

HARRY ALLAN'S

By Jack Immelman

# BOKKIE



*R/C Modeler Magazine is proud to present Harry Allan's "Bokkie." This two-and-a-half pound model from South Africa is the finest performing .19 powered R/C aircraft we have yet seen. The word 'Bokkie' is the South African common name for a little deer, and this model exhibits all of the nimbleness and grace of its namesake. The exaggerated 'quickness' common to the smaller R/C aircraft has been overcome in the Bokkie, and you will find that it performs the aerobatic schedule with the same finesse as its larger competition counterparts.*

*— Don Dewey*

When Phil Kraft promised to send us, as franchised agents in South Africa, an early sample of his lightweight system, it seemed logical to test its capabilities in a lightweight model. Local modeler Harry Allan claimed he could produce just the thing — a smaller development of his already small 50" low-wing.

So, in the nimble-fingered way of a natural modeler, Harry ran up a little sports job with an all-up weight, with radio, of only 2½ lbs. After a lot of flying with my sleek, smooth, .60 powered 'Upset,' I cannot say I viewed this new little toy with much enthusiasm. What could one expect with only a fussy little .19 up front?

The first take-off with the little beastie was all of 20 feet long, whereupon it leapt into the heavens with the agility of a little deer frisking over long grass on a dewy morning. Hence the name, "Bokkie." After five minutes flying I had exhausted every manoeuvre in my limited repertoire, and the experts queued up for a little stick time, with "Bokkie" still fresh as a daisy. This was our only mistake — nobody who took over the 'box' was inclined to give it back again until that huge four ounce tank was down to the last drop!

So, to all you guys with 12 oz. or larger R/C systems, here is what to do. Cut out the fuselage sides and mark the former positions. Then glue the formers in at the same time as the tank floor which squares everything up even if you work in fresh air. Add the sloping sides and the top piece, and Titebond on the sheet stab and fin. The plan shows the little rectangular jig pieces which are spot-glued to the centre and tip ribs. Cut carefully since this will give a 1/16" washout when built on a board. Now, trial-fit the wing servo and fuselage pushrods and equipment and get everything working nicely. Only now should you glue on the lower fuselage sheet. The usual sanding and doping completes the job with that little bit of silk or Super MonoKote you had left over from your last monster. But use light tissue for the tail surfaces, and clear dope over coloured silk is better than a heavy layer of colour dope. The whole secret, you see, is to come out at under 2½ lbs. Then you only need this little engine, and little tank, for big, big performance.

