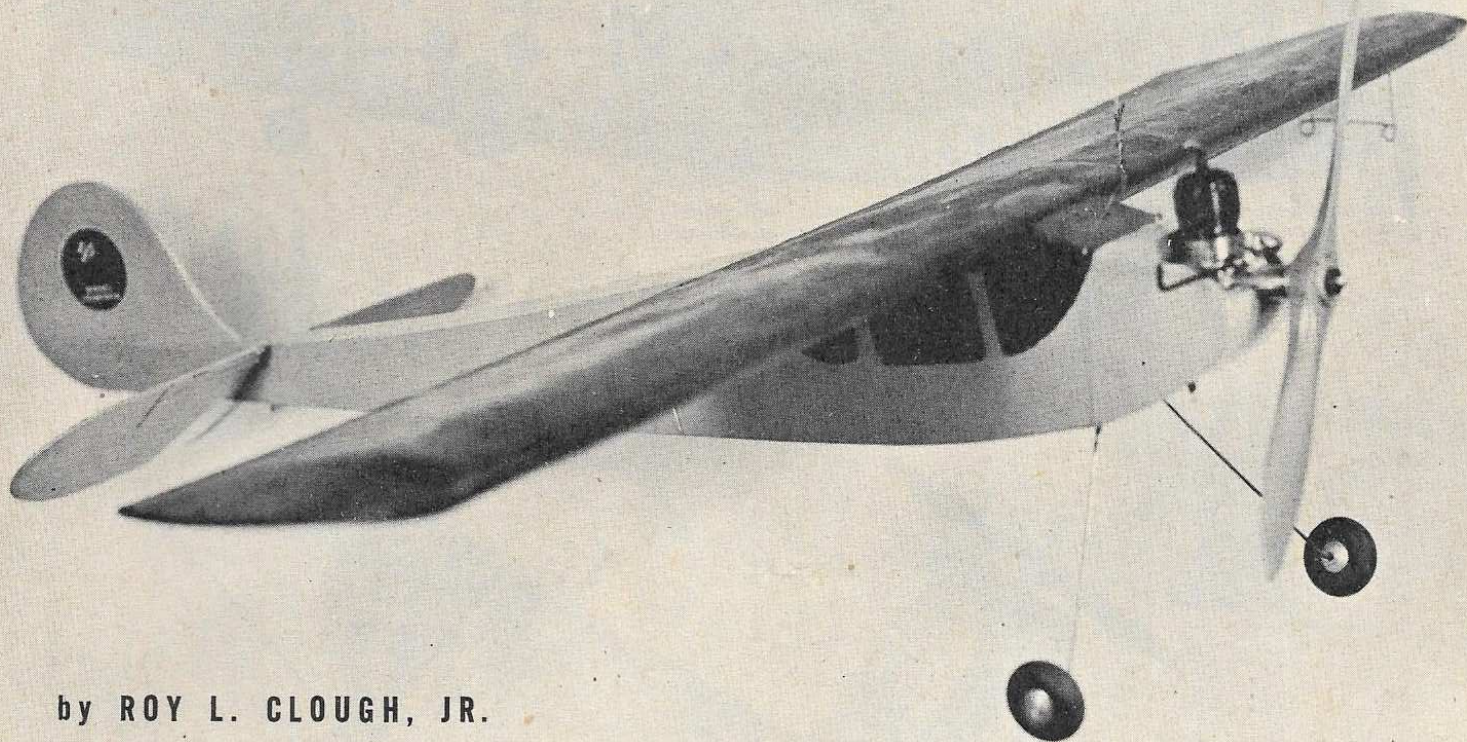


NERVOUS NELLIE



by ROY L. CLOUGH, JR.

Nellie may not be the prettiest bird in the world, but once in the air you can forget the looks and concentrate on putting on a real stunting show.

WE KNOW OUR NERVOUS STUNTER WILL LEAVE THE SPECTATORS REALLY LIMP, BUT HOW ABOUT YOU, CAN YOU ACCEPT THE CHALLENGE OF A FLYING TAIL THAT CAN PRODUCE ALL THE MANEUVERS IN THE BOOK—IF SO, NELLIE IS FOR YOU.

► If you think you are pretty good and want a ship that will leave the spectators weak and shaking, then Nervous Nellie is for you.

Nellie doesn't look nervous. She looks like a gentle old goat with a strong blend of free fighter, but fire up the Mac diesel in her nose, turn her loose and you'll find yourself inventing stunts you'd never think possible.

Vertical eights from take-off; triangular loops; somersaulting end over end in her own prop-wash, all come easily to Nellie. What's her secret?

It's relatively simple. It's a gimmick known as a 'flying tail.'

