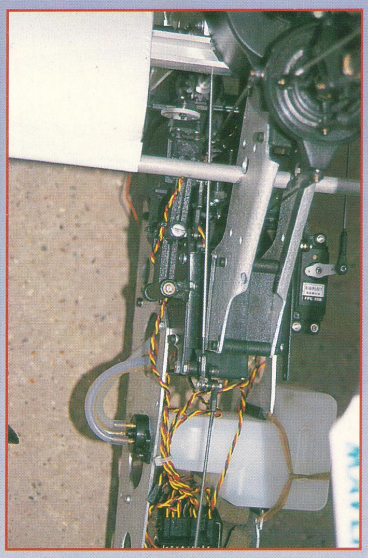


Servo as viewed on the right controls the position of the cradle holding the thrust servo on the left.

peller and decreasing pitch on the other and vice versa.

The rotor head and controls are standard Maverick but mounted backwards in the special side frames so that the engine is behind the mast. Take off for the 'tail drives' is off the lay shaft giving half engine speed to the propellers.

The body

The body is vac formed in ABS and was very straight forward to make as one mould could be used for all four sections of the body. The lower forward and rear sections are the same and the top section simply had different add-ons for the pylon mounting. Two more moulds were needed for the nacelles and a further one for the top of the pylon, the pylon itself being a formed sheet of ABS.

The wing spar is an aluminium extrusion and the leading edge is an aluminium tube. The rest of the wing and tail surfaces are from traditional balsa and are film covered.

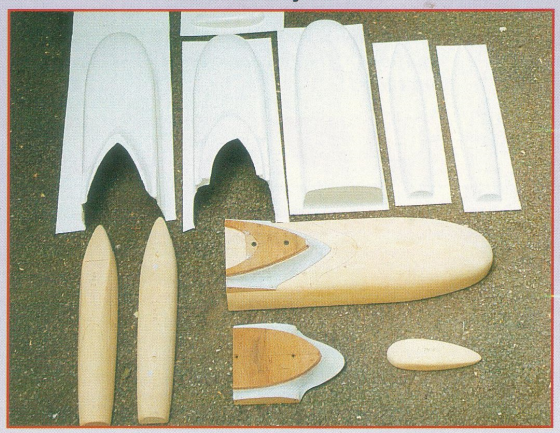
Flying

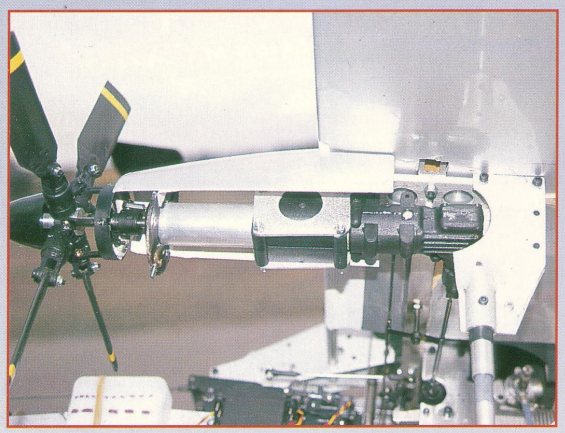
In calm conditions the model is very controllable however there are some strange effects generated by the down wash onto the large wing and tail surfaces. The down wash also affects the propellers as under some conditions yaw control is decreased possibly due to propeller blade stall. This is particularly noticeable in wind when turning left in particular becomes difficult.

Close in circuits have been achieved but extended circuits allowing the wings to generate lift have yet to be attempted.

To date the model has been seen twice in public, its first appearance being at the Robbe Schluter Cup and the second at the Hirobo Cup.

The moulds and vac formed body.





Drive to the propeller uses Maverick tai gear box, note the pitch ring.

Below; Jim Morley with the stripped down model.

Conclusion

Designing, building and flying this model is a terrific achievement especially as it only took two months to achieve! There are very few unique rotary winged aircraft and to see one modelled shows that the days of 'going your own way' are not gone after all. I think I represent everyone who has seen it by being very impressed and having the thoughts of 'I wish I could do some thing like that!' It is therefore appropriate to conclude with a few words from Jim Morley about why he built it.

'I made it because I wanted a change from tooling for the Maverick and to make an individual helicopter - not a production oriented job. The inspiration came when watching a film at an archive film show, one of the models first flights was filmed by the same guy who filmed the prototype in 1956.' □

Jon Tanner