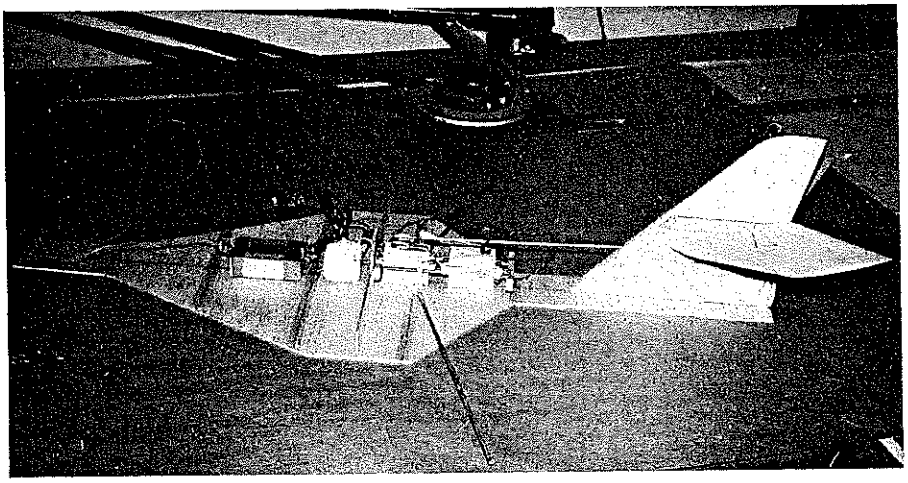
The radical looking new Air Force bomber makes a surprisingly good-flying RC model.

George M. Myers

the B·1

Right: First-class scout Timothy J. Myers presents finished B-1. He has merit badge for full-size aircraft but would you believe that Boy Scouts no longer offer merit badges for model airplanes? Below: Build the tail, set up control arrangements, and try it for size on flat bottom of airplane. Bottom: Fuselage sides in place, right inner panel covered. Fillet formers in place on right wing cover; left wing shows internal details.



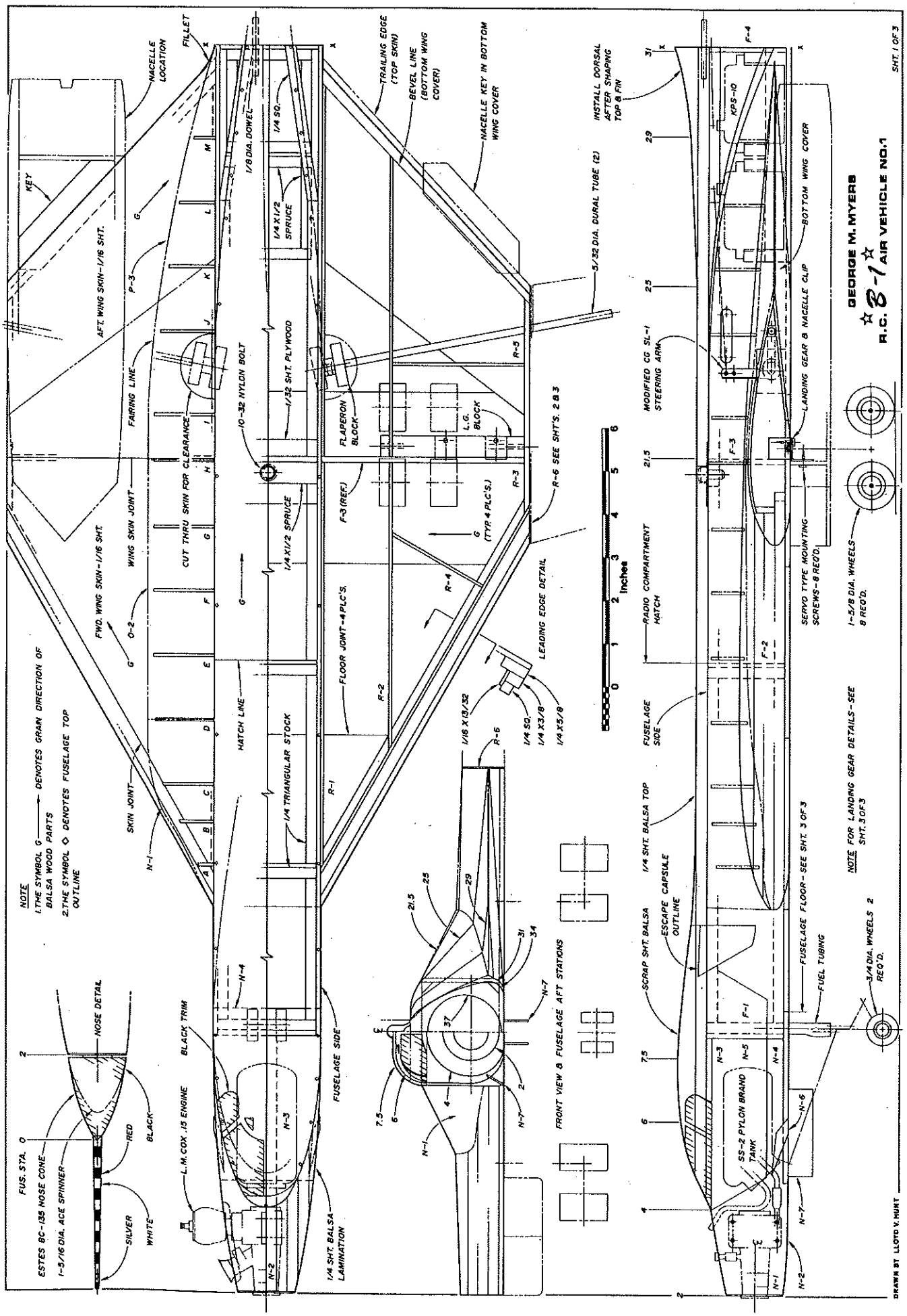
ON DECEMBER 23, 1974, B-1/Air Vehicle No. 1 lifted off the runway at Palmdale, CA, for an 85-minute flight to the Air Force Flight Test Center at Edwards Air Force Base, CA. During the flight, the variable sweep wings were kept in the full forward position (15°sweepback) and the landing gear was kept down and locked. Gross weight at brake release was 280,000 pounds, and the maximum speed in this flight was 190 knots.

This model represents the aircraft at that particular instant in time, and is intended for Sport Scale usage. It is large enough to accept most radio equipment, and has been sized around the 1/2A pylon racer rules. It will accept members of the L. M. Cox family of engines from .049 through .15 cubic inch displacement, which should make it attractive to the hundreds of thousands of those engine owners.

You can use everything on the plans, with a good .15. If you use the smaller motors you have to be weight sensitive. Leave off the landing gear for .09, and hand launch it. It will look better in flight anyhow. When you go to .049 you use a lightweight 2-servo airborne unit, and you build very light. Don't even put in the landing-gear blocks, and consider replacing the nacelles with silhouettes cut from ⅛" balsa and stuck on the wing.

