BORA GUNIC'S B.G.44.

The World's Outstanding A/2 Sailplane

ENTHUSIASM and originality of design have marked the progress of post-war Yugoslavia's model movement. It was therefore no surprise to those of us acquainted with this movement when Bora Gunic carried off top honours at the 1952 A/2 sailplane contest.

Gunic originally flew the familiar long-straked-fin models that we first saw at Eaton Bray when the Yugoslavs came over in 1950, eventually breaking away from this design trend with the B.G.43. This prototype, although the forerunner of the B.G.44. had a much shorter moment arm, consequently using a larger fin and tailplane. Wing section was N.A.C.A. 6409. The B.G.44. was incidentally only finished one month prior to the Graz contest.

Construction

It should hardly be necessary to say that this is not a beginner's model even though we have taken the liberty of slightly modifying the construction of the fuselage in order to simplify building.

The prototype used full ply formers, presumably jigged for building. These we have divided so that the fuselage can be built by the crutch method.

Commence by building the wings and centre section, and make sure that the two root ribs mate up exactly with the centre section. It is much easier to do this on the board rather than offering up the wings to the centre section when it is built into the fuselage.

With the wings complete apart from covering you can now start the fuselage. Take your choice as to whether you use ply or balsa formers; the latter facilitate building, and are just as strong for the purpose, they also cut easier. Pin down the $\frac{3}{16} \times \frac{1}{8}$ crutch and build the lower fuselage portion upside down on the plan. Add the ply keel and also the $\frac{1}{8} \times \frac{1}{8}$ balsa stringers. They have been omitted from the side view of the fuselage, but positions are shown on the formers and there is no doubt that they make planking easier at the nose, besides increasing the strength of the rear portion of the fuselage. Now plank the front portion with soft sheet to the line shown.

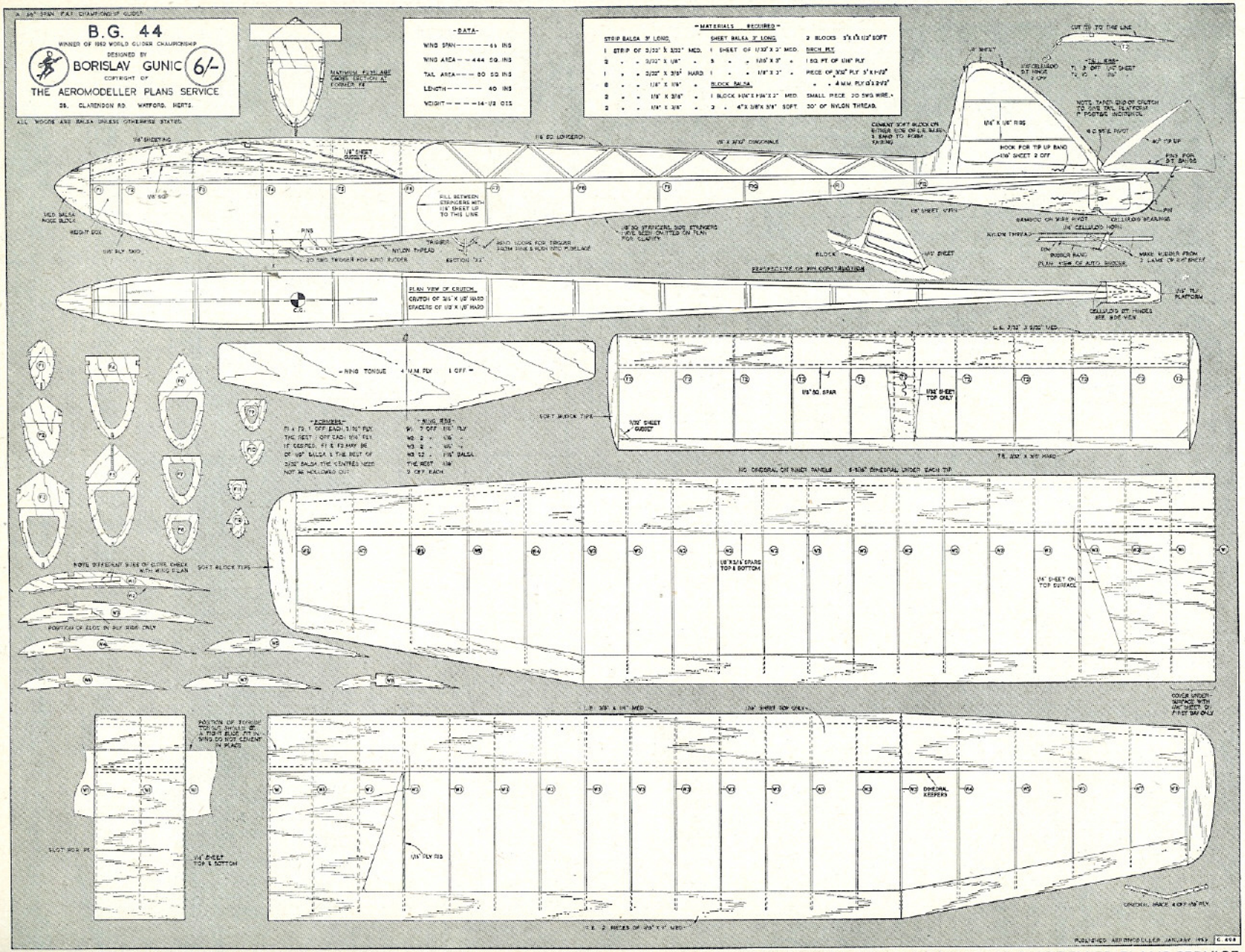
Remove the lower fuselage from the plan and build on the top section. Commence by cementing the top portions of F1 to F6 to their respective lower halves, add two false vertical spacers at F8 and F10 to support the $\frac{1}{8}$ square backbone whilst the diagonal spacers are cemented in position. These are removed at a later date. It will be found necessary to steam the backbone at the front end, also the two upper side stringers that position the angle of incidence of the centre section. Now sheet in between the crutch and these same stringers before glueing the centre section in position. Temporarily cut away the backbone between F3 and F6 and cement the centre section which is slotted to take F5 in position. Complete the planking of the upper portion of the fuselage, make sure that the rigging of the centre section is 100 per cent. accurate.

