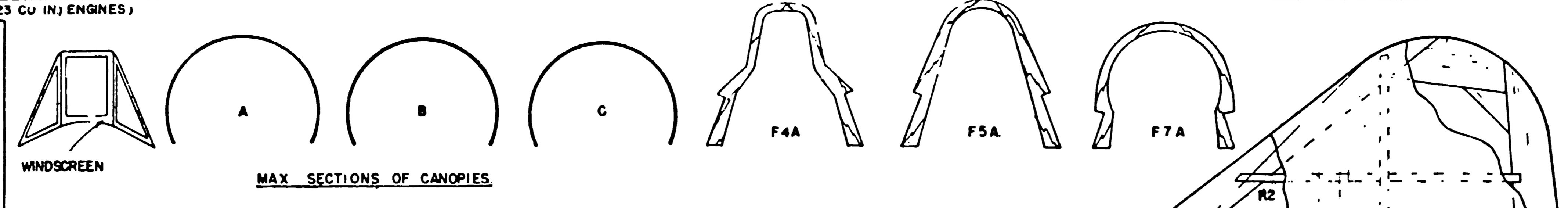
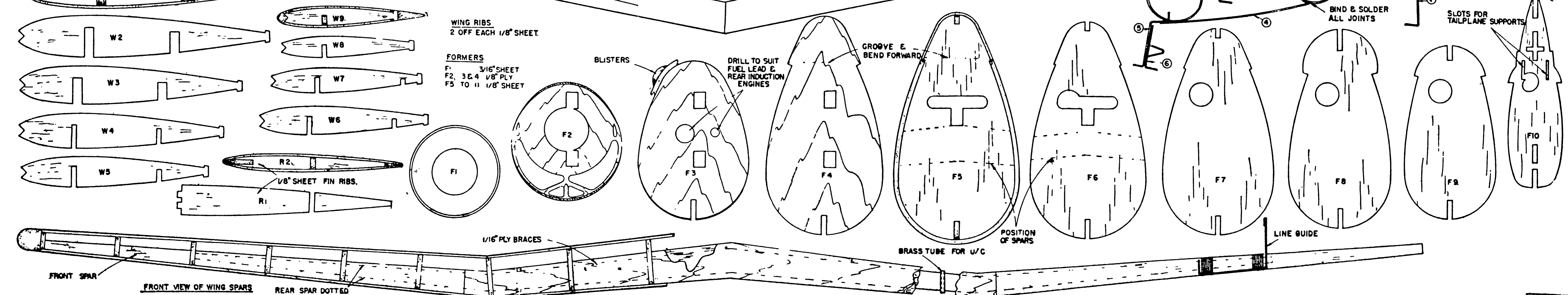
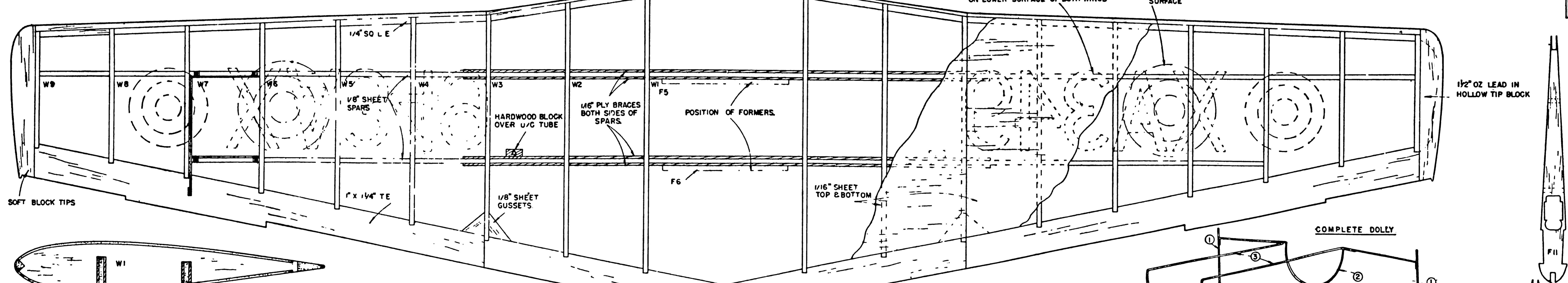
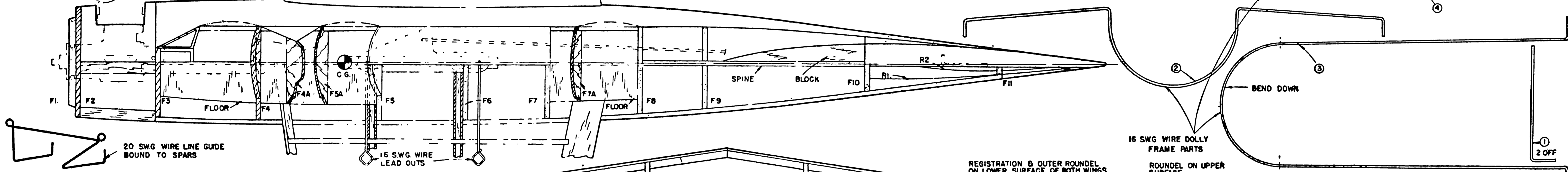
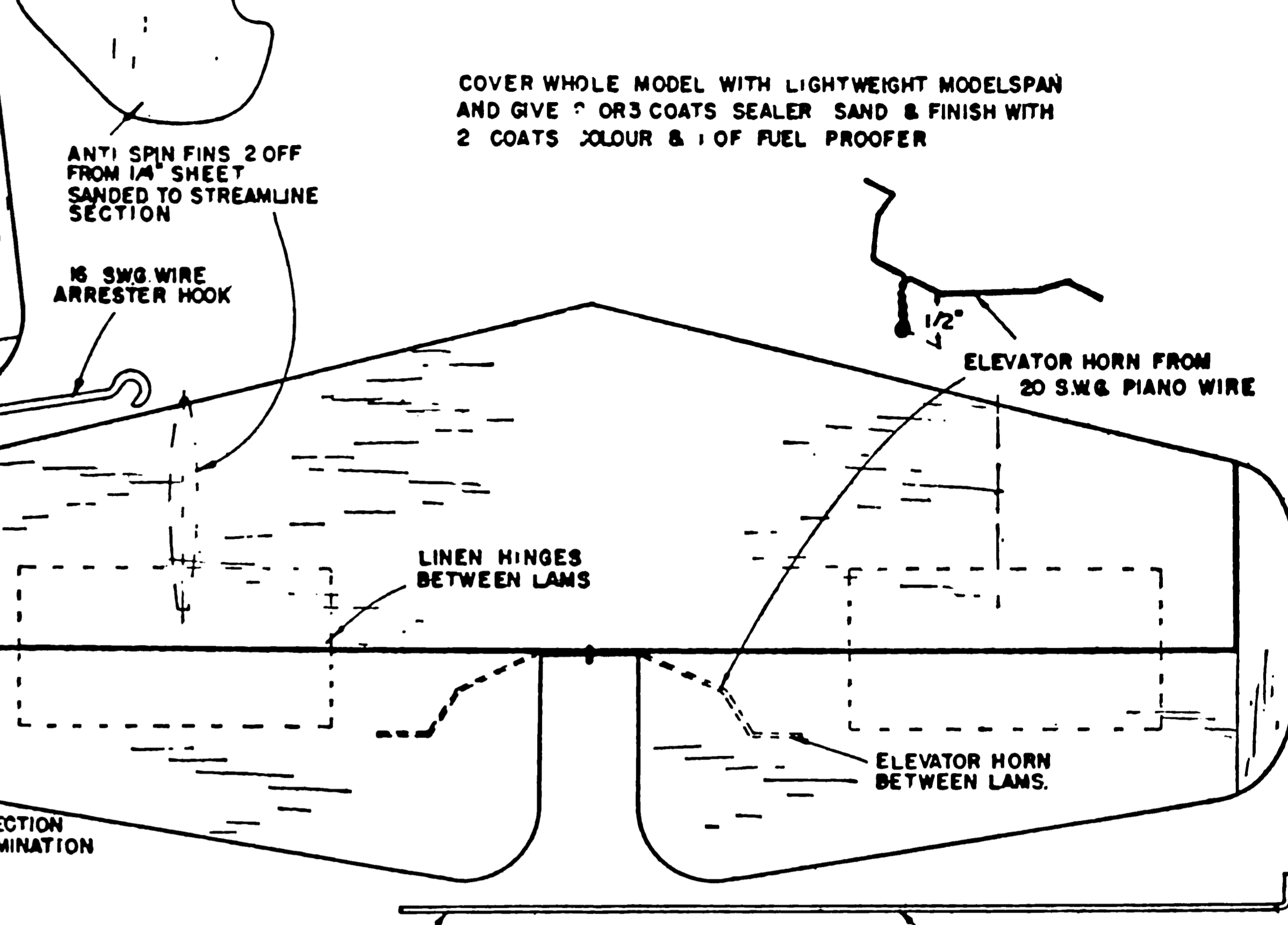
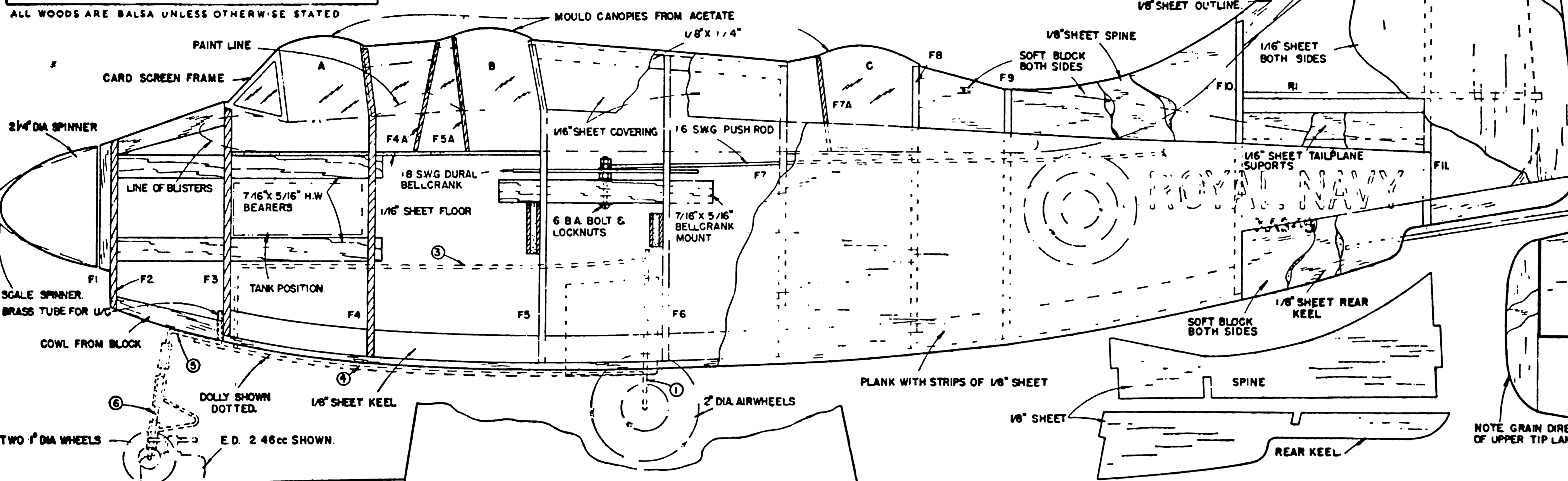


FAIREY GANNET
 DESIGNED BY
J. M. Bodey
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THE AEROMODELLER PLANS SERVICE
 38, CLARENDON RD WATFORD HERTS



MATERIALS REQUIRED

SHEET BALSA 36" LONG	MISCELLANEOUS
4 SHEETS OF 1/16" X 4"	SOFT BLOCK 4 1/2" X 3" X 2"
6 " " " 1/8" X 3"	12" X 6" OF 1/16" PLY
1 SHEET " 1/2" X 3"	14" OF 7/16" X 5/16" HARDWOOD
STRIP BALSA 36" LONG	2 LENGTHS OF 16 SWG WIRE
2 STRIPS OF 1/4" SQ	1 LENGTH OF 20 SWG WIRE
2 " " 1/4" X 1"	1 PAIR EACH 2" DIA WHEELS
	1 SQ FOOT OF MOULDING ACETATE





Scale enthusiasts will like the Gannet for its clean lines and variety in possible decorative schemes. Designer, at left, chose No. 326 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 CONTROLINER 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.

