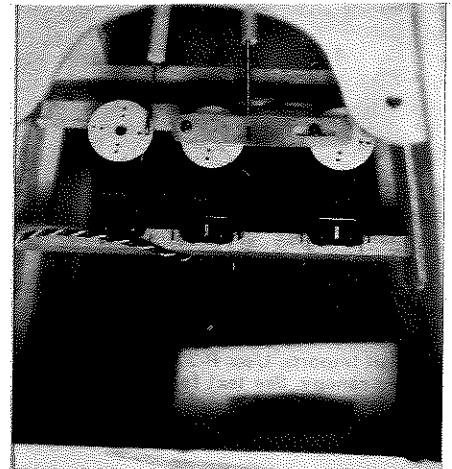


CORBY STARLET

By DENNIS TAPSFIELD . . . This diminutive Australian homebuilt first appeared in MODEL BUILDER as a Walt Mooney Peanut, in November, 1982. Now, from England, we bring you this Giant Scale version, 4-1/2" = 1', for 1.2 four-cycle and larger engines.



A pretty scene. The misty trees and pastures in the background, the Corby on a smooth approach, and you can count the exhaust puffs coming from the idling engine as it settles down.



Rudder and paralleled elevator servos appear overwhelmed in the cavernous fuselage.

• I am always on the lookout for a suitable aircraft to be the subject of my next model. I saw the picture of this aircraft in a magazine, and was taken by its quite pretty appearance. Beauty, however, is always in the eye of the beholder, so you must be the one to decide on this score. Anyway, I discovered that Hapi Engines Inc. (they specialize in modifying VW engines for use in aircraft), of Eloy Municipal Airport, R.R. 1, Box 1000, Eloy, Arizona 85231, U.S.A., distributes the plans, so I wrote to them for the brochure (\$7.00). It is quite comprehensive, containing a color photo and other information, including a good three-view drawing. This, together with other information I had collected was in my view, quite adequate for a Sport Scale model. No doubt more information can be obtained if you need it, as the brochure contains a list of names and addresses of full-size Starlet builders, both in Australia and the U.S.A.

The aircraft is fairly short-coupled, but not so much as the BD-8, which flies extremely well, so don't worry about it. If you are interested in building it, you should have some experience in building and flying similar models. Nevertheless, the Starlet is a very honest airplane, and most rewarding to build and fly.

If you are still keen to proceed to build her, I will try to print the way. I have tried hard to keep the weight of the model below 11 pounds, as it would free me from the British C.A.A. exemption requirements, and enable me to fly it at displays, and on local fields. I did succeed, but had to concede to Solarfilm covering for its unsurpassed lightness. The model would have looked better and more scale-like with Solartex, but I wouldn't have made the weight limit I had set for myself after painting. With an Enya 1.20 four-cycle the model is just under 11 pounds. If you need to keep your model under 11 pounds, do select your wood with great care, and do

not beef up the model.

FUSELAGE

The Corby fuselage is a very simple box structure of the type I used successfully on my Chilton, which is light and easy. First cut out the plywood sides from 1/32 ply

before filling in the fuselage underside. Do not use anything but correct material for the undercarriage legs, otherwise they won't survive a landing! I used 4-1/2-inch P-B wheels, less than eight ounces for the pair, with most other makes much heavier. If you are weight-watching, everything counts!

way. Before attempting the nose, fit the engine in position (the Enya was canted slightly to clear the silencer) and use it to center the nose ring and space it for the spinner. There is no side or downthrust.

Don't forget the servos and push rods

usual way, not forgetting the 3/8-inch packing in the position shown.

The ailerons are built in with the wing, and only separated after the hinges are fitted and the wing completely finished. Watch out for warps. It's a good idea to use a dihedral board to hold the wing when sheeting the final (top) side of the leading edge, or you can block it up on

the building board using an incidence meter.

TAIL UNIT

This needs little description, but keep it light unless you are using a heavier engine, e.g., one that weighs two pounds plus, in which case the problem is not so critical. . . but then the model will probably go above the 11-pound target anyway!

It is interesting to note that I did make the 11-pound weight without the canopy or a pilot, so it was a very close thing! Having satisfied yourself that all the controls work in the right sense, that the center of gravity is correct, and that the engine is reliable (I used a 16 x 6 prop for the first flights), you can then taxi the model around to get the feel of it. You will find that the ground handling is very good, with torque causing the model to turn to the left easier than to the right. Remember this during your first takeoff, for you will need considerable right rudder for the initial acceleration, gradually reducing until the model lifts off. It will then fly with neutral trims. This is a really sweet-flying machine, capable of almost any maneuver you wish, perhaps not as well as a purpose-designed pattern ship.

You will enjoy this model, for it can be landed in the most realistic fashion; it stalls into a 3-pointer just like a feather. You can then taxi it back to your model box and stop the engine. Become a lazy modeler just like me!

Color schemes, photos of original, spinner, vacuum-formed cowl cheeks, three-views, and canopy are all available. My own color scheme is one from a Starlet built in New Zealand by an enthusiastic flyer named Norman Bartlett. He was very helpful to me by providing pictures of his full-size aircraft.

Anyway, if you choose to build this model, I think it will provide you with a great deal of pleasure, both building and flying. Happy landings!