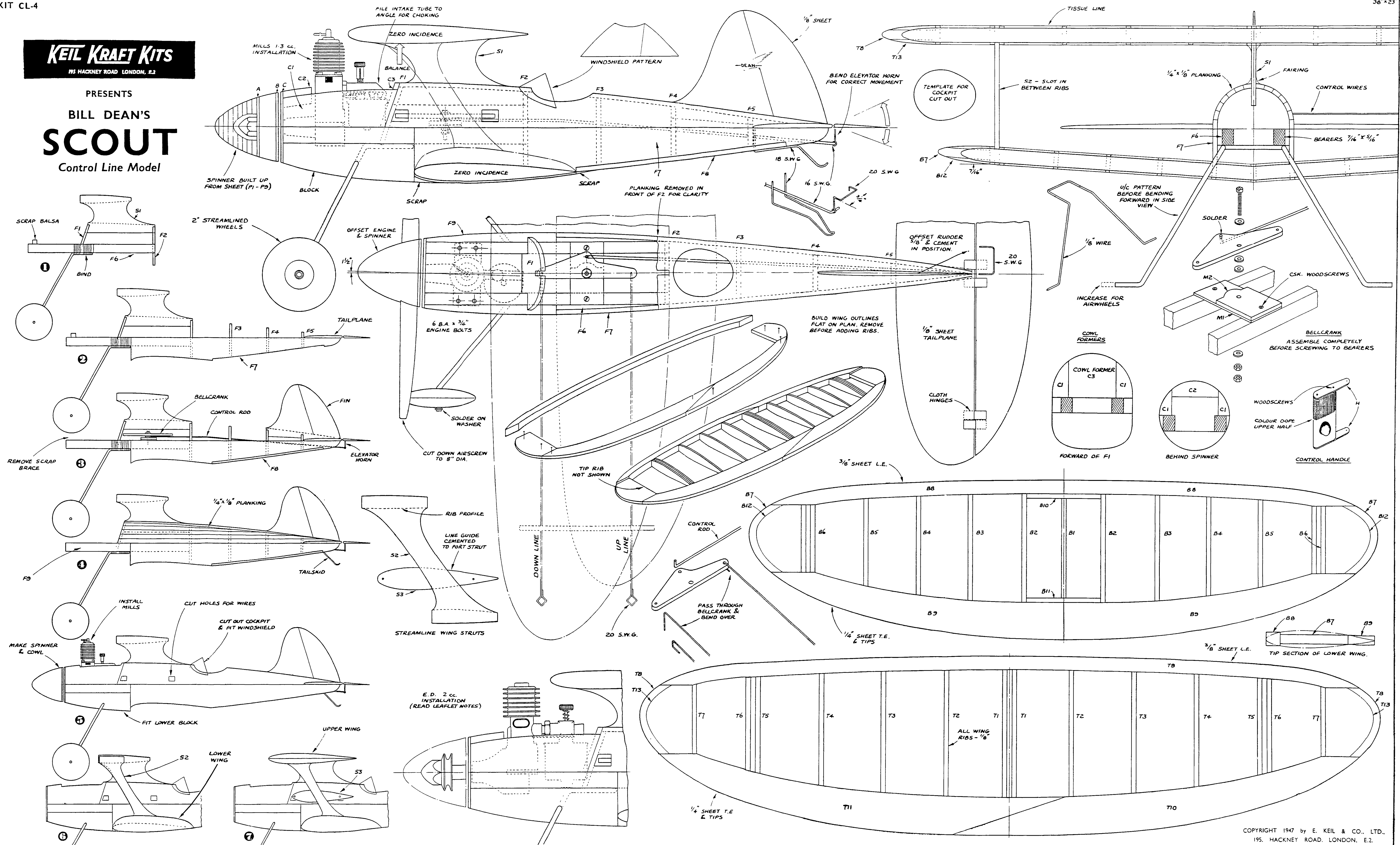
