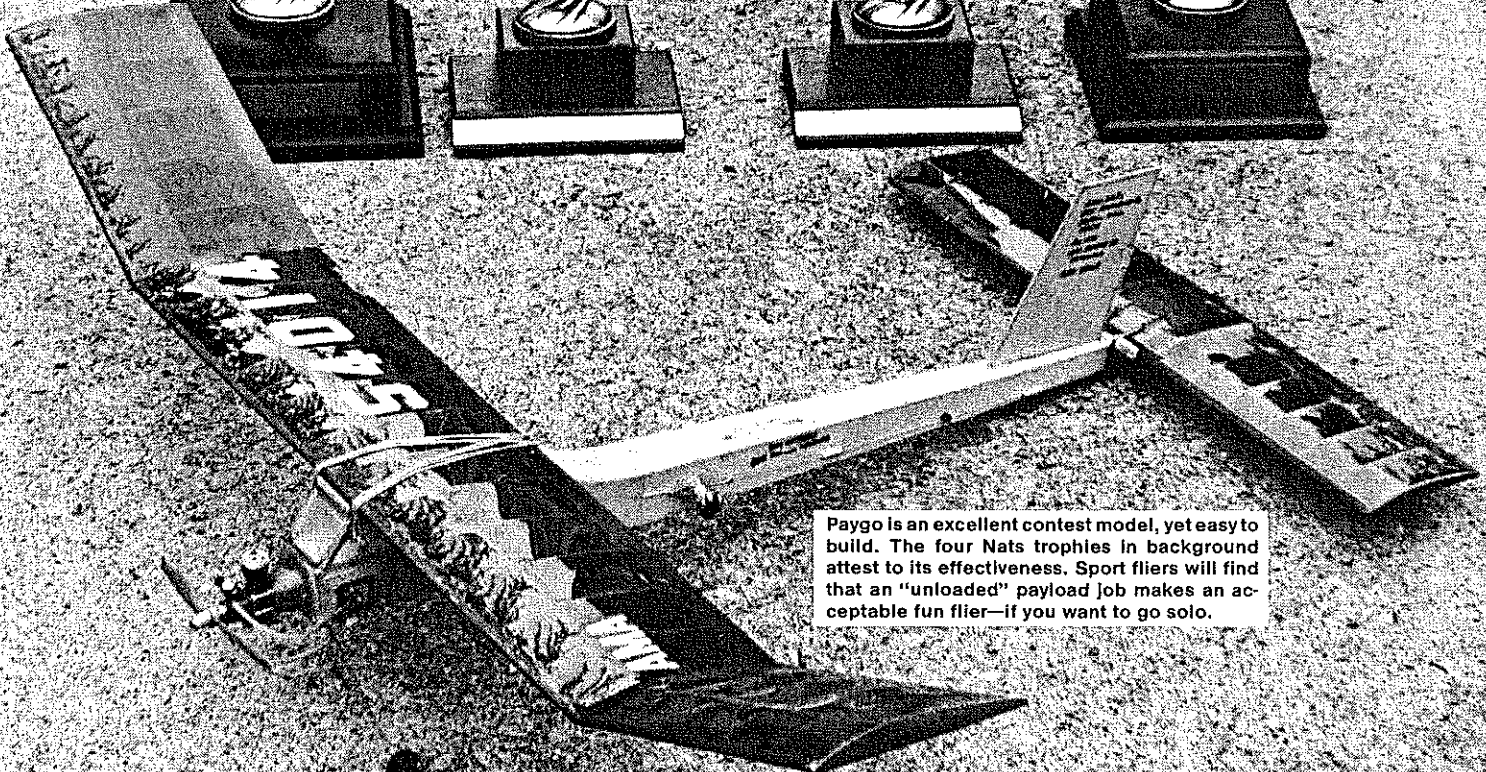
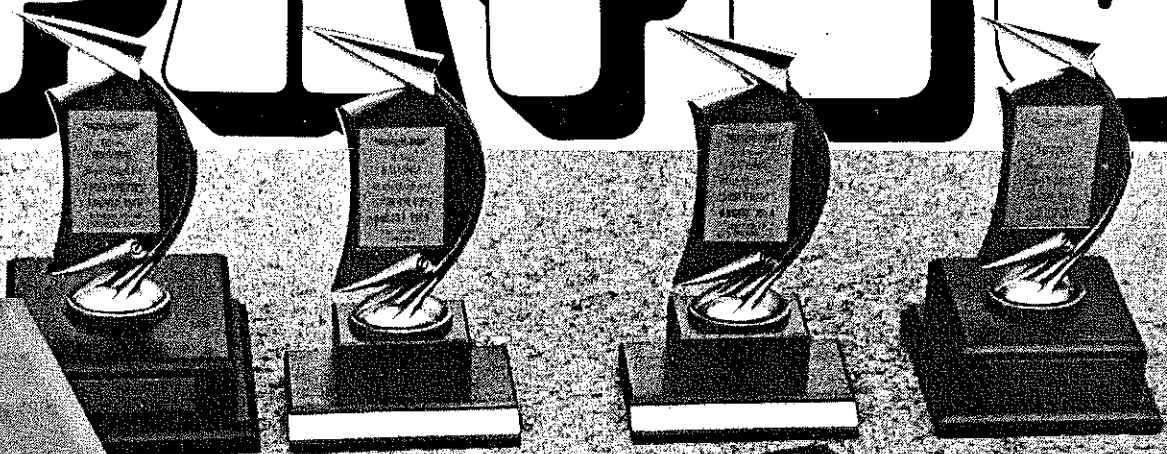


