

# ❖ AVANZ NEWS ❖

Issue 60a

June 2001

## *In this issue*

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*An early NZ*

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*Snippets.*

*Plans.*

## FROM THE EDITOR

Now we are into a second issue, (note the 60a number as the last issue should have been issue 59), from the new Editor it seems that the first one was reasonably well received. This issue continues the "Early Days" theme started last time as well as adding a feature on a personality from the early days of NZ aeromodelling. Plan of the month has something to do with both which was a little bonus ferreted out by our associate Editor.

The weather up north here has been a bit wet with lots of easterlies which has meant that my flying for NDC has been limited in terms of duration due to the trees that surround quite a bit of the flying field and soggy tissue. I hope yours has been a little better (it could hardly have been worse as I have had to resort to taking the last no flight time on a few occasions.)

On the nostalgia note I have been assisting my old ATC squadron with the building of their Hand Launched Gliders for the inter squadron event that has been initiated by Peter Stonell from Rotorua. There are 12 cadets trying out the event some of whom participated last year. I'm not sure whether they will carry on with aeromodelling, but they seem to be quite keen

Quite a reasonable response regarding contributions to this issue, thanks for those, for the rest maybe going on to E-mail will make it easier and reap some rewards for future issues, I have already had contact with some of you via the medium so there is a little news from around the country and a welcome contest report.

With winter now approaching and snow being reported in the South maybe it's time to warm up the workshop and get building something new for the Nats, rather than repairing the old faithfuls. Certainly my Tomboy needs to be replaced but it is hard to let a great 20 year old friend go to the dustbin. Still there are those Nostalgia jobs that should be built to add to the fleet and for which I have recently raided the AVANZ plans stall for some favourites of mine from my early days of modelling. Speaking of the Nats ... have you sent your comments to Neil re the proposed programme as published in the April 2001 "Fliers World"

Well that's about it from me this month...

*Gotta go building me a model...Graham Main*

**NEXT**

**TIME**

*A focus on ..*

**NOSTALGIA**



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# MORE KIWI

## RJL DIESEL HEAD CONVERSIONS

For Cox .049/.051 and .09

This great looking & fantastic performing RJL Diesel head conversion uses a true o-ring sealed contra piston. Screws right onto your Cox Tee Dee, Medallion and Killer Bee engine. (Engine not included)

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TESTOR MCCOY .049 ADAPTER LONG PLUG . 5.99  
These head adapters make it real convenient to use standard glow plugs and your glow driver. (Engine & plug not included.)

## KIWI or NOT KIWI

As I see it, there were two reasons why the Brits. introduced British Power 1. To avoid large, noisy, complex, expensive, typically .40 powered models from frightening off any potential opposition and attracting newcomers.

2. To support the indigenous motor manufacturers. Only one, really P.A.W.

Do we have the same pair of reasons in N.Z. to adopt "KIWI POWER"? I do not recall large models reaching large fly-offs in recent times, and we certainly did not support the "KATIPO" manufacturers when that motor was on the market.

Apart from the P.A.W. .09, motor choice is limited; who makes a twin ball-race, schnuerle ported, high performance diesel? Maybe, M.V.V.S.?

So I lovingly wrapped my "KATIPO" diesel back in its oily shroud, and contemplated my next choice. Why not a dieselised Tee Dee .09? I had models, a Davis Diesel head would not add much weight and for 740 N.Z. I had a bargain. Further checking of advertisements revealed that R.J.L. Industries, P.O. Box 5, Sierra Madre, CA 90025, U.S.A. did one for the .09 at \$17 U.S. Davis Model Products, P.O. Box 141, Dept MA, Milford, CT 06460, U.S.A. have been doing DIESEL heads for over 20 years, and if you get 50% more power as they claim, you could be real competitive with a 300 sq. inch model weighing 10 oz. or so.

YOU DO HAVE TO BE CAREFUL -DON'T FLOOD EM & FLICK EM!

Legend has it that the con-rods bend, crank-pins and crankshafts snap. And COX parts are becoming extinct. There is also conventional wisdom that says, "Engines run in as glows do not work well as diesels". The Metkemeyer Bros. used to run in their Super Tigre T/R motors as glows first in a Speed Model. We'll see.

I have nothing but admiration for any diesel that turns a 7" x 4", albeit an A.P.C. at 14,000 r.p.m. I have compiled a list that gives some sort of comparison, but bear in mind, that the older type wooden props noted are maybe 1,000 r.p.m. slower than the A.P.C. Here goes, mostly from "AFROMODELLER ANNUAL" figures.

Tee Dee. .09 pn 30% nitro as a glow	7" x 4" Top-Flite Nylon	15,500
Oliver "TIGER CUB"	7" x 4" P.A.W. wood	14,500
Taifun "HURRIKAN"	7" x 4" A.P.C.	14,000
P.A.W. 1.49 Mk.I	7" x 4" Stant Wood	13,600
A.M. 15	7" x 4" TRUCUT Wood	13,200

After that we have the Frog 150, D-C "SABRE", E.D. "Hornet" and M.E. "SNIPE". Elfins both plain & B.R. original & replicas are infinitely variable - you pay your money and takes your chances!

Late addition: just found a July, 1970 "AFROMODELLER", that states the E.D. "Super Fury" was the "most powerful, mass produced 1.5" they ever tested. Sadly, it was a bit snappy on smaller props, but gave the creditable figures of 13,600 on a Top-Flite wood 7" x 4".

