IT WAS our original idea to build a simple, rugged control line model that would take a lot of punishment and still have enough “eye appeal.” We hope we have attained this and feel sure the time spent in building this model will be well repaid.

The prototype, the Bunch Tiger, was powered by a Class C engine which performed excellently. However, a Class B engine will fly the model very well, and if lightened considerably a Class A may even do the job.

Very little balsa wood was used in building this model and no silk. Hard woods and stiff paper were construction necessities as will be noted in the following paragraphs.

FUSELAGE—The fuselage is of the conventional stringer-former type. The stringers are of 3/16” sq. pine, and all the bulkheads and formers should be cut out of pine sheet. The firewall at Sta. 5.000 is made of plywood, 3/16” thick and shaped as shown. Scale the plans and draw its contour on the blank wood. Do this with the other formers also. It is possible to make all these parts within a tolerance of 1/16” without danger of misfits. Of course, fit of longerons into notches, etc., should be quite close, but it is not necessary to linger long over any of these parts.

After contouring the firewall, drill all the holes for ignition wires and file in square holes for the engine mounts. Now make the square bulkhead at Sta. 7.875 in the same manner. Notice that there is a cockpit floor between the lower longerons, and the firewall and Sta. 12.750. This is made of 3/32” pine stock. Now we make our first sub-assembly, which consists of firewall and landing gear. A true view of the landing gear with dimensions is shown in the view of Sta. 5.000. The landing gear is 1/8” piano wire—do not use anything smaller because it is insufficient to take landing loads without bending. Solder on the inner retaining washers and also the male part of a dress snap fastener which is located on the inside and about 1-1/4” up from the bend at the axle. This is a snap for the landing gear fairings. Make a brass or aluminum clip for the upper end. This is about 5/16” wide, and 1-1/8” long. Using this clip, assemble the landing gear to the firewall with a 4-40 or similar size, screw and nut. Safety this screw with cement or by peening over the end. The remaining two fasteners are made of iron wire, commonly called tinned wire, and a metal disk with two holes in each just like a button. You will probably have to make these, but if you have some small metal buttons they will do very well. Thread the wire through the buttonholes and firewall and twist the ends around the landing wire. Make sure they are tight and solder the ends to safety them.

Our next assembly consists of the just-completed assembly and the four longerons, Sta. 7.875 bulkhead and the floor together with the cross pieces and uprights shown in Sta. 10.875. Cement these all together and use small brads at the intersections. Cement in the diagonals and true up this assembly. For additional strength, and if you desire to spend the time, gussets of 1/32” thick hardwood or veneer should be glued to all the joints. While this assembly is drying, make all the remaining formers, cross pieces, diagonals and uprights. Aft of Sta. 13.750 these are all of 1/8” square hardwood. Note that there are formers at the leading and trailing edges of the wing; however, these are not added until later. Also, in the triangular area between Sta. 22.000 and the tailpost, and between the upper longerons, there is a piece of 3/32” plywood which is flush with the top surface of the longerons. Between upper and lower longerons there is a U-shaped piece of 3/32” plywood to stiffen the aft end of the fuselage. The tailpost is 3/8” wide and 3/16” thick. A tailskid is cut as shown and can be made of aluminum, plywood or regular pine. It is secured by a brad pushed through it and the U-shaped pieces on each side. File the brad ends smooth.

After assembling all the aforementioned parts, consider how you are going to cover your model. The original fuselage was covered with thin veneer and stiff manila paper. You may also use balsa planking for all or part of the fuselage. If silk is used, some stringers will be required and these should be added.

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