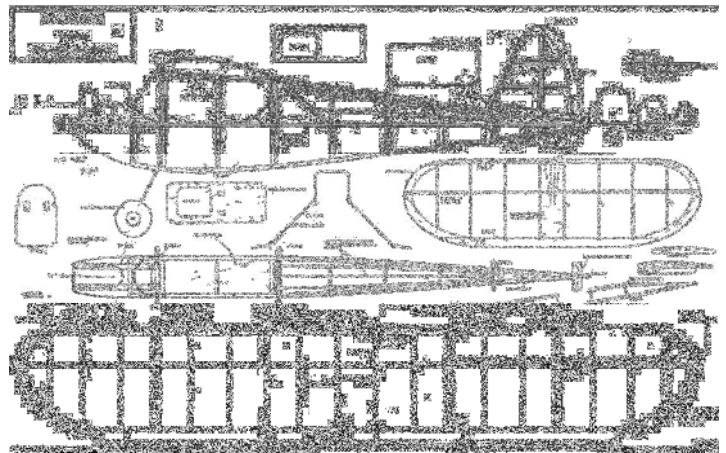
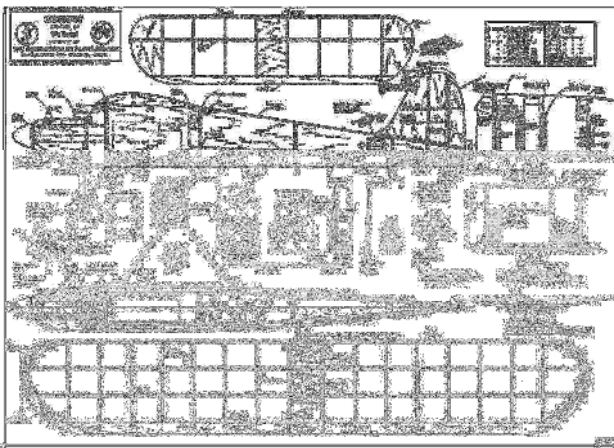


A real model!

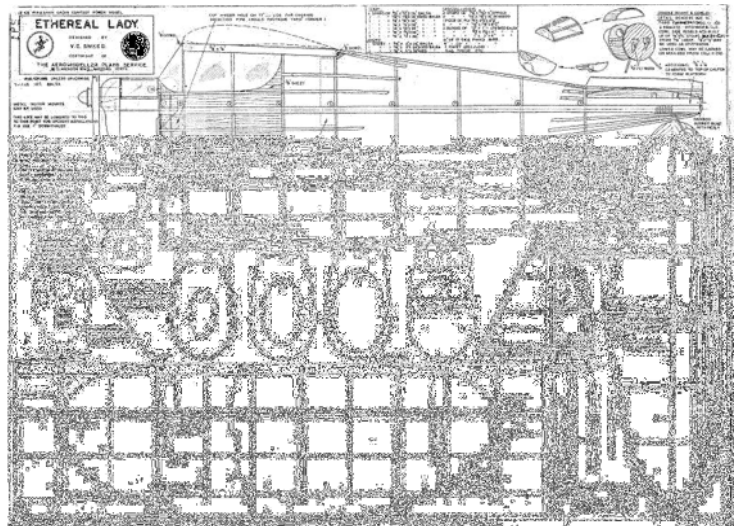
For those of us UK born and of "a certain age" the name Vic Smeed is synonymous with Aeromodeller Magazine and a host of small free flight or simple R/C models all with a classic friendly look and often Mills .75 or ED Bee diesel power. Names like Cherub, Courtesan, Ethereal Lady, Tomboy, Poppet, Coquette, Popsie, Pushy Cat, Miss '38, Chatterbox (named for the Galloping Ghost early radio system that could be fitted and was noisy!), Ballerina, Madcap, Dollybird, Virago, Hells Belle, Majorette, Junior Miss, Pulstar, Electra, Moppet, Paage Boy, Debutante, Mam'selle and more spring to mind and all shared a common feature - if you built 'em straight, they flew well!

