

A really good looking job to fly for performance or pleasure. Rudder and throttle only—at its very best!

The Colt was designed to give good all-around performance on a .35 engine. The original model has fulfilled my needs quite well. It placed second in its first contest before the dope was hardly dry, and has a continuous string of first places since then, including the last two West Coast championships.

But the real joy is to throttle back slightly and just spend the day flying it around. When not on high power the model is quite docile and can be used to shoot touch-and-goes one after the other. A deft touch on the throttle will make others think you are flying Class 2, the throttle substituting for an elevator.

Fuselage: The construction used gives a very strong, yet light-weight airframe capable of taking a lot of punishment; is straightforward so general practices may be used.

Start with the fuselage sides as the left-over 1/16" sheet is used for wing and stab ribs. Butt glue together three 1/16 x 3 x 48" sheets. Both sides can be cut out of this sheet with a minimum of waste. The firewall, bulkheads, and 1/2" blocks should be as square as possible as they determine the alignment of the sides.

Laminate 1/32" ply to sides from nose to bulkhead #2. Add 3/16" square stringers and 1/8 x 3/8" diagonal bracing. Laminate 1/32" ply and 1/2" balsa stab-mount doublers. Glue on 1/2" tank compartment side blocks and hardwood motor bearers. Drill holes in firewall for nose gear mounts. Pin one side to a flat surface and glue in firewall, bulkheads #1 and #2 and 1/2" tank compartment floor. Glue other side on top of this and check for accurate alignment. Add the 1/4" cabin area stiffeners.

Bend the main landing gear and make the 5/32" ply sandwich as shown. Glue this sandwich and main gear together with Tite Bond and clamp in vise to dry.

NOVEMBER, 1967

COLT .35

A contest-proved Class I winner which doubles as a docile Sunday flyer. A sport or beginner RC ship when its .35 mill is throttled down.

By ALAN SCHWEMMER

Happy author. With this ship you'll smile.



When fuselage is dry remove from building board and taper back of stab mount. Shape the tail block and glue tail together being very careful to get proper alignment. This can be done easily by drawing a center line and two parallel lines the width of the fuselage front. Then place fuselage over these lines so that front portion lines up with outside lines. Hold down with weights or pins. Then pull rear of fuselage together so that it lines up over center line.

Add the 1/8 x 3/8" cross pieces and the 3/16" sheet rudder platform. Determine which side your rudder pushrod will come out and cut a slot as necessary. Laminate a piece of 1/32" ply on inside of fuselage to strengthen this slot. The slot in the balsa should be made larger than necessary and strips of hardwood glued in to form a stronger opening. The 1/16" top sheet, glue on with the grain lengthwise.

Determine the location of your servo rails and glue (Continued on page 48)

★ 151 of last year's Nats trophy winners use Ambroid cement

By the time this AM ad appears, 36th National Model Airplane Championships will have ended over a month ago. Although we're not making any predictions about how many '67 Nats trophy winners used our adhesives to build their models, we might point out that good ol' Ambroid "Regular" Cement has beat 'em all, ever since the very first Nats. Of course, it's only fair to also mention that we've been making cement longer than anyone else (1967 is our 57th anniversary), which helps to explain why brand "A" has always been the undisputed leader in the model field — as our slogan says...

Many-times-Nats-judge Tom Sutor can tell you that most of the Nats scale contestants build with Ambroid. In the adjoining photo Tom poses with a few of the trophies he made for a past Nats — shortly before the bulk of the entire collection were awarded to the cream of the nation's happy Ambroid users! Tom Sutor is the man to contact when your club requires custom trophies — write him at: Rt. 2, Box 470 — Bldg. 721, Sebring Air Terminal, Florida.



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Colt .35

(Continued from page 11)

in place. My servos have only 3/8" total movement which did not give me as much rudder movement as I wanted so the throw multiplier was added as shown on the plans. If needed, add it now.

My ship has steerable nose gear for sport flying and this has been allowed in some contests in the interest of safety. If you want both fixed and steerable nose gear you can add another nylon rudder horn beside this one, then attach the pushrod to it for contests. Install your nose gear and pushrod. I used the Top Flite nose gear, mounted on front of the firewall. The steering arm was put between the bearings, but could have been put under the bottom one.