Consider the average elevator, hinged approximately in the middle; by bending it up or down we deflect the airstream and so move the nose of the model in a new direction. This works quite well, but bending a flat plate in the middle results in a sharply angular section which is highly productive of drag. Thus loss of flying speed occurs to a greater or lesser degree in every

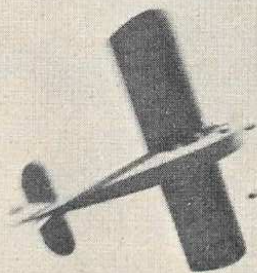
maneuver due to elevator drag in addition to that speed lost due to changing direction against inertial forces.

Nervous Nellie has a different type of elevator. This one is pivoted to rotate—it simply climbs or dives in the propeller wash according to the amount of deflection imposed. Control surface drag is reduced to a minimum and as a result the model whisks through maneuvers like a greased eel.

Tighten up on any stunt and the model simply rotates around its center of lift. Loops of eight foot diameter are not only possible but practical—you have complete control right down to walking speed; just keep the lines tight and you can literally tumble the model end for end without losing control.

Construction:

Nervous Nellie is extremely conventional and straightforward and requires little if any building instructions. The general style and shape of the model was laid



Crisp, fast maneuvers are standard operating procedure as shown in picture of Nellie in flight.

BE SURE TO SEE NEXT MONTH'S AD!

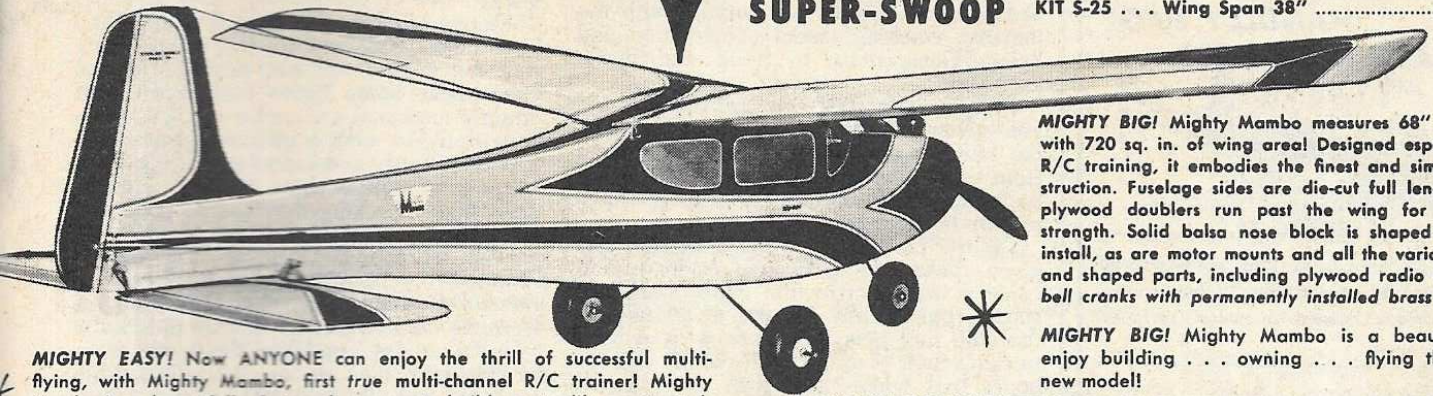
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Mighty Mambo



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MIGHTY EASY! Now ANYONE can enjoy the thrill of successful multi-flying, with Mighty Mambo, first true multi-channel R/C trainer! Mighty Mambo is so beautifully designed, so easy to build, so sturdily constructed, even a beginner can handle it! Amazing stability makes possible the kind of R/C flying you've dreamed about . . . (and Mighty Mambo can be flown for intermediate and rudder-only flying, too!)

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MIGHTY BIG! Mighty Mambo measures 68" tip to tip with 720 sq. in. of wing area! Designed especially for R/C training, it embodies the finest and simplest construction. Fuselage sides are die-cut full length. Inner plywood doublers run past the wing for maximum strength. Solid balsa nose block is shaped ready to install, as are motor mounts and all the various die-cut and shaped parts, including plywood radio horns and bell cranks with permanently installed brass bushings!

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able to use plenty of prop—about a 9-6 to keep it from running ahead of itself and misfiring.

Flying:

Nervous Nellie, for all her lightning fast control reactions, is not tricky and is no more difficult to fly than any other hot stunt job—which means of course that it is no ship for a beginner to learn on. Just be certain the elevator is not cocked sharply one way or the other before you signal your helper to turn her loose. With the low weight and high power take-off run is practically non-existent. We find 50' dacron lines and a Thimble-Drome plastic reel handle an ideal combination.

Nervous Nellie

(Continued from page 17)

out to provide the greatest contrast possible between upright and inverted flight—too many stunt jobs in this writer's opinion, present the same basic appearance one way as the other, thereby spoiling much of the effect of inverted flight. When this job is on its back it looks upside down.

When building it up remember to check alignment carefully and put in the proper amount of downthrust shown to compensate for the high wing position. The elevator layout is self-explanatory but use care in soldering and make certain the tail assembly works freely.

We used a McCoy .09 diesel in the original and found it to be about the hottest compression ignition job we've seen. It is so hot in fact that it is advis-