HERE AT LAST is a Tom Thumb sized U-control model that anyone can build and fly. Its all balsa construction and minute size makes the ship incredibly light. Simplicity of construction and operation has been furthered by use of the new Mite compression-ignition engine which eliminates all ignition troubles and complex installations. In the model featured here, a large gas tank was used to keep the ship aloft longer when flying U-control.

You can start building this almost pocket sized model by taking two blocks (as shown on the plans) and cutting out two grooves for the gumwood mounts which are cemented into place. To these, you will bolt the engine and attach the spinner. Then cut out the upper block to fit into place. Starting from the front and working toward the rear, the fuselage is carved in a circular manner to produce a clean, sweeping line from spinner through to tail as shown on the plans. Fuselage is now separated and hollowed to a 1/8" wall. The tank may now be made up from some thin, brass shim stock. Install the filler, overflow and line which runs from the engine to the far side of the tank in order that the engine may receive fuel at all times. Now, two holes may be drilled in place, the gear bent and placed in the fuselage.

The wing is now carved to shape and sanded. The bell crank is installed by bolting it through the wing. The tail surface is made in the same manner, making sure that the cloth hinges which are cemented in place work freely. The bell crank is now connected with the push-rod ensuring free movement. Since the ship is light, the control must work freely or the ship will not respond well on take-off. Cement the rudder in place using plenty of cement so it will not sep-

THE
PYGMY DIESLER
by ELLIOT FORD

A control-line model powered with the first American built diesel engine. Light construction, easy to build, performance leaves little to be desired.

arate from the fuselage on the first rough landing. The wing guide may now be cemented at the wing tip as illustrated on the plan. The flexible, stranded, stainless steel lines are hooked to the bell crank and carried out through the guide to where the flying wires are connected.

The usual caution is required to get the ship aloft. Be sure the model balances as plans indicate. This will give the ship a nose heavy condition which will necessitate considerable up elevator control. Then, all that is needed to get the ship launched is a little more up than usual and a little less to land it. When these conditions prevail, flying is facilitated.