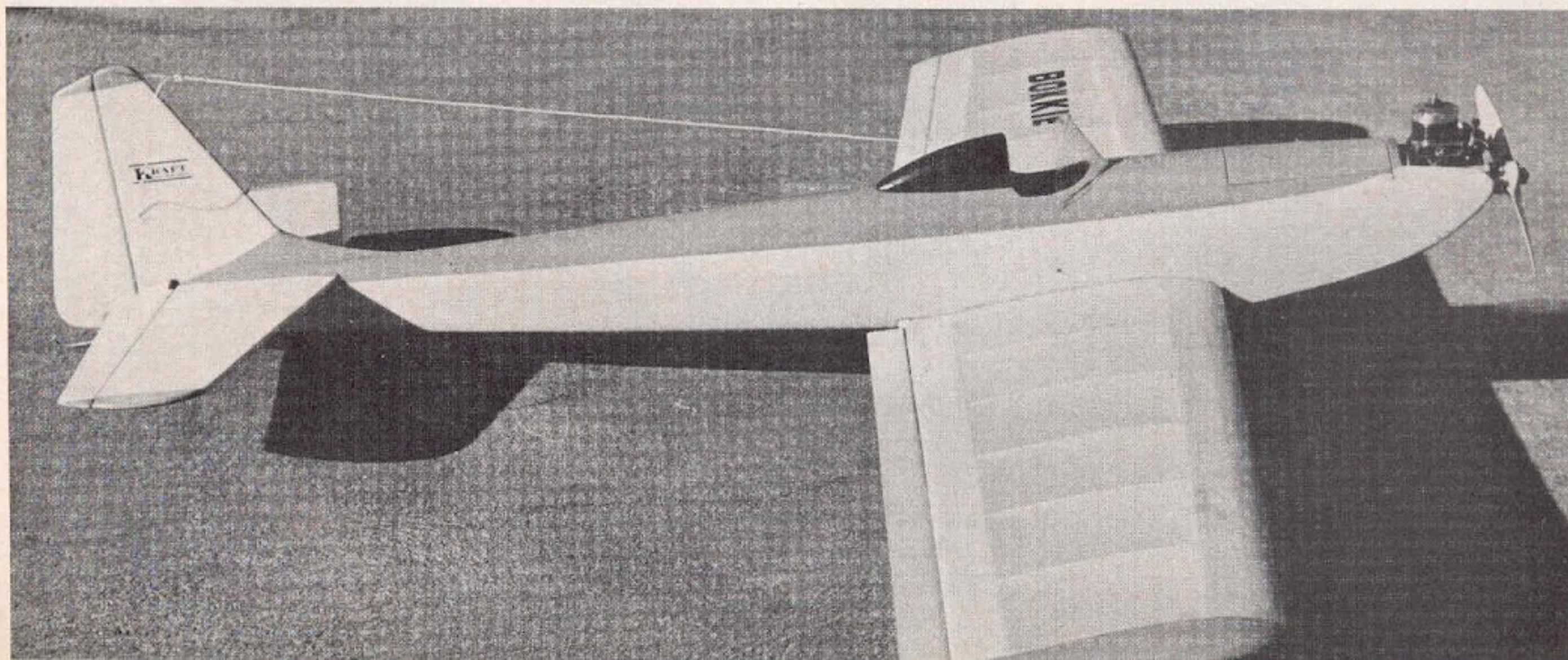
For flying, use any 50 ft. strip, if your landing aim is that good! After starting the motor, wave away all helpers, grasp the rear fuselage lightly in one hand and the transmitter in the other, and you can march around for miles feeling no strain. For the real lazy types, hold the "Bokkie" vertically up on full throttle and you can rest your arm. Any day now, designer Harry Allan will be tempted into trying a VTO, even at our altitude of 5000 ft. We figure at sea level power it will happen anyway when someone lets go by accident!

But don't be fooled by all this talk of lightweight performance, because when you cut for a landing it does not float all around the sky but comes down in a groovy approach like it should. With it's symmetrical, zero-zero setup it will handle windy weather too, although 2½ lbs. does get bumped around more than the usual 6 lb. contest model. Did we say contest? Well, we haven't found anything it won't do well. Maybe a trike gear would improve ground handling, although the little wire tail skid is quite adequate for most conditions.

A few last little tips. Fit an outside charging point on the fuselage if you can, (included with the

The 'Bokkie' in profile . . . takes off fast like others of the deer family, but what buck can do a 100 ft. loop?

