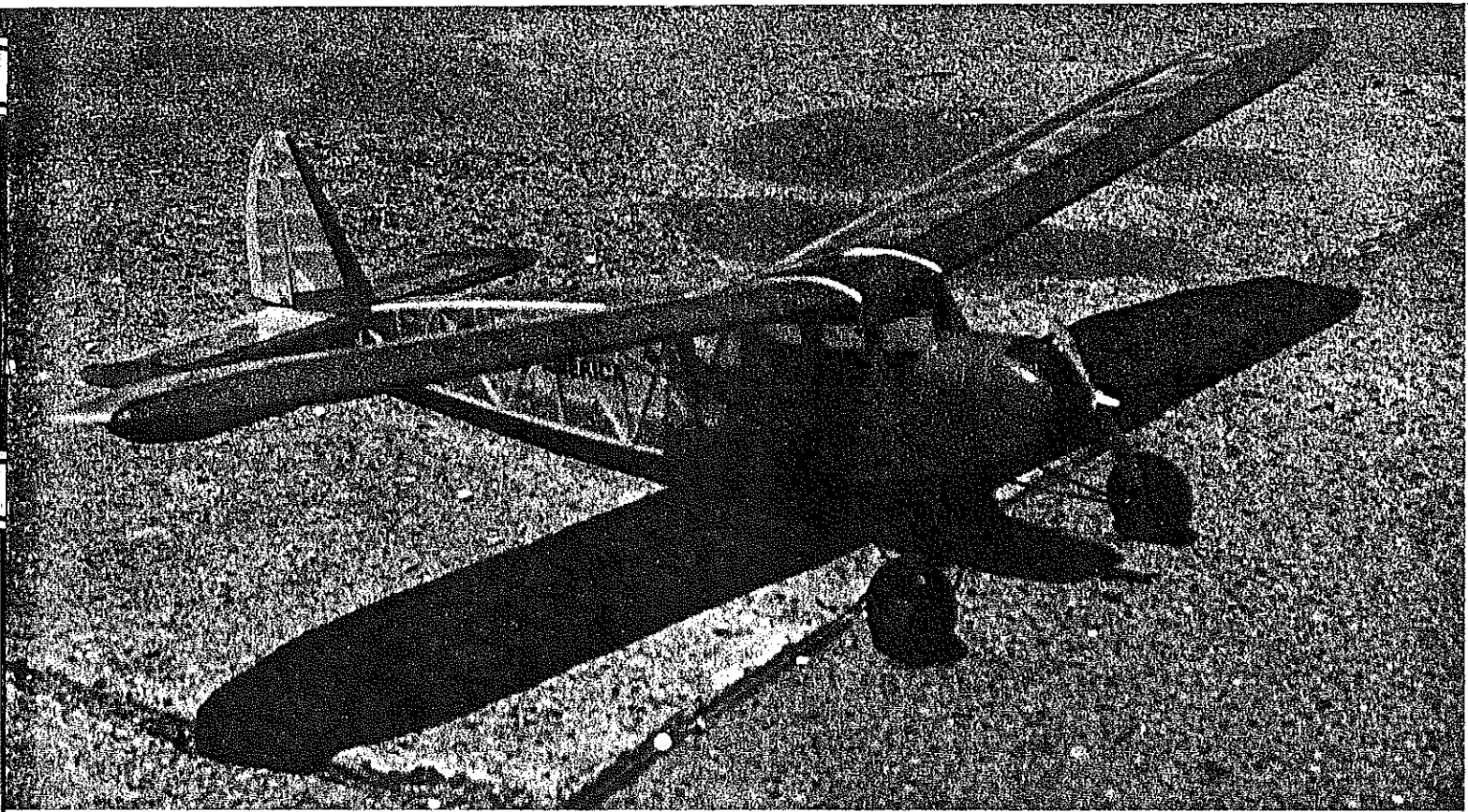


1/2A Miss America

In its full size, the Miss America is one of the most popular Old-Timer models for either FF or radio-assist. This 1/2A RC-assist version has all the personality of the big one, and it flies as well as it looks. There's a fascinating story of the plane's origins, as well. ■ Dr. D. B. Mathews

It's an old-timer model, and it's an old-timer setting, but the model is displayed by Sandy Skelton, 15, of today's generation. The place is Fort Larned in Kansas, a completely restored cavalry post from the Santa Fe Trail era (the 1870s).



