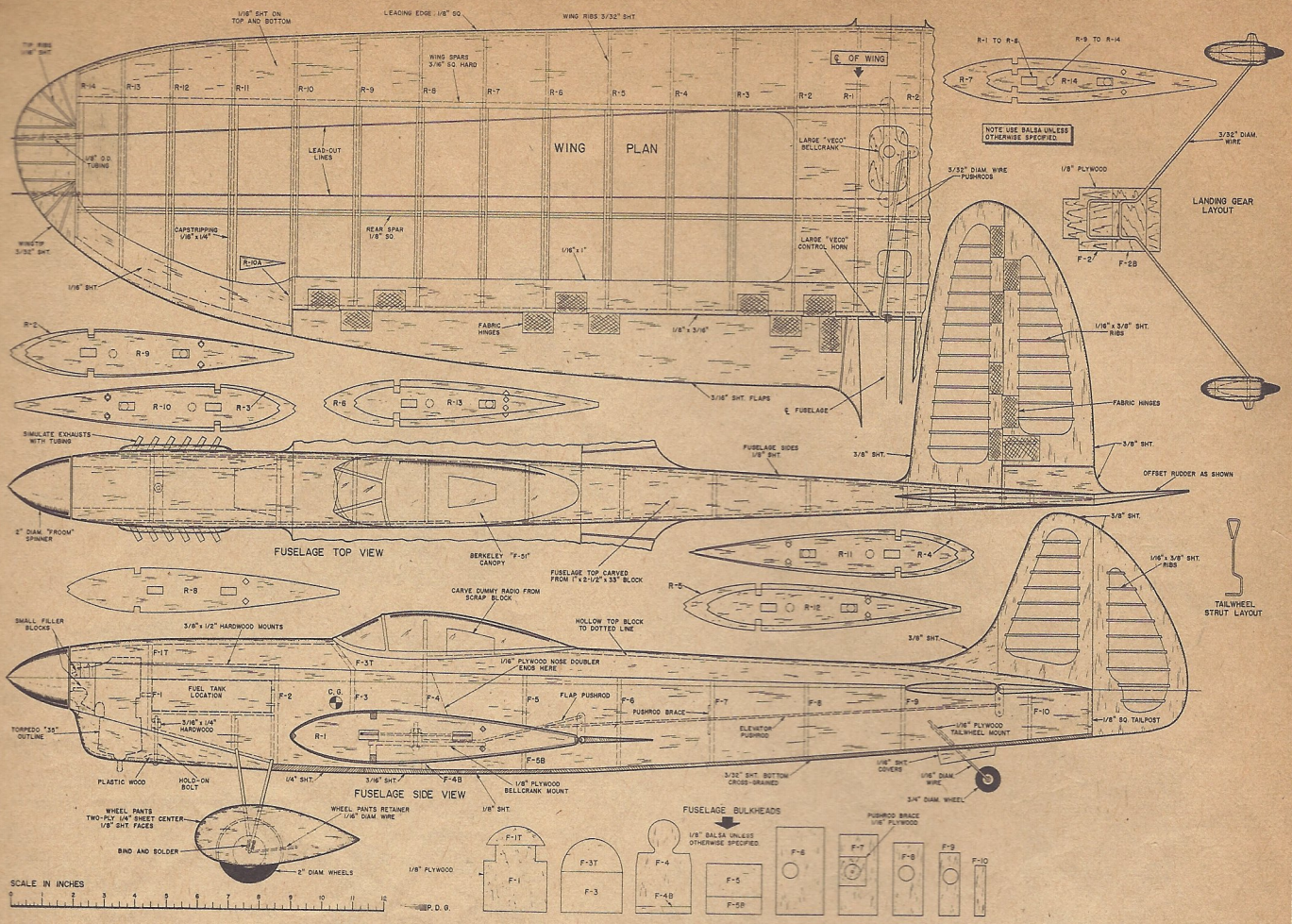

FULL SIZE PLANS AVAILABLE. SEE PAGE 60

A truly beautiful stunt model with a top contest record. For .29 to .35 engines, it brilliantly tops off long development series.

by THORNTON HOFFMAN

The Conquistador

► Conquistador II is the fourth in a series of elliptical wing stunt models, the first of which was built in 1949. The original model was designed to get away from the boxy straight lines which prevailed on most stunt models of that day. The main difference between the original design and the improved versions which followed, was the wing area and the various moment arms used, and the turtledeck type cabin. The original wing span was 49", and the power was a Fox .35

The second model was a slightly larger version of the original. Construction was lightened, the wing area increased, the turtledeck removed and replaced by a bubble canopy, and the tail moment arm was shortened. Power was a Veco .29. This model placed 2nd in the open division at the 1953 Nationals.

The third model was the one built for the 1953 Nationals, but due to an error in judgment, pulled out of a dive into concrete about six feet too deep, resulting in broken motor mounts and a bent nose. This occurred during the Nationals and, unfortunately, I didn't have time to repair it, so version number two was removed from moth balls. This third model was again increased in size and wing area, and the engine was inverted and fully cowled. It was similar to final version, except for wing and rib shapes.

Conquistador II was built in 1954 to suit the new Torpedo .35, thus giving me a model which would fly equally well in calm or windy weather. It is quite fast, thus has plenty of speed to do all the maneuvers in calm air, yet is heavy enough to go through the stiffest wind without any ill effects except an increase in speed in down wind maneuvers.

In designing this model, I tried to keep the lines as clean as possible, while improving on all of its predecessors. The finished product is a large, beautiful, but extremely rugged machine, which if handled properly, will give you years of service. My model weighs 50 oz. Don't let that alarm you, for it is capable of turning as tight, or tighter than any of the featherweights, without suffering the buffeting which they encounter. It is in its fourth season, and is none the worse for wear. It has an impressive string of wins, and maximum appearance points are the rule rather than the exception.

Start construction with the wing, this being the largest project. All wing ribs are cut from medium stock 3/32" sheet balsa. You will note that there are two of each rib required except #1 rib, one of which is required. Although #1 rib is the center

(*Continued on page* 43)