HENRY T

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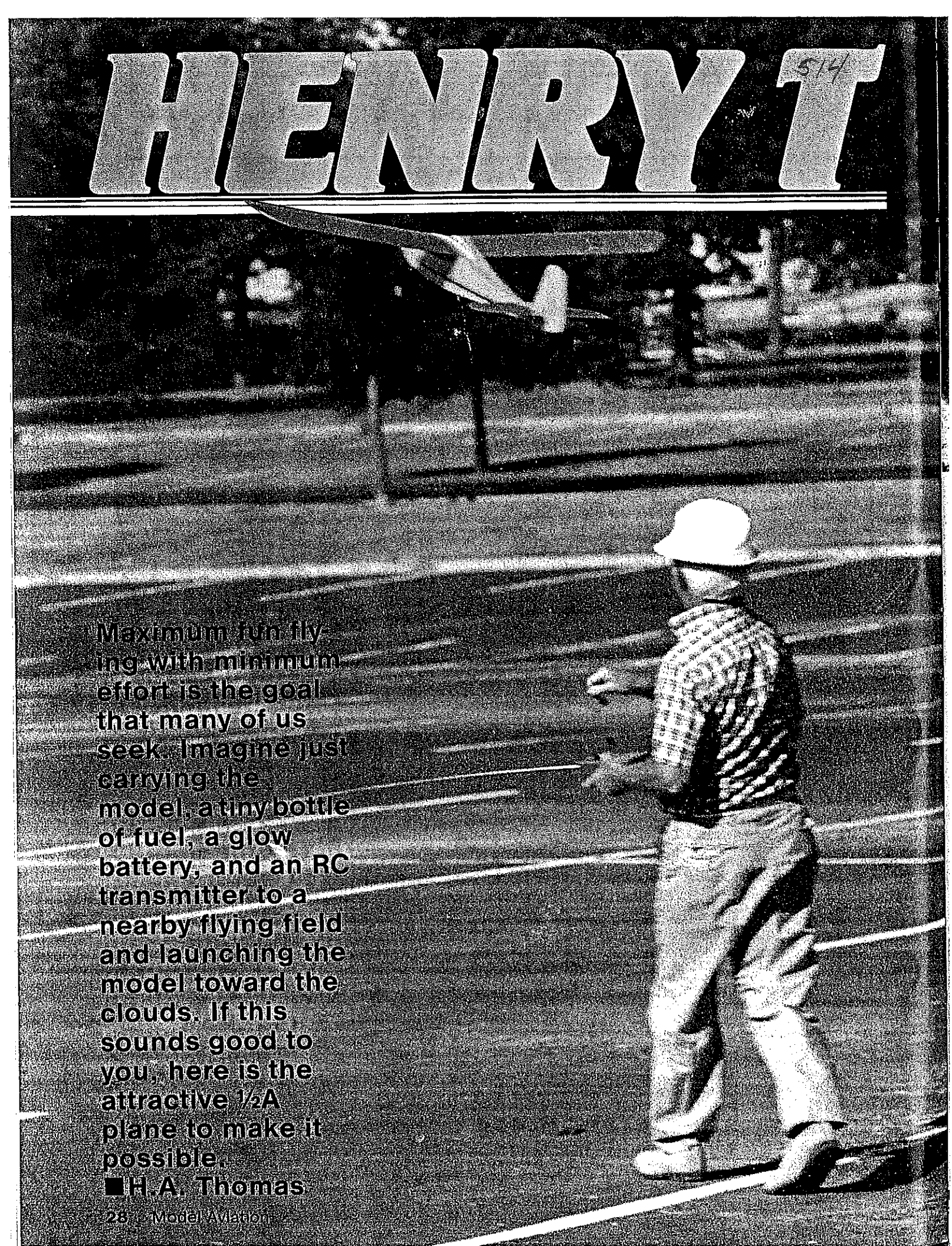
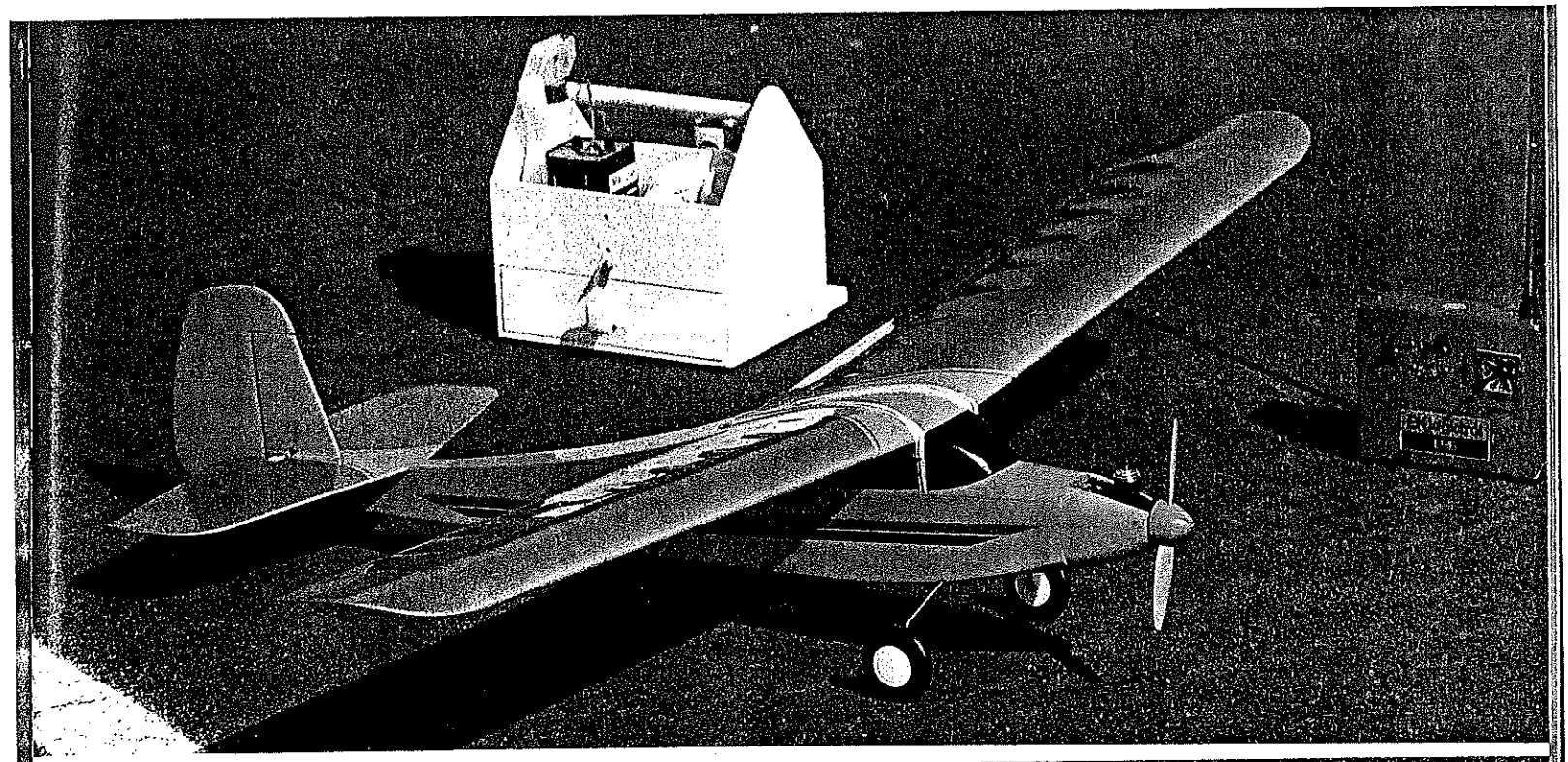


Maximum fun flying with minimum effort is the goal that many of us seek. Imagine just carrying the model, a tiny bottle of fuel, a glow battery, and an RC transmitter to a nearby flying field and launching the model toward the clouds. If this sounds good to you, here is the attractive ½A plane to make it possible.

