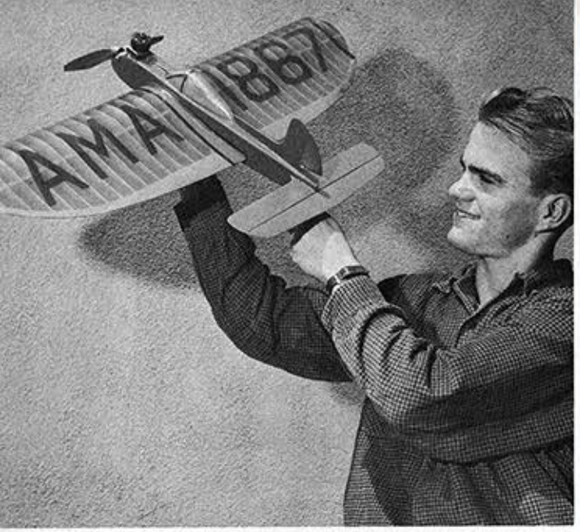
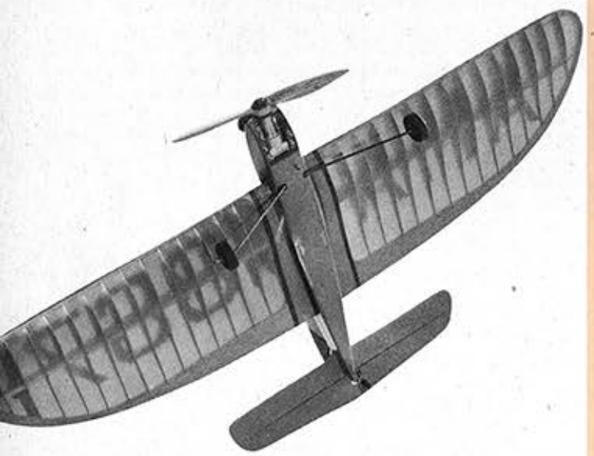


Distinctive looking little power house gives author reason to be pleased. Plans show external pushrod to help novice — it's internal in pix.



Leave out some ribs if you are lazy but it's agreed that the many ribs make special section accurate and add up to very beautiful looking wing.

Short and compact, this ship will change directions like some of those new-fangled combat designs. Think you can stay on top with a .29 or .35?

A-bomb

By BOBBY JONES

Designed expressly for the K & B .19, this ship is bit of a bomb. Class A-bomb, get it? With bigger engines and experienced pilot, it almost talks.

Although first developed for the K & B Torp .19, this design will carry any engine from an Ohlsson side-port to a Torp .35. This ship has won "firsts" in both stunt and speed, plus a "third" in a Class A speed event!

Eyebrows will probably be raised at the unorthodox airfoil (we call it the Polywog 19), but the model is extremely maneuverable and flies about 80 mph. A simpler square-winged version may be built by using the largest size ribs (1 and 2) only and the performance will still be almost as good.

Construction is simple. Points not covered here will be clear after a study of the notes on the plan. Incidentally, for economy, the majority of the 1/8 in. sheet parts are arranged on a standard 2 in. wide by 36 in. panel (on the full size plan) so that they can be transferred directly to the balsa without sorting them out.

Cut bearers to length, drill for the engine you use. Bolt engine in place (no offset). Cement two 1/8 in. ply (F1) formers to bearers, install fuel tank so that it fits tightly against rear of the front F1 piece. Clamp this assembly in a vise (use Weldwood, Ambroid or any *slowly*-drying cement) and leave until dry.

Cement two side panels to motor mount assembly, clamp in vise until dry. Cut out all ribs and taper spar as shown (note hole for pushrod). Insert spar in slots cut in fuselage sides and before cement sets. Check that it is at right angles to the sides.