Frank Zaic's immortal design in 1/2A Texaco size is lightweight, strong, and comparatively easy to build. A tank full of 30% nitro fuel in a Black Widow engine turning a 6-3 prop will put the 1/2A Miss America just about out of sight. Best to start out with the tank halfway filled.

I WAS LOOKING at an October 1936 copy of *Model Airplane News* from my collection. Among the items listed under Charles Hampson Grant's name as editor on the contents page are "Building the T-D Coupe," "Gas Lines," "Ways and Means of Gas Model Success," by Joe Kovel, "How to Build and Fly the SOC-1 Scout," by Bill Winter, and "A Soaring Glider," by Alan Orthof.

Across from the contents page is an ad from Scientific Models, 218-220 M-10 Market St., Newark, NJ. The feature of that ad (and others like it which ran for many years) is the subject of this article. The top half of that ad is for the new Miss America kit. The large type banner states: "The only complete low-priced Gas Model kit on the market that is guaranteed to fly . . . Now everyone can afford to build a gas model easily and efficiently." The kit had been introduced in July 1936.

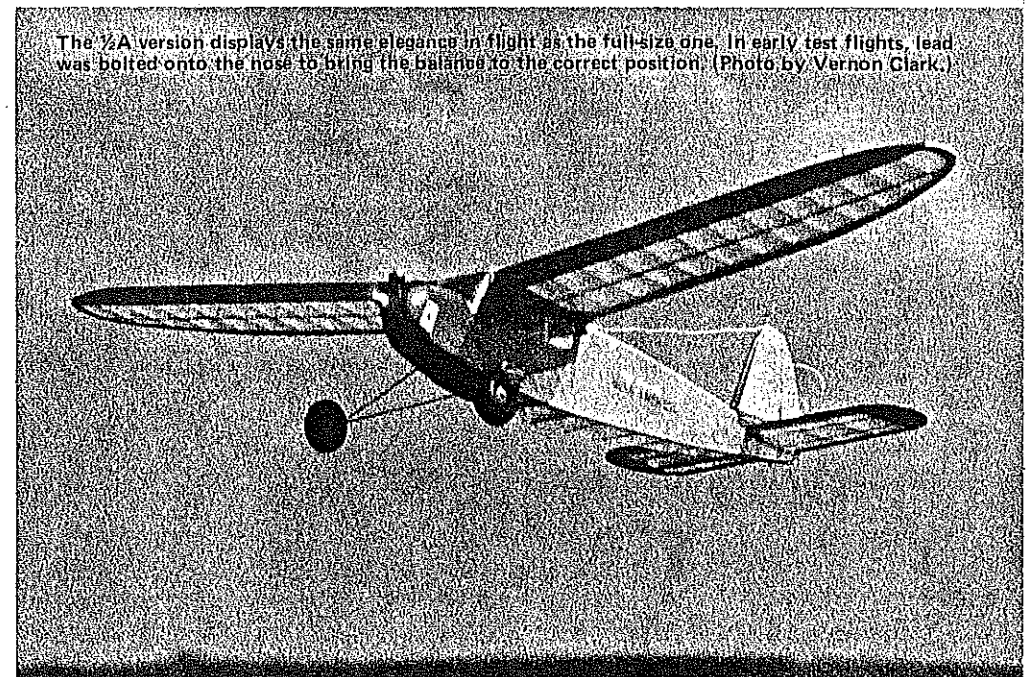
Nowhere in any ad for the Miss America that I can find is the designer's name mentioned. This is not peculiar to just this kit, however. Berkeley Model Supplies' ad has no mention of Ben Shereshaw as the designer of the Cavalier or Bill Effinger of the Buccaneer. No credits are shown for the Modelcraft Corbin and Scout, Burd's King Burd, nor Aircraft Industries' California Chief.

Incredibly, those were the only Gas models advertised in that issue. More engines than models were shown. Forster Little Hercules, Brown Junior, Bunch Mighty Midget, Fergusson Condor, Baby Cyclone, and even G.H.Q. ads were included, but kits for those newfangled Gas models were few and far between.

