

clusion is that they are not worth the extra trouble. However, we note that some flyers like them because of the added eye-s Appeal.

An absolute necessity is bracing the pushrod so that a solid control to the elevator is obtained. Nearly all trouble, we have found, in models that don't respond too well in upright maneuvers can be traced to improper pushrod bracing. This also applies to the flap pushrod if you use one.

When the elevator is in "up" position, the air pressure on the elevator places a bending force on the pushrod. If proper bracing is not employed, the control surface will move. It should also be noted that the interrelation between the bending force on the pushrod and the pressure on the elevator places a heavy strain on the hinges. These should work freely throughout the entire flight in spite of imposed loads.

As a final word on flying, we suggest that modellers join clubs and compete in contests to get the full benefit of practical flying information as it develops. This competition will develop flying ability by pitting your skills against those of others. Contest attendance will also put you in touch with the latest ideas and news. Besides, you'll meet many fine flyers. Learn the rules, too.

LADY BLACK WIDOW

(Continued from Page 18)

Install the wing in position next. Cement both the inside and outside of the fuselage-wing joints well. After this, insert the elevator and cement well. Add the main pushrod and flap pushrod at this time. Be sure all controls are in neutral when the bellcrank is at "neutral".

The bottom of the fuselage is covered with 1/4" sheet from the point marked "X" on the plan to the tail wheel strut. After covering this portion of the fuselage, install the engine mounts, tank and landing gear. The gear is sandwiched between 3/32" plywood and is positioned at the angle shown for more strength and ease of bending.

When the landing gear is in place, plank the area between F-1A and F-2A with 3/32" strips. This same procedure is followed between F-3A and F-4A. Cover the bottom of this part of the fuselage with 3/32" sheet. The wheel pants are made in the usual manner. All details are shown on the plan. Add the cockpit support wires and celluloid windows next.

COWLING: The top section of the cowl is a balsa block cemented directly to the engine mounts after the engine has been bolted in place. Attach the spinner to the engine and lightly cement the 1/4" side fuselage coaming on the ship. Cut former "C" to fit, and cement it in place. Now add the bottom section of the cowl and allow to dry.

When dry, trim the blocks to conform with the fuselage contour at section

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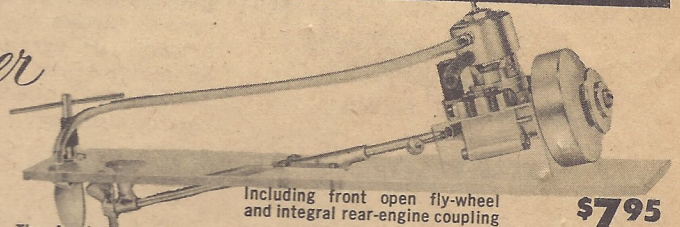


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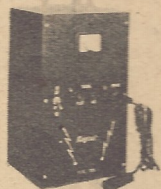
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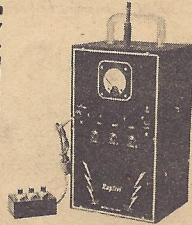
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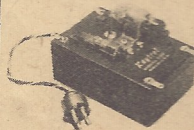
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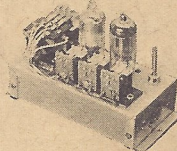
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