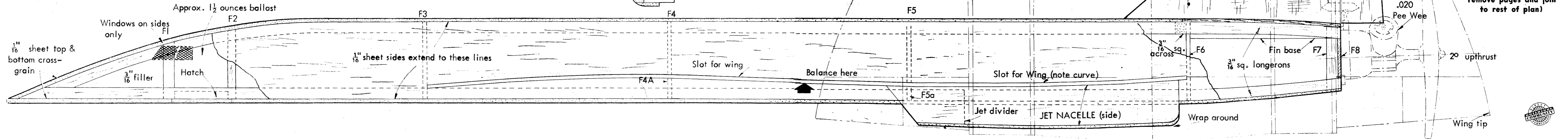


WHEN WE SAW this futuristic delta flying at the 1964 South Midlands Area Rally, we tracked down the flyer and are pleased to be able to publish full size drawings for quite a remarkable little model.

A Cox "Pee Wee" engine was used on the prototype, set at an angle. This engine is most convenient because of its reed induction, which allows it to run in a clockwise direction, and thus does not need a special pusher propeller which is otherwise necessary for any rotary valve engine. Being all sheet construction, it is very tough and will withstand many a hard knock, although in fact, it is a docile model, having inherent stability.

No claim is made for it to be a true scale model. The shape of the real Concord has yet to be defined, so we will ignore the curly tips and changes of nose profile for the sake of simplicity. Here is a Concord that you can make to fly in 1965 and thus be well in advance of the Anglo-French supersonic jet-liner project.

- Construction sequence is as follows:
- (1) Cut out and slot the  $\frac{1}{16}$  in. sheet fuselage sides; glue on pre-curved (by steam) longerons and nose doublers, using PVA glue. Balsa cement F3, F4, F4A, F5, F5A and F6 square to one side.
  - (2) Cut out and assemble the wing from 3 in. or 4 in. wide  $\frac{1}{16}$  in. sheet (pre-cemented).
  - (3) Chamfer longerons at nose as per plan view and join fuselage sides by the formers erected, checking alignment.



- (4) Sand the wing to shape; sand the surfaces smooth, round the leading edge and trailing edge, and mark the position of the Jet nacelles on the under-side.
- (5) Insert wing into fuselage slot, checking alignment and then run a bead of balsa cement along the inside of all wing/fuselage joints (a clean ball-point refill tube makes a good extension for the cement tube nozzle, necessary for this stage). Weight the top of the fuselage to ensure that the wing follows the contour of the slot. Allow this assembly to dry fully.
- (6) Fix 10 B.A. nuts to the engine mounting bulkhead F8 with tin plate or wire, soldered to lock the head bolt engine to the mount. Recess F7 to accept the bolt heads. PVA the engine assembly to F7, pin in place.
- (7) Cement remaining formers: F1, F2, and F7 assembly into the fuselage (twist formers to insert). Cement nose, and pull in with rubber strip binding.
- (8) Shape  $\frac{1}{2}$  in. sheet nose block, PVA in place (pin through sides), and sand flush with longerons.
- (9) Sheet fuselage top and bottom with 3 in. x  $\frac{1}{16}$  in. sheet (cross grain), except for upper rear fuselage: Temporarily insert  $\frac{1}{16}$  in. sheet fin, and sheet top of fuselage from F6 back with  $\frac{1}{16}$  in. sheet grain lengthwise; remove Fin.
- (10) Sand fuselage corners to rounded section. (See F1 and F8 on plan.)
- (11) Assemble nacelle sides and central intake dividers under the wing and sheet with  $\frac{1}{16}$  in. balsa cross grain; note slight wrap-over at tail end.

### CONCORD (Contd.)

(12) Cement Fin in place, cut out rudder and sand smooth.

