. The L.E. should be checked, to ensure it is located parallel with the trailing board. On completion of the main wing structure, some sheeting is required around the fuselage wing mount apertures. Fit the wing to the



Full-size copies of the 'Catbird' plan, illustrated here at reduced scale, are available as AM1834, price £5.25 plus £1.25 post and packing (overseas postage £2.00), from Aeromodeller Plans Service, Nexus House, Boundary Way, Hemel Hempstead, Hertfordshire. HP2 7ST. Members of the Model Pilots' Association enjoy a discount on all Nexus plans and need only send £4.73 plus postage and their MPA membership number.

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