and the front of the trailing edge have to be shimmed to preserve the section. The ribs are not let into the T.E., spend the time cutting gussets while the cement is drying rather than hacking out slots. The rib pattern is deliberately oversized at the trailing edge juncture in order to achieve a blending through sanding with a long block.

Take your time making the splices of the leading and trailing edges; they’re no harder, and a heck of a lot stronger, than dihedral joints. It is not necessary to make a series of rib templates to get the planked areas right. Just be careful with a razor blade and a sanding block and you can trim these out after the basic assembly is complete.

As a matter of fact, the planking at the center section goes right over the trailing edge, top and bottom and over the bottom of the leading edge. There is no great call to preserve the foil in this turbulent area. The planking at the breaks is another matter, and reasonable care and exercised here to preserve the section. Incidentally, pin the wing while putting in the top planking at the breaks and let it dry thoroughly.

The leading edge sheeting has to be spliced at the line center line and a saw-tooth splice pattern keeps the joint over the center rib. We found that doing the underside of this sheet and wetting the top side helped a lot in forming this part of the wing. Just don’t try to rush the job. Gauze the splice and the dihedral breaks. If weight isn’t a consideration, you might use a spruce spar. A lot of the strength of the structure comes from the sheeting and the whole set-up is such that it will “give” quite a lot before it will break. The combination of generous gusseting and sheeting makes for warp-free construction—provided you keep things pinned down initially. The wing is actually quite light for its size. We used medium-weight Silkspan.

Choice of finish is up to you. We recommend fuel-proof dopes even if you plan to use diesel. Thin your dope 50% and use plenty of it. Allow each coat to dry thoroughly before applying the next. We usually go for between six and ten coats. We usually clean and dope before storing at the end of the season, too. An occasional such doping will rejuvenate the finish.

With the ship balanced between 80-85% chord, handgilding should show a flat-turning glide or a slight stall. Tilt stab or otherwise induce enough turn to remove stall before firing-up. Go with the ship—let the turn be in whatever direction she favors. Use your own system of check-out. We go full-blast with a S-bend run and gradually build up to 20 seconds. Use rudder tab to set direction of power pattern. When power pattern suits you, trim for transition and glide.

Everything in this business is compromise and each guy has his own idea of how to trim. We’d be interested in hearing of how you peaked performance with this ship, or how you made out otherwise—including any snags you ran into. Drop us a line in care of this magazine and we’ll be happy to compare notes with you. Our personal goal with this ship is to find a stab airfoil that will let us get the CG back to the 90% ragged edge of optimum-climb CG placement.

WHAT’S COOKING
(Continued from Page 43)

Model MST-8 is the transmitter for the above receiver and it will also operate the SS-MSR8. A stick operates all directional movements and aileron controls. Push buttons are installed for use only as a contra motor. The firm claims that audio tones definitely remain stable through changes of “B” battery voltage. Available for $99.95.

The above units will be furnished to operate on either 27.045 mc or 27.145 mc. Unit operating on any of the other frequencies will be supplied on special order.

Newest idea for flagpole sitters: Take up control-line flying! Look at the possibilities of flying in a spherical field. Not only can overhead maneuvers be done, but think of the startling “underhead” flights—gotta watch out for the pole, though. A whole new dimension. Judges at meets would go wild with the possibility of upright inverted flight!

A 70-foot pole would do the trick, making it impossible to hit the ground. Guess a swivel chair would come in handy. However, experts tell us that a 70-foot pole would lead to flying a 80-foot circle on 62-foot lines. Wild, eh? Only for the brave (no this isn’t "Mad" magazine).

Not so wild is the idea of flying radio and free-flight speed models for record purposes. These are little challenged records. They stand on the books at F.A.I. and are principally flown by our foreign friends. Free-flight distance is another category that merits thought. Who can forget the story (run by one of our competitors) on a proposed trans-Atlantic model? Or, the realistic (?) record claimed at 230 miles by the Russians?

There are still unlimited fields of endeavor open to the serious designer who likes the “go for broke” ultimate design. Few categories are left in the U.S. Indoor events and speed flying are the only ones as yet unnumbered by weighty rules governing top performance. This, too, is likely to change.

So, back to the drawing board if you have the urge. Record trials for F.A.I. can be set up, it only takes interest and some drive. If you want records, you’ll have to work for them.

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