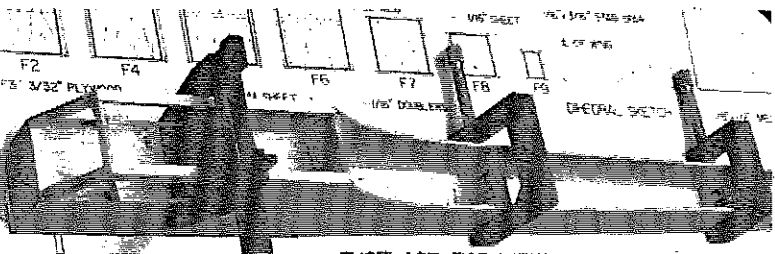
PAYGO

268

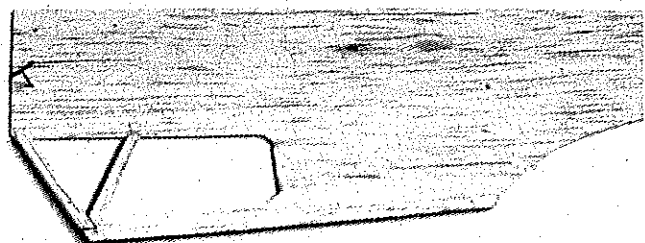
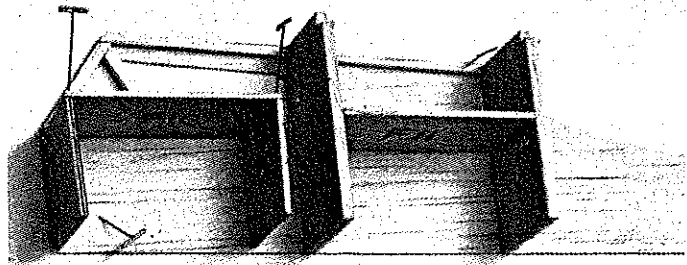


Paygo is an excellent contest model, yet easy to build. The four Nats trophies in background attest to its effectiveness. Sport fliers will find that an "unloaded" payload job makes an acceptable fun flier—if you want to go solo.

Especially attractive to Junior and Senior class modelers with a minimum of building time, this simple model was designed for competition both in Payload and Cargo—and it has placed first on both those events at the Nats.