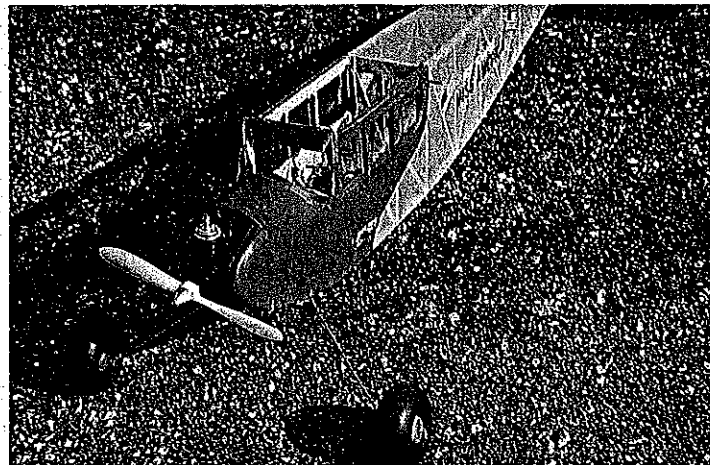
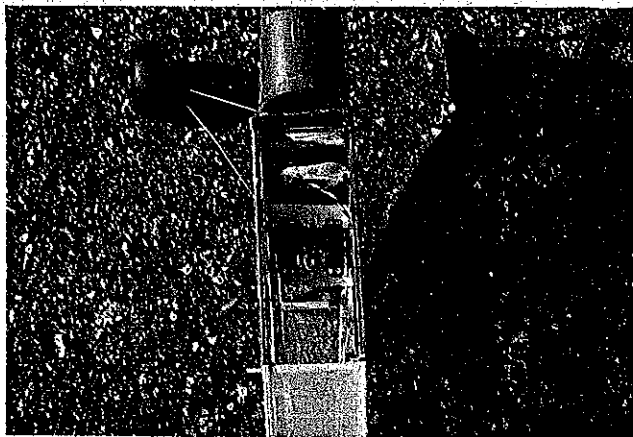
Obviously, the Miss America was a very early kit in many more to follow of what we now call Antiques and Old-Timers. To imply a guarantee of flight was very novel to say the least! Scientific Models was placing a lot of faith in the design and development work by Frank Zaic. They had good reason: Zaic had already established himself as one of the hobby's premier engineers and chronicler of scientific progress with his classic *Junior Aeronautics Year Books*.

Frank Zaic and his brother, John, had been building models since 1926. Of modest

means, the brothers first published a *Model Airplane Guide and Log Book* in 1932. This was a combination of ruled pages for recording flights and observations, together with plans and helpful hints. Although the brothers sold a few copies, the income was less than handsome. Frank continued to work as a draftsman for patent attorneys, but as the depression came on strong, less and less work was available—giving him more time to work on a 1933 version. This was printed by the brothers in their modest flat for a total cost of \$17.00, and enough copies



The 1/2A version displays the same elegance in flight as the full-size one. In early test flights, lead was bolted onto the nose to bring the balance to the correct position. (Photo by Vernon Clark.)



Left: Radio compartment holds two World Engines S-22 servos, Royal Vanguard receiver, and a 225 mAh battery with room to spare. Right: Most any Cox .049 engine can be used, but if your thing is sport flying, you might want to opt for a version less powerful than the Black Widow.

the model climb as high as it will, then look for lift and a 5-min. flight. Three flight times are combined to select the winners. Some local rules require a Golden Bee engine rather than the more powerful Black Widow—and may vary the flight time, procedures, etc. 1/2A Texaco has become a very popular RC-assist Old-Timer event.

Construction. The primary adhesive used in constructing this model is cyanoacrylate glue (CyA), such as Jet, Hot Stuff, Zap, etc. The slots cut into the trailing edges, etc., are designed to increase the "wetted" surface for CyA gluing. Five-minute epoxy is used for adhering the plywood firewall and wing dihedral gussets. The structure was designed with sufficient rigidity for using MonoKote covering; however, if a heavier radio system is to be used, the total weight could still be kept to 17 oz. by substituting tissue and dope.

Wood selection is not critical; however, use straight-grained, moderately firm balsa for the fuselage longerons and wing leading

edge. The model tends slightly toward being tail-heavy, so lightweight contest balsa should be selected for the tail surfaces.

Wing. Since construction of the wing will generate some scrap wood that is useful in constructing other surfaces, we advise starting here.

Develop master plywood rib patterns by tracing from the plan. The tip ribs can be trimmed out of the main ribs, so only one pattern is really needed. Cut 27 blanks from light C-grain balsa, and stack-cut the ribs with a jigsaw or by carving with a knife; sandpaper them smooth.

Trace the wing tip shapes onto sheet balsa with carbon paper, and cut them out. Sand them to a good fit. The tips are constructed flat on the building board.

