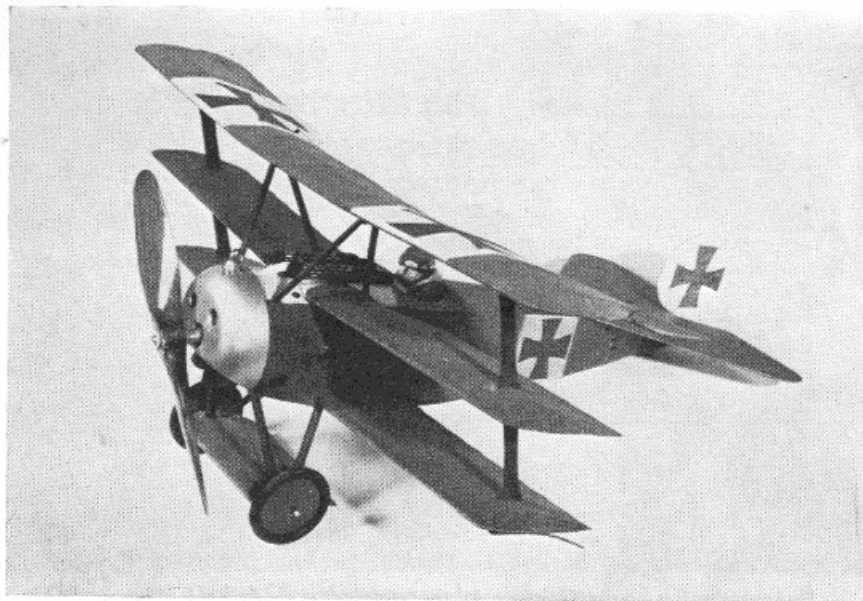




The 11½ in. wing span 1/24 scale Fokker Triplane—never an easy subject to fly—becomes much more practical through the use of the Brown CO₂ power unit.

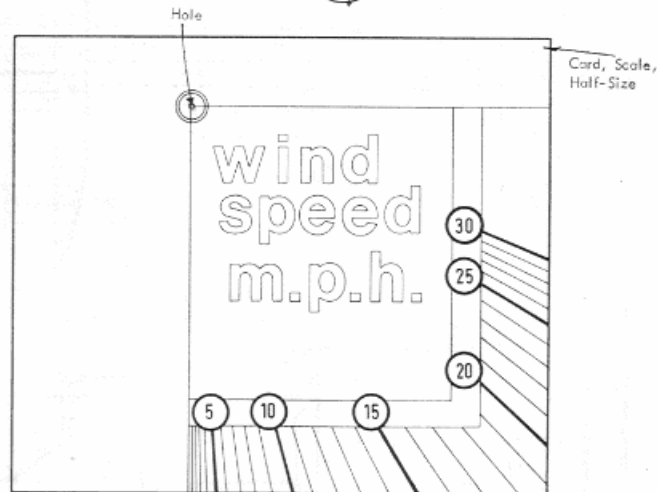
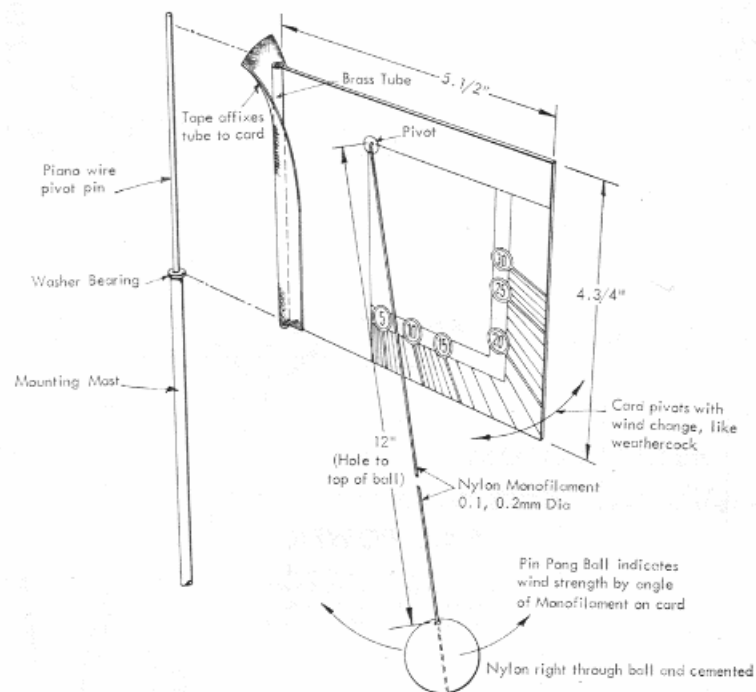
long nose, ends up too far to the rear of the C.G., the weight of a liquid charge can seriously upset the power trim. It is better always to locate the flight capsule as near as possible to the centre of gravity or, as mentioned earlier, use twin bottles.

It would be difficult to find a shorter nosed subject than the Fokker Dr.1 Triplane, which is another subject in which I have installed the Brown Junior. This was originally a rather unsuccessful rubber model which has been made completely practical by the use of CO₂ power. Scale is 1/24, which makes the wingspan approximately 11½ in.

"Difficult" Types become "Possible"

The choice of model for this new engine is wide to the point of being virtually limitless. Types which leap to mind as tempting projects, previously difficult or impossible for rubber power, are the whole range of interesting short fuselage types like the D.H.2 on the cover, the Westland Pterodactyls and a host of flying wing prototypes such as the Waterman Arrowbile. All those early flying machines with lots of frame and very little fabric like the Bleriot Monoplane Model, which always looked wrong with a rubber motor showing through the rear fuselage.

How about all the twin and multi-engine types which are immediately ideal with a central flight capsule linked to both engines (all four if you are a millionaire)? The Brown Junior CO₂ engine will run quite happily in either direction so all torque problems can be overcome by counter-rotating props! Alternatively, differential throttle settings will enable torque effects to be fully countered and all engines from a common capsule *must* stop at the same time!



PENDULUM ANEMOMETER
reads to within 10% of actual values