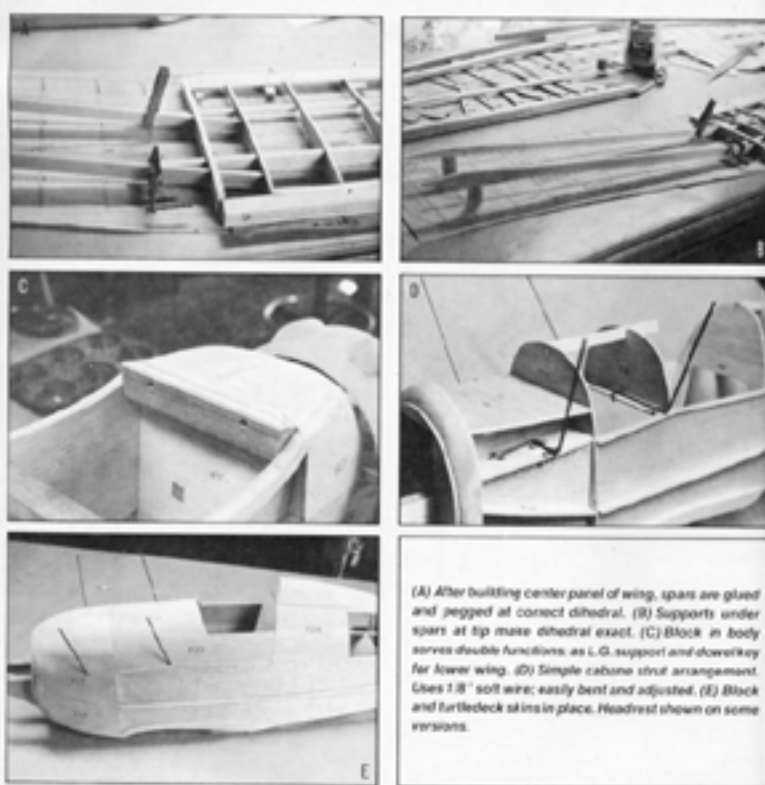


# BÜCKER JUNGMEISTER

Dave Platt's outstanding scale designs are known throughout the entire modeling world. RCM is pleased to present his latest design which is in 1/4 scale.



(1) Top Front end - Webers 31 and Samsco muffler. It inside cowling. Slim-Lite and Tattone also working on ad-inside mufflers. Make accessible fuel tanks; TV jack for gas battery. (2) Starting up for test file - coal removed. Posing field is unimproved, but big Jungmeister excellent rough field plane. (3) Easy lift-off at half-throttle. (4) Fully trimmed and coal in place. Bucker climbs away. Reeds a pilot - who'll be first with quarter-scale pocket? (5) Ready for static judging. The scale wings in shown on plane - 21" diameter. (6) Inverted tipover a famous Jungmeister show stopper - model flies if evenly set. (7) Fully assembled Jungmeister in flight.



(A) After building center panel of wing, spans are glued and pegged at correct dihedral. (B) Supports under spans at tip make dihedral exact. (C) Block in body serves double functions as L.G. support and downrigger for lower wing. (D) Simple cabane strut arrangement uses 1/8" soft wire; easily bent and adjusted. (E) Block and turtledeck struts in place. Headrest shown on some versions.

expectations, the Webers 31 is not at all a gas hog. The three side strainers, glued on the outside of the sheet sides, complete the peasant shaping of the fuselage. This, like the wings, is covered with Coverite.

