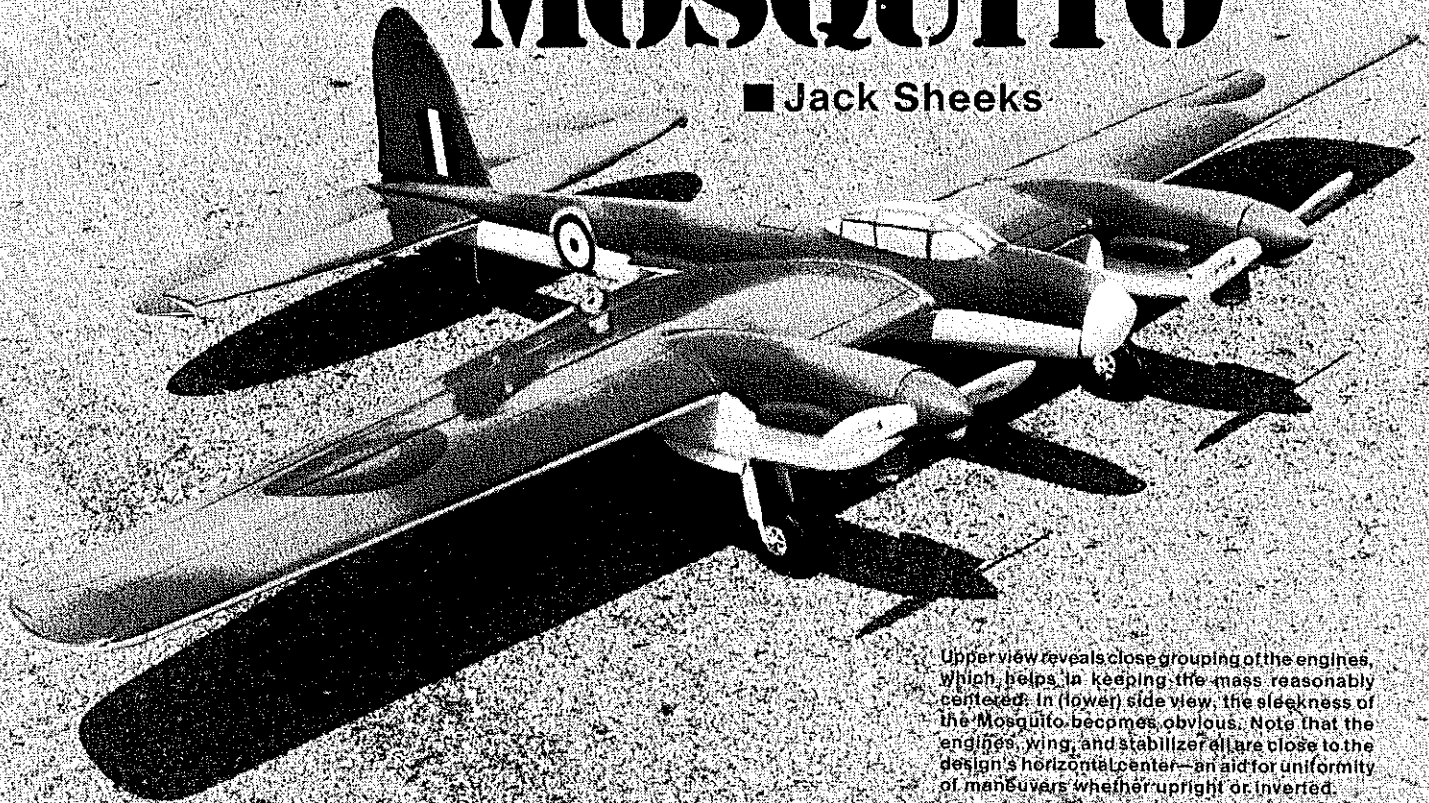


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