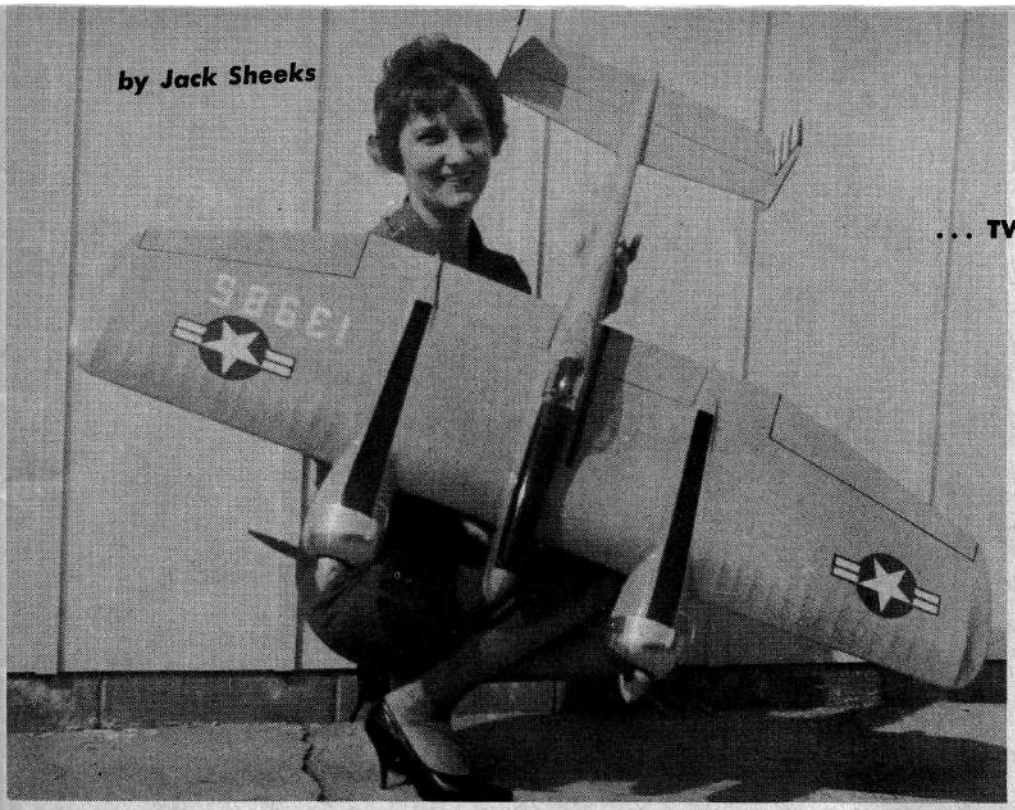
by Jack Sheeks



"My boss, the wife, Donna". We've all got one Jack, that's life. Your ship's cluttering up an otherwise nice photo. Take her out to dinner.

F5F-1 "SKYROCKET"

... TWIN ENGINE STUNT-SCALE THRILLER

▶ This one is it. It's what Geritol is to tired blood. If your tired of the same old types in modeling, this ship will renew your enthusiasm. It's the most exciting plane I have ever had in the air. And believe me I've had a few. It's close enough to scale to enter a scale contest, but will do the whole stunt pattern without mushing or sinking in maneuvers.

Former national stunt champ Jim Vornholt claims it could go to the Nats and show them all a thing or two. The first flight was enough to show us that a twin engined plane can do the pattern as well as a single engined ship can. Only difference is it's a little faster. We were able to do loops, squares, triangles, inverted flight and a few stunts not in the book.

We found we got the best performance with the outboard engine running rich, and the inboard running normal or a little lean. This way the outboard engine will quit first and enable you to shoot landings for scale. The ship will loop on one engine but don't try any overheads this way.

The test model weighed in at 67 ounces. Sounds heavy, but with two Fox .35's and the wing design it could easily carry another 10 ounces.

