A 64" WINGSPAN WORLD CHAMPIONSHIP CLASS GLIDER

'OMEGA'

DESIGNED BY

D. Aldridge

4/-

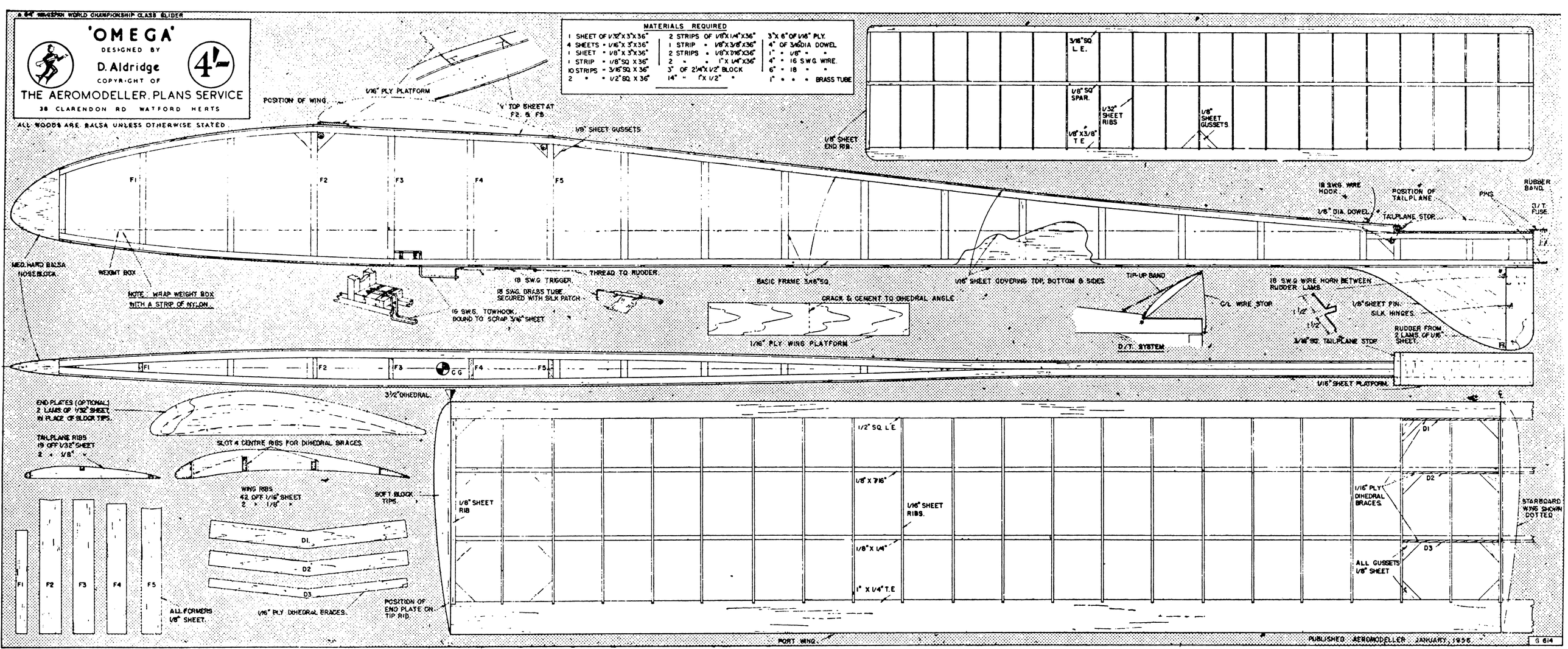
THE AEROMODELLER PLANS SERVICE

38 CLARENDON RD WATFORD HERTS

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED

MATERIALS REQUIRED

1 SHEET OF 1/32" X 3" X 36"	2 STRIPS OF 1/8" X 1/4" X 36"	3" X 6" OF 1/16" PLY.
4 SHEETS " 1/16" X 3" X 36"	1 STRIP " 1/8" X 3/8" X 36"	4" OF 3/16 DIA DOWEL
1 SHEET " 1/8" X 3" X 36"	2 STRIPS " 1/8" X 7/16" X 36"	1" " 1/8" " "
1 STRIP " 1/8" SQ X 36"	2 " " 1" X 1/4" X 36"	4" " 16 S.W.G. WIRE.
10 STRIPS " 3/16" SQ X 36"	3" OF 2 1/4" X 1/2" BLOCK	6" " 18 " "
2 " " 1/2" SQ X 36"	14" " 1" X 1/2" "	1" " " BRASS TUBE