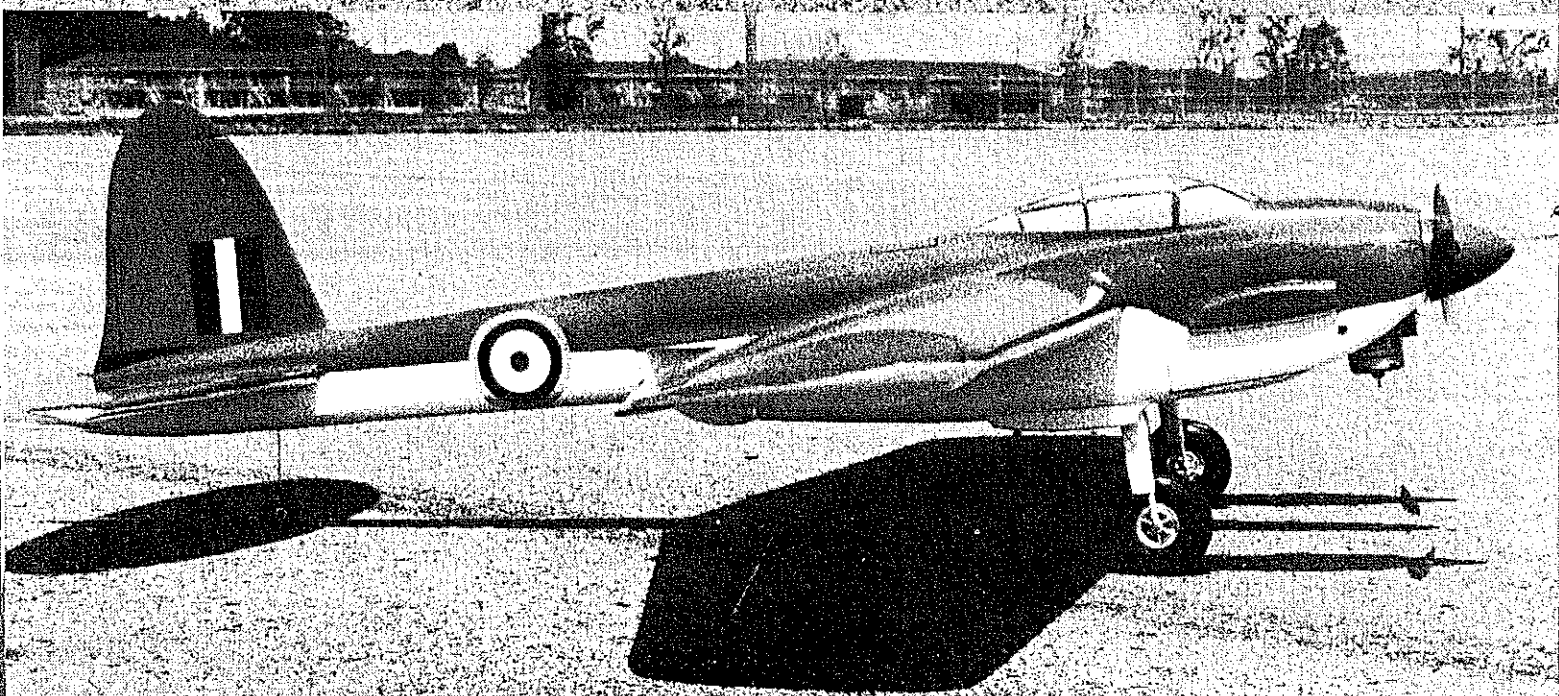
DEHAVILLAND MOSQUITO

