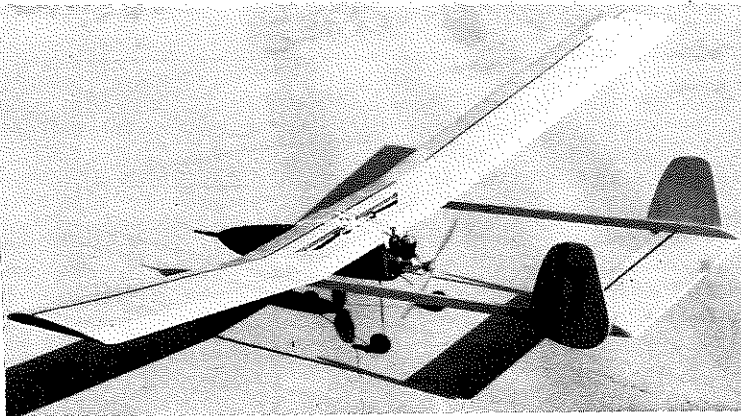
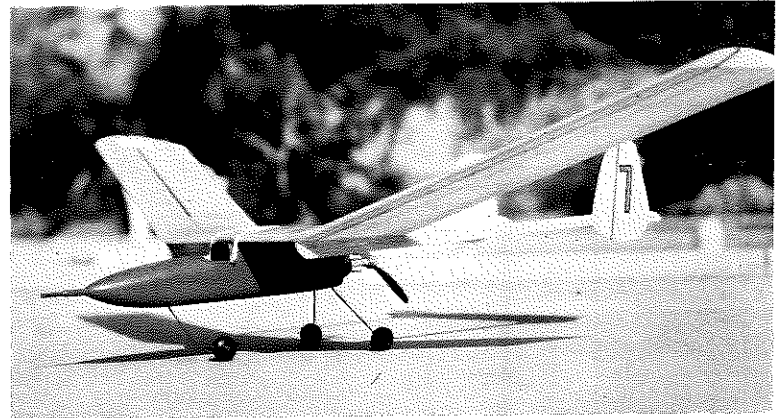


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One thing sure. You won't break many props with the Baby Boomer!



In spite of its "sporty" appearance, BB is a top performer.

BABY BOOMER

By Art Reiners.

Here's a cute little sport free flight that is just a might deceiving; it has a nasty habit of flying away! Try one . . . you'll build two.

● This model is simple and easy to build, it has a rather unique profile in flight, and it flies well in calm air or in a mild breeze. If you put in enough fuel for more than a fifteen second engine run, put on your track shoes. I have lost four so far, on out-of-sight flights (some people never learn).

There are no tricky adjustments on Baby Boomer; just keep the alignment true and the glide slightly nose heavy. There is no dethermalizer built into this model. Frankly, I haven't thought of a good one yet. Let us know if you come up with one.

Since the wing is the only build-up portion of the airframe, I recommend it as the place to start. All wing ribs are the same, so cut out twenty-three of them. The W-2 ribs are 1/8 inch balsa material to provide more glueing surface for the booms. Be sure to notch the trailing edge to receive the ribs. Makes a stronger joint. Also, glue the dihedral gussets in after the dihedral has been set. Use plenty of glue at these joints.

I usually give the wing frame two coats of thinned butyrate dope before covering, and allow it to set overnight to dry completely. The covering is Japanese tissue or light-weight Silkspan, with two coats of clear dope to finish. Trim with colored tissue if desired.

The booms, fuselage, and tail may be completed while the wing is drying. Start with the stabilizer and rudders. Cut out stabilizer and cement to notch

in bottom of booms. It is best to lay the booms and stabilizer on a flat surface and cement the booms onto the stabilizer. Next cut out the rudders and attach when the boom/stabilizer assembly is completely dry. Apply two coats of clear dope to rudders and stabilizer and three coats of clear dope to booms. Fuel has a tendency to be thrown back over the booms and stabilizer, so it is a good idea to cover the leading edge of the stabilizer with tissue trim and several coats of dope.

The fuselage is shown as a build-up balsa box . . . you may prefer to make it out of a soft balsa block and epoxy a plywood firewall directly to the rear section. This works almost as well and will take more abuse. Suit yourself on this one. The only problem you will have is adding weight for balance. If you build the fuselage up as the drawing shows, use 3/16 inch medium soft balsa sheet throughout, except for the nose block. Cut out sides, top, and bottom pieces and glue to nose block and plywood fire wall. Next, insert bulkhead "B" and let the assembly dry.

General shape of fuselage is not at all a critical thing . . . use your own imagination if you like. We have built twenty pods (fuselages) to date and prefer the one shown best, appearance-wise. Next, insert the landing gear in

place. The nose and main gear are put in from the top of the fuselage. The wire will have to be pushed through the bottom, and the bends will have to be made after the pod is finished. Install the bulkhead over the U-shaped main landing gear wire, and glue it into place. Repeat the same process for the nose gear and make axle bends after pod is complete. Once the landing gear is installed, apply three coats of filler and your favorite color coat. Complete the landing gear bends and secure the wheels by soldering washers to the ends of axles.

When the wing frame is finished, covered, and doped, attach boom assembly. This should be done on a flat surface with particular care being given to boom alignment. Cement the booms along bottom side of the dihedral rib.

Now, all that is left to be done is to mount the engine with four wood screws so that the needle valve is protruding above the trailing edge of the wing.

Flying is the same for most pushers . . . run the engine backwards (clockwise) or use a pusher propeller. Keep your fingers out of prop when launching power flights. When properly balanced, a long rather fast glide, with no stall tendency, will be achieved. The first power flights should be made with the engine idled back in order to be able to make adjustments gradually. Do one thing at a time!

Try it, I hope you'll like it! ●

The MODEL BUILDER

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