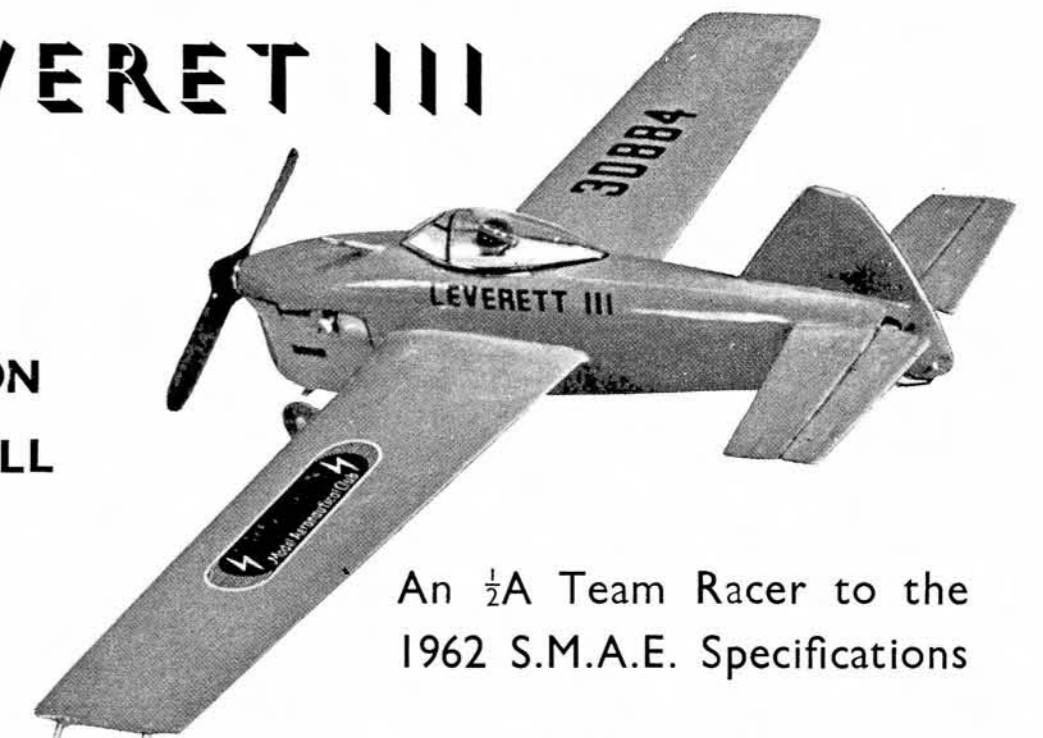


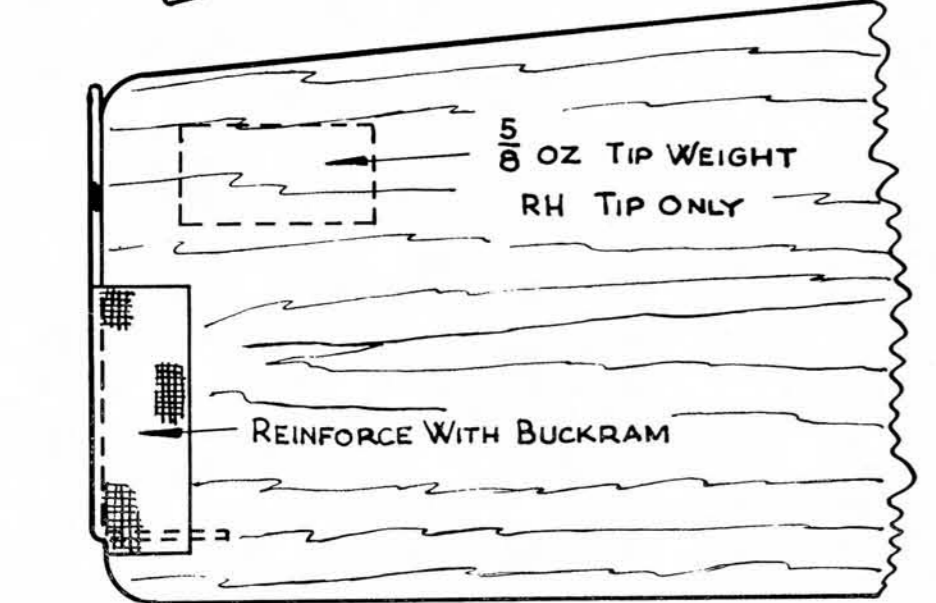
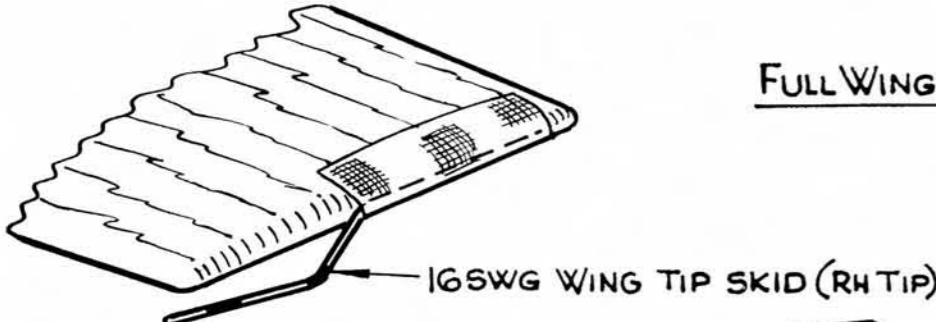
