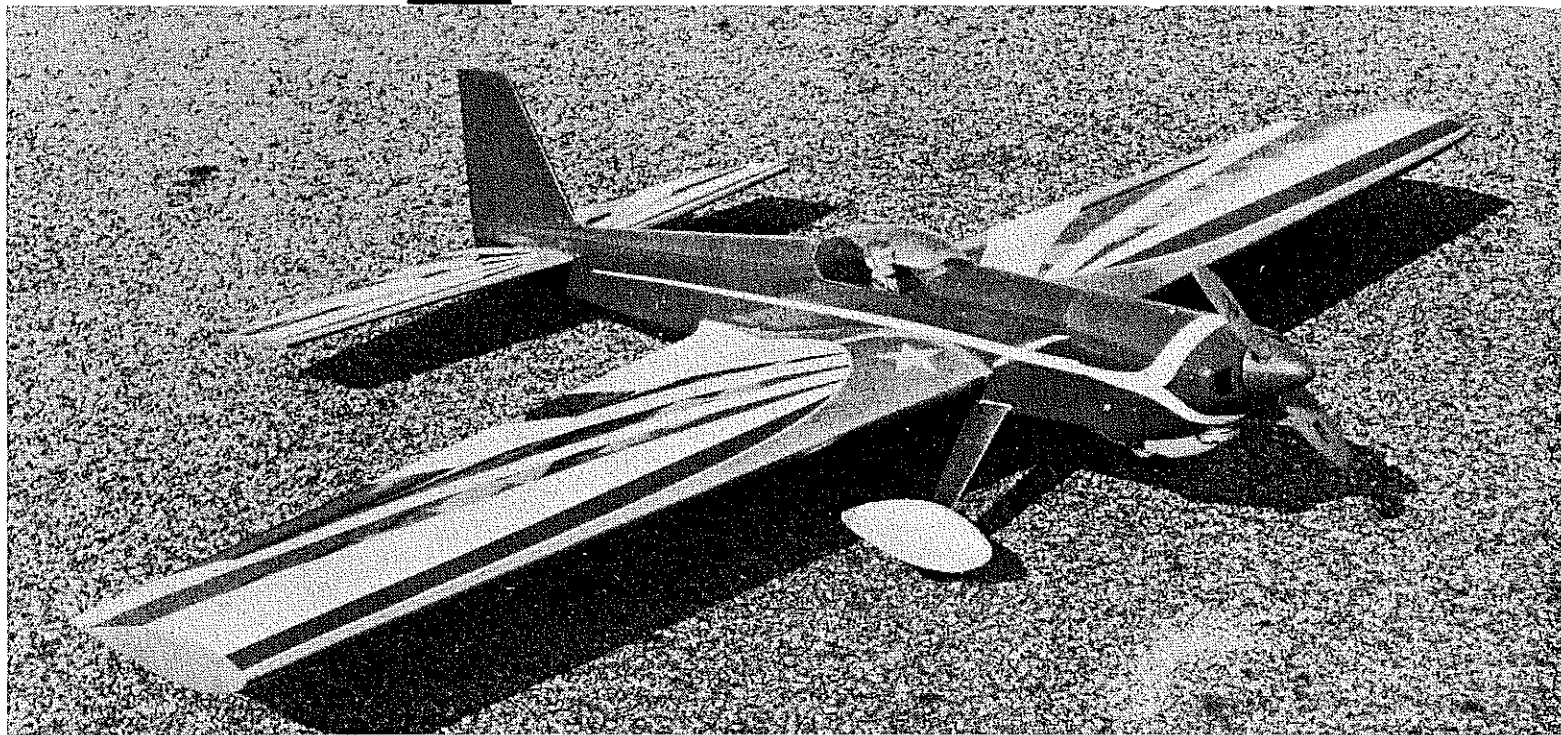


super star



Here's a ship you can enter in both Precision Aerobatics and Sport Scale at CL contests! It's maneuverable, economical, easy to build, and fun to fly.

