

by LIEUT. PETER M. BOWERS

FLY BABY

Performance plus realism makes this R. O. W. Class A hard to beat



RECORD-SETTING gas models that look like real ships are rare enough these days, but when they are seaplanes as well they are almost miraculous. *Fly Baby* was not designed to be a record breaker, but rather to be a simple plane to build, and one that would be a steady and consistent flyer. It was this consistent, rather than spectacular performance that enabled this little ship to establish the first Class A open R.O.W. record under the new rules. In spite of occasional duckings, *Fly Baby* was able to keep flying and build up the necessary three flight average.

The engine used in this case was the Madewell Mite, although the model has flown with many others, including the *Brat*, the old M&M, and the Ohlsson 23.

For versatility, the ship can be flown either as a landplane or a seaplane, without any change of major adjustments or the adding of additional tail area, giving a year 'round flyer. Another advantage inherent in *Fly Baby* is its small size, making it possible to carry it to the flying field in street cars or busses, an important point to consider in view of present gasoline restrictions.

Finally, we have appearance which should be a welcome feature to those realists who like their models to look like real planes, especially when fitted as a

hydro. The author is one of those who believes a model can possess both looks and performance, and offers you *Fly Baby* as proof of his contention. She's an easy ship to build, fellows, so dust off the old work bench and let's get going!

FUSELAGE—Enlarge the plan of the side view and lay it on your work bench, being sure to place a layer of waxed paper over it before you begin construction. Pin the 3/16" square longerons in place and fit in the diagonals. Note that aft of the cabin these are 1/8" square, necessitating construction of a right and a left half for the fuselage. The smaller uprights should be flush with the outside of the fuselage when it is assembled.

While the sides are drying, trace and cut out the two front bulkheads from the material indicated on the drawings. Make the front landing gear strut of 3/32" music wire, solder it to a small piece of sheet metal, not aluminum, and bolt it to bulkhead No. 2. The landing gear must be in place before the fuselage is assembled. When the fuselage sides are ready for assembly fit them into the notches in the two bulkheads and insert the 3/16" square crosspieces as far as the back of the cabin. When these have set, pinch the rear of the fuselage frame together and cement it. Now cut and fit in place the 1/8"

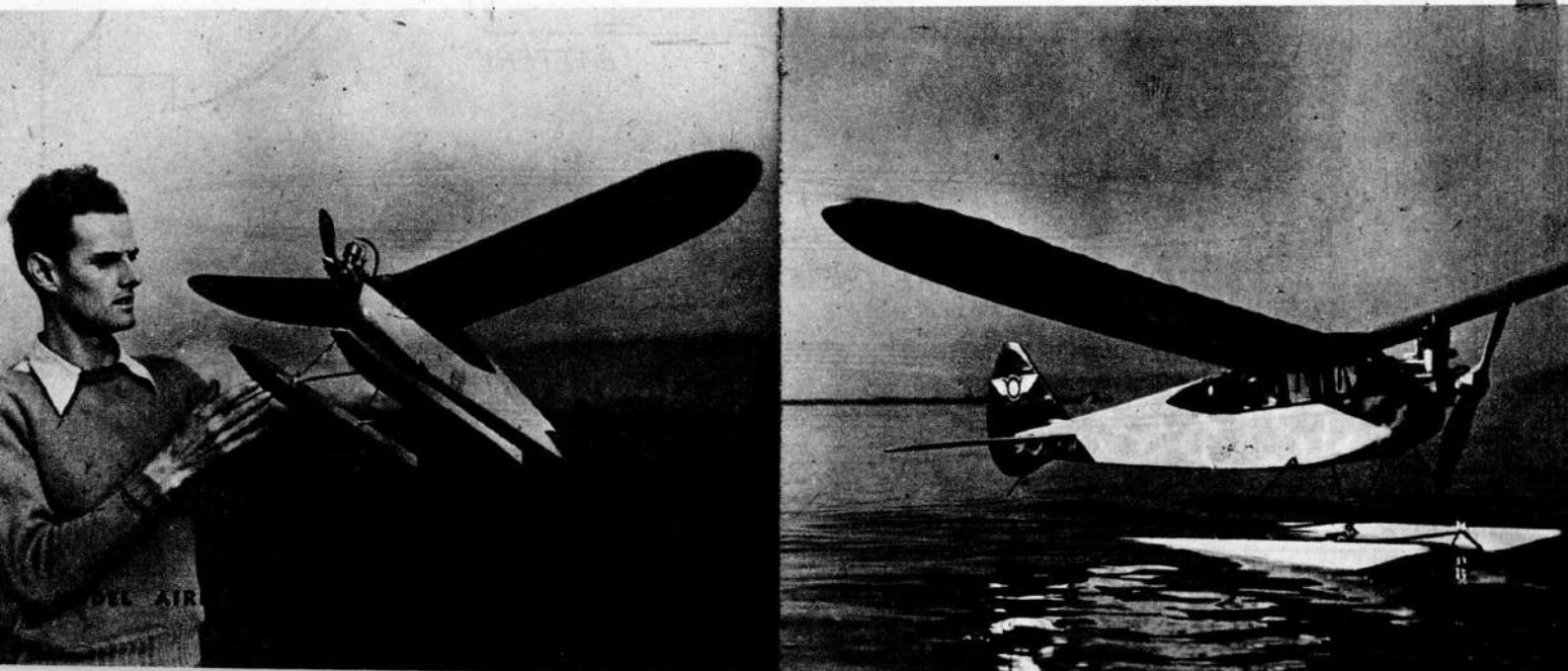
crosspieces. The advantage of this type of construction is that the wood fits into its own natural curve and helps to produce a stress-free and consequently a warp-free fuselage.