Notch the trailing edge stock 1/8 in. deep at the rib locations (this is easily done if the blade is reversed in a jigsaw). Pin the ribs in place over the bottom spars. Glue the tip sections together, and pin them over the plan. Place the leading edge and top spars in

position, then CyA-glue the joints throughout. Note that the top spars must bend down to touch the wing tips.

Construct the center section as an extension of the left wing, then cut it loose. Square the faces, block up each panel tip 2 3/4 in., and sand in the bevel onto the previously-tilted inboard ribs. Assemble the two panels and the center section with 5-min. epoxy.

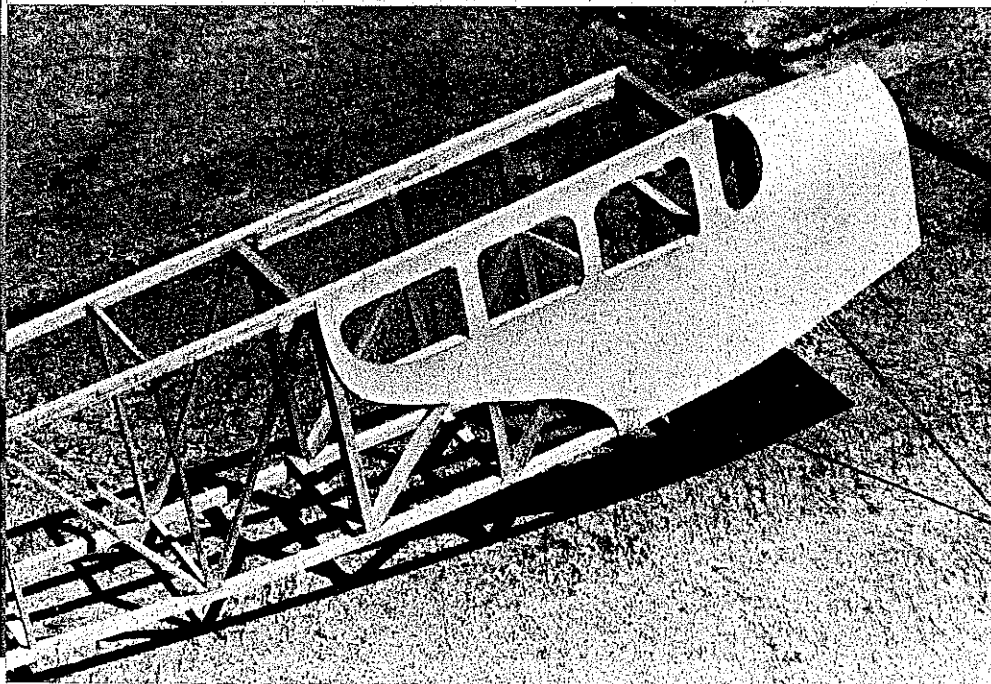
After the epoxy has cured, use a hacksaw blade held tightly against the spar faces to cut a slot through the two double ribs and the center section. Then develop a center section ply gusset by slipping a section of 1/16 ply about 8 in. long into the slot and drawing the outlines onto it. Remove, cut to the outlines, and epoxy it to the spar and rib faces (using clothespins for clamping).

Final-sand all the roughness from the wing in preparation for covering with MonoKote (or tissue and dope).

Tail surfaces. The fin and rudder are of conventional flat structure techniques and should not present the builder with any difficulty. The stab is a semi-symmetrical lifting section in the name of authenticity; it does require some special skills to build. The use of a half elevator on one side is unorthodox, but it is well proven. Many who convert Old-Timers to RC-assist are using this type of elevator. The advantages are obvious: no carry-through hardware is required; weight can be saved, and construction is much simplified. With the deflections specified on the drawing, there is plenty of elevator control available with this setup. If the builder is unbearably uncomfortable with this arrangement, certainly a more conventional elevator could be used.

