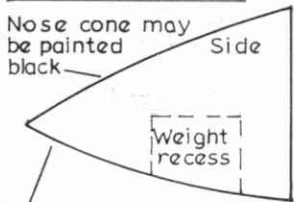
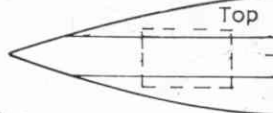


Ray Malmström, 1967.

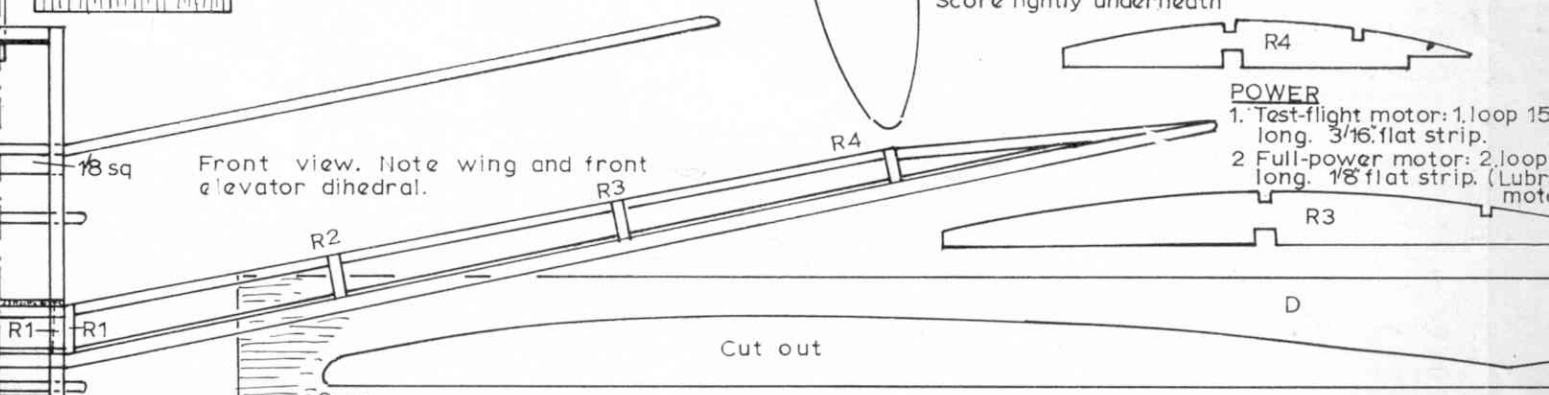