Cut out and form the forward cabin roof and fit it in place. Fill in the windows with 1/16" sheet balsa and cut the openings to the proper shape. Fit a piece of celluloid around the cabin roof former and bulkhead No. 2 and then add an outline of 1/32" sheet balsa.

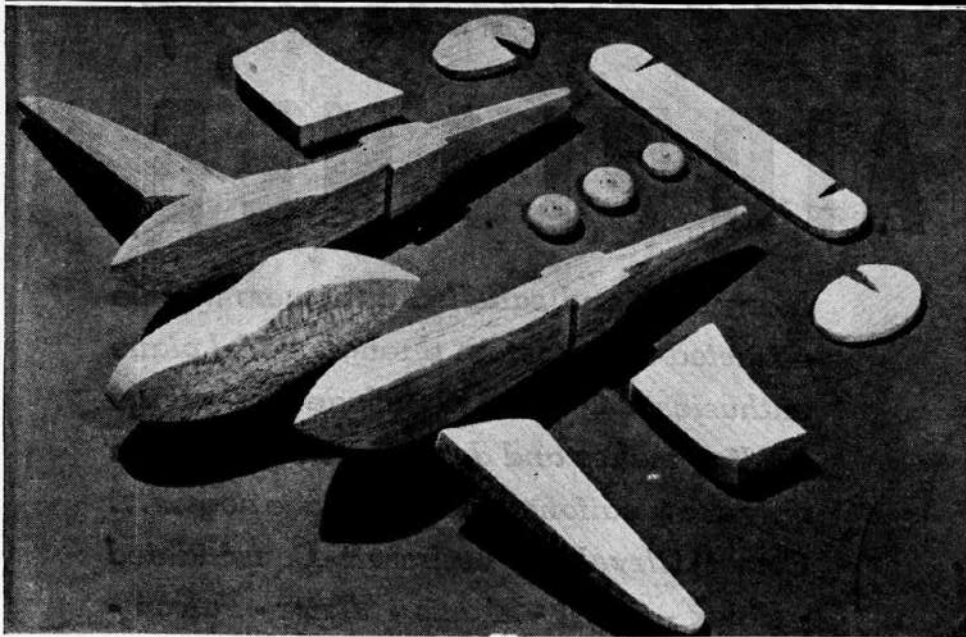
If it is desired to make the ship a seaplane, a piece of 3/32" inside diameter tubing should be fitted to the floor of the fuselage just forward of the fourth upright. Metal is preferred, but with the shortages a satisfactory tube can be rolled from paper.

The fuselage of the original *Fly Baby* was covered with 1/64" sheet balsa, which in turn was covered with silk; however, a single covering of silk or Silkspan paper is sufficient.

TAIL SURFACES—These are built by enlarging the plan to full size and using it as a layout. All curved parts are full size on the plans. Do not taper the leading or trailing edges until after the surfaces have been built, at which time a sandpaper block will give best results.



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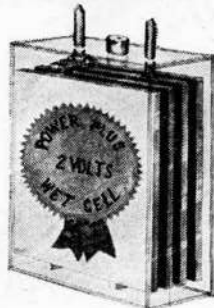
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Fly Baby

Note that the center section of the stabilizer is covered with 1/32" sheet to provide a secure cementing surface for attachment to the fuselage. The leading edges of both surfaces are 3/16" square balsa, which when sanded to shape form a long narrow edge. Stabilizer spar is 1/4" x 7/16" balsa cut to length, and the rudder is cut from 1/16" x 3/8" strip. All ribs are 1/16" sheet.

