

● The model that is winning everything in the North

# CREEP

by Brian Eggleston

TO FOLLOWERS of our regular Club News columns, the somewhat unusual nomenclature for this high performance contest design will be familiar reading. "Creep" has been a regular contest winner since it took first place for its then junior designer, in the Hamley event in 1953. From its many versions and with power units ranging from 1.5 to 3.5 c.c. it finally emerges in this, the latest Mk. 17 for an Oliver Tiger.

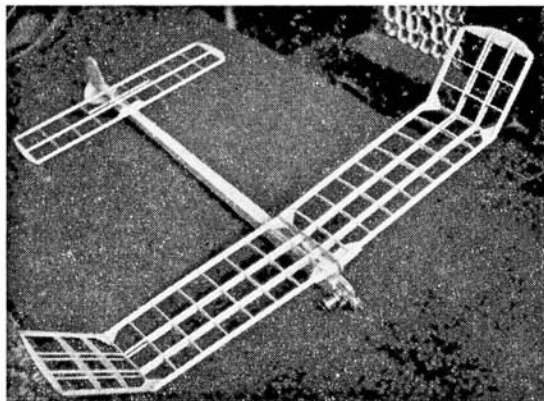
Consider the list of successes:—

1st	Hamley Junior ... ..	1953
1st	Daily Despatch Rally (Junior) ...	1954
4th	Frog Senior (9 : 54) ... ..	1954
2nd	Keil Trophy (9 : 22) ... ..	1954
1st	Northern Area (11 : 34) ... ..	1955
3rd	" " (9 : 27) ... ..	1955
1st	Daily Despatch Rally (Junior) ...	1955
4th	Frog Senior (11 : 40) ... ..	1955
5th	" " (11 : 19) ... ..	1955
1st	Scottish Festival (11:08) 1955.	

So far this season, the contest average for Brian's model is 2 : 53, while Arthur Collinson's Torp 15 version has maintained a figure of 2 : 55. As this includes many flights made over the undulating hazards of Baildon Moor, where Bradford and Leeds men usually fly, the average is a good one and indicative of the high performance of the model.

There are really two versions to be built. A 14-ounce lightweight with a Torpedo 15, Webra Mach 1 or an Elfin 2.49 is perfect for open events, whilst with an Oliver Tiger, the weight comes in the region of 16 ozs., and a little ballast or extra heavy structure here and there brings this up to the required 17.5 ozs. for F.A.I. It is best to decide whether yours is to be F.A.I. or "open" before

*Simple framework shows an earlier version. Plan includes all latest modifications.*



selecting your balsa, so that any excess weight can be utilised for strengthening the structure.

Construction is purposely kept as simple as possible, both to save weight and also to keep building time to a minimum. The Fuselage is all-sheet with "doublers" at the pylon area to strengthen, and a wide platform for the wing leading edge prevents wing-rocking and keeps the weight forward. Unique feature is the Vee under-fin arrangement which are for the 3-point take-off rule and also to save loads on the tailplane which occur if tail subfins are used.

Wing and tail are easy, the tail having the current vogue in anti-warp rib positioning. Keep the tail and wing-tip panels light as possible, and make sure that the advised wash-in (leading edge lifted) is applied to the starboard (right side) inboard panel of the wing.

The short nose, low pylon and long tail moment are well in keeping with the latest fashion and make this a most docile model to fly in spite of its very fast rate of climb. (Arthur Collinson's was acknowledged to be fastest of all at the '55 trials.)

Built according to the plan, the model should glide in fairly wide right hand circles. If from the hand glide it appears that some incidence is necessary, add it to the wing and not the tailplane. First power flight should be made with very low power and the model ought to climb in wide right hand circles. Any tendency to turn left should be counteracted, as this would be fatal under full power, and can be cured by using right sidethrust or increasing right rudder fractionally. Gradually increase revs., using about 8-10 secs. motor run so that the model does not stall into the ground. Proceed carefully until on full power; the model climbs in a near vertical spiral to the right. When the motor cuts, the model should roll into the glide without loss of height. With the layout used, the model has slow stall recovery so use lengthy motor runs to give the model plenty of altitude in case it stalls off the top of the climb during early test flights. Average duration is about 4½ mins. from 15 secs. engine run, but this could certainly be increased. The model will handle up to 3.5 c.c. engines, the only noticeable difference being a slightly faster climb.