The Artist’s Model

She’s got classic measurements and configuration; she moves with grace and beauty. What does a former hot-shot control line speed flyer do when he shifts over to the easy life? Builds low-and-slow biplanes!

BY HAROLD STEVENSON

Noted painter and illustrator of Sea Cliff, Long Island, N.Y., Harold Stevenson is remembered among modelers for his record-breaking U/C speed planes and for his many fine cover paintings for model magazines. Today, after an extensive period of painting both here and in Europe, Mr. Stevenson teaches painting in his private school.

When the rigors of scampering around the pylon begin to catch up and it’s just a little more than a chore to turn a 1.8 second lap, some old speed fliers turn to radio control. In the writer’s case, while holding nothing against radio, the appeal of control line is still strong and just plain old flying—for fun—is the order of the day. Thus, this biplane came into being.

This little ship was designed with a nostalgic feeling for the classic type of the 1930’s. It doesn’t claim to be anything more than a heck of a lot of fun to fly. For those so inclined, the model will fly a modest stunt pattern and will perform well in any of the novelty events such as balloon bursting. With a bit of enterprise it could even be converted to radio control.

So if you want a good, dependable, scale-like airplane to fly on those Sundays between contests, just for relaxation, perhaps The Artist’s Model is for you.

Begin construction by cutting to shape from the appropriate stock all fuselage formers, wing ribs, dihedral gussets, struts and strut gussets. It’s a good idea to store these small parts in a box to be used as needed during construction.

Next cut the motor mounts to size, drill for engine bolts and bolt the engine to the mounts allowing for the two degrees right thrust. Slip the plywood firewall and formers F-1 and F-2 on the mounts, align and cement them in place. Double cement each joint. While this assembly is drying, form the 1/8” balsa fuselage bottom block to shape. Remove the engine from the mounts and cement the mount assembly in position on the fuselage bottom block.

At this point it is necessary to construct the lower wing, since it is an integral part of the fuse. The wing construction and assembly is standard procedure and fully indicated on the plans. It is good practice to build the wing flat on the work bench, blocking up under the leading and trailing edges to assure warp free alignment.

Cement the main spar of the finished lower wing in position on the fuselage bottom block. Fill in under the trailing edge with scrap balsa to (See pg. 72)