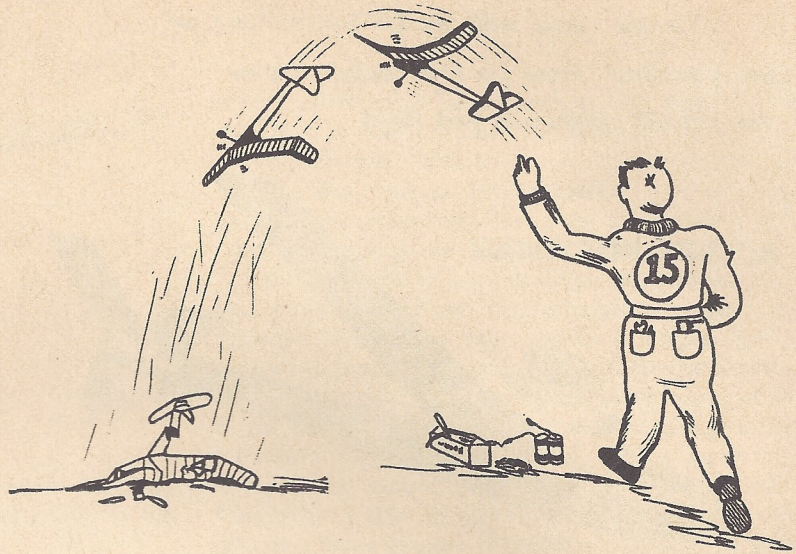


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SENSATIONAL  
**DIVE-VALVE**

**PREVENTS POWER CRASHES**

Form the landing gear struts of piano wire over the true length patterns. To clear the large rubber-powered propeller, the extended gear should be installed. Sandwich the front strut between two formers F-1 of 1/16" hard balsa, notching the longerons slightly to bring the wire out at the bottom corner of the fuselage. Bind the rear strut to the bottom crosspiece with thread and cement. Install the side gusset F-2 of 1/8" balsa. Fit 1/8" sheet balsa to the curve of the bottom longerons as far back as the third crosspiece. Blend into the contours of the nose. Fair the landing gear struts with 1/16" balsa, sanded to a streamline section. Form the tailskid of .040 piano wire and cement in the fuselage.

Cut away the nose as required to clear the engine to be installed. Bolt the motor to the firewall with 2-56 machine screws. Block the tank in position and run a fuel line to the engine.

Sand the entire framework carefully to remove any bumps and cover with lightweight Silkspan or Sky Sail. Spray with water and apply a couple of coats of clear dope when dry.

Cut the tail surfaces of 1/16" sheet balsa, sand smooth and dope. Use the enlarged stabilizer outline for free flight gas or rubber power. For control line work, cement the elevators to a 1/16"x3/16" hardwood spar and hinge to the stabilizer with strips of fabric. Form the control horn of .032 alum. and cement in place.

Mount the stabilizer on the fuselage, using the wedge F-3 to obtain the correct angle of incidence. The tail chord line should be parallel to the top of the fuselage at the wing position. Cut

out three celluloid washers and dope to the covering to reinforce the openings for the lead-in wires and the pushrod. Splice .020 piano wire "lead-ins" into the bellcrank. Form one end of the .050 piano wire pushrod in a "joggle" and slip into the bellcrank. Poke the pushrod through the celluloid washer, drop the bellcrank on the pivot screw, and adjust to operate freely. Lock with an extra nut. Set the bellcrank in neutral and bend the end of the pushrod to engage the horn with the elevators also in neutral.

Cement the rudder in place, offsetting it 3/8" to the outside of the circle for control line flying. For free flight gas and rubber the rudder should be hung by soft wire strips to permit adjustment. If desired, the stabilizer may be cut at the hinge line and the elevators hung in a similar manner.

Make a tin template of the Clark Y wing section and cut 26 ribs of 1/16" sheet balsa. Shape the leading and trailing edges to the proper cross section. Extend the wing plan from the center line to permit a full span assembly in one piece. Pin the leading edge to the plan and cement the tip and center ribs to it. Push the trailing edge in place and add the remaining ribs. Remove from the plan and install a 1/8" x 5/16" hard balsa spar. Reinforce the main strut attachment points with 1/16" sheet balsa plates. Roughly shape the tips of 1/2" x 3/8" x 4 1/4" soft balsa, cement to the wing and smooth with sandpaper. Cement two short lengths of 3/16" dowel in the left wing tip and drill to mount the .040 piano wire control-line guide.

Sand the wing smooth and cover with

lightweight Silkspan or Sky Sail tissue. Spray with water and apply two coats of clear dope when dry. Check frequently while drying, twisting out any warps as they develop.

Cement the wing to the top of the fuselage, checking the alignment carefully. Shape the streamlined wing struts from the true length layouts. Pin the 'Vee' struts A to the fuselage and hang the shock strut B from them. Note the shock strut is not actually connected to the landing gear, which remains free to flex. Cement the main strut C in place and adjust so that A and C are in a straight line when viewed from the front, by varying the position of strut D. Fit the rear wing struts E and the stabilizer braces F.

Lay out the positions of the dummy cylinders on the nose and recess about 1/16". Cut eight pieces of .005 soft alum. to the approximate size of the nose cowl panels. Finish the surface with the distinctive "spotted" effect. A 3/16" dowel with a cork pad dipped in carborundum powder will work nicely when spun in a drill press. A small disk of fine wet or dry sandpaper, used wet will also do the trick. Overlap the "spots" and take care to follow a regular pattern for the best effect. Form the panels carefully over the nose, using a piece of inner tube to protect the finish while working. Trim and cement in place and cut out the cylinder positions.

Build up the cylinders with wafers of heavy black paper, about .020 thick. Each cylinder requires one each of A, B, C, & D, and seven each of E & F. Cement together in alphabetical order.