## NOGAS MODELS

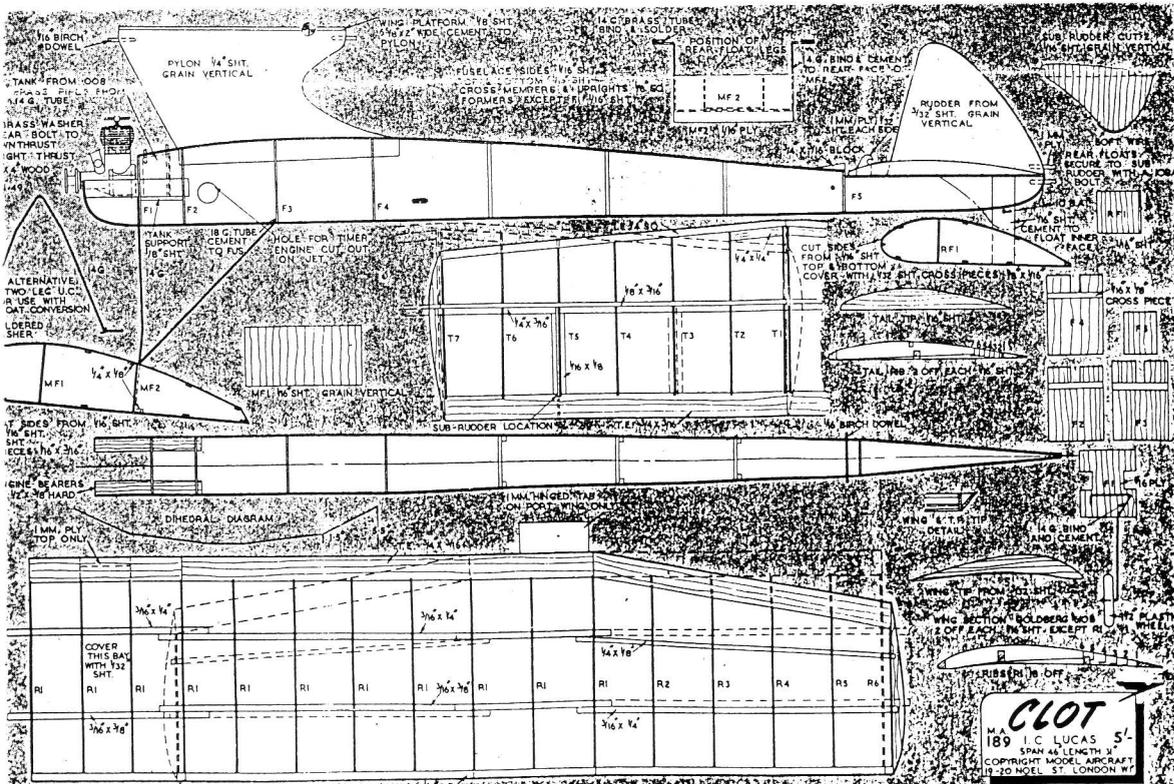
I had three more lined up as doubles for "KIWI POWER"; namely, the "CLOT" by Ian Lucas, which may still yet appear. The "ISOTOPE" by W. Woodrow, for D-C "SABRE" and the "INCENTIVE" by Ron Firth for an Alblon "SPITFIRE", which was originally for Payload, but looks the goods to me, rear fin & all.

I can do a short series on 1/2A NOGAS models, mainly U.S. and a good selection of 2.5 models e.g. Jim Baguley's "BFATNIK" & "OVERLOAD", D. Sibbick's "HELICANTH", and the little known Brian Cox "GLIMPSTREAM".

*Ron Magill*



by I. C. Lucas



## BOLT-ON POWER

LESS HASSLE, MORE FUN!  
Dieselize with Davis Diesel, It's Awesome!

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- Same Easy Starting → Scale Sound
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25 to 40 cu. in.  
40 to 60  
60 to 80  
80 to 100  
90 to 120

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**CLOT**  
by I.C. LUCAS  
SPAN 44" LENGTH 17"  
COPYRIGHT MODEL AIRCRAFT  
1-20 HOEL ST. LONDON W7

**CONTEST NEWS: CPMAA Nostalgia f/f Meet. April 21/22 . Levin**

**Reported by Graham Lovejoy**

Despite inclement weather in most places over the weekend, Levin's micro climate turned on its usual pleasant conditions, and good flying was experienced on both days.

Entries were down on last year no doubt due to the unhelpful weather elsewhere but those that attended got in some good flying.

While all events could be flown on both days, the rubber fliers all flew on Saturday. Paul and Neil both flew the APS Urchin with Paul achieving 3 maxes and Neil 2 his first flight being just a few seconds short. Your reporter had the nerve to fly his APS Merbaby and came last, but was actually quite pleased with it's flight time

Catapult Glider is a popular event in the CPMAA region and is always keenly contested, Ivan Treen off very respectable times to be the clear winner in this class, with Neil, Paul and myself fairly close together for the remaining places.

H LG had one entry - yours truly !

Sunday was the better flying day - sunny and calm with nice soft lift good glider conditions suited to the A1's flown by Paul and Neil. The highlight of the day came in Power when Devon Sutcliffe had a massive motor overrun, and his "Stomper" rapidly became a dwindling, spiralling speck in the sky! Due to only slight drift the model didn't go too far landing by the entrance gate and was soon retrieved by a now smiling Devon ! A lovely flight and pretty to watch.

Flying finished early at 1 pm .... Another good CPMAA meeting , enjoyed by all who attended.

