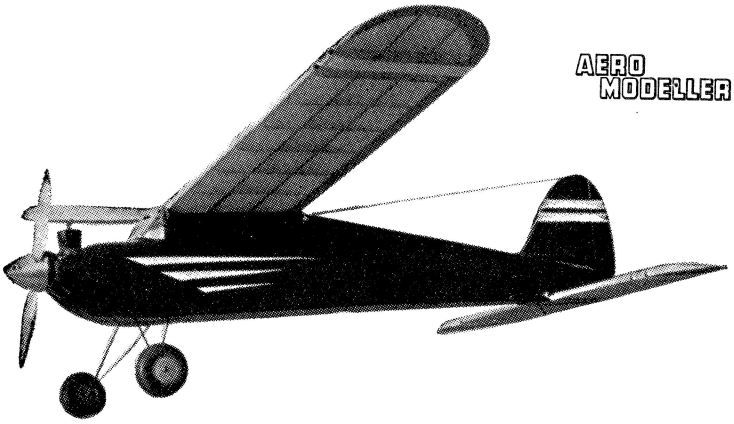
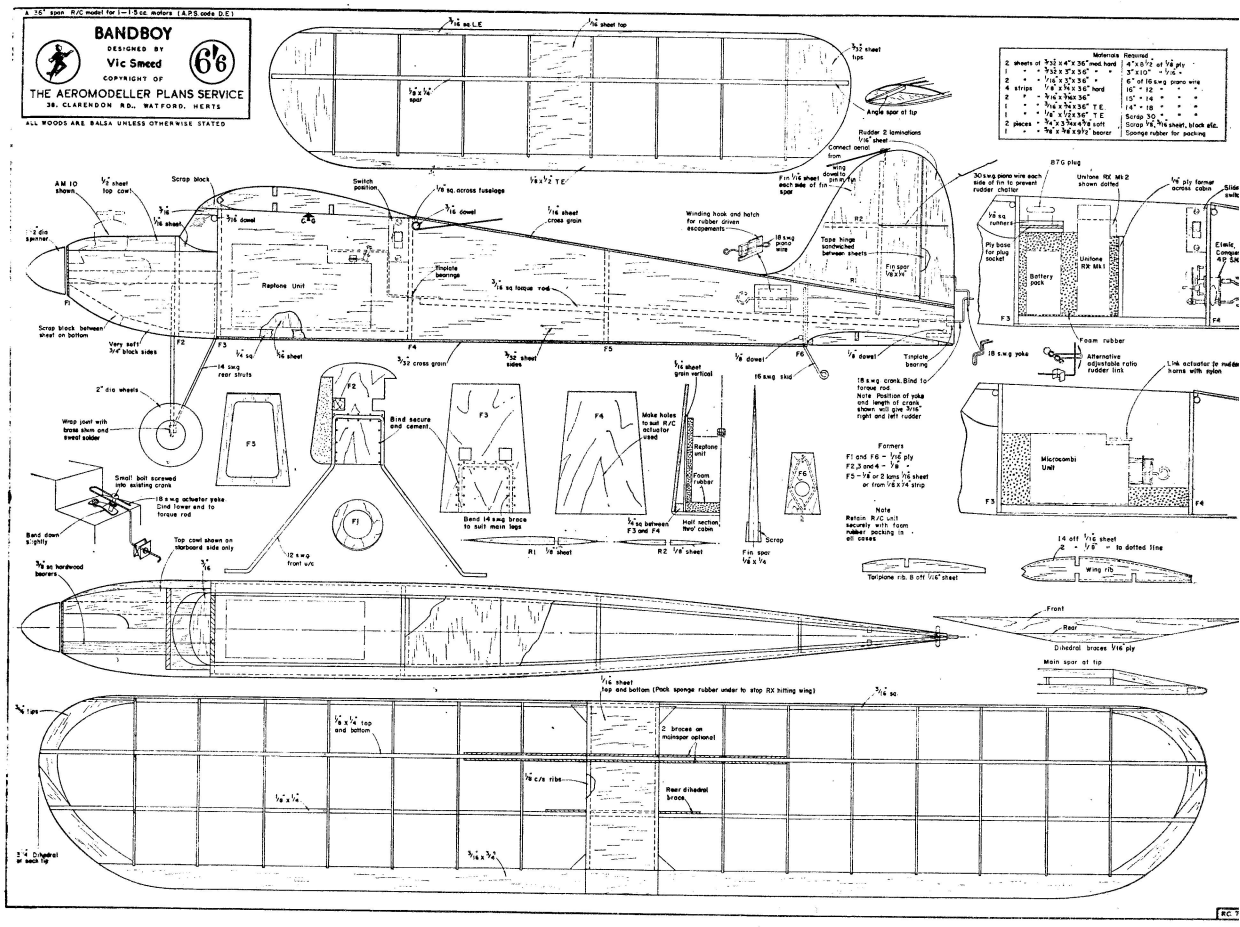


pegs till dry. Cement securely in place and complete the rudder hook-up details, dowels, etc., before sheeting the top fuselage. For a free flight model the fin and rudder can be made in one piece with the top inch or so of the rudder hinged on soft wire for a trim tab.

The nose of the model is almost entirely block, the sides being ¾-in. sheet, which allows a shapely nose to be carved. Use very soft block to keep weight down. Cut the top cowl to suit the motor to be used; there is plenty of room for a large tank, but if more space is needed the tank or polythene bottle can pass through F2. Sand fuselage all over and tissue cover; finish in the normal way. Make sure the nose blocks are adequately proofed against soaking up fuel.

Wing and tail are conventional; for hard usage spruce may be used for the wing mainspars. Similarly, for free flight only one main dihedral brace need be used. Sand thoroughly and tissue cover; nylon chiffon could be used if you're installing a fairly perky motor.

Pack the radio in with foam rubber, not forgetting a wad over the set to prevent it biffing the wing in a nose-over. Provided the balance point is as shown initial radio flights can be made under low power. Free flighters should try test glides first; increase wing incidence by packing the leading edge if the glide tends to be too steep, add a little weight to the nose if a tendency to stall appears. Use a little right tab for first power flights while you feel your way.

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