■ H.A. Thomas

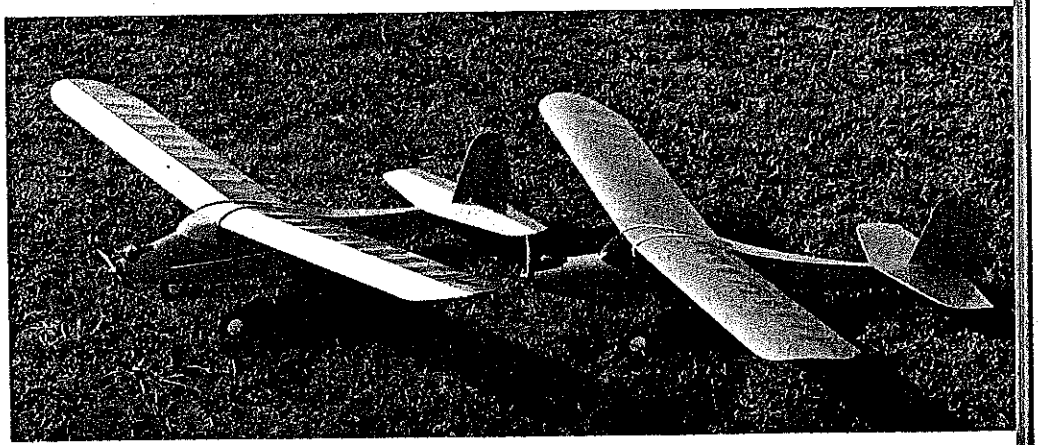


THIS MODEL got its name not only from my own, but from its similarity in purpose to Henry Ford's famous old Model T car, remembered for its economy and dependability.

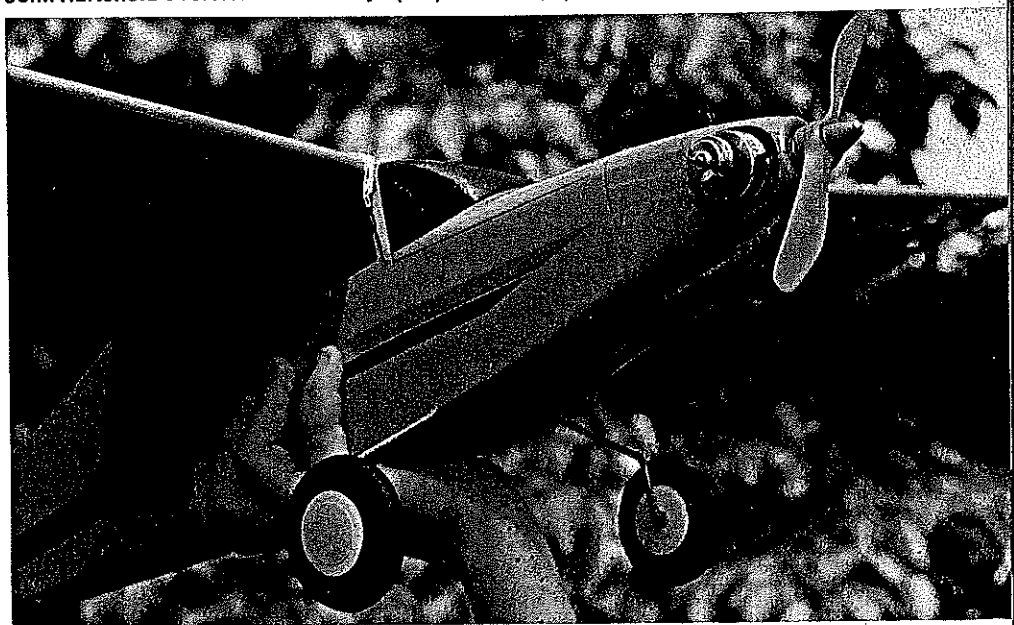
While not the simplest ½A RC model you could build nor the smallest, it has features important to me which give it fine stability, the capability of soaring on even light air, good takeoff and landing characteristics, and a rugged though lightweight structure. The original model shown here was well over a year old when this article was written, and it had logged more than 275 flights, many from very small fields.

We originally planned the model to use the Cox Dragonfly engine which has a clunk tank of large capacity, muffler, and throttle control. Difficulty with two Dragonfly engines (made earlier when the company was owned by Leisure Dynamics) caused us to switch to the Cox Black Widow, which explains the mount extension. Past problems with the Dragonfly are reported to have been corrected, and because of my preference for throttle control and the ability to taxi and reduce engine speed for cruising, perhaps we will give this engine another try. However, for now the Black Widow is simple, inexpensive, and extremely reliable. The coil spring starter makes quick business of getting the model airborne.

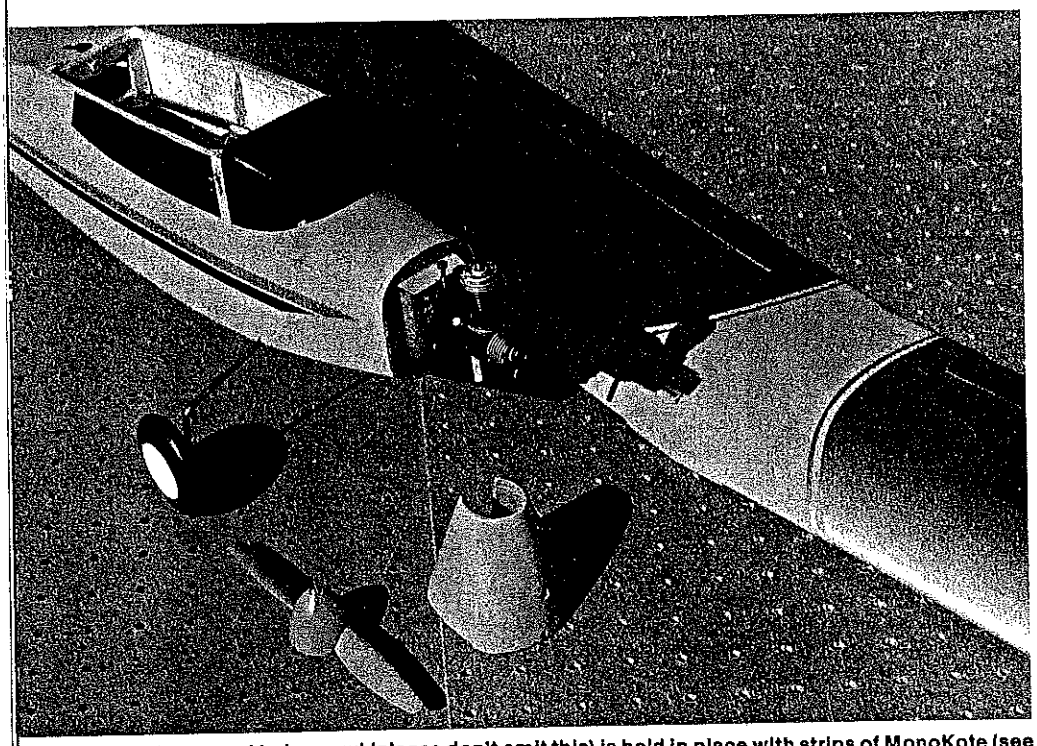
The following procedure almost guarantees prompt starting of the Black Widow: See that your 1½V starting battery is fresh and not depleted. The Cox glow head must glow brightly. Open the needle valve 1½ turns richer than the running position. Prime with a few drops of fuel through the exhaust slots while turning the propeller through compression; connect the battery, and wait six or more seconds for the fuel to vaporize. Turn the propeller once backward against the starter spring, and release it. In nearly every instance, the engine will



Opposite Page: A smooth climb-out from a gentle toss at a local field explains why Schoolyard Scale has so much appeal. Small models can let you fly at times and places otherwise impossible. Top: Minimum requirements for support equipment and quick setup time make a couple of relaxed lunchtime flights more than just something to think about. Above: John Hartsfield's version of the Henry T (left) has no flaps, but it flies as well as the author's.