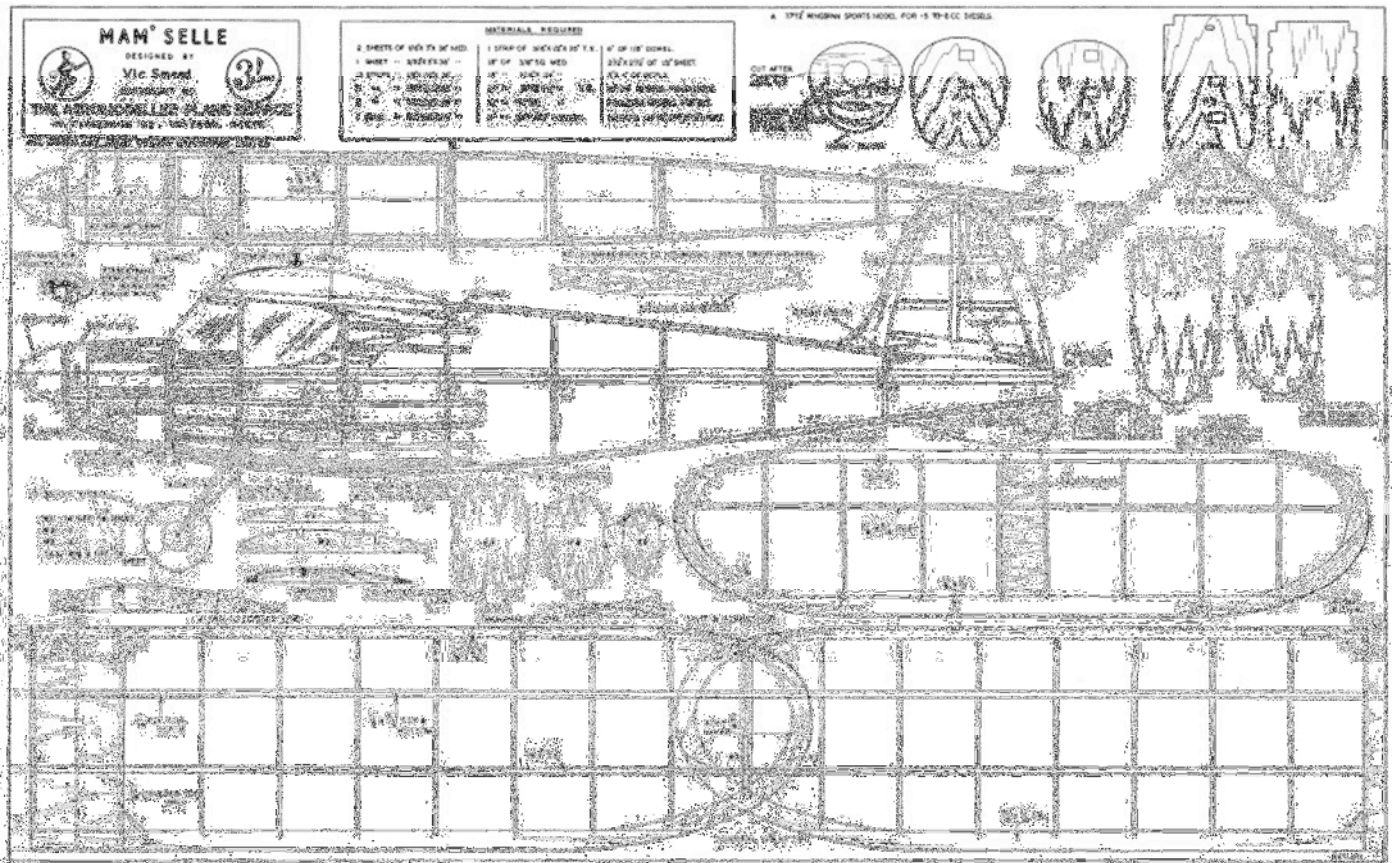
I built the Tomboy for last year's "Oily Hand" weekend powered (well sort of) by a '50s Mills 75 and with this year's "Vets Weekend" coming up in Musslebrook decided to build something new. My first thought was a 150% Tomboy for a Mills 1.3 (an Indian repro I bought in the 70s) but wanted to go for



something different but still a Vic Smeed design.

A Google or two later I had four plans to choose from, I decided against the Bandboy & Courtesan as being too much like the Tomboy and plumped for the Mam'selle (below) as being cuter than the elegant Ethereal Lady. So I printed out an A4 sheet, enlarged it at the library for 20c to A3 and took it to the local plan shop for a 291% enlargement at only \$3 to give a 48" span version (122cm for those who still can't do Imperial Measure). Please note this plan cost 3/- or about A25c when available from APS - the Aeromodeller Plans Service! This is 128% larger than the original so I think I will increase its name accordingly and call it Madam.





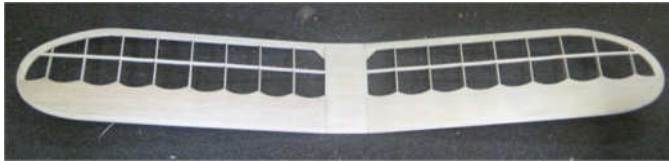
And so to balsa cutting. Since it is 128% larger and will carry R/C gear I have to increase various sizes which makes some of the former cutting a bit tricky but I did the usual - cut out all of them and the ribs and make a kit. I also did a load of stripping for the LE & TE and stringers with this useful little Balsa Stripper adjustable knife thingy I bought in some garage sale a hundred years ago. It was made by the Windsor Propeller Co I wonder what became of them?



I started with the wings as they are the simplest and include a nice idea for bending the $\frac{1}{2} \times \frac{3}{8}$ " balsa LE to meet up with the tip formers - you split 'em so they form 3 thin easy to bend sections as you can see here and then glue them together again!

I also decided to sheet the top of the LE section to give a bit more strength but included scallops between the ribs as I think it looks sexy! Here's the completed wing and it's pre-cut sheet waiting for final assembly.

Just build another wing, a centre section and add a ply wing brace and hey presto - ready for covering!



The tailplane is built in much the same way but I added an extra spar to make it stiffer and, of course, a moveable elevator by using a deeper trailing edge and hinging it.



The fin had a small trim tab on the original but it now has a hinged rudder.

So that's all the easy "flying" bits done, now to the fuselage and the hard part. Watch this space.