The model was scaled from photographs published in various issues of *Aviation Week & Space Technology* and several deviations from scale have been included in the model. They are:

- Fixed wings rather than variable sweep.
- Thick wings to match ½A racer


GEORGE M. MYERS
R.C. B-1 AIR VEHICLE NO.1
SHT. 1 OF 3
DRAWN BY LLOYD V. HUNT
NOTE
1. THE SYMBOL G ——— DENOTES GRAIN DIRECTION OF BALSA WOOD PARTS
2. THE SYMBOL ◇ DENOTES FUSELAGE TOP OUTLINE
NOSE DETAIL
ESTES BC-135 NOSE CONE
1-5/16 DIA. ACE SPINNER
FUS. STA. 0
RED
BLACK
SILVER
WHITE
L.M. COX .15 ENGINE
BLACK TRIM
FUSELAGE SIDE
1/4 SHT. BALSA LAMINATION
SKIN JOINT
HATCH LINE
1/4 TRIANGULAR STOCK
FLOOR JOINT - 4 PLC'S.
FWD. WING SKIN - 1/16 SHT.
WING SKIN JOINT
CUT THRU SKIN FOR CLEARANCE
FAIRING LINE
AFT. WING SKIN - 1/16 SHT.
KEY
NACELLE LOCATION
FILLET
1/8 DIA. DOWEL
1/4 SQ.
1/4 X 1/2 SPRUCE
1/32 SHT. PLYWOOD
10-32 NYLON BOLT
F-3 (REF.)
1/4 X 1/2 SPRUCE
FLAPERON BLOCK
L.G. BLOCK
G (TYP. 4 PLC'S.)
TRAILING EDGE (TOP SKIN)
BEVEL LINE (BOTTOM WING COVER)
NACELLE KEY IN BOTTOM WING COVER
5/32 DIA. DURAL TUBE (2)
R-6 SEE SHT'S. 2 & 3
LEADING EDGE DETAIL
1/16 X 13/32
1/4 SQ.
1/4 X 3/8
1/4 X 5/8
FRONT VIEW & FUSELAGE AFT STATIONS
INSTALL DORSAL AFTER SHAPING TOP & FIN
MODIFIED CG SL-1 STEERING ARM
RADIO COMPARTMENT HATCH
FUSELAGE SIDE
1/4 SHT. BALSA TOP
ESCAPE CAPSULE OUTLINE
SCRAP SHT. BALSA
SS-2 PYLON BRAND TANK
FUSELAGE FLOOR - SEE SHT. 3 OF 3
FUEL TUBING
NOTE FOR LANDING GEAR DETAILS - SEE SHT. 3 OF 3
3/4 DIA. WHEELS 2 REQ'D.
1-5/8 DIA. WHEELS 2 REQ'D.
SERVO TYPE MOUNTING SCREWS - 8 REQ'D.
LANDING GEAR & NACELLE CLIP
BOTTOM WING COVER
KPS-10
Inches

rules.

- Enlarged stabilator area for stability and increased control authority.
- Commercial Spinner replacing the radome and air data probe (a common-sense safety precaution).
- The wing inboard panel trailing edges have been faired to completion to permit ½A flying without the nacelles, landing gear and third servo.
- The motor and propeller in the nose is a response to the lack of suitable sizes of jet turbines in the hobby market.

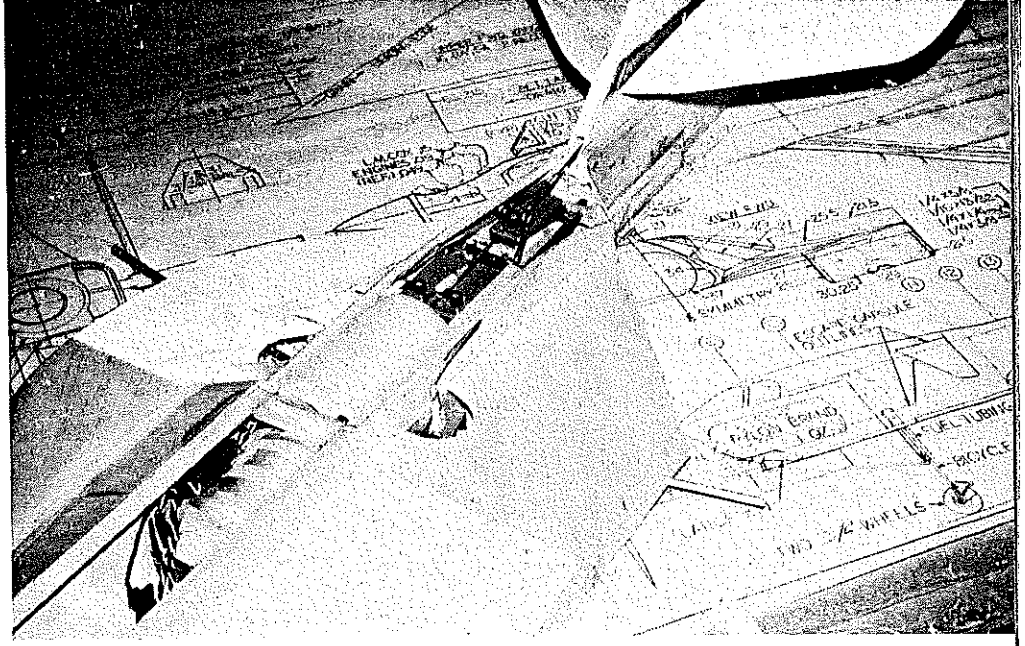
If you plan on using the larger engines, and plan to add all the scale details, expect a finished weight around 44 ounces. The table below presents some comparisons that you may find interesting.

Item	1/2A Racer	.049 B-1	.15 B-1	QM Racer
Engine	.049/.051	.049	.15	.15
Wt (oz.)	20 to 32	22	44	40 min.
Wing Area	200 min.	327	327	300 min.
Cross Sect.	8.5 min	10.5	10.5	2-1/2 x 5

CONSTRUCTION

Begin by buying all the necessary materials, then cut out all of the parts. The work will go much faster if you make up a kit for yourself. Pick C-grain balsa, 4 or 5 pounds per cu. ft. stock, Contest Grade wood if you are planning to build for an .049 engine. Use 8- or 9-pound stock for .15 engines.

