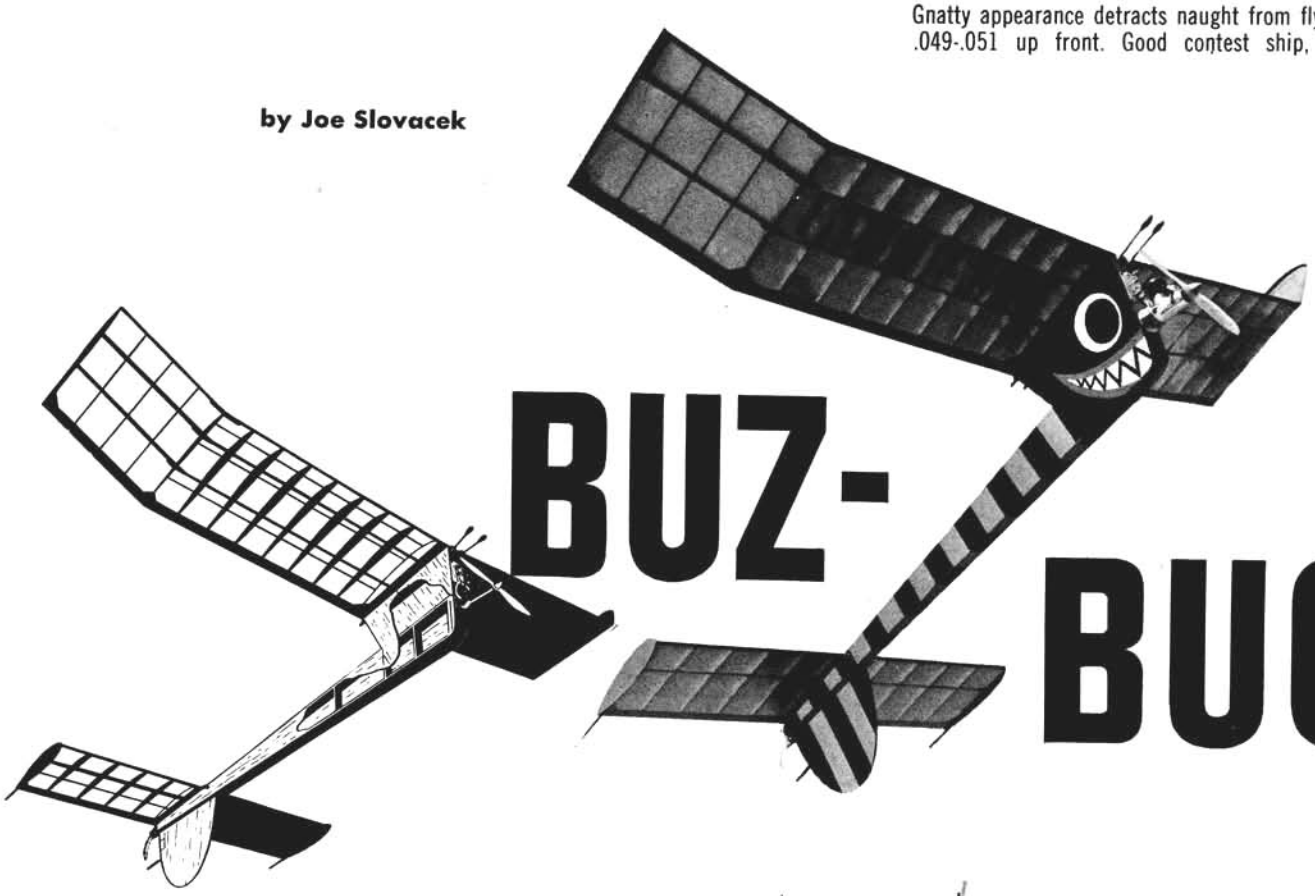
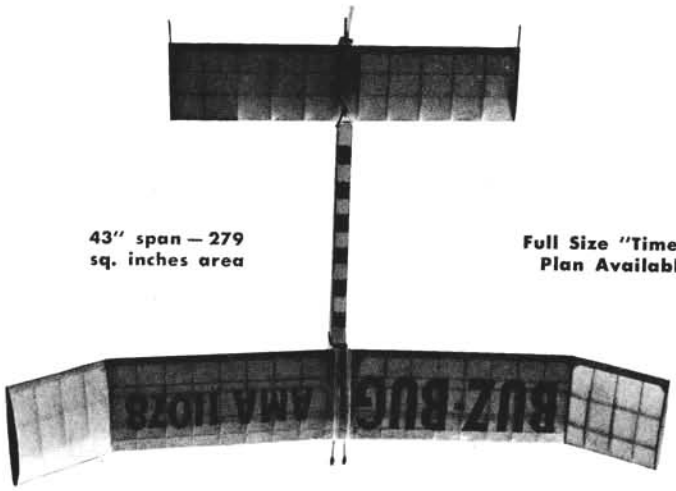
Gnatty appearance detracts naught from fly-ability. .049-.051 up front. Good contest ship, simple.

