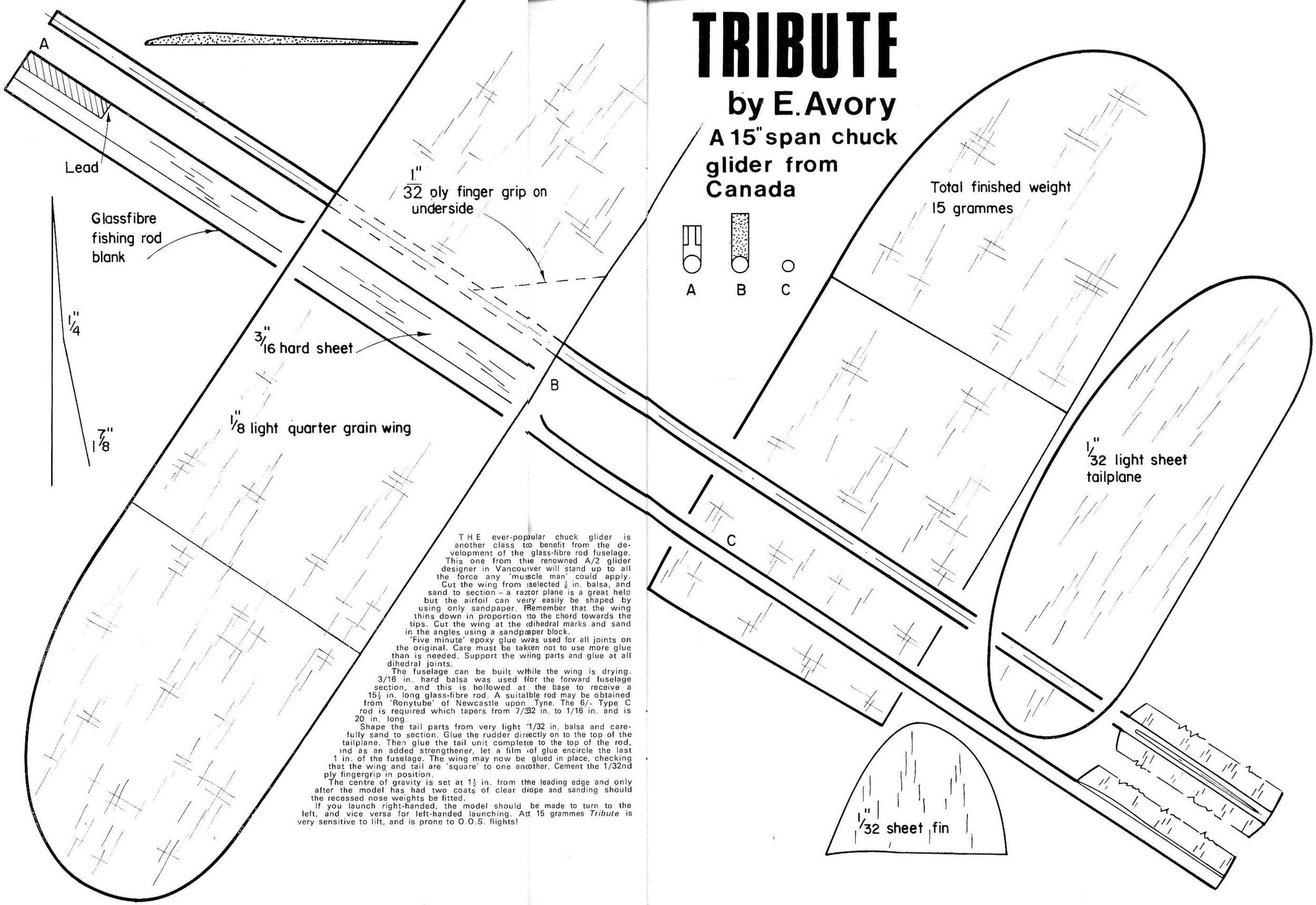
TRIBUTE

by E. Avory

A 15" span chuck glider from Canada



THE ever-popular chuck glider is another class to benefit from the development of the glass-fibre rod fuselage. This one from the renowned A/2 glider designer in Vancouver will stand up to all the force any 'muscle man' could apply.

Cut the wing from selected ⅛ in. balsa, and sand to section – a razor plane is a great help but the airfoil can very easily be shaped by using only sandpaper. Remember that the wing thins down in proportion to the chord towards the tips. Cut the wing at the dihedral marks and sand in the angles using a sandpaper block.

'Five minute' epoxy glue was used for all joints on the original. Care must be taken not to use more glue than is needed. Support the wing parts and glue at all dihedral joints.

The fuselage can be built while the wing is drying. 3/16 in. hard balsa was used for the forward fuselage section, and this is hollowed at the base to receive a 15½ in. long glass-fibre rod. A suitable rod may be obtained from 'Ronytube' of Newcastle upon Tyne. The 6/- Type C rod is required which tapers from 7/32 in. to 1/16 in. and is 20 in. long.

Shape the tail parts from very light 1/32 in. balsa and carefully sand to section. Glue the rudder directly on to the top of the tailplane. Then glue the tail unit complete to the top of the rod, and as an added strengthener, let a film of glue encircle the last 1 in. of the fuselage. The wing may now be glued in place, checking that the wing and tail are 'square' to one another. Cement the 1/32nd ply fingergrip in position.

The centre of gravity is set at 1½ in. from the leading edge and only after the model has had two coats of clear dope and sanding should the recessed nose weights be fitted.

If you launch right-handed, the model should be made to turn to the left, and vice versa for left-handed launching. At 15 grammes *Tribute* is very sensitive to lift, and is prone to O.O.S. flights!