*(continued on page 82)*

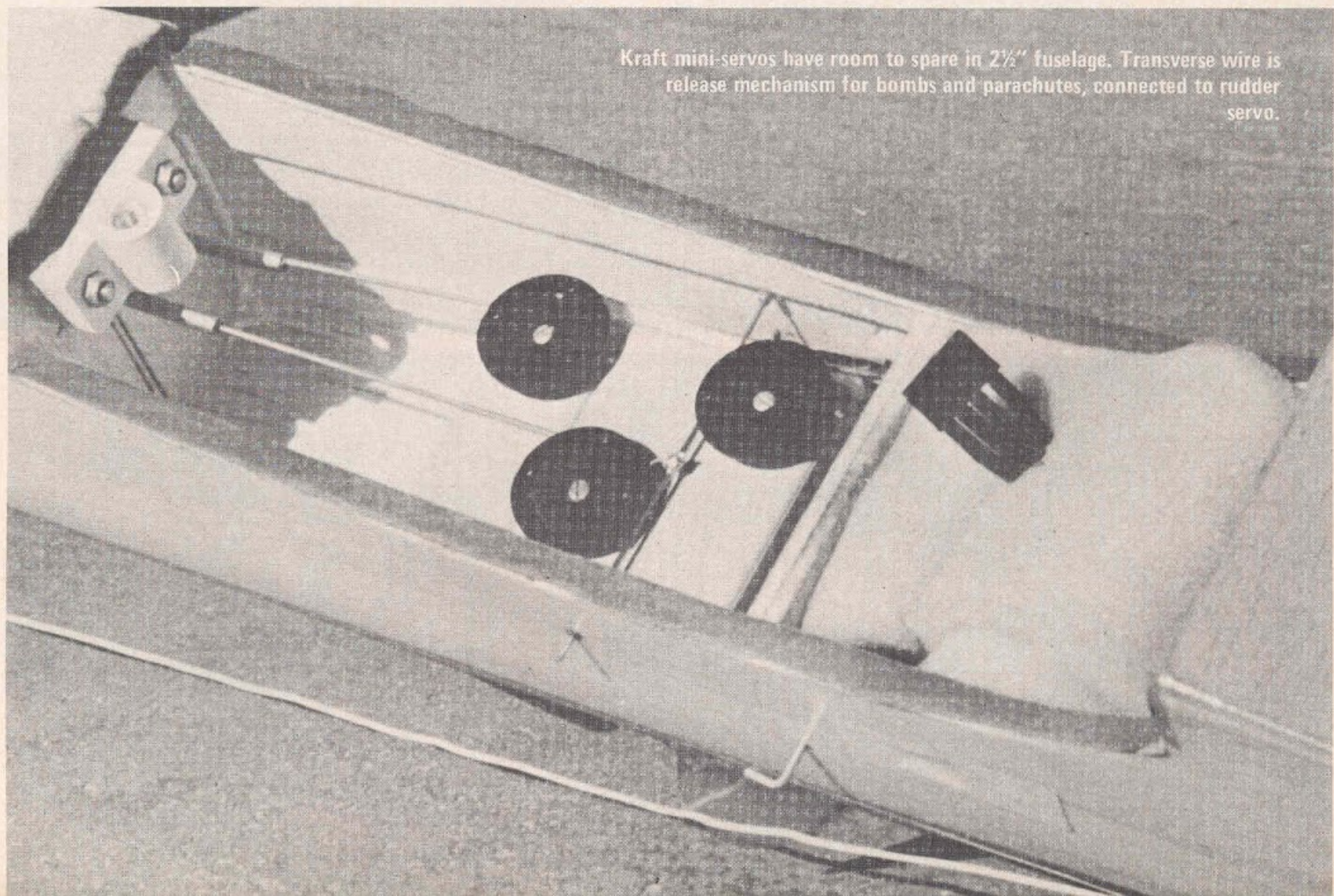




Designer Harry Allen with the 2½ lb. 'Bokkie.' "Anything you can do, Bokkie can do, better," says test flier Jack Immelman.



Kraft mini-servos have room to spare in 2½" fuselage. Transverse wire is release mechanism for bombs and parachutes, connected to rudder servo.