**RESULTS**

Nos. Rubber

P Squires	APS Urchin	540
N McDougall	APS Urchin	539
G Lovejoy	APS Merbaby	268

Nos. Catapult Glider

I Treen	Mohican	236
N McDougall	Winged Motors Club Design	193
G Lovejoy	Rucie 2	181
P Squires	Spinner	175

Nos HLG

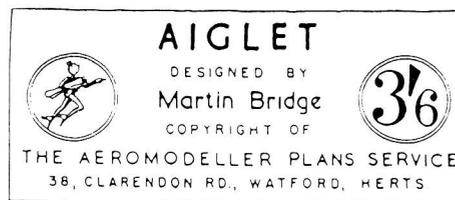
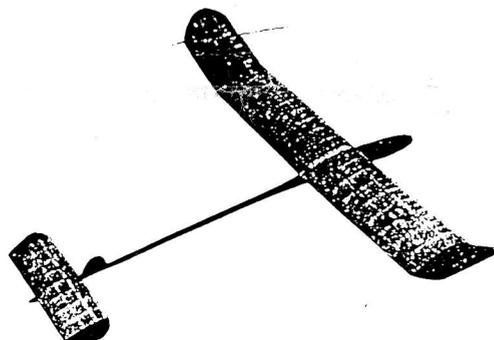
G Lovejoy	Rucie 2	112
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Nos Glider

P Squires	Jetstream	231
N McDougall	APS Aiglet	184
D Sutcliffe	Inchworm	43

Nos Power

D Sutcliffe	APS Stomper	227
N McDougall	APS Lil Aud	170



**About Last Month's offerings....**

The **Vampire** is a design published in Model Airplane News January 1944. In the article it is attributed to Alfred Cleave but in an article in a recent "Flying Models" Alf Cleave said it was in fact designed by Earl Stahl. Neil McDougall says that he has one on his building board at the moment destined for something around 1.5cc. Thanks to those who supplied this info.

## FROM THE PAST: N Z Aeromodelling History

*Continuing on from last month here is a further excerpt from Propellers "Model Aeroplane Notes" published in the Auckland Star of April 14th 1934*

"There were all sorts of machines in use. Single pushers, twin pushers, spar tractor models large and small; but I think that the spectators were mostly interested in the very fine fuselage machines that were produced in the afternoon. The Drage brothers had a very fine model each, Mr. E Drage flying his "Redwings" which he lost over the city some weeks back but had apparently recovered safe and sound. Incidentally I noticed that he now tucks a little card under the wing bands, just in case it gets away and loses itself again. A wise precaution. Dennis Drage, Bill Mackley, Harry Reynolds, Les Mayn, and Vernon Gray all had very fine machines, and I noticed they nearly all went in for free-wheeling propellers. This little gadget allows the propeller to revolve freely when the winds are out of rubber, thus allowing the model to soar without the detrimental effect of resistance from the propeller.

The scale models were real works of art, and considering the very stringent error limits imposed on them, put up some wonderfully fine flights. Mayn's model, that of a Curtiss - Reid "Courier" was a beautifully made job. Mayn goes for the ultra light model even building to scale. Hollow struts and superfine tissue covering help to keep the weight down. A 20 inch wingspan machine, I should say it doesn't weigh more than 1/4 to 1/2 oz, and he has built in all the coamings, struts, fairings, pants on the wheels etc. Drage's model of the Polish fighter was also a real work of art, colour and detail of every kind being incorporated in its building. The finished job would weigh an ounce and a half, but boys couldn't fly it! One little secret here. He had cunningly worked in a hidden freewheeling device in the propeller spinner, which of course was hollow and says under favourable conditions the "fighter" will soar."

*That's about all from the piece I have but Propeller does go on to say that he would give details of the winning models in later "Model Aeroplane Notes". If any readers have these it would be good to get some details for publication. Ed.*

### N Z AEROMODELLERS OF NOTE

One of the modellers noted Propellers article above was W B (Bill) Mackley, who is the Patron of the Auckland MAC. As well as being a fine modeller Bill had a distinguished war career in Bomber Command, but we will stick to the modelling bit here.

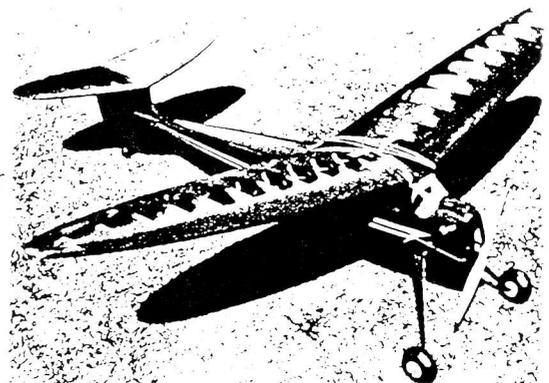
From the Air Trails of September 1942 an article by the late Bill Winter reveals that Bill was a founding member of the AMAC.

He made the first official flight of over 5 minutes in NZ with his "Yellowbird" which "was chased madly with bikes - and landed on top of a tree"

The "Yellowbird" was a box with the typical straight undercambered wings RAF 32 section and undercambered tail then in vogue. The equally famous "Redbird" that followed in 1936 was built on a bet over whether a diamond shaped fuselage model would fly well.

Bill's models were proxy flown in the international Wakefield and Moffett events and as a continuation of the Mackley theme our featured plan is the "Redbird"

Pictures  
from  
Air Trails  
Sept 1942  
W.B. Mackley  
and  
model



# EVENTS calendar

## National Decentralised

June 2 to 4	NDC	Nostalgia Rubber Duration Old Time Rubber Duration
July 1	NDC	Nostalgia Glider Duration Old Time Glider Duration
July 15	NDC	Old Time H L Glider Old Time Catapult Glider
July 29	NDC	Nostalgia Catapult Glider Nostalgia H L Glider
August 12	NDC	F/F Old Time Precision 020 Miniature Replica
August 26	NDC	Old Time Power Duration Nostalgia Power Duration

## JIM MOSELY'S 10th ANNUAL WORLDWIDE POSTAL COMP.

This one let's you try a good number of events  
**Starting 1st June 2001 and running through to 17th February 2002.**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the emphasis being on low key flying without the pressures of regular competition. A variety of events are offered including classes for types and sizes models which might now be overtaken by modern developments or are perhaps too small to be considered for competition work. Most events are well established but new this year are TD Slow Power, Dime Scale duration, Embryo Endurance and Cloud Tramp with the previous Vintage/OT 'Large Glider' class now uprated to Classic Glider.

There are 16 events covering the full range of F/F from HLG to Scale

Contacts.