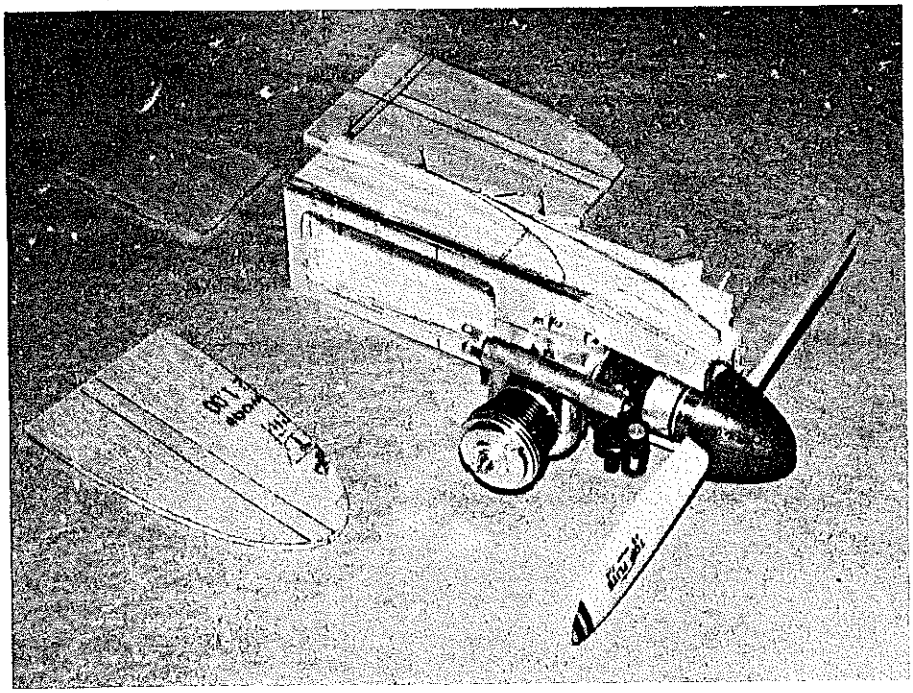
Start by splitting the foam wing and installing the spar. Any sharp knife will do the job, if you use a straight-edge to guide the cut, and make many passes rather than trying to do it all on the first cut. Foam also cuts easily under most saws. Shaping the wing tips is easy if you trace the upper and lower outlines on the respective surfaces, and cut between them with a razor, taking small cuts as you approach the lines.



Spruce beams added, built-up tail cone in progress. Note aileron torque-tube installation and how SA-1 installed in fillet area to make room for foam sleeve protecting receiver.

Next on the list will be the fuselage. Clear the flattest spot on your building board and tape down a piece of unwrinkled brown wrapping paper. Lay out the full-size pattern for the fuselage bottom, using the dimensions shown on the plan. Build up the fuselage on this pattern, because building over the plans makes them hard to read. The main thing to remember is to measure everything twice before cutting it once. Fit all the fuselage parts together before gluing anything, and keep checking left- and right-hand parts, to make sure that they are the same size. Do not install the fuselage top until you have completed the fin, with the horizontal tail control mechanism inside. Do not put on the wing skins before completing the Flaperon torque tube installations. Do not install the fillets before you have completed the servo installations. Got all that?

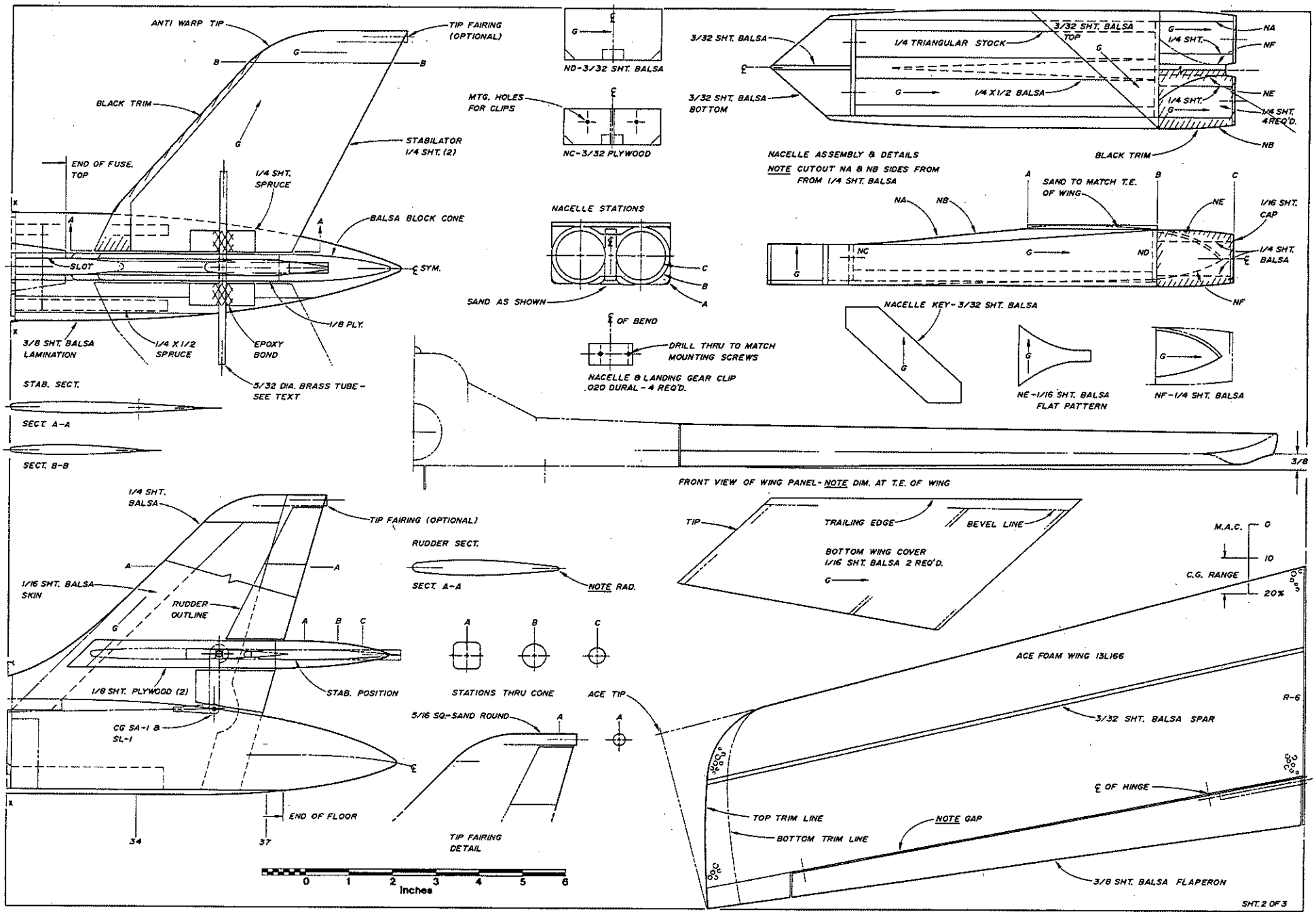
Nose block assembly built up around engine and tank using bits of sheet balsa. Plywood flanges added later to insure that a good gluing surface is made available.