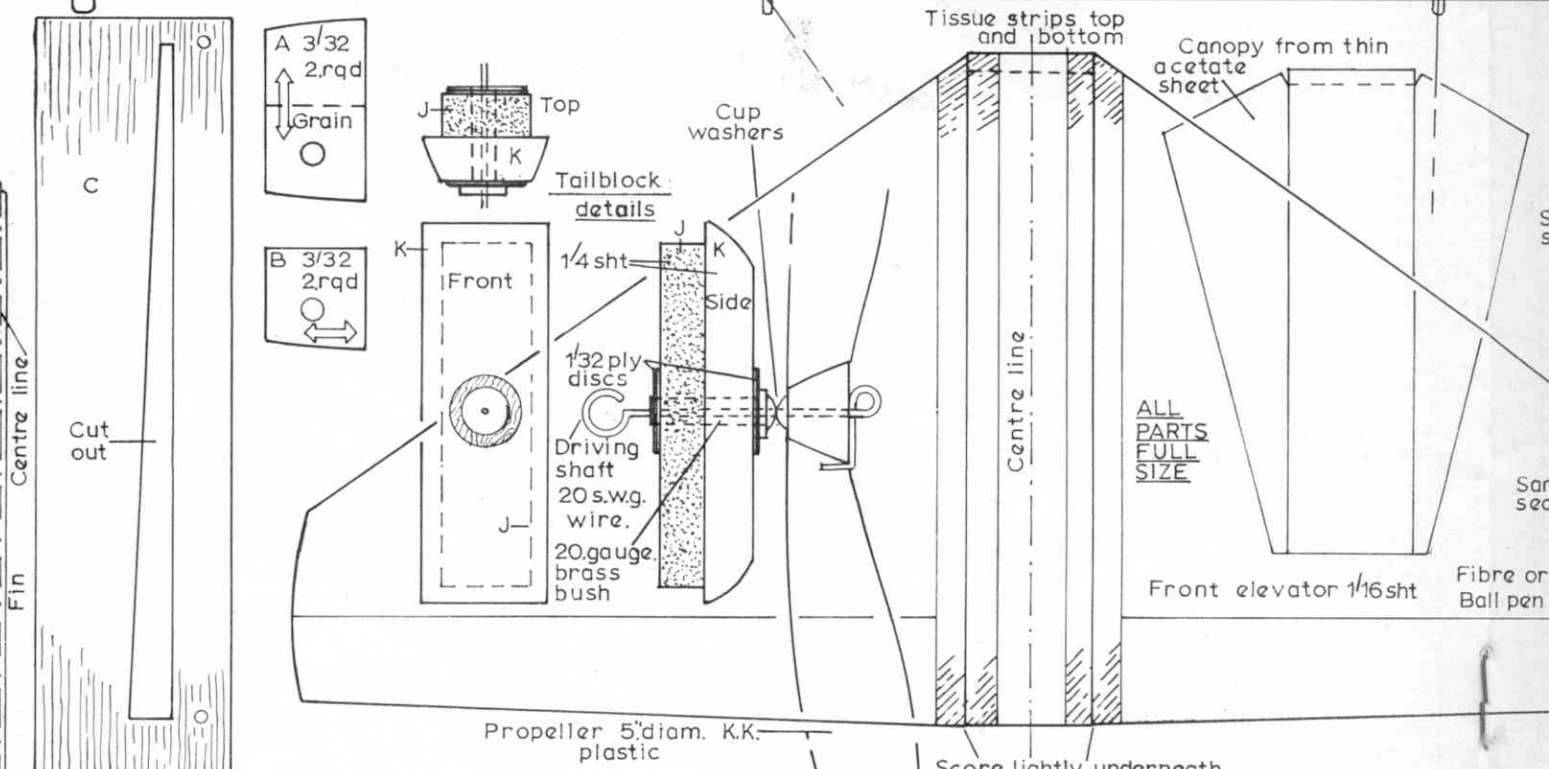
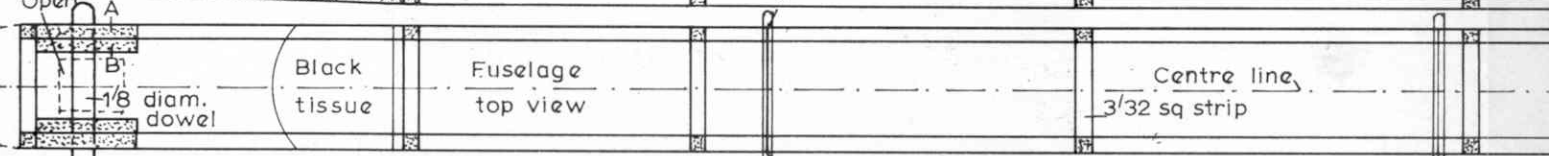
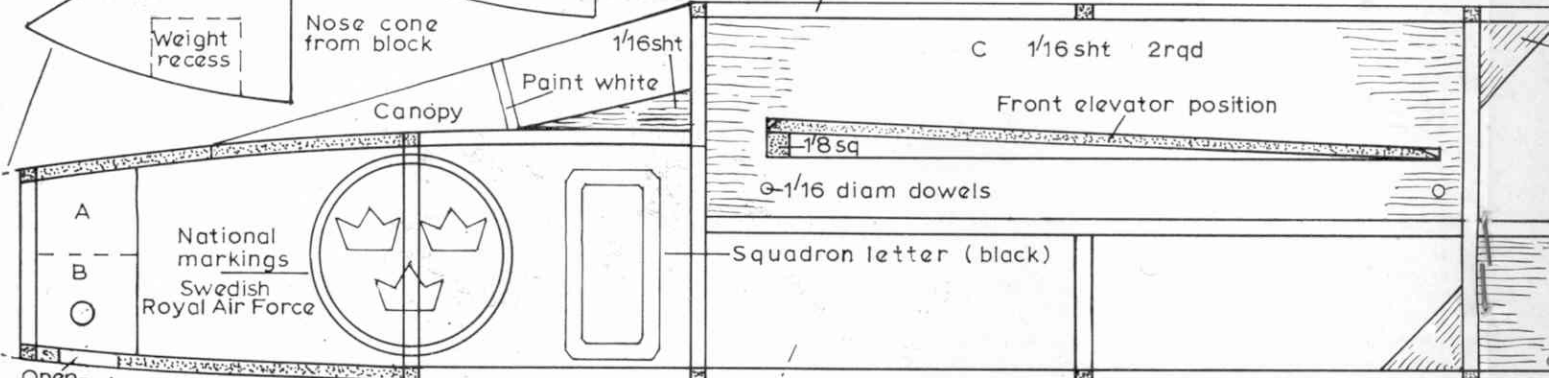
Nose cone may be painted black