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada.

E mail [jjmoseley@look.ca](mailto:jjmoseley@look.ca)

Or

AVANZ Secretary

Myrtle Clarke, 227 Mill Road, Otaki, 6741

## HILDA BAKER CUP 2001

The 2nd Hilda Baker Postal Competition is a single model Comp for the Vic Smeed **Tomboy** published in *Aeromodeller* in Dec. 1950.

### Rules

- 36" or 44" Tomboy as per plan except that you may use CO2, or electric or glo plug or spark ignition power rather than diesel. You can even use rubber if you prefer, and a DT device may be fitted if you like
- You can make as many flights between Jan 1st 2001 and July 31st 2001. Deadline for entering flights is midnight on July 31st. If you enter a flight and subsequently improve it within the deadline just send in your improved flight time and that will count.
- Hand launch
- Unlimited engine run
- Winner will be the longest flight recorded by a timekeeper standing at the point of launch. The timekeeper may use binoculars, but they must not exceed 8 x magnification. *A time will only count if the model is retrieved, and it must be retrieved without using radio bugs. A lost model invalidates the time.*
- Your entries by post, fax or e mail to reach the address below by midnight on July 31st 2001.
- Prize is a year's subscription to *International Flying Model Designer and Constructor* magazine.
- Enquiries and plan requests to  
Nick Farley  
The Hall House  
Hall Street  
Halling  
Kent. ME2 1BY  
England  
Tel /Fax +44 (0) 1643 241095  
Email [nickfarley@aol.com](mailto:nickfarley@aol.com)

**Catapulting to success... more on those HLG/Catapult jobs**

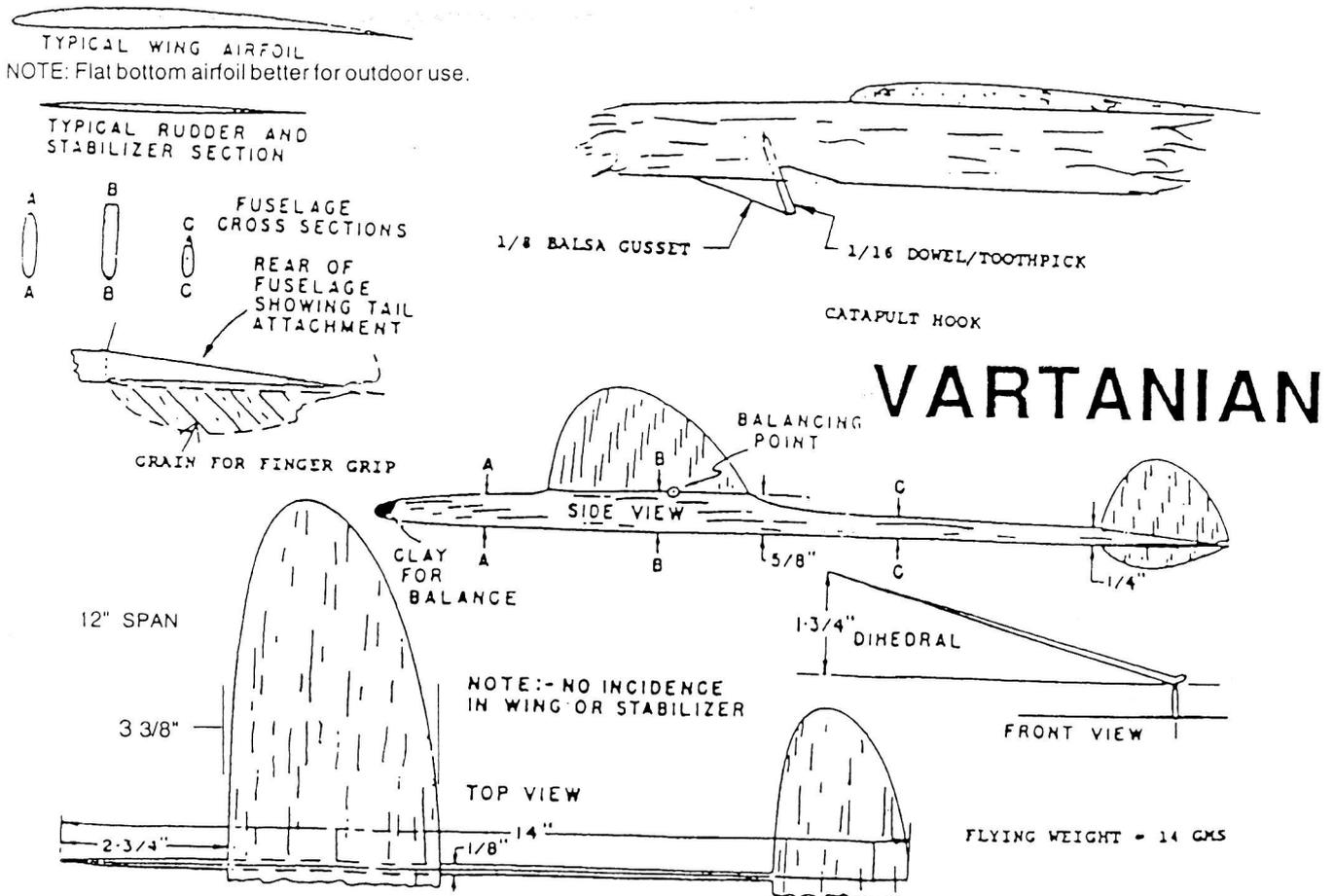
Thanks to some information sent by Graham Lovejoy we now have some pointers on what might make those catapult jobs go higher and longer. From the March /April MAXFAX .

