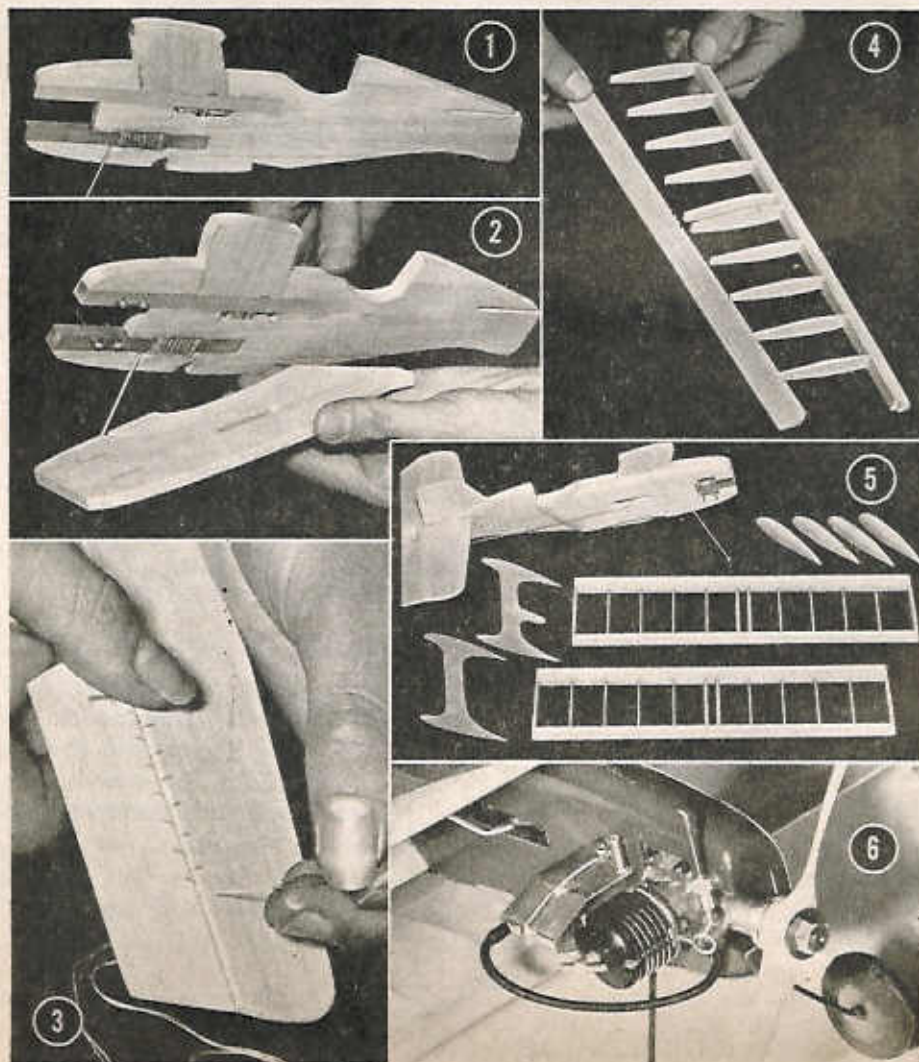


Especially for Wingmen . . . FULL SIZE PLANS

TINY TOT

A simple, rugged, easy to fly controlliner for 1 c.c. motors

All you need to complete the model is— $\frac{1}{8}$ x 3 x 18 in. soft balsa, $\frac{1}{4}$ x 3 x 18 in. soft balsa, $\frac{1}{8}$ x 3 x 18 in. med. balsa, $\frac{1}{4}$ x 3 x 18 in. med. balsa, $\frac{1}{8}$ x $\frac{1}{2}$ x 36 in. med. balsa, $\frac{1}{4}$ x $\frac{1}{2}$ x 36 in. med. balsa, $\frac{1}{8}$ x $\frac{1}{2}$ x 12 in. Beech engine bearers, 6 x 12 in. x 1 mm. ply, 12 in. of 14 s.w.g. piano wire, 12 in. of 16 s.w.g. piano wire, 18 in. of 24 s.w.g. piano wire, 1 pr. 1 $\frac{1}{2}$ in. soft sorbo wheels, 1 small Frog plastic bellcrank, 1 small K.K. stunt tank, five 6 B.A. nuts, bolts and washers, $\frac{1}{2}$ A T/R pilot, dope, cement, tissue paste, light and heavyweight Modelspan and, of course, an engine! We used an A.M.10.