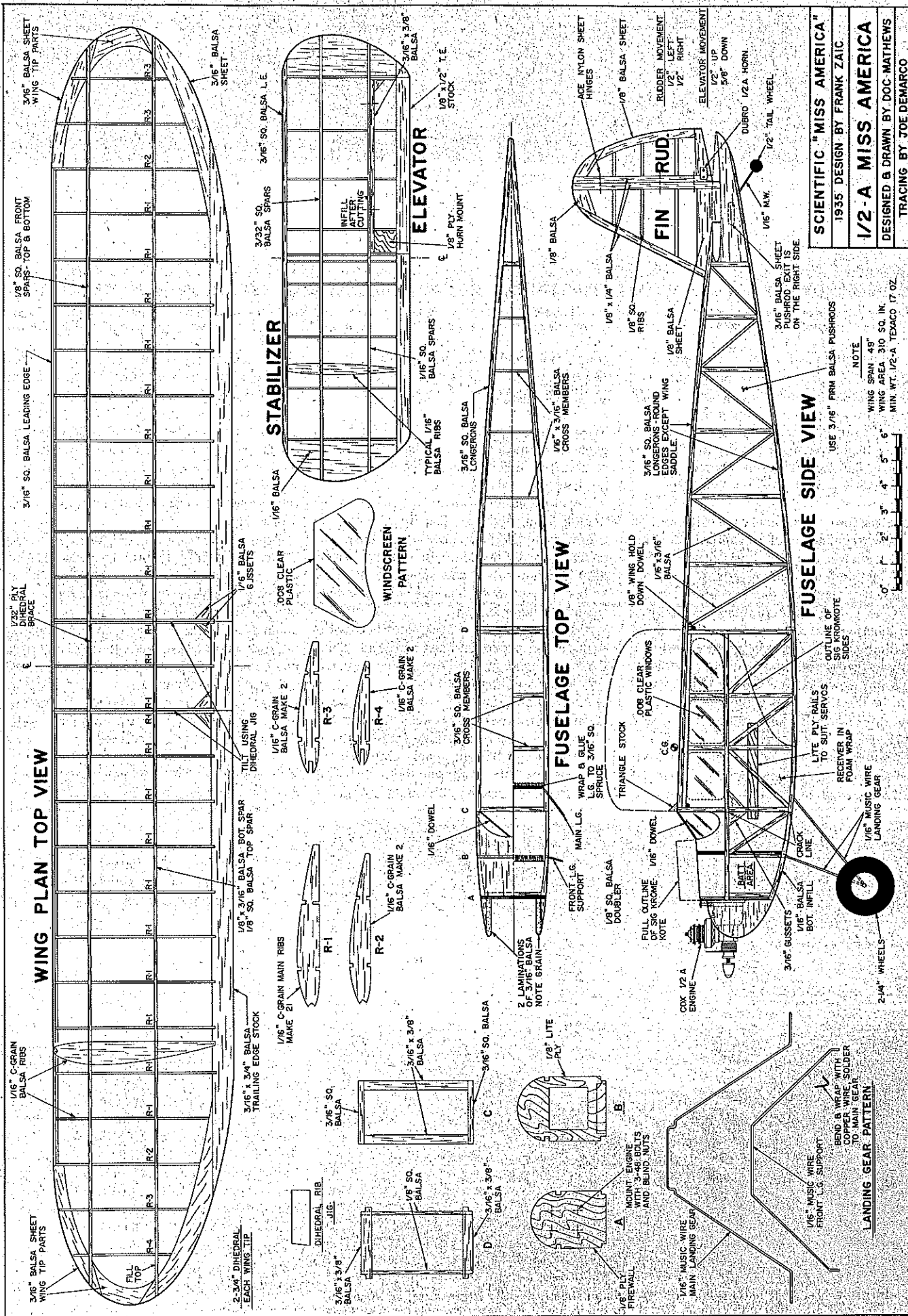
The stabilizer airfoil section is such that it obviously cannot be built flat. In the name of authenticity and to be SAM-legal, this section must be used. If, on the other hand, the model is intended strictly for sport flying a flat stabilizer could be substituted. We seriously doubt that any major trim changes would be required with such a change.

Cut the stab ribs in the same way as the wing, but use lightweight C-grain balsa in this case. Pin the lower front spar over the



Full-size plane has sheet balsa sides. The 1/2A version substitutes Sig Kromekote, an enameled paper. Windows are glued with Wilhold R/C 57 to the inside of the paper for a neat appearance.