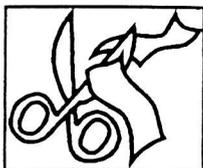
“Guidelines suggested by the local catapult Gurus Dan Belieff and Jim Coffin are :

- About 12 to 14 inch span
- Total weight about 1/4 to 1/2 ounce ( 7 to 14 gram)
- Catapult hook forward of CG
- Overall length about 14 inches
- As clean aerodynamically as possible
- Wing airfoil about 5—7% thick, high point at 30%
- Wing outer panel thickness thinned toward tip
- Stab area about 25% of wing
- Finger grip point under wing ( in lieu of tail so aft end can be lightened).”

A small plan of the “Vartanian” is shown below as an example but we have no date for this as yet. Graham sent a larger drawing of the design with building info from “Heave Ho” the UK HLG Newsletter which we can send to you if you write to the Ed.

Graham says he flies a 78% Hervat which gets good height launched level to the right with wings vertical. He extends the fuse beyond the tail for a grip, as he tends to knock the tail off when held under the wings. He says he’s no expert but finds that the adage “the more I practise the Luckier I get” seems to hold.





## SNIPPETS

- **Aeromodeller** has re appeared as an insert in the June issue of Aviation Modeller International. For those who had a subscription to the Nexus version it was a long and uninformed wait for some word of what was going on..... Being "Customer Focussed" is the jargon I believe is the newbiz term. Makes you wonder whether the new version will remain or be swallowed up like the other old magazines of yore. An idea why not dump Aviation Modeller as name and call the whole mag Aeromodeller, they coul even add International after it. A plus for Vintage fans is that Alex Imrie's column is still being run. A good one this providing researched background on interesting designs.
- For those of you who pine for the traditional magazine there's an English magazine that may fill the bill. "**Flying Model Designer and Constructor**" is published by PAMAG Publications Ltd, Riverdale, 89 Graham Road Sheffield S10 3GP, England. E mail is editor@pamagltd.co.uk with a web site at www.pamagltd.co.uk . This magazine is edited by Ron Firth and is published around quarterly at a cost of 22pd Sterling for surface post or 28pd. Sterling for airmail for an annual sub. The content is varied but generally covers the vintage and nostalgia scene picking up pieces from a wide variety of sources. In the latest issue there is 16 plans some full size as well as columns from Peter Miller and Peter Norman amongst others
- The Editor was talking to another modeller in the Auckland are about his taking on the AVANZ News. The discussion turned to the **N Z Vintage rules** where this modeller felt the N Z vintage scene would benefit from a bit of variety similar to the U S - even to follow the U S event rules . Probably this area was well canvassed in the early days of vintage in N Z but maybe it is time for some discussion again. Your Editor would like to be able to cover all the vintage scene throughout the country including all the SAM chapters and their views so maybe this area is something that could get the ball rolling. Does your group fly events to different rules than the current N Z ones and if so, do they seem generally popular. Once again lets know.
- On a similar note I see some **Vintage events** are held in Levin and the Waikato but none in the Auckland Area. Is this because of the lack of suitable sites I wonder. If there was enough interest the site at Whangarei is suitable for R/C and some of the limited duration F/F style events, e.g. Precision, HLG and Catapult. While others could be flown to a lower max time. Again any interest in say a weekend event lets know.

## This Month's Plans

This month we have the **Vartanian** HLG on the previous page, date yet to be determined but probably Vintage... we will sort this out for you by next month.

The next plan is a neat sport design **The Breather** by the late Bill Winter published in Airworld September 1947. Its for CO2 but at a larger scale looks a nice Tomboy replacement for F/F Precision. Our feature plan is the **Redbird** Rubber duration a design by Bill Mackley for Modelair (*See article on NZ Aeromodellers of note*) this one from 1936. The **Redbird Junior** is available from the AVANZ Plans service *see the address on page 1*

## CPMAA OLD TIME VINTAGE CHAMPS. JUNE 2 /3 2001 FROM GRAHAM LOVEJOY

*This one is hot off the reliable snail mail express thanks to Graham Lovejoy our CPMAA reporter.*

We were truly blessed with excellent weather, Saturday was perfect, and most of Sunday almost so! Saturday was calm and cold, warming up as the day wore on. Skies were almost cloudless and the air buoyant—ideal rubber model conditions! All contestants flew rubber models in either Precision and/or O T Duration, with excellent times being recorded bearing in mind we fly to a 2 1/2 min (150 sec) max.

*(Whoops I think I made an error then as I changed the results in the CPMAA Nostalgia results to reflect a 3 min max... Naughty lad. Ed.)*

The sight of the Gollywocks and Paul's 1941 Smith hanging on the prop and climbing vertically into the blue sky is stirring stuff! *(That's why we do it.. Ed)* The Ajax went Ok too showing the flag for the cabin models. Paul Squires DT'd early on a couple of flights and decided to re enter on Sunday. Precision saw an interesting mix of model designs, and some nice flights resulted. Good to see a couple of NZ designs - Vern Gray's 1936 Moffett Winner and the low winged Modelair Sportster.

Meanwhile the "twangers" were out flying Catapult. I lost my 78% 1936 Hervat on the 2nd flight, and had to use the full sized one for the remainder. Ivan lost his 1938 Hugelot on his 5th flight but we found it later. Neil had recorded his flights earlier, before the thermals came through — a wise man!

Tony Taylor was flying his 1946 Dick Korda Glider in O T Glider, this design features a deep nose looking much like a Pelican's beak, which makes for a distinctive sight in the air

Sunday wasn't quite as good as Saturday but it had its' moments. Clear cold and breezy to start but it calmed down and warmed up about 10.00 am, though there were times when the cool breezes returned to be followed by calm warm patches.

Ivan re - entered in Catapult and put in some nice flights with his '38 Hugelot . Paul re - entered in O T Rubber duration with the Challenger but struck disaster on his second flight. The prop folded and for some reason the model nosed down and hit the ground inverted, having almost completed half a bunt, he was not amused as Queen Vic may have said and muttered some rude words. John Selby was a welcome visitor, who flew his Lulu in O T Glider. Ron Aird came down from Palmerston North with his F A Moth, but broke a prop and couldn't fly.