WE have lost count of the number of times that we have been asked for an "easy-to-build, original C/L sportster for 1 c.c. engines." *Tiny Tot* is our answer as not only is it sufficiently docile to be an ideal trainer, but with a good engine it will easily perform all but square manoeuvres.

To begin construction, assemble the bellcrank to the top engine bearer and bind and cement the undercarriage to the lower bearer. Cut out the centre fuselage parts from soft $\frac{1}{8}$ in. balsa and assemble (photo 1). Drill the engine bearers for the 6 B.A. engine mounting bolts and solder a piece of 16 s.w.g. wire across the bolt-headers. Now cut out the $\frac{1}{4}$ in. soft sheet fuselage side panels. Hollow out for the engine mounting bolt-headers and U/C binding (photo 2) and cement in place. Cover the fuselage with lightweight Modelspan, doped on.

Fit the elevator push rod to the bellcrank, soldering a washer underneath to retain it—be certain that the pushrod does not "bind." Leave the pushrod over long, don't bend the rear end at this stage.

Make the tailplane from $\frac{1}{8}$ in. soft balsa and sew on the elevators as shown in photo 3. Cover with lightweight Modelspan and cement in place. Bend the front end of the pushrod to clear the fuselage (photos 5 and 6), then with the bellcrank and elevator set "neutral," bend the rear end and solder on the retaining washer. Now fit the fin in place.

Cut out the wing ribs and slot the leading and trailing edges. The wings are best built "in the hand" as in photo 4, they are then covered with heavy-weight Modelspan and given two coats of clear dope.

Cut away the tissue between the centre wing ribs and cement the wings securely to the fuselage tongues. Make certain the wings are mounted "square," Cut out the ply struts and cement to the wingtips, then add the carved wingtip fairings. Don't forget the $\frac{1}{2}$ oz. weight in the outer fairing.