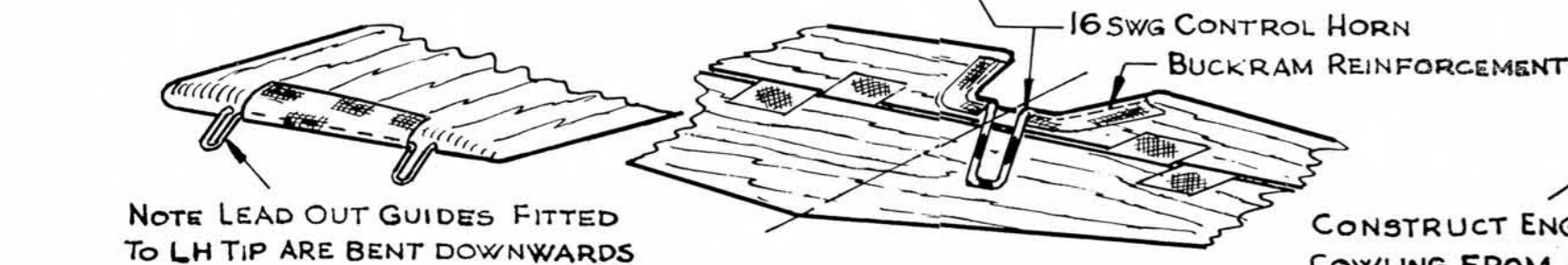
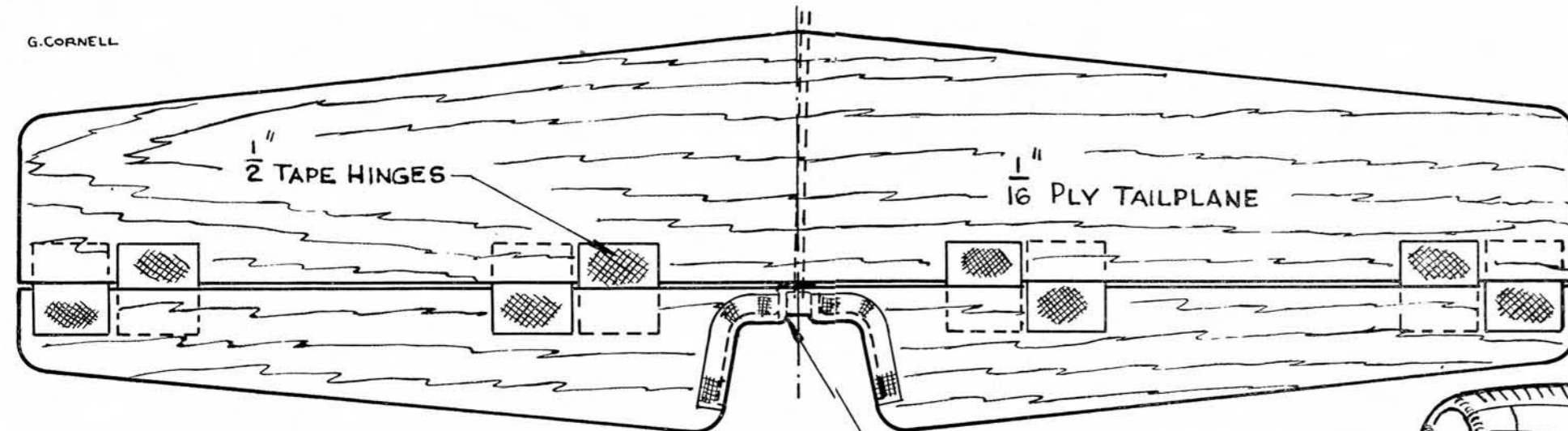
LEVERET III

