Skylark
(Continued from page 13)

The landing gear is removable, it is bent from 1/16" aluminum sheet and bolted to the plywood mount with machine screws.

In making up the special, bea-ringed control horns, be sure that the angle from the pushrods to the horns is 90° or the control action will not be equal. The tubing on the horn is glued with epoxy resin on the wing and stabilizer and wrapped with silk. This forms a very strong hinge and takes the place of any other hinges near the fuselage.

If you select lightweight balsa, cover the plane with silk and put on a good heavy finish, your plane will come out about 45 ounces, which is ideal. Also, if you build this way, the plane will balance right at the main spar without any ballast.

Field Monitor
(Continued from page 26)

Use of fiberglass resin inside the engine and tank compartment will make this part of the plane very strong. With the new nylon hinges, fully bea-ringed controls and careful maintenance, this plane can certainly last for a long time. After each flying session Ed keeps his model bright and shining by using Tone furniture polish applied from the spray can and buffed down with a dry cloth. Kept up in this manner, his older planes look so fresh that while he was hacking lines on a good looking metallic green job, a bystander was prompted to ask: "Don't you hate to fly your new airplane?" Of course, Ed assured the fellow that he loved to fly it, remembering that he had worn out three sets of wheels on that particular one in four years of flying it. He also knew why he won the contest later that day. Do you?

Round and Round
(Continued from page 19)

How about that Wakefield who, when America paid no attention to F.A.I. Power—"you think the gas engine had not been invented—advised us that because of a pro-gas attitude we should be subjected to unprintable indignities. Or the national figure who figured he'd gun down the guy who does Man at Play because he mentioned Thanksgiving dinner. Personally, we'd like to see Thanksgiving dinner written into the rules. Everything else is.

What opened this pandora's box (if you don't know what that is, it's a field box belonging to a National champion) were comments in R.R. many moons ago, on how to learn to fly U-control planes. Incidentally, to those radio types—we are persona non grata (which means with cause) there, too—who think a ukulele machine can be seen only in the Museum of Natural History, we suggest they scan vacant lots, back yards, parking lots, school yards, and the grass beside parkways (and are those motor cops diligent!). Those buzzing objects are the voice of modeling young America! So a bunch of young kids who say they fly speed, hot combat, etc., and call the rest of us fuddy-duddies, described all sorts of ways of learning to fly, including hollow log and plastic Half A's. In fact, some shavy-reflex young adults who's plastered the premises with scrap balsa and pieces of Sikaspan said the same thing. A couple of skeptics did report that such characters were ripe to fly successfully anyway, regardless of the object on the end of the lines, they had busted so many things previously.

Mindful of the time when an editor wrote that all airplanes should have hot-wing decals—this was when some prewar German crates showed up with this feature