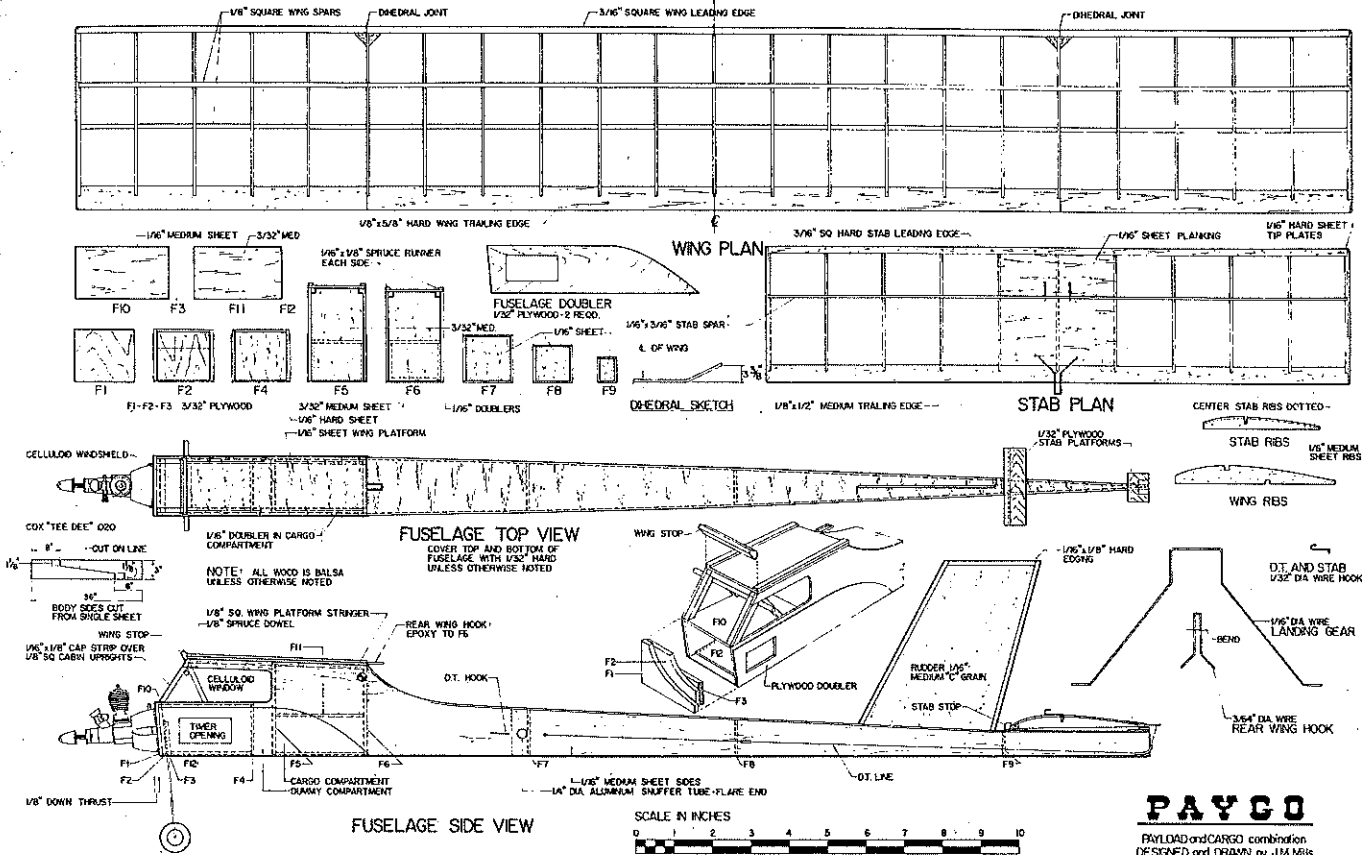
FUSELAGE TOP VIEW
UPPER TOP AND BOTTOM OF FUSELAGE WITH VEE WING UNLESS OTHERWISE NOTED



1/8" BOULDER IN CARGO COMPARTMENT
NOTE: ALL WOOD IS 1/8" UNLESS OTHERWISE NOTED

Alignment can be checked by placing the partially assembled fuselage over the top view. A chief cause of trouble is the failure to get the rudder post exactly on the center line, at right angles to the board.

Cabin assembly is easy if the parts are installed in the order described in the text. Roughly the same finepoints are found in simple RC jobs.



MOST Junior and Senior modelers have many activities vying for their time. So, in order to compete in more events with a minimum of building time, it is sometimes possible to build a plane that can fly two or more events. Paygo is just such a plane. It was designed and built to fly both Payload and Cargo; hence, its name: Paygo.

At the 1974 Lake Charles Nationals, Paygo placed First in Junior Payload and First in Junior Cargo; at the 1976 Dayton Nationals, it placed First in Junior/Senior Cargo and Second in Junior Payload.

This model is both simple to build and easy to cover. Just keep it square and free of warps during construction, and you will have a fine contest plane.

