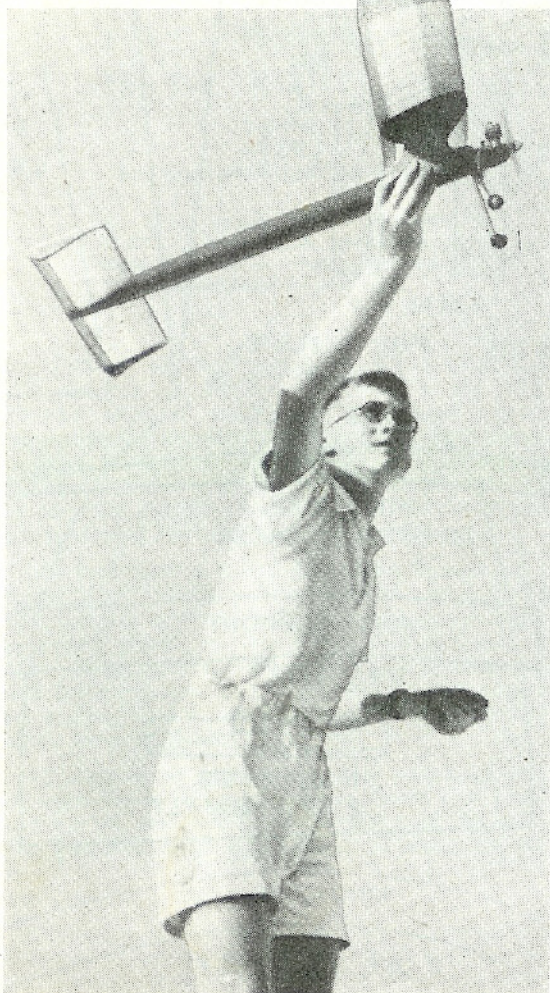


Pussyfoot

A 46 inch CONTEST WINNER
FROM SOUTH AFRICA
FOR THE E.D. BEE DIESEL

By Derek du Toit

Aged 19 . . . member Sky
Roamers (Cape Town) . . .
has tried everything except
radio control . . . a keen Sea
Rover Scout . . . hopes to
visit Europe in '53.



WINNER of both the $\frac{1}{2}$ A Senior Duration and Senior Precision events at the '52 S. African Nats, Pussyfoot comes within the giant killer class, for its power unit is the popular E.D. Bee. With light loading for its total of 382 sq. ins. area, and "Civvy Boy" type long moment arm fuselage it should also become a useful competition job for "open" power contests here. Its best flight in the S. African contest was 5 : 21 off a 12.3 seconds engine run . . . readers who are interested can judge for themselves that this ratio of 26 : 1 is no mean figure for only one c.c.

All set to build? Well, pin down the plan and let's start with the **wing** by pinning down the $\frac{1}{16}$ sheet trailing edge and $\frac{1}{8} \times \frac{1}{8}$ L.E. for the centre portions. Note the curvature required in the lower T.E. which can be aided with cement smears across the grain on the inside face. Add ribs and pre-sanded trailing edge top, then the upper spar. Lift off the board to fit lower spar, and attach upper and lower sheeting. Tip portions are of similar construction, except for ribs (cut by "sandwich" method) and trailing edge with webbing, which are of $\frac{1}{32}$ nd sheet instead of $\frac{1}{16}$ th. All panels are butt joined after pre-cementing.

Tailplane construction requires no fancy work and is quite simple, the **fin** is glued in place after covering and doping. Make certain that the aluminium d/t tubes will not be pulled loose.

Fuselage is also conveniently devoid of frills, and is started by laying out the hard $\frac{1}{8}$ sq. crutch and adding the bearers. If you decide to fit anything other than a "Bee", now is the time to make arrangements accordingly. The design should handle any engine from .75 to 1.5 c.c. Now fit the lower formers while boiling up a length of $\frac{1}{32}$ sheet which is afterwards curved to cover the lower fuselage whilst still pinned down. Made of 16 s.w.g., the undercarriage is sewn on the ply former before sliding onto the bearers, the blocks being fitted on either side.

Construct the pylon separately and allow to set thoroughly before cementing to the fuselage and adding the rest of the sheeting. Odd fillets are cut from scrap, wheels are held on with soldered cup washers, and the whole model covered with light tissue and given two coats of dope.

Even before **trimming** test flights, the left outer panel of the wing should have $\frac{3}{16}$ — $\frac{1}{4}$ ins. wash-in. With neutral rudder, a slow left glide should result. Try all power tests on near full revs. with short runs. Four degrees down and two degrees left thrust were used in the original, which is launched at 45 degrees without any side tilt. Prop is an 8 x 4 ins. Use tail incidence so that the job seems to stall but is only $\frac{1}{4}$ in. away from it, and be very careful with that rudder.

You'll find her a real "Pussyfoot" on the glide and easy to handle on power—the only warning point being never, never forget to fit and light the d/t! It has been known to hook a riser at less than ten feet!