During a discussion with Bill Harris of the D.C. SLOW Club (the Sky Lancers of Washington) concerning the number of entrants in control line stunt events, the point was made that perhaps if the cost and size of the model was reduced, competition would increase. Let's face it, the size of today's stunt job presents quite a transportation problem especially when two or more contestants travel together in anything less than a large station wagon.

In theory, the power available from a .15 is ample to provide top performance. The problem was to design a model that could best take advantage of this power. The model presented is the result of this line of research. It is compact, light (16 oz.) and economical to build.

Construction is straightforward. In choosing wood do not sacrifice strength for weight. A finished weight of between 15 and 20 oz. should give equally good results.

Start construction with the wing. Cut out all ribs and assemble the wing in the usual manner. Attach bellcrank to its plywood mount and cement this unit between the two center ribs. Mark position of lead-out wires and cut holes in ribs of sufficient size to prevent binding. The wing is sheeted and the ribs capstripped. Add tips, carve to suitable shape and round off edges. Tubing or eyelets installed in inboard tip act as line guides to prevent wear and binding at this point. A 1½-oz. weight should be securely cemented in place in the outboard wing panel. A fishing sinker is easiest to obtain. Wrap with thread.

The fuselage is built directly on the wing. Cut sides and all formers to shape including landing gear mount. Slip sides over wing and cement formers and motor mounts in place. Make certain the fuselage is aligned perfectly with exact center of wing.

Install tank; check that fuel line is lined up perfectly with needle valve. This may vary slightly with different motors. The plan shows proper position for Fox .15. The landing gear is installed using "J" bolts and liberal coat of cement.

Cut tail surfaces to proper shape, round edges, install hinges and control horn. Cement to fuselage, connect push rod. Make sure elevator works freely. The ideal condition is when the elevator drops its own weight.

When you're satisfied that no binding exists planks top of fuselage. "Berkeley" round-edge planking used works very well. When completely planked, sand smooth to conform to side sheeting. Rudder and headrest cement in place. Check rudder for offset shown. Note rudder sandwiches between soft balsa blocks carved to conform to side view. Cove may be carved from soft balsa if it is fibre-glassed. Otherwise hard balsa is recommended. Hollow cowl to wall thickness of ¼". Cut holes for needle valve and exhaust. Size of cooling hole in cowl front and opening in bottom will be determined by the motor used. They should be as small as possible in keeping (Continued on page 51)