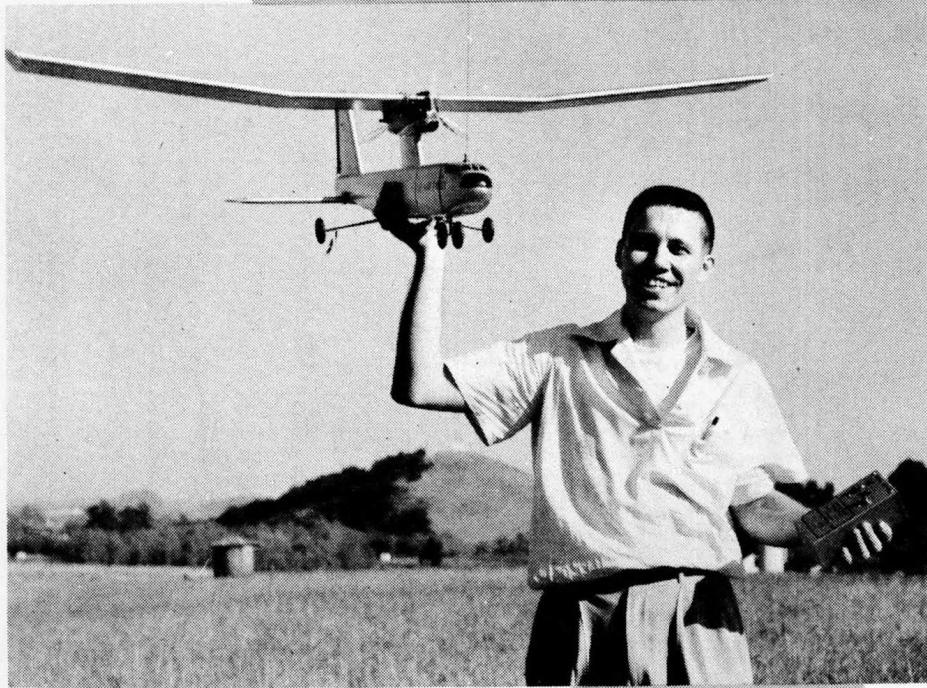
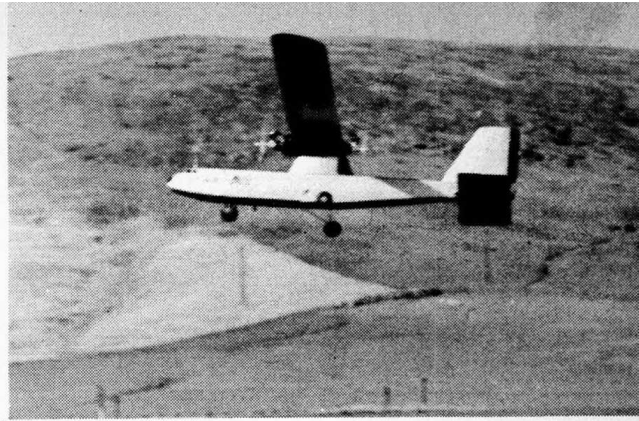


# TANDEM BOMBER



Above: The Bomber takes wing in a nice steady pattern. Clean functional lines are dressed up to look like an Air Force ship, providing that semi-scale look that's getting popular all over the nation. Bill had loads of fun with this one and claims that she'll also fly on one engine.

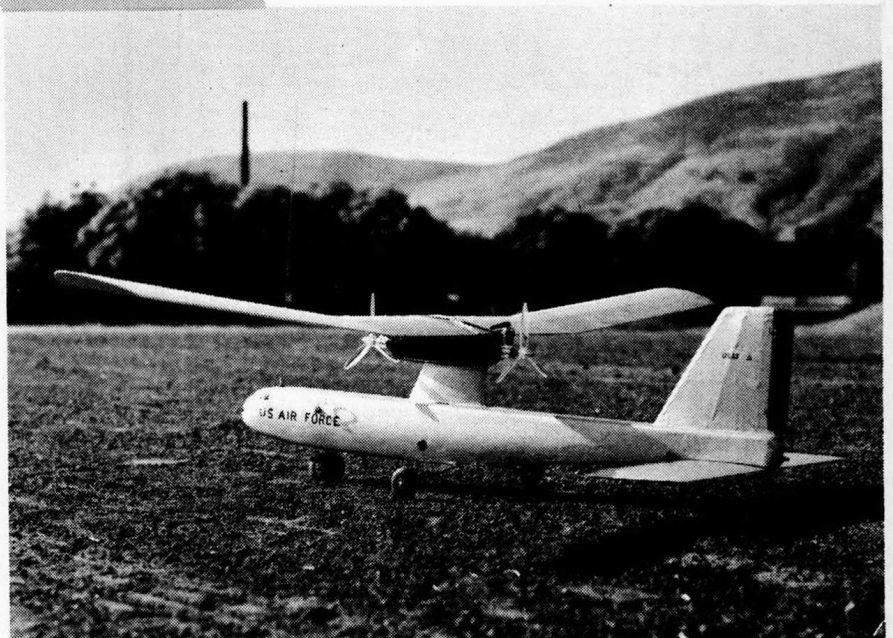
by William L. Eckmeier

● The "Tandem Bomber" is a high-wing R/C model plane powered by two  $\frac{1}{2}$ A engines mounted in pusher-tractor combination. With sport flying and the pylon racing events stimulating additional interest in R/C flying, this model should fit into many a modeller's program, if he is looking for something new and different.

