

fiberglass (I'm for it, if used discreetly), control movements, etc.

Since the Mustang is a large model, try to keep the weight within the limits set forth on the plans. The problem with excess weight is not so much a problem of wing-loading, since the wings are of adequate size, but of power loading. Hook more than fifty ounces to a .35 engine and you have a problem, more apparent in some designs than in others.

If at all possible, build the wing on a flat surface. The spar has "legs" which pin to the bench and are the proper length to maintain a constant center line 1-3/16" above the work surface. A trailing edge jig may be made by notching out a piece of 1/8"x2", using the spar plan to determine notch positions. Pin this jig to the bench just in front of the trailing edge location and position each rib in the jig so that the rib center lines are a constant 1-3/16" above the bench. When everything is properly aligned, glue all joints.

My control horns were bushed with nylon inserts which were press-fitted into place and then epoxied with Carter's metal filled epoxy. No wear is apparent on any of my nylon bushed systems, some of which have 200 flights to their credit.

The original was fitted with a removable plug on the outboard wing tip so that weight could be adjusted easily during the de-bugging process. Another removable section on the inboard tip provided for adjustment of lead-out wire positions. Both factors were found to have a significant effect on the flight characteristics. The stabilizer and elevator on the original was covered with soft 1/32" balsa in lieu of silk. I frankly doubt that any significant weight difference exists after considering the dope necessary to fill the silk, and the wood finishes smoother since the ribs don't show.

The air scoop is glued to the bottom block which is in turn spot glued to the fuselage. The entire assembly is shaped, then the spot glue joints are cut free so that the assembly can be hollowed as shown on the plans. After hollowing, the assembly is permanently attached to the fuselage using fiberglass resin. I use resin for all outside joints which will be exposed to dope; the dope will not soak into the seams and leave a line after several months of curing.

Perfect alignment of major components is a must. Be sure the top line of the fuselage sides is straight *after* attaching the wing; this line is a reference line for stabilizer incidence and for the thrust line. Frequently fuselage sides are straight until the cut-out is made for the wing location, then changes in pressure in the grain of the wood cause warping.

If you are interested in a high degree of detail on your model, obtain a set of plans from the Jetco P-51 kit. There are several pages which are loaded with scale details and certain information on the construction of such details. Many of these details represent decals, ink markings, or other light weight additions which in general will have little effect on the flight characteristics of your Mustang.

As a parting shot to some of my British friends who have built Phoenicians, try a Mustang and see if it can out perform that bloody Jap "Tony" which is winning the trophies over there!

'64 H.I.A.A. Carrier Cruise

(Continued from page 16)

it's put on backwards with the collar tied at the back of the neck. Raise the shirt-tail, scoop air in, tie around waist and presto—a life jacket. This pool activity really whetted appetites for an afternoon swim.

A few officer types were lounging quietly around the BOQ pool when the invasion began. You can imagine how their eyebrows raised nearly off the forehead as our group, obviously under the age limit, charged in. A series of back flips, side flips, front flops and cannonball dives threatened to empty the pool. Soon the Navy left for calmer waters. A few new arrivals watched awhile then retreated too. Only one of the "Cruisers" came without trunks. A majority decided slacks, shirt and a very soggy pair of sweat socks would serve the purpose so he 'entered' in the fun.

About six o'clock everyone changed into dry clothing to prepare for the Luau which was to be held at poolside. The Navy trampoline team assembled their gear and held an informal practice session. Torches were lit and the chefs hurried about laying out the feast.

Words can't adequately describe the

variety of edibles. Let's run down the list: Shrimp Cocktail, whole Roast Suckling Pig, Turkey, Baked Ham, Roast Beef, Barbecue Beef, cold cuts, Baker Beans, Potato Salad, Tossed Salad and Molded Salad plus any relish you'd care to name. I haven't listed them all, but put it this way—there was a twenty-foot long, buffet table set up, and every foot was delicious and different. Later the Starflights performed on the trampoline and in the pool. Two Marine officers entertained us with folk songs. They accompanied themselves with guitar and accordion. The enthusiastic audience brought them back for two encores. There was also an encore swim before the evening ended.

Morning call Tuesday was a creaky five o'clock. Being cruise day, we headed for the USS Lexington, CVS16. First impression upon seeing the massive carrier with its island superstructure was, if this much sticks out of the water, how much is beneath? Hard to believe that it's capable of moving through the water in excess of thirty knots.

Soon the model carrier deck was ready and the demonstration flying began. Despite the early hour and unnatural surroundings the flying was sharp. Groovy technique used on the stunt landing and the radio control touch and gos. This, in spite of the fact, that the wood deck was quite rough. Every notice though, how an R/C job going through a vertical roll really wows them? That's a closing act that can't be topped. By eight a.m. all of the model gear had been lowered to the dock on the huge plane elevator. As we filed below for breakfast, the cruise into the Gulf of Mexico was underway. From now on the future Honorary Airdales walls turned into bulkheads, the floor became a deck, doors changed into hatches and never is the ship called a boat; because that's something you row.

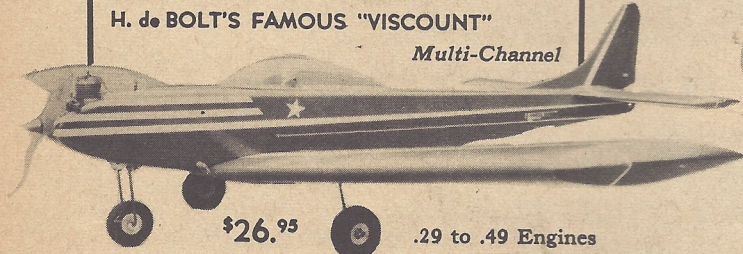
First move was to the ready-room for a color movie on the Navy's carrier operations and the Lexington in particular. Then our big group was divided up into smaller ones and each assigned an officer to act as a guide.

Most popular spot on the tour seemed to be the walk about midway up the island. This is a good vantage point for observing landings and use of the elevator in bringing planes up from the hangar

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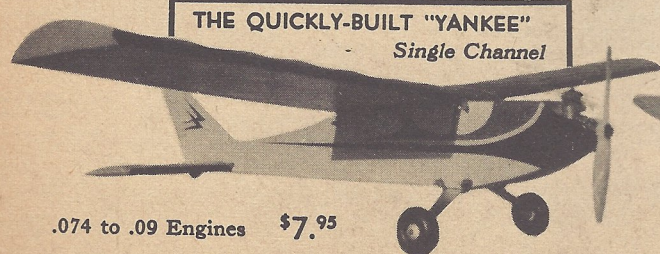
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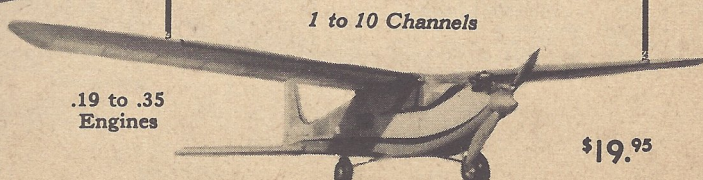
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