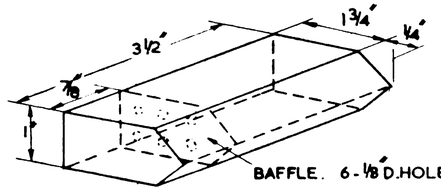
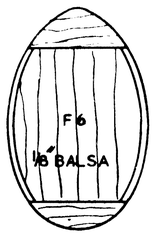
GEISHA GIRL

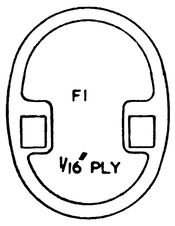
MA 324 R. BROWN
SPAN 54 LENGTH 38" 4/6
ENGINE .29-.35 CI

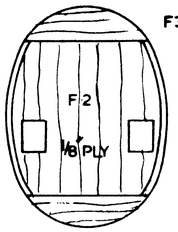
19-20 NOEL ST LONDON W1

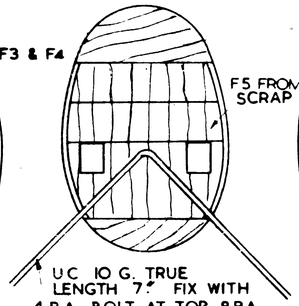


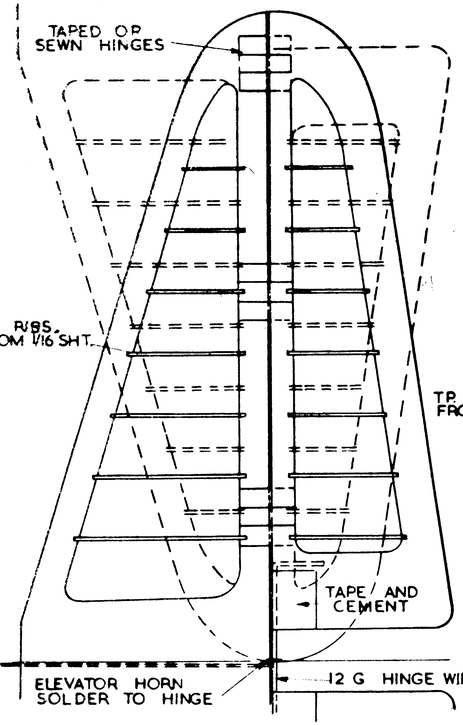
STANDARD PALMER TANK

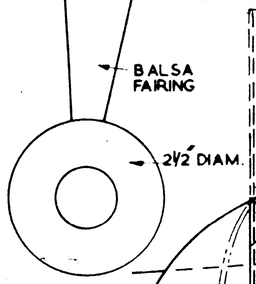


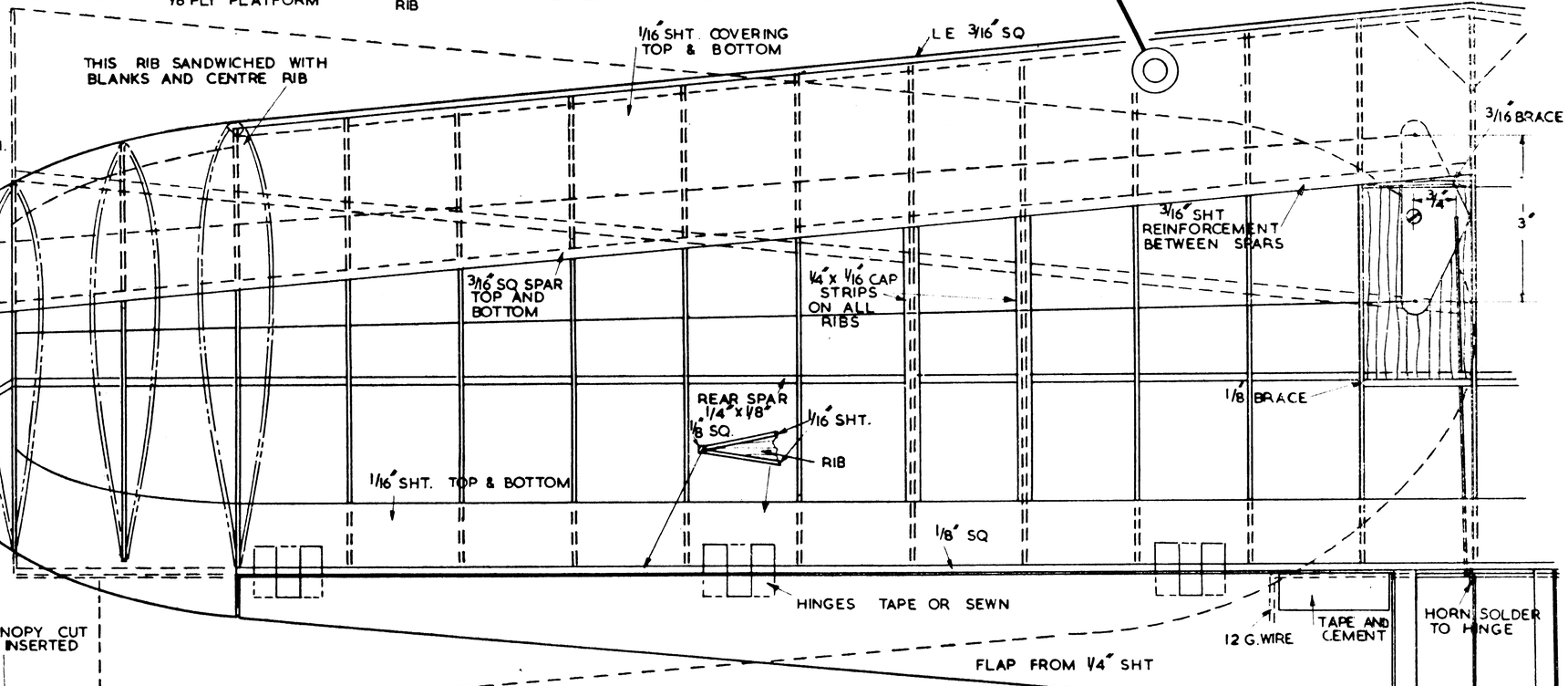


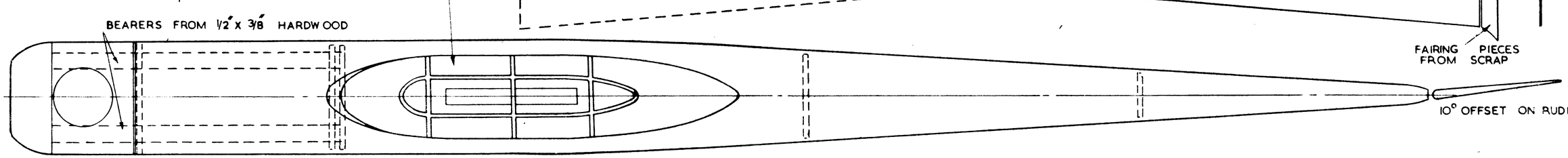


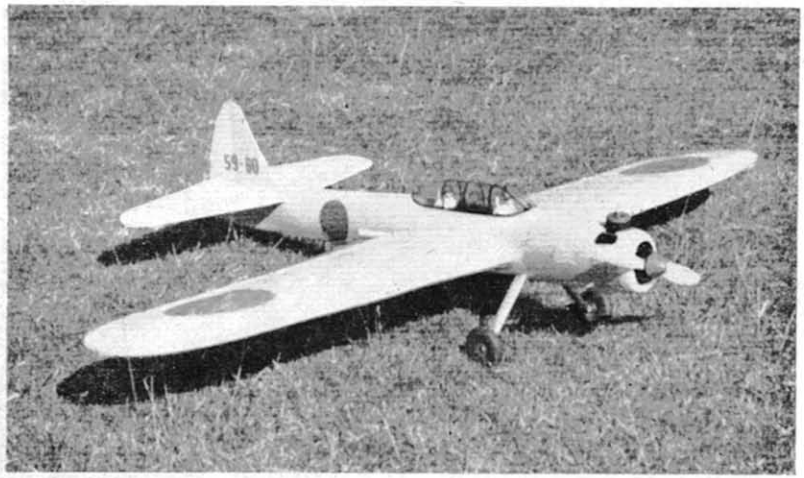












GEISHA GIRL

A 'do the book' .29 stunt model with attractive semi-scale appearance

designed by . . . . . RAY BROWN

THE "Lee Bees Controliners" club needs no introduction to C/L stunt fliers, and one of their most prolific builders is Ray Brown, whose *Zero* inspired *Geisha Girl* we feature this month. Despite its scalish appearance the *Geisha* will easily perform the stunt schedule. To date Ray has won the stunt contests at the Beauleiu and Godalming rallies, come second at Enfield and only lost the Gold by 2½ points!

Constructional Notes

Cut formers from ⅛ in. balsa as shown on the plan. Bolt the undercarriage between the ply-formers. Select two sheets of pliable medium soft, 3/32 in. sheet for the sides and cut to a shape slightly wider than shown on plan. Fix the 1 mm. ply doublers with impact glue but do not cut out the wing slots at this stage. Bind the sides to the formers with Sellotape and cement well, allow to set hard before removing the Sellotape.

Add the motor mounts and tank at this stage. Fill in between the mounts and sides with scrap balsa. (Note: before cutting wing slots add silk or rayon to inside as shown on plan.) The tail wheel assembly is now fixed between the sides before adding the bottom block.