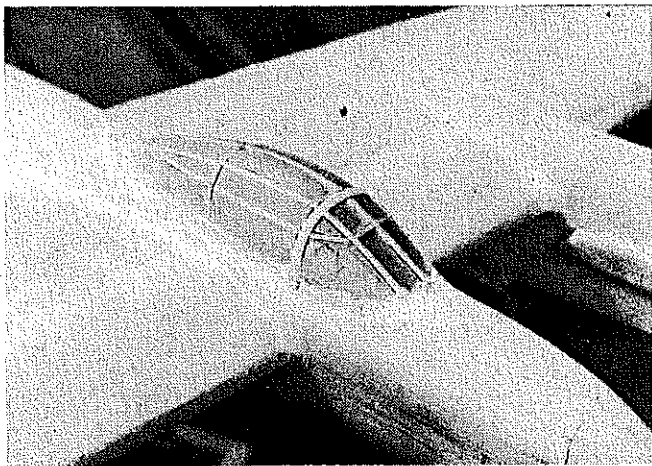
■ Jack Sheeks



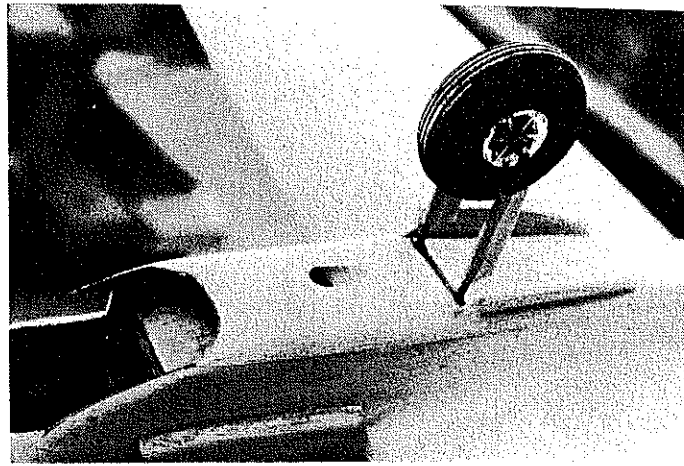
Upper view reveals close grouping of the engines, which helps in keeping the mass reasonably centered. In (lower) side view, the sleekness of the Mosquito becomes obvious. Note that the engines, wing, and stabilizer all are close to the design's horizontal center—an aid for uniformity of maneuvers whether upright or inverted.

Patterned after a WW II plane of British origin in which modelers feel a kinship—it had lots of balsa in it—this model for two .35s is designed to be fully competitive in Control Line Precision Aerobatics.

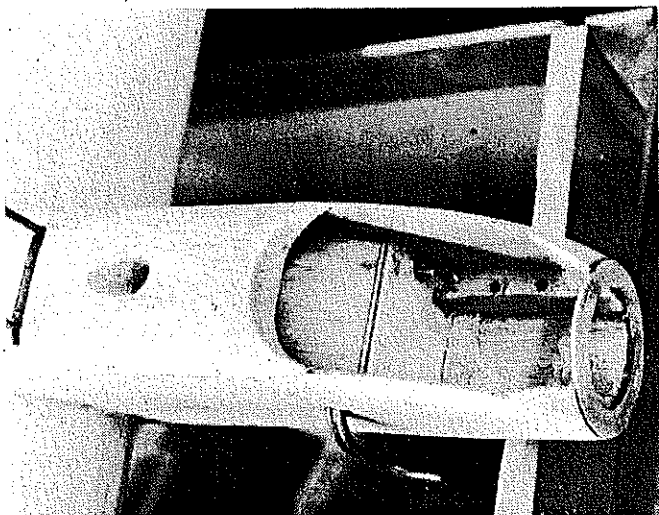




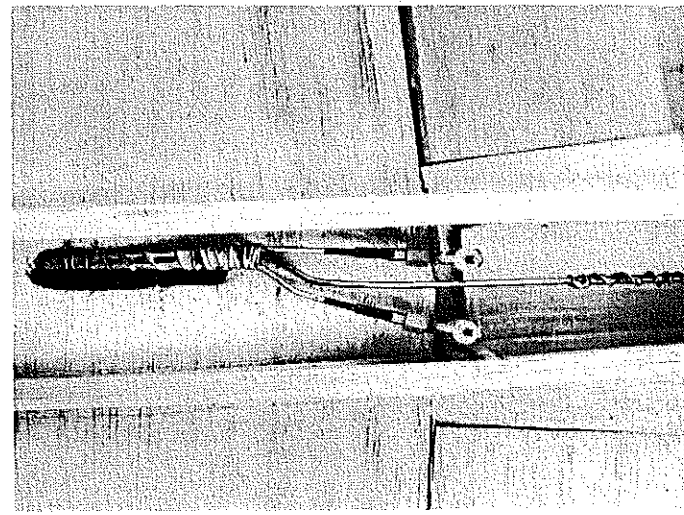
Canopy started out as a Sig WWII type of 11 in. size, then was trimmed to shape. Framing is of 1/32-in. balsa held on with Hot Stuff.



Turned upside down, the air vent, landing gear, and gear skirts come into view. Gear held onto bulkhead with wrappings of copper wire.



Installation of the Mike Mustain tank shows here, together with the engine mount and 1/16 ply nose ring. Provides simple, strong nacelle.