The prototype with the Dragonfly engine mounted and a hand-carved prop. Rugged landing gear is constructed of ⅛-in.-dia. steel wire. Using a Cox Dragonfly allows throttle control.



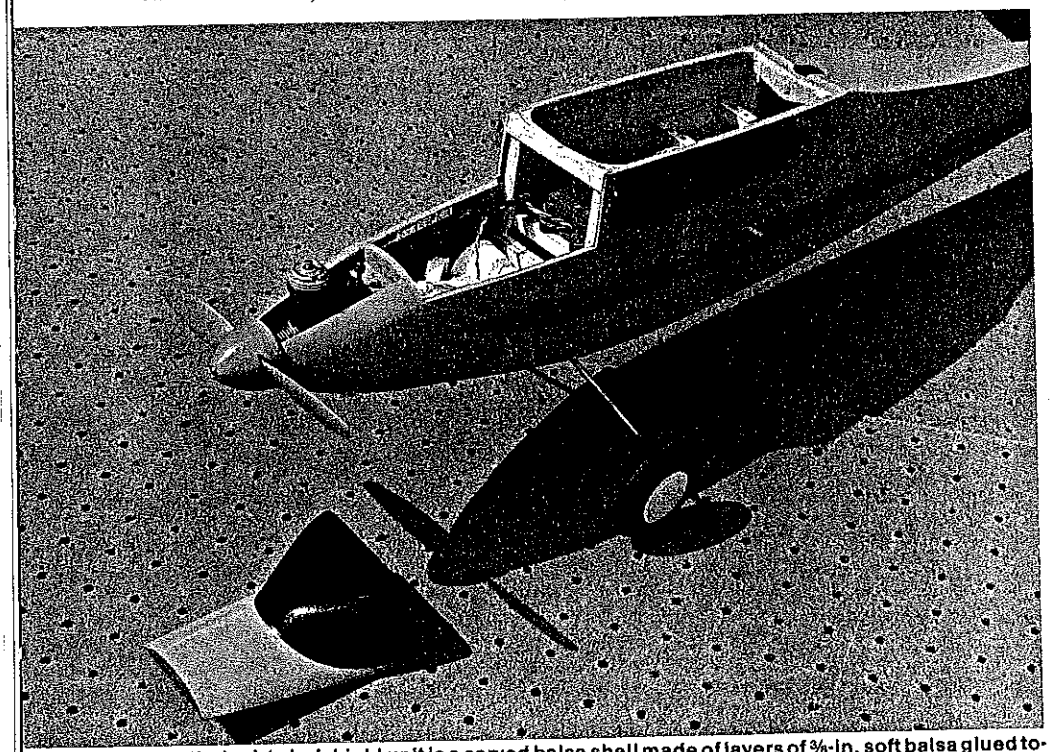
The carved balsa cowl (please don't omit this) is held in place with strips of MonoKote (see text for details). The spacer block required for the Black Widow engine is visible here.

start promptly.

The wing flaps are optional. They are ground-adjustable by twisting the clevis at the flap horn. They were intended to allow small settings of down-flap to slow the airspeed, shorten takeoff runs, and aid generally in small-field flying. No more than ⅛ in. of down-flap was ever used. John Hartsfield, who named the model, built his duplicate without flaps. Both models flew perfectly from the start with only minute trimming being necessary.

In a small Goldberg flight box we carry a can of Cox fuel, small rubber fuel bulb, compact 1½V battery with Cox connector, spray bottle of cleaner, rubberbands, spare props, spare glow heads, pliers, screwdriver, and Cox head wrenches. It is a simple package I can carry with the model to my airport (a high school stadium) only 100 ft. from my back door. I can be in the air in only a few minutes.

My Henry T uses a three-channel EK brick, which simplifies wiring since the receiver and two servos are within the brick. An inexpensive two-channel, two-stick radio would suffice. The battery is 500 mAh for ample flight time without worry.



Turtledeck/windshield unit is a carved balsa shell made of layers of ⅜-in. soft balsa glued together and faced with 1/64 plywood for ruggedness. It is held in place by a rubberband.

Even so, the model weighs only 30 oz. ready to fly. Span and chord are 55 in. and 7¼ in., for about 360 sq. in. area and wing loading of about 12 oz./sq. ft. The cowl contributes measurably to the clean lines and to the model's performance; please do not omit it.

Fuselage construction. Select medium-light balsa for all parts except as noted. Trace the fuselage outline on 3/32 sheet, and cut two sides and a pair of the 1/32 plywood interior doublers. Glue these and tape them to the fuselage sides with your favorite adhesive (I used Elmer's woodworking glue). Make the ⅛-in. plywood firewall with the 1/32-in. doubler and the two main fuselage formers, keeping everything square.

Assembling our original model was made easier through use of several tools: A Dremel scroll saw is almost indispensible for cutting the curved balsa and plywood parts; the Dremel table saw with fine-tooth blade does an adequate job of ripping sheet balsa and thin plywood to accurate strip dimensions; a ¼-in. drill with a bench mount is ideal with a sanding disc or drum for quickly shaping and hollowing balsa blocks for cowls, etc.

A series of large sanding blocks (the longer the better) in coarse, medium, and fine grit will be of aid through construction. Pins, clothespins, small clamps, and masking tape are used to hold parts in position while gluing.

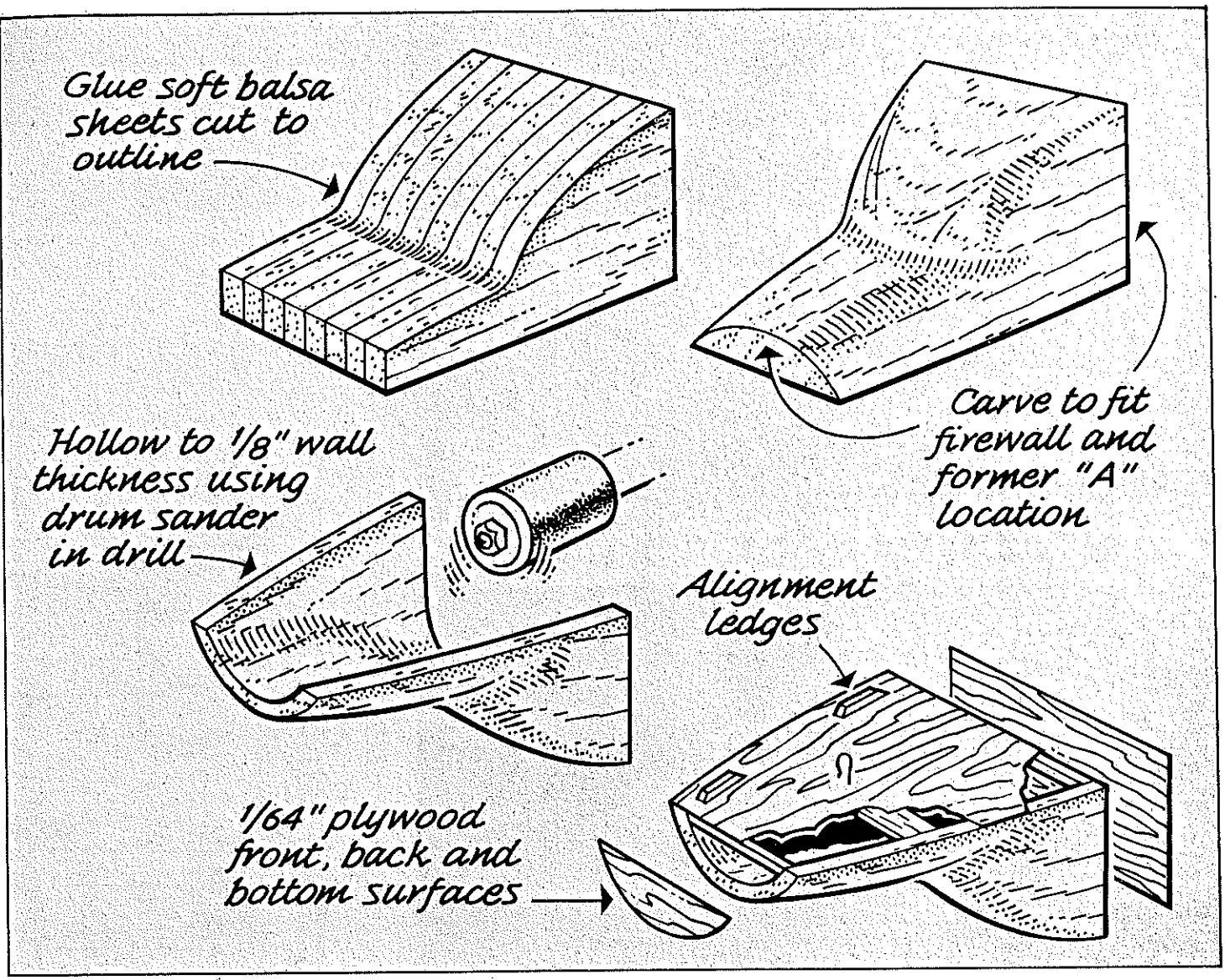
Install the plywood and balsa interior doublers inside the cabin and along the fuselage sides. Note how the 1/32 balsa is feathered to bridge the ledge left by the plywood doublers.