I'M NEVER QUITE SURE exactly how I get into building one plane or the other, but this particular plane has to be one of the most unusual. I have been modeling for more than 30 years. I've run the entire spectrum, from Rubber

through Free Flight to Control Line, and finally to Radio Control. My son, Jerry, and my best friend, Jack Sheeks, talked me into going back to Control Line. I'm not quite sure how, but they did. My son is thoroughly hooked on it, so along

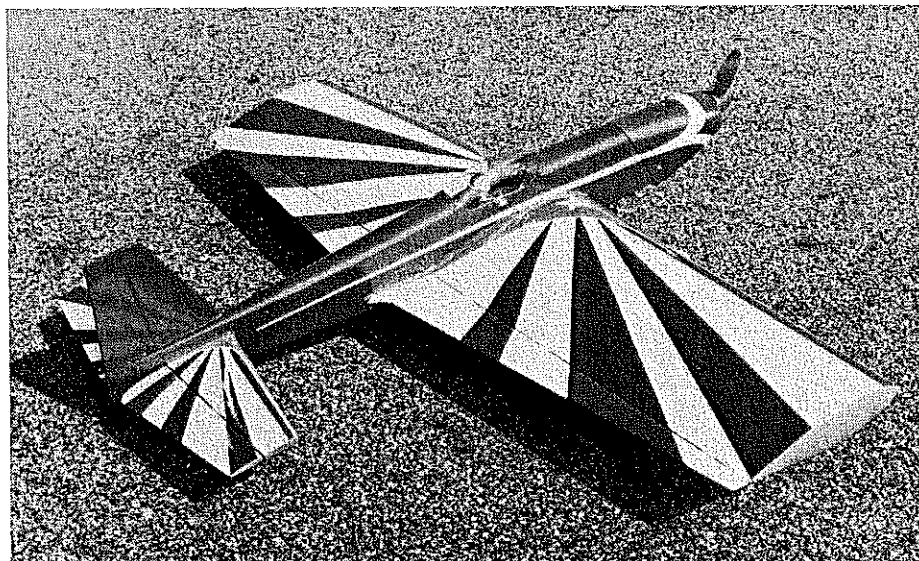
with Jack they double-teamed me into trying another CL ship.

Jack suggested that I should try a Stunt ship, and Jerry wanted me to go back to Scale. I compromised and came up with what I feel is a truly fine subject. After tearing through all of Jack's three-views, I fell in love with Henry Haigh's Super Star aerobatic airplane.

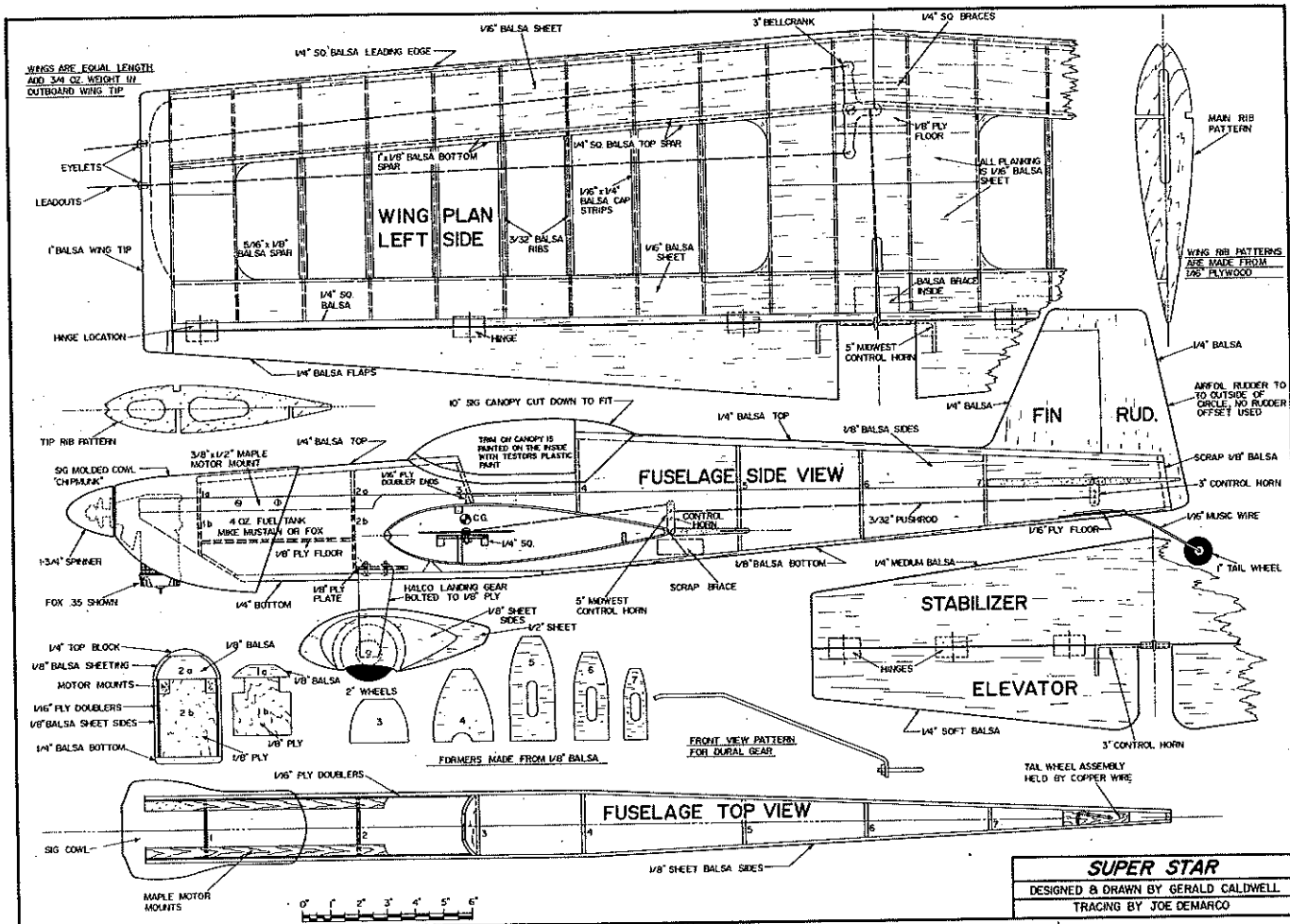
At its first contest at Castleton, the model won a first in Novice Stunt and a second in Stand-off Scale (stand way off!). That's not too bad for a guy who hadn't flown Control Line for about 10 years. This ship has put the fun back into what sometimes can be a tedious hobby and has renewed my interest in CL building and flying.

