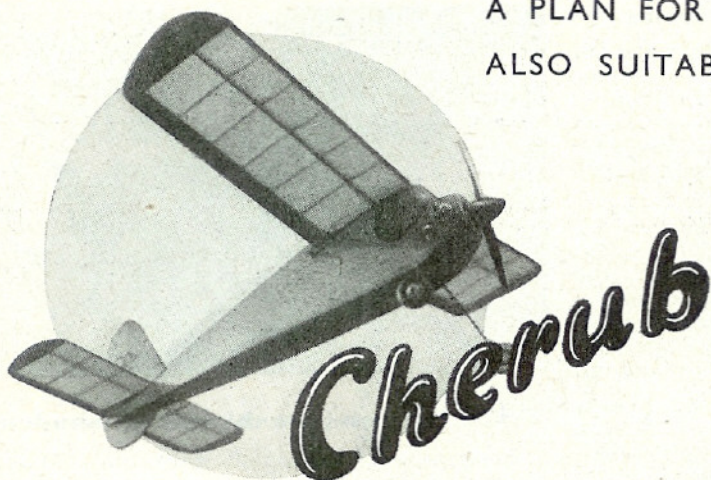


A PLAN FOR THE POINT FIVE'S AND  
ALSO SUITABLE FOR THE MILLS .75



*Straight from the  
Board of that  
Popular Designer,  
Vic Smeed*

**I**NCREASING popularity of the .5 c.c. motors creates a demand for small power models which, until fresh contests are arranged for baby motors, are generally required to be of the semi-scale, pleasure-flying type. "Cherub" has been designed with this end in view, but, in having in its 30 in. wing, 153 sq. in. of area, it is also quite capable of handling any motor of up to 1 c.c. All flying with the prototype has been carried out with a better-than-average Mills .75, using an 8x4 plastic propeller, which gives a rate of climb in the order of 800 feet per minute, without introducing any trimming complications whatsoever.

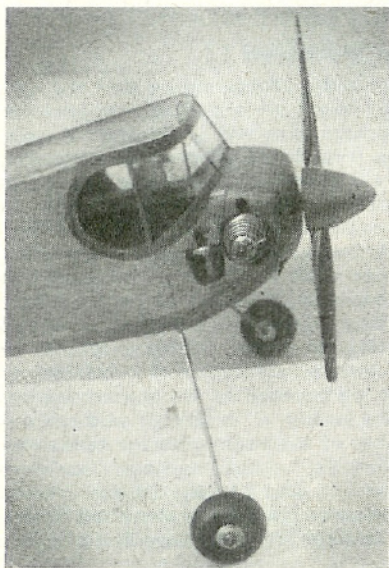
Features of the design are the rugged but simple construction, low cost, and short building time. The all-sheet fuselage takes less than half the time of a built-up job, and that bugbear of most

modellers, the cowling, has been reduced to five pieces of very soft  $\frac{1}{4}$  in. sheet. Wing and tail each involve only one rib size and easy sheet tips, so that even a slow builder should be able to complete the whole model in about ten hours building time.

No trimming whatsoever—not even rudder—was needed on the prototype for safe flying. Check that the model balances  $2\frac{3}{8}$  in. back from the leading edge (i.e., just forward of mid-chord), try one hand glide, then launch with everything straight and the motor running slowly. Use a Truflex 8x4 for initial tests with motors of .75 or above. Progressively increase motor speeds and make any small adjustments that may be desirable. Probably slight right rudder will be advisable for the best flight pattern, but "Cherub" will turn either way without danger.

Detailed building instructions are issued free with

each copy of the full size plan from the Aeromodel-ler Plans Service. We can recommend this design to beginners, for its easy to build, easy to fly characteristics, so if you are contemplating a point-five engine, this is your plan.



*Stubby nose, with wide-view cabin and neat "side-winder" cowling, are obvious points in this close-up view at left, and front three-quarter at right. All sheet fuselage takes the knocks of sport flying with impunity, whilst simple, standard built-up wing and tail are just the thing for the beginner. Small span of 30 inches makes it one of the easiest-to-transport models we have published.*

