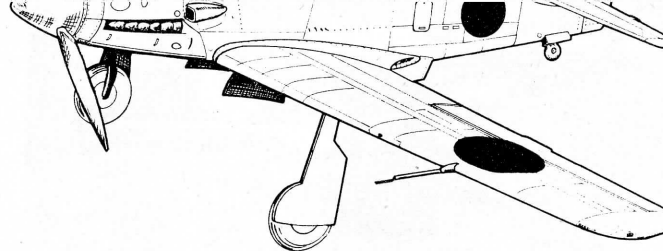


# "TONY" JUNIOR

By  
Fujio  
Arigaya

A 40in. span near scale model for  
single channel coupled ailerons  
and rudder control, for 1.5c.c.  
motors



REMEMBER Haruo Bando's multi R/C scale  
Kawasaki Ki-61-II "Tony" model we pub-  
lished in our June 1967 edition? It's certainly been  
popular plan—obviously there are a large number  
of R/C'ers who appreciate the attractive lines of this  
Japanese low wing, World War II fighter.

But why should the multi boys have it all their  
own way? Why not a smaller version for single  
channel? Low wings don't have the stability of the  
high wing machines you say, True. But are they  
really so unstable as to be useless for single channel?

Obviously Japanese R/C modellers do not think  
so for single channel R/C flyers out there tackle  
a range of seemingly improbable subjects for one  
channel R/C, including Mustang, Zero, Raiden, Ju  
etc. They also have a habit of scaling down the  
big, low multi jobs to suit their own equipment and

engine sizes as evidenced by Mr. Suzuki's *Lucky*,  
which appeared in Feb's *Single Channel Chatter*.

The control system on these exciting little machines  
invariably involves coupled aileron and rudder con-  
trol, usually with throttle control, and often kick-up  
elevator thrown in to boot. These controls are  
actuated from any of the many single channel  
motorised actuators so popular among single channel  
R/C enthusiasts in Japan.

In Great Britain, aileron control for single channel  
has not, as yet, caught on to any great degree.  
Single channel flyers here tend to cling to the high  
wing, rudder only layout. It's time we broke out  
of the rut chaps!

Fujio Arigaya is a prolific builder of R/C models,  
and what's more, he's a confirmed single channel  
man. His 46½ in. Cessna 172E (plan RC/902, price

10/6d.) which appeared in *Aero Modeller* has been  
a top seller and his Junkers Ju 87 Stuka (plan  
RC/884, price 10/-d.), another *Aero Modeller* intro-  
duction, is also in continual demand.

Fujio's "Tony" is not exactly to scale, but is near  
enough to capture the exciting air of the full size  
machine. Generous fuselage side area of this air-  
craft helps to make the model stable. As might be  
expected, the tailplane is oversize for better longitudi-  
nal stability, and the wings have come in for some  
re-shaping, having wider chord at the wing tips.  
This, together with the resultant thicker wing section,  
reduces any tendency to drop a wing tip violently  
in a turn, which could of course be disastrous with  
the limited control available, if the sharp taper  
of the full size were used. Wing dihedral angle as  
per the full size helps to maintain the air of  
realism.

Size Copies of 1/7th  
Plan reproduction  
are available through  
M. & E. Plans Service  
Plan R/C964 Price 10/-  
post free.

Cockpit  
Canopies?

dy moulded cockpit  
opies for this model are  
tainable G.T. Models, 81  
ckhouse Road, Becken-  
n, Kent., price 7/6d.  
plus 9d. postage.

close-up of one of  
Arigaya's prototype  
Juniors showing panel  
detail over fuselage  
wing. Centre: four  
views of Fujio's prototype,  
which displays a very  
realistic air. Bottom left:  
close-up of tail cone show-  
ing trim tab details and  
linkages.

