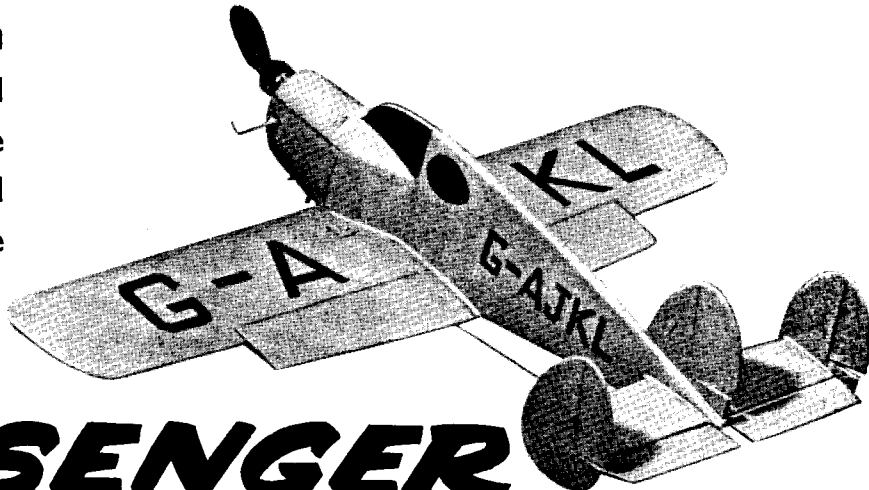


Ray Malmstrom invites you to build this attractive little point five powered profile control line model of a

# MILES MESSENGER



**S**HORT of time? Not a lot of space for flying a C/L job? Yet you would like something new and snappy for that next club meeting. Well, what about carving up some sheet and getting this little craft into the air? Time? Just two evenings and the job's done. Lines? Perfectly at home on anything between 15 and 25 ft. Looks? Well, most scale merchants agree that Mr. Miles has an eye for a nice line in aircraft.

The plan and diagrams explain the very simple construction, which is entirely of balsa and ply, but one or two points may need a little emphasis. Dimensions are given for a fuel tank from sheet celluloid, fitted with neoprene tubes. Herewith a tip. Useful tanks can be cut from the celluloid cases that contain toothbrushes, so why not treat yourself

to a new peg-polisher and solve the tank problem in one go?

A word on the alternative tank arrangement shown on the plan Diagram 1. Some of us find an inverted engine a bit of a brute to start, being used to the upright installations. This is easily solved by fitting a  $\frac{1}{2}$  A Mercury stunt tank, as shown in Diagram 1, and by recessing the fuselage blocks about  $\frac{3}{8}$  in. and cutting a slot in the engine mount. Make the tank a tight fit in this recess. Any gaps can be filled in with scrap sheet. All you do, with this installation, is to turn the model upside down and start on your usual settings. When the engine is running, turn the model the right way up.

### Finish

Two coats of clear dope lightly rubbed down, and pick out the cabin

in black. Give entire model a coat of fuel proofer. For a really good-looking job, finish with a coat of Starlon plastic enamel, which, incidentally, saves the application of fuel-proofer. Check the c.g. position from plan. Weight should be  $4\frac{1}{2}$ - $4\frac{3}{4}$  oz. The original model is pale blue with maroon lettering.

### Flying

Always hold the model by the engine mount when starting and never by the fuselage. The original was flown with the Allbon Dart and E.D. 0.46, both of which power units gave it a really enjoyable "sports-flying" performance on 20-25 ft. lines in calm conditions. However, by altering the location of the mounting holes, almost any 0.5 c.c. motor can be used.

Full size plans overleaf

## STAGE 1

CEMENT WING TO FUSELAGE—  
CEMENT ENGINE MOUNT TO  
FUSELAGE—CEMENT FIN  
TO FUSELAGE—CEMENT  
TAILPLANE TO  
FUSELAGE

COMPLETE TAILPLANE BEFORE  
CEMENTING TO  
FUSELAGE

ADD TOP COWLING  
BLOCK 'A' LAST

## STAGE 3

ADD  
SIDE  
BLOCK 'B'  
FIT TANK  
& ENGINE  
ADD WHEELS  
DOPE, COLOUR  
TRIM ADD  
LOWER COWLING

## STAGE 2

CEMENT W/C WIRE INTO GROOVE  
IN WING & BOLT  $\frac{1}{16}$  PLY PLATE 'D'  
(WITH BELL-CRANK & CONTROL  
WIRES) IN POSITION

## BUILD YOUR MESSENGER IN THESE 3 EASY STAGES