

CREATIVE MODELLING

----- my approach
to our hobby



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I HAVE been building model aeroplanes for many years now and, since my very first model, my only aim has been to produce exact working miniature replicas of real aircraft. I agree that other forms of aero-modelling can be as fascinating as scale (R/C in particular), but to me scale is the only way to put in the air a machine which is a real aeroplane.

Now, what is a model? The dictionary definition is that it is "a reproduction in three dimensions of some project or existing structure showing the proportions and the arrangements of its parts." So, why spend time building something which

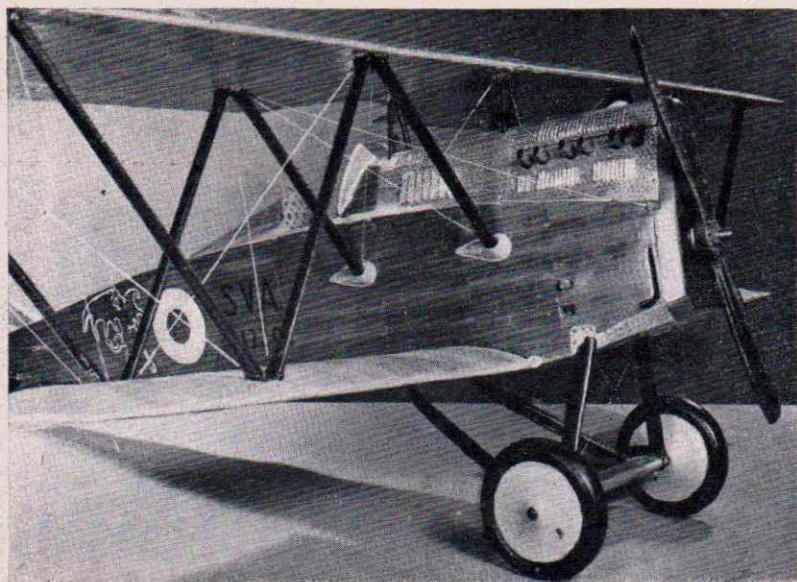
has only a vague resemblance to an aeroplane?

I must admit that research on Wakefield, speed and glider models has much more value, aeronautically speaking, than a mere reproduction of a real plane, but from the individual's point of view, creating a real aeroplane is far more satisfying. I like the feel of the controls; the model obeys my hand as a real aeroplane would and, as with real aeroplanes, every model has its own characteristics. When I throttle back and start the landing approach, there is very little difference from the way I react when I am sitting at the controls of a real aeroplane.

Judging the speed, the height, feeling the moment of stalling when it is time to pull the stick right back—all these are the same. This is something a F/F model cannot give you.

However, and I must emphasise this point, building a real scale model is no easy task. To begin with, not all aeroplanes make good scale models. For example, it is such a shame to see a good model irremediably spoilt by a protruding engine, but a monstrosity like this can be avoided by a careful and discriminating choice of prototype. Remember, in scale, proportion is the vital factor. I know that such famous and handsome machines as the *Spitfire* have a glorious past and tremendous romantic appeal, but a motor that could be contained in a model *Spitfire's* cowling has yet to be made. Moreover, an aeroplane of this type must have a retracting undercarriage; it would not fly with its wheels down all the time! I have experimented with several different retracting undercarriage mechanisms in my models and have reached the conclusion that the difficulties involved rule them out, at the moment as a 100 per cent. reliable proposition.

This is one of my reasons for preferring the old timers. There are, of course, other reasons. They were the aeroplanes my father talked about when I was a child. In spite of his being a surgeon, he was a flyer during the first world war and the tales of his actions, and the descriptions of his long flights in search of the enemy fascinated me and left an indelible mark on my mind. To me, an old biplane looks



The Ohlsson 60 (petrol) powered Ansaldo S.V.A. 1958 Nats winner.