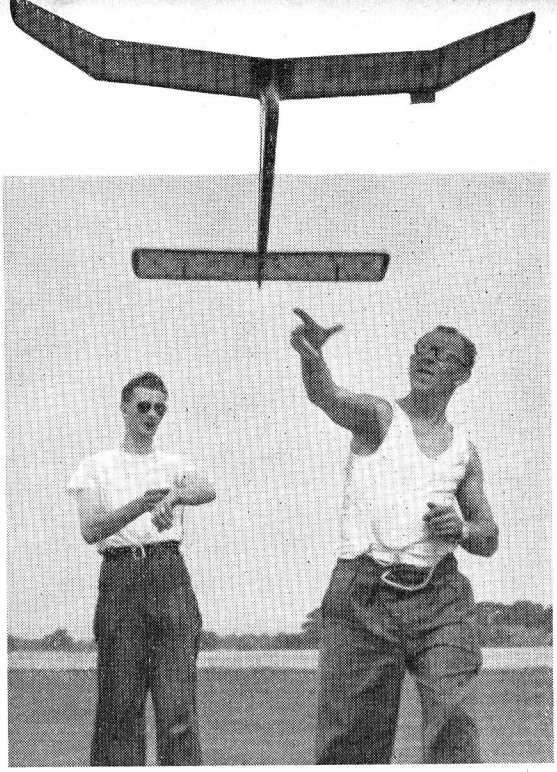
SWISS MISS



Out of seventeen contests entered in the 1954 season this design gained 12 Firsts, 2 Seconds (in the European and World Championships) and 2 Fifth places to make it the "MODEL OF THE YEAR."

By Arthur Collinson & Silvio Lanfranchi

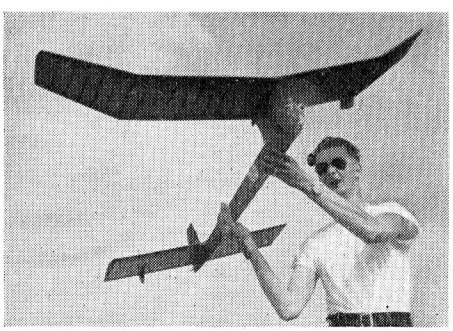
Aged 27 . . . Electrical engineer . . . Married, with one 3 year-old son . . . hobby is trying to beat Silvio.

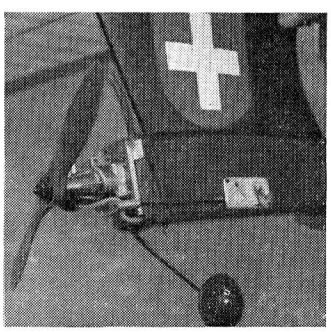
Aged 54 . . . Cake Manufacturer of note . . . Married, with 6 children (all big ones) . . . once made a Wakefield !

WHEN SILVIO LANFRANCHI returned home at Bradford after seeing the '53 World Power Championships at Cranfield, he was the wiser by close study of the American models, and the wealthier by virtue of a new K & B 15 engine obtained from one of the U.S. team members. This combination led to an even greater than normal amount of restlessness in the Lanfranchi mansion, and Silvio's aeromodelling righthand man, Arthur Collinson was called in to draw up a World beater. The result was Swiss Miss, and how it came as close as a scant thirteen seconds to being a World beater is now common knowledge. Of the seventeen events in which it has flown this year, perhaps the three most outstanding were the team trials at Wittering, where Silvio won the Aeromodeller Gold Cup and topped the British team performance; the European Championship at Brussels where he was only 41 seconds behind Emil Fresl, and finally, the supreme performance at Long Island where it came so close to being '54 World Champ.

It could be said that originality is not its keynote: but what of that if performance is so high? Anyone who has built a San de Hogan could build an Eliminator, and anyone who has built an Eliminator would have no trouble with the Swiss Miss. Structurally it is a tough design, an all-weather flier for British conditions with the optimum area for its 2·5 c.c. glowplug engine and sufficient inherent stability to make it child's play to trim. Normal flight pattern is a right spiral climb followed by a left glide turn obtained by the drag tab on the port wing.

