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Lady Luck

(Continued from page 95)

member this may be tailored somewhat to suit the engine being used. The next step is to install the plywood landing gear

mount and sheet bracing.

The landing gear strut itself is formed from a piece of 1/16" dural. The wheel pants assembly is an optional feature which does take a little effort. However, the added good looks, we feel more than make up for it. Complète the main landing gear assembly, and also the tail wheel strut installation before proceeding further.

strut installation before proceeding further.

Slide the wing assembly in place in the fuselage cut-out, and cement it securely in place. The built-up wing flaps are then assembled and binard to the assembled and hinged to the main wing surface. Add the 3/32" sheet balsa fuselage bottom after the wing has been in-

Select a light weight soft block for the fuselage top and blank it out to the desired shape. Then hollow it out to the dotted line. If the block does not happen to be light in weight, then hollow it out to a thinner wall thickness.

Cut out the stab mount center pieces, and slot the top block to receive the main mount. The blocks have been angled to permit proper clearance for the elevator control horn.

While the tail assembly is relatively easy to construct, nevertheless, considerable care should be exercised to make the surfaces sturdy and uniformly symmetrical. The measure of any model's performance, or lack of it, can often be traced to the tail surfaces. The tail surfaces are best constructed without any preliminary shaping or cutting of ribs to the desired outline. The surfaces are shaped after as-

ontline. The surfaces are shaped after assembly using a large sanding block and rough to smooth sandpaper.

Hinge the elevator assembly to the stabilizer with cloth tape hinges, and trial fit the completed unit in order to finalize the elevator pushrod. Once satisfied, cement the stab-elevator unit in place.

The fin is then cemented securely on top of the stabilizer. The rudder is locked in a %" minimum offset position until the model has been test flown: After which the offset can be increased or decreased.

The engine can be installed upright or inverted, as you prefer. Use lock washers

inverted, as you prefer. Use lock washers in mounting to prevent the engine loosen-ing as a result of vibration. Locate the fuel tank as close to the engine as possible. Cover the cylinder head and air intake to prevent balsa dust and shavings from getting inside while the top front block and bottom front block are shaped to outline Uson completion of the balter by line. Upon completion of the bottom block, hinge it to one sider, in order that the engine can be examined occasionally.

With all the surfaces comented in place,

the next important thing to do is reinforce all the joints with silk or nylon. Then brush on two coats of clear dope over the entire structure, smooth-sanding between each coat.

COVERING AND FINISH: Only the wing and tail surfaces require covering. For the tail surfaces and wing flaps, we would recommend light weight Silkspan or two layers of light weight tissue applied cross-grain. For the main wing surfaces, light weight silk or nylon is best. If anything clse must be used, our own pre-ference is for the double tissue covering rather than a heavy grade of Silkspan. It is a little more work, but considerably more durable.

After completing the covering, apply three to four-to-ast of clear fuel-proof dope over the entire model, smooth-sending between each coat. The two primary colors

used on our model were black and red with some white added to the pin striping.

with some white added to the pin striping. Allow ample time for the completed color trim to dry to a hard finish. Then using a fine grit rubbing compound such as "Duco No. 7" or "Aero Gloss", rub down the surfaces to a high lustre. The canopy used is now pre-trimined and lightly cemented in place so as not to mar the finish. Canopy available from most hobby shops

FLYING: As is the usual procedure, select a relatively calm day for your first flights. Regardless of your experience, any new model presents some difficulties. There may have to be some adjustment made as to side thrust or rudder offset; or perhaps even the control system may need some adjustment. These things may seem trivial until such time that something goes wrong.

Do not attempt to fly the model on low power, but rather from moderate to high power. The more intricate the maneuvers the more power should be available. Pull test your lines between each flight for added safety, and stay away from high tension lines. tension lines.

Sounds gloomy, sure. But follow these tips and they will pay off with a top notch performer and your friends will envy you.

MODEL WIFES LAMENT

There is balsa on the carpet, And solder on the chair There is sawdust on the HiFi, And Sawdust in my hair.

My lungs are filled with dope fumes, A gas mask I should buy The sanding sealer chokes me Till I think that I shall die.

He rushes home from work To see his airplane, not me. I never can sit on his knee For the airplane's there, you see.

When he takes time out to kiss me It tastes like Ambroid Glue. But this is very seldom For he can't kiss me and the airplane too.

After many weeks of labor The plane is finally done. He takes it out to Sunset Strip I go along to see the fun.

The tank is full, the engine primed He prays that it will fly. He starts the engine, lets it go, It flys. With pride I cry.

It loops, it dives, it dives, it dives I'm sure there's something stuck.
It hits the ground, the pieces fly Damn, what rotten luck.

The wing is here, the engine there And then the trouble's found He forgot to turn some switch on Before it left the ground.

He picks up all the pieces And in the car they go. And in the car they go.

He stops to buy another kit
Then home we go, in woe.

So then he starts all over
With the balsa, dope and glue
I often think, would he put up
With the things that I, A Model Wife,
do?

by: Patricia J. Banker wife of a member of the Airfoilers Model Club of Escondido,

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