by Joe Slovacek

BUZ-BUG





43" span — 279 sq. inches area

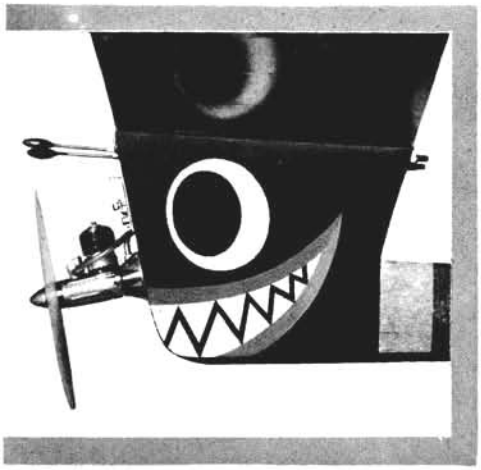
Full Size "Timely" Plan Available

▶ The first version of "Buz-Bug" was designed back in 1955. Since that time it has gone through a few alterations in order to meet up-to-date rules, hot power, and the desire for simple construction.

From the first one built, the performance was fairly good, although the design had its weak points. Actually, we considered "Buz-Bug" more of a novelty, than a contest model. Leaving that thought in mind for about four years, we never got around to working out the final bugs. That was the story until 1959.

At the Tri-State Championships at Longview, Texas, our number one ½A ship smeared on a test flight. For the need of a plane to fly in this class, "Buz-Bug" was chosen. It won first place, with three max's.

This was what made us take the second look at the "Bug". Its major weak points seemed to be in its construction. On more than one occasion the wing had folded in midair, and the fuselage also needed a little beefing-up. After correcting these faults and adding a little wing area, the flaws were gone, and . . . a new "Buz-Bug" was born.



It is very simple to build. For contests or just for kicks, I hope that you will find time to build one and put it where all insects belong . . . somewhere in the sky, with a buzzard chasing it. If you've been peeling glue off your thumb for the last thirty years . . . build it your way, but for the beginner—here's a few suggestions for construction. A complete list of materials needed for building "Buz-Bug", is at the end of this article.

WING: Use medium contest balsa. First cut out all the wing ribs. Following the plans, pin down the leading and trailing edges, and the lower spars. Now set the wing ribs in place and cement. Finish this stage of the wing by installing the top spars, then allow it to dry.

FUSELAGE, First cut to the correct lengths, and butt-cement enough 3/32" sheet balsa to make the wing mount sides and the rudder. While these are drying, cut out the fuselage sides, formers, top and bottom. Use a medium soft 3/32" sheet for the sides and a medium 1/16" sheet for the top and bottom. Pin down one side of the fuselage on the plans. Making sure that the front and rear formers are perpendicular to this side, and cement

(*Continued on Page* 46)

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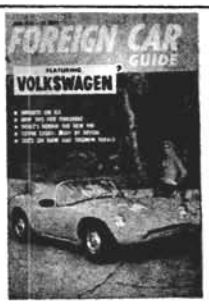
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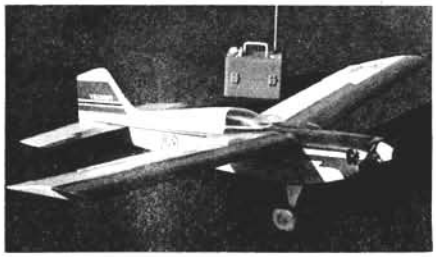
WHAT'S COOKING?