I used a stabilator setup, in which each half of the horizontal tail moves independently for roll control, and they move in the same direction for pitch control. This is scale for the airplane, but hardly worth the effort. The plans show a flying tail setup, in which the horizontal tail moves as a unit. It's much simpler to build, and will fly the same. Just make sure that your servo can give you 15°up-and-down motion (¾ in. each way, measured at the leading edge of the stabilator next to the fin). Make up the tail assembly and install it as shown on the plans. During construction, secure those CG SA-1 steering arms by drilling ⅛ in. holes in the torque tubes to receive the locking screw, Drive the screw into the tube and secure it against backing out with a dab of epoxy.

Next on the list is the radio installation. Once again, the plans show the easy way. I used a setup which permitted the aft servo to be pushed back and forth by one of the forward servos, in order to provide mixed pitch and roll inputs to the stabilator. The servo was mounted in a hollow square cut from ⅛" plywood and bound and epoxied to 5/16" inside diameter aluminum tubes which slide over 5/16" outside diameter brass tubes epoxied into spruce beams laid across the floor beams. The photos should make it clear. My suggestion to you is to use separate, solidly-mounted servos for the ailerons and flying tail, as shown on the plans. At any rate, the important thing is to get it all done before you try to install the aft fairing covers, which will make the area rather inaccessible.

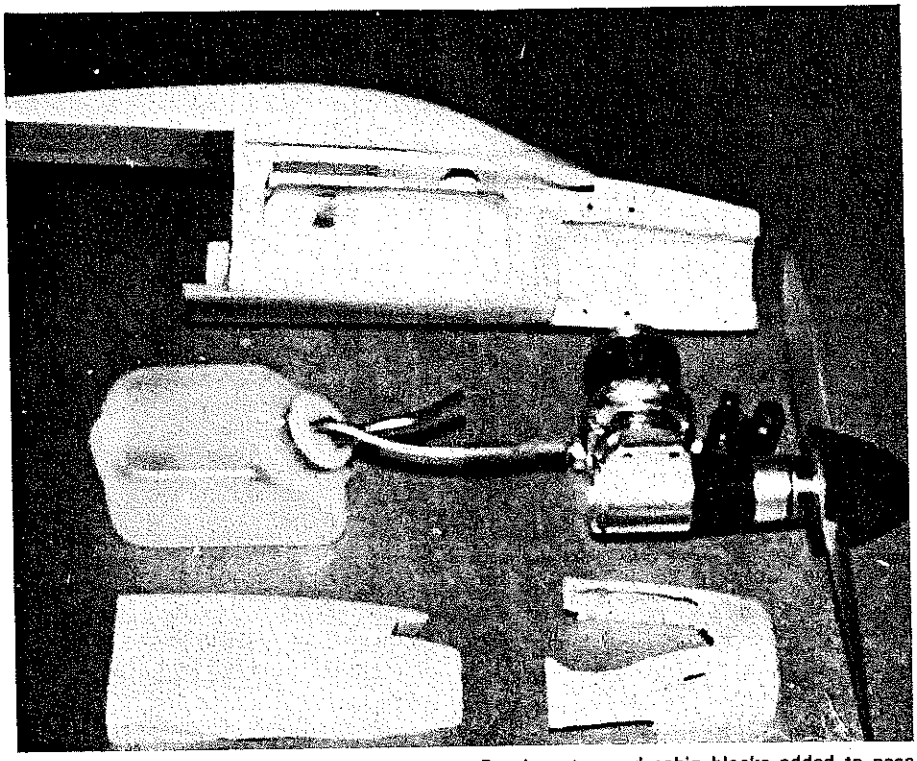
Mount the engine and tank on the crutch


ANTI WARP TIP
TIP FAIRING (OPTIONAL)
BLACK TRIM
STABILATOR 1/4 SHT. (2)
END OF FUSE. TOP
1/4 SHT. SPRUCE
BALSA BLOCK CONE
SLOT
℄ SYM.
1/8 PLY.
3/8 SHT. BALSA LAMINATION
1/4 X 1/2 SPRUCE
EPOXY BOND
5/32 DIA. BRASS TUBE - SEE TEXT
STAB. SECT.
SECT. A-A
SECT. B-B
ND-3/32 SHT. BALSA
MTG. HOLES FOR CLIPS
NC-3/32 PLYWOOD
NACELLE STATIONS
SAND AS SHOWN
℄ OF BEND
DRILL THRU TO MATCH MOUNTING SCREWS
NACELLE & LANDING GEAR CLIP .020 DURAL - 4 REQ'D.
3/32 SHT. BALSA
1/4 TRIANGULAR STOCK
3/32 SHT. BALSA TOP
3/32 SHT. BALSA BOTTOM
1/4 X 1/2 BALSA
1/4 SHT.
1/4 SHT. 4 REQ'D.
NA
NE
NF
NB
BLACK TRIM
NACELLE ASSEMBLY & DETAILS
NOTE CUTOUT NA & NB SIDES FROM FROM 1/4 SHT. BALSA
SAND TO MATCH T.E. OF WING
1/16 SHT. CAP
1/4 SHT. BALSA
NC
ND
NACELLE KEY-3/32 SHT. BALSA
NE-1/16 SHT. BALSA FLAT PATTERN
NF-1/4 SHT. BALSA
FRONT VIEW OF WING PANEL-NOTE DIM. AT T.E. OF WING
3/8
1/4 SHT. BALSA
TIP FAIRING (OPTIONAL)
1/16 SHT. BALSA SKIN
RUDDER OUTLINE
1/8 SHT. PLYWOOD (2)
STAB. POSITION
CG SA-1 & SL-1
END OF FLOOR
34
37
RUDDER SECT.
SECT. A-A
NOTE RAD.
STATIONS THRU CONE
5/16 SQ.-SAND ROUND
TIP FAIRING DETAIL
ACE TIP
TIP
TRAILING EDGE
BEVEL LINE
BOTTOM WING COVER 1/16 SHT. BALSA 2 REQ'D.
M.A.C.
0
10
C.G. RANGE
20%
ACE FOAM WING 13L166
3/32 SHT. BALSA SPAR
R-6
℄ OF HINGE
TOP TRIM LINE
BOTTOM TRIM LINE
NOTE GAP
3/8 SHT. BALSA FLAPERON
0 1 2 3 4 5 6
Inches
SHT. 2 OF 3

and build up around them with scraps of ¼" balsa sheet. Leave the carving until later, when it's joined to the fuselage. Something on the engine side of the crutch will have to be removable, to allow you to service it. I don't know what engine you will use, so I'll leave it to you to invent what you need. When the assembly is complete, including provisions for the nose gear, remove the nose gear and install the rest of it on the front end of the fuselage. I'd like to suggest that you use Hobbypoxy Formula I adhesive on the plywood parts, and an aliphatic resin like Titebond on the balsa, when working in this area.

