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remove, so that the cement marked the side where it came in contact with the keel and bulkheads. Should the side not pull down tightly, dip a paint brush in water and wet those spots.

If you make an engine and tank hatch, which we recommend, you can put on the right side of the body before putting on the stabilizer and rudder. Handle it the same as the first side, cementing up to and including the firewall. When the cement is dry, cut the front section off at the firewall and use that section for the hatch covering. In making the hatch, we found it easiest to make two half plywood bulkheads the same size as the right half of the firewall and F-2 bulkhead. We also cut the nose block in half at the keel. By cementing these into position on the hatch cover previously cut off so they would slide in just ahead of the firewall and F-2 bulkhead, we held the sheeting rigidly in place. After this hatch cover was cut out to receive the engine, we covered both the hatch and the left side of the nose with *Silkspan* for strength. The hatch can be held in place by making a plywood disc fitting the nose of the plane and cementing only to the front of the hatch; two small screws into the left side will hold it in place. Drill oversize holes for these screws and set them in cement, not just in the balsa. Small screws at an angle at the back of the hatch and into the firewall can be used to hold in rear.

This ship is set up to fly counter-clockwise. If you are a clockwise flyer, offset the wing on the opposite side (it is an unbalanced wing), reverse the bellcrank, lead-outs, outboard weight, offset of engine, control horn, pushrod, rudder, tank, hatch.

Our *Senior* came through the AMA stunt pattern with flying colors and held like a veteran in the overhead eights, the acid test of any stunt ship. It looks nifty too—trim lines, realistic in flight, particularly without the landing gear.

### Ringmaster

(Continued from page 24)

edge may be added. The hard wood bellcrank mounting block should be drilled and fitted between the center ribs. Install the bellcrank, pushrod and run the lead-out wires through the left half.

Complete the I-beam spar at this point by adding 1/16" sheet balsa compression members between the upper and lower spars and snugly between the ribs. Cover the leading edges and center section with 1/16" soft balsa and carve the tips from solid blocks. Hollow the left tip only and cement both tips in place after running the lead-out wires through the aluminum tubing.

**Rudder, Stabilizer and Elevators:** The rudder and fairing are cut from 3/16" medium balsa and sanded to shape. Stab and elevators are made of 1/4" sheet balsa and shaped to a symmetrical section. The .040-dia. wire control horn is formed and cemented to each elevator half and the hardwood strip, with silk or aircraft fabric cemented over it.

**Fuselage Assembly:** Cut out all the formers required and bend the landing gear from 1/8" wire. Assemble the landing gear to the firewall and begin the final assembly by slipping the fuselage sides on the wing, as shown in the sketches. Bring the two sides in and slip the firewall and former #4 between them. Center the fuselage on the wing and cement together. Lay the structure on a flat surface and allow to dry.

Now, add the plywood nose ring, #1 and the remainder of the fuselage formers, slipping them over the pushrod and at the same time adding the plywood fair-lead to former #5. Locate your engine in the nose, drill out the mounting holes and solder four nuts to tin-can metal and cement these to the underside of the mounts. The fuselage is now planked, the sheet bottom added and the nose and cowl blocks carved and fitted in place. The cowl should be hollowed to suit your particular engine and gas tank installation.

Lay the stab and elevator assembly in place on the rear of the fuselage and solder the pushrod to the control horn. Check the con-

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