Though designed as an F.A.I. specification model, the docile trim of the prototypes led Arthur Collinson to doubling up the cc's and fitting a Frog 500 for open contests. The rate of climb is naturally more than enhanced, and doubtless in '55 we shall be seeing and hearing a lot more of the high powered version, and not only from the Bradford quarter now that full-size copies of the 1/5th scale plan opposite are available from A.P.S., price 6/- post free.





Left: Arthur Collinson about to release the 500 version for a searing climb at Croft Airport. Model will take any power from 2.5 to 5 c.c. (.15 to .29 cu. in.). Right: with Swiss shield emblazoned on the Pylon, one of Silvio's models displays the four point radial mounting plate used with the Torp. 15 and strangler cut-out operated by E.D. Clockwork Timer. Beam mounting details are given on plan.

A 54" SPAN POWER DURATION MODEL TO FAI INTERNATIONAL RULES

SWISS MISS

DESIGNED BY
SILVIO LANFRANCHI
& ARTHUR COLLINSON

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THE AEROMODELLER PLANS SERVICE

38 CLARENDON RD. WATFORD HERTS.

6/-

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.

-DATA-

WING AREA (PROJECTED)	461 SQ.INS.
TAIL	193
O.A. LENGTH	40 1/2"
MINIMUM WEIGHT	18 1/2 OZS.
POWER	ANY 2.5 C.C. MOTOR

TRIMMING: ADD WEIGHT TO BRASS TAB FOR SLIGHT LEFT GLIDE, USE ENGINE OFFSET FOR RIGHT POWER CLIMB, APPLY RUDDER ONLY WHEN ESSENTIAL. PATTERN IS RIGHT SPIRAL FOLLOWED BY LEFT TURN ON GLIDE.

MATERIALS REQUIRED

SHEET BALSA
1 SHEET OF 1/32" X 3" X 36" BALSA
6 - - 1/16" X 3" X 36" -
4 - - 3/32" X 3" X 36" -
2 - - 1/8" X 3" X 36" -
1 - - 3/16" X 11/2" X 21/2" -

STRIP BALSA
3 STRIPS OF 1/32" X 1/32" X 36" -
6 - - 1/8" X 1/8" X 36" -
2 - - 1/8" X 1/4" X 36" -
1 - - 1/4" X 1/4" X 36" -
3 - - 3/16" X 3/4" X 36" T.E.
2 - - 3/8" X 1/2" X 36" L.E.

MISCELLANEOUS
4" X 6" X 1 MM PLY.
4" X 6" X 1/16" PLY.
2@3"X 4"X 1/8" PLY.
20, 18, & 12 SWG. PIANO WIRE
3" OF 20 S.W.G. TUBING
1/4" x 1 3/4" 10 g. DURAL OR
10" X 3/8" X 1/4" HARDWOOD
6 SHEETS LT/WT MODELSPAN.
TANK, TIMER, WHEELS, CEMENT, DOPE.

PLASTIC WOOD
1/8" SHEET FILLING
SECTION OF PYLON & FUSELAGE

CUT HOLES ONLY IF BEAM MOUNTING ENGINE

F1 1/8" PLY
F2 1/8" PLY
F3 3/16" SHEET
F4 1/8" SHEET
F5 3/32" SHEET
F6 1/8" SHEET
F7 1/8" SHEET
F8 3/32" SHEET
F9 3/32" SHEET
F10 1/16" SHEET
F11 3/32" SHEET
F12 3/32" SHEET
F13 3/32" SHEET