Mark the perimeter of the fillets lightly on the wing inner panel upper covers, and trim the edge of the fuselage to a corresponding slope, to provide a gluing surface for the fairing covers. Cut triangles from 1/16" balsa sheet (grain parallel to the long edge) and install them in the locations shown. Always leave some setback from the line, to accommodate the thickness of the covers, which should be tapered to fit the wing skins. Glue the covers in place and blend them into the wing and fuselage with Plastic Wood or Eoxolite. You get to correct one of my mistakes at this point. Add a doubler of 1/16" balsa behind the joint at F.S. 21.5, so your finish won't be making cracks at you, as mine did.

Mount the ¼" balsa fuselage top, and make up a hatch for the radio compartment. The plans show it my way, but you may need something else to accommodate your radio. The structure should be strong enough to accept any reasonable hatch, so long as you don't cut up the wing spar. Install the cabin blocks, and don't hollow them out for lightness. The main structural path for engine loads goes through the cabin area, and we need all the wood we can get, particularly when using the larger engines.



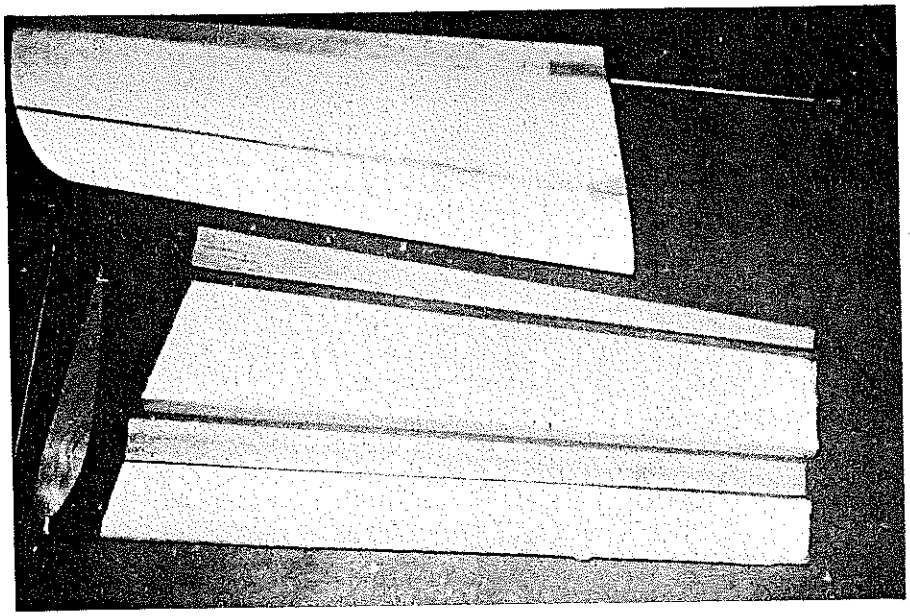
Fuselage top and cabin blocks added to nose assembly. While model is scaled to 1/2A Pylon size recommended engine is a Cox 15. If less power observe weights and tips given in text.

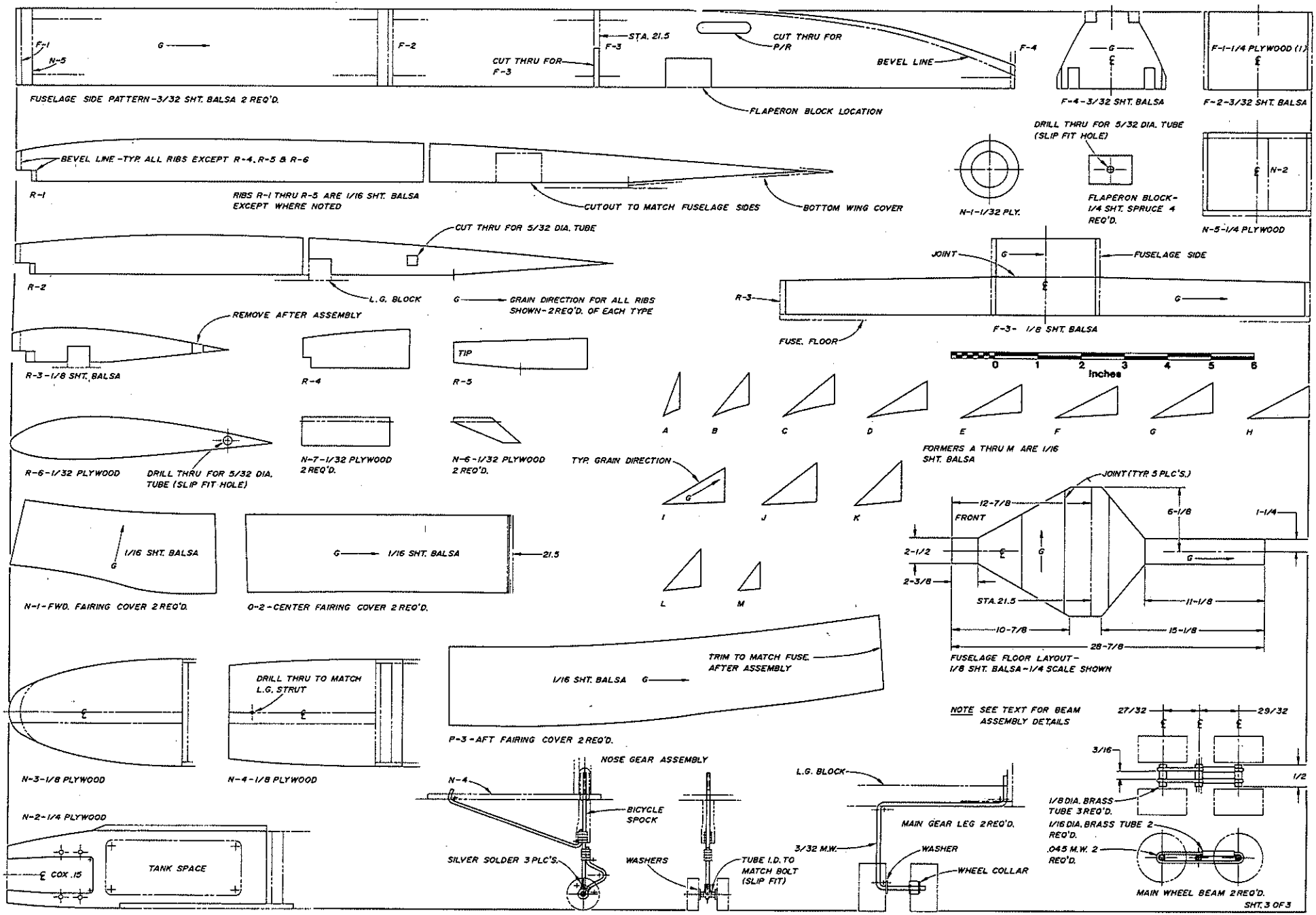
At last you can do what you've been waiting so impatiently for. . . carve. I have included sections of the fuselage which you should trace onto file cards. Make one station per card, and cut out the inside. Mark upper and lower centerlines, and label the card with its station number. For those who have never done any carving before, it's fun and it's easy. You begin by whacking off the corners, taking short cuts with a stiff blade, to avoid splitting the wood. Now go back and whack off the new corners, taking smaller cuts. Check your progress with the station cutouts as a guide for where to cut next. As you approach the final shape, switch to coarse sandpaper, then finer grades. Make corrections with our old friend Plastic Wood. Man, that's beautiful! I don't know any model builder worthy of the name that isn't turned on by nicely blended, flowing lines, and that's what this model has the most of!