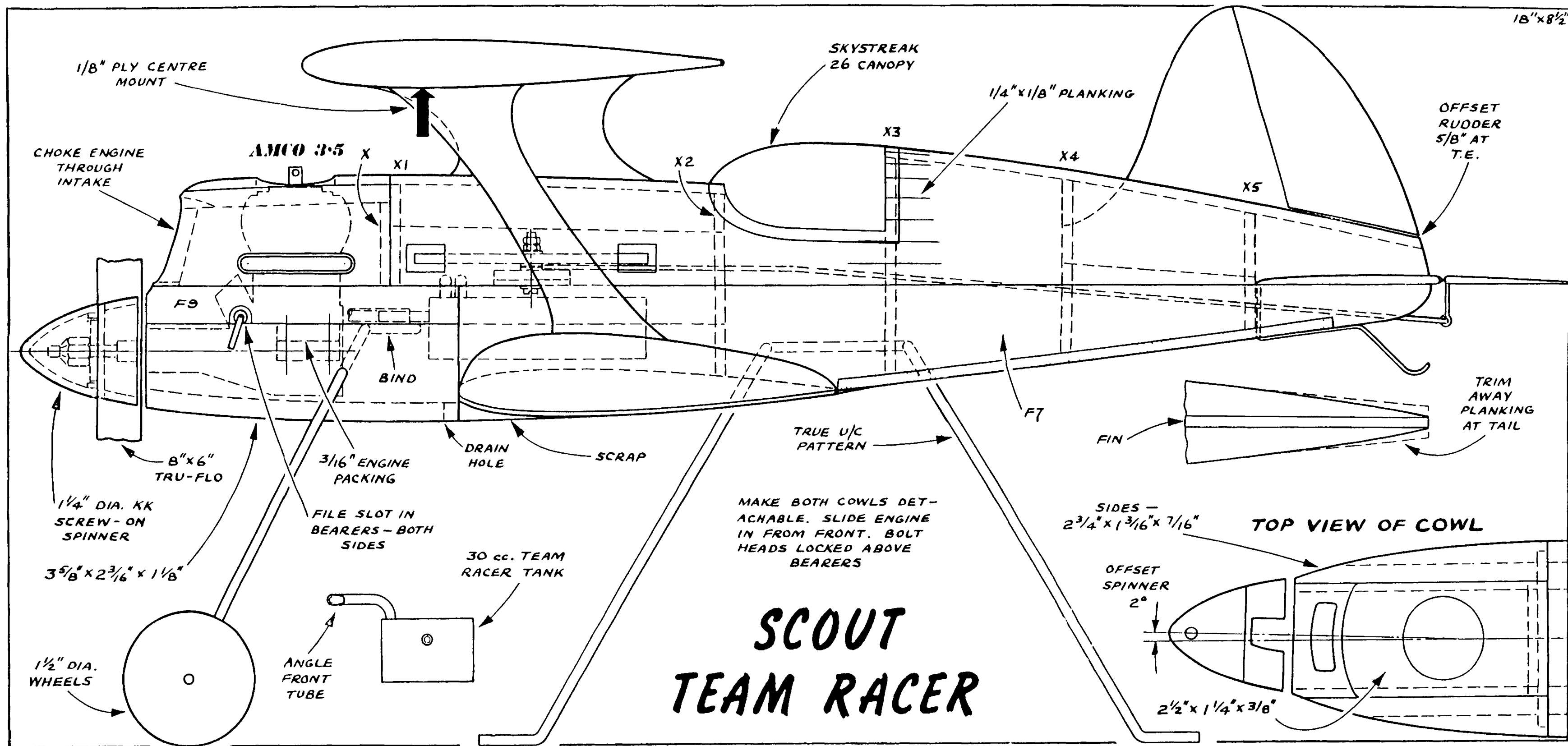