F1 3/32" SHEET 2 OFF
F2 3/32" SHEET 2 OFF

1/8" SHEET WING PLATFORM
3/16" X 1/8" HARD EACH SIDE OF 1/8" SHEET
CG
1/8" SHEET PYLON
COVER PYLON WITH 1/16" SHEET GRAIN VERTICAL
1/8" PLY INSERTED BET WEEN 1/8" SHEET
POSITION OF 1/4" X 3/16" HARD-WOOD BEARERS IF USING BEAM MOUNTS
TANK
BEARER POSITIONS FIT ALLEN-MERCURY 25 OR TORP 15
WING PLATFORM 1/8" SHEET
FUEL TANK MAKE FROM THIN TIN
BRASS TUBES
ASSEMBLE FUSELAGE VERTICALLY OVER BOTTOM SHEET PINNED ON PLAN VIEW POSITION PYLON PARTS AFTER SIDES ARE SET
BACKPLATE FROM 1/8" DURAL SHEET FOR TORP 15 REPEAT IN TINPLATE TO HOLD SOLDERED NUTS BEHIND F2
D1 & D2 1 EACH 1/16" PLY
D3 & D4 1 EACH 1/16" PLY
D6 & D7 2 EACH 1/16" PLY
D5 2 OFF 1/16" PLY
UNDERFIN 1 MM. PLY 2 OFF
WIRE HOOK FOR D/T BAND
TAILPLANE STOP
SPLIT TRIM TAB FROM 1/16 PLY WITH 8 B.A. SCREW ADJUSTER
1/16" SHEET
1/32" SHEET RIBS
3/32" SQ SUPPORTS T/W UNDER -FIN
UNDERFIN
1/8" SQ.
1/8" SHEET
USE THESE MARKS TO ASSIST LAYING UP FORMERS WHEN BOTTOM IS PINNED TO PLAN
3/32" SHEET SIDES
TOP & BOTTOM 1/16" SHEET
3/32" SHEET TO STRENGTHEN TAIL PLATFORM
TAIL PLATFORM 1/16" PLY CEMENTED ON 1/16" SHEET
3/32" PLY OR DOWEL
F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12 F13
3/32" X 3/16" L.E.
COVER OTHER WING & TAIL WITH LIGHTWEIGHT MODELSPAN ONE COAT DOPE TO EACH COVERING FUEL PROOF ALL OVER
3/32" SHEET GUSSETS
3/32" SHEET GUSSETS
1/8" SQ SPAR
SPARS- 1/8" SQ TOP, 1/4" X 1/8" BOTTOM.
3/32" SHEET COVERING TOP
1/8" SHEET TIP
1/8" SQ SPARS TOP & BOTTOM
STARBOARD WING
6 1/2" DIHEDRAL AT TIP
2" DIHEDRAL HERE
1/4" X 1/8"
1/2" X 3/8" L.E.
R13 R9 R8 R7 R6 R5 R4 R3 R3 R3 R3 R3 R3 R3 R3 R3 R2
1/16" SHEET GUSSET
D5 & D6
PORT WING
1/2" X 1/16"
3/32" SHEET
1/8" SQ.
1/8" SQ
3/4" X 3/16"
D4
D2 D3
SCRAP
1/8" SHEET
SECTION AT R1
FILL IN BETWEEN R1 & R2 UNDERNEATH WING WITH 1/8" SHEET. GRAIN ALONG SPAN
20 SWG. WIRE
20 SWG BRASS TUBE FASTENED WITH JAP SILK
DRAG FLAP 1 MM. PLY.
FASTEN WIRE UNDER WING WITH BANDAGE
DRAG FLAP PORT WING ONLY
PIECE OF 1/16" PLY GLUED ON TOP

R11 1 OFF 1/16" SHEET
R12 2 - 1/16" -
R13 18 OFF 1/16" SHEET
R14 2 - 1/16" -
R5 2 OFF 1/16" SHEET
R6 2 OFF 1/16" SHEET
R7 2 OFF 1/16" SHEET
R8 2 OFF 1/16" SHEET
R9 2 OFF 1/16" SHEET
R10 2 OFF 1/16" SHEET
1/32" SHEET TAIL RIB 16 OFF
TAIL RIB 2 OFF 1/16" SHEET WITH DOTTED PORTION REMOVED
D1
R1
D2 & D3
D4
WING TIP DETAIL
WING TIP 2 OFF 1/16" SHEET

1/8" DIA DOWEL
1/16" SHEET LET IN ON BOTTOM
1/16" SHEET RIBS
1/8" SQ.
18 SWG WIRE BOUND TO SPAR
SPARS 3/16" SQ.
3/16" X 3/4" T.E.
1/4 SQ L.E.
1/2" X 1/16" SHEET
3/32" SHEET GUSSET
1/16" SHEET TIP

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