MINI-MOJO was a logical development of the Mojo design (Aeromodeller, December 1980); it was scaled down to suit a Sleak Streak plastic propeller or any other six-inch plastic prop. Its construction is very straightforward and should present no problems to a beginner. Wood selection is very important on a model of this size, so try to choose it carefully, i.e. try to keep the upper fuselage longerons stiffer than the lower longerons as this will help prevent the fuselage bending. Excessive weight is the biggest enemy to small models so try to keep the weight down by removing surplus cement from joints and choosing nice thin acetate sheet for the windows! PVA glue is recommended as it shrinks less than balsa cement and is less likely to cause any warps. The reward for this care is a much improved flight performance.

Let's start construction with the fuselage; lay out the upper and lower longerons onto the plan that has previously been greased with a candle or soap, cement into position all the vertical struts making sure that the rear motor dowel support is well cemented. The forward fuselage upper side panels can be added later when the fuselage is removed from the plan but before this is done the second side should be built directly on top of the first side. When these two sides are dry, they can be removed and carefully separated by a sharp blade. Cement F2 and F3 into position on one side of the fuselage, making sure they are at right angles to it; when dry, cement the other side of the fuselage to F2 and F3 as shown on the plan. Leave this to dry well and then add the forward fuselage upper side panels. Bring the tail-end together and cement; do the same with the nose and hold together with adhesive tape or elastic bands. Do not use pins as these tend to split the wood. All the cross braces can now be cemented into position but make sure that a gap is left between the two cross braces at the forward end of the windscreen to allow the tab on the acetate screen to fit between these braces. Add all the fillets but don't fit the wing dowels yet, this makes tissue covering so much easier.

The wings are very straightforward and are built directly over the plan as follows. Pin the main spars onto the plan and then the trailing edges and tips; cement all the wing ribs into position ensuring that the 1/16th ribs are in the centre. Build the wings as two separate items, also making sure that the root end ribs are angled on the end of the spar, this gives the dihedral angle. Next add the leading edge, noting how it is shaped at the wing tip. When dry, remove the two wings from the plan and cement the two root end ribs together making sure that they are square to each other and that there is one inch dihedral under each wing tip. The 1/4 in. square brace is now cemented into position across the centre section, this completes the wing.

The fin and tailplane are also built directly over the plan; it is better to cut F4 and the tailplane centre rib from the same piece of balsa; this will ensure a good fit for the fin.

Cement the acetate windows into position after lightly sanding off any bumps from the fuselage. Cover the whole structure with lightweight tissue, preferably jap tissue, and then water shrink. Give the flying surfaces one coat of thinned dope (50/50) and the fuselage a coat of slightly stronger dope (70/30). Check for warps and remove any by holding in steam from a boiling kettle and gently twisting the structure in the opposite direction (take care when doing this). The wing dowels can now be fitted into position and the tailplane and fin assembly cemented onto the fuselage making sure they are all square. Make up the nose block assembly as shown on the plan making sure that the propeller freewheels freely. The model is completed by making up a well lubricated 9 inch loop rubber motor, which can now be installed. The balance point should be as shown on the plan, if not then plasticine can be added to the nose or tail to achieve this balance.

Test glide over grass once you have balanced the model, a small elevator trim tab can be made from the gummed part of an envelope and stuck onto the trailing edge of the tailplane. The prototype did not require any side thrust but if after launching under power, the model does turn too much to the left, then a small amount of packing can be added to the left hand side of the nose block to give some right thrust. Initial powered flights can be made with about 100 turns to observe powered flight trim, if everything is OK, then the turns can gradually be increased up to 500 using the stretch wind method. That's about it; have fun and let the Mini Mojo bring you luck.