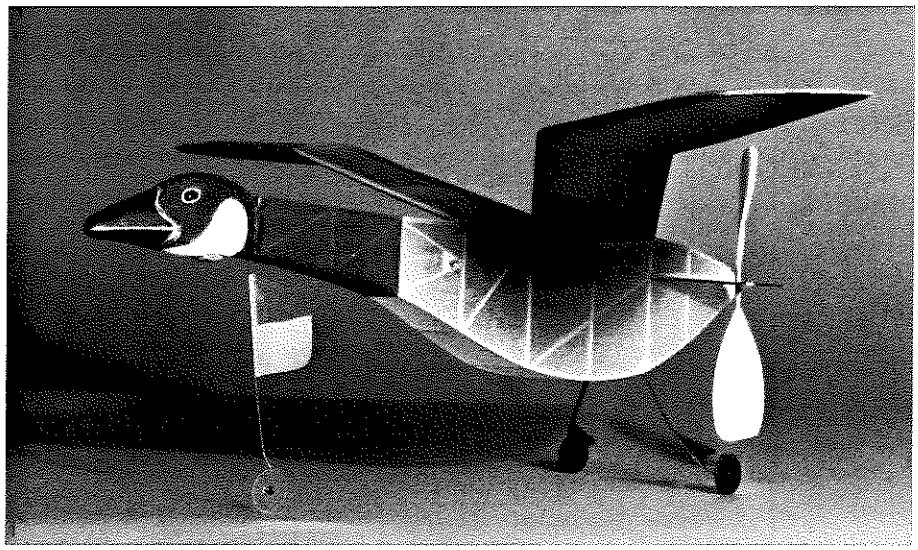
CANADA GOOSE

By PRES BRUNING . . . An interesting variation on a somewhat new theme. Is someone out there working on a flying elephant?



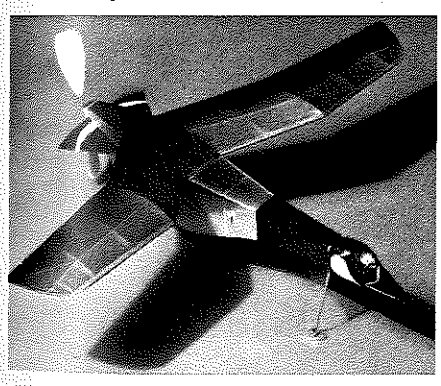
Vertical stabilizers on "legs" and nose gear are clear acetate (reflection from fuselage appears like paint on nose gear). Prop blades from styrofoam drinking cup.

• Why should the Bostonian event be limited to designs that resemble real airplanes? There are many flying creatures in nature that are exiting to watch . . . insects, flying fish, birds, bats, etc.

Speaking of birds, I happen to live in a region dominated by Canada geese. They remind me of a flight of B-17s in majestic formation, and what beautiful markings they have! These wonderful birds inspired me, so I decided to design a flying goose for the Bostonian event. The only rule that might be in contention with my design is the requirement for side and front "glass area" (related to aircraft).

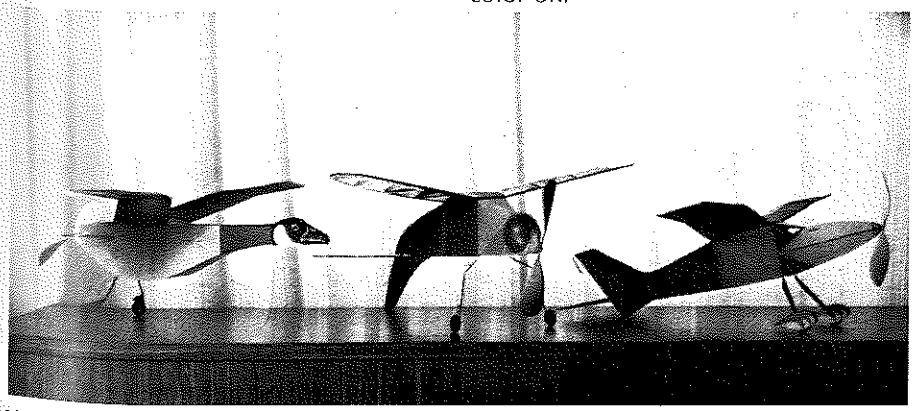
I designed the *"Gone Goose"* as a pusher and as a modified flying wing. Experimenting with small balsa gliders, I found that I had to add tail feathers to prevent a nose-under tendency.

