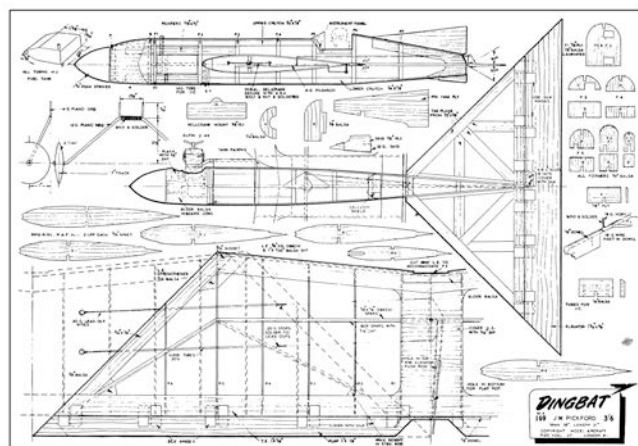
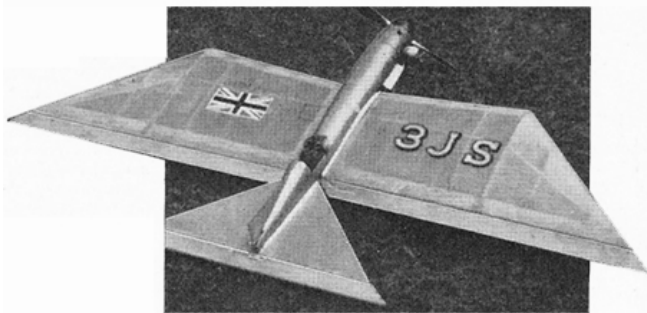


Dingbat



An unorthodox stunt job that certainly goes like its namesake by J. W. Pickford.

The final version of Dingbat is the sixth model in a series designed to produce a stable, all weather unorthodox stunt model, capable of all the manoeuvres laid down in the S.M.A.E. C/L acrobatic schedule.

The development of this model took about 18 months the first was too heavy, and too small for the Elfin 2.49, which we have used throughout the range. No. 2 was a lighter model with larger wing area, but was still unsatisfactory as a good stunt model. The third mark in the series was of too weak construction, and broke up on the test flight, in the air. No. 4 was of stronger construction, incorporating 1/2 in. full-length flaps, but still had too high a wing loading, but we were definitely getting nearer to our goal, by adding the flaps. Larger wing area was incorporated, and the wing designed fixed on the thrust-line in Dingbat V (previous designs had detachable low wings), and this also was a great improvement, but still not quite responsive enough for our satisfaction. In Dingbat VI we increased flap area, and elevator area, and doing so found the correct combination, giving us the pleasure of knowing that we had reached our goal, in producing a model that can be flown with the greatest of confidence by beginner or expert.

Construction: Due to its unorthodox design, the Dingbat has a slightly different method of construction as compared with orthodox models.

- (1) Build tailplane on plan from 1/8 in. X 1/2 in. medium-hard balsa.
- (2) Cut out all fuselage formers and cement F6A and F7A to top of tailplane.
- (3) Shape lower crutch from 1/4 in. X 1/8 in. medium balsa, and cement F7A, F6B, F5B, F4B, F3B and " X " and " Y " drop-out U/C pieces to it.
- (4) Cement this, as a unit, to lower side of tailplane, with 7B opposite 7A and 6B opposite 6A.
- (5) Build wings on plan by laying down lower spar, cementing ribs to it. Then remove from plan and add trailing edge and leading edge, and top spar. Sheet in lower half of center section only at this stage. During the building of the wing, continually check for any twists or warps, for a twist at this stage would be hard to remove.
- (6) Build engine bearer assembly, i.e. F1, F2, both engine bearers, upper crutch F3A, F4A and F5A and tank.
- (7) Slot lower center section sheeting on wings to accommodate F3B, and ensure that it beds on to the ply bellcrank platform, between the root ribs. Cement wing firmly in position, and check while setting that there is no incidence, positive or negative.
- (8) Fit flap and elevator linkage, ensuring there is no " play " at all in any of the joints or pivot points.
- (9) Cement upper-front assembly in position on wing, with F2 in cutaway portion of wing leading edge, and up against " X " undercarriage piece.
- (10) Cut out fuselage sides, and cement in position. Plank upper front and rear decking with 3/32 in. X 1/4 in. strips, and sheet bottom of fuselage with 3/32 in. sheet balsa.

Dingbat

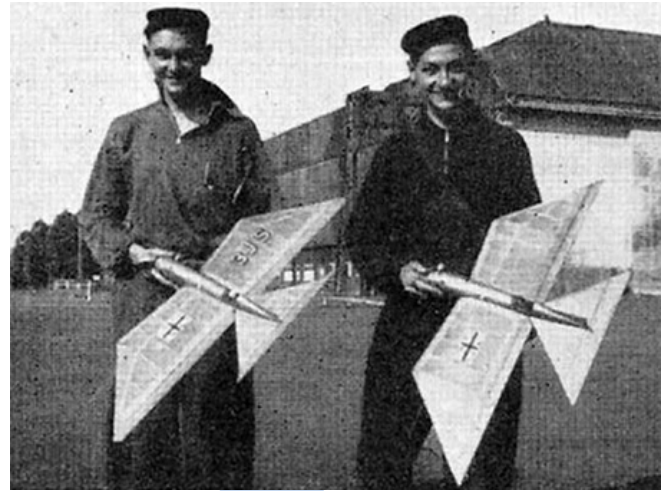
Finish:

Fuselage: Two coats of clear dope, sanded between, rag tissue doped on, one more coat of clear dope and one of colour dope.

Wings: Heavy weight Modelspan with five- coats of clear dope.

Tailplane: Heavy weight Modelspan, three coats clear dope, one of colour.

The colour scheme of our models is: fuselage and tailplane, polychromatic blue (4 parts silver, 1 blue), and yellow wings and elevator. Yellow tissue, clear doped, looks good, but white with four of clear dope, and one of yellow Aerolac looks superb.



The author and a friend with a pair of "Dingbats."

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