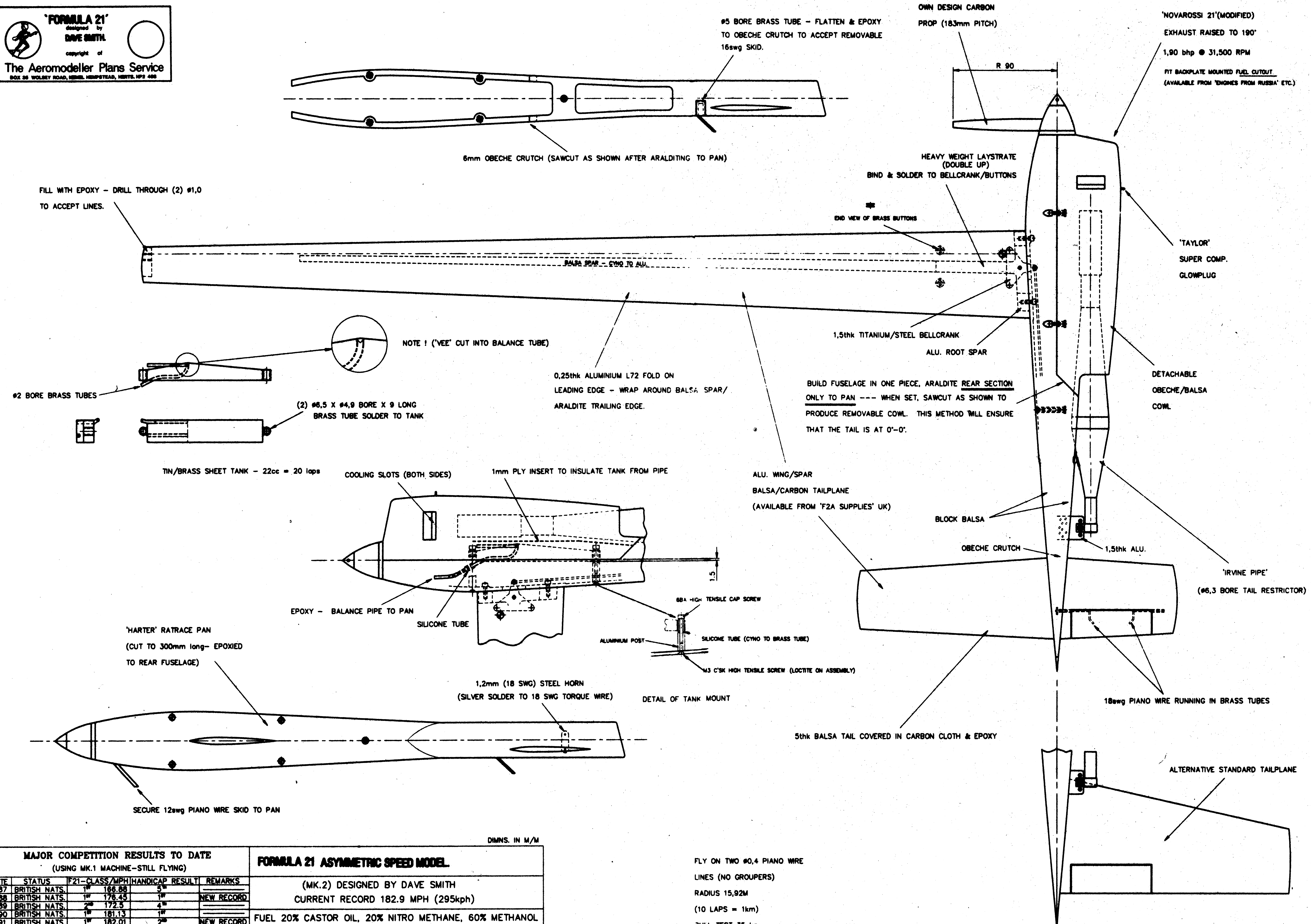




**MAJOR COMPETITION RESULTS TO DATE**  
(USING MK.1 MACHINE-STILL FLYING)

| DATE | STATUS          | F21-CLASS/MPH   | HANDICAP | RESULT          | REMARKS    |
|------|-----------------|-----------------|----------|-----------------|------------|
| 1987 | BRITISH NATS.   | 1 <sup>st</sup> | 166.88   | 5 <sup>th</sup> |            |
| 1988 | BRITISH NATS.   | 1 <sup>st</sup> | 176.45   | 1 <sup>st</sup> | NEW RECORD |
| 1989 | BRITISH NATS.   | 2 <sup>nd</sup> | 172.5    | 4 <sup>th</sup> |            |
| 1990 | BRITISH NATS.   | 1 <sup>st</sup> | 181.13   | 1 <sup>st</sup> |            |
| 1991 | BRITISH NATS.   | 1 <sup>st</sup> | 182.01   | 2 <sup>nd</sup> | NEW RECORD |
| 1992 | 3-25 YEARS GALA | 1 <sup>st</sup> | 181.0    | 3 <sup>rd</sup> |            |
| 1992 | BRITISH NATS.   | 1 <sup>st</sup> | 182.9    | 2 <sup>nd</sup> | NEW RECORD |

**FORMULA 21 ASYMMETRIC SPEED MODEL**

(MK.2) DESIGNED BY DAVE SMITH  
CURRENT RECORD 182.9 MPH (295kph)

FUEL 20% CASTOR OIL, 20% NITRO METHANE, 60% METHANOL

DATE APRIL '93 SCALE 1:1 WEIGHT 623g

FLY ON TWO #0,4 PIANO WIRE  
LINES (NO GROUPERS)  
RADIUS 15,92M  
(10 LAPS = 1km)  
PULL TEST 35 kg



## Dave Smith offers advice on how to start flying control line speed

**S**ince 1987 Dave has been flying his original F21 Speed model with consistent competition success and currently holds the British Record at 182.9mph. Originally the plan was only available directly from Dave, but now he has agreed to let us put it into the Plans Service to reach a wider public and promote speed flying. If you are tempted then here is a good place to begin and there is plenty of friendly help and advice available too. — Ed.

### Formula 21 Speed.

