



MAYFLOWER A 38 inch freeflight Sportster for up to .75cc

designed
by
A. Healey

HERE'S a sports model that should satisfy a wide range of our readers. It lends itself admirably to Radio Control and is beautifully stable in flight so that it also becomes a worthwhile project for the novice. Designer A. Healey chose the well-known Cessna Bird Dog and Skylane series as an inspiration for the general lines and we think he has achieved the effect very well indeed by producing this "caricature" of the famous American light planes.

Commence by marking out fuselage sides on medium $\frac{1}{8}$ in. sheet Balsa with former positions marked on the inside face (a ball pen is ideal). Cut the formers very carefully, making sure to alter position of the bearers if a different engine mounting is required. It is usual to mark the centre line on top and bottom as a guide when checking alignment before top and bottom sheeting is added. Now bend undercarriage wires to shape, bind and cement wires to F2 and F3 respectively. Cement F1-F3 on bearers carefully and allow to dry. Cut out sides laying one side flat over the plan. When the F1-F3 assembly is dry, cement and pin temporarily F1-F5 on one side sheet, squaring up as one proceeds. Add opposite side sheet and allow to set. Next, cement a scrap $\frac{1}{8}$ in. sheet stern post in place, bringing both sides together at the rear and add remaining formers, wing mounts, gussets etc. Make sure the centre line marks line up, otherwise you will get a built-in turn if you are not careful! Add top and bottom decking, soft block around the nose, dowels, cabin

windows, bind and solder the undercarriage wires.

Mark and cut out all wing ribs, cut trailing edge and join as shown on plan. Fix ribs on main spar, cement the leading and trailing edges and allow to dry. Remove from the plan and place the opposite wing half assembly in its place. Whilst the cement is drying add rear spar on to first wing half. Where a spar has to be cracked it makes a neater job to mark its position and to trim the odd rib (W3 and T3), to allow the spar to have a direct line from either side and not the more usual appearance. Build the centre section, incorporating dihedral braces and top sheet, over the plan. Add bottom sheet later. Lastly, cement both wing halves to the centre section, checking for accuracy and having $2\frac{1}{2}$ in. dihedral under each tip. Strive to be accurate as it saves a lot of unnecessary flight trimming.

On the tailplane, ribs are fitted over both spars at once. Due to the shallow depth of most tailplane ribs it may be found better to recess the top of T1 and T2 for sheeting *after* assembly with a model knife and sandpaper on small block. The sheet between T1 is not recessed but cemented *between* the two ribs flush with the bottom edge. Tape and cement front and rear where rubber bands pass.

The fin and rudder are made of $\frac{1}{8}$ in. strips in a flat frame and cemented to the fuselage when dry.

Lightly sand the entire model, cover with tissue, then dope (2 coats) followed by colour decoration.

Test glide with model balancing at 40 per cent chord and trim to fly in right hand circles.

It's a very easy model to fly. Like the famous vessel used by the Pilgrim Fathers, this 'Mayflower' will ride the rough spots for you and "come across" as our U.S. friends say, to give hours of enjoyment.

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