The first attempt to fly the Super Star was, believe it or not, at the annual Control Line contest at Castleton Square. It was almost a disaster from the start. As I mentioned earlier, I hadn't flown a Control Line ship for about 10 years. (I must first explain that the plane was finished just in time for the competition. I had not yet had an opportunity to fly the plane, let alone practice with it.) To say that there were butterflies in my stomach would be an understatement.

We had already made plans for Jack Sheeks to stay in the center of the circle with me, to read the maneuvers off as they were required. The lines were strung out and pull-tested. My son was fueling the thing the way he always fueled an RC ship, by pulling off the feed line. When he saw the fuel squirt out of a vent, he figured that I had



Straightforward lines, no compound curves, clean and functional—the Super Star is an outstanding CL Stunter. Modeled after Henry Haigh's Super Star, which was flown in the 1980 World Aerobatics competition, it's an easy building job that'll yield pleasing results.



already filled the tank. Surprise, surprise! At this time, we noticed that we hadn't even put a hole in the cowling for the needle valve (which, incidentally, wasn't in the engine).

Panic reigns! Jerry ripped the prop and cowling off and was performing surgery to accept the needle valve that I was trying to borrow from Jack's twin Mosquito (he still doesn't know where I got it so quickly). By now, the bonus points for starting on time were gone, and we still could not understand why it wasn't drawing fuel. After several suggestions, from "Why don't you go back to the ones without strings, traitor?" to "Fill the tank, ding-dong!" we finally got moving.

After filling the tank, the Fox came to life and the jitters really came into play. Would it fly? Could I still remember how to do the maneuvers? Well, as we said, it flew, and it flew like a homesick angel. The first round was a disaster, but the next two rounds were enough to do the job. Then on to the Stand-off Scale circle where I needed to do it all over again. Without the help of all of the other competitors, it wouldn't have been possible. So there you have it, the ship flies super (pun intended).

Henry Haigh's Super Star competed in the 1980 World Aerobatic Championships in Oshkosh, WI. The full-size plane is a fine competitor. The model grooves very well and turns the squarest corners of any model I have ever flown. If you are considering this particular airplane for contest work, I think you will find that it performs excellently in pattern maneuverability.

