

# BLUE PANTS

A new approach to stunt flying is presented in this thick-wing, short-moment design by **HENRI STOUFFS**—winner of the aerobatic section at the 1954 World Championships



WHEN HENRI STOUFFS of the Vogelzang club in Brussels won the aerobatic event at the 1954 World Control-line Championships, it was in part a victory for Britain. Henri started his aeromodeling when in England just after the War. Beginning with the faithful Keil Kraft Phantom and a Mills 1.3 c.c. diesel, Henri graduated through every control-line kit on the British market, and was one of the first members of the Ealing M.F.C. Now he is in World class, and in Blue Pants, his simple yet functional design for the E.D. 2.46 or similar, we have a model capable of putting on the best display of model aerobatics in Europe.

Tight looping radius, immediate recovery, and smooth straight and level flight characteristics are not easy to combine in one airframe; but this is one design that fills the bill. For combat we give it full marks and a thorough recommendation, as the simple sheet and block fuselage, thick wing and short moments make it extremely robust.

Start construction with the fuselage by cutting out the basic  $\frac{1}{8}$  in. sheet sides. *Do not* cut the wing and tail panels away from the sides at this stage, merely mark the outlines, and keep the sheet solid for easier assembly. Bind undercarriage to F.3 and assemble sides onto F.2 and F.3. Cut bearers to suit tank and engine as on plan, and cement in place firmly after giving a first coat of cement on all four bearer faces. Add F.4, F.5 and F.6, with tailskid attached, (this is long to give better take-off action) and attach  $\frac{1}{8}$  in. sheet base.

Cut and shape the tailplane and elevator, hinge together with strong tape as shown and bolt the horn in position.

The thick wing is best assembled onto the two mainspars loosely over the plan, and using the leading edge to give a true line-up. Whilst these

joints are cemented and not absolutely firm, add the  $\frac{1}{16}$ th sheet trailing edge pieces to get a final true wing, without warps. By sighting along the rib leading or trailing edge, one can soon check if the wing is twisted out of line. Add the  $\frac{3}{32}$ rd sheet tip profiles, then the soft block corner packing, not forgetting the ballast in the right-hand panel.

Now add the spar and trailing edge webbing then sheet cover the leading edge back to the mainspars on upper and lower surfaces. Assemble the bellcrank on the  $\frac{1}{8}$  in. plywood platform, and cement this between the centre rib and nearest port rib. Make sure that the pivot point is exactly as on the plan, and pack the space between rib contour and platform with scrap  $\frac{1}{16}$  in. Pass the 20 s.w.g. lead-outs through slots in the Port ribs, and solder cup washers as shown to lock onto the bellcrank. Fit the 14 gauge push rod in the same way, only from the underside of the bellcrank, and sheet the whole centre section. Add capping strips on every rib, then sand wing smooth after shaping tip blocks.

Now cut out the wing and tail sections on the fuselage, and slide each component in place. Hook up push rod with controls at neutral and add extra cement through the open top of the fuselage. Fit the tank then the top fuselage block, and fin.

After mounting the engine, fit F.1, and soft cowling blocks, then give all balsa parts a coat of Sanding sealer. Use Yellow Modelspan on the wings and tail, and lacquer the fuselage and Fin bright Blue. Put a good  $9 \times 6$  in. prop on the engine, slip on a spinner to match, and you are ready to air Blue Pants (on what will be the first of many a thrilling c/l session.)

Full-size copies of the 1/4th scale plan opposite can be obtained price 4/6d. post free from Aeromodeller Plans Service.