Sleek racing machines with thick airfoil sections are the present trend in stunt with emphasis on realism, the pilot looks almost real.

PEGASUS ... continued

Lightweight is important and some weight reduction achieved through lightning holes in wing.

construction can begin with the wing and the first step is to cut all the ribs from 1/16" sheet balsa. Splice the 1/16" x 1/2" spars into full span lengths and mark the proper rib locations on them. Notch the trailing edge accordingly and assemble the ribs, spars and leading and trailing edges. This forms the basic framework to the wing. Add the 1/16" x 1 1/4" trailing edge sheeting inboard of the boom locations. Note that outboard of the booms, trailing edge sheeting is cut from a 4" wide stock to shape indicated and contact-cemented together. Next add the 1/32" sheet spar-web with the grain vertical (perpendicular to the chordal plane) in order to obtain an extremely strong and warp-resistant wing. Observe from the plans that the forward lead-out must have a "cross-over" hole provided for it through the 1/32" sheet between ribs C and D.

Provide a 5/8" plywood bellcrank platform between the center ribs and install the bellcrank (nylon preferred) with lead-outs attached. At this time glue the 1/16" leading edge sheeting and the 1/16" sheeting at the center area and the boom locations, leaving an access hole for later installation of the flap and elevator pushrods. After gluing on the 1/16" x 1/2" cap strips the final step is the addition of the wing tip blocks. These are carved and hollowed from balsa and contain the outboard wing tip weight (I never use any, but if you prefer) (Continued on page 48)