Bend the ⅛-in. landing gear, and make its mounting lamination of ⅛-in. balsa and 1/32 plywood sides. Epoxy the gear wire into this unit; glue and clamp the plywood parts, checking alignment of the axles.

The fuselage can now be assembled about the two main formers at the wing leading edge (LE) and trailing edge (TE). Make everything square, holding parts in position with lots of masking tape. Later, bend and clamp the sides to meet the firewall; use epoxy glue here, also. Add triangular braces inside the fuselage/firewall joints. Add balsa doublers at the top and bottom fuselage edges between the first former and the firewall. Glue and clamp the landing gear unit in front of the former at the wing leading edge position.

Bring the rear ends of the fuselage together, gluing and taping them as necessary. Add the remaining fuselage formers which attach to the vertical balsa strips inside the fuselage at each former station. Notice the reflex inward curve of the fuselage between the wing and tail. Add the 3/16 dowel for wing rubbers at the TE location, reinforcing and gluing this area carefully—make it strong here.

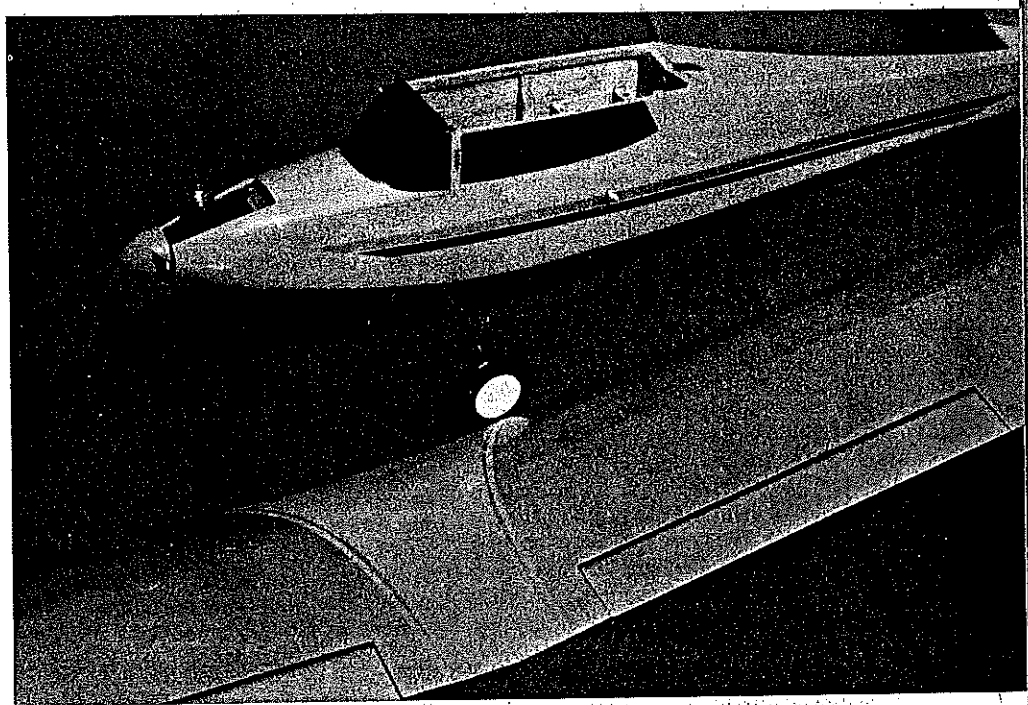
The double-prong wing hooks are a personal gadget we developed over 40 years ago. The two staggered prongs penetrate both balsa and plywood for absolute security, and the doubled wire is less likely to cut



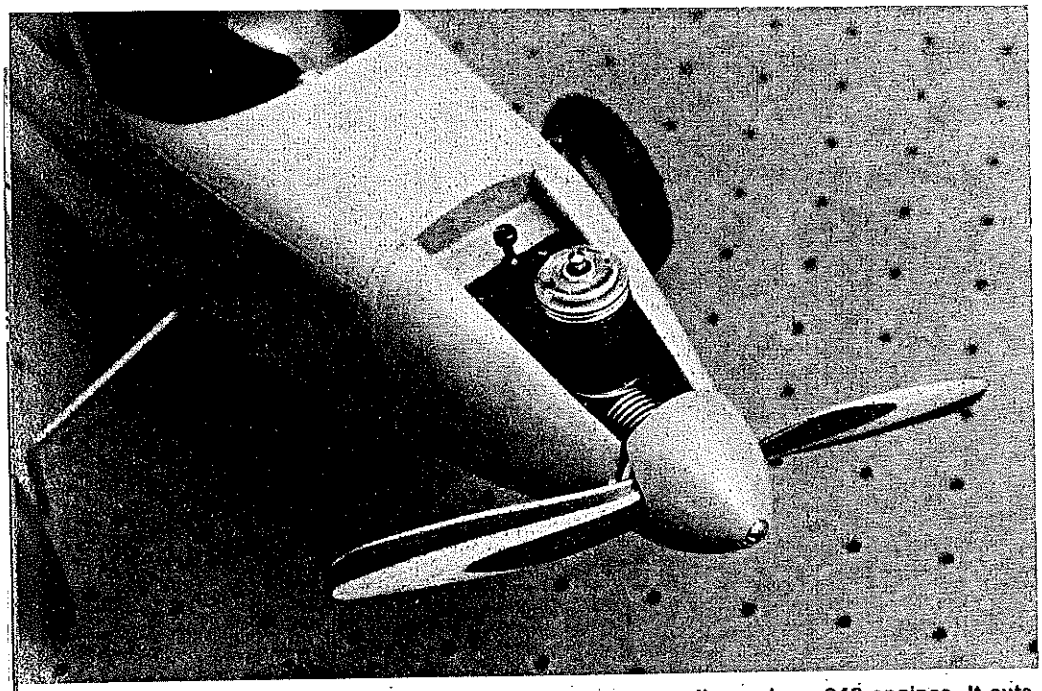
the wing rubbers. These hooks are easily bent with round-nose pliers. They contribute to a cleaner look than protruding wood dowels, yet the recessed rear wood hold-down dowel provides a knock-off feature for the wing in the event of a rough landing. Attach these hooks with epoxy inside and out.

