

# WIND BAG

Looking more like a Martian spaceship, COLIN READ's wingless wonder is nevertheless a practical flying model guaranteed to attract a crowd wherever it is flown!

**A**LTHOUGH being of an entirely new layout for an unorthodox model, some design experience has been obtained, mainly in the U.S.A., with this type of machine. Perhaps some of those who witnessed the flying sessions at the Northern Heights and South Midland Rallies wondered why it flew at all. Well I, myself, am still not too sure as to why it did!

The principle factor in giving sufficient lift to fly is a light structure of minimum size capable of maintaining lift. Absolute stability is built in and any variation in trim will still give results, i.e. less negative tail incidence gives a faster, more level flight, more and it will stall turn all over the sky and still the engine will cut-out way up!

The most suitable power units are the D.C. Bantam-de-luxe 0.8 c.c. or the Cox Babe Bee 0.8 c.c. These, of course, are radial mount and feature integral fuel tanks, but any 0.5 c.c. diesel can be used, provided a suitable tank arrangement is built in. Engines such as E.D. Baby; D.C. 0.5 c.c., Mills 0.75 c.c. and A.S. 0.5 c.c. can all be mounted with no trouble at all. The fuel tanks can be dispensed with and an eye dropper type of tank used to limit engine runs. Perhaps a T.D. 049 contest version would do for open power, who cares if it glides, just think of the height which a model like this can obtain in 10 secs.!

Construction is very simple and can even be completed in one evening. Cut out all the fuselage formers and the eight nose pieces (Sr). Cement eight strips of  $\frac{1}{8}$  in. sq. to the Sr pieces and set aside to dry. Cement formers 2 and 4 to these stringers, pin where necessary to hold whilst the cement is drying, then add F3. Should an internal fuel tank be considered, ample space is provided behind F2 and no trouble should be found.

When the front end of the fuselage is quite firm and all joints well cemented, add F5, F6 and finally F7, then join the rear of the fuselage together. All  $\frac{1}{8}$  in. sq. cross braces can now be cut out and cemented in position as shown on the drawing, followed by the  $\frac{1}{16}$  in. end sheeting.



The tail mounting is next built up and the squareness of the fuselage checked. The  $\frac{1}{16}$  in. tail surfaces are covered and doped before cementing in place, although holding them on with a rubber band is satisfactory for initial flight trimming. When trimmed cement in place permanently to avoid any trim changes. It is important to remember that there must be ample negative incidence on the tail.

Cover the fuselage with lightweight Modelspan, after sanding smooth the complete structure and it is preferable to cover and dope the fins before cementing in place, to make a neater joint.

Bolt the engine to F1 and well cement this to the fuselage binding with silk, double covering the joint with tissue to really hold the engine secure. Various changes of trim are evident with different engines, but this will make no difference to the remarks (good and bad!) you will receive on flying this unusual model, or is it a spaceship?

## Materials Required

8— $\frac{1}{8}$  ×  $\frac{1}{8}$  × 36 in. strip.  
1— $\frac{1}{8}$  × 3 × 36 in. sheet.

2— $\frac{1}{16}$  × 3 × 36 in.  
Scrap  $\frac{1}{8}$  in. ply for engine mount.