A 38" WINGSPAN C/L SCALE MODEL FOR 2.5 TO 3.5cc (.15 TO .23 CU IN.) ENGINES

FAIREY GANNET

DESIGNED BY

J. M. Bodey

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38, CLARENDON RD WATFORD HERTS

6½

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED

WINDSCREEN

MAX SECTIONS OF CANOPIES

A B C F4A F5A F7A

MATERIALS REQUIRED

SHEET BALSA 36" LONG	
4 SHEETS OF	1/16" X 4"
6 " "	1/8" X 3"
1 SHEET "	1/2" X 3"
STRIP BALSA 36" LONG	
2 STRIPS OF	1/4" SQ.
2 " "	1/4" X 1"

MISCELLANEOUS

SOFT BLOCK 4½" X 3" X 2"
12" X 6" OF 1/16" PLY
18" X 16" OF 1/8" PLY
14" OF 7/16" X 5/16" HARDWOOD
2 LENGTHS OF 16 S.W.G. WIRE
1 LENGTH OF 20 S.W.G. WIRE
1 PAIR EACH 2" & 1" DIA WHEELS
1 SQ. FOOT OF MOULDING ACETATE

MOULD CANOPIES FROM ACETATE

PAINT LINE

CARD SCREEN FRAME

2¼" DIA SPINNER

LINE OF BLISTERS

7/16" X 5/16" H.W BEARERS

1/16" SHEET FLOOR

18 SWG DURAL BELLCRANK

6 B.A. BOLT & LOCKNUTS

7/16" X 5/16" BELLCRANK MOUNT

1/8" X 1/4"

1/16" SHEET COVERING

16 SWG PUSH ROD

1/8" SHEET SPINE

SOFT BLOCK BOTH SIDES

1/16" SHEET BOTH SIDES

1/8" SHEET OUTLINE

1/16" SHEET TAILPLANE SUPORTS

TANK POSITION.

SCALE SPINNER.

BRASS TUBE FOR U/C

COWL FROM BLOCK

DOLLY SHOWN DOTTED.

1/8" SHEET KEEL.

TWO 1" DIA WHEELS

E.D. 2.46cc SHOWN.

2" DIA AIRWHEELS

PLANK WITH STRIPS OF 1/8" SHEET

SOFT BLOCK BOTH SIDES

1/8" SHEET REAR KEEL

SPINE

1/8" SHEET

REAR KEEL

ANTI SPIN FINS 2 OFF FROM 1/4" SHEET SANDED TO STREAMLINE SECTION

16 SWG WIRE ARRESTER HOOK

NOTE GRAIN DIRECTION OF UPPER TIP LAMINATION

COVER WHOLE MODEL WITH LIGHTWEIGHT MODELSPAN AND GIVE 2 OR 3 COATS SEALER SAND & FINISH WITH 2 COATS COLOUR & 1 OF FUEL PROOFER

1/2"

ELEVATOR HORN FROM 20 S.W.G. PIANO WIRE

LINEN HINGES BETWEEN LAMS

ELEVATOR HORN BETWEEN LAMS.

SPINE BLOCK

BEND DOWN

16 SWG WIRE DOLLY FRAME PARTS

2 OFF

20 SWG WIRE LINE GUIDE BOUND TO SPARS

16 S.W.G. WIRE LEAD OUTS

REGISTRATION & OUTER ROUNDEL ON LOWER SURFACE OF BOTH WINGS

ROUNDEL ON UPPER SURFACE

1/4" SQ L.E.

1/8" SHEET SPARS

1/16" PLY BRACES BOTH SIDES OF SPARS.

HARDWOOD BLOCK OVER U/C TUBE

POSITION OF FORMERS.

1½" OZ LEAD IN HOLLOW TIP BLOCK

SOFT BLOCK TIPS

1/4" X 1/4" T.E.