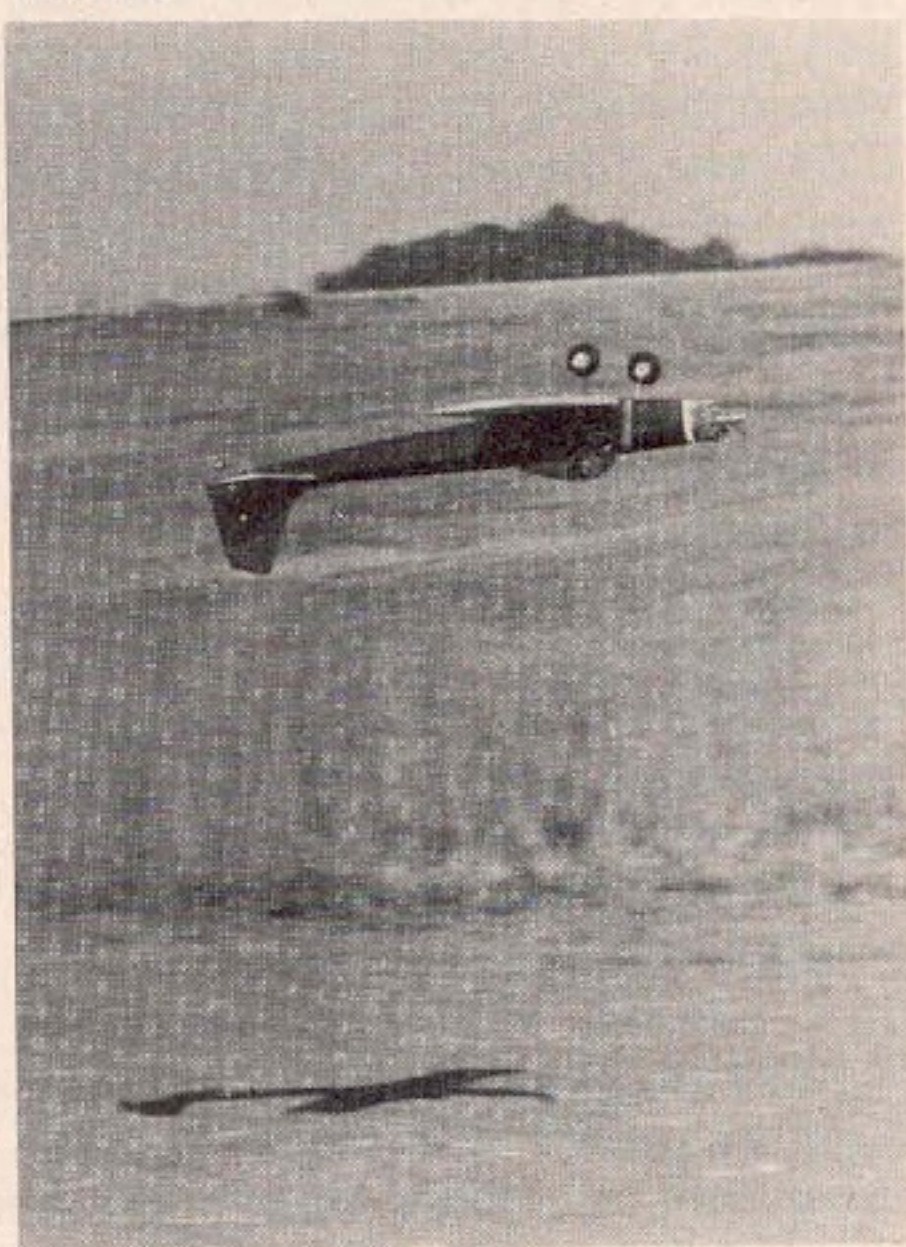




## BOKKIE

*(continued from page 23)*

As a test-bed for high altitude tests on the Graupner NSU/Wankel, the "Bokkie" carries extra weight and power with only a change of the trim lever. Docile flypast at quarter throttle.



new Kraft systems), because you will probably cart it around complete with the wing in place. Thus, you will get a flight in while the other guys are assembling their heavyweights, and another two while they take them apart again to clean and re-pack in the automobile. And if you are using a half-size Kraft battery pack, don't worry about running out of 'juice.' These little control surfaces take very little servo power, and the receiver takes next to nothing. One is inclined to fly the little ones far more than the big ones, maybe because there is so little investment of time, trouble and cash that it is all fun and no fear. I shouldn't think battery capacity would be a problem with any of the lightweight new systems, even so.

So do use a 225 cell, and keep everything easy and light. There is no such thing as an overweight "Bokkie" in nature, is there? They don't survive for long — ask our recent visitor Joe Bridi, who has seen both the four-legged and the 'flying' variety here in South Africa. □