

Astro-Hog

by FRED DUNN

Ailerons and the low wing—out-of-this-world maneuverability—an airplane to top anything so far in multi RC. Plans on next two pages.



Fred Dunn with Ray Downs' Astro-Hog—orange and blue with silver trim. Note open cockpit.

Going by in the background, Bob Dunham's Astro. Good pilots do four-point rolls—so help us!

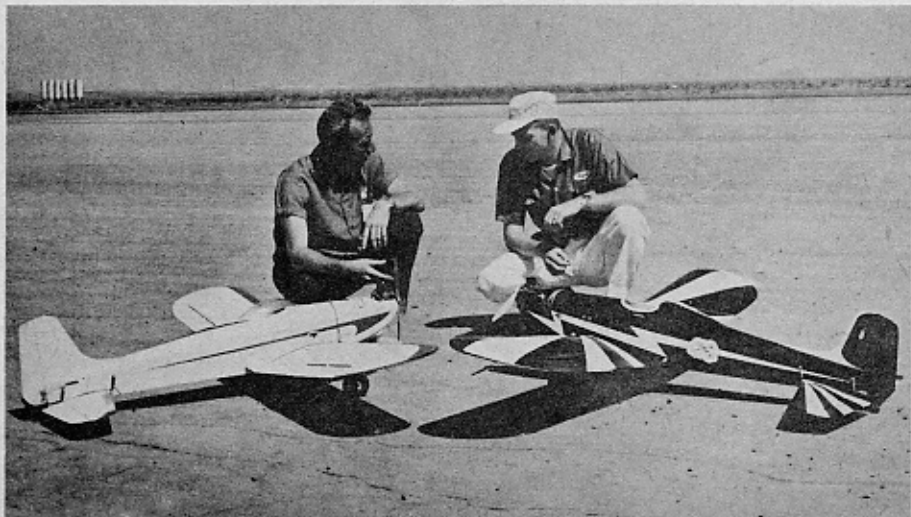


Astro-Hog sanctuary in Southern Cal. L to R—Stan Calmagne, Howard Bonner ('56 Champ), Bob

Dunham ('57 Champ), Bob Smith, Ray Downs. Astro-Hog modeling's closest approach full scale.

At Turlock, Cal., where both took firsts: Bob Dunham, left; Bob Dunn, right and the original

Astro. Not designed for rudder-only, plane would require more dihedral—as per article.



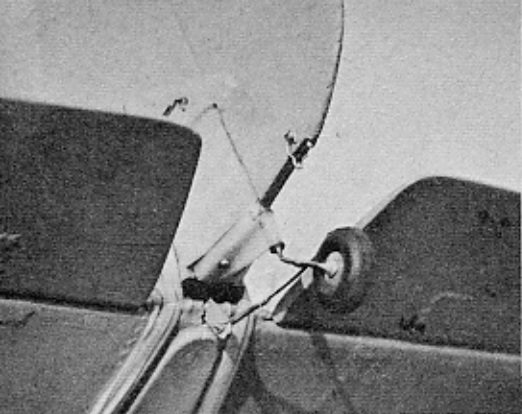
► A low-winger for radio-control? What's the deal? Well, give-a-listen fellows for some interesting clues from one of the most gratifying RC projects this modeler has ever had the pleasure of exploiting.

First off, I do not wish to discredit the faithful high-wingers which have been the RC pioneers. They will continue to provide the basic foundation upon which we build a wealth of knowledge and experience. I am happy, however, to see the low-winger appear on the scene and assume a rightful position among our top radio-controlled winning models.

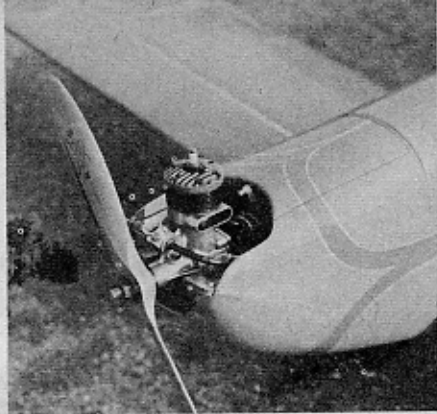
In my opinion, one of the most inspiring developments that sparks the imagination of a designer, was the introduction of multi-channel radio equipment and the recently new adaptations featuring simultaneous control. In addition, we now have electro-mechanical servo devices which have achieved a new high in outstanding performance and dependability. To top it off, we are now able to obtain some new and unique glow-engines, which have been developed especially for RC.

Throttles are now becoming standard equipment on some of these engines and have been designed to provide us with a complete range of power settings. We no longer need consume our flying time fighting acute problems with this equipment, but can get right to work designing, building, and flying models capable of getting the most out of it. The Astro does just that.

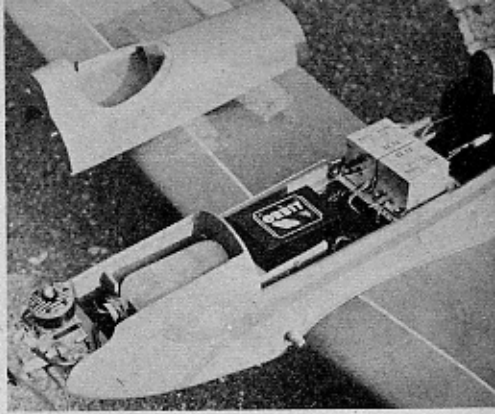
My first attempt at flying a low-winger was made in the Spring of last year. The design was a combination of PT-19 and P-51. Ailerons were omitted, since I felt that any good design should be able to fly through normal attitudes without them, and I planned to add them later. This was a mistake! Eight attempts, eight landings, all of them fatal. All interested persons watching the flights, bowed their heads and slowly (Continued on next two pages)



Tail wheel brake works from up-elevator as on Smog Hog. Horn, wheel mount, Bonner nylon pts.



New K & B .35 with built-in throttle, special RC engine. Fox, Veco, also have .35 Specials.



Plastic bottle tank, receiver, servos, readily accessible by removing deck. Rolls like crazy.

ASTRO-HOG—continued

walked away, reaffirmed in their convictions that the low-wingers were doomed and would never be suitable for use in R.C. Reports from other sectors indicated much the same results with the exception of some favorable comments regarding Hollinger's PT-19. Not easily discouraged, I sat down and gave it some concentrated thought.

Since I was unable to attend the '57 Nats, I decided to make good use of the time while the gang was out in Philadelphia, cutting capers in the Eastern skies. I told them I would have something interesting when they returned and went to work burning the midnight oil.

Actually, I decided, my first design had been so scientific it wasn't worth a hoot in a windstorm. This new ship must be more fundamental and should incorporate some of the good features found in existing designs. I followed some

themes of the world renowned Smog-Hog, and decided to stick with the good ole' N.A.C.A. 2415 Airfoil. Ailerons were a must this time—my first ship might have been saved had I been able to control roll. Soon, I discovered I was creating a low-wing version of the Smog-Hog, with a few exceptions, of course.

The new ship was completed in time for the Larks, Flying Circus Meet, and made its debut on Sunday, Aug. 17, 1957. The entire Larks Club was in attendance and many anxiously awaited the maiden flight. A mid-day break in the events provided the right opportunity for a first attempt and since I was not a seasoned flier, I thought the ole' master himself, Howard Bonner, should do the honors. Howard made a complete ground-check and then made some taxi tests. The ship seemed to handle well and showed excellent ground stability. Howard gave me a nod and "Away we Go!" The Astro (Continued on page 46)