by
**GORDON
CORNELL**



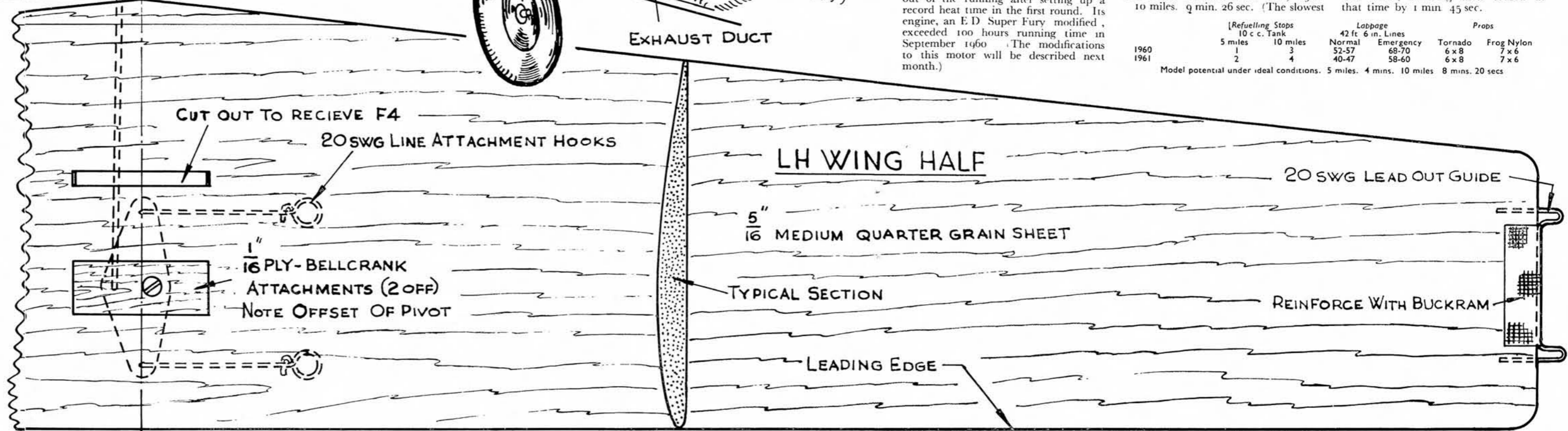
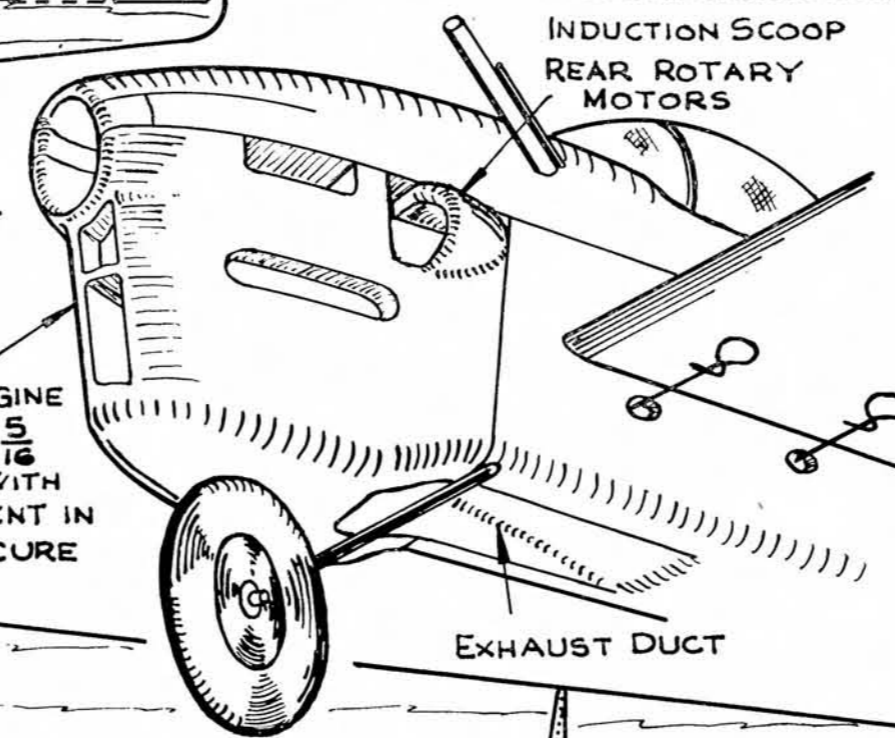
An 1/2A Team Racer to the
1962 S.M.A.E. Specifications

