

strips, on the upper halves of the floats, attaching the first strip with its lower edge hanging over the chine as convenient. As each planking strip is cemented on, install a similar strip on the opposite side of the float. As you work toward the top, use narrower strips, such as 1/16" x 1/4", tapering them when necessary, at the ends, to make a fit. Each bottom quarter, forward of the step can be a single piece of 1/16" sheet. Make sure the wood is a pliable grain and, if necessary, moisten it for easy bending. Do the same thing to the rear of the strut. Note that the brackets must be bolted to the plates (2-56 machine screws) before the planking makes this impossible.

Shape and attach the prow and stern blocks, then sand each float to a smooth finish.

Finishing: All surfaces are coated with balsa sanding sealer, and fine sanded. The fuselage, wing, floats are covered with Japanese tissue. Give all surfaces several coats of thinned dope to fill the paper, then use colored dopes as marked for the color scheme. Use one-inch decals on each side of the fin, reading N 247, in black numbers. Use a 1-1/4" aluminum spinner. On the Torp .09 in the original model, a Tornado 8-3 prop was used. Make dummy oil-cooling radiators out of 1/16" sq. balsa, starting from front of plane (not spinner). There are four of these strips, outer edges sanded round.

Flying: If plane dives or does not fly straight at same throttle setting, add weight to spinner; make back of spinner about 1/8" or 3/16" thick. This should be done on a lathe. Use cold-roll or brass. This also helps engine idle better. If airplane does not take off in water 15 to 20 feet, check alignment of floats; they should be parallel within a 1/16".

The motor should idle slowly, otherwise plane will not lose flying speed and you cannot make a good landing. If inner float wants to dig in water in take-off, reduce control line tension. Take-off is made with full up elevator.

Length of control lines is from 17 to 35 feet. At first I suggest 20 foot control lines.

Line length depends on engine used, and, as given, allows for .09 or a .15. If a .19 is used, the flier will have to use his own judgment.

Foreign Notes

(Continued from page 2)

and model flying in Denmark, an annual lottery is held. The scheme seems to be very successful and it is reported that upwards of 120,000 tickets are sold each year, with cars given as top prizes.

Organized model flying activity in Denmark is spread through about 50 model clubs, with an average membership of 20 modelers, under the auspices of the Royal Danish Aeroclub. Every year, a summer camp for model builders is held and special courses are arranged for club instructors. Officially recorded contests number around 50 per annum and, of course, are held to FAI rules. (It is worth recalling here, that the Nordic A-1 and A-2 class gliders were, in fact, pioneered by the Danes.)

As regards modeling supplies, Denmark has one sizable and long-established model firm, Dansk Modellflyve Industri (D.M.I.) at Odense, which makes the Viking .049 and .15 model Diesel motors, also free-flight, control-line and boat kits, props, tanks and fuels. Not very much stuff is imported, due to a rather heavy tariff on such items, although some D.M.I. kits are exported—notably to Germany.

JAPAN

Latest pulse-jet motor from Japan is a

SIG Balsa Wood and Model Products

AIRCRAFT BALSA

STRIPS		SHEETS		PLANKS	
36" Lengths	1 1/2" Lengths	36" Lengths	36" Lengths	36" Lengths	36" Lengths
1/16x1/16	1 1/2	1/32x2	10 1/2	1 x1	40 1/2
1/16x1/8	4 5/8	1/16x2	10 1/2	1 x2	45 1/2
1/16x3/16	4 5/8	3/32x2	12 1/2	3/4x2	30 1/2
1/16x1/4	3 5/8	1/8 x2	15 1/2	1 x2	60 1/2
1/16x3/8	2 5/8	3/16x2	18 1/2	1 1/2x2	80 1/2
1/16x3/4	4 1/2	1/4 x2	20 1/2	2 x2	96 1/2
1/16x1	5 1/2	3/8 x2	25 1/2	1 3/4x2	100 1/2
3/32x3/32	4 5/8	1/16x3	16 1/2	1 x3	100 1/2
3/32x3/16	3 5/8	3/32x3	18 1/2	1 1/2x3	125 1/2
3/32x1/4	2 5/8	1/8 x3	20 1/2	2 x3	144 1/2
3/32x1/2	4 1/2	3/16x3	25 1/2	3 x3	216 1/2
3/32x3/4	4 1/2	1/4 x3	30 1/2	3 1/2x3	270 1/2
3/32x1	5 1/2	3/8 x3	40 1/2	4 x3	360 1/2
1/8 x1 1/8	6 1/2	1/32x4	25 1/2	1 x4	130
1/8 x3/16	3 5/8	1/16x4	25 1/2	1 1/2x4	165
1/8 x1/4	2 5/8	3/32x4	25 1/2	2 x4	192
1/8 x3/8	3 5/8	1/8 x4	30 1/2	3 x4	288
1/8 x1/2	5 1/2	3/16x4	35 1/2	3 1/2x4	360
1/8 x3/4	6 1/2	1/4 x4	40 1/2	4 x4	480
1/8 x1	7 1/2	3/8 x4	50 1/2	1 x6	200
3/16x3/16	2 5/8	1/32x6	50 1/2	1 1/2x6	245
3/16x1/4	3 5/8	1/16x6	50 1/2	2 x6	288
3/16x3/8	4 5/8	1/8 x6	60 1/2	3 x6	432
3/16x1/2	6 1/2	3/16x6	65 1/2	3 1/2x6	505
3/16x3/4	6 1/2	1/4 x6	70 1/2	4 x6	540
1/4 x1/4	4 1/2	3/8 x6	90 1/2	1 x8	255
1/4 x3/8	5 1/2	1/32x8	75 1/2	1 1/2x8	320
1/4 x1/2	7 1/2	1/16x8	85 1/2	2 x8	395
1/4 x3/4	8 1/2	3/32x8	85 1/2	3 x8	590
1/4 x1	10 1/2	1/8 x8	92 1/2		
5/16x5/16	6 1/2	3/16x8	105	48" Lengths	
5/16x3/8	7 1/2	1/4 x8	115	1/8 x1/8	2 1/2
5/16x1/2	9 1/2	3/8 x8	135	1/8 x1/4	4 1/2
5/16x5/8	11 1/2			3/16x3/16	5 1/2
5/16x1	14 1/2			3/16x1/2	10 1/2
3/8 x1/2	9 1/2			1/4 x1/4	7 1/2
3/8 x3/4	13 1/2			1/4 x1/2	12 1/2
3/8 x1	16 1/2			1/4 x3/4	15 1/2
1/2 x1/2	11 1/2	1/32x12	12 1/2	5/16x5/16	9 1/2
1/2 x3/4	16 1/2	1/16x12	12 1/2	3/8 x3/8	12 1/2
1/2 x1	20 1/2	3/32x12	12 1/2	3/8 x1/2	16 1/2
5/8 x5/8	16 1/2	1/8 x3	16 1/2	1/2 x3/4	18 1/2
5/8 x1	24 1/2	3/16x3	18 1/2	1/2 x3/4	18 1/2
3/4 x3/4	25 1/2	1/4 x3	23 1/2	1/2 x3/4	23 1/2
3/4 x1	30 1/2	3/8 x3	31 1/2	1/32x3	25 1/2

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