1/8" SHEET GUSSETS

1/16" SHEET TOP & BOTTOM

COMPLETE DOLLY

BIND & SOLDER ALL JOINTS

SLOTS FOR TAILPLANE SUPPORTS

W1 W2 W3 W4 W5 W6 W7 W8 W9

WING RIBS
2 OFF EACH 1/8" SHEET

FORMERS
F1 3/16" SHEET
F2, 3 & 4 1/8" PLY
F5 TO 11 1/8" SHEET

BLISTERS

DRILL TO SUIT FUEL LEAD & REAR INDUCTION ENGINES

GROOVE & BEND FORWARD

R2

R1

1/8" SHEET FIN RIBS.

F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11

1/16" PLY BRACES

FRONT SPAR

FRONT VIEW OF WING SPARS

REAR SPAR DOTTED

POSITION OF SPARS

BRASS TUBE FOR U/C

LINE GUIDE

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Scale enthusiasts will like the Gannet for its clean lines and variety in possible decorative schemes. Designer, at left, chose No. 826 FAA Sqdrn insignia for the prototype. Photo at foot of page shows the model seated on its take-off dolly.

Fairey Gannet

AN ACCURATE 38 INCH SPAN SCALE CONTROLINER BY **J. M. BODEY**

FLYING SCALE CONTROLINE is gaining increasing favour this season and we suspect that a great many enthusiasts will welcome this most practical model of the "Fairey Gannet" which can be used either for sport flying or developed into an entry for the "Carrier" event, which is so popular in the U.S.A.

The prototype weighed 28 oz. all up, flew at 60 m.p.h. and used an E.D. 2.46 Racer. With 3.5 c.c. we have no doubt that it would be faster and capable of loops and mild manoeuvres.

Make the wings first by building up the two spars from $\frac{1}{8}$th balsa & $\frac{1}{16}$th ply, then fit on all the ribs to the front spar only. While this assembly is drying, cut the fuselage formers, then add the rear spars to the wing, together with the leading edge and trailing edge. Line guides, and undercarriage tubes can now be bound and cemented to their respective positions.

Formers F.5 and F.6 can be cemented to the wing spars, checking that they are square in the front elevations, then add bellcrank support, remembering to drill it first. The bottom keel of $\frac{1}{8}$ in. balsa is now added, also ply formers F.3 and F.4. Engine bearers and tank are positioned in place and firmly glued (using one of the slow drying adhesives). Formers F.2, F.7 and F.9 come next, followed by rear keel and former F.11.

After all formers are firm, the $\frac{1}{8}$ in. sheet strip between formers F.5 and F.7 can be cemented in place together with the $\frac{1}{8}$ in. backbone and fin outline including the two ribs R.1 and R.2.

The bellcrank assembly should now be completed by adding leadouts and pushrod. Before adding tailplane, cement in tailplane supports and check for alignment with wing by means of a piece of scrap sheet. When certain they are correct, mount tailplane and connect up to pushrod. Check both elevator and bellcrank are "neutral" before finally cementing in place.

Now plank the fuselage where indicated with $\frac{3}{8}$ in. x $\frac{1}{8}$ in. strips and add soft block. The fin and between formers 5 and 7 can be covered in $\frac{1}{16}$ in. sheet. Before finally sanding, the cowling can be roughly carved and hollowed out of block then spot cemented in place.

Fuselage can now be completely sanded to a smooth finish with several grades of glass paper. Cut cowling in half and mount engine temporarily. Check for a good fit.

The wings can now be covered with $\frac{1}{16}$ in. sheet, and tip blocks added, not forgetting outer tip weight.

Cover entire model with lightweight tissue and give one coat of thin, clear dope. All extras such as radar, dustbin, tailskid, jet orifices and fuselage fairing under the cockpits, etc., can now be added.

The complete model is given several coats of sanding sealer until a smooth finish is achieved. Full details of the colour scheme will be found on the 1/48th scale drawing on page 364.

The original flew best using a 8 x 8 plastic propeller on 50-ft. laystrate lines. The glide after the engine stops is very flat indeed, up to two laps being possible, thus providing ample time for the pilot to select a soft landing spot to avoid damage to the belly.