Last flights of the day were O T Power and Paul and Neil put up some impressive flights in warm calm conditions. At around 1 30 pm the breeze and cold returned so we quit flying. A brief prizegiving finished off a very enjoyable weekend of flying, the prizewinners going away with bags of Kiwifruit courtesy of Neil McD.

### RESULTS

#### O T Rubber Duration

Tony Taylor	1942 Gollywock	447
Neil McDougall	1942 Gollywock	442
Graham Lovejoy	1941 KK Ajax	393
Paul Squires	1949 Challenger	362

#### O T Glider Duration

Tony Taylor	1946 Dick Korda Glider	281
Neil McDougall	1950 Oreon	267
John Selby	1950 Lulu	132

#### O T Power Duration

Neil McDougall	1941 Playboy	346
Paul Squires	1941 Strato Streak	307

#### O T HLG

Graham Lovejoy	1936 Hervat	272
Neil McDougall	1938 Mayn	205

#### O T Catapult Glider

Graham Lovejoy	1936 Hervat	294
Ivan Treen	1938 Hugelot	281
Neil McDougall	1938 Niogh	269
Tony Taylor	1936 Hervat	209

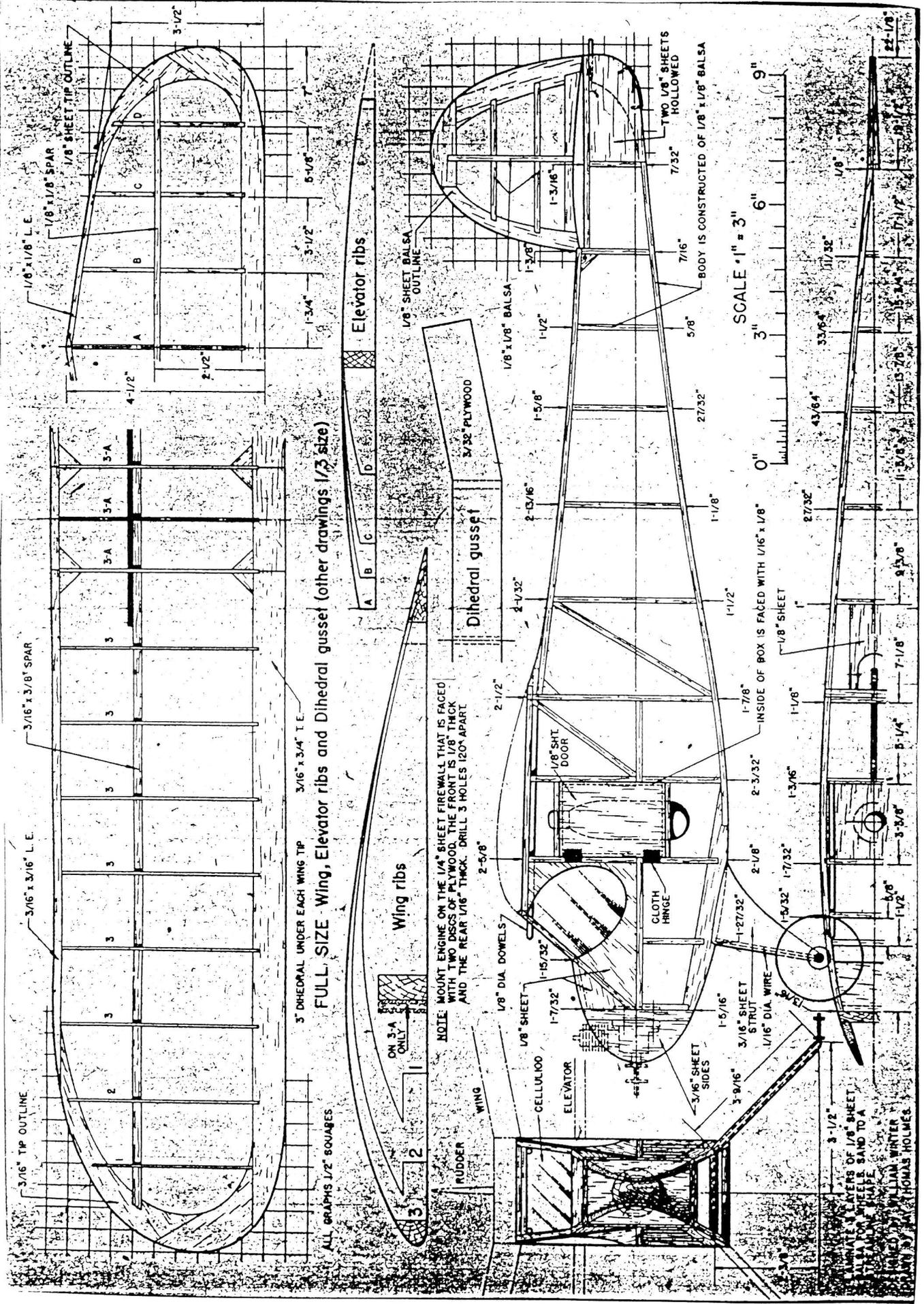
#### OT Precision

Neil McDougall	1942 Gollywock	235
Paul Squires	1936 Moffett	222
Graham Lovejoy	1939 Modelair Sportster	215
Ivan Treen	1937 F A Moth	141

**WANTED TO BUY.** APS Curtiss P6E Hawk C/L Scale Plan CL 539

APS Firefly O T Rubber D 128

Contact Graham Lovejoy, 57 Fraser Drive , Fielding ph (06) 323 5922



**FULL SIZE Wing, Elevator ribs and Dihedral gusset (other drawings 1/3 size)**

NOTE: MOUNT ENGINE ON THE 1/4" SHEET FIREWALL THAT IS FACED WITH TWO DISCS OF PLYWOOD. THE FRONT IS 1/8" THICK AND THE REAR 1/16" THICK. DRILL 3 HOLES 120° APART.