Add the 1/64 plywood bottom covering between the landing gear and firewall, beveling the outer edges of the fuselage and gluing, pinning, and taping the plywood in place. Epoxy the Goldberg nylon tail wheel unit to the fuselage, and solder the washers necessary to hold the 1/16 steel wire to the fitting and to secure the ¾-in.-dia. tail wheel. The upper part of the wire is bent backwards to penetrate the rudder for steerable tail wheel control. Solder the washers necessary to secure the Williams Bros. Smooth Contour 2¼-in. wheels with their concealed hubs. You now have a durable, neat undercarriage positioned properly for good ground handling.

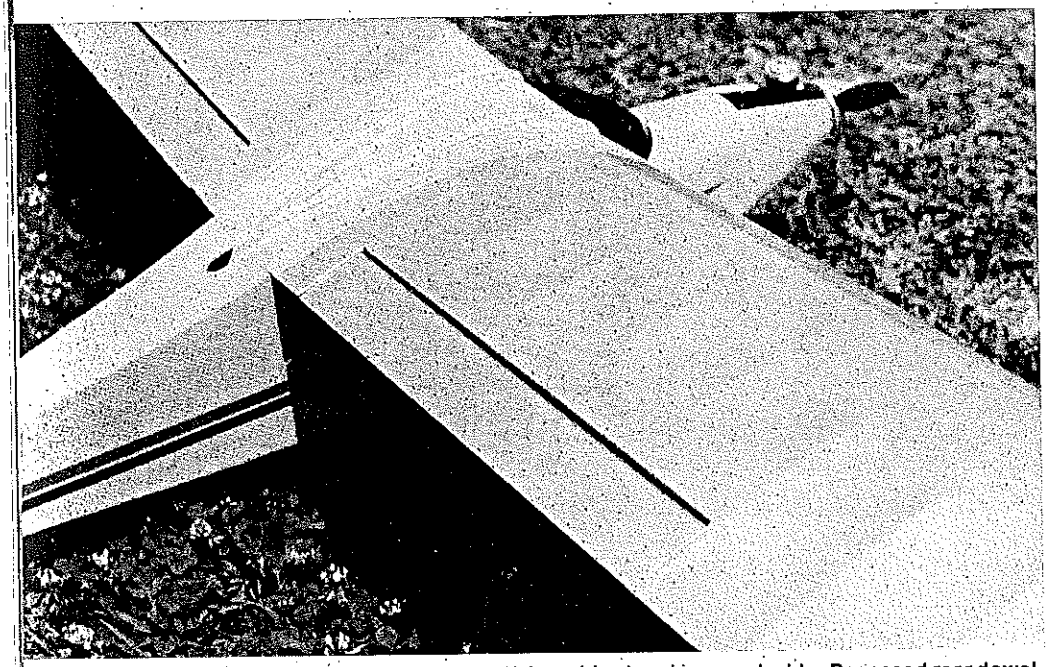
Enclose the bottom of the fuselage with 1/32 balsa sheet with the grain placed diagonally. Leave the fuselage top open until the pushrods are installed.



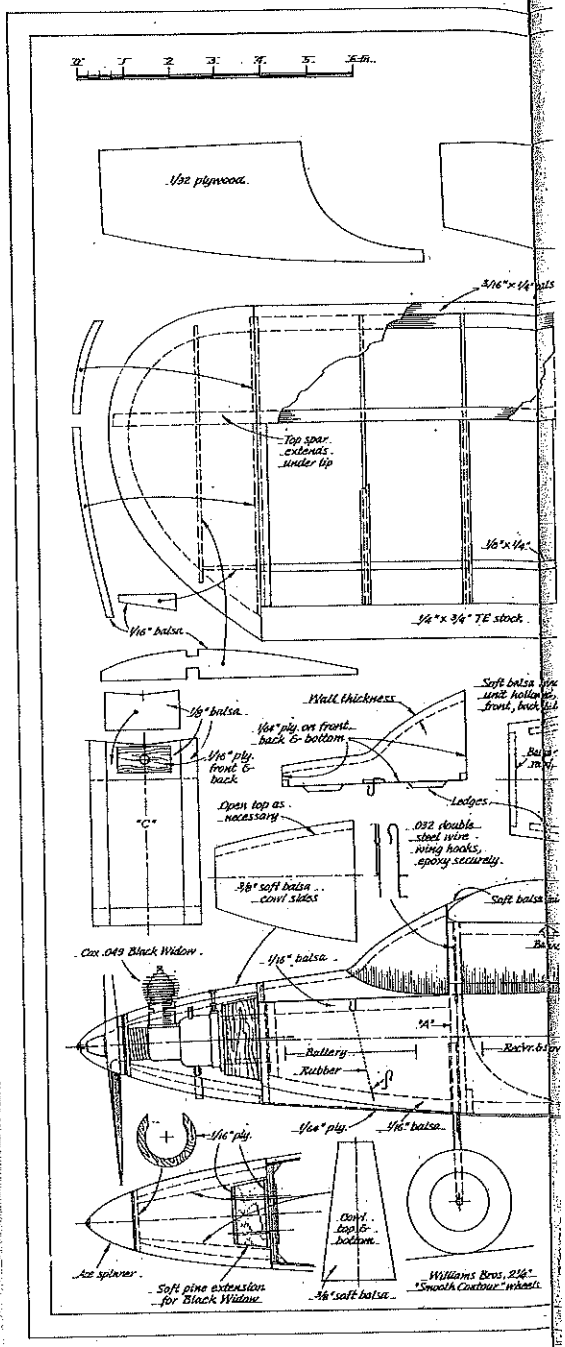
Wing flaps are built of 1/32 sheet balsa and held in place with MonoKote hinges. Adjusting is done on the ground by twisting the clevices. Flaps shorten field size requirements.



This hand-carved propeller is larger than those normally used on .049 engines. It cuts down on rpm and runs longer on the tank. Author flies most of the time with a Cox 6-3 prop.



The wing is secured with three ¼ x 3½-in. rubberbands on each side. Recessed rear dowel and front hooks provide knock-off safety feature. Front hooks are different—see the text.



The radio installation will vary with the equipment you use. Our "brick" was mounted with screws on cross members made of 5/16 sq. hard balsa capped with 1/16 plywood. Photos show a simple mount on the right fuselage side for a third servo. Mount the receiver and servos where necessary for correct final balancing. Now you can fit Sullivan flexible pushrods from the servo locations rearward to pass through the fuselage sides beneath the stabilizer. The rudder pushrod exits on the left, elevator on the right. Make long, angular outlets, trimming the outside tube flush with the fuselage side. Anchor the pushrods at several locations inside the fuselage securely with balsa crosspieces and epoxy.

The fuselage top can now be covered with diagonally-fitted 1/32 balsa. Shim to allow a 1/16 edge against which the wing trailing edge will fit flush. The rounded cutout for access to the rear wing dowel has a 1/64 plywood reinforcement fitted inside to prevent wear and tear when attaching wing rubberbands.

Since the front turtledeck and windshield is a single balsa part, it can be carved to any desired curvature. We made a rounded, "bulged" windshield and faired the turtledeck into the front fuselage lines at the sides and firewall. The block was glued up of 3/8-in. soft balsa layers, then carved and sanded to fit snugly in place. Next, the bench-mounted drill with 1-in.-dia. drum sander was used to hollow out the unit to approximately 1/8-in. wall thickness.

Using a fine-grit sanding block, sand off a thin layer of balsa at the front, rear, and base of this unit so the 1/64 plywood surfaces can be added for a perfect fit with the fuselage. Install cross members at the front and back and a cross member to secure the hold-down rubberband hook before the bottom plywood piece is glued in place. The top of the windshield is fitted later to the completed wing LE, and small balsa fillers are added to blend the lines smoothly. Small alignment ledges are cemented beneath the unit to position it accurately. There is enough material in the fuselage sides to blend them into the turtledeck curvature with use of a sanding block.

