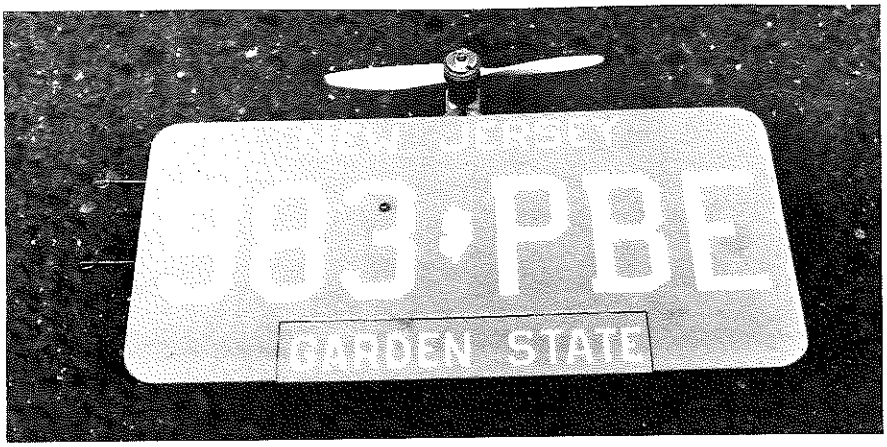
FLYING LICENSE PLATE



By BERKLEY McCOLLUM . . . Build this regulation size auto license plate, and put on your own number in your state's colors. No problem with identity!

Looking for a control-liner that's a cinch to build and fun to fly? If so, this model could be your cup of tea. It's sure to turn a few heads at your local flying field.

I used two pieces of 1/8 x 3 x 12-inch sheet balsa to build the wing. Both pieces were butt-cemented to form a rectangular panel measuring 6 x 12 inches, the standard size for most auto license plates. Make sure that the panel is perfectly flat before the cement sets.

After the cement has thoroughly dried, shape the wing's four corners with a sharp knife. Sand the corners, then sand an airfoil into the wing, using #400 sandpaper. The elevator is then carefully cut from the wing. I added cloth hinges and a nylon control horn to the elevator before reattaching it to the wing.

After cutting the fuselage from 1/4-inch sheet balsa, I cemented and bolted a nylon engine mount made by Sterling Models to the nose of the fuselage. Sterling uses this type of mount in its Beginners Profile Series for 1/2A engines. It's easy to install and a lot stronger than a plywood mount braced with balsa supports. Sterling's mount sells for one dollar and can be ordered directly from the company. Sterling's address is 3620 "G" Street, Philadelphia, PA 19134.

The fuselage assembly should now be cemented to the bottom of the wing. Sand the fuselage smooth after the cement has dried. Afterward, cut the lead-out guide and bellcrank mount from 1/8 plywood. Cement both parts to the bottom of the wing.

Sand the model smooth with #600 sandpaper, then apply at least five coats of sanding sealer. Each coat should be sanded with worn #400 paper and finally #600 paper before applying the next coat. Finally, apply three coats of color dope to the entire model. The color selected should match the color of your particular state's license plate. I live in New Jersey and I used Aero Gloss's Curtiss Blue to