#### Finishing

Apply two coats of 50/50 Dope/thinners. Dope on lightweight tissue. Apply one coat 50/50, sand, one coat 50/50, sand. Spray one coat 70/30 White Ethylrate/thinners. Allow to dry. Trim—Mask with  $\frac{1}{16}$  in. Sellotape (cut down from  $\frac{1}{2}$  in.). Apply two coats Humbrol Fire Orange, one coat Royal Blue Ethylrate 100 per cent (add rudder via aluminium tabs). Evo-Stik in place.

#### Flying

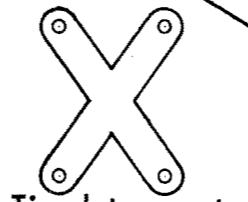
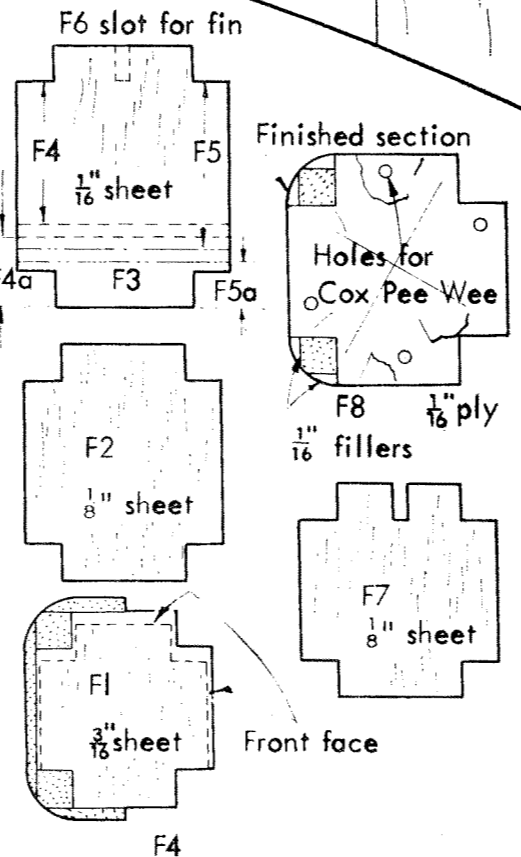
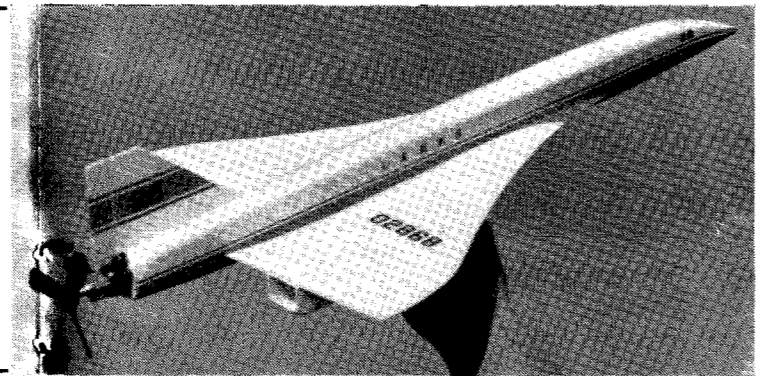
Add Ballast (1 oz. +) to nose until model balances where indicated. Grasp model by rear fuselage behind the wing. Launch hard parallel to the ground, adjust balance as required.

#### Thrust Line

Two degrees right and two degrees upthrust with C.G. at 50 per cent results in a fairly tight turning climb followed by a long, straight, fast glide.

## K. J. Downton's CONCORD

FULL SIZE PLANS FOR A 12 INCH SPAN VERSION OF THE ANGLO-FRENCH SUPERSONIC JETLINER FOR .020 POWER



Tin plate mount. Cement between F7 and F8, solder 10 B.A. nuts to plate. Re-tap to clear solder

ACTUAL WING PLAN FOR CUTTING FULL SPAN PARTS FROM  $\frac{1}{16}$  SHEET

## CONCORD

by K. J. Downton  
(lift centre staples to remove pages and join to rest of plan)

