between former F8 and the horizontal stab.

Wing: Cut out two of each wing rib. Rib W4 is 1/4" plywood and supports the main gear brace. Make the main gear braces at this time and drill holes in W4 for the J-bolts, but do *not* install the braces at this time.

a)Outboard wing: Cut 1/4 by 3/8 balsa spar and pin over plan. Cut out notched leading and trailing edges and pin over plan. Install ribs W4 through W10 and double glue all joints. Add 1/2" wing tip. Blend leading and trailing edge and wing tip into a smooth contour. Add 1 oz. tip weight. With the rounded leading edge stock, the weight can be recessed into the leading edge. Add 1/4" sheet gusset at aft and end of W4.

b)Inboard wing: Cement ribs W1, 2 and 3 to the plywood spars of F17 and F18, making sure all ribs are level. Add leading and trailing edge pieces. The outboard wing panels are now epoxied to the inner wing. The outboard sections of F17 and F18 show the correct dihedral angle for the outer wing panels. Add 1/4" gusset between rib W4 and inner wing trailing edge. Hollow out jet air scoops in inboard wing leading edge. Install 1/8" dowel guns just outboard of the scoops.

Covering: Sand wings smooth and apply one coat of clear dope, sanding lightly when dry. Two coats of sanding sealer are then applied, sanding lightly after each coat. First silk and dope the *bottom* of each wing. Then slip the main gear brace down through the wing, attach to rib W4 with J-bolts in the holes previously drilled and fasten to the main gear by wrapping with soft wire and soldering. After the braces have been installed, the top of the wing can be silked and doped. Install the plywood main gear doors as shown in the detail drawing.

Use Hobbypoxy "Stuff" to fill in all surface defects on the fuselage and empennage. Give one coat of clear and two coats of sanding sealer, sanding lightly after each coat. Next, cover the fuselage and empennage with Silkspan, followed by two coats of clear dope. Cut out nose gear doors and install as shown in the detail drawing. Glue plywood tail bumper to rear of fuselage. Don't omit the tail bumper, as it is very functional and can prevent damage to the aft-fuselage during bumpy landings. The model is now ready for painting.

Color Scheme: The entire model is dark navy blue. All insignias, letters, numbers and outlines are white. Wing tip lights are light blue. Propeller is black with yellow tips.

Final Assembly: After painting is completed, arresting hook is epoxied to the fuselage. I made mine from a piece of solder, which is very easy to bend. Hook is painted red and white before installation. If you want a pilot to fly your ship, install a 1" wide by 3/16" piece of scrap balsa across the top stringers in the cockpit area. Epoxy a 1" scale pilot to the support. The canopy is an 8" Du-Bro type and is painted dark blue up to the color line shown dotted in the side view. Canopy is then epoxied to the fuselage. Make the wing tip line guide from tin can stock and bolt to the wing. Slip the lead-outs through the guide holes and make the end loops. For throttle control, the center wire is the engine throttle line. Follow the instructions which come with the bellcrank unit for proper line length. Install elevator horn and attach push-rod. Install the engine, bolt the cowl to the fuselage and add 2" wheels to all the gear. Be sure to balance the model at the place indicated in the top view drawing. For scale effect, add rockets and bombs. Their locations are shown dotted in the top view. All pylons are black. The rocket bodies and fins are grey and the noses black. The bombs are silver with black strips, and the fins are black.

In flight, the model has proven to be stable and easy to fly. Like the real Fireball, the tricycle gear permits the model to be flown onto the deck at high as well as at low speeds without fear of nosing over, which makes it *ideal* for throttle control. The higher landing speed gives more feel and control on the lines and is especially helpful in windy weather conditions. The same is true of take-offs. By holding down elevator, the model will stay firmly on the ground while the takeoff speed is increased. The high takeoff speeds which can be attained result in a stable, gradual lift-off. All of my flying with this model has been on 70' lines with an OS Max 35 R/C engine turning a three bladed 9/6 prop. However, if you are not used to flying on long lines, I suggest you cut back to 60' until you get the feel of the model. Although designed for Sport flying, the model could easily be modified for Carrier events. Another option would be to put a dummy engine in front and power the model with a Dyna Jet unit, which would still preserve the Scale aspects of the Fireball. Whichever one you build, I hope you enjoy the Fireball as much as I have. Good luck and good flying! ■

M.A.C.S. 1971

(Continued from page 50)

One was the Long Beach Arena, a magnificent new circular building erected in Long Beach Harbor, and the other, even more spectacular, was the famous ocean liner Queen Mary!

The Queen was purchased several years ago by the city of Long Beach, and after a complete refurbishing, has now been opened up as a stationary resort complex, with stores, restaurants, theaters, etc. It is a tremendous compliment to the efforts of the members of the OCR/C and SCHIA to receive these invitations, and indicates the popularity and recognition that has been gained by model building, arts and crafts in the Southern California area.

Who knows? The Hobby Industry Association may soon "discover" that its R/C members knew what they were doing when they joined in support of the open-to-the-public trade show. Maybe they'll move that mid-winter exhibition from the chilly confines of a Chicago hotel to the warm and open atmosphere of Long Beach, then set up shop aboard the Queen Mary, show their wares to the buyers, the distributors and the dealers, for as many days as are needed to make their sales – and then open up to the *public*, the final consumer, that great vacuum cleaner into which they hope all of their products will eventually flow. ■

In Lanier Land

(Continued from page 38)

was sufficient evidence that the extruder really turns out the work, and the number of finished wings with hard skin was ample evidence that this new covering is catching on fast.

How to take you through the plant is not easy, as each operation is independent and without continuity regarding the other – all must be accomplished to produce a complete kit, but any single project can run independently of the other and each is scheduled in such manner. Best example is the molded wings where steam is used in the molding process. Georgia, like many of the southern states, does have its hot periods, and since steam added to the normal climate can be a problem, wings are produced in great numbers and then have a lengthy curing and storing process. Curing is to remove all vestiges of the water introduced in the steam process, and as the hardwood landing gear blocks and other wood sections are molded in it, it is important that the wings be completely cured to avoid overweight. Quite a sight to see a few thousand wing panels in the curing process – and all under a rather hot roof in an almost airless room. In Finland they call them saunas! Molding the wings is an almost automatic process, starting with the introduction of the plastic beads on through the steaming and then cooling process, with an elapsed time of approximately five minutes. The only hand or manual effort is the introduction of the wood