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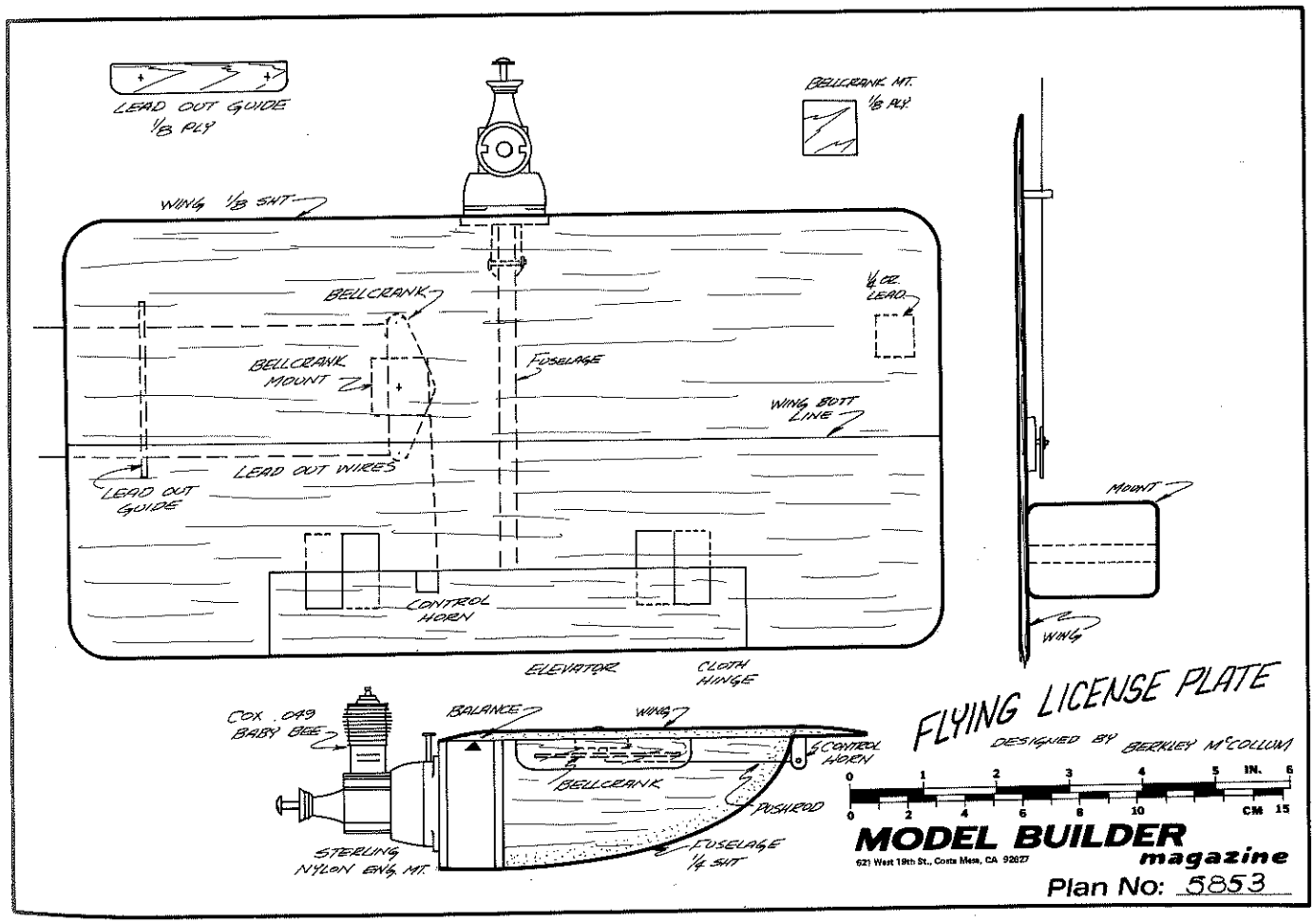

FULL SIZE DRAWINGS AVILABLE — SEE PAGE 106

kits of trucks and accessories. Their latest addition to the already extensive range of products is a detailed giant Freightliner truck and trailer, with a model yacht on top. Total length is no less than four foot, one inch. Among many other things, it features two differentials, a three-speed gear box, an electric motor with the original 12-cylinder sound built in, and working lights. Exciting, isn't it? But remember, it's only one of the many types they produce!

The second picture shows another product, a radio-controlled five foot long ferryboat, to cross the rivers you might encounter on one of your trucking trips. It has all the functions of the original, so you can really drive your truck on the deck, cross the stream and drive off on the other side! The full address of the manufacturer is: Wesenfeld, Dicke & Co., Dahlerstrasse 72, D-5600 Wuppertal 22, Federal Republic of Germany.