Large adjustable Quick Links are used for the flap hookup, wrapped with copper wire and soldered to the main 3/32-in. pushrod.

NICKNAMED the termite's dream and the wooden wonder because of its plywood construction, the Mossie came into being during the dark days of 1939 and 1940. England was at war with Germany and needed a fast high-altitude bomber and reconnaissance aircraft capable of deep penetration. It was designed to be so fast that it wouldn't have to be armed. When it finally entered service, it was faster than any fighter either side could put up. It had a speed of 382 mph loaded. Still, it's a good thing that the

designers had a little forethought to leave room under the flooring for four 20mm cannons.

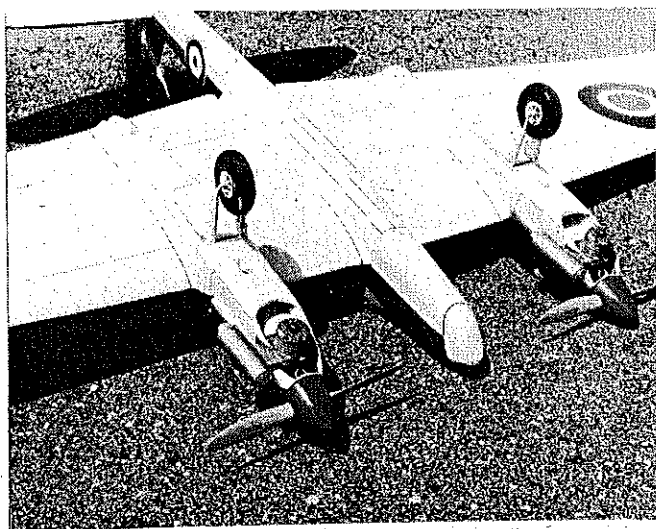
There were 7,781 Mossies built in England, Canada, and Australia—in some 41 different models. It had a wingspan of 54 ft. and 2 in., weighed 19,670 lbs., and was powered with two 1,460-hp Rolls Royce Merlin engines. The construction included balsa which was sandwiched between plywood sheeting.

When the first Mosquito rolled out, many VIPs were invited to watch the show, and a very

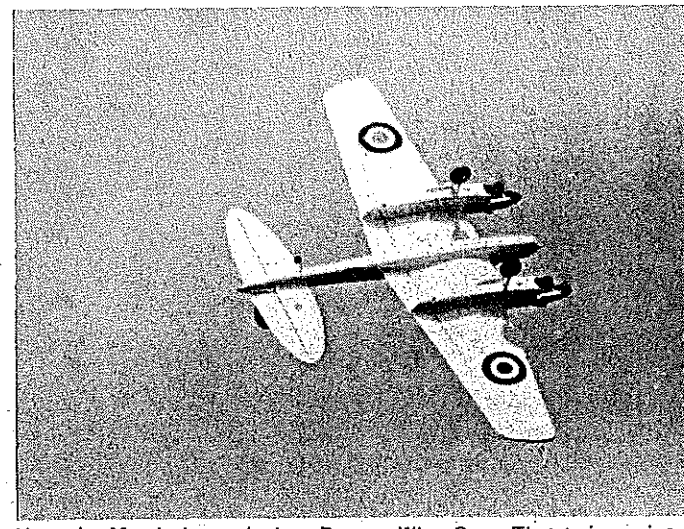
impressive show it was. They saw it perform vertical rolls from ground level with one engine feathered, and they saw it do over 400 mph. The Germans were also wanting to see the show, so they parachuted a man into England with a camera. He must not have spoken cockney English too well, as they caught him the next day.

If there is such a thing as best, the Mossie has to be the best all around twin to come out of the big WW II conflict.

As for the model, a little history might also be



Ruled lines show up nicely on white bottom. Has Fox .35 engines, 2 1/2-in. Du-Bro wheels. Use of mufflers is highly recommended.



Here the Mossie is caught in a Reverse Wing Over. That twin engine sound really turns on a crowd; do you think it does any less for judges?

doubler and the center planking. Leave off the top planking until you install the bellcrank, leadouts and pushrod to the flaps. Now you can finish sheeting the wing and install the tips (along with the adjustable lead-outs). Install the flaps, pinning the hinges. Hook up the controls, and make sure they work smoothly. You now have a complete working wing.

