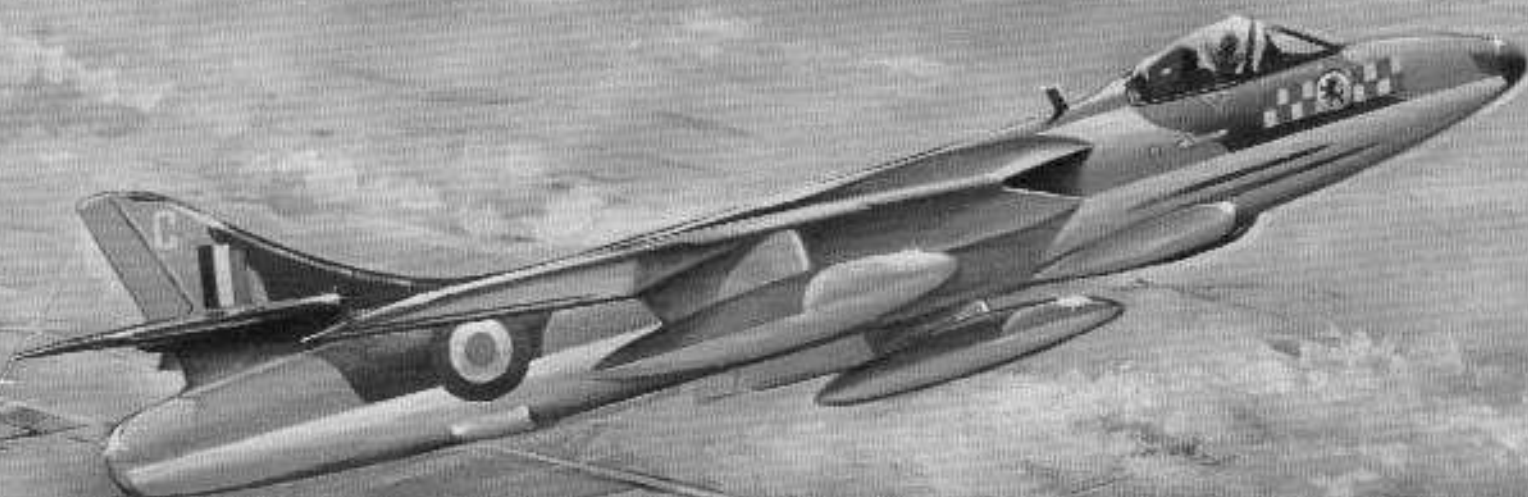


Scale Aircraft

HOME IS THE HUNTER

Star plan for Hawker's
perfect pursuer

**MODEL
GAS TURBINE
FAN UNITS
D.F. ENGINES**



FANTRAINER 600

Pull-out plans, features and
colour details of the ducted
fan trainer



Contact

AS THE EVENTS CALENDAR becomes more crowded each year it is physically impossible to attend all of the meetings that one would like to visit. Even with the specialist subject of scale – including full-size displays – every weekend throughout the summer offers something of interest. Due to other commitments I have missed out on the Ducted Fan meets for nearly two years and it made a pleasant change to be able to attend the Lincoln Club's Swinderby event in May of this year. In those 21 months quite a lot has happened on the D/F front and you can read about the details in the 'Speed at Swinderby' report.

Watching the various types of models flying at Swinderby got me thinking about the validity of non-scale D/F design. By all means they perform well, but so do conventionally powered and prop driven models that also have semi-scale appearances.

When PE Norman first started to dabble with R/C ducted fan models – single channel control in those days – he introduced some semi-scale designs for this unique form of power. Now 'PE' was an absolute scale fanatic and the only reason that he designed these non-scale models such as his Javahawk, was a lack of performance (with anything like scale inlets and outlets) from the existing power plants. The fact that radio equipment of that period was heavy and bulky only



Aggressor, above, is fast and exciting, but should it be scale! Editor's credentials for D/F, right, with his Veron Sabre model from the early 50's.

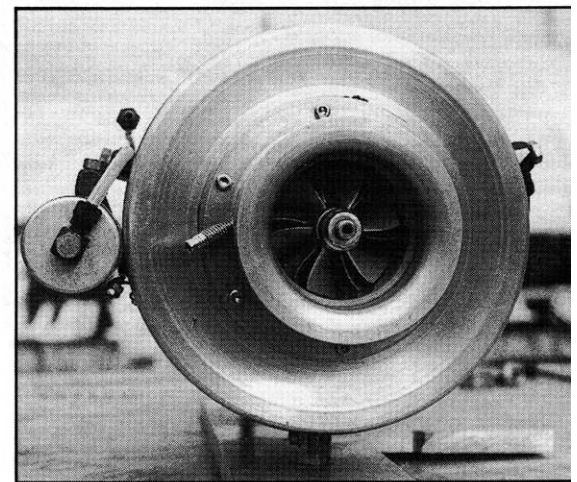


compounded the difficulties. He did produce some scale R/C ducted fan models, notably his Mig 15 later improved by his son Marcus, he would have revelled in today's performances.

It would be an exaggeration to say that all gas turbine powered prototype aircraft could be modelled using ducted fan as their power source, however, a lot of them can be scaled down and made to fly. If the improvements in D/F engines and units are so good that scale modelling is eminently practical, do we need to bother with non-scale models? We accept that the D/F system was developed virtually solely for simulating jet powered full-size flight why build sports models with this power source? It has to be admitted that constructing and operating D/F models is, and always will be, more complex, more expensive and less reliable than with propeller driven models. So why bother messing about with exotic

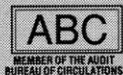


Joe Kuellen from Holland, of pulse-jet fame, has designed and constructed this gas turbine engine and is looking for an interested manufacturer. Any offers? We were unable to show the engine operating at Woodvale, none of the connectors would fit the propane gas bottle!



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