A PERT LOW-WING SPORTS MODEL FOR THE MILLS 1·3 c.c. OR ANY SIMILAR CAPACITY ENGINE

Consul

About the designer . . . Aged 27 . . . Senior Draughtsman . . . member West Middlesex M.F.C. . . interested in all aeromodelling . . . also a keen photographer and motorist . . . is hoping for an aeromodelling spouse.

DESIGNED BY
B · L · J · NEAL

AFTER reading our "It's Designed for You" feature on low wing power models, Brenton Neal decided to try his hand at this somewhat neglected branch of the hobby, and met with immediate success. The "Consul" literally flew "straight off the drawing board," and has provided many hours of pleasant sport flying.

It is a model that any contest flyer can build for spare time sport flying as a relaxation from the launch and chase procedure which is so much in vogue these days.

Simple construction is a feature of the "Consul," the fact that there are only four actual wing ribs and that the tail unit is from solid sheet balsa makes building time much shorter than normal. Study the cap strip rib system, you will find it highly warp resistant and with those two deep spars, very strong. Some readers may also detect a strong similarity between this and the American full size light plane known as the "Mooney Mite," particularly in the upper photo, where R. Mather is seen holding the prototype.

Built from oddments collected in the Neal workshop, including a well tried and highly trusted Mills Mk. I (of which there must be thousands, in a similar stored state) the "Consul" has a novel pilot with a gyrating coil spring neck to provide improved realism. Complete building instructions are issued with each full size drawing.

Trimming and Flying

Common sense is the best advice here—wait for a calm day, and while waiting, check c.g. position, line up of surfaces, and ensure that your motor will run easily. Make sure your tank will only give a max. of 20 seconds engine run. Test glides need plenty of speed behind them and to be over long grass where possible. Your first power run, hand launched at medium or half revs. will give the best indication of trim, especially for glide. The prototype used no motor off-set, only right rudder giving 100-ft. circles to the left under power and to the right on glide. Damp out glide stalls with positive on tail or extra rudder set off. Looping or too steep a climb under power must be cured by motor downthrust.