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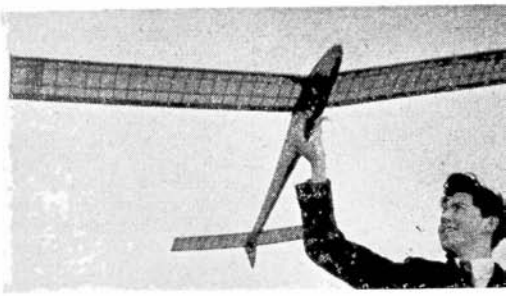


Winner of "Quee

Is the A/2 model becoming too complicated? This ultra simple approach scored top points at the Northern Heights Gala & club events

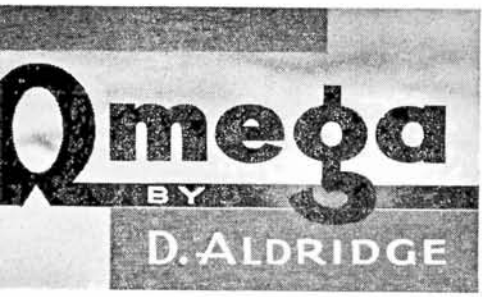
THIS MODEL WAS designed early in 1954, primarily as an open contest glider. The emphasis was placed on simplicity of lines and construction, cutting down both building time and cost. Even so the model had to be rugged enough to take hard knocks,—which it has done on many occasions.

During the '54 season this model flew consistently well and won for the Letchworth Club's "Open Glider Competition" which consists of three rounds, three flights per round. This success owed a lot to the towline stability of the model. Even in windy weather Omega could be relied upon to tow straight without any undue effort on part of the flier.

After the season had ended, it was decided to ballast the model with a view of flying in A/2 comps. Wing area was already just above the minimum permitted and so no alteration was made to the wings at this point.

Early in '55 a new model was built, this time with increased wing area and with a stronger, heavier fuselage to make up for some of the ballast on previous models. This model was entered for our club open glider comp. and in the two rounds enabled Don be slightly in front of his nearest rival. After this round extra ballast was added to bring the model up to A/2 weight, this appeared to make no difference to the flight pattern apart from increase in speed of glide. It was then decided to enter Omega for the "Queen's Cup"—which it eventually won. This success was followed by winning the final round of the club's Trophy in rainy weather. Thus clinching victory for second year running.

Unfortunately during the following week, it was lost out of sight, owing to a faulty D/T and the model was never recovered.



lizabeth" cup 1955

Construction of the model is quite straightforward and only the fuselage requires a few points of instruction. A basic fuselage framework is built, afterwards covered with $\frac{1}{16}$ in. sheet. Care should be taken over the position of towhook, which must be securely bound with nylon thread and smeared with a liberal coating of cement. The front ballast box should also be bound with a strip of nylon material to prevent it collapsing in the event of a hard landing. Underfin is made as per plan and then cemented in position.

Hold a short length of brass tube against the fuselage bottom with a silk patch and bend the 18-gauge auto-rudder trigger so that it is an easy sliding fit. Adjustment of the amount of rudder applied for the turn can be set by a small limiting block stuck to the fin at the hinge line.

The constant chord wing and tail surfaces are very simple to make, and the straight wing dihedral of $3\frac{1}{2}$ in. lift under each tip will be appreciated especially by modelling beginners. The original has been flown with, and without, the tip endplates; but performance improves when they are fitted—in calm weather. For robust all-weather flying the soft block tips are preferable.

The fuselage should be given a coat of grain filler and three coats of thinned colour dope. Wings are covered in lightweight Modelspan and given two coats of clear dope and one coat of banana oil. The tailplane has one coat of clear dope and one of banana oil.

Make sure that the model balances exactly on the designed C.G. position. Trim to turn to the left on the glide as after many experiments this proved the more favourable way with the original.

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