- WHAT YOU WILL NEED**
- 1 off 36 x 4 x 1/8 in. Balsa, med. quarter grain.
 - 1 off 36 x 3 x 1/8 in. Balsa, med.-soft.
 - 1 off 15 x 2 x 1 in. Balsa, soft.
 - 1 off 12 x 3 x 1/8 in. Ply.
 - 1 off 15 x 1/2 x 1/8 in. Beech.
 - 1 off 36 in. x 16 g. Piano Wire.
 - 1 off 24 in. x 20 g. Piano Wire.
 - 1 off 12 in. x 12 g. Piano Wire.
- Short lengths of 12 s.w.g., 16 s.w.g., 20 s.w.g. brass tube.
1 sheet Light Modelspan, 1 Frog "Hornet" canopy, 1-1/2 in. dia. Keilkraft wheel, 1 piece Paxolin 2 x 1 x 1/8 in. Apart from cement and finishing materials, the rest of the oddsments should be in your scrapbox.



FULL WING SPAN 27 1/2"

CONSTRUCT ENGINE
COWLING FROM 5/16
SHEET - COVER WITH
BUCKRAM - CEMENT IN
POSITION TO SECURE



THESE full size plans of *Leveret III* should enable anyone to build a sound reliable model, backed by over three years development. *Leveret I* had dihedral and weighed 10 oz. *Leveret II*, at 13 1/2 oz., completed two years successful contest work and is still in excellent flying order. This model secured a place at every contest flown in, except the first, when a fuel blockage put it out of the running after setting up a record heat time in the first round. Its engine, an E.D. Super Fury modified, exceeded 100 hours running time in September 1960. The modifications to this motor will be described next month.)