Fuselage: Select a 3 x 36 x 1/16 length of straight, medium weight balsa sheet with grain running lengthwise. Mark the sheet as indicated on the plans. Cut along this line to obtain both sides of the fuselage. Attach together the fuselage halves, using diluted Tightbond Glue spots on about 6" centers. Cut or sanded the bottom edges of the fuselage halves to obtain a straight base line from which to work. Using this straight edge, measure and mark the fuselage outline on the balsa sheet. Use care to correctly locate the wing platform, wing incidence, down-thrust, and stabilizer platform. Cut the fuselage outline from the sheets and sand the edges smooth. Now separate the fuselage halves by inserting a knife blade between the two sides and cut the glue spots. You now have two identical sides.

Lay the fuselage halves on the work surface with the bottom edges together. Add the 1/16 x 1/18 uprights to form the cabin window area. Next, add the 1/8 sq.

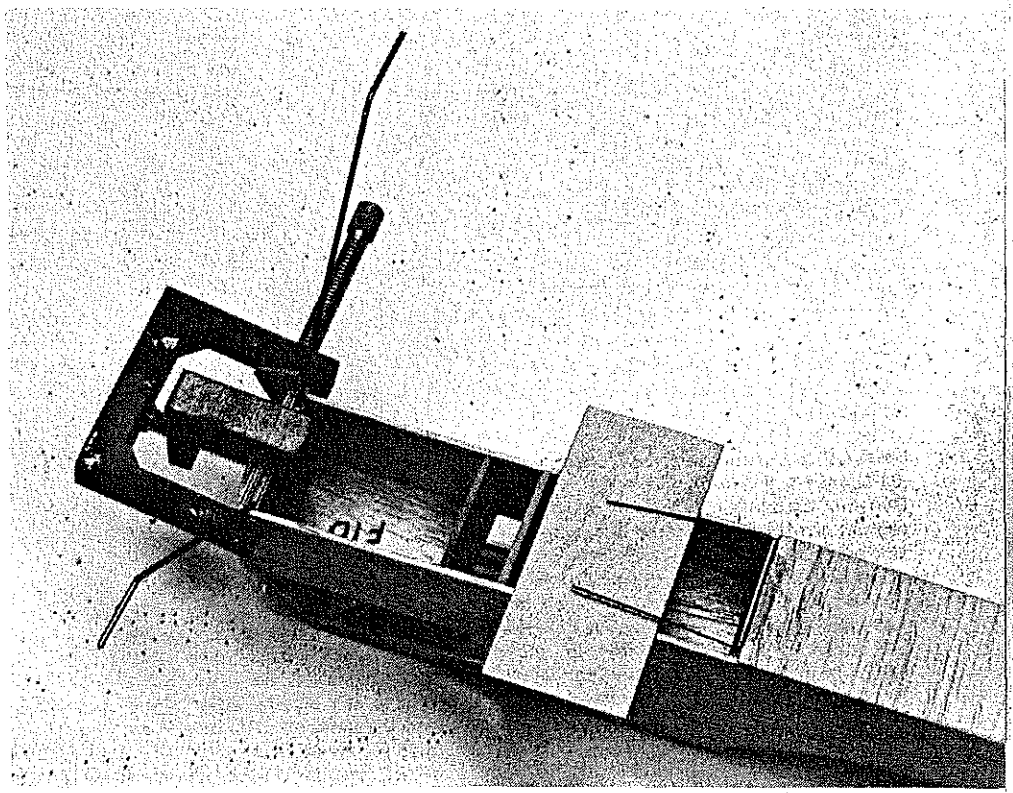
stringer to the sheet sides along the wing mount platform area and add the 1/8 sq. cabin upright members over the 1/16 x 1/8 uprights already in place. Cut and mark fuselage formers F1 through F12, including the 1/32 fuselage doublers and stabilizer platforms. Cut an opening in one doubler to receive your timer. This opening should be cut small and filed to a snug fit.

Install fuselage formers F5, F6, and F11;

next, square them up and pin or block them in place until dry. Formers F10, F4, and F2 are installed next. Make sure F2 is square with the side. If it isn't installed properly, unwanted "thrust" will result.

Place a 1/2" thick balsa block along side of F5 to provide the correct spacing for dummy compartment before gluing F4 into place. Pin all parts in place until the glue is dry.

