

Fieseler STORCH

● Of all the airplanes developed by the Allies and Axis during the second World War the Fieseler "Storch" came nearest to duplicating the flight characteristics of a helicopter. A 240 h.p. engine powering a beautifully designed functional aircraft with slotted wings and flaperons made it the perfect observation and liaison ship for ground troops of the German armies.

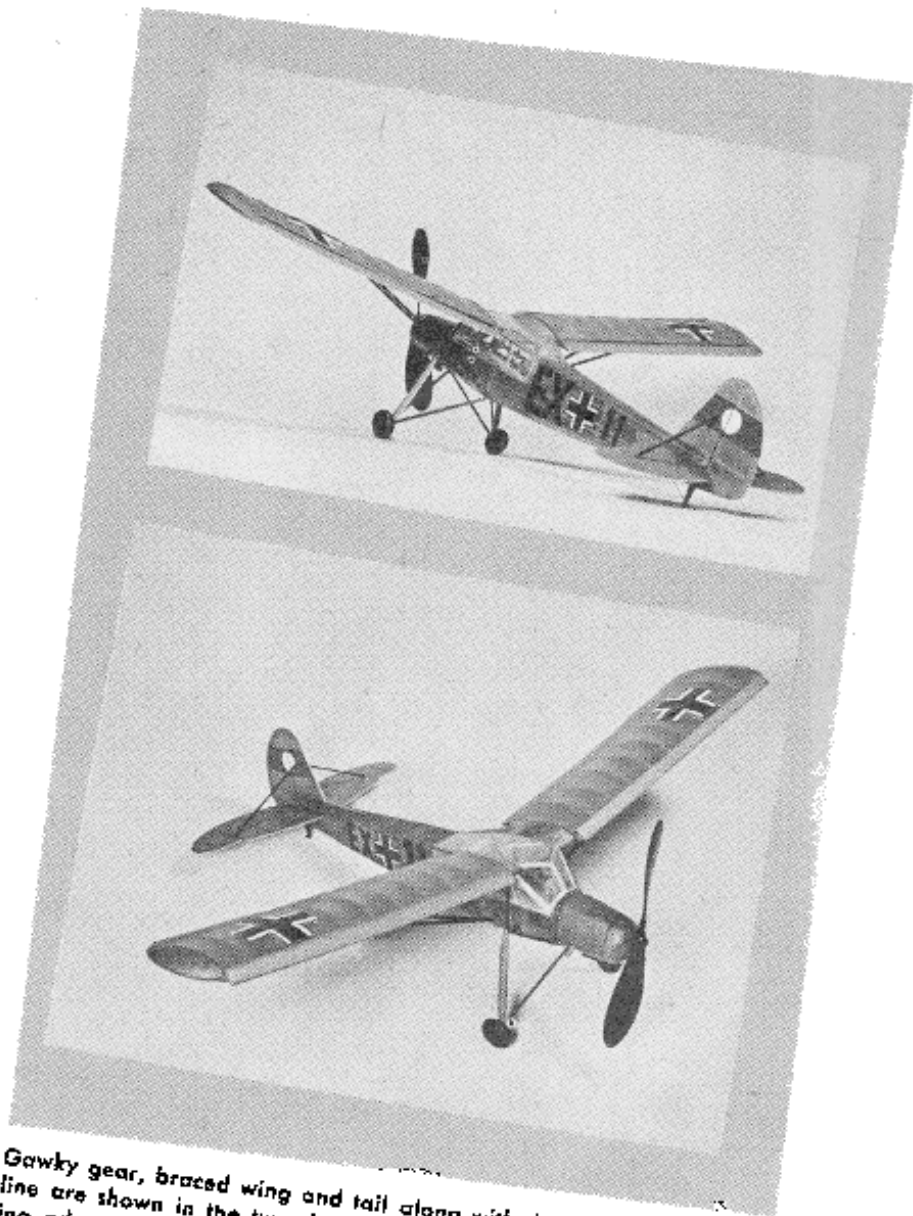
The design has long been a favorite subject of the scale-modellers. Its proportions are almost ideal for free-flight gas; its roomy fuselage ample for R/C installations, and its tall landing gear enables the rubber-power fan to install a large diameter prop without ruining scale appearance by lengthening the undercarriage.

