

SIMPLE SIMONE . . .

you know! The rod guide is pushed thru the fuselage and the ends bent one forward and one back against the sides. Cover this side with tape and there you are. Finish the deal by bending up the other end of the lead-out wires to form an eye. You will find with 1/32" wire that you can wrap it around twice just as you would make up a control line, and have a solid solderless joint. The rear joint at the horn is made fast by pushing on a nylon wheel collar (so you can change control range).

Lash up the Roberts throttle bellcrank and rods according to the instructions enclosed with the unit. Bend the throttle rod as shown on the plans and adjust so the throttle travels fully closed with no bind. We pulled our pushrod guide in close to the fuselage; it tends to keep the throttle closed so we could fly by ourselves without a stooge. The Roberts Vari-Speed in a Fox 19 idles slowly enough for you to walk out and get the handle and blast off when you're ready. Real fun, believe me.

Add about 1/2 ounce of weight to the outboard wing tip, bolt in your engine, add the wheels and we should be about ready to fly. Make real sure your controls are *entirely* free without bind anywhere. And check for neutral handle-neutral elevator *before* first flight—not after first crackup. The tank is installed last with a piece of foam rubber as shown on plans. Bend the hooks on the saddles after pushing thru fuselage.

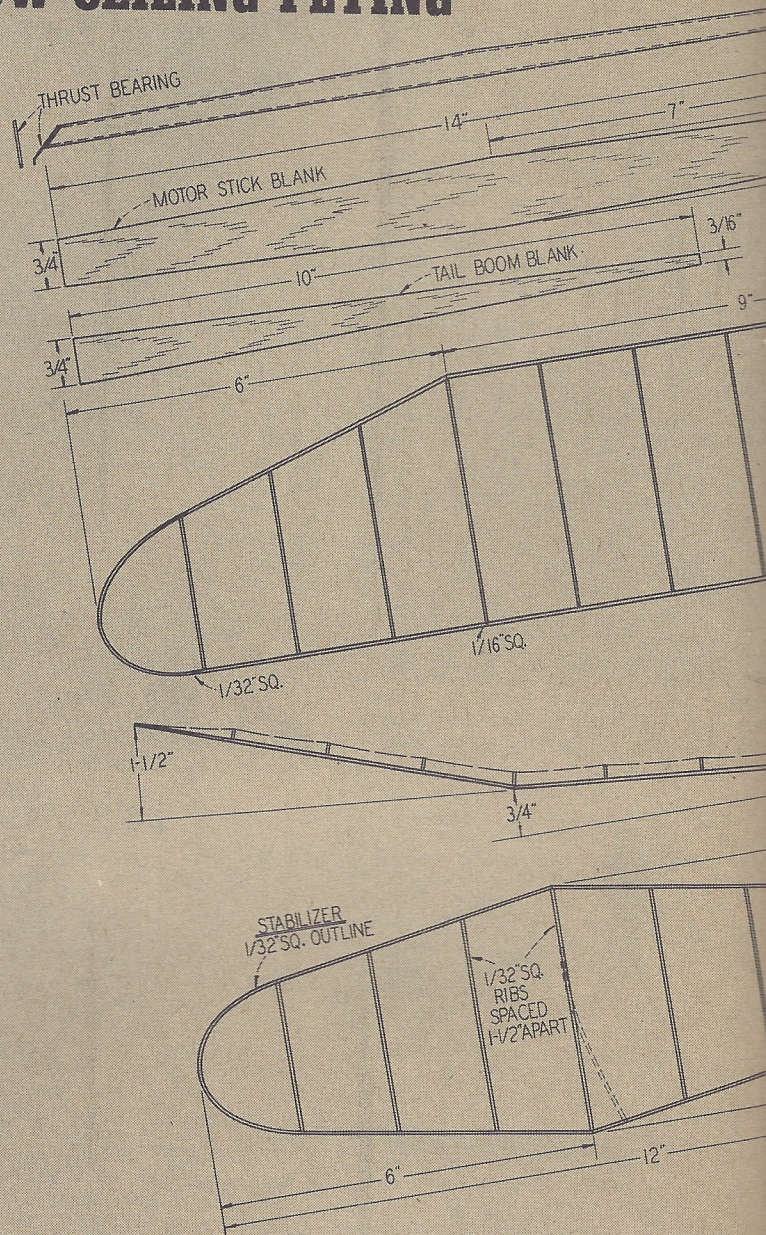
We run our 19 on an 8x6 prop, our 15 on an 8x6 cut down to 7" dia., our 25 on a 9x6 and the 35's on a 9x7. With the 35, she is a fair rat racer for the little leagues. As we said the 19 is the ideal engine, while the 15 will handle her in a 20 mph gale, although there's not much feel on the up-wind side. She has generous side area properly distributed for good tug and we think you'll like her. Weight should be around 20 to 23 ounces.

The first take off should be made down wind, but after learning she'll slide off anywhere. If you are a beginner get someone who knows how to check her and you out. Our procedure consists of one flight of dual in the air. One dual take off, and let them go. She lands by herself. By the third flight you can be flying solo. If you don't fight her, the Roberts autopilot will keep you out of trouble. After you get the feel well enough to look away every now and then, move the pushrod to the "horse-around" hole and try some big wide loops and wing-overs. With a throttle job, the possibilities are endless. Try some balloon busting, handkerchief pickups, wheel rolls and spot landing. Slo flight will get you ready for carrier. If you like it, tell American Modeler; if you don't, tell us!!

SIMONE PARTS LIST

One piece 1/2" fir plywood (or 3/4"); two 1/2" x 4" x 36" medium balsa (or one 3/4" x 4" and one 1/2" x 4"); one 1/8" x 3" x 36" medium balsa; one set Firecat Gear or 3/32" dia. wire; one Veco bellcrank; one Horn; Some 1/8" Plywood and 1/4 square scrap; 1/16" dia. wire; 1/32" Dia. wire; 1/2 oz. Tip weight; one engine of some kind or t'other; one 1 to 2 ounce tank (see your dealer); Nuts-bolts and hardware; 2" to 2 3/8" dia. wheels.

"INDOOR" MODEL FOR LOW-CEILING FLYING



■ The model shown, although eleven years old, consistently clocks 9 to 10 minutes under any ceiling 20 to 30 feet high, flying in 25- to 30-foot diameter circles.

WING AND TAIL. Draw full size plan (single line) wing and tail surfaces. Cut 1/32" sq. ribs from light-sanded 1/32" sheet. Cut 1/32" sq. tips and bend by soaking and wrapping over a 1/4" sheet template. Let dry and trim to size. Cut spars from 1/16" sheet balsa. Make eight, then select the four strongest. Sand off sharp edges. Assemble wing and tail surfaces. Cover with microfilm. Break spars and cement to dihedral shown. Wet fingers and draw over rib at dihedral break to tighten film.

PROP. Make jig as shown. Cut and select four spars of strong but light wood. Tack cement to jig. When dry remove from jig. Fit indented outline at prop hub. Cut and cement all ribs and tips. When dry, trim away all excess wood and sand edges lightly. Cover with film.

STICK AND BOOM. Cut to blank shown. Soak and wrap around dowel bind with tissue strips and dry in oven. Cement seams. Add caps, hook and thrust bearing. Assemble boom and cement tail surfaces in place. Set rudder for right circle.

ASSEMBLY AND FLYING. Fit wing struts with wire loops to fit stick. Slide wing to about center of stick; fit prop, and attach a loop of 3/32" rubber 34" long.

MATERIALS AND TOOLS. Past issues have covered the subject of in-