



# Build a MINICOUPE

## A Neat Miniature Cabin Model

By Vic Dubery

**T**HIS little model should be a pleasant diversion from competition jobs and well worth the few hours work and scraps required to build it. It makes realistic flights outdoors in a restricted space or indoors free-flight and r.t.p., and is very robust for its weight.

Though simple enough for a beginner the plan should be studied carefully before commencing building as it has been somewhat cramped to enable it to be presented full size. You will need to trace to obtain the right-hand wing and left-hand tailplane.

The fuselage is straightforward but the use of the temporary spacer to retain the nose shape until former *A* is cemented firmly in place should be noted. Cover the underside of the wing saddle with stiff paper and add the cellophane and other stiff paper parts as indicated. Cover the remainder with tissue, leaving a hole for access to the rear of the rubber and water shrink only.

Be careful when bending the tailplane and fin outline to keep the curve all in one plane. Single covering should be used and not shrunk.

Build both wing spars in one piece, then lay one side flat on the plan and add ribs 2-5 and the wing tip. When dry, weight the other side and add the corresponding parts. Ribs No. 1 should be added after the wing has been removed from the plan as these have convex undersides. Cover the wing with tissue and water shrink but be careful to avoid warps.

The undercarriage legs are glued firmly into each

leading edge at No. 2 rib. If you wish your model to have the appearance of a retracted undercarriage in flight try using sheet celluloid for wheels and the thinnest wire that will support the model.

The noseblock should be made a good fit into former *A* as there is a slight downward pull on the rubber which might give unwanted upthrust. A neater bearing can be made by using aluminium sheet instead of the cup washers shown.

The propeller-shaft should be of 22-gauge wire. A carefully carved obechi propeller of normal proportions is more efficient than a bought balsa one and may obviate the necessity of adding ballast to the nose. A Frog Mk. V interceptor propeller is also suitable.

Complete the model by cementing the tailplane and fin in place, attaching the wing with a rubber band and installing a 12 in. loop of  $\frac{1}{8}$  in.  $\times$  1 30 in. rubber. The model should balance at  $\frac{7}{8}$  in. back from the leading edge at the centre section. For r.t.p. use 4-6 strands of  $\frac{1}{32}$  in. square rubber, 18 in. long should be used.

Test over soft grass in the usual way, making side and downthrust adjustment with small packing pieces behind the noseblock. The original model was made to spiral steeply to the right on take off and glide straight. When adjustments are satisfactory a neat job can be made of the noseblock and the final finishing details added to taste. Civilian registration letters make no end of difference to the model's appearance.