WINGS—The airfoil used is one developed jointly by the author and Dick Chamberlain of the *East Bay Aeroneers*, and consists of a Gottingen 497 undercamber and an R.A.F. 32 upper curve. Results achieved with this section are very satisfactory.

When enlarging the wing drawing, only the outline need be followed at first. Draw in the rib spacing, but do not draw in the spars as it is unnecessary. From the dihedral joint the ribs are all spaced at 2-1/4" intervals. If you can, get 1/8" x 5/8" trailing edge stock. If this is not available use 1/8" sheet, forming the triangle after the wing is assembled. Pin the trailing edge to the drawing, being careful to keep it flat for its full length. Butt the root rib and one other rib farther out from it, and using them as guides lay down the 1/16" x 1/2" wing spars. *Do not pin the spars down, and do not cement the ribs to them yet.*

Fit in the rest of the ribs, cementing them only to the trailing edge. When they are all in place fit in the 3/16" square leading edge. Now remove the wing panels from the drawing and push the spars up so they fit all the way into the notches in the ribs. Cement them from the outside of the joints. After the spars are in place securely lay the panels over the drawing again and trim the spars to fit the wingtip. This is made in one of two ways: either by laminating three strips of 3/16" x 1/16" strip balsa together, starting from the trailing edge, and steaming it to shape over a teakettle; or by using a piece of 1/8" diameter reed in the same manner. The curve is symmetrical and no jig is needed for the bending. Be careful when trimming the spars to leave enough at the root to form the center section.

To assemble the wing halves trim the spar roots as shown in the sketch, measuring them so that when butted together the root ribs will be just 2-1/4" apart. Prop each wingtip up 4" from the workboard to form the dihedral. Splice the spars as shown, being sure there is a hole drilled in each of the 1/16" plywood gussets. When the two halves are together, a piece of 1/16" weld rod is formed into a hook and inserted into the holes in each spar. Cement them well as they hold the wing to the fuselage.

Cover the center section on both sides with 1/16" sheet, cutting it away on the underside between the spars to a distance of 1/4" on each side of the root rib. Using a 45° bevel cut, hew a trapdoor between the spars on the upper surface to the same dimensions. Use a piece of silk or paper as a hinge on the forward edge. The cutouts should not be made, however, until the wing is covered.

As a last step insert the "riblets" or false ribs between the main ribs along the wing's leading edge.

PONTOONS—Enlarge the drawing as before but use only the top view. Lay the 1/16" x 1" deck on the drawing and build the floats upside down by cement-

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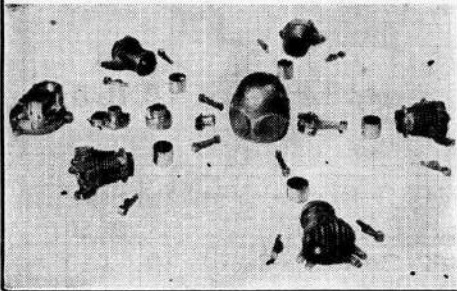
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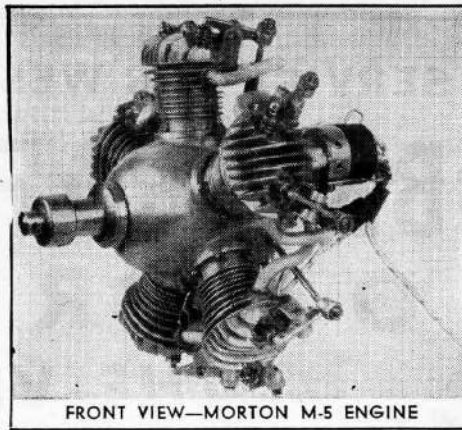
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ing the formers in their proper places. Note that formers 4 and 7 are shortened because of a 1" square of plywood cemented to the inside of the decking. This can be of any thickness that you have available and so is not shown on the former outlines. When the formers have dried in place remove the work from the board and cut two 1" squares of metal, something that can be soldered, such as brass or tin; and using small bolts, bolt them in place on the top of the decking over former 7. Repeat this over former 4, but in this case have a 1/4" turnup at one side, drilled on the face of the flange to take the 3/32" landing gear wire and the 3/32" crossbrace.

