If you're like most people, you eat your Pizza and throw the cardboard platter away. But not me. I throw the pizza away and fly the platter! But then, if you're like most modelers, you'll economize by eating the pizza and flying the platter.

The Pizza Platter is undoubtedly the cheapest plane you'll ever build! You can get a 10-inch platter at any local pizza house simply for the asking or you can cut one out of cardboard.

In addition, you need only furnish an engine, a scrap of balsa and plywood, a couple of left-over lengths of piano wire, a wheel from a broken toy truck, a tin can and a bit of cloth. By adding some glue in the right places, you'll have a very maneuverable plane that will out-race and out-stunt any comparable powered ready-made plastic job on the market!

Building the Pizza Platter is so simple that I hesitate to bother with construction formalities.

You may follow this procedure in case you are among the inexperienced:

(1) Cut out the motor recess in the platter noting that one cut is deeper to give the engine outward thrust. (2) Glue in the plywood motor mount and top brace mount. (3) Bend nose gear and bind to lower motor mount. Glue in place. (4) Cut the elevator and bind with cloth hinges. (5) Snip the bellcrank and control horn from the tin can. Glue on control horn. Then, attach the bellcrank with a screw being sure to add a couple of washers on either side of the bellcrank. (6) Glue on the lead-out guide, and lead-out wires and install the push-rod. (7) Finally, bend the two rear landing gear wires, bind to plywood and insert with glue in the platter by notching a slot for them.

You may finish your model with a fancy paint job if you wish but it is only necessary to dope around the motor mounts with two coats of fuelproof dope. After painting, you're ready to fly. Just a

(Continued on page 48)
on it, says Bob Stalick of Albany, Oregon. The best way to do this is with a felt marking pen. While you are at it, you might jazz up the thing a bit with some wild colors (using the felt pen) so that your's can be easily identified while in the air. This can make the timekeeper's job just a bit easier.

From the NAA Flightmasters’ Flying Scale News and Views comes some handy hints for FF Scale buffs. Don Roetman says that “Rub ‘n Buff” silver leaf (obtainable at any art supply stock) makes a very fine metallic finish on any surface with no material build-up or added weight. Can be clear doped.... Ted Pfeiffer uses “Dry Markers” for putting any type of camouflage on the wings on lap that has at least a single coat of dope. Pfeiffer also suggests using tefton flourcarbon wire slewing of the appropriate size to make any type of repulsion washer just the same as others.

The San Diego Orbiter’s newsletter El Torbellino passes along the tip from John Pond that covering material can easily be removed from wood by using “Strypeze”.... This is said to be the only paint remover that will loosen dope. Just apply it to all covering that is stuck to the wood—let it set awhile and then pull off the old covering. When the wood surface is dry once more, sand lightly and then apply new covering.

NOT SO OBSCURE

Bill Hanlon reports that his “Obscure Aircraft” plans for stick and bubble all-sheer Indoor Scale models are receiving an excellent response from builders. Orders have come in from as far away as Canada and Australia. Now two distributors, Hobby House and Aeronautica Books, are handling the plans. Of course, plans can still be ordered directly from Obscure Aircraft, P.O. Box 532, North Hollywood, Calif.

The latest addition to the Obscure line is their gas job. It is a 19½” span, all-sheer, Nieport Monoplane for a Cox .010. A picture of Hanlon with the prototype model appeared in Apr 1, ’65 VTO. Price of this plan is $1.50. Looks like another winner.

NEFS CORRECTION

In the April VTO the dutes we mentioned for the newly formed National Free Flight Society were in error. The correct figures are $3.50 per year for Regular Membership (AMA license required) and $4.50 for Associate Membership (non-AMA and foreign). Charter memberships will be available at $5.00 each until the first of June, for those who want to provide a little extra financial help to get the Society launched for its initial year. Dues may be sent to NEFS Secretary Bob Stalick (2807 South Oak Street, Albany, Oregon 97521) or to Treasurer Hardy Broderson (4729 Walnut Lake Road, Birmingham, Michigan 48002). With the support of all freelighters, this organization can be just the stimulant we need to move toward aeromodeling needs.

ATTENTION EASTERN INDOOR Fliers

Just received word that the Navy has given official approval for the use of Hangar #6 at Lakehurst for the following dates: Monday, May 29; Sunday and Monday July 3 & 4. Application was made for both AMA and FAI Reg. Trial sanctions. A good attendance will be afforded at these sessions will demonstrate to the Navy that there is sufficient interest in indoor flying to warrant their continued cooperation in granting permission to use the facilities at Lakehurst.

There has been some talk about turning the July 3 & 4 meet into an “East Coast Championship”, provided enough people are interested. Contact C. V. Russo, 143 Willow Way, Clark, N. J. 07066, for further information.

FLASH!

Frank Monts of Wichita, Kansas was the highest placed US. resident in the International Coupe d’Hiver Meet at Chavenay, France. His proxy flown Auntie Feez MKII (see picture in April News) and owned by Sprague Ltd. of Chicago, won the 8 sets Ehrmann of West Germany. John O’Donnell of Great Britain was 2nd. O’Donnell was also the proxy flier for Monts, so he had quite a successful day.

Pizza Platter

(Continued from page 19)

The next time a wise guy says, “Anyone for Pizza?” Snap back with, “Yes, I’ll fly one.”

the traveler

(Continued from page 21)

sizes are called out on the plans; “B” grain wood is used for all spars and strips; “C” grain for ribs and quarter grain for the motor tube. Chorlton density will be 85 VTO to 85% lighter, at this weight the model is rugged and dependable. Careful examination of the tail boom plan and the picture will reveal a change—the original was designed with monofilament spar and cord and this was improved to the version shown on the plans. The built-up boom is lighter and conventional rolled booms are stiff and strong enough to handle loads; under normal landing the strength is about equal. Besides, this way you don’t use precious, hard-to-obtain wood for the tail boom, and there is no glue seam to pull it out of line!

Build the boom as follows: build a crude over a top view of the boom, leaving about ⅜” of longeron coming out ahead of the cross pieces. Glue the cross pieces in place on top of the longerons, let dry, and trim them flush with fingernail clippers. Measure the length of the diagonals with dividers and cut them to length before bending. Note that the last diagonal goes below the crutch to leave a flat platform for the stab. Install the crutch and glue uprights to stations “X” and “Y” to support the crutch. Glue the longerons in place on the supports and at the rear of the boom. Install side cross braces on alternate sides of the boom, let dry, trim as before, and install the remaining pieces. Measure the diagonals with dividers as before, except cut them in pairs; install them as you cut them. Assemble the boom to the motor stick in a jig to insure proper alignment; note that the boom fits into the rear of the cockpit and to the left for turn. Trim the excess length from the longerons as needed to aid in assembling the boom to the motor stick.

Wing construction is normal, except the original was braced with monofilament dacron. If you would like a sample of dacron, send a stamped, self-addressed envelope to me at Box 545, Richardson, Texas. (Continued on page 50)
"PIZZA PLANE"

Designed & Drawn
by Don Nowmer

1/4" Plywood
Rear Landing Gear Skid

1/16" Sh. Balsa
Lead Out Guide

1/16" Piano Wire
Landing Gears
Bind to Plywood with Wire

1" Dia. Wheels

.020 Cox

Nose Gear
Bellcrank

10" Dia. Pizza Platter
Cloth Hinges

Motor Mount & Braces
1/4" Plywood
Push Rod

Lead Out Wires

Scale in Inches