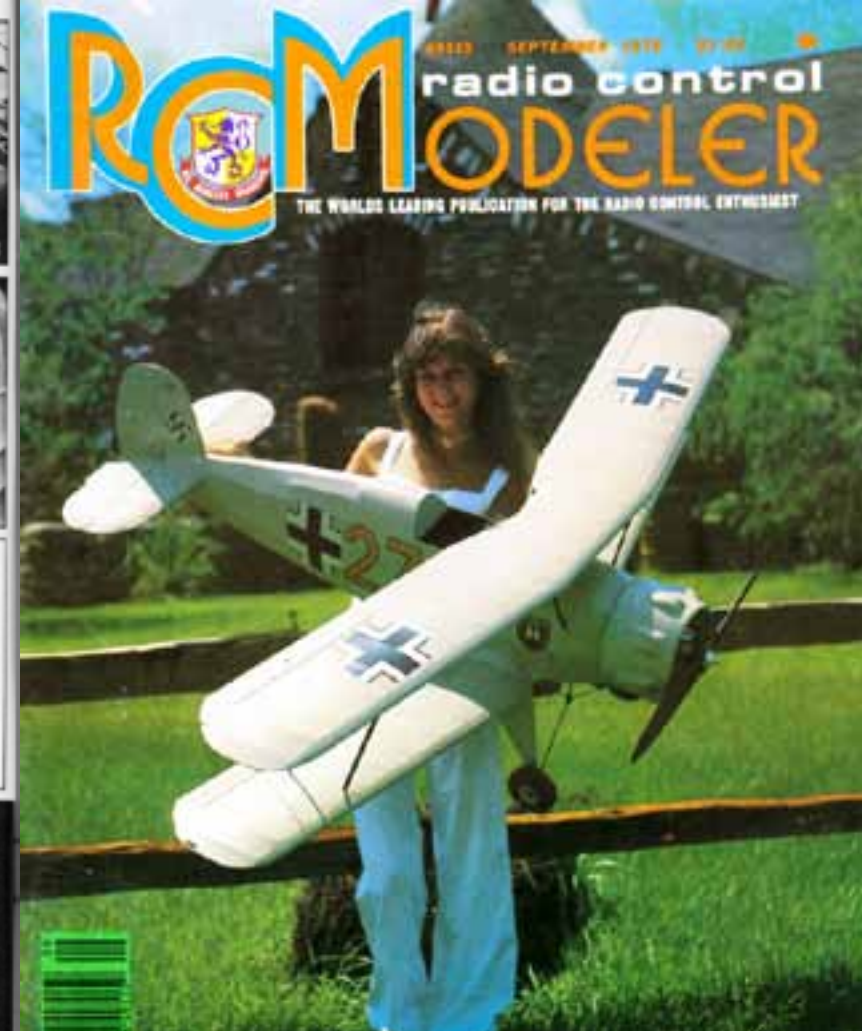
The landing gear is removable from the model. This was necessary for removal of the lower wing and may be handy for those with smaller cars; the disassembled model crowds the back seat of my Mustang but it is workable. The 4" wheels make for easy ground handling on the roughest field.

And now, scale fans, we get to the interesting part - choosing a color

scheme. Some six hundred Jungmeisters were built, and it's quite conceivable that very few of those were similarly painted. I chose one of the several available Luftwaffe schemes, namely the different Luftwaffe scheme ever made in any books of the time. These too, Ben Howard's was red & white checkerboards under and turtledeck over. Swiss versions sometimes were cream or yellow with

red trim. Early (pre-Luftwaffe) versions were silver with gray front ends and German civilian registration numbers. These had the attractive red in band with the white circle enclosing a black swastika. One thing is certain: it's no problem to find an appealing color scheme. The problem gets to be which to choose! Happy hunting!

