



CHLOE

*A nifty young miss
of 36 inches span for
the sport Model flyer*

DESIGNED FOR .5 c.c. MOTORS
By Ron Darr

HERE'S A MODEL designed for confined quarters and easy transport. Wings are two-piece with realistic strut retaining, the largest component being the fuselage (approx 24 in.), so it really is "suitcase size" Designer Ron Darr is an Australian modeller from Newcastle, N.S.W., who has been living in London for the last year or so, and fully realises the problems of the travelling aeromodeller. We think he has done well to get such original lines in what is normally considered a played out theme of high wing cabin sports design for small engines and are sure that Chloe will soon be achieving great popularity, particularly with modellers in the Services.

Make the basic fuselage keel outline over the plan from $\frac{1}{8}$ -in. sq. and $\frac{1}{4} \times \frac{1}{8}$ -in. strip balsa, bend the 16 s.w.g. tailwheel wire to shape and fix in position, then cut out the half formers F4-F9 (two of each are required) and cement in place on the basic fuselage. Add the $\frac{1}{8}$ -in. sq. strips which form the cabin outline and the $\frac{1}{4} \times \frac{1}{8}$ -in. strip tailplane seating

Cut out the basic fuselage sides from $\frac{3}{16}$ -in. sheet and fit nose doublers. When dry, add to fuselage, fit former F3 in place. Bend the undercarriage wire to shape and bind with strong linen thread to F4A and cement in position.

Cement F1, F2 and F2A together and fit in place. Add engine bearers, top cowl formers B and C and cover with $\frac{3}{16}$ -in. sheet.

Build the removable cowling over plan from formers F1, A, $\frac{1}{4} \times \frac{1}{8}$ -in. strip and $\frac{3}{16}$ -in. sheet. Fit engine (it could be inverted if preferred). Add the bottom of cowl from

$\frac{3}{16}$ -in. sheet. Build the centre section of wing over plan and when dry, cement in place on top of cabin. Add former D, cut the piece of $\frac{3}{16}$ -in. fibre tube to length and cement across fuselage to take strut bands. Plan the rest of fuselage with $\frac{1}{16}$ -in. sheet and sand down to a smooth finish. Cover with lightweight Modelspan and apply two coats of clear dope. Cut and fit the cabin windows from clear acetate sheet. Finish with one coat of enamel or lacquer.

The lifting section tailplane is quite straightforward, the centre section being covered with $\frac{3}{16}$ -in. sheet on top only.

The fin is of flat section from $\frac{1}{4} \times \frac{1}{4}$ -in. strip and $\frac{1}{8}$ -in. sheet. Cement the fin to the tailplane after covering.

Wings are similarly straightforward and should present no difficulties. The wing retaining hooks are bent from 18 s.w.g. wire and bound with linen thread to a short length of $\frac{1}{8}$ -in. sq. hardwood and cemented in position. Strut retaining tube is bound to a strip of $\frac{1}{8}$ -in. sq. balsa, with linen thread and cemented in position, sandwiched between the wing rib and another strip of $\frac{1}{8}$ -in. sq. flush with the lower wing surface. Cover all tissue surfaces with lightweight Modelspan and give two coats of clear dope and one coat of clear varnish or fuelproofers.

Wing struts are all that need to be made to complete Chloe and should be made to the exact size specified.

Glide trim for a very gentle right-hand turn. On power it should climb in a left-hand circle.

