

THIS PARTICULAR model is unusual for three reasons. Firstly, it comes from an American modeller resident in Bangkok, Thailand, secondly, it is a model flying boat that can be flown over grass or water, and thirdly, it is of a subject that represents a romantic era in the history of U.S. Naval Aviation.

To be technically accurate, the OL-9 *should* be called an amphibian, and it also could be known as the Keystone OL-9, for the Loening Corporation was merged with Keystone in 1928, and the aircraft was in full production under that company's name during '32 as a "high speed" two-seater, with facilities for carrier deck landing and stressed to withstand catapult launches. Our model should actually carry dummy wheels projecting from the hull sides, if it is to be made for scale model contests, and reference to *Jane's All the World's Aircraft* for 1929 and 1932 will provide illustration of further detail for the avid scale fan.

The name of Grover Loening is linked with that of Glenn Curtiss and the Wright Brothers, as one of America's early pioneers of the air. With L. R. Grumman as Chief Engineer, the Loening company

## Build this scale flying boat for 1.3-1.5 c.c.—by C.F. STUBY

produced a number of amphibians on the single float principle, and these appeared in Army, Navy, Ambulance and Commercial guises. The OL-8 and OL-9 were much alike in general form, and for aeromodelling, the long hull, generous areas and dihedral make it a fine scale selection.

C. F. Stuby who made this 1 in. to 1 ft. prototype, is so enthused by its over-water performance that he contemplates a 1½ in. to 1 ft. version with full radio control. Flying speed with a Mills 1.3 c.c. diesel up front is slow, and the shallow climb makes a full-tank power run feasible when there's not too much wind to cause drift. It will take off from smooth water on much less than full revs, and thanks to the long nose on the hull, it will never do anything other than alight upright, either with power on, or off!

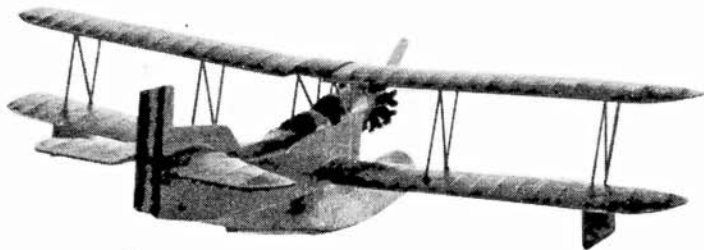
On two occasions, a bad hand launch caused the OL-9 to settle down on to the water and on both times, it recovered perfectly into a beautiful R.O.W.—and there are not many flying boats or seaplanes that will do that! Another time, the original 18 ounces weight was almost doubled by water taken into the surfaces through a hasty dope



# LOENING OL-9

job after re-covering the wings, yet the only effect on the flight pattern was to create "roller coaster" action due to the water sloshing back and forth, lateral stability remaining perfect.

The designer adds the following advice on trimming and if one applies just a little imagination in interpreting these hints, then one can readily understand why the flying boat is so attractive a modelling subject, particularly when it is a scale model such as the Loening. It is recommended that the test glides be conducted over shallow water. As the glide is relatively slow, and the gliding angle flat, the OL-9 touches down about 20-25 ft. ahead of the launching point and usually skips once before settling. Test with half power, and at the rudder offset shown on the plan; it is directionally neutral and flies in a wandering pattern, making both left and right hand circuits of large diameter. On one occasion it actually flew a figure eight! The flight attitude is slightly tail-down and in a breeze, it tends to hang into wind. Should the turns show a distinct left bias, apply engine offset of up to 3 degrees right thrust to get that wandering pattern which is so much more satisfactory.



*A complete change from the usual run-of-the-mill scale subjects, this Loening will fly equally well over grass or water. Engine and prop are protected by the long hull and construction allows fully "crash proof" knock-off wing fixing. Full size copies of the 1/6th scale plan opposite are available price 7/6 post free from AEROMODELLER plans Service. Quote Plan No. FSP 650 when ordering*