After these plates are in place cover the sides of the pontoons with 1/32" sheet, trimming to proper outline after the cement has dried. Repeat this process with 1/16" sheet on the bottoms, using two pieces, one for each side of the vee. Add the balsa noseblocks and trim to shape. Cut away the decking and the bottoms between formers 6 and 6a to form the step vent. This vent is very important to the successful operation of *Fly Baby* as a seaplane. Cover the pontoons with silk, preferably, and apply four or five coats of clear dope. Cement 1/16" square strips of bamboo along the ridge of the vee bottoms to act as keels and skids for dry-land setdowns.

Assemble the pontoons by soldering the two 3/32" diameter pieces of weld rod, 9-3/4" long, which are used as cross-braces, to the front and rear metal plates. As a last step, form and solder in place on each pontoon the rear strut. It is best to do this with the pontoons attached to the front landing gear struts, assuring more accurate alignment.

The pontoons are attached by squeezing the front landing gear struts together and inserting them into the holes drilled in the turned up flange on the inside edge of the pontoon deck. The tension of the spring wire will keep them tight. The crosspieces and rear struts are purposely made of soft weld rod so that minor adjustments can be made in the pontoon angles simply by bending the rod. The rear struts are secured to the fuselage by a string or rubber band connecting the two upper ends and running under the fuselage.

COVERING AND ASSEMBLY—Wings and fuselage are covered in the regular manner with either silk or tissue, silk being the best if the ship is to be flown consistently as a seaplane. Dope the entire outline of each panel to be covered, and lay an appropriate sized piece of covering material over it. Working around the edges, pull out all wrinkles. For the underside of the wing, dope each rib and press the covering into the hollow of the undercamber before pulling out the wrinkles. Be careful not to pull too hard or the covering will pull away from the undersides of the ribs. After the stabilizer is covered fit it in place and cement it. Install the rudder and then fill in the space between the top of the stabilizer and the top of the fuselage with scrap 1/16" sheet balsa.

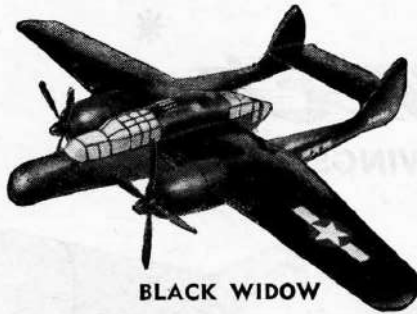
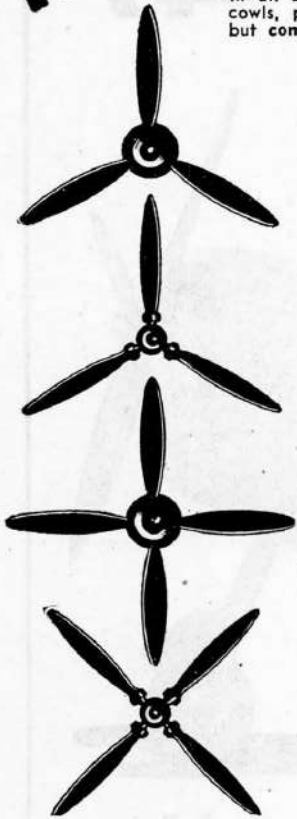
The wing is fastened to the fuselage by rubber bands running from the two hooks built into the centersection to two hooks on each side of the fuselage, cemented to the intermediate longeron of the fuselage at uprights 3 and 4.

Wheels are held in place by a washer soldered to the end of the axle. A quick changeover from wheels to pontoons can be made in the field by twisting the washer off with a pair of pliers and slipping

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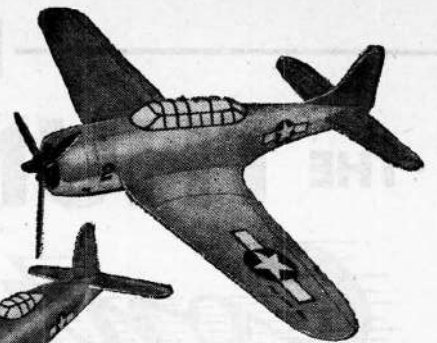
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on the pontoons. The reverse can be accomplished if the landing gear is prepared ahead of time by being sweated with solder, both on the axle and on the washers to be used. In this case the wheel can be slipped on and the heat of a match will melt the solder enough to make the washer stay on.