Continued on page 176



SCIENTIFIC "MISS AMERICA"
 1935 DESIGN BY FRANK ZAIC
1/2-A MISS AMERICA
 DESIGNED & DRAWN BY DOC MATHIEWS
 TRACING BY JOE DEMARCO

NOTE
 WING SPAN 49"
 WING AREA 310 SQ. IN.
 MIN. WT. 1/2-A TEXACO 17 OZ.
 USE 3/16" FIRM Balsa PUSHRODS



FULL ☆ SIZE ☆ PLANS

No. 446	Le Crate	\$5.50
	RC Electric-powered sport flier for .05 motors, 3-channels.	
No. 447	1/2A Miss America	\$6.50
	RC Old-Timer 1/2A Texaco model for .049 glow, 2-channels.	
No. 131	Gee Bee model Y: 40-powered RC stand-off scale of one of the great old-time racers	\$5.00
No. 193	Sillette: CL Stunt model (McDonald) winner 1976, 1980, 1982 FAI World Champs	\$3.75
No. 225	Oie Reliable: RC 70" version of '38 old-timer, REM controls, 19-25	\$4.25
No. 239	Blue Birds: RC Ken Willard's formation plane, 4-ch., 10	\$3.75
No. 262	Crashmaster: CL Crash-proof trainer, 2 sizes—15-30 and 35-40	\$1.25
No. 291	Cap 20: 40-powered scale RC of French aerobatic plane. Low wing tail-dragger, 2 sheets	\$7.50
No. 302	Mini F-16: RC Sarpolus' .049 ducted fan sport flier for 2-ch. Balsa wings, tail, fuse structure	\$2.75
No. 310	1930 Fleet Biplane: RC Sport Scale for .35-.40 4-ch. Wingspan 56 in. 1/6 scale. Two sheets	\$6.25
No. 314	Drake II: RC Ken Willard's flying boat for 3-ch., 15-power. Fly from land with removable gear	\$3.75
No. 326	Taylor Cub: RC Don Sull's Schoolyard-Scale for .049s. 2-3 Ch. Spans 50 in.	\$3.50
No. 332	Zephyr: RC Small, 2-ch. glider for hand-launch or tow, thermal or slope soaring	\$2.00
No. 343	Wasp VI: FF Mike Stoy's Nats-winning Outdoor HLG	\$1.00
No. 348	Onestep: RC Trainer has very forgiving flying qualities 3-ch., 10-25 power	\$4.25
No. 354	Meryl: RC Giant, 155-in. span Sailplane uses 3 RC channels	\$7.50
No. 358	Pieces: FF Indoor Easy B Rubber-power contest-winner by W. Van Gorder	\$1.00
No. 362	Supercat: RC Half-A Pylon Racer/sport flier. Aileron, elevator control. Foam wing	\$2.00
No. 365	Seamaster: RC Willard's .40-size flying boat for 4-ch. Strap-on gear for a landplanet 2 shts.	\$11.00
No. 383	Callisto '82: RC Fly this sleek, Nats-winning Sailplane in AMA Mod. Std. or Unlimited classes	\$7.50
No. 386	Laser 200: RC Sport Scale replica of championship Aerobatic flier. Uses .40 power, 4-5 ch. 2 shts	\$10.75
No. 393	1/2A Kloud King: RC Reduced, modernized version of 1938 design for 1/2A Old-Timer; 2 or 3 ch.	\$4.50
No. 398	Gee Bee R-1: RC Hafike's latest 1/4-scale spans 75 in., flies on .90 or larger. Four shts. (no. doc.)	\$22.25
No. 399	Zephyr 1100: RC AMA Class B Sailplane for 3-channel RC gear	\$6.75
No. 403	Cub Biplane: RC Sport Scale for .049-.10-size engines, 4-ch. RC. The J-3 on floats is a classic	\$6.50
No. 405	Regent: Queen of the Skies: RC Fun-type biplane for .40-.60 power, 4-channels (2 sheets)	\$13.50
No. 408	Re-Volt-Er: RC electric-power sport flier for 2-channel, .05 motor	\$6.50
No. 410	Pober Pixie: RC Scale of famous EAA plane for .40-power and 4-ch. Build for sport or Precision. 2 shts. + doc	\$13.00
No. 412	Mosquito: RC Sport Scale twin uses .10 engines, 4-ch. RC	\$9.25
No. 414	Electric Sparky: RC electric-powered fun flier for .05 motor, 3-ch. RC is scaled-up 1939 rubber power favorite	\$8.50