The initial flight test of the "Tandem Bomber" was conducted under less than ideal conditions. The wind was more than desired but was relatively steady. A series of glide-tests were made before the correct stabilizer angle was obtained to prevent stalling. The tanks were then filled and the power unit attached to the model.

Each engine was then started and individually adjusted for the correct fuel mixture. The tanks were "topped-off," the radio was turned on, and both engines started. Prior to launching, the model was held long enough to blip the transmitter several times, while observing the operation of the rudder.

The model nosed into the wind after



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**TANDEM BOMBER**

it was launched and climbed steadily. Several turns were executed with no

tendency to porpoise when coming out of a turn. The plane maintained altitude after the forward engine stopped, until the rear engine ran out of fuel. At this point, the model was located down-wind from the starting site.

A series of controlled turns during the glide brought the model to a landing nearly on the spot. During the test flight it was noted that the model responded quickly to control and the newly designed Babcock equipment performed perfectly.

The primary considerations during the design of this model were simplicity of construction, strength, and durability. Additional structure or more complex construction methods were avoided whenever these steps would enhance only the appearance of the model. Fiberglass is used on the fuselage for increased strength and a smoother fuel-proof finish. This covering requires additional time and effort; however, the improved appearance and additional strength are desirable. If the model is preferred without the fiberglass, the builder may use medium-

hard balsa sheeting for the sides of the fuselage.

The "Tandem Bomber" was flown more than twenty times during the intensive testing program. An increase in the wing area from 345 sq. in. to 386 sq. in. reduced the forward speed; however, this places the model within the specifications required by the AMA for pylon racing and made the model much easier to fly. Only one structural weakness showed up after a long spiral dive, when because of locked controls, the model crashed into a runway. The weakened pylon was rebuilt, and improved construction was incorporated in the final plans—shown here.

Construction of the fuselage is begun with the straight top piece pinned to the work surface. After the bulkheads and stringers are added, the nose and tail blocks may be cemented into place. When the side sheets have been fitted and the cement hose set, sand the top piece and end blocks. The controls (Escapement or servos) should be installed prior to adding the bottom, for easy

access. The engine nacelle is cemented together in the form of a box with plywood motor mounts forming the ends. The pylon and rudder may be assembled on the fuselage. Alignment of these parts may be checked with the aid of a draftsman's triangle and a centerline drawn on the fuselage top.

The plywood bottom piece, for the mounting of the landing gear, is sawed out, and the landing gear bolted into place with "J" bolts before soldering the wire or cementing the plywood to the fuselage.

The use of a master-rib template for the wing ribs reduces the time required to cut out the ribs and aids materially in the production of uniform ribs. This master rib may be made from thin plywood or tin can stock that has been flattened.

A strip of thin sandpaper cemented to one edge of a piece of wing spar can be used to smooth out the irregularities of the rib notches when they are stacked together. If the depth of a spar

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# TANDEM BOMBER

is not sufficient, this tool provides a simple method for lowering all notches simultaneously. Three identical 18" panels are built for the wing with one used for the center-section. (See plans). Silk covering for the wing and stab is recommended over paper covering.

The model may be flown as shown with two engines, or as a tractor or pusher single-engined model. Single-channel or multi-channel R/C equipment may be used. The original model is able to maintain altitude on only one engine even though the total weight is nearly three pounds. The recommendations of the manufacturer for the equipment that is used in your model should be followed carefully to insure reliable operation.

The arrangement of the batteries, as shown on the plan, was necessary to obtain correct balance without the addition of ballast. The exact location of the batteries and boxes should be determined after the model is completely assembled so that correct balance may be obtained.

Test flying of the model should be done with the radio equipment installed. A ground distance check of the radio of at least ¼ mile, with and without the engines running, is a necessity to prevent R/C problems from showing up after the model is launched.

Trim the model for a straight glide by adding shims to the wing or stab. The two engines should be started individually and adjusted for smooth operation. The recent developments in ½A engines has made multi-engine models practical since most of these engines are exceptionally easy to start.

Three-bladed plastic propellers were used with a tractor prop on the front engine and a pusher prop on the rear engine. If one of your engines is slightly harder to start than the other, try the more difficult one first. Next, make a quick check to see that both engines are turning in the correct direction prior to launching.

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