Contest Record Leveret II

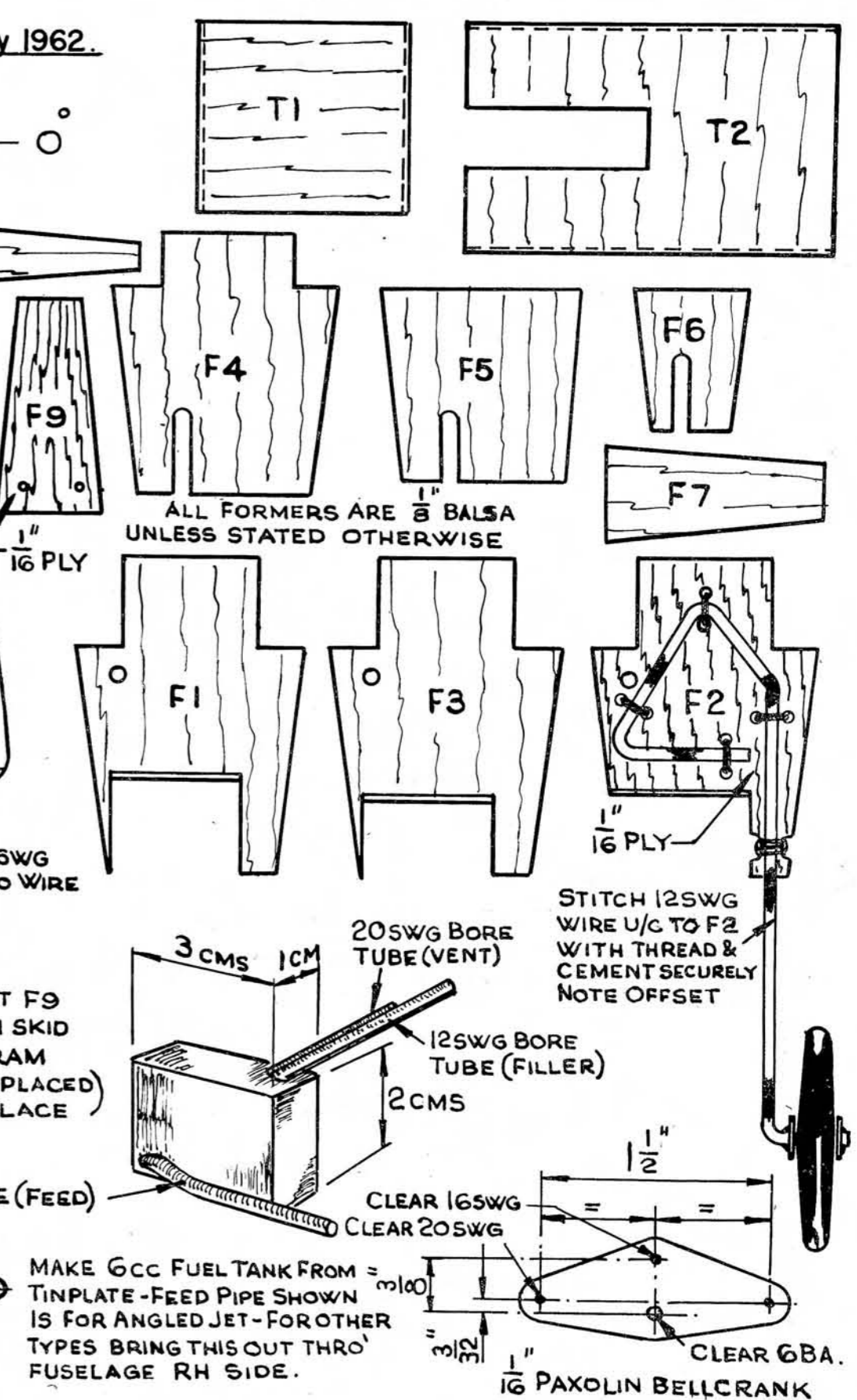
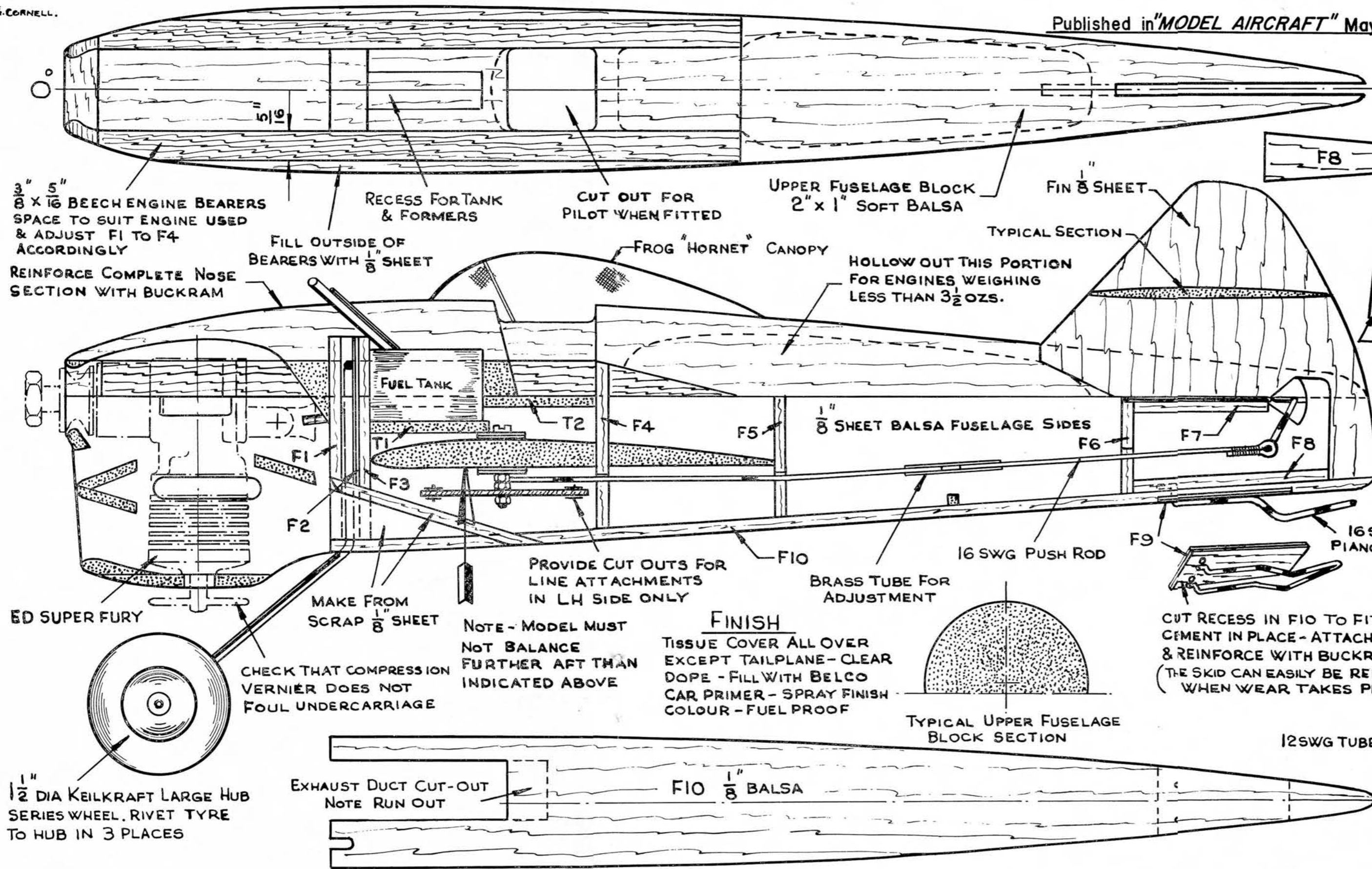
Not placed, British Nationals 1960. Fastest heat 4 min. 29.5 sec.
2nd Side-up Rally 1960 5 miles. 5 min 15 sec.
1st S.M.A.E. & London Area Championships 1960. 10 miles. 10 min. 6 sec.
4th British Nationals 1961. 10 miles 9 min. 45 sec.
2nd South Midland Area Rally 1961 10 miles. 9 min. 26 sec. (The slowest heat recorded in 1961 was 4 min. 38.5 sec.)