No. 415	Hawker Hurricane MK I: RC Electric-power Sport Scale for 15, motor, 3-4 channels. Two sheets	\$11.75
No. 416	Stuntline 60: CL Big, 62-in.-span Stunter for .60 power	\$7.00
No. 417	Sportwagon, JR.: RC Pulse-rudder sportster for .02-power	\$3.00
No. 418	Luton Minor: RC Sport Scale model of 1930s British lightplane for .19-power and 4-channel RC	\$7.25
No. 419	Dove 650: CL Competition Stunter for .40-.46 power has foam wing and slab	\$7.00
No. 420	Buck 600: FF Competition Class A or B for .19-.21 power. Has variable-incidence tail (VIT)	\$6.00
No. 421	Anne's Plane: CL 1/2A trainer/sportster is rugged, all balsa, and fast-building	\$3.25
No. 422	Scout: RC Two-Meter Sailplane has won Nats event in 1982, 1983, plus many other contests	\$5.50
No. 423	Cloud Cruiser: RC Old-Timer takes .60-power, 3-ch. RC. Two-piece wing option for easy transport. Two sheets	\$12.75
No. 424	Good Tern: FF Embryo Endurance rubber-power floatplane has optional wheels. A slick-and-lassie delight	\$2.00
No. 425	Skyrocket: CL Fun-Scale sport flier looks like Grumman's no-nose Navy twin of the Thirties. For twin 1/2As	\$3.25
No. 426	China Clipper: RC Fabulous, 74-in.-span Sport Scale flying boat for four .10-size engines and 4-ch. Three sheets (no. doc.)	\$20.00
No. 427	Profiles: FF Travelair Mystery Ship and Miss Los Angeles profile, all-balsa rubber models for sport flying (17 in. span)	\$2.00
No. 428	Bearcat: CL Big, competition-caliber profile Stunter for .60 power	\$5.00
No. 429	Over E-Z: CL Old-Timer Stunt biplane has profile fuselage, uses .25 engine	\$4.00
No. 430	Ironside: RC Zippy little sportster for .10-.15 power and 3-channel RC	\$4.00
No. 431	Lockheed P-38 RC Fun-scale, twin-.15-engine flier for 4-channels. Two sheets	\$13.00
No. 432	Phoenix: CL Updated Thunderbird-style Stunter for .35-.40 engines	\$5.75
No. 433	Watts Up: RC Electric-powered glider for 2-3 channels, .035 motor, spans 52 in.	\$4.50
No. 434	Sly Str: CL 1/2A, foam-wing, Combat ship won at the '83 Nats. Use TP .049-.051 power	\$3.50
No. 435	This 'N That: RC Aerobatic biplane for .40 engines, 4-channels. Great for sport flying	\$6.50
No. 436	Ryan B-5 Brougham: RC Scale for 4-ch., .40-size 4-cycle engines spans 63 1/2 in. Two sheets	\$12.00
No. 437	Kingfisher: CL Profile Carrier plane spans 40 1/2 in., uses .35 engine	\$6.00
No. 438	Cruiser: FF Embryo Endurance rubber-power fun ship has big-model characteristics	\$2.00
No. 439	Desperado: RC flying wing with unique negative dihedral flies with 4-ch. and .19-.40 power. Foam wing	\$4.50
No. 440	Cavaller: RC Old-Timer-like new design has a huge wing for slow, easy flights. For .35 power, 3 channels. Two sheets	\$17.25
No. 441	Nit Wit: FF Hot, small, lightweight competition ship for .15 power by designer Harry Murphy	\$4.75
No. 442	Lazy Duck: RC Big canard sport flier for 1/2A-.09 power, 2 channels. Uses many foam board parts	\$6.50
No. 443	Turbo Porter: CL Scale for .25 power. Simple lines for easy building. Two sheets	\$6.75
No. 444	Firebolt: RC Pusher canard sport/pattern uses .40 pusher engine and 4-channel. Has swept-forward foam wings	\$6.50
No. 445	Hearth Cougar: CL Scale model of popular homebuilt won at the Nats. Uses .21 engine, spans 41 in.	\$9.25

