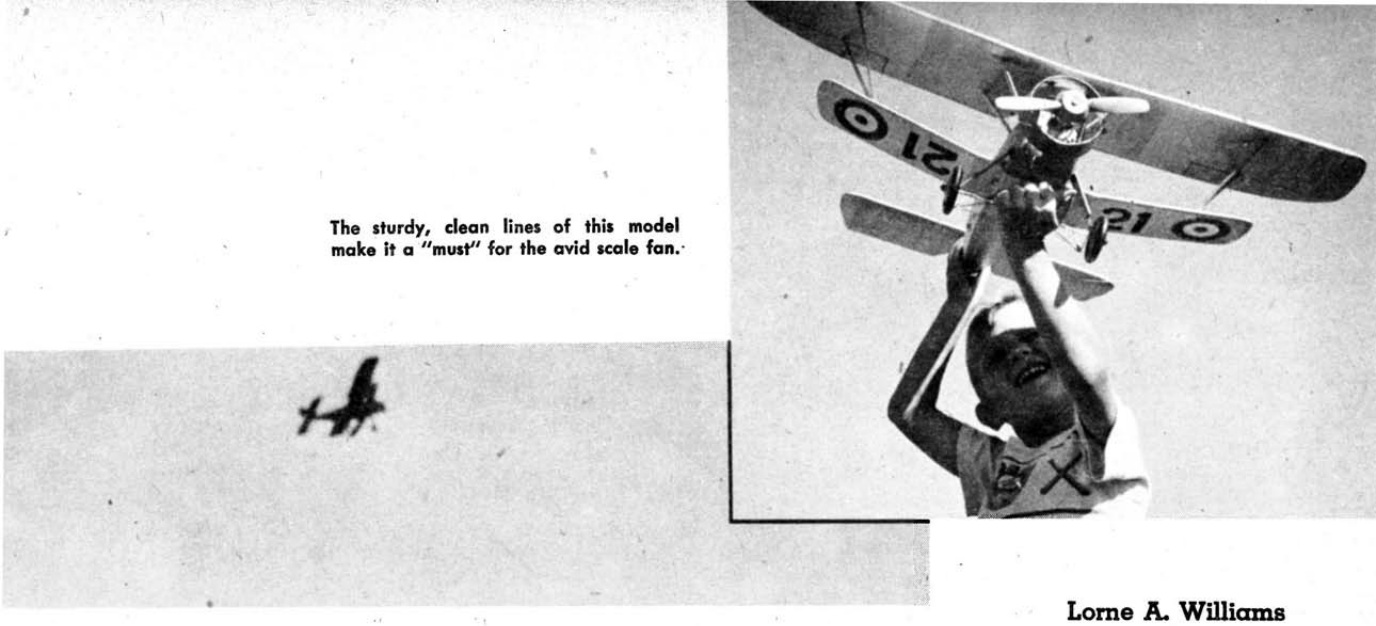


The sturdy, clean lines of this model make it a "must" for the avid scale fan.

Lorne A. Williams

WHITWORTH SISKIN

● Although many model builders shy away from the free-flight scale class, it can be assumed that a large percentage of this shy type would like to venture into this most fascinating of model aircraft fields. It is to be hoped that the model described here will introduce some new fans to free-flight-scale and give diehards something new to chew on.

Not a well known aircraft as glamour goes, the Armstrong Whitworth Siskin filled the gap between wars when biplanes were in their heyday. A standard day and night fighter of the R.A.F., it was chosen as the first actual fighter plane of the then young R.C.A.F. (Royal Canadian Air Force). Oldtimers might recall the Siskin "flight" that paid its annual visit to the Cleveland Air Races and Canadian exhibitions to display their aerobatic skills. Classed as a sequi-plane, or wing and one half, it had its own distinctive appearance in the air even in those days. Termed in the manufacturer's handbook as a plane with exceptional stability and maneuverability (an unusual combination for a fighter plane), it has certainly lived up to its reputation on the first count anyway, and the latter could only be proven by experience or radio control.

The model has been designed structurally to withstand a maximum amount of punishment without sacrificing scale too much. The scale of 1" to 1' was used —the tail is increased slightly. Knock-off wings and collapsible landing gear have proven their worth in one or two encounters with trees and such, requiring only fabric patching and re-assembly of the knockoff wings to permit flying gain. Full power of a ½A diesel really takes her up so be cautious and have ample room to fly.