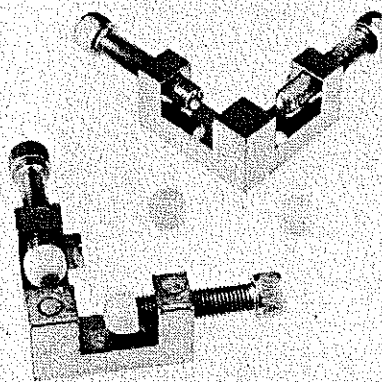
Cut out the four nacelle sides from 1/4 balsa, and the 1/16 plywood doublers. Glue them together, along with the 3/8 x 1/2 motor mounts. The formers for these nacelles on the prototype were cut to fit two Mike Mustain Custom 3 1/2-oz. fuel tanks—an excellent product. All these pieces are fitted together around the tanks and glued. The motor mounts are then drilled, and blind nuts are installed to fit the two Fox 35s. The nacelles are then mounted on the wing with epoxy glue. No extra doublers are used, as a lightweight model is desired.

Build the fuselage from 1/4 sheet and 3/16 squares. Align the wing with the fuselage in both top and side views, and glue it in place. Do this before the top and bottom fuselage blocks are put on. While the glue is setting up, build the horizontal tail surfaces.

The landing gear of 1/8-in. music wire can be mounted nicely on the ply nacelle formers by wrapping with copper wire. This gives a lighter weight and is less bulky than other methods. The other thing you can do, if you wish an aged appearance, is to spray small amounts of black around judiciously, but on the prototype, we sprayed on clear to protect the ruled lines and tail wheel is similarly mounted.

When the stabilizer and elevators are all together and the glue has dried, sand to shape, then install the control horn and hinges. Solder the pushrod on, and slide the completed stab into place. Wrap the wing flap and elevator pushrods together with copper wire, then solder. Slide the stabilizer back and forth until it aligns horizontally

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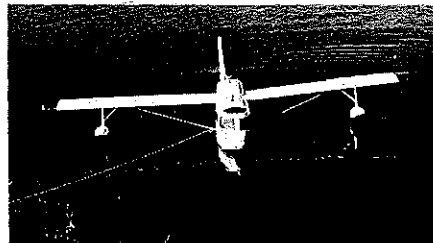
with the flaps (which should have been pinned in place along the center line used to align the wing with the fuselage). To make sure that the ship will groove properly, the wing, stab, and engine bearers all need to be perfectly aligned with one another.

Tack-glue the top and bottom blocks on the fuselage and nacelles, and carve away. When the proper shape is obtained, pop off the blocks, and hollow as much as possible. Then glue on the blocks permanently, and sand all the parts until really smooth.

Shape the nose of the nacelles to conform to a 2-in. spinner, filling in as necessary with scrap balsa. The nose and tail of the fuselage are made from scrap balsa and hollowed out. The canopy is cut and fitted from a 11-in. Sig WW II Canopy, then framed with 1/32 balsa. Install the 1/4 balsa rudder last, as it is too easily broken off when moving around the model. Make fillets with a mix of talcum powder and Sig dope, then do final sanding.

Finishing. Our process starts off by smearing on a coat of Hobbypoxy Formula II, and then scraping off as much as possible with a plastic playing card. However, the Hobbypoxy must be kept out of the controls. We apply a thin coat of heated Vaseline to protect the controls in this process, but you have to be careful to avoid a mess.

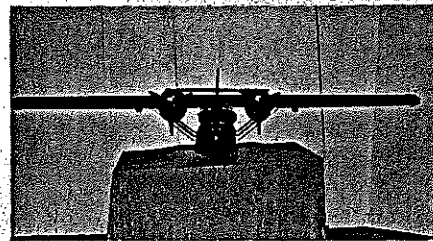
Sand the first coat with 320 wet-or-dry sandpaper, and then give a second coat of Hobbypoxy. After again sanding, apply two coats of K&B Super Pox Primer—sanding between coats and afterwards. Final finish is Pactra Formula U from a spray can—tan and green on the top surfaces, white on the bottom. Decals are those put out by Bob Dively Model Aircraft Co. One