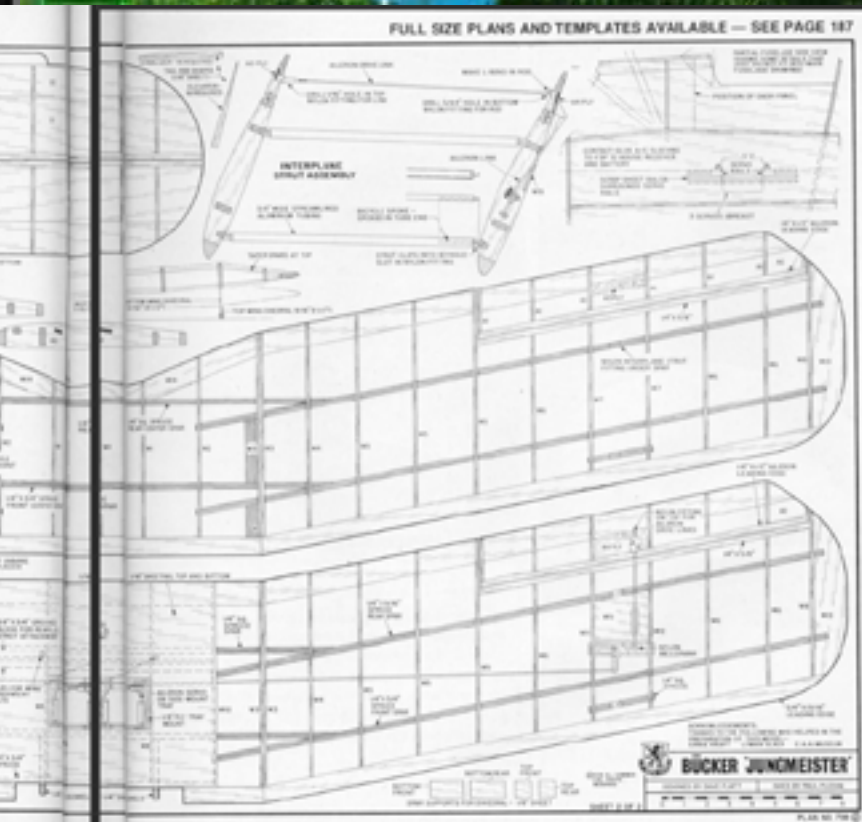
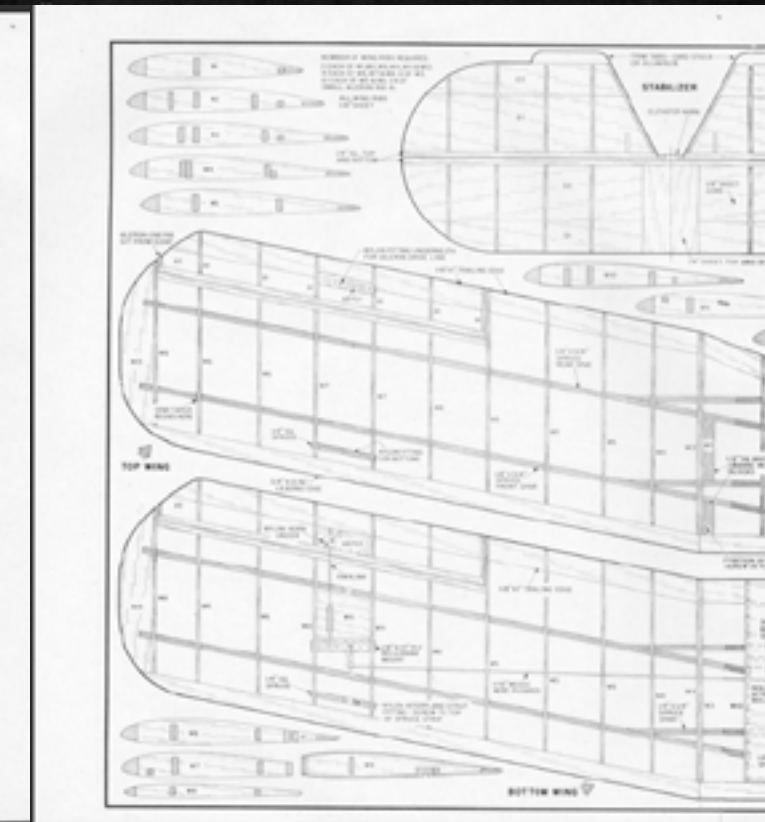
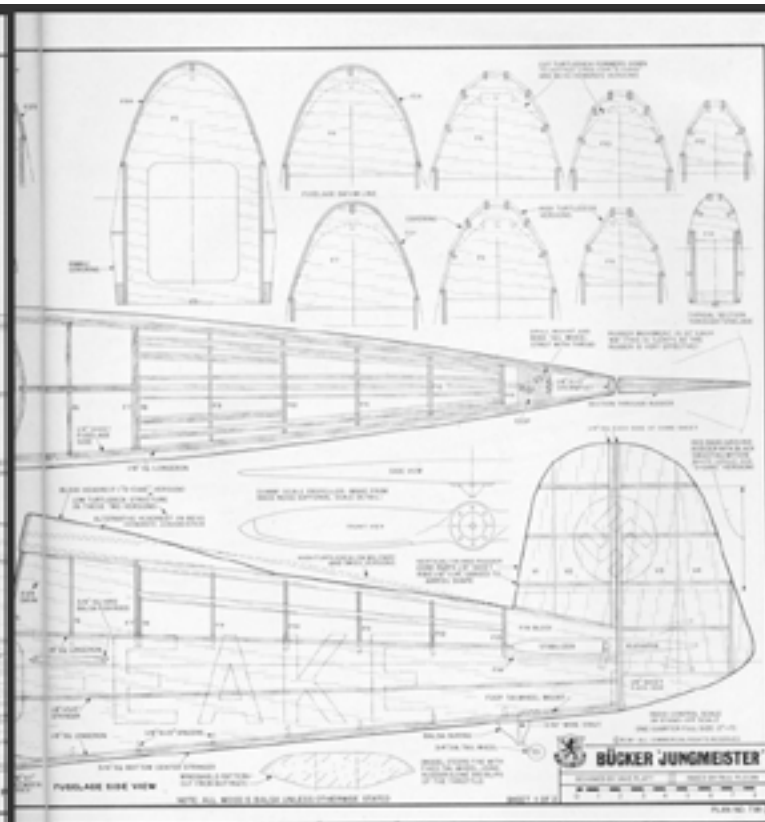
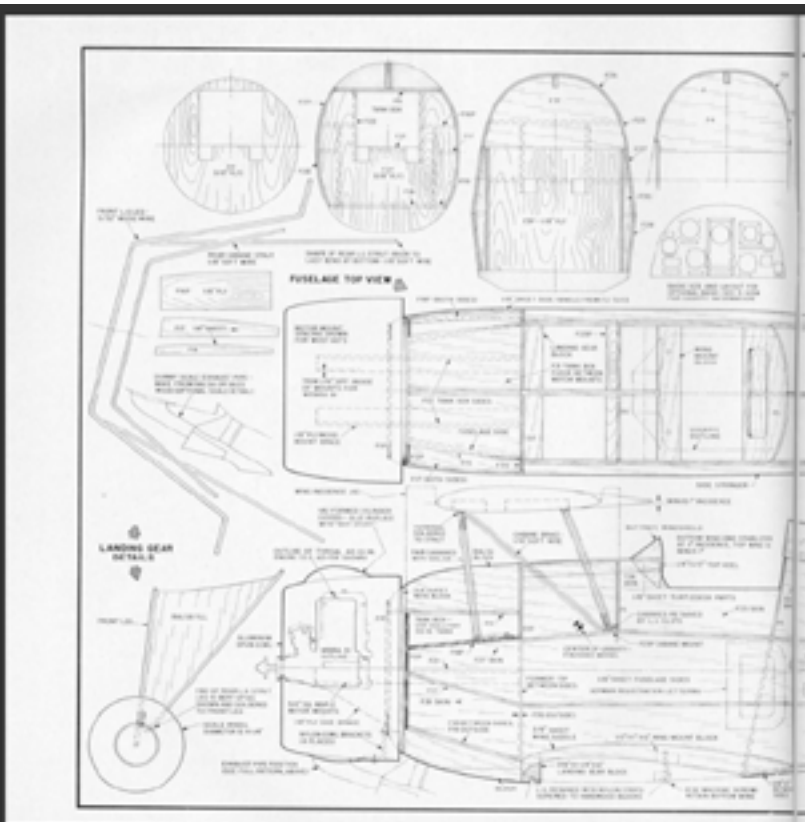
(Dave's company, Dave Platt Models, Inc., 8340 N.W. 13th St., Plantation, Florida 33322, has announced that a kit for the Jungmeister is in the works - see ad in next month's RCM - ED.)