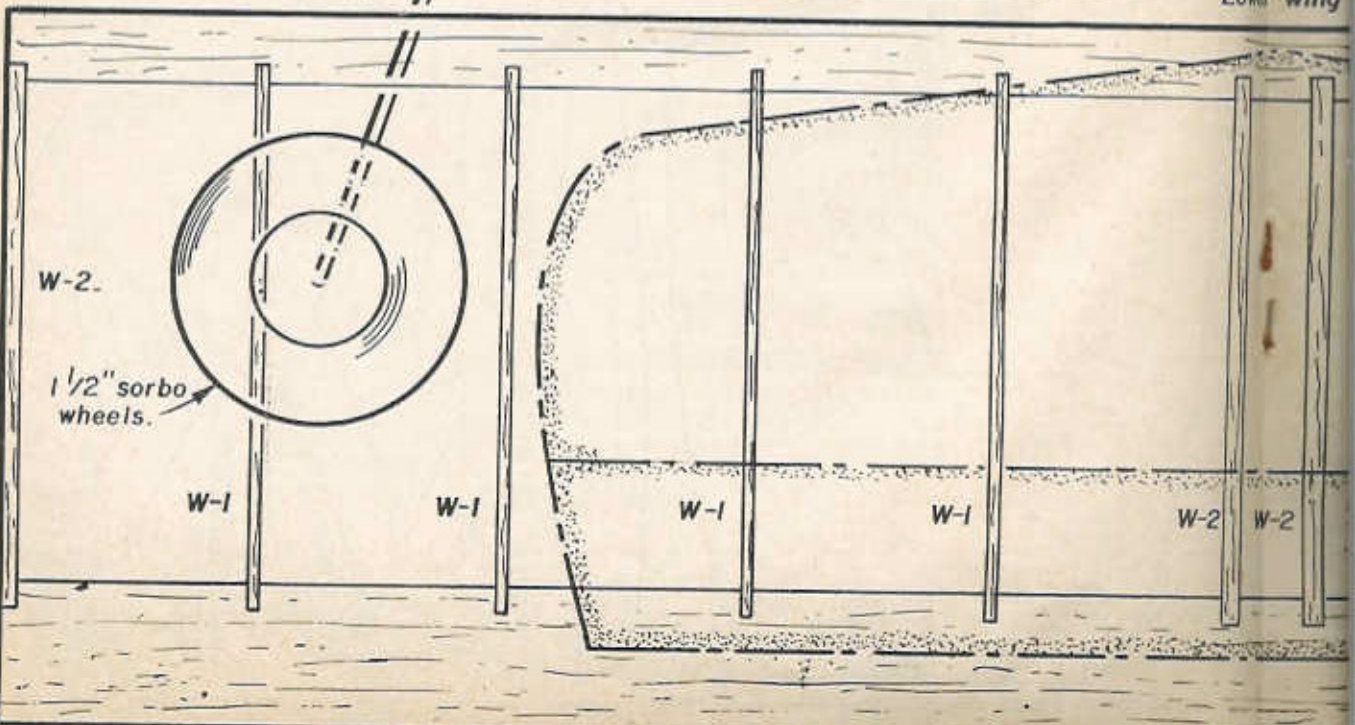
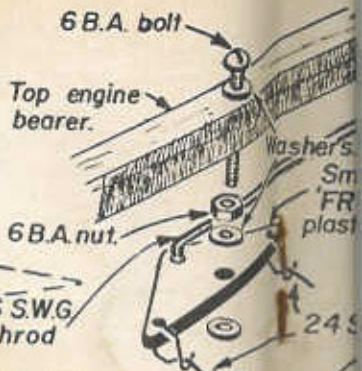
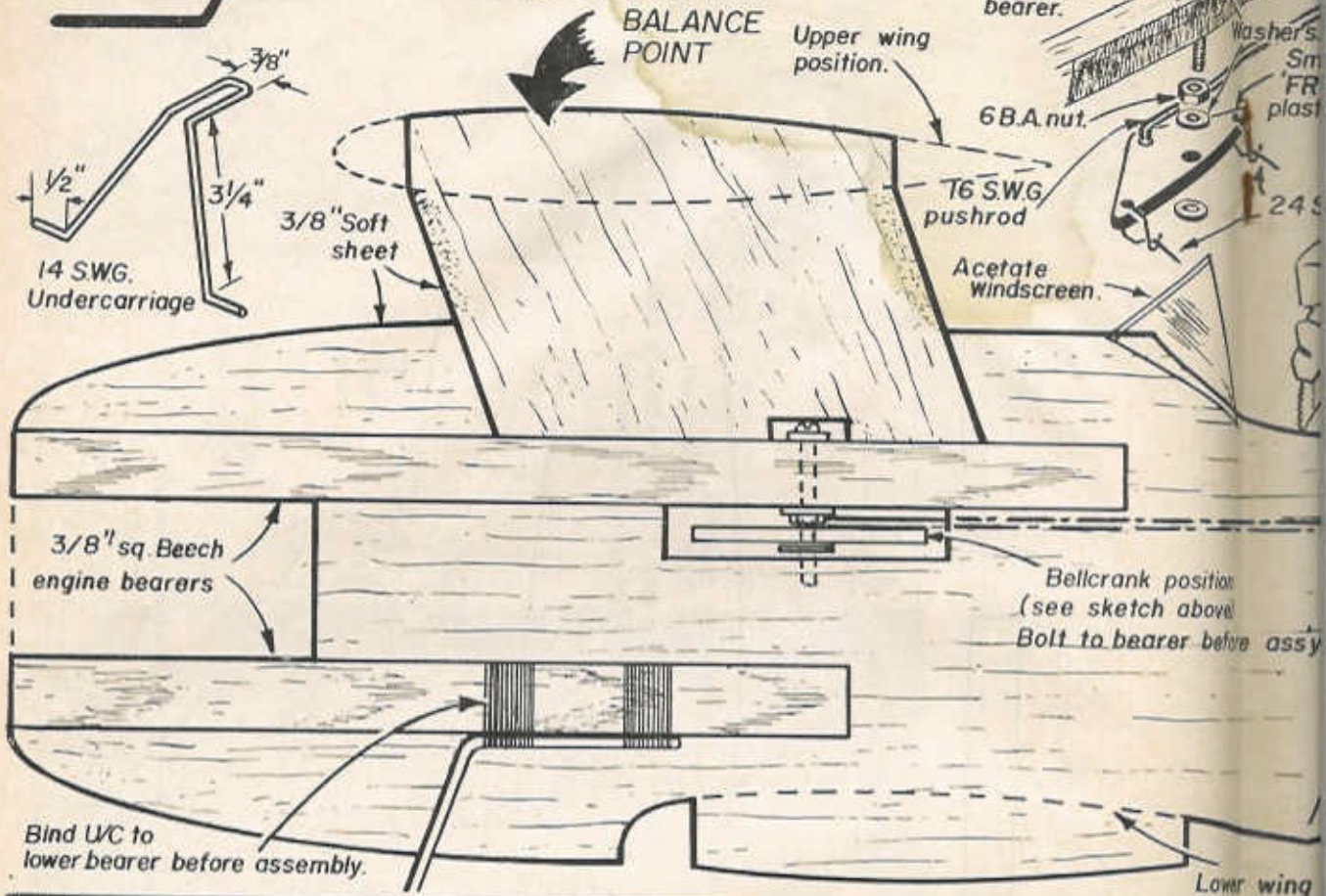
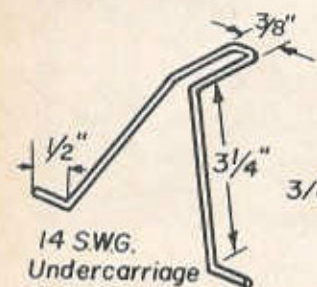
Colour dope the model and fuel proof it, then bolt the engine in place. Put a washer under each front bolt to give offset to the engine. A K.K. stunt fuel tank, fixed in place with a loop of wire and two wood-screws completes the construction (see photo 6).