Continued on page 125

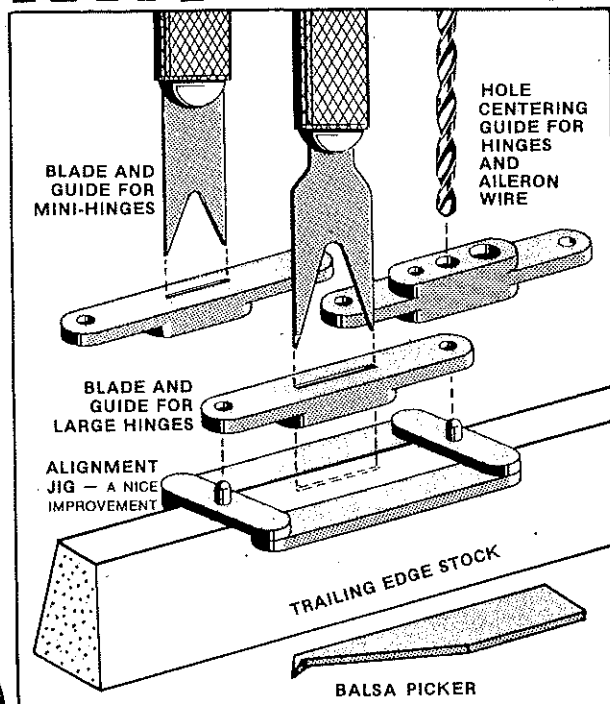


Landing gear and cargo compartment door hinge are epoxied in place. Clamps are a boon.

New! DU-BRO KWIK-HINGE SLOTTER

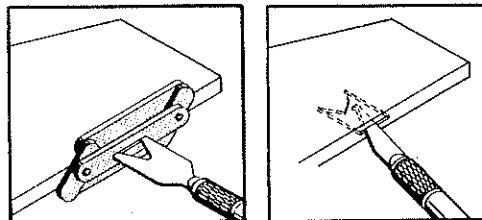
Cat.
No.
216

only
1.95



FOR LARGE AND SMALL HINGES.
THE ONLY UNIVERSAL SLOTTING
TOOL THAT NOT ONLY CENTERS,
BUT GUIDES YOUR BLADE FOR
PERFECTLY ALIGNED HINGE
SLOTS EVERY TIME!

The black oxidized, hardened steel blades fit neatly in a no. 2 x-acto knife handle and work in conjunction with our handy alignment jig that features 3 interchangeable snap-on guides. Two for large and small leaf hinges, and one for drilling 3 standard size holes to match any type of hinge you choose to use.



DU-BRO PRODUCTS INCORPORATED
480 Bonner Road Wauconda, Illinois 60084 U.S.A.

concentrating on taking the photos and the butterflies stopped flying in my stomach. The first flight centered mostly on the tower and terminal building, shooting from several different heights and distances.

I was told that Elvis Presley's airplane was parked on the west cargo ramp. I couldn't see it from the ground but I did get a good photo of the white Convair 880 by guessing at the direction to shoot.

After the landing we were in high spirits, relieved at how well everything had gone. While I prepared for a second flight, the Concorde landed. I was cleared for the second flight while the Concorde was at the end of the runway so I took several photos of it taxiing back. About this time, Hank received a call on the radio from an airline captain, perhaps from the Concorde, asking about the size of the model. Hank told him, "Six feet." The captain asked, "What are you doing, taking pictures of it?" "No," replied Hank, "It's taking pictures of you." I wish I knew what was said in the cockpit then.

The wind shifted before the second landing and I was cleared to land toward the tower on the access strip to the heliport. My touch-down point was the delta landing mark for helicopters and I rolled out following the yellow line down the center of the strip. The strip was narrower than the main strip and lined with foot-high lights. Since my car was on the strip, I had to follow that yellow line.

The tower personnel later said they were

impressed with the accuracy of control. Naturally, I wanted to impress them but I also wanted to stay away from those lights.

As we packed to leave, everyone was all smiles but none as happy as me. I thanked Hank for his willingness to let me fly there and he expressed his appreciation of the AMA show team during the 1972 Transpo airshow. He said he often called on the team to help to fill in with the show when difficulties occurred during the full-scale portion of the show. He was impressed at how fast the modelers responded and kept the crowds entertained until the problem could be corrected. I could see that the favorable impression the AMA team left was a part of the airports willingness to discuss my request.