These race times have not been bettered by anyone employing the same number of pit stops. The 1960 Australian 1/2A Junior Championships was won by a Super Fury powered *Leveret II* with reduced wing area (allowed by Australian rules), lowering their record at that time by 1 min. 45 sec.

Year	Refueling Stops		Laptime		Probs		
	10 c.c. Tank	5 miles	42 ft. & in. Lines	Normal	Emergency	Tornado	Frog Nylon
1960	1	3	52-57	68-70	6 x 8	7 x 6	
1961	2	4	40-47	58-60	6 x 8	7 x 6	

Model potential under ideal conditions. 5 miles. 4 mins. 10 miles 8 mins. 20 secs

Published in "MODEL AIRCRAFT" May 1962.



3" x 5" 8 x 16 BEECH ENGINE BEARERS SPACE TO SUIT ENGINE USED & ADJUST F1 TO F4 ACCORDINGLY

FILL OUTSIDE OF BEARERS WITH 1/8" SHEET

REINFORCE COMPLETE NOSE SECTION WITH BUCKRAM

RECESS FOR TANK & FORMERS

CUT OUT FOR PILOT WHEN FITTED

UPPER FUSELAGE BLOCK 2" x 1" SOFT BALS

FIN 1/8" SHEET

HOLLOW OUT THIS PORTION FOR ENGINES WEIGHING LESS THAN 3 1/2 OZS.

FROG "HORNET" CANOPY

HOLLOW OUT THIS PORTION FOR ENGINES WEIGHING LESS THAN 3 1/2 OZS.

1" 8 SHEET BALS FUSELAGE SIDES

E.D. SUPER FURY

MAKE FROM SCRAP 1/8" SHEET

CHECK THAT COMPRESSION VERNIER DOES NOT FOUL UNDERCARRIAGE

NOTE - MODEL MUST NOT BALANCE FURTHER AFT THAN INDICATED ABOVE

FINISH
TISSUE COVER ALL OVER EXCEPT TAILPLANE - CLEAR DOPE - FILL WITH BELCO CAR PRIMER - SPRAY FINISH COLOUR - FUEL PROOF

TYPICAL UPPER FUSELAGE BLOCK SECTION

1/2" DIA KEILKRAFT LARGE HUB SERIES WHEEL, RIVET TYRE TO HUB IN 3 PLACES

EXHAUST DUCT CUT-OUT NOTE RUN OUT

F10 1/8" BALS

CUT RECESS IN F10 TO FIT F9 CEMENT IN PLACE - ATTACH SKID & REINFORCE WITH BUCKRAM (THE SKID CAN EASILY BE REPLACED WHEN WEAR TAKES PLACE)

12SWG TUBE (FEED)

MAKE G.C.C. FUEL TANK FROM TINPLATE - FEED PIPE SHOWN IS FOR ANGLED JET - FOR OTHER TYPES BRING THIS OUT THROUGH FUSELAGE RH SIDE.

STITCH 12SWG WIRE U/C TO F2 WITH THREAD & CEMENT SECURELY NOTE OFFSET

20SWG BORE TUBE (VENT)

12SWG BORE TUBE (FILLER)

CLEAR 16SWG CLEAR 20SWG

CLEAR 6BA. 1/16 PAXOLIN BELLCRANK