Nose cone from block

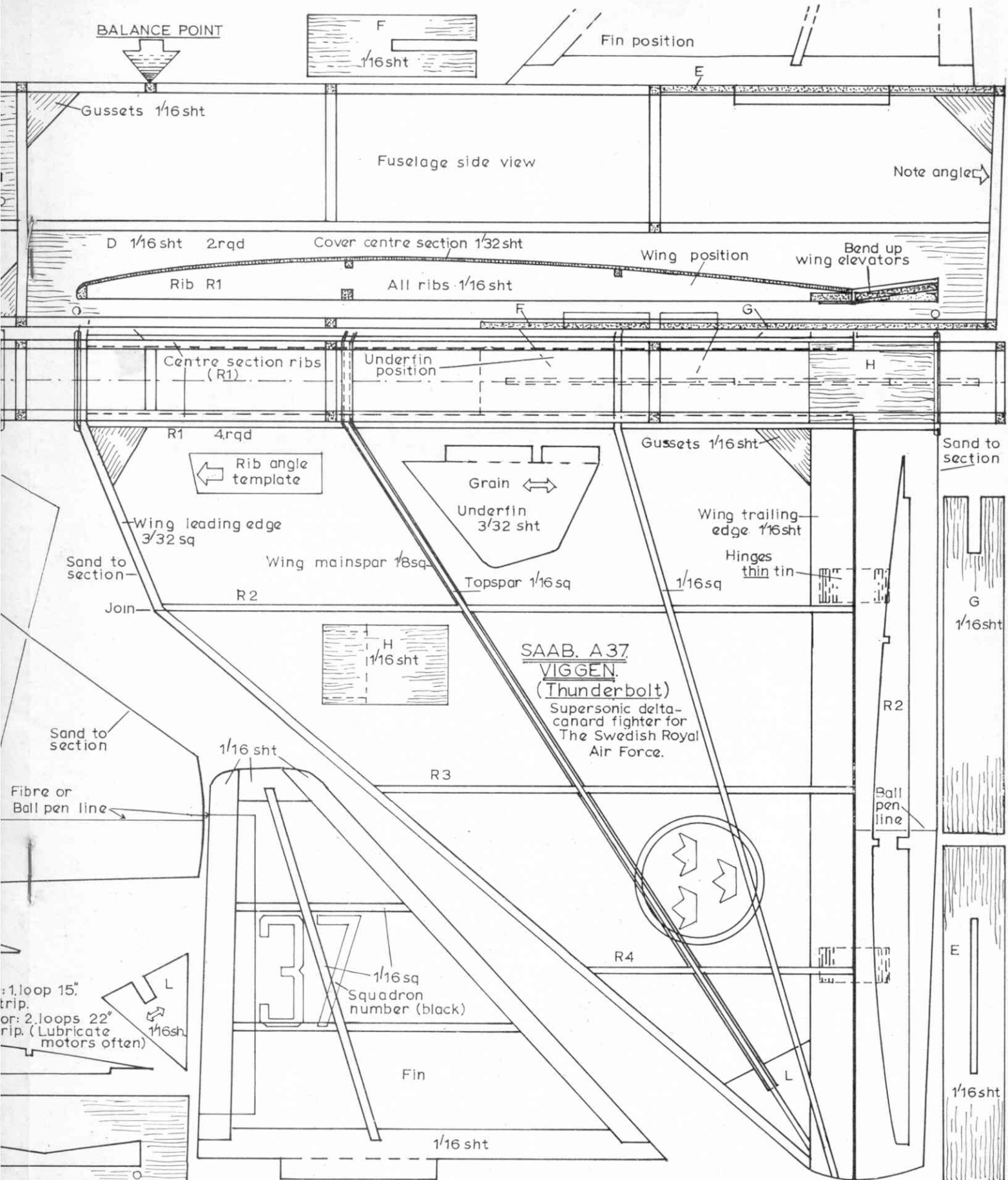


N.B. You can make the block for the nose cone by cementing three layers of 1/4 sht together.
Fuselage 3/32 sq strip

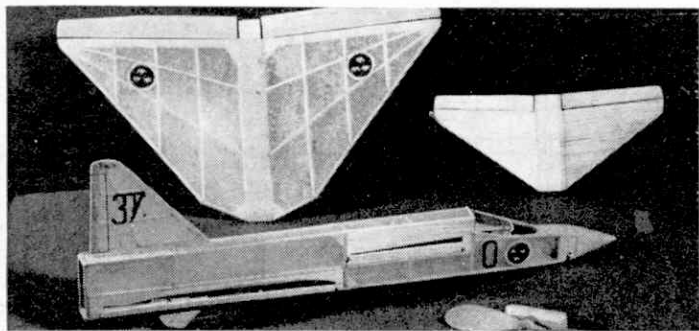


- POWER**
1. Test-flight motor: 1 loop 15 long. 3/16 flat strip.
 2. Full-power motor: 2 loop long. 1/8 flat strip. (Lubr motor)

ECT SECTION



PROJECT SECTION



from both side and front views. Then carefully bend up the wing elevators about $\frac{3}{8}$ in.

Choose a calm day and some long grass for your gliding and flying tests. Facing into the wind launch your Viggen with both wings level to the ground. Never *throw* the model, but launch with a 'follow-through'

movement of the arm. The model should glide down and land about 25 ft. in front of you. If it stalls (rears up and then dives in) bend the wing elevators *down* a little. If it dives, bend them *up*, a very small amount. If model turns sharply to left or right add a small paper trim-tab to the rear edge of the fin, and bend it in

the *opposite* direction to the turn. Get a fairly shallow and straight glide. Now wind the propeller about 200 turns. Note the way the propeller is wound. Hold the model and propeller as shown. Release the propeller a second or two *before* releasing model, again launching with a smooth follow-through arm movement. Your Viggen should climb gently for a short distance, level out, and then as the power dies glide into a smooth landing. Once you have your model flying satisfactorily you can increase the number of turns with each flight up to about 500. If the model stalls add a $\frac{1}{16}$ in. square strip along the *top* edge of the tailblock. If it dives under power add a $\frac{1}{16}$ in. square strip at the *bottom* of the tailblock. When your Viggen is making steady flights you can replace the 'test-flight motor with the 'full power' motor. This will take, when run in, about 700 turns, and Viggen will really be away.