Install the receiver; then the antenna. Nothing looks worse in our opinion than a tangled antenna dangling from the rear of the fuselage. On a number of RC models we have built, the following antenna installation has been used: From its outlet at the receiver, the antenna is passed forward through short cemented pieces of outer flex-rod (as guides) to the firewall, where it crosses to the opposite fuselage side, then

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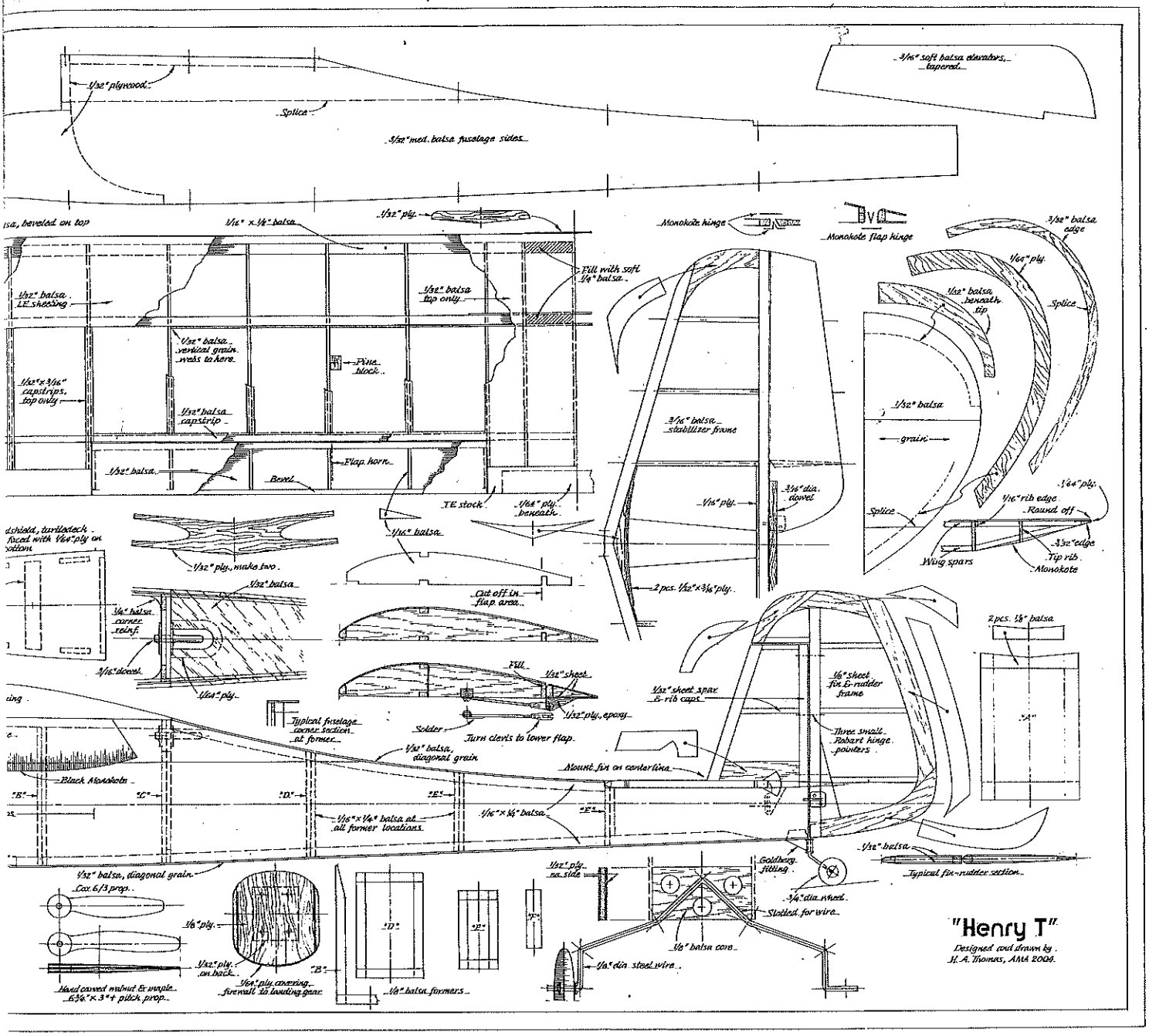


goes rearward inside the fuselage to terminate at the tail wheel—entirely enclosed. This positioning of the antenna may bring objections from some experts, but it has worked fine for us.

Tail surfaces. True alignment and light weight are the goals. The stabilizer, elevator, and rudder area are ample for good, slow flight stability and control. Select lightweight wood, particularly for the solid elevators which are carved and block-sanded to a straight-taper section, ending with a trailing edge about 1/32-in. thick. The elevators are joined with a length of 3/16-in.-dia. hardwood dowel or a piece of 3/16 sq. spruce. Notice the two curved 1/32 plywood stiffeners inside the stabilizer LE and the 1/16 plywood inside the stabilizer spar.

The rudder and fin structure is 1/8-in. light balsa sheet with 1/32 balsa cap strips and 1/32 sheet balsa doublers on the spars. Block-sand these parts to a uniform streamlined section. Since we used a MonoKote hinge on the elevator, its LE must be beveled as indicated. The hinge line will be closed and sealed on top with a slight V opening beneath. The rudder is hinged with three small Robart hinge points, so the rudder hinge line is rounded, the fin trailing edge left square.

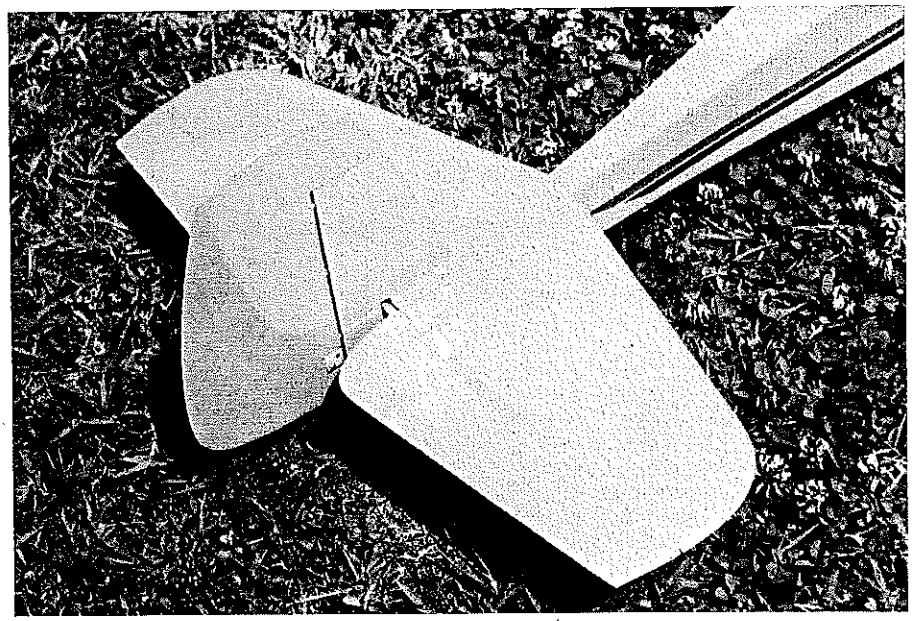
Wing. The 24 1/16-in. balsa ribs are sawn to outline, about six at a time, pinned together, and block-sanded uniformly. If you prefer extra strength in the wing, the lower spar can be spruce, but hard balsa on our original seems more than ample for limited aerobatics.

Decide whether you wish to build the wing flaps. I've enjoyed playing with them, myself, and it is obvious that small flap deflection results in net washout, which improves stability. Otherwise, the wing is built flat with no built-in washout.