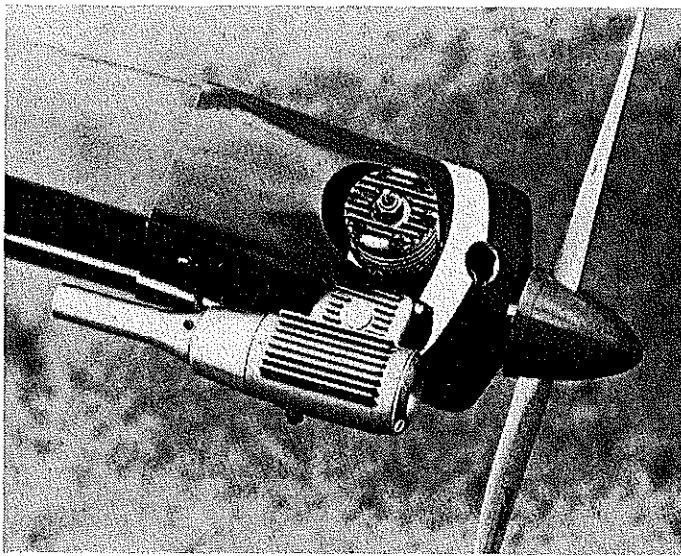
This plane was designed with one thing in mind: easy construction. The ship is a simple and straightforward design and is quickly built. I usually start with the wing first, as it is the part I

least like to build; besides, if it comes out straight, it makes the rest of the construction more fun.

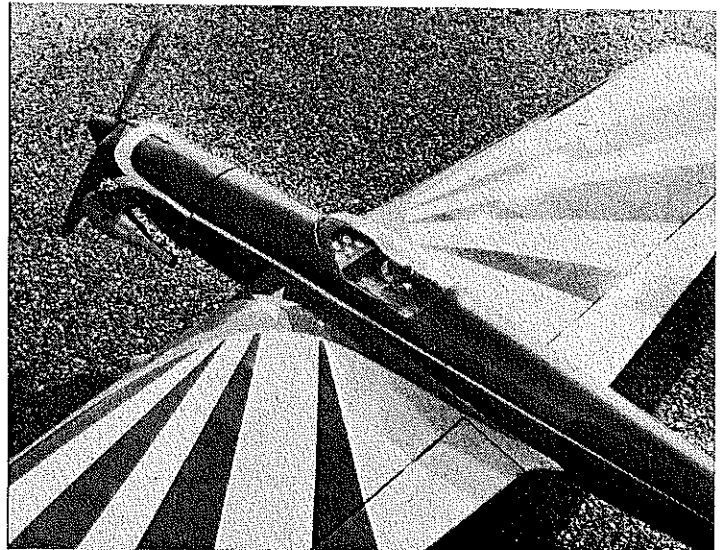
Start the wing by laying out all the strips. Assemble them in the order that suits your methods best. The wing will have to be sheeted



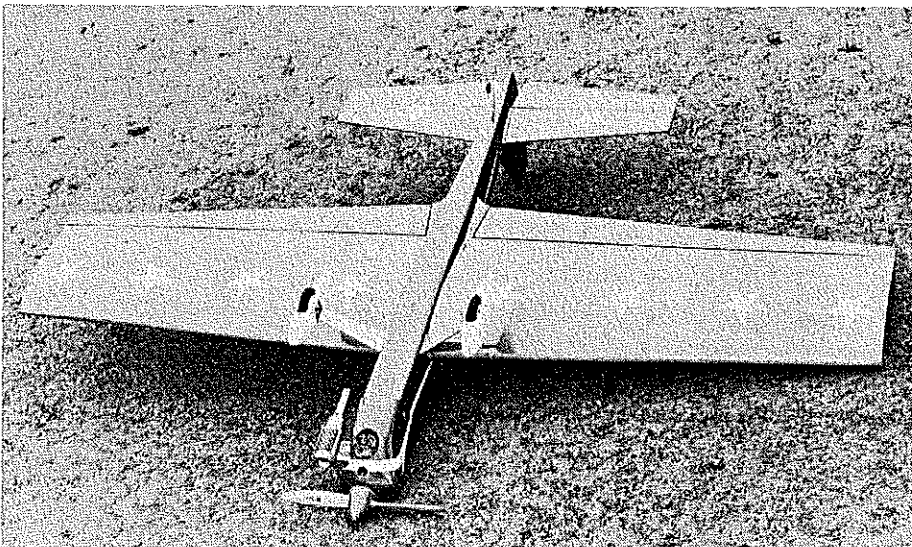
In spite of the way the author's dressed, the temperature was 25 deg. Things start reluctantly in that weather. Super Star's inverted engine mount allows easy engine access.