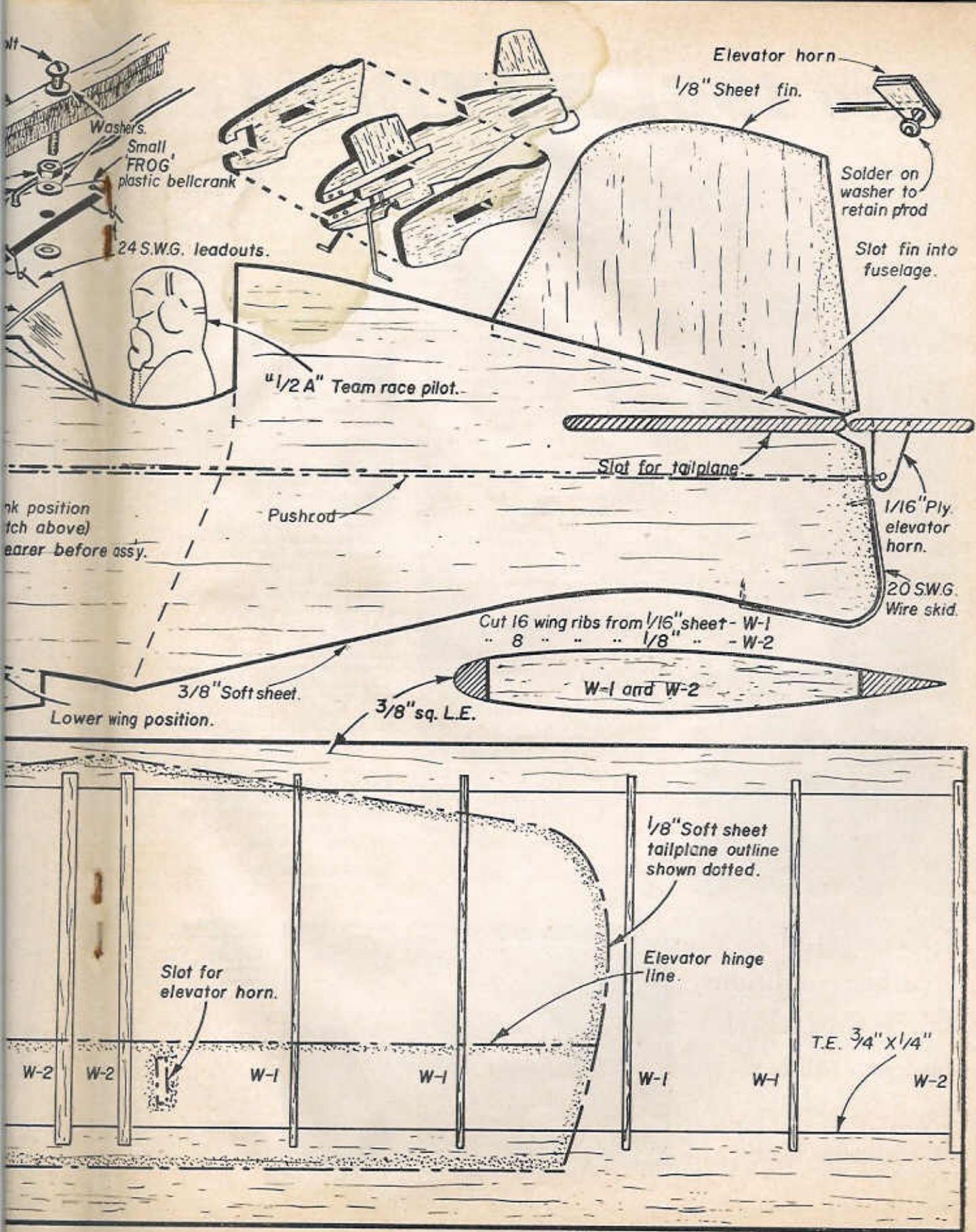
Before flying, ensure the model balances level when supported at the point shown. Lines of between 30-40 ft. should be used—the longer ones if you want to try aerobatics.