If you can't stand the suspense, glue on the wings but don't install the horizontal tail and flaperons. We've got to protect our torque rod exit points from the finish materials. A little more blending and we can sit back and admire it. Build up the nacelles like miniature fuselages, and fit them to the wing lower surfaces, if you want them. A little more carving and that's done.

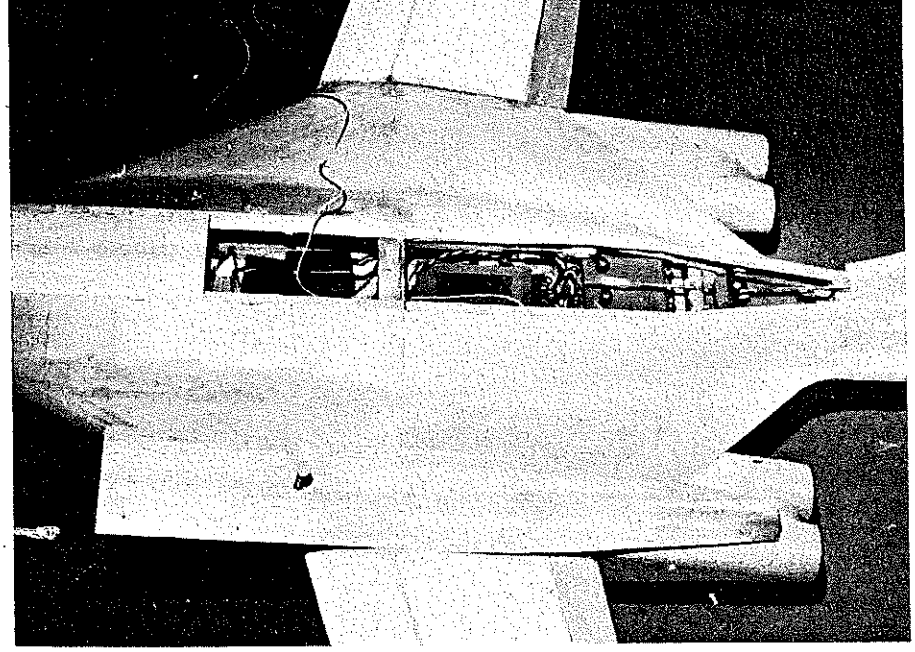
Now for the fun part. Practically everyone dislikes bending music wire, but it can be done, and there are some tools which can make it easier. Get yourself a copy of "Hard-to-find-Tools" from the Brookstone Company, Peterborough, NH, 03458. Look up items T-2336.6 and T-2337.4, Extra-Hard Cutters for spring wire. I bought one and they're great! Also see items U-1649.3 and U-2018.0, which I've never tried, but which look like they could be helpful. Item U-1590.9 silver solder with flux, does a superlative job of bonding music wire and brass tubes. From Allcraft Tool and Supply Co., Inc., 215 Park Avenue, Hicksville, NY 11801, obtain a 3-prong plier, item 1B-10, and a hollow-chop plier, item 1B-13. From your local hardware store, obtain Vise-grip lever-action pliers, made by Peterson

The wing panels, one completed and the other shown as it comes in Ace kit for foam wing. In finished panel, the aileron torque tube shown installed. Model has no vices in flight.




F-1
N-5
G
F-2
CUT THRU FOR F-3
STA. 21.5
F-3
CUT THRU FOR P/R
BEVEL LINE
F-4
FUSELAGE SIDE PATTERN-3/32 SHT. BALSA 2 REQ'D.
FLAPERON BLOCK LOCATION
F-4-3/32 SHT. BALSA
F-1-1/4 PLYWOOD (1)
F-2-3/32 SHT. BALSA
BEVEL LINE-TYP. ALL RIBS EXCEPT R-4, R-5 & R-6
R-1
RIBS R-1 THRU R-5 ARE 1/16 SHT. BALSA EXCEPT WHERE NOTED
CUTOUT TO MATCH FUSELAGE SIDES
BOTTOM WING COVER
DRILL THRU FOR 5/32 DIA. TUBE (SLIP FIT HOLE)
N-1-1/32 PLY.
FLAPERON BLOCK-1/4 SHT. SPRUCE 4 REQ'D.
N-2
N-5-1/4 PLYWOOD
CUT THRU FOR 5/32 DIA. TUBE
R-2
L.G. BLOCK
G GRAIN DIRECTION FOR ALL RIBS SHOWN-2 REQ'D. OF EACH TYPE
JOINT
FUSELAGE SIDE
R-3
FUSE. FLOOR
F-3-1/8 SHT. BALSA
REMOVE AFTER ASSEMBLY
R-3-1/8 SHT. BALSA
R-4
TIP
R-5
0 1 2 3 4 5 6
Inches
A B C D E F G H
FORMERS A THRU M ARE 1/16 SHT. BALSA
R-6-1/32 PLYWOOD
DRILL THRU FOR 5/32 DIA. TUBE (SLIP FIT HOLE)
N-7-1/32 PLYWOOD 2 REQ'D.
N-6-1/32 PLYWOOD 2 REQ'D.
TYP. GRAIN DIRECTION
I J K
JOINT (TYP. 5 PLC'S.)
12-7/8
FRONT
6-1/8
1-1/4
2-1/2
2-3/8
STA. 21.5
11-1/8
10-7/8
15-1/8
28-7/8
FUSELAGE FLOOR LAYOUT-1/8 SHT. BALSA-1/4 SCALE SHOWN
1/16 SHT. BALSA
N-1-FWD. FAIRING COVER 2 REQ'D.
21.5
O-2-CENTER FAIRING COVER 2 REQ'D.
L M
TRIM TO MATCH FUSE. AFTER ASSEMBLY
1/16 SHT. BALSA
P-3-AFT FAIRING COVER 2 REQ'D.
NOTE SEE TEXT FOR BEAM ASSEMBLY DETAILS
27/32
29/32
3/16
1/2
1/8 DIA. BRASS TUBE 3 REQ'D.
1/16 DIA. BRASS TUBE 2 REQ'D.
.045 M.W. 2 REQ'D.
MAIN WHEEL BEAM 2 REQ'D.
DRILL THRU TO MATCH L.G. STRUT
N-3-1/8 PLYWOOD
N-4-1/8 PLYWOOD
N-2-1/4 PLYWOOD
COX .15
TANK SPACE
NOSE GEAR ASSEMBLY
N-4
BICYCLE SPROCK
SILVER SOLDER 3 PLC'S.
WASHERS
TUBE I.D. TO MATCH BOLT (SLIP FIT)
L.G. BLOCK
MAIN GEAR LEG 2 REQ'D.
3/32 M.W.
WASHER
WHEEL COLLAR

SHT. 3 OF 3



At last, all the parts come together and blending with plastic wood starts. Don't use much—it adds weight. Note the hatch and the equipment locations. All-flying tail works well.