# RCM radio control MODELER

ISSUED SEPTEMBER 1978 \$7.00

THE WORLD'S LEADING PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST



FULL SIZE PLANS AND TEMPLATES AVAILABLE - SEE PAGE 187

I sometimes were to make the bad statement that the Bucker Ju 133 Jungmeister was the finest aerobically plane ever designed, he might get an argument. If so, this would come from some who might say the Pitts later 1, it's not looking to Bucker with anybody, so I'll only say this - the Jungmeister is the finest aerobically plane ever designed for an R/C model.

One of the difficulties with small airplanes, as R/C extends, is that they often have to have such big bodies, giving us a power problem. Then, too,

sometimes they have such short moments that flying one is kind of like trying to balance one ball-bearing on top of another.

For such a small airplane, only 21" wingspan, the Jungmeister is unusually well proportioned, a deep, yet narrow, body, and nose and tail moments. The Webers, resting on a 1.6" Rev-Up, flies the model through a beautifully slow and realistic aerobically routine, at no time needing more than 1/2 throttle. Forget speed! You won't need it, indeed, at all! Trouble on the 1.6" prop, the Jungmeister will not stop in a vertical climb, it just hangs on that big

normally brings visions of some great monster. Not so here, with a wingspan of 65", the Bucker Ju 133 is a car handle - a Karleworth isn't needed. Then too, it will fly nicely with a Schuette 30 engine (regular direct drive) turning a 1.3" prop, although I have a Webers 31 in mine. The Webers, resting on a 1.6" Rev-Up, flies the model through a beautifully slow and realistic aerobically routine, at no time needing more than 1/2 throttle. Forget speed! You won't need it, indeed, at all! Trouble on the 1.6" prop, the Jungmeister will not stop in a vertical climb, it just hangs on that big

an ankle kept going up, just as slow and pretty as can be. After his usual W.W. it lightens, your author found this a whole new way to fly!