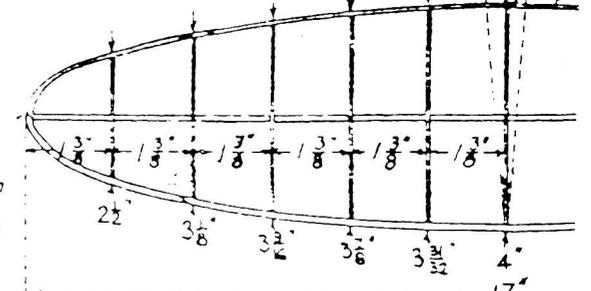
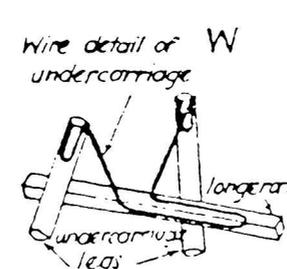
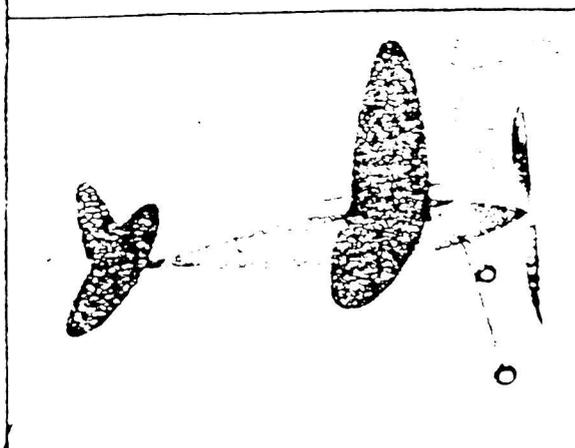
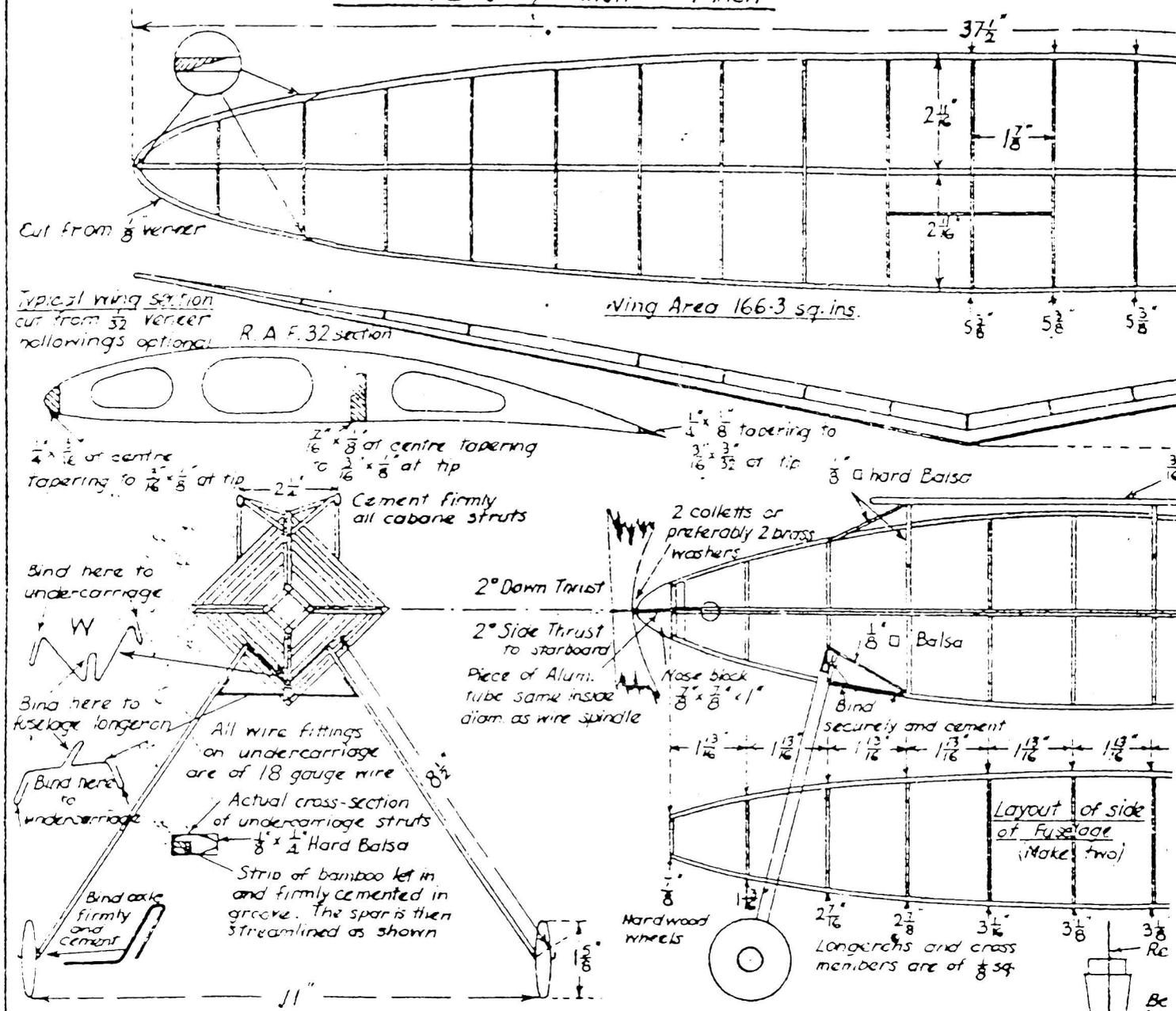
WILLIAM WINTER  
 THOMAS HOLMES

SCALE 1" = 3"