We have a lot of good comments about some of the other rubber scale models we have done, namely the "Stuka," "Stosser" and the Aeronca "K." All of these were creditable performers, and retained much of the scale realism of the real ones.

The "Storch" we're sure you will all agree is in the same class with these, many will feel that we have even surpassed the others in scale realism and performance. We couldn't help but feel a strong measure of satisfaction at what was accomplished, when we watched our model literally jump off and climb rapidly skyward in a large circling pattern, until the power cut off, and it went into a gentle gliding descent.

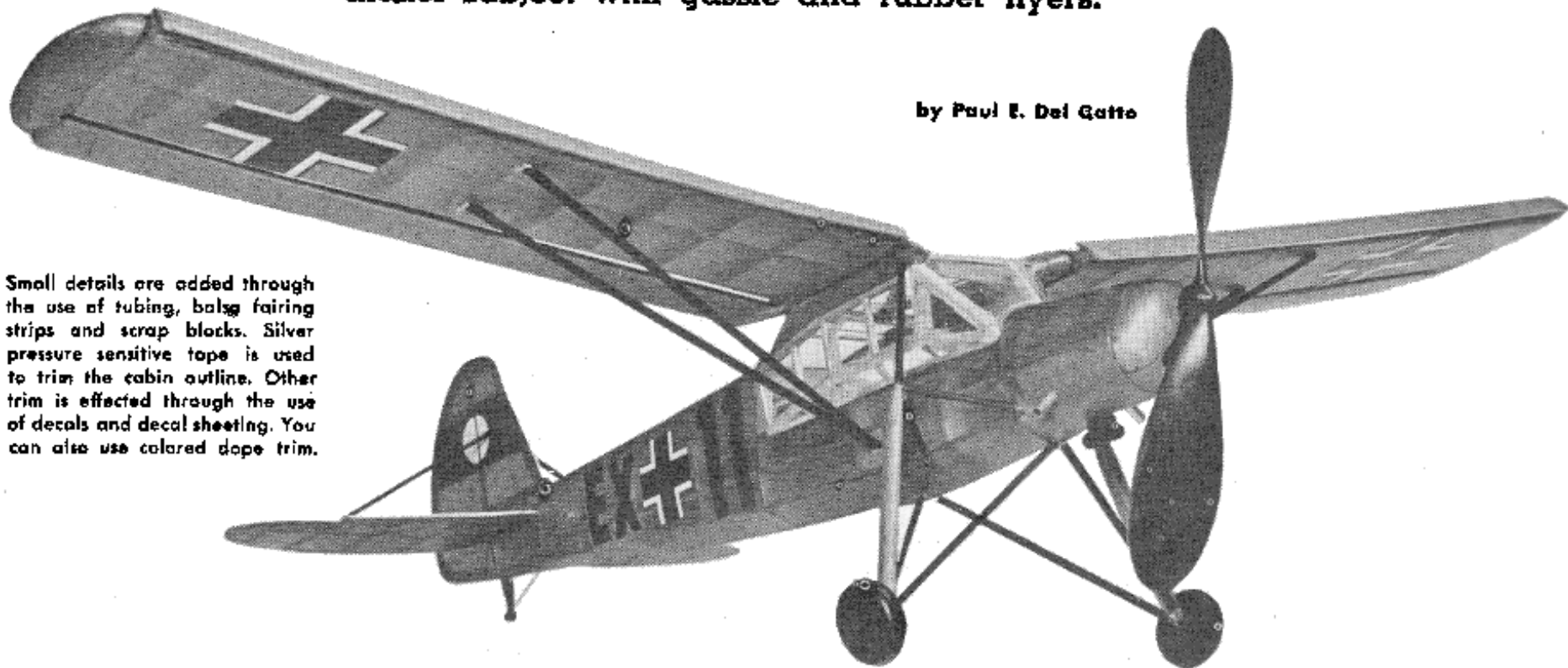
And those landings, you'd think that Tiny Tim or some midget were at the controls. For performance you'll find it pretty hard to beat. For its size and weight even the Aeronca "K" would have to be satisfied with second position. What's more, you'll find it very easy to trim.