Cowl allows plenty of cooling for Fox .35. Author used Super Tigre muffler; bolts right on.



Cockpit detail is easy to add. Red, white and blue paint job really sets it off, and isn't hard to do; see text.



Super Star construction is conventional and straightforward—no difficult curves. Simplest is often the best. Cowl is easily removable for engine maintenance.



Author pumps in fuel while trying to decide if there's a way to postpone flight. First-contest jitters were rife! But he overcame them.

with all controls installed and hooked up, including flaps, before going on to the fuselage.

Lay out the fuselage sides with the doublers and motor mounts installed. The width can be adjusted to suit the fuel tank that you use. Our tank was a custom-made one by Jack Sheeks (and it even works!).

Once the wing is in place, the stabilizer and elevator can be put in and lined up. The top blocks and landing gear can then be installed, and the bottom can then be sheeted. The canopy is a 10-in. bubble cut down to fit. The cowling and wheel pants are very easy, as they are both from the Sig Chipmunk kit. Jack has several of these canopies on the shelves of his hobby shop. They look good and are readily available either from your local hobby dealer or direct from Sig.

The entire ship is now sanded. Fill all holes at this time with a good filler (I use a paste of talcum powder and dope). Dope the model with three coats of clear. Use four coats if you are using a very light and spongy balsa. Use 320 wet/dry paper to sand off the bristle that the dope has brought up on the model. The plane is then covered with SGM-weight silkspan. Brush on two coats of unthinned clear dope.

Lightly sand the model with 320 wet/dry paper—especially the seams. *Do not* fuzz the paper. If you do, you will have to recoat that area

with dope and sand again. Mix equal parts of talcum powder and dope in a jar or in your spray gun, and then add enough thinner for your spray gun to spray a nice even fan. If you are going to brush on the filler, *do not* brush back and forth. Lay it on evenly and smooth. Let it flow from your brush. If you are spraying the finish, *do not try to cover it with one heavy coat!* It will dry and crack open. It's much better to spray on two or three lighter coats.

Now sand the model with the 320 paper again, and fill with talcum putty all the little spots you missed the first time. Sand the putty smooth. Spray on two heavy coats of the lightest color that is to be used in the color scheme. Wet-sand the ship with 400 wet/dry paper. Sand the model until the ship's paint is flat and dull. Do not sand through to the filler! If there are a lot of little shiny spots on the model, spray on another coat of dope, and wet-sand it again. Get the ship very smooth at this point, since it pays off in the long run.

Spray on the final color and striping at this time. When masking to paint on the trim, be sure to use a small brush to put a coat of clear on the tape edges that are going to be used. This keeps the colors from bleeding under the tape. Let the clear dry, and brush or spray on the trim colors. (If the base coat of color used is white, it helps to

spray on one coat of thin clear before you stripe the ship in order to keep it from bleeding into the white.) Carefully peel off the masking tape.

Spray on two coats of clear on all the stripe edges, making sure the dope doesn't run. Now spray on four or five coats of clear dope, and let it dry for a day or two. When all coats are dry, you will have to wet-sand with No. 600 paper, rub out the entire airplane (with rubbing compound), and wax it.

When you wet-sand, do so until the shine is gone and the finish is dull and smooth. You can rub out the ship with Du Pont No. 7 white polishing compound, or you can use the round buffing cover that came with your 1/4-in. electric drill (and buff it out the easy way). *Use a little water when buffing, so you don't scar the finish.*

When using a buffing wheel, watch the way the wheel rotates, and *never* let the rotation of the wheel turn in toward the trailing edges of the elevators, etc., or any other edge where it can grab and tear the heck out of all that work.

Simple, right? Oh yes, don't forget to take all of the peanut butter out of the jars before mixing your paint in them, as it leaves lumps on the finish and tends to distort the original color scheme. (Right, Jack?)

I hope you try this model and enjoy it as much as I did. I think you will find it is easy, fun, and a rewarding ship.