The Formula 21 speed event is aimed at the enthusiast who fancies speed flying but does not want to tackle all the difficulties of the international F2A class or the larger motors i.e. 5cc, 6.5cc and 10cc. The class is suitable as an end in itself and also ideal for any person contemplating entering F2A. The models and handling are very similar but less demanding and less expensive. There are many suitable 3.5cc motors available over-the-counter offering high power and easy handling. With the recent upsurge in specialist speed suppliers it is now possible to purchase virtually all those difficult-to-make items which have held back many would-be speed fliers in the past. Perhaps we are waking up to the fact that if items like aluminium wings, spars, bellcranks, engine mounting pans, ready finished tailplanes, cutouts etc, are freely available at reasonable prices more potential fliers will have a go. (Even with all these parts available do not be tempted into thinking these are ARTF models!)

The myth that speed models are difficult to fly has been largely eliminated with the introduction of the asymmetric design, with its moderate wing loading and strong, vibration free construction. Properly set up these models can fly like a dream, leaving the pilot to negotiate the pylon in the most comfortable and efficient manner. Spending time carefully trimming the model will give you a head start.

I have found that 0-0 degrees incidence on wing and tailplane works well. Check wing alignment carefully and keep an eye on the CG position with the tank, motor and prop including bob weight if you are using a single blade prop. Using a suitable vertical wall or door in the workshop, suspend the complete model using

**Dave Smith (at the top) with his very successful F21 speed model which holds the British Record at 182.9mph. Speed models may look simple but they need to be built with extreme care and flown well to get good performance.**

# 21 FORMULA SPEED

