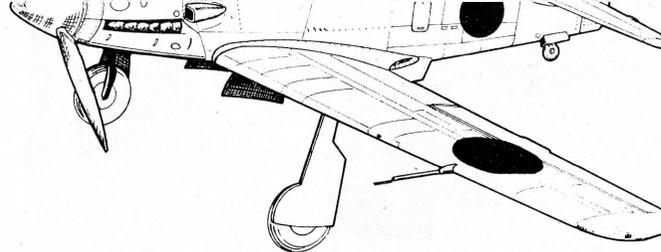


"TONY" JUNIOR

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 published in our June 1967 edition? It's certainly been a popular plan—obviously there are a large number of R/C'ers who appreciate the attractive lines of this sleek 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 wide range of seemingly improbable subjects for one channel R/C, including Mustang, Zero, Raiden, Ju 87, 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 control, 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* introduction, 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 aircraft helps to make the model stable. As might be expected, the tailplane is oversized for better longitudinal 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.

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

Cockpit Canopies?

Ready moulded cockpit canopies for this model are available G.T. Models, 81 Backhouse Road, Beckenham, Kent., price 7/6d. plus 9d. postage.

Close-up of one of Fujio Arigaya's prototype 'Tony 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 showing trim tab details and linkages.

