

**ou paid your money, now take your choice...
make a beautiful WW II control line scale
or fast Thompson racer... design by Walt Musciano**

location provided space for a 37mm cannon in the nose firing through the hollow propeller shaft. In addition to the cannon four .50 calibre machine guns were fitted, two in the nose and two in the wing. Some models had 20mm cannon in the wings. Gross weight was 8442 lbs., service ceiling was 35,000 ft.

This model of the "Flying Red Horse" is the second designed by the author. The first was constructed several years ago and attained speeds just over 100 miles per hour when powered by a Dooling .29 engine. This craft was quite heavy and it was fitted with a two line control system.

The second model described here is a considerable refinement over the first craft. Construction is light, yet strong, and the airfoil has been modified. A Stanzel Mono-line Speedmaster control system is installed which eliminates considerable resistance. When powered by a well broken-in McCoy Redhead .29 this craft will consistently surpass the one hundred mile per hour mark. Larger engines can be installed for even higher speeds. A .35 or .49 engine can be installed to satisfy those builders that are interested in even higher speeds.

The scale sport enthusiasts will find that any engine from a .19 to .23 will produce some very happy flying for the "Flying Red Horse." Those who desire to construct the World War Two Bell P-63 "Kingcobra" can install any engine from .23 to .35 cu. in. displacement.

Our plans were developed from drawings supplied by the Bell Aircraft Corporation and the scale of our model is 1/4" equals 1 ft. We wish to express our sincere appreciation to Don M. Trantor of Bell for his cooperation which made this article possible.

Construction is identical for the P-63 and "Flying Red Horse." It is recommended that construction begin with the wing. Cut the hard balsa spar to shape and cement the plywood joiners to both sides using clamps to hold these in place. Cut the wing ribs and firmly cement them to the spar. When this is dry the bottom of the wing can be covered with 1/8" sheet balsa. It will be necessary to butt cement standard 3" widths of sheet balsa to form the necessary chord of the wing. Cut the lower covering to outline shape and cement this to the underside of the wing structure using plenty of cement and straightpins. The wing must

be covered in three sections. Each main landing gear strut should be bent to shape and securely sandwiched between the two plywood supports with strong thread and plenty of cement. Carefully make a hole in the lower covering in the place where the strut emerges from the wing. Slip the strut through this hole from the top and firmly cement the plywood supports to the spar, rib and lower covering. Apply several coats of cement to this installation.

Now a Mono-Line Speedmaster Class "B" control mechanism is installed in the wing. This should be done carefully; it must be firmly bolted to the hardwood support which, in turn, is securely cemented to the wing structure. The wire control rod must be installed before the wing top covering is added. Allow an extra inch on the control rod in order to insure adequate length when the rear is attached to the horn. Add the tube wire guide now.

Bevel the leading and trailing edges of the lower covering to the same angle as the rib upper camber. Sand this smooth and cover the top of the wing with 1/8" sheet balsa using plenty of cement. Cut a door into the bottom covering for access to the Monoline attachment.

When the wing is thoroughly dry it should be well sandpapered. Cut the hard balsa keel to shape and firmly attach the engine mounts. Cement the keel to the wing. Cut the bulkheads and formers to shape and cement them to the keel and/or wing.

