

**"IMP" PRESENTS:
ENYA**

MODEL 19-III

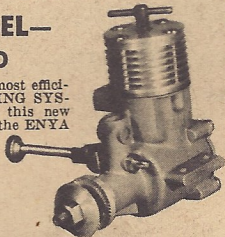
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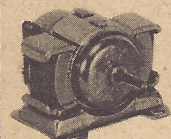
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the canopy until the model is ready to paint with primer. Sand the model thoroughly and fill any cracks and holes. Now cover the entire model with light Silkspan and give it several coats of clear dope. Lightly sand the model and give it three or four coats of primer, sanding between each coat. The original model had four coats of automobile lacquer primer and three coats of silver dope. Add trim and markings after the finish has dried for several days. Last of all add the line guides, wheels, and landing doors.

The model should balance at the point indicated on the drawing. If it is tail heavy in the slightest, don't fly it. Add ballast if necessary to level it off. Fly from a smooth surface so that the outriggers won't hang up and possibly turn the model in toward you. Make sure that the inside engine has plenty of fuel and power so that it quits after the outside engine.

The model gets off the ground quickly enough without using a lot of up elevator and if it is balanced properly it will fly the same as any other control line model. For additional exterior markings see Model Airplane News July 1956. The first XB-47D No. 51-2103 was marked as shown on the drawing. The upper surface of the wing was painted a dark glossy gray for filming the action of tufts of yarn during flight. This was accomplished from the fin mounted camera pod.

These three planes are now stationed at Larsen Air Force Base, Moses Lake, Washington.

Ruffy

(Continued from page 16)

at Atlanta. So far this year, one first and second have been the results. (Editor—Written in 1957; ship since took a first at the King Orange Meet and won the Air Force Nationals in '57, and the '57 South-eastern at Atlanta.)

Ruffy will fly good in either calm or windy weather due to the clean lines and light weight. It is necessary to lean the engine a little for flying in windy weather or at high elevation but in either case full power of a good .35 is never necessary. This plane has a solid but not excessive pull at all times and doesn't bobble or stall on square maneuvers which have been emphasized in the '57 pattern. This is accomplished by using small amounts of engine and rudder off set, slanting lead outs, longer inboard wing and weight in the outboard wing. Any one of these items can impair a ship's maneuverability and smoothness if used excessively. If proper control linkage and a small handle are used so over controlling is prevented, Ruffy will really fly through each maneuver instead of mushing and bobbling as so many ships do. By proper control linkage, I mean such that 3/4 inch movement of the leadout wire will give 30 and 20 degrees of elevator and flap movement respectively. This set-up works very well on this design.

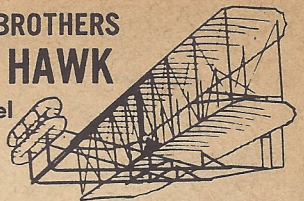
Construction is conventional for the most part so I shall deal only with those points which may cause some difficulty. It is imperative that close grain medium to light balsa be used so that weight will be kept low and strength high at the same time. The close grain requires less filler and sanding. Construction seems to go a lot faster if all parts are cut out first. It is necessary to cut out a space for the landing gear in the first three ribs in each wing panel and a slot for the main spar in the first four. The wing is built around the landing gear which also adds strength to

(Continued on page 46)

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KITTY HAWK**

New Model

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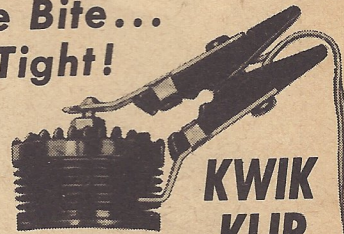


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