Full-size Plan List Available. A complete listing of all plans previously published in this magazine, through No. 445, may be obtained free of charge by writing (enclose stamped, pre-addressed envelope) Model Aviation, 1810 Samuel Morse Dr., Reston, VA 22090.

Circle number(s) of plan(s) you wish to order:

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446	447								

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wheel, larger vertical control surfaces, etc.) Even so, the mighty O.S. Max FSR .45 really flies Super Chicken . . . like a bird! It's a sight to behold—really a show stopper!

It even makes a great dead-stick landing (I found out the hard way after losing the engine on the first flight—too rich) without the flaps. The flaps aren't on the original plans. The idea seemed good to me, so I added a fourth servo in the wing, allowing it to hang into the fuselage next to the three tray-mounted servos. Sullivan flexible cables curve out to the flaps; they operate the flaps smoothly, though I hadn't used them in flight when this was written.

Super trim for Super Chicken. I felt this bird needed a visual hype—something to break the monotony of the vast yellow expanse. That's when the St. Croix Golden Falcon ad caught my eye. I phoned their Park Falls, WI office and was pleasantly surprised to learn they'd send me the beautiful Golden Falcon trim for \$14.95. I think it makes Super Chicken absolutely sexy.

As I said, this is my first factory RC kit. And I've never flown RC before; I still can't—except with lots of altitude. My instructor, Bob Wetle, is very skilled, knowledgeable, and patient with me, and very loving with Super Chicken when he flies it. In fact, Bob can be heard cackling about the crackling of the O.S. as Super Chicken flies by. And Bob has yet to rub the whitewalls.

Miss America/Mathews

Continued from page 98

plan, then shim the leading edge, trailing edge, and rear lower spar to the proper height with scrap balsa. Notice that the bottom spars extend under the sheet tips. Add the tips and then the top spars, which end at the ribs. Fill the tips with scrap balsa.

Remove the unit from the building surface, and carefully cut a 3/16-in. slot vertically for the elevator spar. Add secondary reinforcement ribs and gussets, then cut the elevator loose. Hinge with Du-Bro 1/2A molded hinges or Ace nylon sheet units.

Trial-fit the fin into the stab slot, adjusting for a snug fit. Be sure the rudder will not bind against the elevator. Sand both units to smooth contours, and cover them.

Fuselage. Cut out the plywood firewall and Lite Ply Bulkhead B. Fabricate C and D directly over the drawing with CyA glue. Bend up the landing gear, and trial-fit it to B. Mark the engine mount, and drill holes for 3-48 blind nuts. Develop the tail section filler sheet with the aid of carbon paper under the plan.

Construct the fuselage sides directly over the drawing—one built on top of the other. Use small strips of masking tape between the two halves to aid in separating the sides. When the glue has hardened, remove the sides from the building board, and run a table knife between the sides to separate them.

Check that the bulkheads fit properly. Glue the C and D bulkheads into the right-hand side with it pinned to the building

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board. Check for squareness in all the following steps.

Carefully position the left frame over the right, then glue the bulkheads to it. Place a weight over this to hold it firmly in place, then block up the tail post exactly 1 1/8 in. above the board, measured at the midline.

Cut the cross braces in pairs, and install them—again making sure everything is square with the building surface. When the rear unit is completed, the nose section can be pulled into the notches of the firewall. The fuselage box can then be removed from the board.

Cut two pieces of Sig Kromekote or other enameled paper to the pattern, and install them with an aliphatic resin. We found this method to be both light and realistic—with much better strength than 1/32 balsa. Complete the fuselage by installing the previously-bent landing gear and the nose blocks.

The longerons aft of the cabin should be

sanded to a half-round shape. We recommend a trial installation of the radio and pushrods before covering the fuselage. Pin the previously-constructed tail surfaces onto the fuselage, install the engine, and then position the radio gear to obtain a slightly nose-heavy balance point. This will compensate for the added weight of the covering. The prototype balanced perfectly with the 225 mAh battery directly behind the firewall, the receiver directly behind the first bulkhead, and the servos directly behind the receiver.

Remove the hardware, and cover the fuselage. We found MonoKote adheres well to the Kromekote paper if excessive pressure is avoided. Sig's Skybright was used for trim, sprayed directly onto the MonoKote using electrician's vinyl tape for masking. Numbers are sticky-backed vinyl from the stationery store, and the flags are sticky vinyl units found in the Sig catalog.

The engine compartment should be fuel

proofed with Skybrite clear or urethane. The Trexler wheels are also from the Sig catalog.

We prefer to test fly in the workshop! We check for and correct any warps and misalignments, test the engine, adjust the center of gravity (CG), and range-check the radio unit at home. The reduced stress of leisurely looking over the model in the shop often prevents a disaster at the field. If everything functions perfectly, then head for the flying field.

Flying. This model is exceptionally light and quick under power. Hand launches are simple; the darn thing will fly right out of your hand with no push whatsoever! One must be absolutely sure the CG is not rearward of the point shown and the surface deflections are no more than specified. Otherwise, the 1/2A Miss America can be a nasty lady!

Properly set up, it will climb very rapidly

Continued on page 180