(*Continued from Page 44*)



• **WEN-MAC CORPORATION,** (Los Angeles, Calif.) have forwarded word on their new P-39 "Airacobra", a rocket firing controline, which comes with the Wen-Mac .049 automatic starter equipped engine, and linen flying lines. Span is 24", and model is shown with rockets attached, ready for mid-air firing. The P-39 is priced at $9.98.

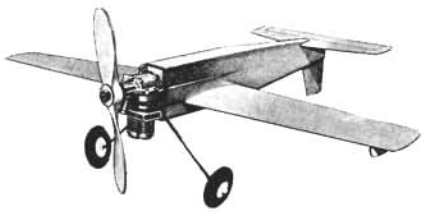
• **WESTEE HOBBY IMPORTS,** (Chicago, Ill.) are introducing the line of "Kwik-Fix" Model Kits. The photo herewith is of the 52" span multi R/C



"Viscount", for .15 to .35 engines.

The fuselage parts are spindle molded from solid blocks. This reportedly supplies the strength required, and simplifies assembly. Spinner, wheels included, landing gear bracket, hardware etc. Wing edges are pre-shaped and slotted. The price, postpaid is $18.95.

• **FOX MANUFACTURING CO.,** (Fort Smith, Ark.) has introduced a new rat racer, the Fox "Tyrant", a design for the new Fox .40 engine. It has checked in at 110 mph, according to the manufacturer. Wings are solid



balsa, hardwood mounts, the remainder of die-cut plywood. The span is 28", priced at $5.95.

• **AERO PUBLISHERS, INC.,** (Los Angeles, Calif.) have released a new 248 page compilation of aircraft photos and data, (full scale) which should be a boon to the scale minded. Over 440 of the world's aircraft are presented. The volume is named "World Aircraft Illustrated", 7½" x 11" with hard cover, available for $8.50.

• **AMBROID MODELS INC.,** (Weymouth, Mass.) have not neglected the A/1 Nordic enthusiast. Their newest endeavor in the contest kit field is the



A/1 "Jetstream", Warren Kurth's National's winning Nordic. The design is reportedly simple, functional, and none can question the two year National's winning contest record of the "Jetstream." 47" span, auto-rudder, 269 sq. inch, and $3.95 takes it home. •

BUZ-BUG

(*Continued from Page 15*)

in the rest of the formers. Put on the top side while still pinned down and let the cement set. Take it off the plans. Put on the other side, and then the bottom.

Now cut out the shapes for the wing mount sides, and rudder, and plaster these in place. There are a few little things yet to do . . . such as . . . put on the firewall, antennas, snuffer tube, and holddown pegs. Be sure and fit the horizonal wing support to the dihedral of the wing. Give the raw wood a couple of coats of dope, and sand, using a fine grain paper.

BACK TO THE WING: If the wing is thoroughly dry . . . remove only the end sections from the plans. Leave the main section pinned down. Prop up the tip of wing to 3½". Trim the leading edge, spars, and trailing edge to make a good joint with the main section, at this angle. Whistle a little drying tune, or test run a motor. Repeat this procedure at the center dihedral break, using a 4½" prop-up block under the wing tip. Plank the center-section (top and bottom) with 1/32" medium sheet balsa. Pre-dope the leading and trailing edges.

STABILIZER: First cut out all the ribs. Put down the lower spar and trailing edge. Set the ribs in place and cement. Fit the 1/8" sq. leading edge in place, making sure it's straight. Now insert the 1/16" sq. top

spar. Plank the center-section (top and bottom) with 1/32" sheet. Pre-dope the leading and trailing edges, Be certain to put on end plates before you moisten the covering to shrink it. Otherwise the end ribs will pull in.

COVERING AND DECORATING: Take a little extra time in finishing and decorating your "Buz-Bug" . . . it will be rewarding. Use Jap tissue for covering all surfaces. Three coats of fuel-proof dope should do. If you have no particular color scheme in mind . . . may we suggest this one.

