“What makes our spinners so easy to install?”

First, if you need to enlarge the engine shaft hole from the predrilled 1/4” size, our spinner backplate’s stepped guides help you stay perfectly centered.

Second, our spinner cone locks onto the backplate with screws—a much more secure method than the ‘snap together’ style of other manufacturers.

Great Planes Nylon Spinners come in white, black or red, in seven sizes from 1-1/2” to 3”. They require no special adapters, very little time or effort...and they look great!

— Don Anderson
President and Founder
Great Planes Model Manufacturing

GREAT PLANES NYLON SPINNERS

Also available: strong, lightweight Machined Aluminum Spinners, in sizes ranging from 1-1/2” to 4”. Their brass inserts fit any shaft size without drilling—and the attractive, polished finish adds class to almost any model.

For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948, ext. 0337.

SAVE $100

...When you buy any 4 Great Planes hardware or accessory items.

Coupon Details: Limit one coupon per customer. Void where restricted or prohibited. Customer must pay applicable taxes. Cash value 1/100 of one cent. This coupon good only in the U.S.A. at participating authorized retailers of Great Planes’ exclusive products on retail purchases. Good through 12/31/96.

Retailer Instructions: To redeem, send this original coupon (no photocopies accepted) along with any regular Great Planes invoice payment within 30 days after the expiration date shown. Deduct the coupon value from your net invoice payment. Proof of adequate purchase may be required.

The author’s replica Moth assembly is ready for covering. Fuselage consists of formers and stringers assembled on top and bottom keel members, the balsa surfaces are solid sheet balsa, and the two identical wings feature half-ribs and through-the-rib spars. The entire airframe is permanently glued together like this prior to covering.

either make or buy the tank you want to use. I made my own uniflow tank with the vents coming out the left side. I also recommend you use the radial mount system shown, but if you prefer beams, they too are on the drawing. Also, if you elect to use a Fox .35, you will have to move the firewall forward about 5/8-inch.

Start by making the engine mounting plate. Scribe the centerlines on it for aligning to the firewall later. Next, bend the landing gear to shape. Mark vertical and horizontal centerlines on the plywood and cut out a firewall and the bellcrank mounting plate. Drill holes for the engine mount T-nuts, the fuel feed line and the bellcrank mounting bolt. Using the firewall as a pattern, cut out bulkheads 2, 3 and 4 so the notches all line up. Cut out the remaining bulkheads and keels and assemble the lower keel over the plan. Install the four T-nuts and the middle layer of the gear sandwich on the firewall. Remove the gear wire after the glue dries and then epoxy the bellcrank plate to the firewall nice and square, as this will align the rest of the fuselage.

Begin assembly by snaking the tank and bulkhead 2 in place, leaving the tank loose so you can slide it back so the fuel feed tube won’t protrude through the firewall, then put bulkhead 3 on the bellcrank plate. Stand the assembly on its nose and set the keels in place. Line up everything nice and square and glue the bulkheads to the bellcrank plate and the top keel only. Place the remaining bulkheads and tailpost in place and glue all remaining keel joints. Install the master stringers and glue in place, then install the rest of the stringers in opposing pairs to the rest of the fuselage, taking care to be sure the landing gear is sandwiched in place before closing out the lower stringers. The tail skid can also be installed at this point. If you use beam mounts, they would go in at this time.

I would recommend filling in between them with cross-grain balsa to stiffen up the front end.

Cut the stabilizer and elevators from sheet balsa and sand to shape, then glue the stab to the underside of the master stringers. Temporarily fit the horn to the elevators. Slip the horn into the fuselage and then glue the elevators to the horn. Cut a bunch of hinges from polyester taffeta and install over/under hinges all the way across the hingeline.

Next, install the bellcrank and pushrod. You can put the leadouts on the bellcrank now and tuck them inside the fuselage until after the model is finished. I used a 1/16 wire pushrod and installed fairleads at bulkheads 4 and 6. At the elevator end I used a short length of 2-56 threaded rod, a steel coupling sleeve to solder to the pushrod and a steel clevis to the elevator horn. Don't use brass fittings—I lost a ship when a brass fitting failed at the intersection of an overhead eight.

Temporarily install the engine. Finished the location of the fuel tank and epoxy it in place. Be sure the pickup and needle valve are at the same level as the only access to the tank later is via major surgery! Fill in between the stringers and bulkheads with 1/8 sheet from bulkhead 4 to the firewall, leaving the sheet a little high to allow a nice contour when sanding the round sections of the fuselage. Also fill around the rudder and elevator so you’ll have a place to attach the covering later.

Cut out the rudder, sand it to shape and glue in place. Scallop bulkheads 5, 6 and 7 between the stringers, then sand...