

Appealing ANDREASSON BA-6 Designer-okayed Control Liner modeled by Walt Mooney

■ Bjorn Andreasson, a noted Swedish aeronautical engineer, has designed seven outstanding light airplanes. His seventh, the BA-7, evolved in San Diego while he was a Convair engineer, has been described and modeled in a past *American Modeler*. The BA-6 was built in Sweden. It is an all-wood, fabric covered, low wing, single place, fully aerobatic lightplane, extremely well liked by those who have flown it. Several examples are currently in construction in the United States.

BA-6 has a pleasing shape, suitable for a simple U-control scale model. Par-

ons deviate from scale construction. They are carved from solid balsa; however, scale surface textures are simulated. The metal cowl is simulated by highly finished Fibreglas on the model.

Bjorn Andreasson has returned to Sweden to produce his BA-7 but while he was in San Diego he checked the accuracy of our model plans. After several minor changes (a relatively meagre first three view was used to make the original layout), he certified that the model is an accurate copy of the full sized ship and signed the plans with a statement to that effect.

The model has several features which should be noted. The direction of the flight circle is clockwise, contrary to most U-controls, to help keep the lines tight. This I feel is important for $\frac{1}{2}$ A U-controls because of their small size. In addition the U-control bellcrank is located in the wing to put it below the model's center-of-gravity and help hold the model out at the end of the lines by providing an outward banking moment.

It will be noted that the model in the photographs has a non-scale color scheme. I felt that since it is a home built type, any color scheme is okay, and the license number (SE-XEY)

was for kicks. Zip-a-tone was used on the plans (dotted areas) to indicate the scale color scheme for SE-BXX. Blue on white were the colors. The circle just above the C.G. on the side view had a white "BAG" in it which is not shown on the plans. The wing walk is black anti-skid surface.

I had no accurate cockpit interior data except for the canopy hinge location, and baggage door in former 3. The instrument panel has scale instruments in a reasonable arrangement. The upper half of former 4 has been made solid but if the baggage door is made to open, former 4 should be open similar to former 5 as indicated by the phantom line. The real plane can stow skis in its baggage compartment. No seats or controls are shown, but a semi-scale simulation can be made if desired. The airplane was equipped with a stick and rudder pedals and the seats were simply cushions on the wing upper surface and against bulkhead 3.

If you're interested in building a simple, accurate, nice flying, scale U-control model for an .049 engine our BA-6 is a good choice.

Construction instructions appear on the full size plans available from Hobby Helpers as part of Group Plan #761.



Mooney's full size working drawings are on Group Plan #761 from Hobby Helpers, 1543 Stillwell Ave., New York 61, N. Y. (60c).

ticular characteristics that make for a good Ukie are the large, rather low aspect ratio, wing, the straight through elevator aft of the rudder, the simple Cessna type spring leaf landing gear, and the slab sided, flat bottomed fuselage.

The model BA-6 is exact scale as to shape and size with no deviations. In addition construction follows the original wherever possible with all surface textures correct (wood surfaces, fabric surfaces, metal surfaces.)

All bulkheads and formers in the model are in the correct location, the fuselage sides, bottom, top, and turtle deck follow the full scale construction. The wing has the correct number of ribs and is planked like the original. Only the tail, the flaps, and the ailer-

