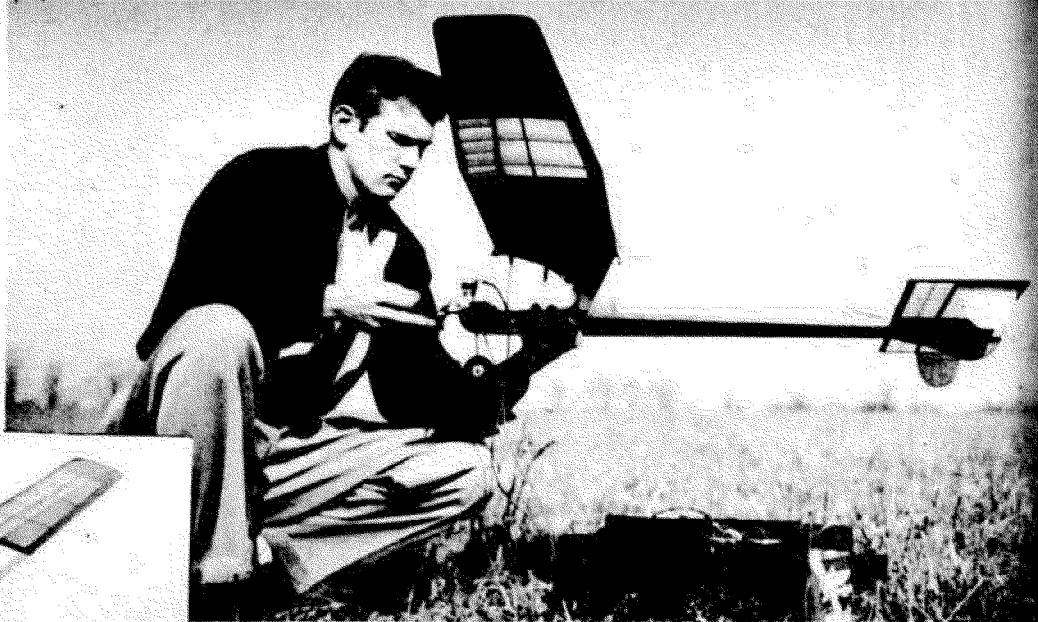
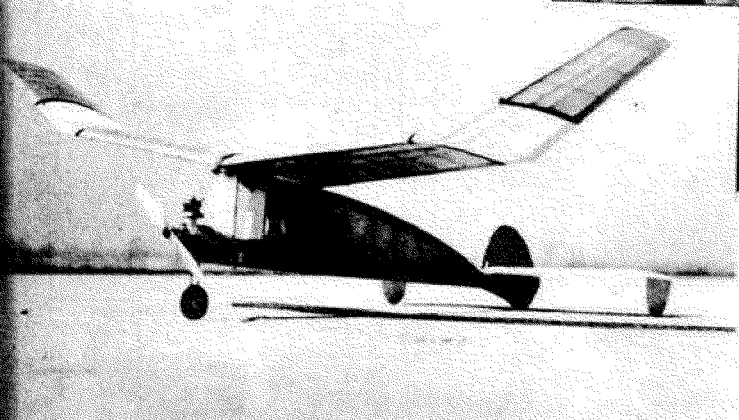


# Fifinella

By BOB LARSH

Below—Never was anything easier, or better, than the crutch backbone for free flight body.



A 2:50 average on 11-second run isn't bad and when you break three minutes ROG in .15 class, you are not doing badly either. Author cranks.

**Sport job looks don't handicap this .15-powered FAI free flight. Easy to build, is rock steady in climb with smooth transition into the glide.**

► Fifinella was first conceived and built to meet FAI cross-section rules early in 1954. The ship was built and tested before the cross-section rules were abolished. The model performed so well that I entered it in the FAI Regionals against pylon models with no misgivings whatsoever.

Fifinella held her own and qualified for the Semi-Finals; however, two days before the Eliminations, she was lost on an early morning test flight and wasn't recovered until a month later. Since then, Fifinella has been flown in all the local contests and has always taken one of the first three places. At one meet, where all classes were combined, Fifinella took third against a strong field of "C" jobs, justifying her name which originated from folklore and means a mischievous female gremlin.

The model is not a true cabin type but actually is of the pylon category. It has small frontal area and a tapering fuselage with the cabin blending in, which gives pleasing lines—a relief from the conventional pylons.

Fifinella consistently averages 2:50 on an 11-second motor run and easily breaks three minutes on a 15-second motor run. ROG, and is rock steady on the climb with a nice transition to the glide.

## Fuselage

Lay out the  $1/2 \times 1/4$  in. crutch and add the  $1/2 \times 1/8$  in. cross-pieces from the rear up to  $F_6$ . Let dry and lift from plan. Cement in bulkheads  $F_1$  to  $F_6$  and the  $1/8$  in. ply firewall  $F_7$ . Then cement on the backbone. The backbone is made from a  $3/16$  in. sheet with  $1/16$  and  $3/32$  in. tapered strips cemented to the top as indicated. This arrangement gives a smoother cover job. Add the  $1/8$  in. sheet supports  $F_7$  to  $F_{11}$ . Use a short piece of  $1/2$  in. sq. for  $F_{12}$ . Add the  $3/16$  in. sheet bottom and taper the edges. Cement on the  $1/4$  in. sq. bottom longeron.

Cement the  $1/4$  in. sheet cabin top in place and taper sides to conform with bulkheads. Groove out cabin top to take the  $1/8 \times 1-1/4 \times 3$  in. plywood wing saddle. Install tank and add the  $1/8$  in. planking and the  $1/16$  in. sheet fill-ins. Cut out hole for timer and the outline for the cabin. Cement  $1/16$  in. sheet plywood braces to the inside rear of the crutch to take stress from tail twist. Groove rear of crutch to receive tail

saddle made from  $1/16$  in. ply and  $1/16$  in. hard balsa cemented together.

Next, cement in  $1/16$  in. ply inserts near front of crutch which anchors hooks to strap on engine unit. Gauze over the inserts. Add the tail hook and cement on the main  $1/8$  in. sheet sub-rudder. Put on windshield after the fuselage is covered. Cement in the hardwood dowels.

## Wing

Lay out  $3/8 \times 1/2$  in. leading and  $3/16 \times 7/8$  in. notched trailing edges. Block up front of trailing edges with  $1/20$  in. pieces to receive the ribs properly. Next, cement in ribs and, when dry, lift wing and add the  $1/2 \times 1/4$  in. and  $1/4 \times 1/8$  in. spars. Cement in the false ribs and the polyhedral. Add soft balsa tips built up from two pieces of  $1/2$  in. sq. and cement in the dihedral braces. On the outer panel use balsa for dihedral braces. The reason is that this joint is strong enough for all normal loads, so when a particularly strong obstruction is encountered—or if the model ever cartwheels—the outer panels will merely knock off at the cement joints instead of shattering the whole wing. Plank the top and bottom of the center section with  $1/16$  in. sheet balsa. *(Continued on page 38.)*

It may look like a cabin job but really is pylon, says Larsh, who valued a different look from conventional pylons. Can't say we blame him.