Let's begin construction with the fuselage. Build two profiles from 1/20 square, medium hard balsa, with softer uprights. To get the curved profile, I soaked and bent the pieces over a hot light bulb and pinned them down to the plan. After completing the profiles, remove them from plan and crack the top and bottom at the wing leading edge and trailing edge locations. Pin the two profiles upside down to the plan view of the fuselage and glue in the cross pieces at the rear and forward in the neck area. This ensures right angle construction. Cover with black superfine tissue all around the neck portion back to the third upright. Cover rearward with white superfine tissue. The head was carved from styrofoam and hollowed out only for nose weight. Otherwise carve from balsa. Glue the head on with Elmer's Glue only after the front landing gear wire is epoxied within the front frame members.



Tail feathers had to be added because of a nose-under tendency.

Wing construction is a bit more involved because of the swept forward gull-wing configuration. A jig must be constructed to prop up the wing in the right attitude before adding in the ribs, spars, and diagonal bracing. Note that the airfoil changes from a lifting shape at the tips to a symmetrical one inboard. Cover with superfine white tissue. Water shrink in the pinned down position to avoid warping before airbrushing the color on.



If this is the beginning of a trend, let's call it "The Wildlife Series". Same rules as for the Bostonians, but forget the side and front glass areas. Horsefly and crow ("Heckle") join the goose.

The tail "feathers" are constructed from 1/20 square balsa sticks. Cover these with black superfine and airbrush the white band top and bottom.

I use LUMA water based dies (a custom mix of medium grey brown) in an airbrush, thinned out to a watery consistancy, carefully fogging on the color in a slow build-up and drying process so as not to create dark areas where the tissue might wrinkle.

Apply one coat of 50/50 clear dope/thinner if flying outdoors, otherwise only on the fuselage between the motor peg and the prop. Keep the weight down to .7 oz. minimum. The body paint pattern is indicated on the plan: also a grey brown.

