



Nothing proves a plane more than a good picture of it in flight. Steady as a rock is best



Mrs. Sieverling. Modeling's best known wife as each of his article features her with his plane.

way to describe our Mustang as it grooves just off the deck as shown in this fine flight pic.

MUSTANG STUNTER

By **CLAIRE SIEVERLING** . . . SEMI-SCALE STUNT CONTROL-LINE AT ITS OUTSTANDING BEST. POPULARITY OF THIS EVENT IS GROWING WITH LEAPS AND BOUNDS.

► The Mustang is another worthy addition to the line up of semi-scale stunt planes which have been published or kitted recently in answer to the growing popularity of the semi-scale stunt event. I believe that this event will increase in popularity for two main reasons: (1) it is more satisfying to fly *and* watch semi-scale ships, and (2) a semi-scale ship scores higher in the realism category of the present AMA score sheet than the typical stunt design. There are also numerous lightweight details which can be added to catch the judge's eye and win that all important extra point or two.

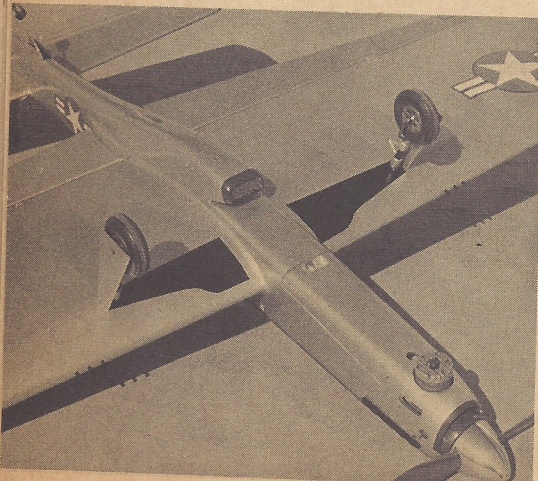
For you sport flyers, study the plans carefully and you'll note that there is nothing any more difficult in the construction of this model than is found in the typical sport or stunt model. Add a throttle system and you will have a very realistic model which should give you several years of flying fun.

For you other fellows, who get your kicks out of adding all kinds of small details to a model, as I do, here is a king-sized model with no limit to the amount of detail which

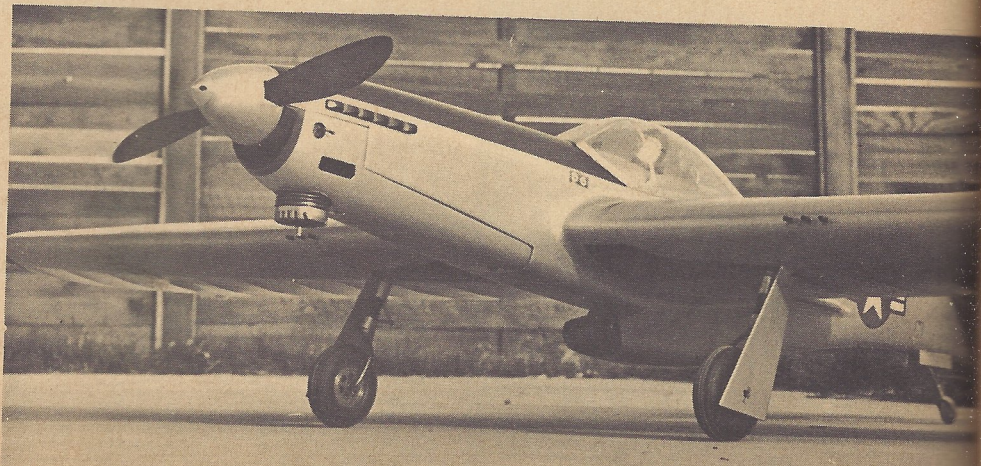
may be added without ending up with flight characteristics similar to a brick! Retractable gear, sliding cockpit canopy, movable control stick, .04 caliber guns that really fire—down boy!

To get serious, the Mustang was not designed from scratch, but was evolved from my Phoenician (MAN, November, 1961). Basically, I took the Phoenician design, added an inch here and deducted an inch there, modified the moments and areas slightly, hung an air scoop on the bottom and I had my first of two Mustangs. About the time I got it de-bugged, someone asked me how long it had been since I had creamed one of my stunt planes. I thought for a minute and told him it must have been in 1955 or 1956. Well, a funny thing happened to me on the next flight . . . ! To make a long story short, Mustang II was built, and is presented here. The flight characteristics equal the Hurricanes, Spitfires, PT-19's and other semi-scale stunt planes I have flown.

The plans should adequately explain most of the construction details which are fairly (Continued on page 43)



Shot of the underside of the plane shows many of the little refinements that make a plane.



This close-up of nose indicates how much authenticity can be built into a semi-scale

without overburdening the model with details. Dummy guns and exhaust stacks add a good touch.