KEIL KRAFT KITS
 115 HACKNEY ROAD LONDON, E2

 PRESENTS
BILL DEAN'S
SCOUT
 Control Line Model




TEAM RACER VERSION

The adjoining plan gives details of a special team racer version of the Scout. The fuselage is deeper than that of the sport model (on the large plan) and an enclosed canopy has been added. The original T.R. Scout is powered by an Amco 3.5, but other suitable engines include the new Elfin 2.49, Elfin 1.49, Alphon Arrow (1.49) or Alphon Javelin. Begin by cutting out all the parts printed in red on Sheet 4. Other parts are printed in black on the reverse side of this sheet, but these are required only when building the sport model.

The building procedure is basically the same as for the sport model, although different formers (X1 - X5) are used and the engine is completely cowed. A ready shaped ply centre mount (S1) is provided for additional strength. The bearing positions remain unaltered - the Amco being bolted underneath instead of on top (note 3/16" packing between the bearers and the mounting lug). The lowered thrust line means using a longer undercarriage and the pattern for this is given on the adjoining plan.

Fit a 30cc capacity fuel tank and check with a carefully measured quantity of fuel before installing in the fuselage. The tank should fit snugly between the engine bearers and be positioned under the bellcrank. Note that the tank outlets emerge from the right hand side of the fuselage. A long slot must be cut in the right hand 19 piece to accommodate the fuel tubing from the engine to the tank.

Start the cowl by lightly cementing the lower block to the bearers (first removing the engine). Draw a circle on the front face by using a penny as a guide - allowing for engine offset and checking the correct horizontal location. Draw another circle (3/16" inside the first) and now roughly carve the outside to the correct top and side profiles. Next remove the block from the bearers and hollow out to make room for the engine. Now bolt the engine (with spinner in place) to the bearers again and tape up all openings to prevent balsa dust and shavings entering.

Build the top cowl as follows: Attach X to X1 with a small dab of cement. Then cement the side pieces to X and hold them to the bearers with a few dabs of cement. Add the upper block - after first cutting a hole for the cowling piston. Shape the upper cowl and cut an opening in the front large enough for choking purposes.

The lower cowl may be seen in two (across the centre line) just level with the undercarriage and the rear portion permanently cemented to the fuselage. Both upper and lower cowls should be only lightly cemented in position - so that they can be readily removed for access to the engine and fuel tubing.

Other constructional details are covered on the plan. Bellcrank installation, general assembly and a remote release are all described in the separate leaflet. The model should balance near to the heavy black arrow, when held under the wing tips. Add weight to the nose of a tail heavy model.

GENERAL NOTES ON TEAM RACERS

Briefly, the S.M.A.E. requirements for a team racer are as follows:—Model to be either scale or semi-scale. If the latter, a raised cabin and dummy pilot must be fitted. Engine must be completely cowed, except for access to plug or compression lever. Minimum wing area 125 square inches (Scout 132 square inches). Maximum engine and fuel tank capacity 5cc and 30cc respectively. Line length from centre of model to control handle—to be 52 1/2 feet. In a team race, either two or three machines are flown in the same circle over a course of 5 to 10 miles—models being landed as re-fueling becomes necessary. It is then up to the 'mechanics' to get the entries back into the air as soon as possible. Frequently races are won by models with only sport type engines—easy starting and low fuel consumption being just as important as sheer speed. We have seen models powered by 'hot' engines put up very high speeds, only to waste precious minutes in frequent fueling stops and difficult starting.

The best way for a club to get started on team racing, is for the members to concentrate on two (and later, three in a circle flying)—with simple sports models. One of the best trainers for team racing, is the popular low-wing PHANTOM. Many modellers will remember the two-in-a-circle flying with these models at the '47 and '48 Model Engineer Exhibitions. The all-sheet construction of the Phantom stands up well to this type of flying and in the event of a crash, is simple to repair.

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THE KEILKRAFT RANGE					
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Slicker	42" 17/6	Phantom	21" 18/6	Invader	40" 6/6
Slicker 50	50" 25/-	Scout Biplane	20" 22/6	Klimmou	50" 7/-
Super Slicker	60" 35/-	Stuntmaster	30" 19/6	Soarer Baby	36" 5/-
Southerner Mite	32" 10/6	Stunt King	16" 18/6	Soarer Minor	48" 8/-
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Skyjet 50	18" 3/9				
Skyjet 100	24" 5/6				
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