MOTOR AND WIRING—Because of the great variety of motors and electrical equipment available, no details are shown for their installation. Most flights were made with the Madewell, making the ship Class A. Two pen cells were used and were placed in a box that opened to the outside of the fuselage, making it possible to change batteries quickly without removing the wing. The coil was lashed to the floor between uprights 3 and 4.

Be sure that all electrical wiring is soldered well, and that all wires are as short and direct as possible. A standard wiring diagram is provided for guidance.

FLYING—It is best to test *Fly Baby* as a landplane. See that it balances at a point midway between the wingspars, and that all flying surfaces are free from warps. Put the ship on the ground, headed into the wind, and give it a gentle push. It should raise its tail and taxi straight into the wind for a few yards. Repeat this process, giving harder and harder shoves, until the ship takes off for short hops. When the glide from this level seems satisfactory, pick the ship up and give it a few overhand launches. It should show a slight tendency to turn to the left and the glide should be for thirty or forty feet.

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become more sure of the ship give it more power and continue adjusting until maximum performance is achieved. The original climbed in a tight left circle and glided in a larger circle in the same direction. This consistency is of great help when flying on small fields.

Water flying is much the same. Glide the ship overhead into tall grass a few times to check it, then put it on the water and let her go. Use more power at first, and a slightly longer motor run. Adjustments may have to be made to the pontoon angle before she will take off. To begin, however, have the pontoons parallel to the fuselage centerline.

There you have it, fellows. Get *Fly Baby* built and head for the nearest pond, but don't get your feet wet!

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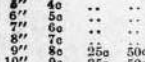
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- 4" 2c 10c 15c
- 5" 2c 10c 15c
- 6" 4c
- 6 1/2" 5c
- 7" 6c
- 7 1/2" 7c
- 8" 8c 25c 50c
- 9" 9c 25c 50c
- 10" 10c 25c 50c
- 11" 11c 25c 50c
- 12" 12c 25c 50c
- 13" 13c 25c 50c
- 14" 14c 25c 50c
- 15" 15c 25c 50c
- 16" 16c
- 17" 17c
- 18" 18c 25c

SKYWAY 6" KNIFE

10c AT DEALER. BY MAIL: KNIFE AND 3 BLADES. 35c (POSTPAID) NO PACKING CHARGES!



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Deluxe, lifelike, stem to stern. Superior 3/16" scale. OVER 100 wood and plastic die cut parts. Completely carved, finished hull. Wood, metal, plastic fittings. Full size plans, photographic assembly-instruction folder, streamlined mounting base.

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MODEL BOOKS

- MODEL GLIDER DESIGN (102 pages) 135 plans, 44 photos, 30 charts \$1.50; W m i l l e r s M O D E L A I R P L A N E D E S I G N By C. H. Grant \$3.75
- TIMERS Hillcrest \$1.25 Austin \$1.50
- COILS Super-Aero \$2.50 New 'Wilco' 1.95 Skyway 1.50
- SPONGE RUBBER WHEELS 2" 40c pr. 2 1/2" 50c pr. 3 1/2" 60c pr.
- PLASTIC W O WHEELS Lightweight, per pair 3/8" 2c, 7/8" 4c, 1 1/4" 7c.
- DOWELS 1/16"x12", 6 for 5c 1/8"x12", 6 for 5c 3/16"x18" ea. 4c 1/4"x18" .. ea. 5c
- SPRAY GUNS Small 10c; Deluxe Large Size, 2 Jars \$1.25
- GAS MODEL BAMBOO PAPER Yellow, Blue, White or Red 3 sheets for 25c
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- AA TISSUE 10 Ass'd Colors dozed 35c Silver ea. 5c

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8-lb. average per bag 2" to 4" wide, 4" to 10" long. Clean stock. \$1.49 value \$3.00 value

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- Motor Mounts, Medium 40c
- Condensers, best qual. 20c; Metal 35c
- Spaghetti Tubing 1/16" 3ft 10c
- Toggle Switch 40c; Lightweight 35c
- SAE 70 oil—1/2 pt. 35c; Pint 50c
- 12" High Tension Leads—Best 15c
- Best Quality H.T. leadwire, 3 ft. 10c
- 20" Booster pads, special, pair 50c
- Masking tape—1/4"x36"—Instruc. 5c
- Alligator Clips 10c
- Neoprene tubing per foot 20c
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- Colored, decal-squadron insignias, 6 pr. per sheet, 10 COUNTRIES! 10 dia. 10c 1 1/2" dia. 15c Prop Spitz, 6c; 8c; 10c; 12c; 15c
- Nose Plugs for 5c, 1 1/2" S, 3/4" 4, 1" 3

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