The B-1

Mfg. Co., Dewitt, NB. Now you are equipped as I was when I made the landing gear. (Incidentally, those free plugs are for your benefit, not mine. They are good tools that I paid cash for, and you don't find them everywhere you look.)

Now that you're ready to work, cut the brass tube parts by rolling the tubes back and forth on the workbench while pressing down on them with your pocket-knife blade. Keep your fingers away from the cutting edge, because the tubes will separate abruptly, leaving a nicely finished surface. Cut and bend the wire parts with the tools above. Before soldering the main gear walking beam assemblies, make a jig for the axles by drilling three holes in a piece of wood, along a straight line, ⅛" diameter each. The first two holes are 27/32" apart, and the third is 29/32" from one of them. Install 1" lengths of ⅛" diameter aluminum tubing in the holes, to support the brass tubes which form the bearings for our axles. Aluminum is used because the solder won't stick to it. Assemble the wires and tubes, and support them in proper alignment with scraps of balsa. Make sure that the wire doesn't fit so tightly that the aluminum tubes are bent inward. If this happens, the assembly will want to roll in a circle when finished, and that's bad. Now silver-solder the joints, getting a nice, complete fillet at every joint. You can do this with a 27 Watt, 650°F iron, such as is used in radio work, and there will be more than enough heat.

I might mention here that I couldn't find a source of reasonably scale wheels, so I used slot car wheels, T-5 made by Twinn-K Inc., Box 31228, Indianapolis, IN 46231, and sold on a card under the name AJ's Min-i-ture Car Racing Parts, for the main wheels, and I used ¾" diameter Super Jet wheels, by Super Jet, 826 Conklin St., East Farmingdale, NY 11735, for the nose wheels. Shop around a bit, you might find something better. If you use slot car wheels, talk to the man and get something made in the last two years, because the older wheels had poorer bonding, and the tires will spin off on every landing. Use wheel collars on the left side of the plane to prevent the wheels from unscrewing themselves, since slot car wheels are all right-hand thread, as far as I know.

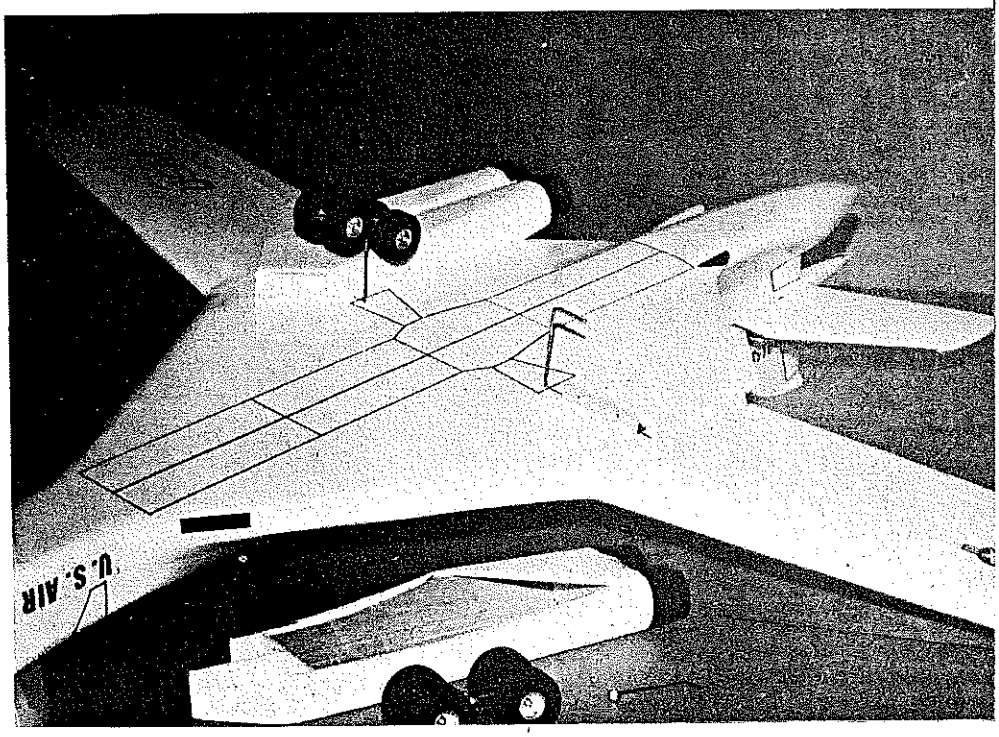
The nose gear is made by a series of bends on a bicycle spoke, 10" or longer, starting at the threaded end, which forms the main attachment. When you've got it done, bind the short parallel section in place with fine copper wire, and silver-solder it in place. If anybody asks you what the lump is for, tell them that it's a shimmy damper. All nose gear are supposed to have them, but a surprising number of models don't. Solder in the axle tube, bolt on the wheels with a #3-48 × 1 machine screw, with stopnut, slip on some pieces of fuel tubing to represent the outer cylinder, and you're done.

Finishing: I covered the model with white Solarfilm, working from back-to-front, bottom-to-top, and tip-to-centerline, so as to have all seams facing aft, out and down. This limits lifting caused by fuel penetration and wind pressure. Trim was black Monokote, black Tactype 4948 letters (which you buy at an art supply store) that transfer to the model when you rub on them with a ball-point pen, and 1½" stars-and-bars from an old plastic kit. Spray Aero-gloss fuel-proofer dope over everything, to keep it in place. The nose ribbon is blue Monokote.

A note or two on covering this model with Solarfilm. The best way to proceed is to clear a large space to work. I use the top of my drawing table, which measures 40 × 72. Next, put something on that surface to protect your model from "hangar rash" (knicks and scratches that come from setting the model on tools, or hitting the corners of the table). I use a wedge-shaped foam pillow for the purpose. Provide yourself with a fireproof place to set the Monokote iron.

Always try to shrink both sides at the

continued on page 102



Finishing and decorating is completed. The bottom view shows methods of attaching the nacelles. Main wheels are slot-car T-5 by Twinn-K, Inc.; nose wheels are Super Jet. (See text).