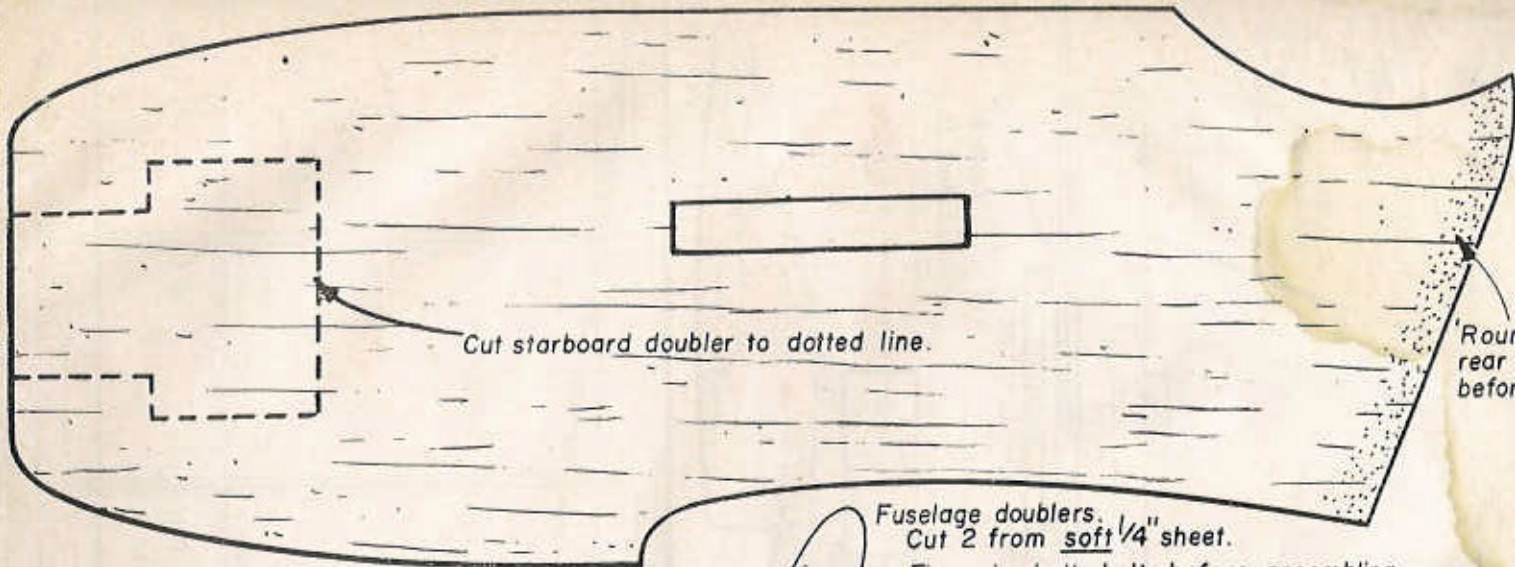
Tiny Tot

by J.D.M. HARD.

For 1 c.c. engines.







Fuselage doublers.
Cut 2 from soft 1/4" sheet.
Fix engine bolts before assembling fuselage sides. (see sketch).



Wingtips. Cut 8 from soft 3/8" sheet. Use 2 for each tip and carve to shape shown below. Cement in place after fitting struts.
Cut out dotted area in one stbd. tip. Fix 1/2 oz. lead weight

