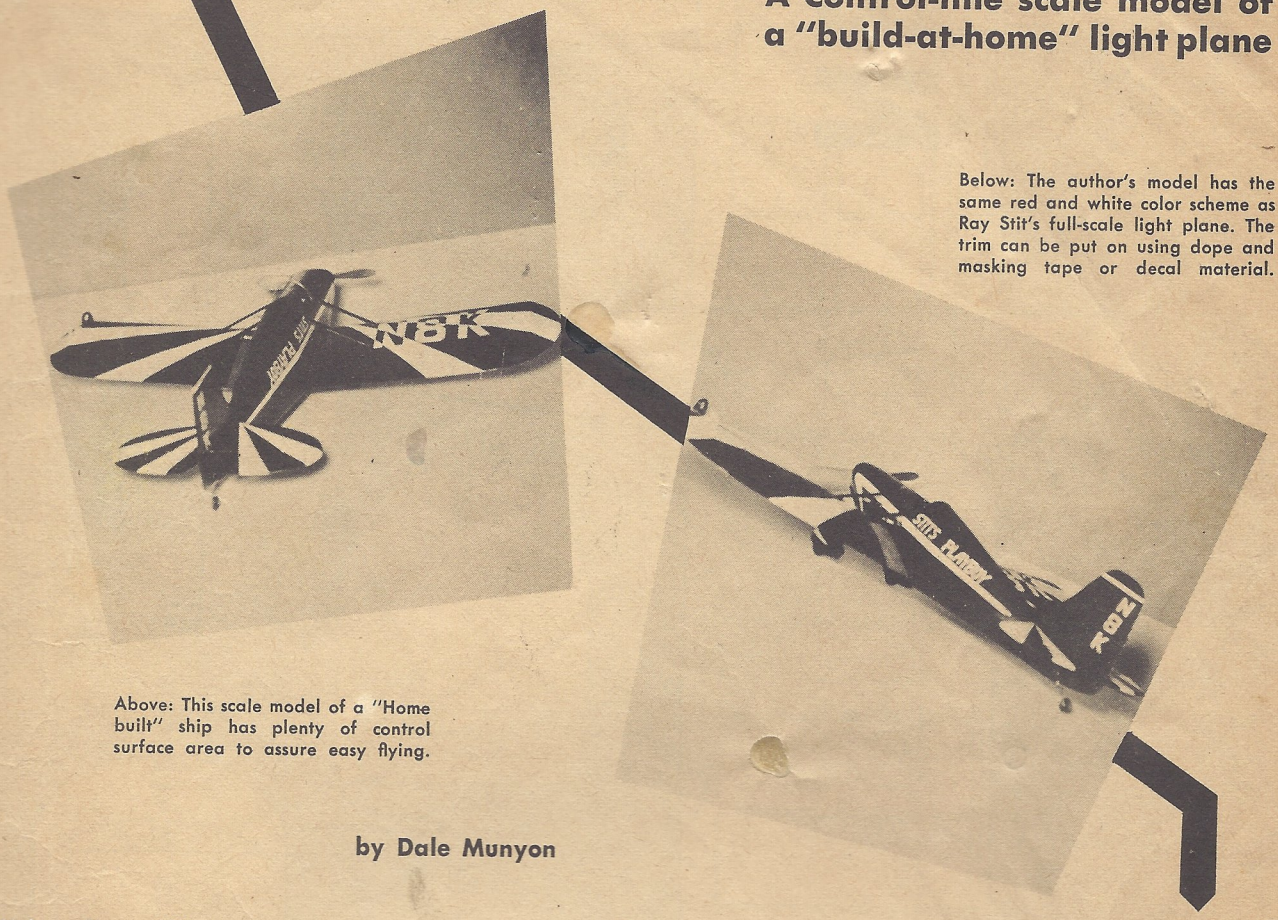
STITS PLAYBOY

A Control-line scale model of a "build-at-home" light plane



Above: This scale model of a "Home built" ship has plenty of control surface area to assure easy flying.

Below: The author's model has the same red and white color scheme as Ray Stit's full-scale light plane. The trim can be put on using dope and masking tape or decal material.

by Dale Munyon

● ½A scale modellers seem to wind up on the short end of the stick as most models are usually designed around the larger engines — many around jets. This places the small field sport fan in the background as plans have to be rescaled for use with .049 or .074 engines.

Scale models are not just a big engine class. There are those that feel size is the criteria of fine models. Big ships with engines hanging out all over the place seem to be judged as the ultimate in scale. However, a fine scale job can be made around any engine size including ½A. Here's a model for the much neglected small engine fan.

Construction: Start with the fuselage. We suggest that you first decide which engine you plan to use and how you plan to mount it. We used radial mounting as this provides the simplest and fastest means. Should you decide otherwise, you will have to include beam mounts and it will be necessary to cut holes in the formers to mount them.

It will be necessary to carve the cowl so that it fits around the engine and also so that it clears the tank. This should be planned carefully. Tank mounting is a matter of preference and will vary with the tank selected. Allow for the tank filler tubes and clearance for the engine needle valve.

Install the bellcrank mount and bellcrank making a secure mounting. The pushrod should move smoothly without hanging up or digging. Small models require a smooth control without loose play or sloppiness. All blocks should be fitted, carved and sanded smooth.

The tail surfaces are made in the conventional manner and are hinged with cloth strips or commercial hinges. The elevator horn should be installed while making this assembly. The unit should be mounted in the fuselage. By sliding the stabilizer back and forth, it is possible to take up minor variations in pushrod length.

The fuselage construction can be completed after the stabilizer is installed. All of the top pieces can be secured in place and the rudder can be attached. Note that the rudder is offset so that it pulls to the outside of the flying circle.

Conventional construction is used on the wing. Each wingtip is propped

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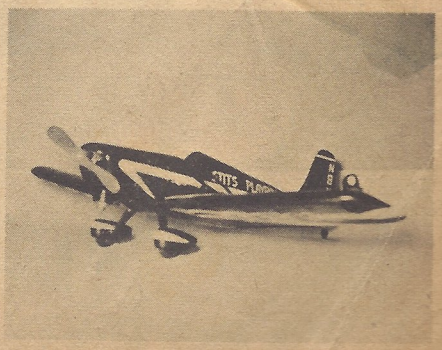

Above: Engine over-heating is eliminated by the open-front cowl and the exposed cylinder