RC Sport/Van Putte

continued from page 15

difficulties with flying site neighbors, with fellow RC fliers and with other aeromodelers.

Most flying sites have neighbors who are close enough to be bothered by some of the things we do. Certain problems we can do nothing about, but we can alleviate some potential clashes with neighbors.

Mufflers do work and the relatively small expense and performance degradation incurred by using mufflers certainly is offset in the face of a flying site loss due to excessive noise.

Invasions of a neighbor's property have caused problems for many clubs. Airplanes do crash for reasons beyond our control, but we certainly don't have to go tramping through a neighbor's bean field to retrieve the airplane without his permission. The airspace above the neighbor's property belongs to him too and several flying sites have been shut down due to repeated violations of the airspace above an irate neighbor's property.

On the lighter side, have you ever considered having a Club Records Day? There are all sorts of possibilities for records involving RC airplanes. Most of them involve speed or duration, but the events can be tailored to fit a wide spectrum of aircraft types. Let me suggest a few events for your consideration; I'm sure you can come up with many more.

1. Maximum Speed: Two passes in opposite directions are made through a speed trap. The *average* speed is determined by adding the two elapsed times and dividing it into twice the distance for one pass. Break down the competition by engine classes.

2 Endurance: This one is easy: all you need is a watch and a patient timer. By the way, I once flew a Phoenix V powered by an OS 60 Goldhead and starting with 12 ounces of fuel for 38 minutes and 4 seconds from take-off to touch-down!

3. Handicapped Endurance: Each airplane gets 6 ounces of fuel per cubic inch of engine displacement (a .60 gets 3.6 ounces, a .40 gets 2.4 ounces and so on). Be prepared for some long times here, too. My Supertigre S.T. 60-powered Bar Fli once flew for over 19 minutes on 3.6 ounces of fuel!

Once your club has tried a Records Day, you will make it an annual event as my club did—it's a ball.

The contest season is about to start in earnest and all those great contests you hear about every year are getting ready to make their 1976 debut. Why don't you try a few on for size? I hope to see many of you at a contest this year. Look me up. I'll be under the yellow and green dining fly with the Eglin flag on top.

My address is: 12 Connie Drive, Shalimar, FL 32579.

FF Sport/Kuenz

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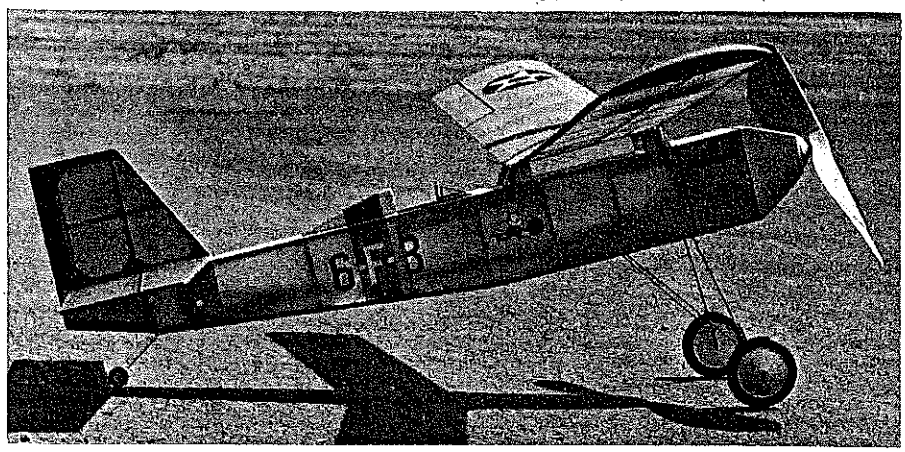
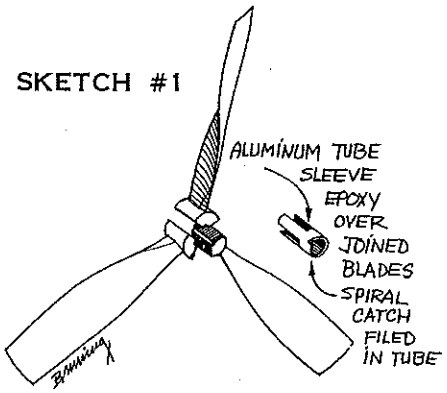
Sporty looking pseudo scale "Navy Flier" by Sherman Gillespie is rubber-powered with free-wheeling prop. Span 26 in. Pic by Jack Stewart.





I get comments on the three-bladed prop used on my Grumman Wildcat built from Earl Stahl plans. This prop is the same as those used by Pres Bruning, our illustrator. Shown in sketch #1, it's made from two Skeeter props in the following manner: Cut the props in half, then bevel the cut edges at the hub to approximately 120 degrees. Lightly score the hub area of the blades to promote adhesion of epoxy. Now, on a flat surface—I use a ceiling tile—draw three lines 120 degrees apart from a point. Push a pin into the point perpendicular to the surface. Smear some oil on the same time, working progressively from tip to root. Cover the hatch cover before you cover the fuselage, because some trimming is always needed, and the airplane is easier to trim. When working over a complex shape, like the nose, tail and/or wing intersections, firmly attach the Solarfilm to the large flat surfaces first, to provide an anchorage for the film. Then heat the film with the iron or hot air gun (preferred) while pulling on the film. With practice, you can cover a tennis ball with one piece of film. Take advantage of the fact that the film will stretch as well as it will shrink.

Flying: Balanced properly and built true, this plane flies well. Set it on a smooth surface, facing into the wind, hold about ⅛ back on the stick, and let her run. Don't hurry things or you can get into trouble. As the plane climbs out, relax a little on the stick to get a very scale-like flight. Trim for level flight, then bank for the turn back. If your flaperons (ailerons) are set to move at least 15° up and down, the roll rate will slow and scale-like. Pull up into a loop and you'll find it turning tighter than you expected, but slowing down significantly whenever the nose is held high. This is due to the nearly-delta planform of the wing center section, and the drag of the nacelles and landing gear. Take them off, and you've got a whole new airplane.

There's just no way to describe the eerie feeling you get when this plane flies overhead at your command. It's very realistic, yet easily controllable. When the engine quits it's a pretty good glider, as long as you keep the nose down and maintain flying speed, yet it slows down to a walk for landing. I've cartwheeled it a couple of times, and the only damage has been wing tips and props. A heat gun will pop out the dents in the wingtips. Enjoy it!

Flying Near Airports? Be Careful!

Free Flight or Radio Control flying near airports, or in any situation which might involve the possibility of models being in the vicinity of full-scale aircraft operations, must be avoided—or conducted so as to eliminate any dangerous situations. Models should not be flown in the proximity of full-scale aircraft operations unless the flyer has someone else with him for the sole purpose of watching for full-scale aircraft and supervising the flying so as to prevent accident possibilities.

B-1/Myers

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