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Gawky gear, braced wing and tail along with the unusual cabin outline are shown in the two shots above. The weird leading and trailing edges are the result of the slot and flap wing assembly which made it possible for the prototype to rise almost like a helicopter.

The "Flying Bay Window" has been a popular model subject with gassie and rubber flyers.



by Paul E. Del Gatto

Small details are added through the use of tubing, balsa fairing strips and scrap blocks. Silver pressure sensitive tape is used to trim the cabin outline. Other trim is effected through the use of decals and decal sheeting. You can also use colored dope trim.

FIESELER STORCH

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FUSELAGE: Begin construction by cutting the formers and keel from 1/16" and 3/32" sheet balsa. By making use of a horizontal instead of a vertical keel we were able to greatly simplify the construction of the unusual frame structure on this fuselage. Begin by laying out the two pieces over the top view on the plan and cement the top half of all the formers in place. Note that former number six is angled slightly forward.

When the formers are completely dry, add the two corner stringers and the 3/32" square balsa strips that form the cabin. When the cement has thoroughly dried, remove the keel from the plan and add the bottom halves of each former. Complete the fuselage by adding all the remaining stringers and by installing the wire landing gear struts and wing pins. Spot solder the landing gear wires where they join, but do not add the fairings until the model is covered and doped.

After all the wire parts are in place, add the scrap balsa wing fairings and cowl sheeting, and also the rubber peg retainers and the uprights for the cabin windows. Sand the unit before covering and if you like, dope the pieces that form the basic cabin structure silver to give a scale like appearance to your finished model.

WING AND TAIL PIECES: Each wing is three parts: the main wing; the leading edge slats; and the flaperons. The leading edge slats and flaperon pieces are formed from sheet balsa, by carving and sanding to their final shapes. Each main wing is built in the usual manner, except that a glance at the plan will reveal that the trailing edge is angled to allow for the flaperon. Notice also that the center rib and the ribs at both ends of the wing have extensions that allow for the attaching of the leading edge slats.

The left and the right wings are identical. Build them over the same planform and simply attach the carved balsa tip in the proper location to form the "right" and "left" wing panels. This precaution must also be followed when making the flaperons. Do not assemble the wing until after the various parts have been covered and doped.

The rudder and elevator are simple to construct. Straight-grained wood and patience in permitting the parts to dry before removing them from the plan, will insure warp-free surfaces.

COVERING: The wings, stabilizer

and rudder are covered with Japanese tissue, the water is dry each unit is given two coats of thin clear dope. Experience has taught us that in constructing a model of this type it is best to cover the cabin with celluloid before applying the tissue covering to the rest of the fuselage.

Cement the celluloid in place and add strips of silver pressure-sensitive tape over the wooden parts. The tape simulates window frames and gives the finished model a professional appearance. When the cabin is completed cover the fuselage with Japanese tissue and finish as above. A word on color scheme: we used Olive Drab tissue for our model. Although a dull color, it does wonders for this particular ship due to its unusual lines.

After the model has been completely doped, rub the surfaces down gently with some 10-0 sandpaper. The final touch of realism is added with the authentic black and white insignia and markings. Most of the decals used were commercially available. The rest were carefully "home-made."

All wooden struts can now be added. They are attached by cementing small pieces of aluminum tubing on to the wings and fuselage and inserting bent pins, that have been attached to the struts, through them. All struts are painted black.

FLYING: The original model had eight strands of 3/16" T-56 rubber with very little slack. For a real light model, or cruising about, you may find that six strands are quite satisfactory. Lubricate the motor with green soap and glycerine and insert the motor in the model with the aid of a bent piece of wire. The nose block is made following the plan. We used a plastic prop on the original model and did so well with it that we feel a carved wooden blade is an unnecessary luxury, however, for those who get personal satisfaction in carving a prop we have shown our intended propeller blank.

Begin testing the model with hand-launch glides into the wind: Warp the trailing edge of the stabilizer up or down until a flat glide is obtained. Warp down for a stall, and up if it tends to dive. Try about fifty to sixty power turns on the first flight and if no tendency to power stall is noticed, increase the turns until the model can take off with full power and not get into an overly nose-high attitude. If a stall should occur under power, it can be corrected by using downthrust (tilting the nose block down). That's about all there is to it. Good luck and have lots of flying fun with your "Storch."