The real plane was an experimental shipboard fighter for the Navy designed by Grumman. It was plagued with problems from the beginning and by the time they were ironed out, the plane was shelved as being obsolete. But the work done on the "Skyrocket"

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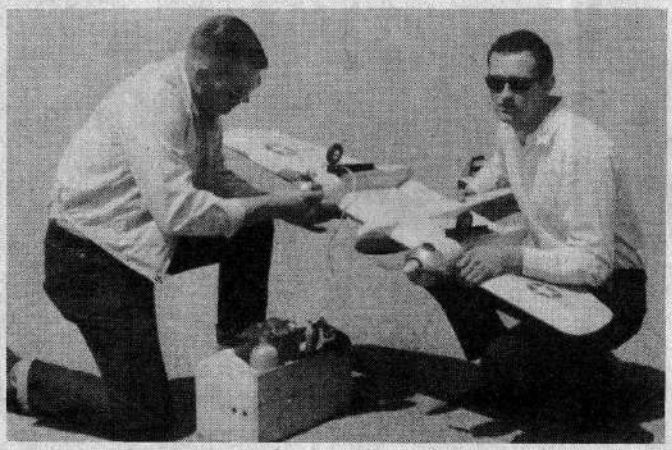
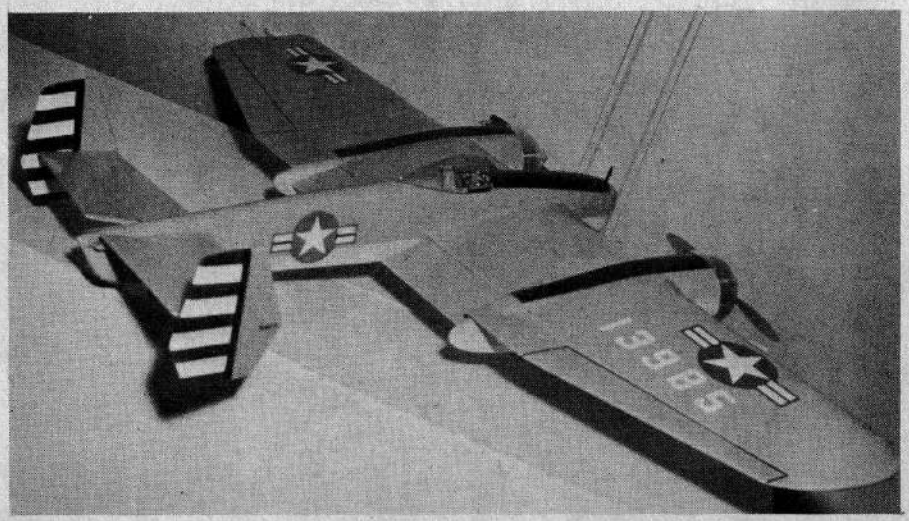
FULL SIZE PLAN MAY BE ORDERED THROUGH "TIMELY PLANS" AS ADVERTISED



Jim Vornholt, former Nats Stunt Champ assisting on the maiden flight. Design shows promise.



The ship is a dream design for stunting, that is if you like a wild, big powerhouse on lines. Excellent ship for breezy weather, fun to fly.

Inverted flight is no problem for this semi-scale ship. Well centered nacelles, fuselage.

SKYROCKET

. . . continued . . . .

made many contributions toward the development of the Tigercat.

Some may think this model difficult to build, but it isn't. Just read and follow the plans and you will be flying in no time, and having the time of your life.

Construction: First, hand pick your wood for strength and lightness. Cut the I-beam from ¼" balsa sheet making sure that it is straight. Now cut the two body and four engine nacelle sides from ⅛" sheet balsa. Cut the nacelle and I-beam doublers from 1/16" plywood, and cement in place.

While these are drying cut the stab, elevators and rudders from ¼" sheet balsa. Sand these to shape. Install the elevator horn and hinge together. Cement the rudder pieces together, with ⅛" offset to the right in each one.

When the I-beam has dried, secure the bellcrank in place, on a 1/16" plywood platform. After the nacelle doublers have dried, cement the ⅜" x ½" motor mounts in place. Now attach the ⅛" x ½" balsa capstrips in place, on the I-beam.

Cut body formers from ⅛" balsa sheet, pin and cement in place. Pull the rear of the body sides together on a ¼" piece of balsa scrap and cement.