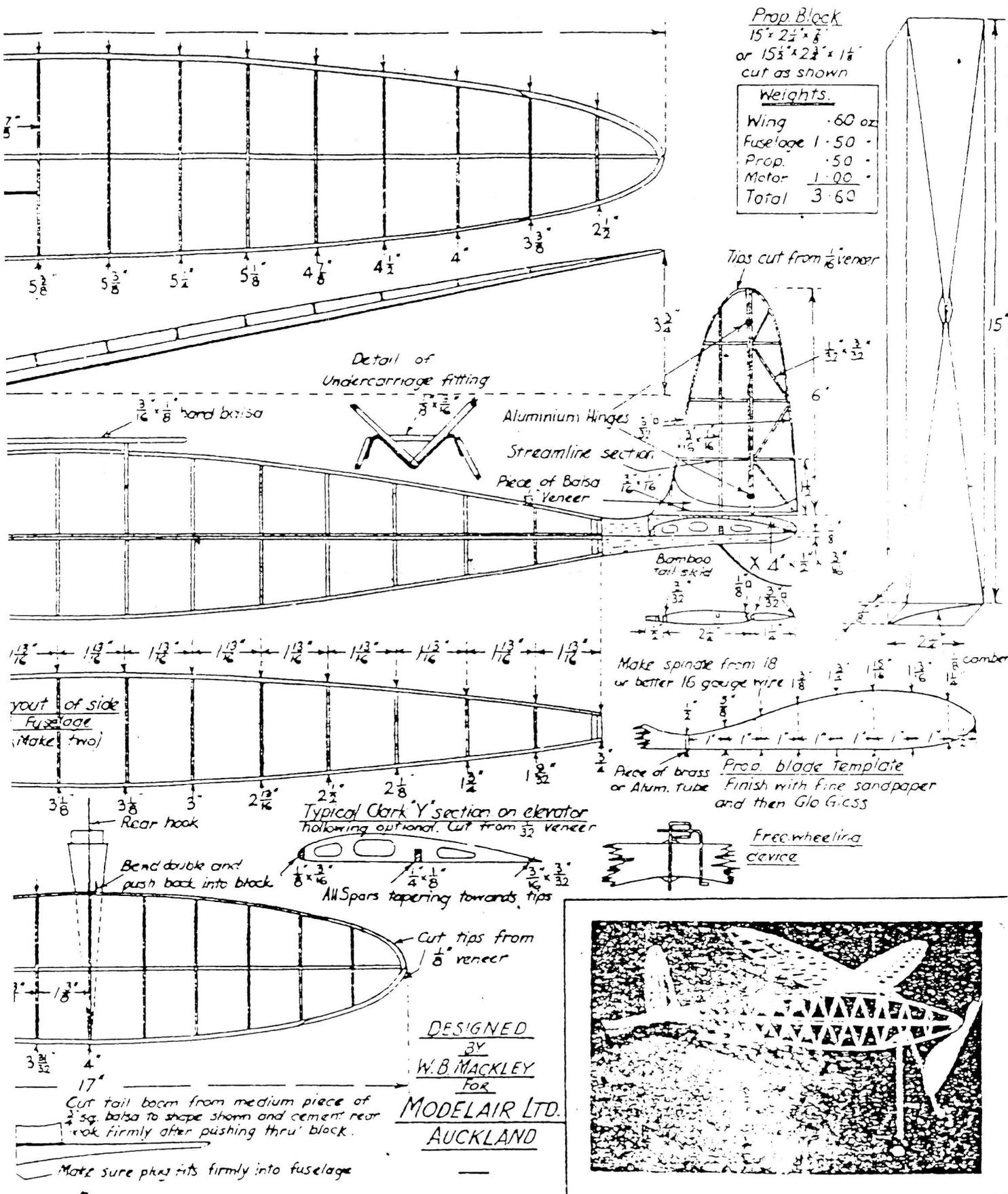
NOTE: USE DIMENSIONS TO SCALE THIS DRAWING

Scale:  $\frac{1}{4}$  inch = 1 inch



**REDBIRD**

Cut tail  $\frac{1}{2}$ " sq. balsa oak firm. Make sure.



Prop Block  
 $15 \times 2\frac{1}{2} \times \frac{3}{8}$   
 or  $15\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{8}$   
 cut as shown

Weights.	
Wing	.60 oz
Fuselage	1.50
Prop.	.50
Motor	1.00
<b>Total</b>	<b>3.60</b>

Tips cut from  $\frac{1}{8}$ " veneer

Detail of Undercarriage fitting

$\frac{3}{16} \times \frac{1}{8}$  hard balsa

Aluminium Hinges

Streamline section

Piece of Balsa Veneer

Bamboo tail skid

Make spindle from 18 or better 16 gauge wire

Piece of brass or Alum. tube

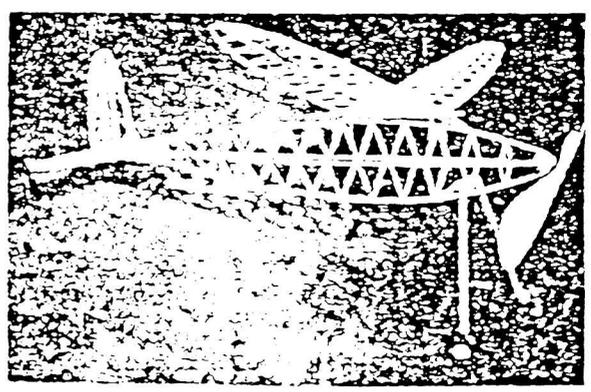
Prop. blade Template  
 Finish with fine sandpaper and then GLO GLOSS

Free-wheeling device

Typical Clark Y section on elevator following optional. Cut from  $\frac{3}{32}$ " veneer

All Spars tapering towards tips

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Cut tail boom from medium piece of sq. balsa to shape shown and cement rear end firmly after pushing thru block.

Make sure plug fits firmly into fuselage