As built, my prototype (shown in the previous column) about 10 lbs. With about 1200 square inches of wing, this seemed about right until I flew the model. An unexpected problem arose in that, rolling at even a very low speed (such as in a landing roll-out), the model has so much lift that it wanted to keep floating into the air again. After adding some more detail, and a little tail weight, I figured the extra 1 pound added would

help it to "sit down" on the runway, it did help, somewhat. Even then, the ship must be landed carefully and I now believe that 13 or 14 lbs. all-up might even be better. Now I know what Ron (I forget his last name) meant, when he told me at Toledo, of adding six pounds of lead to a 1/4 scale Champion to get it to fly right!

Although I term the model "Stand-Off Bucker" the patterns are indeed quite, and anyone who can do go the whole nine yards with detailed engine, full cockpit, etc., would have an AMA Precision Scale entry. The only deliberate change

involved the wing airfoil. For some unaccountable reason, the full size Jungmeister has a full bottomed airfoil - well, considering its fame as the wing of the low, low inverted pass. Plying a bunch, I went to a semi-symmetrical airfoil, but stayed with the equally weird force arrangement used on the plane: bottom wing and tail set at zero, the top wing at negative 1.5° and bottom - 2° washed. The model flew without any adjustment to the pitch trim. Given the center spar arrangement in the wings, it would be easy for anyone who is a super fussy, to sand the ribs out to a flat

bottom, if this is done, however, I'd suggest the stab be rigged at least 1° positive.

Mention of spars gets us to the structure. This was an easy design job since the full size Jungmeister is, itself, similar to a model in many respects. The wings will be a breeze to anyone who ever built a Goldberg Falcon, which I guess most of us have done. Center panels are made first, then the spruce ribs of the wing (outer panels are joined on at the correct dihedral. The ribs are sloped in correct order onto the beam and the L.E. and T.E. complete the basic

wings. The ailerons (four of them) are made separately. The tail feathers are merely sheets cut to outline, with slots added each side for the correct effect when sandblasted in airfoil and Sikspan covered. Add the "itches" if you want. I do; it takes very little time with white glue and a hypodermic needle and does not greatly affect the appearance of the finished model.

The fuselage is likewise a very uncomplicated affair. Mine, with the parts cut out, went together in only two evenings. The front fuselage section is erected first. The sides are then drawn

together at the rear, and turtledeck bulkheads and stringers added. Note that a number of variations of the Jungmeister are possible. The one I made has the high turtledeck, but if you choose to duplicate aerobically ace Ben Howard's ship, you'll need to use the out-door tail bulkheads. These are shown on the plans.

The fuselage front end assembly is completed next, including the tank box which is designed to fit the Sullivan 19 (in-line square) tank. (Incidentally, contrary to reputation and therefore, the text to page 8

BUCKER Ju 133 JUNGMEISTER		DIPLOMA, BASH TIP		VERTICAL FIN WIDTH (incl. center)	
Designed By: Dave Platt		2 1/2" Radius		11 inches	
TYPE AIRCRAFT		Stand-Off Scale		REC. ENGINE SIZE	
Scale: 1/4		Sullivan 19		Schuette 30 or 31 cc. in.	
WINGSPAN		65 in.		Pitts 1.6" Rev-Up	
WING AREA		1200 sq. in.		10 cc.	
WING CHORD		18 in.		LANDING GEAR	
9 in.		Sullivan 19		Covering	
TOTAL WING AREA		1200 sq. in.		REC. NO. OF CHANNELS	
1200 sq. in.		Sullivan 19		4	
WING LOCATION		Sullivan 19		CONTROL FUNCTIONS	
Sullivan 19		Sullivan 19		Ajd., Dir., Al., & Thrst.	
AIRFOIL		Sullivan 19		BASIC MATERIALS USED IN CONSTRUCTION	
Sullivan 19		Sullivan 19		Fuselage: Balsa & Ply	
Sullivan 19		Sullivan 19		Wing: Balsa & Ply	
Sullivan 19		Sullivan 19		Engine: Balsa & Ply	