Dulles was the last photo flight of the year since aërials taken before the end of fall are more attractive. Time now to start Snapshot III for the year ahead. I've enjoyed searching for other places to photograph and getting ideas from other modelers. The Wright Brothers Memorial is near the top of my list and I've begun arrangements to fly from the deck of an aircraft carrier, the USS Yorktown. The Yorktown is at Charleston, SC and is open to the public. Perhaps we could try something really big like the Grand Canyon. I hope you have enjoyed my search for new places to view from "up there."

When writing advertisers, mention that you read about them in Model Aviation

Paygo/Mills

continued from page 71

Now glue the other fuselage side in place. Glue and pin the body halves together at the rear to assure proper alignment. When this assembly has dried, check alignment and glue formers F7, F8, and F9 into place.


Form the wire rear wing hook and epoxy it in place on former F6 as shown.

Install 1/16 balsa scrap doublers at the DT snuffer tube location. Cut a snuffer tube from 1/4" diameter aluminum tubing. Flare one end of the tubing to allow easy installation of the fuse. Drill or file holes where indicated in fuselage and install the DT tubing with the flared end located on the left side.

Plank the top and bottom of the fuselage using 1/32 hard balsa sheet with grain running across width as indicated on plan. When the glue is dry, cut planking off flush with sides and sand smooth. Plank the wing platform with 1/16 sheet and add 1/16 x 1/8 runners. Install the motor mount former F1 and add the 1/32 plywood doublers on each side of the fuselage.

Locate a Cox .020 tank-mounted motor on the firewall. Mark the mounting bolt hole locations and drill out to receive the engine mounting bolts and blind nuts. Bolt the engine in place and install former F3 and the landing gear. Notch former F3 to allow room for the mounting bolts and epoxy in place.

SCALE CLASSICS



Plans & Construction Manual

*CURTISS HAWK PBE 1/4 Scale 94.5" Span \$22.50 2" Scale 63" Span \$12.50 1 1/2" Scale 47 1/2" Span \$10.50	*STINSON RELIANT SR9 1/4 Scale 126" Span \$25.50 2" Scale 84" Span \$15.50 1 1/2" Scale 63" Span \$12.50
*CURTISS GOSHAWK F11c2 2" Scale 83" Span \$15.00	
*CURTISS GULFHAWK 1A 2" Scale 63" Span \$15.00 • New 1/4 Scale 94 1/2" Span \$30.00	

Please Add \$1.50 Per Order for Postage and Handling...
Outside U.S. Add \$3.00... Make all Payments to:

Richard G. Barron 1213 Holly Spring Ln.
Grand Blanc, Michigan 48439
Send \$1.00 for Complete Information

IT'S A SNAP!

The New Super Champ Features the World's Fastest Wing! Snaps on and off in an Instant. No Ugly Mounting Bands or Bolts!

Extra snap-on mounts are available : \$8.95 Pkg.



WS - 56" ENG. .20-.35

Easy to build & fly. All balsa & ply. const. ABS tips & cowl, hand-cut parts, rolled plans & snap-on wing system, \$54.95

GEMINI MODELS, INC.
311 Lakeview Ave., Clifton, NJ 07011
(201) 772-9474

pre-pay orders, we ship, dep. req. on c.o.d.

Install former F12 and 1/32 plywood bottom planking from motor mount former F1 back to dummy compartment. The dummy and cargo compartment door is made of 1/32 plywood with a 1/16 doubler at the cargo compartment. The compartment door is hinged at the rear and held closed at the front with two small screws—or with two hooks and a rubber band, if you prefer.

Construct the rudder out of the medium weight C-grain balsa with edging as shown. Glue the stabilizer stop to the stabilizer platform and install the platforms in place on the fuselage.

Apply one coat of sanding sealer to fuselage. When the sealer is dry sand smooth with #400 sandpaper. Add three coats of clear dope to the area where the windshield is to be attached. Cut the windshield celluloid to shape and, while holding in place, apply dope thinner to the edges of the celluloid with a brush. The thinner will soften the dope and seal the windshield in place.

Remove the motor and paint the body with three coats of fuel-proof colored dope. The original model was painted yellow to make it easy to spot in grass and in trees.