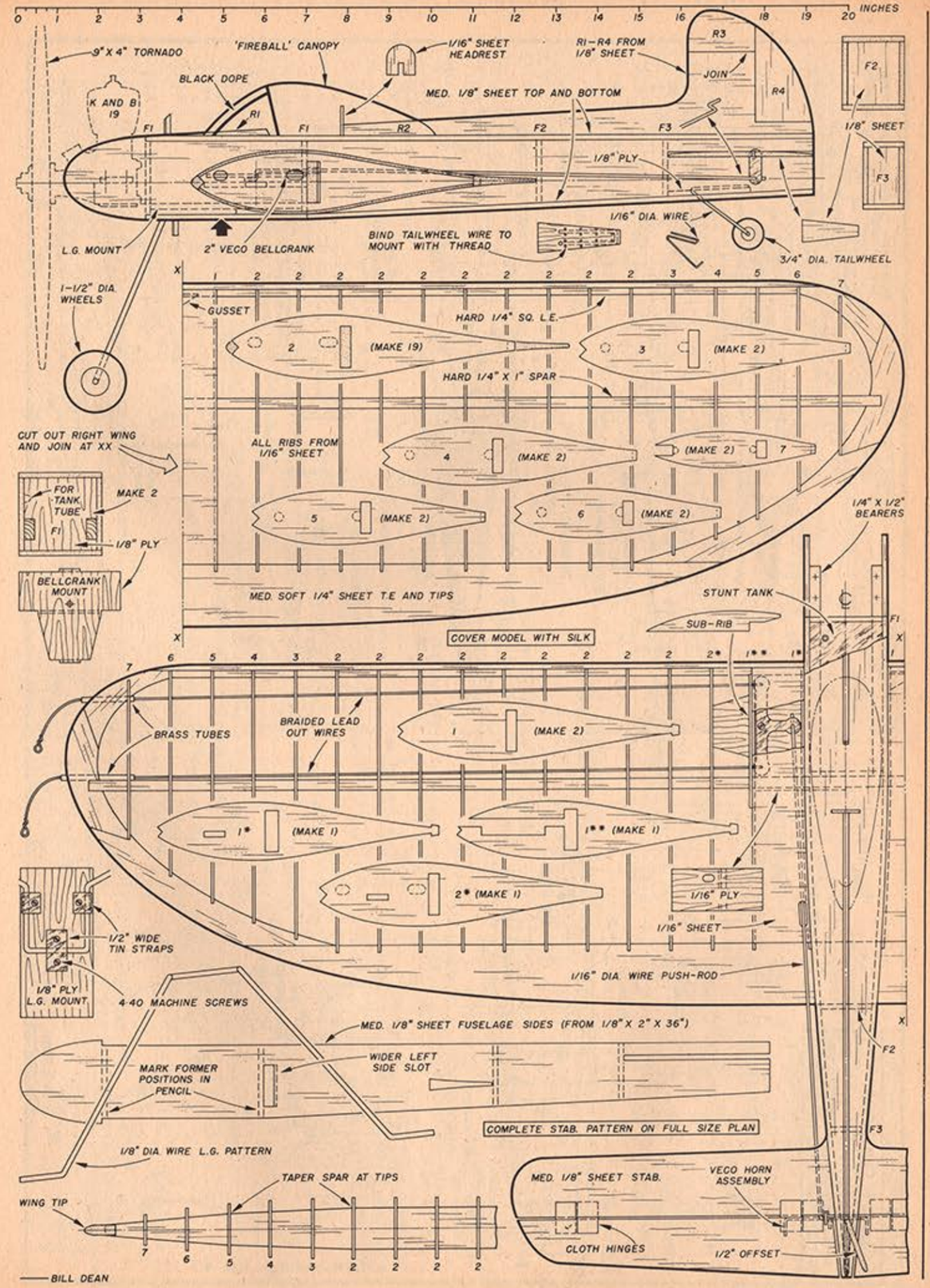
Pull in fuselage sides at tail, insert remaining formers (F2 and F3). Cover in fuselage top with 1/8 in. sheet, trim away the surplus. Slide root ribs on spar, cement them to sides. Follow with rest of ribs, leading edge, trailing edge and tips. Lead-out holes (shown dotted on patterns) are cut in *left* wing panel ribs only. Ply bellcrank mount and spar brace are installed at the same time as ribs No. 1* and No. 1** are cemented in place.

Insert pushrod through hole in spar, bolt bellcrank in place before sheeting top and bottom of space between the first pairs of ribs on both sides of the fuselage. Cement stabilizer in place, aline with wing in top and front views, then attach elevators with tape (note Veco horn assembly). Bend the rear end of pushrod and insert in the elevator horn.

Next, join the R2 and R3 fin pieces, cement to fuselage, then add R1 and R4, offsetting R4 a half inch, as shown, and add canopy. Mount landing gear, tailwheel wire on ply pieces; cement in place between fuselage sides. Cover fuselage bottom with 1/8 in. sheet.

Sand entire model. Original model was covered with red silk. Apply about 12 coats of good Nitrate dope to entire model, then a coat of Butyrate.

Ship balances at the point marked by large black arrow. Add nose ballast if tail heavy. Since the high lift section makes ship "lively," take it easy on first flight. END



FULL SIZE PLANS AVAILABLE. SEE PAGE 50.