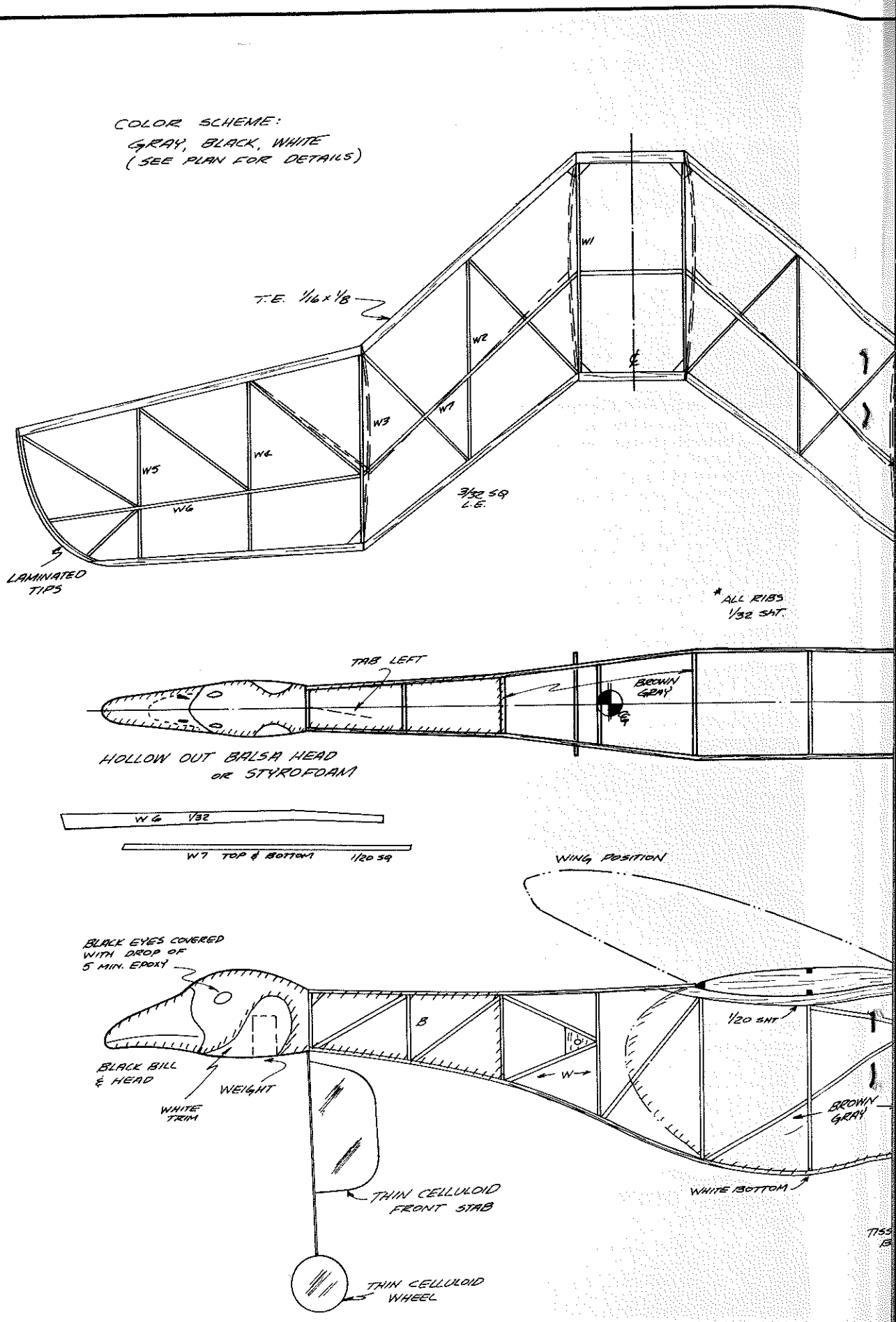
The vertical stabilizers on front and rear are cut from thin, clear acetate, cellophane taped to the landing wires. These appear invisible in flight. I used rubber cement to apply the webbed feet to the rear surfaces. The wheels are cut from clear acetate, and fine aluminum tube bearings were epoxyed in place.

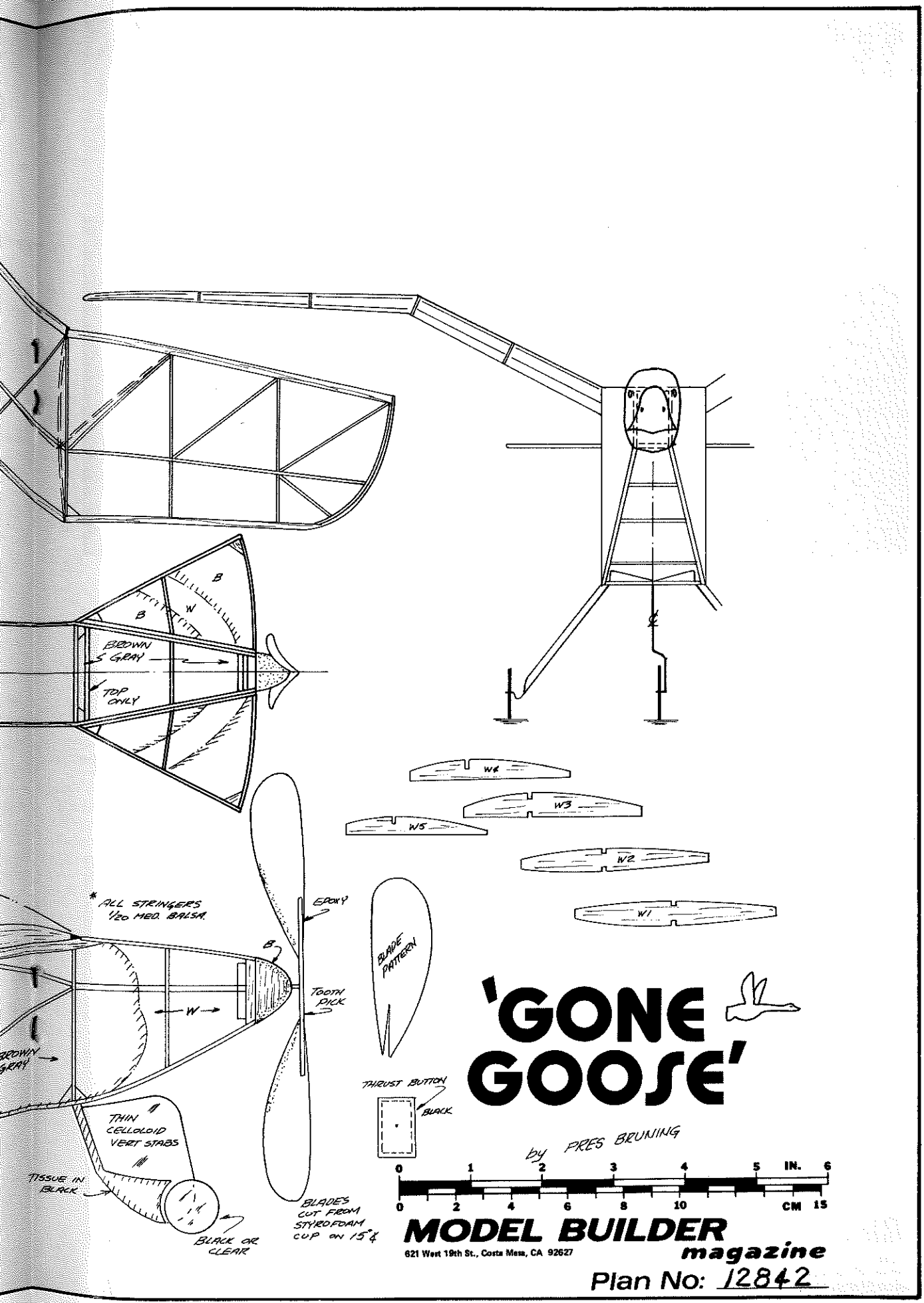
Because the model was so wobbly, I shortened the front and rear landing gear by about a 1/2 inch so that the prop was almost touching the ground, keeping the dimension between the wheels the same as the plan. (Modification shown on plan.)