Build the wing in two halves, and begin cutting out two sets of ribs sandwich fashion. Fix the ribs to the lower main spar and lower T.E. first, then add L.E., top main spar and ⅛ in. square along the T.E. before fixing the tip. T.E. can be assembled after removal from the plan. Cement the wings together and add 3/16 in. braces across the centre section—pin down the entire T.E. whilst setting. Add the ⅛ in. ply bellcrank platform and leadout wires then the 1/16 in. L.E. sheeting and cap strips, line guides, etc.

The wing can now be slid through the fuselage and fixed in position. Cut panels out of 1/16 in. centre section sheeting afterwards to allow control pushrod complete freedom. Flaps are added after assembly, but the horn-rod must be placed across the fuselage before the wing is fixed in place.

The tail is cut from medium-soft ½ in. sheet and the 1/16 in. ribs are sanded to the section shown on the plan. Connect up the control rods at this stage, making sure that everything centres properly before fixing the tail to the fuselage sides. The fin consists of medium-soft 3/16 in. sheet sanded to a symmetrical section.

Cut out the soft fuselage blocks to plan view and cement lightly to top and bottom. Carve to the section shown on the plan, remove and hollow out to 3/16 in. wall thickness, then fix permanently in position. Front cowl and top are fashioned from soft block and are fixed to the engine bearers with small woodscrews.

The model should balance on, or about, the main spar position for smooth flying.