FACE: Background (black); Eyeball (Black); Inside eye (white or yellow); Lips (red); Mouth (white with black teeth lines); WING: Main section (yellow); Tip section (black or blue); Tip plate (yellow); STABILIZER: (yellow) Tip plate blue or black); FUSELAGE: Starting from wing mount, RUDDER: (yellow and black stripes—1 1/8 in. wide).

Ready to fly, design should weigh approximately 8 1/2 oz. After you have test glided and properly balanced your ship, it's now ready for the first test hop. With no bad warps . . . it should go to the right. If it didn't have a "too apparent" tendency to go to the left, when hand glided, put in a little left rudder for the first flight. Set the timer for about ten seconds. Launch into the wind with the engine running at approximately 1/2 max power, (.049 to .051) nose aimed up.

Now that you've got your "Buz-Bug" in the sky, beware of the exterminators. Aw gnats, we forgot to warn you to light the fuse.

BILL OF MATERIALS:

(Balsa, unless otherwise specified) 3/32" x 3" x 36"—2 req.; 1/16" x 3" x 36" 2 req.; 1/32" x 2" x 36"—1 req.; 1/16" x 1/16" x 18"—1 req.; 3/32" x 1/4" x 36"—2 req.; 3/32" x 3/32" x 36"—3 req.; 1/8" x 1/8" x 36" —1 req.; 1/8" x 1/4" x 36"—3 req.; 3/16" x 1/2" x 36" shaped trailing edge—2 req.; 1/8" x 1/2" x 36" shaped trailing edge—1 req.; 3/16" dia. dowel, 3" long—1 req.; 1/8" dia. dowel, 12" long—1 req.; 1/8" plywood, 1 1/2" x 1 1/2"—1 req.; 3/16" plywood, 1" x 3"—1 req.; .049 music wire, 8" long—1 req.; 1/4" dia. aluminum tubing, 1/2" long—1 req.; 1/4 oz. lead fishing sinkers,—2 req.; 18" x 20" Jap Tissue, 3 yellow, 1 blue, 1 black req.; .049 or .051 engine. ●

STUKA

(*Continued from Page* 28)

side and top of fuselage, three view, cross-sections, die-layouts, details, assembly sketches, exploded details, leadout connections and other pertinent data.

White covering material, cementing pamphlet, AYSC pamphlet, and a large colorful set of decals are included.

The canopy is formed and embossed, which simplifies adding trim lines for windows. 20cc's of Ambroid Cement are packed within, a roll of rugged hinge material for flaps and elevators. Gear mounting brackets, bolts, nuts, washers, eyelets etc. are sealed in plastic.

The gear is of 1/8" diam. wire, flap pushrod of 3/32" and elevator pushrod of 1/16" diam., all formed. Two other short lengths of wire for wheelpant retainers and tailwheel. Motor mounts are included, of hardwood, cut to length.

In block balsa, two shaped and hollowed blocks are provided, as well as another hollowed aft top block, and five smaller slabs as required.

Thirteen lengths of tapered and/or notched stock are provided, which greatly speed the assembly procedure. Twenty four lengths of stripped wood in various sizes, as well as four short and four long lengths of sheet.

Balsa die-cuts are of the highest grade, total 159 in number, and all removed easily from the sheets. 11 others of plywood complete the kit contents.

The wing ribs are hollowed, and have small alignment feet attached, simplifying assembly of the symmetrical sectioned wing. Die-cut wheelpant laminations are included.

All die-cut parts were removed from the sheets in the interest of a clearer presentation in the accompanying photo. We found all wood and materials in the kit to be of excellent grade, and the kit should be well received in stunt circles. The price for the Stuka kit is $9.95. ●

INTERESTED IN OPENING A MODEL SHOP?

Having received many inquiries from dealers outside the model field and from interested model builders, Western Model Aviation Manufacturers have prepared a booklet as an aid in establishing an engine-powered model airplane department. A recommended basic starting inventory is included. Booklet and inventory sheet will be available shortly, and can be obtained by writing to this magazine.

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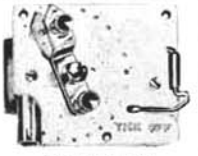
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