If you are still in a little doubt about building this unusual model perhaps this will convince you: our original Viggen (the one in the photo-

graphs) flew right off the drawing board and in 25 test flights never caused the designer's heart to miss a single beat! Who can ask for more than that?

"Viggen" Material List

- 8 36 in. by $\frac{3}{8}$ in. sq. balsa strips
- 1 36 in. by $\frac{1}{4}$ in. sq. balsa strip
- 1 sheet 3 in. by 36 in. by $\frac{1}{8}$ in. balsa
- 1 sheet 3 in. by 10 in. by $\frac{1}{4}$ in. balsa
- 1 piece 8 in. by 1 in. by $\frac{1}{8}$ in. sheet
- 1 small piece $\frac{1}{2}$ in. sheet
- 1 sheet Modelspan lightweight tissue
- 1 small piece of black tissue
- 1 small piece $\frac{1}{2}$ in. plywood
- 6 in. length 20 swg. piano-wire
- 1 brass bush 20 gauge
- 2 cup washers 30 gauge
- 1 KeilKraft (K.K.) 5 in. diameter plastic propeller
- 1 $\frac{1}{4}$ in. length $\frac{1}{8}$ in. diameter dowel rod
- 6 in. length $\frac{1}{8}$ in. diameter dowel rod
- 1 small piece thin acetate sheet
- 2 rubber bands (2 in. and 3 in. approx.)
- Small piece of thin tin or aluminium
- 1 tube balsa cement
- 1 tube Evo-Stik
- 1 small bottle clear dope
- 1 tube rubber lubricant
- 1 length 32 in. long $\frac{1}{8}$ in. flat strip rubber
- 1 length 88 in. long $\frac{1}{8}$ in. flat strip rubber
- Enamel or poster paint for decor

A Balsa Dragster

By Ron Warring

SIMPLE models of this type are ideal for 'sprint' racing over flat surfaces, such as a lino covered floor. Using a powerful rubber motor—four or six strands of $\frac{3}{8}$ in. aero strip, for instance—the power run is short, but acceleration tremendous. Because of this the dragsters are best run tethered, so that they describe a circle around a central pylon. This has the advantage of keeping the model under control, the length of line can be adjusted to suit the space available, and the model can be timed over a specific number of laps so that the actual speed can be worked out. Another great advantage is that models of this type cost little to construct—and nothing at all to operate!

The plan shows all necessary parts actual size for making a typical balsa dragster. Basis is a simple chassis assembly incorporating a pylon, on top of which the propeller shaft bearing is fitted. The addition of a body is quite straightforward, although not essential to the working of the model. It merely adds to the appearance. You can try alternative body shapes to the simple design shown, but the main thing is to keep the construction light.

Start with the main chassis member, which is a 6 $\frac{1}{2}$ in. length of hard $\frac{1}{2}$ in. by $\frac{1}{4}$ in. balsa. The full size drawing at the bottom of the plan shows how this is notched for the axle beams and drilled for the front tether point.

The axle beams are cut from $\frac{1}{4}$ in. by $\frac{1}{8}$ in. hard balsa strip. Simply cement into the main member slots. The rear axle is further supported by two triangular braces cut from $\frac{1}{8}$ in. sheet balsa and cemented in place. The shape of the pylon can be traced off the side view drawing on to

medium hard $\frac{1}{4}$ in. sheet balsa with the grain running from top to bottom. Cut out and cement to the main chassis member to complete the basic chassis unit.

Now make the propeller shaft bearing from hard brass strip. Note that this is pinned in place to the top of the pylon, and also bound with thread. For additional security, add a generous coating of cement.

The front rubber motor hook is bent from 18 gauge piano wire to the shape shown and bound securely to the front of the main chassis member. Again apply cement generously over the binding.

