

by FRANK EHLING

If you've finished your primary course in control lining—graduate to this advanced trainer

THIS business of control line work may seem like child's play to an old timer but it can be a difficult task for the beginner. Since I'm not much past that stage myself I can appreciate some of the problems of an early stage modeler.

After several beginner's crates, there may be some of our readers ready for the next step, so here we are this month with an advanced trainer type. Actually the construction of this model should not be confined to the advanced builder, as its name might indicate, and I believe it is simple enough for a "first try" at control line work.

Throughout the design of the A.T. I have been careful to insure its "buildability" out of pine, bass or other hardwoods. A significant reason for the use of hardwood in a model of this type is the rough usage it will be in for, and it will more than repay you for the slight additional time and effort hardwood may require.

The A.T. is steady as a rock in flight and is really easy to handle. As a matter of fact this job has amazed plenty of veteran control line pilots with its sweet and simple characteristics. I might launch into a lengthy explanation of the fine advantages of the *Manta* type tips on the wing and stabilizer but actually these have little effect on the performance. However, this ship will prove one thing: you don't need an oversize stabilizer for stability. The speed and "fly-ability" of the A.T. can be attributed directly to the prop and not to the shape of any particular part, and this is true in most models.

But neither you nor I are armchair pilots so let's get down to earth, drag out some supplies and get to work. In practically no time you will have a ship that will well repay you for the time spent and will still be out there performing when most of the others are laid up for repairs.

FUSELAGE—Begin construction by enlarging the assembly drawing to full size. Cut out the four keels and the bulkheads. Lay down the keels and assemble the bulkheads in place. The ignition track should be made to fit the fuselage. Install the coil, condenser, battery box and wiring. Check the wiring carefully for good connections, which should be soldered to insure a permanently good contact. Bend the landing gear wire to shape and install with the drilled clamp bolted in place as shown. Plank the ignition cowling and carve the cockpit headrest to shape. Install cowling by hinge to permit access to battery if a large cell is to be used.

WING AND STABILIZER—The wing and stabilizer parts are shown full size and these drawings may be used as templates. Cement all joints well and assemble with the correct dihedral as shown. Don't forget the hinges on the stabilizer. Sand all parts well and re-cement after drying.

RUDDER—The rudder can now be drawn full size and assembled in the same manner as the stabilizer. It is particularly important that the rudder be well cemented as it takes most of the load during

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the A.T.