The soft balsa LE was cut on the Dremel saw with its upper edge beveled to facilitate gluing the LE sheeting, which goes on the upper surface only. The 1/16 x 1/2-in. soft balsa strip beneath the LE gives good rib attachment, aids assembly, and allows a little upturning under the LE for a so-called "Phillips entry" which improves pitch stability.

Assemble the wing halves with cyanoacrylate glue (CyA) if you prefer. Our choice is Elmer's woodworking glue. Note the 1/32 plywood wing joiners which are later fitted to the front and back surfaces of the wing spars. At the wing root, the space between the spars is filled with pieces of soft 1/4-in. balsa. Webs of 1/32 balsa, grain vertical, are glued behind the spars for several rib stations from the center.

The flaps are constructed of light 1/32 sheet balsa with 1/16 triangular ribs. Pin them



Tall surfaces have light structures and generous area for good performance and control.

over a piece of Saran Wrap to a flat board as you apply the top skin to assure a straight flap. Note how the upper front flap leading edge is rounded. Block-sand the flap, fitting it into the wing structure with a small clearance at the outer edges.

At the last full rib location near the wing tip, cut off the lower spar. The upper spar extends under the sheet tip.

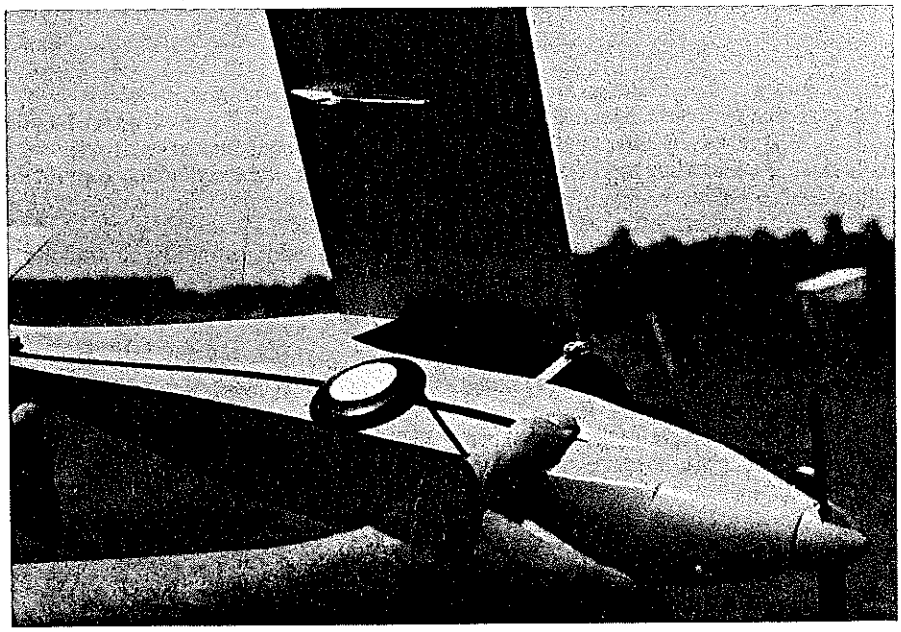
Wing tips on our Henry T are styled after those of the Aeronca Champion. Begin by cutting soft 1/32 balsa parts and cementing them edge-to-edge to complete the tip unit with the grain running span-wide. Cut the 1/64 plywood tip outline doubler which is glued with Elmer's beneath the 1/32 balsa tip at the outer edge. Use numerous pieces of masking tape to hold the plywood in place. While the glue is still wet, moisten the upper tip surfaces to cause it to curl, and lay it over the wing frame at any rib location while the latter is still pinned down. Tape it temporarily in place. The upper rib camber will shape the tip as it dries and make it ready for easy attachment at the wing tip location.

Cut and install the special tip rib to the upper spar and the rib doublers outside the last full rib which serves as a cementing ledge. When the tips are dry, glue them in position, pinning and taping as necessary. Add the 3/32 balsa tip edges, the small rear spar extensions, and fit the 1/8 x 1/4-in. lower spar extension which angles upward to the tip end.

When these parts are dry, join the wing halves (the plywood joiners fix the dihedral angle), and fit the soft 1/32 sheet leading edge sheeting using lots of pieces of masking tape. Add the upper rib cap strips—none are used on the lower surface. The center section is also covered with 1/32 sheet balsa, as indicated, on the top surfaces only. Block-sand the entire wing.

Add the 1/64 plywood TE reinforcement under the trailing edge and the 1/32 plywood strip to the wing LE where it fits against the windshield. At this point, temporarily mount the wing to the fuselage, and block in small balsa pieces as necessary behind the plywood LE reinforcement. You should now be ready to carve and sand the windshield rear edge into the wing LE for a smooth, continuous line. Again, the sanding block and spackling paste make a neat and easy job of it. At points like this, your careful workmanship will reap real rewards in the way the model finally appears.

Back to the wing tips: bevel the balsa tip edges upward to almost meet the plywood tip doubler (see tip section on the plans). Add the 1/32 balsa lower tip part at the leading edge, and fair it in. Make a 1/16 x 1/32 cap strip for the bottom of the tip rib. With final sanding, using a fine-grit block, the wing frame is complete.



Flap pushrod connects to a plywood horn. Only a very slight down setting is recommended.

Engine installation. The four mounting holes were drilled in the firewall to fit the horizontally-mounted Dragonfly engine. An extension must be made to move the shorter Black Widow engine forward to the same propeller location. Cut this part from soft pine, bevel the edges as indicated, and drill the 7/8-in.-dia. hole through it (to lighten it). This hole can be made with the Dremel scroll saw. Add the 1/16 plywood layers to the front and rear for a total thickness of 3/4 in., drill the four holes for the engine bolts, then cement the mount extension carefully to the firewall. As you fit the engine in place, add one brass spacing washer between the engine and mount on both the upper and lower bolts on the left side only. This provides slight right thrust. Epoxy washers and nuts behind the firewall so the engine bolts can be removed easily. Downthrust has been provided by the angle of the fuselage sides at the front edge.

Inexperienced modelers may dread building the cowling, but this contributes a great deal to the model's final appearance and to its streamlining and flight efficiency.

Begin by cutting two cowl sides from soft 3/8-in. balsa to the shape indicated, beveling the back surfaces where they fit against the firewall. Add the top and bottom parts, keeping the overall length as shown between the firewall and the back of the Ace spinner. Mark the thrust line on the sides of the cowl block and across the front. For shaping, the cowl is cut into top and bottom halves along the thrust line.

Install the engine. By trial and error, use a drum sander in an electric drill (or smaller drum sanders in a Dremel drill) to cut out the interior so it will clear the engine. Spot-glue the cowl together. Cut the 1/32 plywood rear face of the cowl which fits the firewall and the 1/16 plywood front ring which is a bit larger than the spinner backplate. Glue these to the front and back of the cowl.

Using sanding blocks or powered sanding discs, shape the outside of the cowl, and fit it to the fuselage. Finish carving out the cowl interior until it has an average thickness of about 3/16 in. Drill a hole for a piece of fuel tubing which is attached to the

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others can enjoy. One of my fellow club members added this installation to his Bridi .40-powered Loadmaster, and it does a beautiful job of launching everything up through Oly IIs. Our club is now loaded with two glider launchers.

"I went through three different versions before arriving at the present system. The first thing you'll note is the triple tail. At first, the Telemaster was strictly stock. The tail sections of larger gliders interfered with the fin and rudder on the T, so I cut the center fin and rudder, added the two outboard fins and rudders, and now it can launch just about anything. The Telemaster will handle all Two-Meter jobs with the original center fin. Flight characteristics seem a bit improved with the triple tail—just fun flying it with no glider.

"Originally powered with the K&B .40, it did a satisfactory job," George goes on, "but the larger gliders have considerably more weight and drag, and it took a couple more circles to get to altitude, so now I use an O.S. .50, and it can handle anything quite easily.