Lightweight plastic wheels are used for the front wheels. To make the rear wheel 'slicks', start with a pair of 2 in. diameter balsa wheels and sand the outside of the tyre section down until it is flat and the diameter is reduced to 1 $\frac{1}{2}$ in. Alternatively you can cut these 'slicks' directly from $\frac{1}{4}$ in. balsa sheet (or better still two laminations of $\frac{1}{4}$ in. sheet). It is most important, though, that you get these rear wheels perfectly circular. If in difficulties on this point it would be best to use ready-made 1 $\frac{1}{2}$ in. diameter wheels, even if they are normal tyre section.

All four wheels are mounted in the same manner. First mount on a large pin and check that the hole in the hub is large enough to let the wheel spin very freely. Turn down the pointed end of the pin, locate on the axle beam and bind in position with a washer between the end of the beam and the inside of the wheel. Coat the bindings with cement.

A body of $\frac{1}{16}$ in. sheet balsa can now be added. Cut the two sides first and attach with cement to the front of the main chassis member and to the $\frac{1}{8}$ in. sheet braces at the

rear. Now add the top and the two small pieces of $\frac{1}{16}$ in. sheet filling in between the sides and the pylon aft of the cockpit. Finally add the $\frac{1}{16}$ in. sheet fill-in to the sides of the cockpit.

You can leave the cockpit open, or fit a canopy if you prefer. In the latter case use a standard model aircraft canopy about 2 $\frac{1}{2}$ in. long. This will have to be cut both to fit around the pylon and sit on the top and over the open cockpit. You can only get a good fit by 'cut and try'.

For the propeller you can use a 4 $\frac{1}{2}$ in. diameter plastic aircraft type prop (or a 5 in. diameter prop trimmed to 4 $\frac{1}{2}$ in.). You will, however, get more thrust and thus more speed by using the 'fan' type propeller shown with four blades. This is made by cutting a 1 in. diameter hub from $\frac{1}{4}$ in. sheet balsa and slotting as shown. Use a saw—or better still, a $\frac{1}{16}$ in. thick flat file—for cutting these slots. The blades are simply cut from $\frac{1}{16}$ in. sheet and cemented into the hub slots to complete the propeller.

The propeller is mounted on a piano wire shaft fitted through the bearing, with a washer between the rear of the bearing and the propeller hub. Turn the end of the shaft back into the hub to lock the propeller on to the shaft.

Power can be anything from a single loop of $\frac{1}{4}$ in. aero strip (or a 5 in. or 6 in. wide rubber band), up. Low power will give the longest motor run and thus the greatest *distance*.] Increasing the power will increase the acceleration and speed. Adjust the power, as necessary, to suit both the length of tether line on which you are operating the model, and also whether you want speed or distance (i.e. maximum number of

laps). It is also recommended that you use a simple winder to wind the rubber motor from the front end (after detaching from the front hook) rather than hand wind via the propeller itself.

Tethering is accomplished by attaching two bridle lines to the points shown on the plan, joining about 3 in. out from the centre of the model, where they attach to the main tether line. This line can be as long, or short, as you need to run on the space available. The free end of the tether line is attached to a simple pivot mounted on a short pole—e.g. a piece of dowel about 3 in. or 4 in. long—mounted in a base. The base can be weighted down to prevent the model from pulling the centre pole out of position. All it will probably need is a couple of books or objects like that laid on the base.

For 'speed' and 'distance' runs, select the line length from the following table, remembering that tether length should be measured from the pole to the centre of the model. All that you then need to do is to count laps for working out actual distance covered; or time the model running over a specific number of laps to work out average speed.

LINE LENGTH* (To Centre of Model)	LAPS PER $\frac{1}{4}$ MILE	MILES PER LAP
17' 6"	12	-0208
13' 1 $\frac{1}{2}$ "	16	-0156
8' 9"	24	-0104
6' 3 $\frac{3}{4}$ "	32	-0078
4' 4 $\frac{1}{2}$ "	48	-0052

*Use light thread line