Revent the 3½" oz. Veco stunt tanks as shown. After the motor mounts have dried, place the tanks between the nacelle sides and cement balsa formers around them to form the nacelles. Cut the round formers from ¼" plywood and position. Pull rear of the

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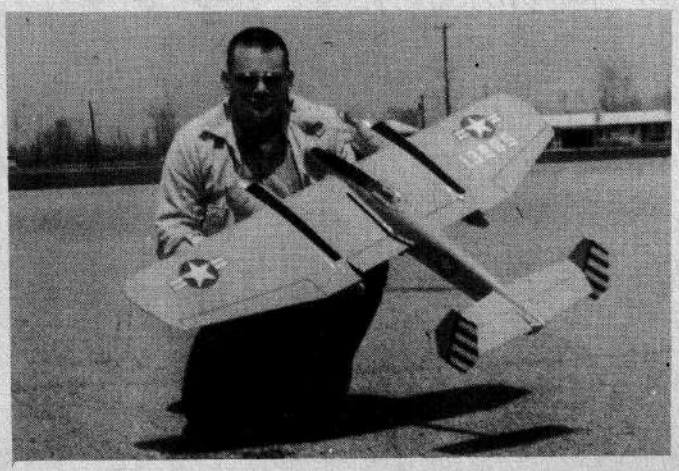
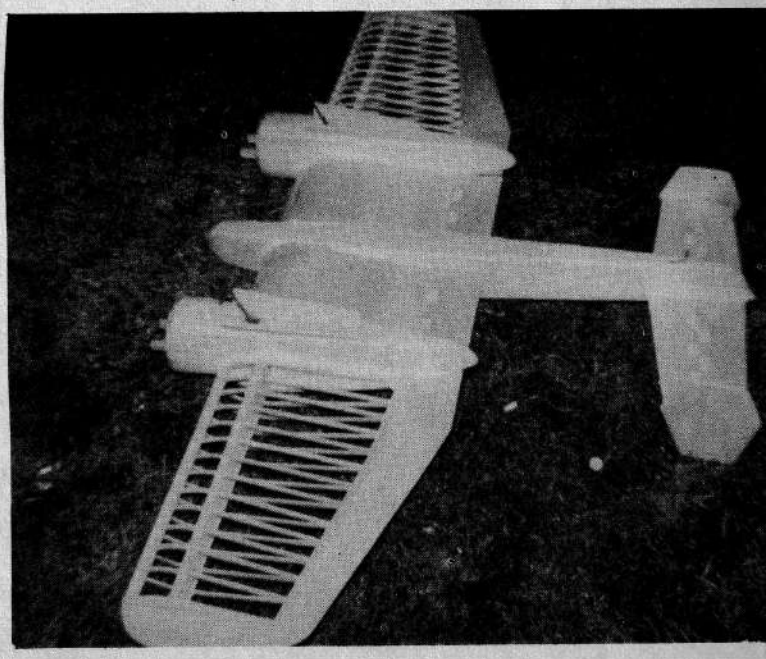
Template stripped ribs for a lightweight easy tapered wing construction. Spar gives strength.

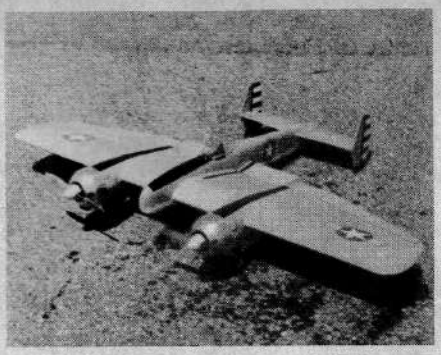
Metal cowls yet to come. Structure near complete here, surfaces hinged, covering is next.

Full Size "Timely" Plans Available

Center sheeting nacelle to nacelle. Thick foil bears engine, landing gear loads imposed. The Skyrocket adds up to a strong contest aircraft.







Trim sets it off. Anti-glare areas, decals and bars on rudder accent the colorful finish. A large, fast aircraft, flaps between nacelles.