"The other thing you may notice in the photos is the dual truck-like tires. This is not a glider-towing requirement. Our flying field has about 2 in. of fine silt on top, and the plane (with glider) used to mire down during taxi and takeoff. Although dual wheels add weight, they do solve ground problems. Incidentally, just take off the four wire parts, and your plane goes back to normal. (The photos were taken by various club members, as I have no camera.)"

George, we all thank you. The country is full of special airplanes, imagination, a plethora of things to do, wonderful projects, ingenious ideas. Too many of us labor under the superficial delusion that RC is forever and only a 50-in. plane with a .40 engine. Even to look at the ads reassures us, however, that most of us, in time, evolve into all manner of things and all kinds of airplanes. Variety is the spice of life. Life without it, in hobby terms, becomes a dreary avocation. Folks like George keep it evergreen. We don't have to build an eight-engined Spruce Goose to hang on—what then for an encore?

When (in the early 60s) Phil Kraft designed the Ugly Stik, which I published in *Grid Leaks*, I thought Phil was daft—and frankly that the Stik "stank on ice." Now, 35 years later, I like it and would build one. A remarkable-performing, all-around ship kitted by many in infinite variations and probably built in greater numbers than any other RC on earth. Variety is just around the corner for anyone, but things like yours, George, remind us that man must create to be fulfilled. Modeling is like that, George. Thank you for the "gift."

Bill Winter, 4432 Altura Ct., Fairfax, VA 22030.

Can we talk?—again! I am now receiving some unusually difficult questions of obvious importance to those who ask. These letters are outside my normal field of expertise, but the writers state that I seem to know *all* the answers. I don't. My knowledge of Electrics, RC Scale, etc., is badly limited when compared with the experience of specialist columnists like Kopski and Wischer. You will be far better served in such matters by always addressing a special columnist of your choice in this and other magazines (in this magazine the addresses are at the ends of the columns). I will take questions relating to any of my own planes and projects. I refer to "deep stuff" only. "Normal" mail is always welcome and essential to the continued prosperity of our fun column.

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overflow tube beneath the engine. Drill another hole as an oil drain through the cowl bottom at the rear. Cut open the top of the cowl to provide access to the engine. Finish shaping the cowl to fit flush against the spinner, but leave clearance for the spring starter. Block-sand the cowl to blend smoothly into the firewall. We used butyrate dope to fuel-proof the firewall and cowl interior. After much flying, oil penetrated in these areas, so we advise an epoxy coating for better durability.

Covering. Take time to thoroughly fine-sand the entire model, then inspect it for any uneven seams, dents, or blemishes. Go over these with Elmer's spackling paste, which dries quickly and will easily cover these areas. Fine-sand the filled places, then go over the entire structure with a tac cloth to remove all dust and grit particles.

We recommend MonoKote for its strength. Cover the fuselage sides first, tacking the MonoKote at the edges. With a little reduced heat on your iron, smooth it down. Let the covering lap around the edges about ½ in. Next, cover the top and bottom, trimming the covering flush at the edges.

Cover the stabilizer except where it joins the fuselage and fin. Cover the bottom surfaces first, trimming the edges flush. The top covering can lap around the edges a bit. Epoxy the stabilizer to the fuselage, sighting across the fuselage top to make sure of alignment. Add small strips or pieces of MonoKote to cover the assembly joints.

Cover the fin and rudder similarly. Since the elevators are tapered thinly and are of soft material, take care in covering them. Cover the bottom surfaces first, trimming the edges flush. The elevator may curl a bit when only the bottom is covered, but it will tend to straighten when the top covering goes on. Lap the edges under slightly.

At this point the elevator horn is mounted, and extending bolts are cut and ground off flush. Join the elevator to the stabilizer with the MonoKote hinge, applying first a narrow strip to the lower surfaces in the V by raising the elevator while adhering the film. The top strip is flush, and a slight clearance should be provided to prevent binding.

The horizontal tail must be completely mounted before the fin can be firmly cemented in place on the centerline. Add MonoKote strips to lap the fin and stabilizer joint.

Carefully mark the three hinge locations on the fin and rudder, and drill holes to accommodate the hinge points. Also drill the hole for the tail wheel wire extension which enters the rudder near the bottom. Glue the hinge points in place, moving the rudder often while the glue sets. Mount the rudder horn, and grind the extending mounting bolts off flush.

Cover the lower wing surfaces first in

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halves, and do the upsloping tip areas with separate pieces of MonoKote. Trim the edges flush. Cover the wing top surfaces in halves, each with a single piece of MonoKote, lapping all edges slightly.

The wing flaps, having been sanded smoothly and fitted neatly, should have the 1/32 plywood horns epoxied to the lower surfaces. Fair these with spackling compound and sand. Cover the lower flap surfaces first. Trim the edges flush, then cover the top surfaces with all edges lapped. Flap hinges are MonoKote assembled similarly to the elevator hinge, except the flush surface is now on the bottom.

Fittings. If you are using the flaps, when building the wing you should have installed small spruce or pine blocks alongside a rib to accept screws for holding the flap pushrod. Solder a thin wire loop to the end of each pushrod where it meets the wing surface. Attach these with washers and small wood screws. Adjust the pushrod length for a neutral flap setting. By turning the clevises, the flaps can be lowered.

Using lengths of threaded rod, fit and screw them into ends of the inner Sullivan rods, and adjust the length so the control surfaces will be neutral when Goldberg or Du-Bro clevises are screwed onto the opposite ends.

After installing the receiver in foam rubber padding and mounting the servos as previously described, screw metal rods into the front ends of the rudder and elevator flex-rods, and use Goldberg or Du-Bro adjustable fittings on the servo arms.

Wrap the 500 mAh Ni-Cd battery in foam rubber padding, and position it behind the firewall, holding it in the forward position by a rolled foam rubber pad stuffed in behind it.

Small hooks epoxied inside the fuselage on either side of the battery at the bottom corners anchor rubberbands. One set secures the battery, and the other holds the windshield-turtledeck unit in place.

The cowling, which was cut apart to carve out the interior, is now cemented back together, smoothed with spackling paste, sanded, and covered with MonoKote—splicing as necessary around compound curves. We considered using screws or bolts to secure the cowl, but we decided instead to use strips of MonoKote. This conceals the seam between the cowl and fuselage, is light and strong, and may easily be peeled off to remove the cowl for cleaning or engine work. Just use bits of masking tape to position the cowl, then iron on 3/8-in. strips of MonoKote in small pieces. We have removed the cowl five or six times in a year's flying, and the method works just fine.

Decorations may be cut from MonoKote and ironed in place. The curved edges between colors on the wing and stabilizer were done by first making a curved pattern from file folder material. Using a stack of newspaper as a cutting base, the curved edges of the MonoKote were trimmed against the pattern with a sharp #11 X-Acto blade. The curved trim strips were cut from the same pattern.

Black MonoKote was added to the windshield and was used for side "windows." Black and silver MonoKote stripes along the fuselage sides completed the simple decorations.

Flying. The Henry T should hang level when lifted by fingertips held under the wing spar location. If necessary, add small lead weights to the nose or tail to bring the model into balance.

View the model from all angles to check for warps and misalignment. Fortunately, use of a heat gun and the helping hands of a friend will make it easy to unwarp a wing or tail surface if needed.

Flown without the spinner (which was an afterthought), our model performed fine with a Grish 6-3 plastic prop. The gray Cox 6-3 is about equal to it and is perhaps superior when the Ace spinner is used. We have also successfully flown with a Grish 6-3 three-blade plastic prop and several hand-carved ones. Some of the pictures show a "large" laminated prop we carved of walnut and maple. About 6¾ in. dia. (large for an .049), this prop cuts rpm somewhat but produces good thrust and seems to extend

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