Republic Seabee \$185.00



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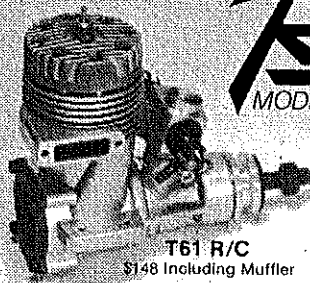
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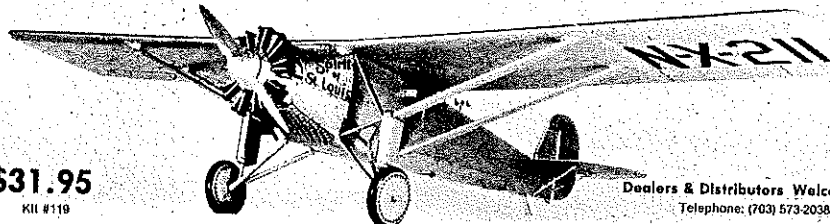
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CL Aerobatics/Paul

Continued from page 54

My favorite cure-all for everything from over-sensitive planes to stress cracks in the fuselage is adding nose weight, as my "friends" are so prone to tell me. However, more nose weight can desensitize a tail-heavy plane, can help the "grooving" of a plane, and can help to make the

round figures smooth out instead of appearing jerky.

Now you have enough variables to give you at least 50 flights which, if nothing more, will teach you a lot about your airplane and get you to know some of its characteristics. Besides, 50 flights is a good number of practice flights and is probably more than half the competitors at the Nationals have under their belts the last month before the meet! And, we haven't even cut into the plane yet to adjust the flap horns or the flaps. Neither have we changed the tank yet, nor shimmed the engine up in the front or the back to help the turning one way or another, nor have we changed the engine offset (if you're still having line tension problems).

It really helps to have a flying buddy there when you are experimenting with trimming. By observing the airplane from the judges' position,

or from underneath where the maneuvers are taking place, your flying buddy can give you valuable information on what the plane seems to be doing. Also, if you don't mind someone else flying your plane, try letting your buddy fly it and see what it feels like to him and what it looks like to you from a different perspective. This could be a valuable tool in helping you evaluate if the difficulties lie with the plane or with you!

For information on Stunt or PAMPA, contact Wynn Paul, 1640 Maywick Dr., Lexington, KY 40504.

CL Carrier/Perry

Continued from page 56

vide more current information than even the Competition Newsletter section of MA. The major advantage of NCS membership, however, is the common voice we have in our relationship to the CLCB and the Navy Carrier Rules Advisory Committee. Membership is \$6.00 for 12 months. You can join by contacting LeRoy Cordes at 1412 West Hood Avenue, Chicago, IL 60660. It's well worth the price.

Fuel tanks revisited. I've had a couple of questions regarding the fuel tank drawing in the April MA. The central theme of the letters seems to be, "Why doesn't the fuel run out?" With the entire vent tube below the level of the fuel in the tank, this would appear to be a problem, but it isn't.

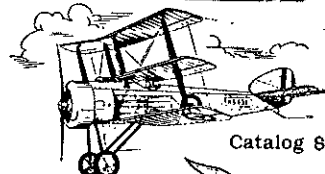
With only two openings in the tank, fuel cannot flow out of either line unless air flows into the tank through the other line. As long as the inside end of the vent tube is above the fuel pickup point and below the carburetor, there will be no leakage either through the vent line or through the carb. With the tank mounted behind the engine on a conventional gear model, these conditions are met. Note that any unflow tank will tend to pass fuel through the vent line if the engine is primed by choking, because the intake timing can cause air to be pumped into the tank through the fuel line.

Make it easy on yourself. How often have you found a need to change a fuel tank because of a leak or because you changed throttle systems? Or perhaps the throttle linkage or control mechanism needed to be modified. If you built your models like most of us, myself included, you either had to live with what you had or cut open the airplane to make the changes. This month's models, as well as being interesting prototypes, show some handy solutions to this problem.

Brian Silversmith used a hatch on the bottom of

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CORRECTION

The phone number for HORNER SALES was incorrectly listed in their June issue ad. The correct number is:
(312) 946-2515