Wing and Stabilizer: Start by making a set of master ribs for both the wing and the stabilizer by spot glueing two pieces of 1/16 plywood together. Cut the wing and stabilizer rib patterns from the plan and glue to the plywood. When the glue is dry, cut out the rib outlines and sand them smooth. Carefully separate the 1/16 plywood and you have a set of master ribs. Count the ribs required of each type and cut this number of 1/16 medium strips which are slightly larger than the master ribs. Stack the balsa strips between the plywood ribs and drive two straight pins through the master rib into the balsa stack from both sides to hold the assembly together. Sand the edges of the balsa stack until flush with the plywood master ribs, then file notches for the spars. Remove the pins and you have a set of identical ribs.

The wing trailing edge is cut from a sheet of 1/8 hard, straight-grain balsa, tapered with a razor plane or by sanding to shape. Mark the rib locations and file or cut 1/16 notches to the depth indicated on plan.

Place waxed paper over the plan and pin the leading edge, bottom spar, and trailing edge in locations shown. Glue all ribs in place and install the top spar on the flat center section between dihedral joints. While the wing center section is pinned down to the work table, cut notches in the leading and trailing edges. After cutting these notches, raise the wing tips to the proper dihedral height and then block and glue in place. Now glue in place the top spar and wing rib gussets at the leading edge.

Construction of the stabilizer is similar to that of the wing except the center three ribs are cut out to receive the 1/16 sheet planking as shown. Next form the stabilizer wire hooks and glue in place.

Cover the wing, rudder and stabilizer with transparent MonoKote and shrink tight. When tightening the covering on the wing tips, the trailing edge should be blocked up 1/8" at the tip to provide the washout required. By using washout (trailing edge up) the wing center section will stall before the tips, giving a more stable flight.

A dark covering for your wing, such as red, will stand out well against the blue sky and white clouds making it easier for a timer to keep track of your plane.

Epoxy the rudder in place, but make certain to install it absolutely straight with the center line of the fuselage.

Mount the wing in place on the wing platform and square it up with the body. Mark location of fuselage on bottom of the wing and out away a little covering, epoxy some wing keys in place to maintain the correct alignment each time the wing is fastened in place.

Mount motor, timer, wheels and DT cord. The DT cord should be rigged to allow the rear of the stabilizer to rise to a 45 degree to 50-degree angle when fuse burns through DT rubber band. Assemble wing and tail on the fuselage and put the dummy in place. Balance the plane at the point indicated on the drawing.

Flying: Hand glide the model over a grassy area. Run with the plane until you feel a little lift and then gently push forward so as not to cause a stall. Do not attempt to fly model if it is tail heavy. Add weight to nose, if necessary.

The first flight should be made with about 3/4 power and with a five-second engine run if hand launched, or with an eight-second engine run if a takeoff is made. Observe the flight pattern and make any necessary adjustments before attempting a full power flight.

The original model flew to the right under power and had a left turning glide which was controlled by raising the left stabilizer tip 1/4" high. The right wing had a 1/4 X 1 tab turned down 3/32" to help hold the right wing up while under power. Use a small rudder tab to control the climb pattern if necessary.

When flying the model in Cargo events, the compartment is loaded with no attempt made to maintain the balance point. All cargo weight is in front of the balance point and the model flies almost as well fully loaded as it does without a cargo.

Properly constructed and trimmed, Paygo will be fun to fly and should add trophies to your collection.

Letters to the Editor

continued from page 7

editor is an RCer, and finds much of interest and a steady flow of important info in articles and columns on other subjects. Modeling, taken as an entity, and not a splinter-group hobby, is one of MA's building blocks.

Rubber Bombshell?

In your July 1978 issue (page 62) there is pictured a Buzzard Bombshell, electric powered and RC. Could you tell me if the Buzzard Bombshell can be made for rubber power? If so, where may I obtain a copy of the plans?

Michael D. Laurie
31 W. Green St.
Mascoutah, IL 62258

We have advised Mr. Laurie that the Bombshell, being a short-nosed gas model design, is not well-suited to rubber. It could be made to fly, but would require a very short motor, or much nose weight, which would limit performance. There are no such plans, that we know of. Mr. Laurie's complete address is given—if you can help him.

What Is It?

Enjoyed the article in MA for May 1978 about the old magazines and kits.

Sometime between 1946 and 1950, one of the magazines, I think Air Trails, gave away a model kit for subscribing. The plane was similar to the Buzzard Bombshell, and Miss Delaware. The plane had a 48" wingspan and was designed for Ardens and other smaller engines. I still have some snapshots of me as a skinny teenager holding the "bones" before covering.

Do you have any idea what the plane was called and where I could get a set of