F5F-1 SKYROCKET

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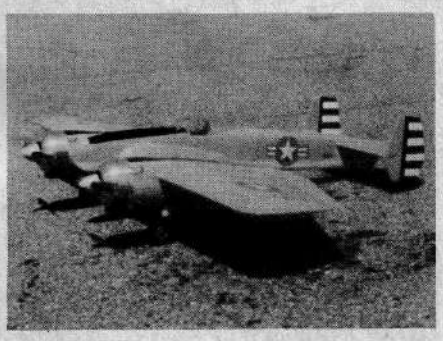
nacelles together, cement and pin to the ¼" rear former.

Tack cement the 1½" x 3" x 36" body top block and ¼" sheet balsa bottom block in place. Now cement the nose block and rear nacelle blocks in place. Shape the blocks to size and sand. After shaping the top and bottom blocks, cut them back off the body and hollow the top block to about ⅛" thickness. After the nacelles have dried, cut the 1" balsa side blocks to the general form and cement in place. Cut the ½" nacelle top and bottom blocks and sand to meet the ¼" blocks at the rear of the nacelles. Now take all the blocks off the nacelles except the side ones.

Now cut the wing tip formers from ⅛" sheet balsa. Bend and mount the ⅛" spring steel landing gears to the I-beam with J-bolts.

Next place the body upside down on a large flat surface. Slip the I-beam in place and the wing tip formers on the tips of the I-beam. Now slide the nacelles in place, blocking them up with scrap to be in line with the body. Next slide the ¼" x ½" leading edges in place. Place the flap horn in place and slide the ½" x ½" balsa trailing edges position. Pin and cement all parts in place and let dry completely. After this dries turn the frame over and cement all joints you were not able to reach before. Cement all the blocks to the nacelles and sand to the final fit.



Thick foil and wild power to move it. Original full scale Skyrocket had poor pilot visibility for carrier landings, but as a ukie it's tops.

Bend and install the pushrod from the bellcrank to the flap horn. Shape and install the flaps. Now bend and install the pushrod from the flap horn to the elevators. Slide the elevator assembly forward and backward till they are aligned. Pin, cement and let dry. After this has dried, cement and pin the top and bottom blocks to the body.

Cut 28 ribs out of ¼" balsa sheet. All the ribs needed for the rest of the wing are cut from 3/32" balsa sheet.

Attach the leadouts to the bellcrank and run them through the wing tip. Place the ¼" ribs between and around the nacelles and body and cement.

Form the false flaps from ¼" balsa sheet and cement in place. Sand the leading edges of the wing to shape. Cut and shape the wing tips from ½" balsa and cement in place, then plank between the nacelles and body with 1/16" balsa sheet.

Now install all the 3/32" ribs. Fill all cracks and nicks with plastic balsa. After sanding the bottom of the body to final shape, cement the rudders in position. Next make your final fillets and sand smooth.

Drill the motor mount holes to fit the engines you are going to use. Make the exhaust parts from a tin can and mount them to the engines. Cut the Sterling Nieuport 28 cowlings to fit. Remove the cowlings and engines from the plane and cover the entire model with SGM Silkspan.

Some of the colors used on the original were all silver trimmed in black. Grey blue top, pale blue bottom, with black trim. The latter is the combination I used. It looks great flying. ●

VECTOR DIRECTOR

(*Continued from Page* 27)

A word regarding the propeller may encourage you to carve a few. There is no propeller on the market for big engines that will even come close to this one for performance. That's not just idle talk either; climb is at least 50% better on the original with one of these! Use of a draw-knife and large wood rasp help make short work of it.

Flight testing is as usual—balance, glide trim, prop. (ordinary purchased one) on backwards and low power. Don't however, use a power run of less than 10 seconds as there may not be altitude enough for stall recovery in a ship of this size. Use stab tilt for left turn in the glide and rudder tab if needed for left climb turn. When full power can be taken with an ordinary prop, try the "cuffed" special on a 10 second run as the added speed may require a final retrimming.

The Vector Director III is no quickie project but it is a real contest machine worthy of some extra effort and is a great satisfaction to fly. I hope that you get as much of a thrill out of seeing your Vector Director in flight as I have with mine. There's nothing like it! ●