I used sheet metal screws to hold the motor plate to the beech bearers. However, you can use blind-nuts. Hollow out the nose block to clear the nose gear and glue in place. Add the 1/4" balsa and 1/32" ply nose doublers. Glue in main landing gear and 1/16" bottom sheeting. Glue in 1" balsa block between firewall and bulkhead #1. Add windshield block. Add the 1/32" ply around the tank hatch opening. Make the hatch from balsa block and add 1/32" ply to bottom edges. Add 1/16" ply to ends after determining proper fit.

Poly Foam was placed at rear of tank compartment to push tank forward against firewall. A small piece of foam is forced in on each side of tank to prevent rotation.

Wing: Pin the 1/16" balsa leading and trailing edge sheets to your wing board or other flat surface. Cut out area shown on plans and replace with 1/16" ply. Add the

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notched leading edge and bottom 1/16 x 3/16" spruce spar. Trim the 1/2" center rib and first 1/16" sheet rib to allow for the 1/16" center planking. Glue ribs in place making sure you have a left and right panel when gluing the 1/2" center rib in place. Add webbing and top spar. Make sure that the webbing is installed with grain vertical.

The webbing in the main spar should be glued between and at front edge of the spruce spars. Taper trailing edge of bottom sheeting. Fill in area between center and first rib with scrap balsa block and sand to shape. Add webbing and top trailing edge sheet. Glue top leading edge sheet to spar and hold in place with reversed clothespins. Pull sheet down to leading edge and pin in place. The tip blocks are made from lightweight block and cut at 45-degree angle. Rough shape these blocks and glue to tip ribs. When dry sand to shape. Cut the center rib on each panel to a 5-degree angle.

This can be done on a table or radial arm saw; if none is available it can be done by careful sanding. Coat both center ribs with Tite Bond glue and pin one-half of wing down, butt the other half up to it, and clamp center ribs tightly together. Support the raised panel and make sure the bottom of the airfoil is parallel with the pinned down half. When dry remove wing from board and add center planking top and bottom. Glue a two inch strip of aircraft tape around center section. The edges of the tape can be feathered with "Stuff" and sanded smooth.

This method is much stronger than you think. This wing has survived crashes that would have destroyed other types of wings. **Stabilizer:** Prepare trailing edge sheet by cutting out center section and glue in 1/16" ply as shown. Pin sheet to flat surface and glue all ribs in place. Glue notched leading edge in place. Add spars and webbing. Fill center section of trailing edge with scrap balsa and sheet top of trailing edge. Sheet leading edge and center section and add tip blocks.

Rudder: Make vertical fin framework as shown. Glue 1/16" sheet balsa to both sides and sand to shape. Shape rudder from 1/4" sheet balsa. The hinges on the original are nylon strip type and glued in with contact cement. Cut slots in both fin and rudder. Force contact cement into slots with strip hinge. Remove hinges and let cement dry. When dry, coat hinge strips again and assemble rudder to fin while cement is still wet. No toothpicks were used to pin the hinges and no trouble has been experienced.

After model is completed and sanded thoroughly apply clear dope until surfaces have a good gloss (this includes top and bottom of ribs), then cover the complete model with silk. Install dowels in fuselage and finish out to suit. The original was finished with butyrate dope and painted yellow with blue trim.

Trimming and flying: Check to make sure the decalage and center of gravity is as shown before attempting your first flight. Also check for warps and if any exist remove by steaming. This type of wing construction will not normally warp if built on a flat surface; in fact, once finished it is quite difficult to twist. If the model is built as per plan it should fly right off the board with only minor trimming.

First flights should be R.O.G. if field surface permits. The model will fly off easily at 3/4 throttle; this gives a good climb attitude. Wait until you have a little altitude before opening the throttle all the way and then look out! This ship moves.

I wish to give credit to my good friend Ray Middleton for the photos which accompany this article.

NOVEMBER, 1967



"La Jollita"

"La Jollita" is a contest-proven model designed for the Miniature Goodyear Event. An R/C builder's dream, the kit is of selected Balsa wood and plywood and contains 29 high impact, weight and labor-saving plastic parts, cheek cowl and wheel pants, clear plastic canopy, nylon controls and mounting hardware. Landing gear is of pre-formed metal. Included is easy-to-read, full size construction drawing and small scale three-view of full size plane.

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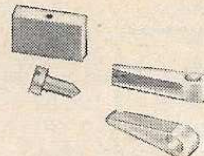
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