

# Herr Flick



'Vee haf vays of making you enjoy this '40' size

**M**ake the trailing edges deckle-edged, put a round fin and rudder on the back, a few crosses, maybe and you have a Germanic looking sports model. Well, if the model has a German connection we should give it a Teutonic sounding name, not too serious and in keeping with the fun aspect. Why not 'Herr Flick', it suits the intentions of the design.

No need for a great diatribe regarding design, construction, or even flying techniques with 'Herr Flick', this is a straight forward simple to build, easy to fly model with an emphasis on fun sports flying. You can decide how fear inducing you want it to be by selecting the engine and control movements accordingly. The prototype model had a '45' engine fitted initially and this was more than enough for general, exciting flying, a '40' is quite sufficient for normal sports flying where

vertical performance is not at a premium. Four functions are all that are required from the radio equipment, I wouldn't bother trying to use the ailerons as flaperons, the results will probably be disappointing. Keep it simple, keep it light and keep it for a bit of fun.

## Construction

First trim the plan edges and joint the two sheets. Check the spacing of the servo bearers, you can use separate aileron servos, but this isn't really necessary with a model of this size. If you are using a lightweight '30' to '40' engine, you may find that the battery pack will need to go under the fuel tank to attain the correct balance point without adding ballast. Use a flat battery pack and wrap it in a polythene bag (just in case the fuel tank splits). An 8oz. fuel tank can be used for the larger, more thirsty

engines. Choose an engine mount to suit the engine and a nose leg to suit the mount, it can be a steerable nose leg if desired. For really rough flying sites you can dispense with the undercarriage altogether, sheet the bottom of the fuselage, back to F3, with Liteply.

## Fuselage

Straight, square and ugly, with a completely flat bottom! Contact glue the doublers to the 1/8in. fuselage sides, glue formers F1, 2 and 3 to the sides. You can do this over the plan view to ensure that the front end is square. Pull in the rear fuselage, adding formers F4, 5 and 6, sand the 1/4 x 3/8in. stern posts so that they mate. Add the 1/2in. triangular reinforcement to the nose at F1, the servo bearers, undercarriage plates, wing mounting plate and 3/32in. sheeting for the tailplane

platform. Top and bottom fuselage sheeting is with the grain across the fuselage and the 3/8in. fuel tank hatch fits between the sides. Lightly round off the fuselage corners.

## Tail surfaces

All from 1/4in. medium light sheet, round off the edges of the tailplane and fin (except the part that houses into the fuselage) and taper the elevator and rudder to a 1/16in. trailing edge. Use hinges of your choice.

## Wing

If you can find 48 inch long wood, the wing can be made in one piece, there is no dihedral. Otherwise, you will have to join two wing panels at the centre. Construction of the ribs and mainspar are of the 'egg crate' style where the spar is pinned to the board and the ribs slotted onto the spar (cut the spar slots by marking off against the plan). Prop up the leading and trailing edges and when the ribs/spars are glued in position, add the leading and trailing edge and centre section sheeting and the capping strips. When dry remove from the board, add the ply wing joiner and aileron servo mount, the wing dowels and underside sheeting and cap strips. Fit the

*Bog standard box fuselage, the undercarriage leg positioners double as supports for the servo rails. A thick aerofoil, using egg-crate 'structure' produces a strong, light wing. Section is one used on the 'Skyrider' model. For availability of die-cut ribs, contact DB Sport & Scale, 24 Pine Copse Close, Duxton, Northampton NN5 6NF (tel: 01604 751311).*





# YOUR PREMIUM PLAN FEATURE

## in-vagen'

*Designed for fun, rather than fancy lines, the only compromises to fashion are the scalloped edges of the tailplane and ailerons. But, she - or is it a Teutonic 'he' - is great in the air, ideal for weekend flying in the less than perfect flying days.*

soft balsa tips, aileron horn cranks and hard centre trailing edge and sand to aerofoil. Strip ailerons are added after covering.

### Finishing

The structure is strong enough to allow the use of film or 'tex' covering, so the choice is yours. Cover the tailsurfaces separately and then glue to the fuselage - with the areas to be glued free from covering material. Fuelproof the interior of the fuel tank bay and the wing seating area.

Fit the radio equipment, fuel tank, engine and undercarriage, strap the wing in position, check the balance point and you're ready to go. As I write these words there

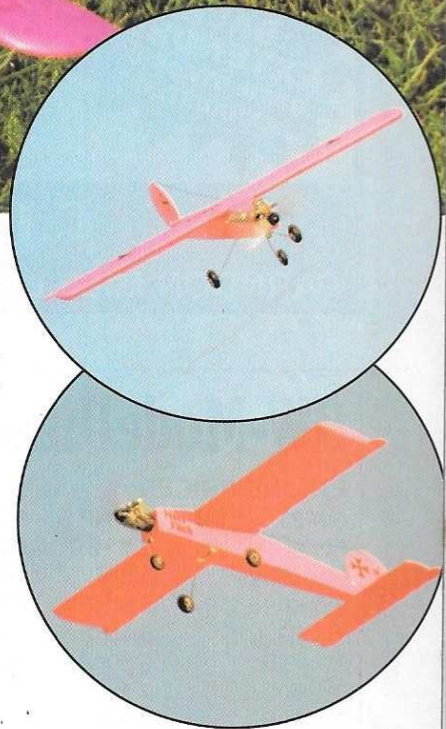
are the first snow flurries of the winter. Perhaps I should have extended the fuselage underside plywood sheeting as far as F2 so that the 'trike' undercarriage could be removed and a pair of skis fitted - and then there's floats for the summer!

### Flick away

Flying characteristics of 'Herr Flick' are what you choose to make them. Fit a '30' sized engine and restrict the control surface movements and it can be an aileron trainer. Up the power and movements and it becomes considerably more interesting. If you really want it to 'talk to you', then you will need to increase the

aileron chord by 1/4in., fatten the rudder at the rear and also put another 1/4in. on the elevator chord (plus fitting a 'pokey motor') but that is only if you want 'Herr Flick' to live up to its name. For trousers in the socks - rather than bike clips - I suggest the following movements  
Elevator - 3/8" each way  
Aileron - 1/4" each way  
Rudder - 1 1/4" each way  
All up weight of the prototype was 4 lbs. 2 ozs. (1.87 Kg). And more than that you don't need to know.

Watch out for the boobies!



*Prototype model was fitted with a T.T. Magnum Pro 45 engine, which gave 'oodles' of power - but allowed a large propeller to be fitted to reduce noise levels. With the relatively heavy engine, the battery was installed to the rear of the equipment bay. Push rods to elevator and rudder cross to give direct line linkages. Ailerons use conventional strip aileron torque rod linkages.*

