





*Underwing decor is fully detailed on plan, allows lots of scope for those handy with a brush*

Cartridge paper was also used to cover the fuselage sides between the pod and stabiliser where they carry the inscription.

Another problem was the undercarriage. The wing strut passes very close behind the undercarriage oleo leg, the fairing of which has a "cut out" to clear the strut. Any form of backward springing seemed to carry the penalty of knocking the wing struts out of position, which was not desired. After much thought a simple system incorporating a rubber sprung "oleo" was used, which not only results in a very fair representation of the original undercarriage but seems to work well when the model lands.

A simple form of "stretching" wing strut was developed enabling a scale dihedral on the ground to increase to a safe flying dihedral in the air, where the deviation from scale is not so apparent.

Constructionally the model is orthodox except perhaps for the wings, so a few extra words of description of their construction may not become amiss.

One piece of cartridge paper is wrapped around the wing from T.E. around the L.E. and thence back to the T.E. A separate piece forward of the mainspar is wrapped around the "cut-back" at the centre section.

Start by drawing out the wing plan on the cartridge paper (reverse side) showing rib positions, etc. At the L.E. draw another line making the chord longer to allow it to wrap over the top of the ribs and meet the T.E. Reverse the paper and trace the inscriptions, registrations, aileron and flap outlines, etc., and draw them in with Indian ink. This shows through the coloured dope, and acts as a guide for your sign writing.

Make up the lower spar adding the coiled wire strut anchor, and cut a small hole in the cartridge paper for the anchor to pass through. A sheet of thick card with a hole to receive the projecting anchor is laid on the building board, the cartridge paper laid on top, and the wing frame built up cementing the paper at the L.E. to enable a smooth bend to be made and wrap the covering back over the ribs to the T.E. An accurate set of ribs and a straight L.E. spar are required for the cartridge paper will not conform to differing heights, etc., as will ordinary tissue.

Fuselage formers are cut to shape and the wire strut anchorages and front cowl clip firmly cemented and sewn on. Using Engine bearers and wing tongue to help maintain squareness the sheet basic sides are now assembled. Starting by adding stringers, nose sheet doubler against the basic sides, the complete fuselage is evolved. Top and bottom of fuselage and the sheet tailplane, elevators, and fin are covered in lightweight tissue.

One coat of thin clear dope followed by two thin coats of colour are applied all over. Signwriting and fuel-proofing the nose area complete the job.

The finished model weighed 14 oz. ready to fly and the Merlin provides ample power even with a K.K. 8 x 4 plastic prop which is scale size. A 7 x 4 Frog toothpick makes the machine really lively.