The plans and detail drawings should be self explanatory but a brief review might be helpful:

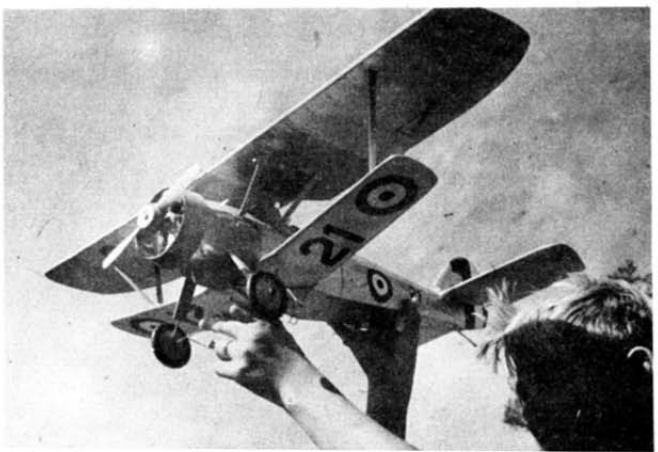
UPPER WING: Ribs are cemented in two separate pieces to the front and back of the re-inforced spar which encloses the spar completely. Cap-strip all top and bottom ribs excepting those at the center-section where it is sheeted. Center wing struts are bolted to the plywood bases which permit easy removal since the nut is permanently cemented to the base inside the wing. "V" struts push into the slots provided for them, and are for a snug push fit only. The struts pull out if wings are knocked off.

LOWER WINGS: Build the center-section of the lower wing first, making certain that a good fit is made where it fits into the fuselage cutout, and that front wing dowels engage the holes in former "C" accurately. The outer panels may be made separately and butt-cemented to the center-section along with the dihedral braces.

The upper wing is adjustable forward and backward in the body slots, and is held in place by rubber bands

(*Please turn to Page* 49)

Few models are detailed as completely as is this McCoy diesel-powered Siskin. Note the scale spinner, cowl, markings, wheel and cabane struts.



This model is not as difficult to build as it looks. Though it is true that there are many parts, they are easy to make using full-size plans.



WHITWORTH

(*Continued from Page* 10)

passing through the body to the strut hooks. A wire hook is required to pull the rubber bands through the body after hooking them on one side. The lower wing is held in place by the front wing dowels, and rubber bands crossing from the center front body dowel to the back side dowels under the body. Bolt the rear landing legs to the lower wing plywood base, before cementing the bottom facing in place.

FUSELAGE: Cut out the body keel and cement the formers in their proper slots. Each former is made of three separate pieces butt-cemented together—excepting formers "A", "B", "J" and "K." Cement the bottom sheeting in place, and follow through with the stringers, and top and front sheeting. Scallop out the formers where they are fabric covered, so formers will not show through. Note the front soft balsa corner pieces between "A" and "B."

All struts, cowl and brackets and rear landing gear legs are cut from 22 or 24 gauge medium-hard dural. Space them with thin balsa and sand them to a streamline section. The outer wing struts should be under a slight pressure, from the top and bottom wings when pressed into position. Silk was used for covering, and is finished with two clear and two aluminum coats.

Numbers and decoration were put on by hand, but decals will do the trick too. Imitation lacing was drawn on.

The Siskin described here differs only in the Townsend ring, and lack of long exhaust stacks which run back on the fuselage center-line to the roundel, from the type flown by the R.C.A.S. This later model was chosen to eliminate the duplication of the 14-cylinder twin-row radial engine which was exposed in the aforementioned plane. However, the ½A diesel would merge nicely into a dummy motor for scale effect, as it is completely enclosed.

FLYING: Test glide over long grass until a slightly down, and to the right, glide is obtained. Forward and back adjustment of the top of the center struts—(front or back), allows ample adjustment for varying trim.

BILL OF MATERIALS
(Balsa unless otherwise specified)

3—1/16" x 3" x 36"	Ribs, formers, keel
3—1/32" x 3" x 36"	Wing covering, stab covering, fuselage planking
1—1/8" x 3" x 36"	Wing, fuselage, tail
2—1/2" x 3/16" x 36"	Wing spar, trailing edge
4—1/8" x 1/4" x 36"	Wing and rudder spars
1—3/32" x 1/8" x 36"	Wing spar
1—1/4" x 1/4" x 36"	Top leading edge
1—3/16" x 3/16" x 36"	Lower leading edge
2—1/16" x 1/8" x 36"	Lower spars, stab spars, rudder, ribs
1—1/8" x 3/8" x 36"	Lower trailing edge
1—1/8" x 1/2" x 36"	Stab trailing edge
1—1/8" x 1/8" x 36"	Stab spars, rudder spars
1—1/16" x 1/4" x 36'	Stab spar

1/16" plywood; 1/32" dural; 1/2" x 2" x 6" soft balsa block; 1-1/2 yards silk for covering; 1/16" piano wire; 1/32" piano wire; two 2-1/4" wheels; cement; dope; pins; nuts and bolts; colored dopes for trim; scrap metal, tincan stock or shim material; plastic tubing; paper; tank; McCoy .049 diesel, or similar engine.