The underfin is best made from two layers of $\frac{1}{16}$ balsa either side of 1 mm. ply which should be fretted out with lightening holes as much as possible. If small keys of ply are left protruding from the " sandwich ", slots can then be cut in the under side of the fuselage for them to locate the underfin in position.

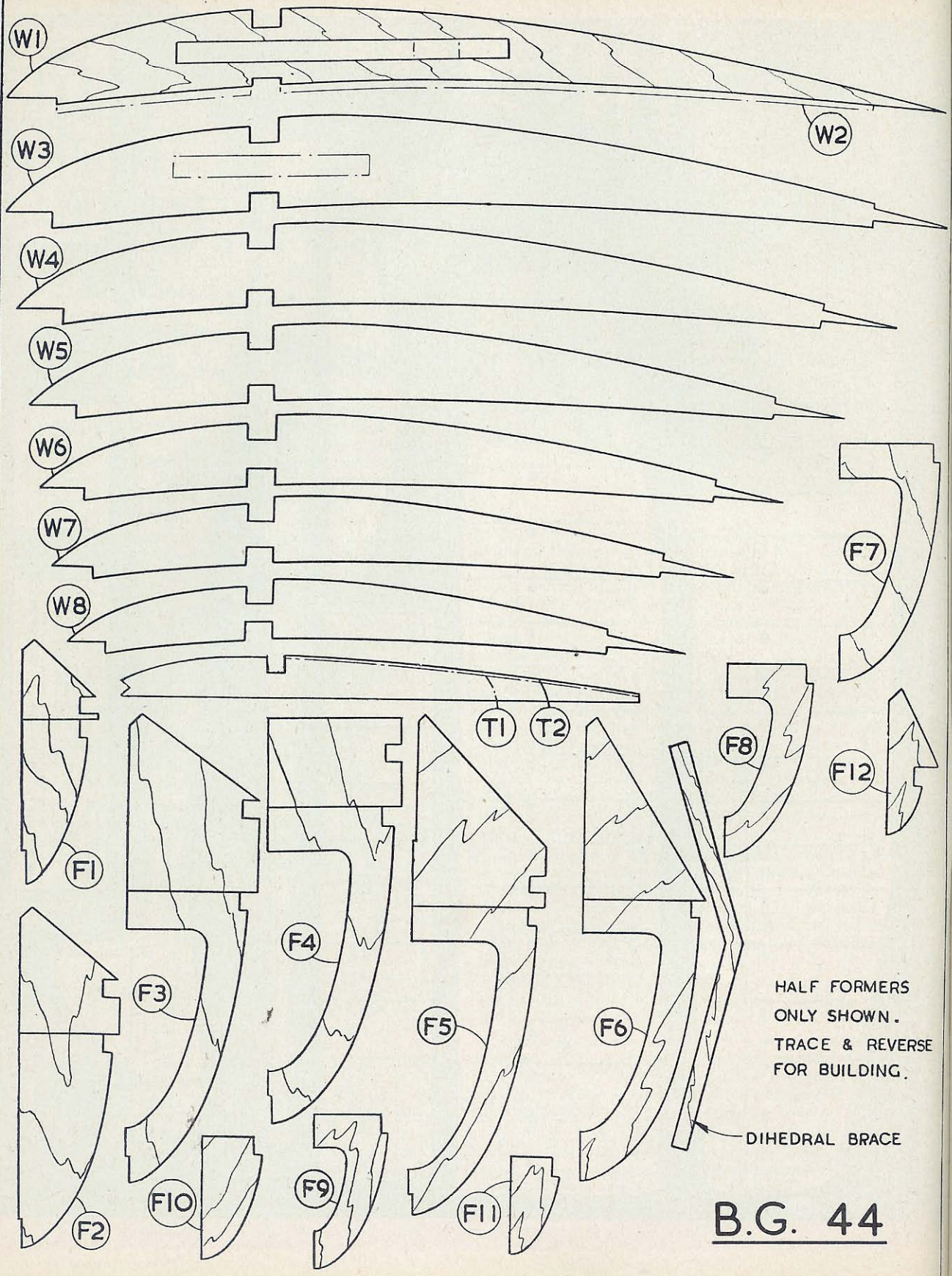
The original model used $3\frac{1}{2}$ ozs. of ballast weight in the nose so that it might also be a good idea to use hardwood in place of balsa for the nose block.

According to the designer a first class finish, coupled with extremely accurate rigging were contributing factors to his success and these points should be borne in mind by those attempting this famous design.

A 1/5th scale plan is given opposite, together with full size formers and wing ribs overleaf for those who are prepared to scale up their own plans. Complete full size plans are available from the Aeromodeller Plans Service price 6/-.



THIS IS A 1/5th SCALE REPRODUCTION OF THE FULL SIZE PLANS WHICH ARE AVAILABLE PRICE 6/- POST FREE FROM THE AEROMODELLER PLANS SERVICE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HALF FORMERS
ONLY SHOWN.
TRACE & REVERSE
FOR BUILDING.
DIHEDRAL BRACE

B.G. 44