I cut the propeller blades from a styrofoam drinking cup on a 15 degree angle and glued them at a pitch of 45 degrees to the toothpick (see plan). Power is provided from a loop of 1/8 Pirelli rubber 18.

I fly the *Gone Goose* in right-hand circles with the front vertical stab bent to the left forcing the nose right. To offset torque roll, I put a trim tab on each wing tip, down on the right, up on the left. The *Goose* flies pretty fast, but it is stable. Work out its peculiarities over tall grass before flying indoors. Any way you look at it, the *Gone Goose* is exciting to see in flight.

I wonder if the real ones will take to it outdoors? Enjoy yours. I'm having fun with mine. •


COLOR SCHEME:
GRAY, BLACK, WHITE
(SEE PLAN FOR DETAILS)
T.E. 1/16 x 1/8
W1
W2
W3
W4
W5
W6
W7
3/32 SQ L.E.
LAMINATED TIPS
* ALL RIBS 1/32 SHT.
TAB LEFT
BROWN GRAY
HOLLOW OUT BALSA HEAD OR STYROFOAM
W 6 1/32
W 7 TOP & BOTTOM 1/20 SQ
WING POSITION
BLACK EYES COVERED WITH DROP OF 5 MIN. EPOXY
BLACK BILL & HEAD
WEIGHT
WHITE TRIM
B
W
1/20 SHT
BROWN GRAY
WHITE BOTTOM
THIN CELLULOID FRONT STAB
THIN CELLULOID WHEEL


B
B
W
BROWN & GRAY
TOP ONLY
W4
W3
W5
W2
W1
* ALL STRINGERS 1/20 MED. BALSA
EPOXY
B
W
TOOTH PICK
BLADE PATTERN
THRUST BUTTON
BLACK
THIN CELLOLOID VERT STABS
TISSUE IN BLACK
BLACK OR CLEAR
BLADES CUT FROM STYRO FOAM CUP ON 15"¢
'GONE GOOSE'
by FRES BRUNING
0 1 2 3 4 5 IN. 6
0 2 4 6 8 10 CM 15
MODEL BUILDER magazine
621 West 19th St., Costa Mesa, CA 92627
Plan No: 12842