More exciting things next month, as I will then report on the famous Nuremberg Fair!! •

License ..... *Continued from page 47*

duplicate the shade of blue that's currently used on New Jersey's plates.

The model's letters and numbers were cut from Monokote Trim and carefully applied to the top of the wing. This material is available in a wide variety of colors, so finding the color that's required shouldn't be a problem. A thin line of clear epoxy or polyurethane varnish should be brushed around the edges of the letters and numbers to keep them fuel-resistant.

Finally, install the control system and a 1/2A engine. Be sure that you attach about a quarter of an ounce of lead weight to the bottom of the model's outboard wing-tip.

All flights should be made over a grassy field. If your model is powered by a Baby Bee .049, use lines ranging between 25 to 30 feet in length. Lines up to forty feet long can be used if the model is powered by a hotter .049. Have your helper hand launch the model and avoid over-controlling the elevator during the first couple of flights. Once the model is felt out, it's sure to provide hour after hour of fun-filled excitement. •

F/F ..... *Continued from page 65*

airfoil has an upswept leading edge and an undercamber that begins rather far back from the leading edge. I think it is evident that the needs of power models differ radically from those needed for gliders. Verbitski's airfoil is an attempt to balance the needs of the high speed power phase and the relatively slow gliding speeds demanded of power model sections. Obviously, Verbitski has demonstrated that he knows what he is doing. I don't think you could go wrong in choosing this one.

Mystery Model for May

This ship was one of the first kitted towline gliders in the U.S. market from an American manufacturer. The plans show both the hi-start launching system and the standard towline system...both using multiple hook locations along the front portion of the fuselage. An interesting note is that these towhooks are made from paper clips. I never built one of these, but saw kits aplenty at the local hobby shop where I grew up. Send your best guess to Bill N. c/o this magazine, and you may win a free subscription.

March Mystery Model

The earliest (by adjusted time) correct answer to the March Mystery Model...The Big "D," designed by Laurie Ellis, and published in the March '58 issue of M.A.N....was sent in by Frederick Koval, of Bloomfield, New Jersey. Congratulations and enjoy your one-year subscription to *Model Builder.*

Bullet Bob's Bits 'Bout Free Flight

You haven't read much from Bullet Bob lately...and there's a good reason. No one has sent in any questions to be answered! If you are pondering a question about free flight that has you stumped, drop me a line c/o *Model Builder Magazine.*

An Update of Mystery Model Tales

Many of you send along anecdotes and personal experiences with your Mystery Model of the Month letter. Periodically, Bill sends these on up to me, and I pick up some of the more interesting ones to repeat in this column.

Capt. G.M. Musick notes that the February Mystery Model was Conrad Conrod, by Bill Dean. Claims to have built one in 1960 and "the darned thing flew!"

Rudy Kluiber notes that he built Conrad for a public speaking class in college. Never flew him, though, because Rudy gave him away to a sweet young thing in class.

"I built my first Gollywock (November Mystery Model) when I was sixteen," says Dan Johnston of Tulsa, OK. "I wasn't technically up on contest type planes and didn't follow the best procedures. The folding prop mechanism escaped me, so I used a free wheeler. I used no dethermalizer and built too heavy. I only flew in the still, cooling air of the evening. That old plane gave the most textbook perfect flights that I have ever witnessed. It easily gave over five minutes in still air on 400 turns of the motor."

Terry Hreno notes that the Gollywock got him to building models again, thanks to the gift of a kit from a friend. He claims to have crashed it in four states, six cities each time he's moved, but now is resolved to get it finished and flown even if the snow is ankle deep.

John Little shares his experience with the Gollywock by noting it was his first or second model and his flew with a bunch of 3/16 rubber for power. The climb was vertical and fast. John notes that he believes that the columnist might be crazy...