



THE BIG BEAVER

Owner	Harald Müller
Builder	Manfred Schimmel
Wingspan	230 in.
Length	145 in.
Radio	Graupner (JR) MC-24
Receivers	2x Graupner MC-24

Batteries	Two 2300-mAh Li-Ion 5.6-volt packs (one for each receiver) 1 LiPo for the ignition 1 LiPo for the lights
Motor	Moki S400 (Airworld)
Fuel Capacity	4.5 Liters
Propeller	Custom-made wooden 40x19
Build time	4 years and more than 6,000 hrs

Spectacular: This airplane was just beyond one's wildest imagination in terms of quality of the build and detailing. Let's start by telling you that this model was fabricated entirely out of aluminum. Even the ribs and formers were aluminum. The aluminum skin was riveted to the airframe, just as it is on the full-scale aircraft. A worm-drive system drives the flaps up and

down almost exactly as that of the full-scale Beaver's would. From propeller to tail wheel this airplane is built as if it were right out of the DeHavilland factory. The model weighs 210 lb, so it has an insurance rider that provides 26 million in coverage. Note too that there is about 12,000 rivets holding the airplane together. It has been flown only about a dozen times so far.


1. Every detail, including the tail wheel, was meticulously crafted to simulate that of the full-scale airplane. 2. If you look closely you can see that there is a worm-drive system used to drive the flaps. 3. The instrument panel was an exact copy of that of the full-scale, right down to the switches. 4. Even the hinges and the balance weight simulate the real aircraft. 5. These guys are loading up to take off for an Alaskan fishing trip, as it were. 6. Looking in the fuselage boom you can see that there was a lot of time put into this model to build it exactly like the full-scale airplane, including building aluminum ribs, formers, struts, sheeting, landing lights, etc. This was by no means a small project, and the proud owner paid dearly just to show it at Joe Nall.



DeHavilland Beaver, built by Manfred Schimmel.

every Joe Nall, the noon-time flight demonstrations left even the most jaded model enthusiasts hungering for more.

Proud

Joseph T. Nall would have been proud of what The Joe Nall has become. It represents modelers coming together to do what he loved most, flying! As exceptional as this event has become, it must truly be blessed by Joseph from on high. 

It's hard to describe all the airplanes seen at Joe Nall, so we're providing you with a photo pictorial that will tell the story. Let us tell you this, however: with more than 900 cars in the parking lot on Friday afternoon, there were a lot of airplanes to see at Joe Nall. The quality of the aircraft was almost without exception on the high side, and the pilots flying these airplanes are well above average. As with



Bill Hempel Sr. built this "smoking hot" MD-11 for his son to fly. It sports a 145-in. wingspan, is 13.5 ft long, and is powered by a JetCat 200 turbine engine. Way FAST!

Bill Hempel pleased the crowd with many performances with his 50%-scale clipped-wing Cub. It flies on a 15-ft wing, weighs 63 lb, and uses a 3W 157 engine turning a 32x10 propeller for power.

