I. S. Cameron's prize-winning model which has earned many honours in northern events compares with the British registered Cessna Airmaster below, on the Croydon tarmac.


# Cessna C-34

by I. S. Cameron

THIS CLEAN, HIGH wing cabin monoplane by Cessna has always been regarded by "old hand" aeromodellers as an ideal subject for a flying scale model, with its well proportioned lines and lack of struttery. It is therefore, very surprising that among the many plans which have appeared from time to time over the last 20 years none are accurate representations of the aeroplane.

This model is the result of two years research and is an accurate replica of the prototype G-AEAI which is shown in the photographs.

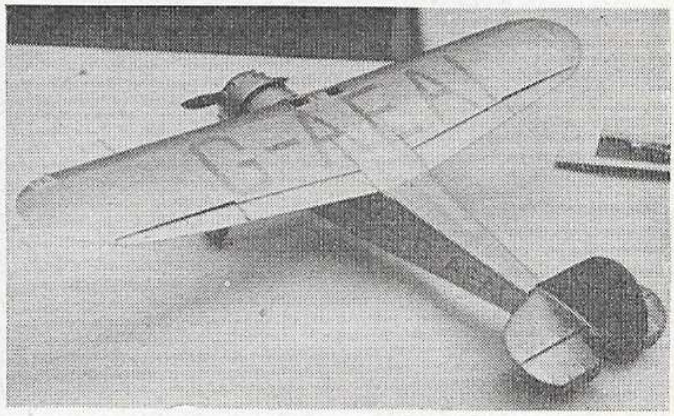
Start by building the tailplane over the plan around a card former, cut to the inside shape of the outline. Using $\frac{1}{32}$ in. x $\frac{1}{8}$ in. balsa strip soaked in water, form the outline using a slow-drying glue. Fit $\frac{1}{4}$ in. x $\frac{1}{16}$ in. balsa spar and ribs and when dry, sand to a thin aerofoil section with a flat bottom. Bind hooks of 22 gauge piano wire for the rubber band attachment to fuselage. Vertical tail surface is made in similar fashion.

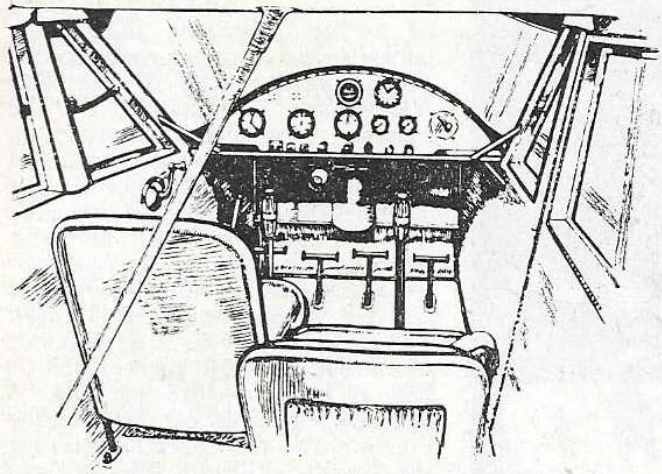
The wing L.E. is cut from $\frac{1}{8}$ in. x $\frac{1}{4}$ in. to fit the rib contours, T.E. is similarly cut from $\frac{3}{16}$ in. sheet balsa notched to receive each rib. Note that the root rib is from $\frac{1}{8}$ in. sheet and is faced with $\frac{1}{32}$ in. plywood which extends over the balsa L.E. and T.E. sections, covering the end grain. Cut the tongue from hard $\frac{1}{8}$ in. sheet balsa to the outline shown on the plan. Assemble ribs onto spar, then fit the leading and tail edges and tips cut from sheet. Slide in the tongue but do not glue yet. When this basic frame is dry, remove from plan and sandpaper all over. Cover L.E. top surface with $\frac{1}{32}$ in. sheet balsa as well as the tip surface. Prop up the tip 1in. for the dihedral, keep the tongue horizontal and glue this item now: when dry, fit the two stiffening spars around the tongue and finally sand all over with fine grade abrasive paper. Build the opposite wing in this manner.

The basic fuselage is built over the plan, make two frames one on top of the other, joined later with spacers to fit the plan view. Put in gussets and tubes around the undercarriage attachment and join the nose with F.1. If a beam mounted engine is to be used, slots will have to be cut in F.1 for the hardwood bearers to suit the engine. Using a radial mounted engine, screw direct to the ply interim former as shown on the plan.

The cabin interior is shown in the sketches and should be modelled for realism but keep the seats, etc., light in weight.

Fit all stringers, hooks, etc., and tailwheel. Cover with lightweight tissue and give one coat of clear dope. Finish all over with Cellon light metallic green with lettering and trim in dark metallic green. Wing registration letters are $3\frac{1}{4}$ in. high x $\frac{3}{8}$ in. stroke width. Those on the fuselage are 1 in. high x $\frac{1}{8}$ in. stroke width. The proportions and positioning of the letters can be seen from the photographs.





**Interior detail of this pre-war light plane shows right seat in rear position for pilot's access from door on right side. A bench seat for two passengers is fitted across rear of a rather cramped cabin. G-AEAI was actually burned out at Squires Gate in September, 1950. Another, registered G-AFBY lasted until November, 1951.**

The cowling may be made from fibreglass or balsa with plastic or balsa "blisters" of which there are 14. It is held in place on the original by an elastic retaining band between a hook on the front former and a hook inside the cowl, which itself is located by small wood blocks. Trim for right circuits and stand by for super realism !