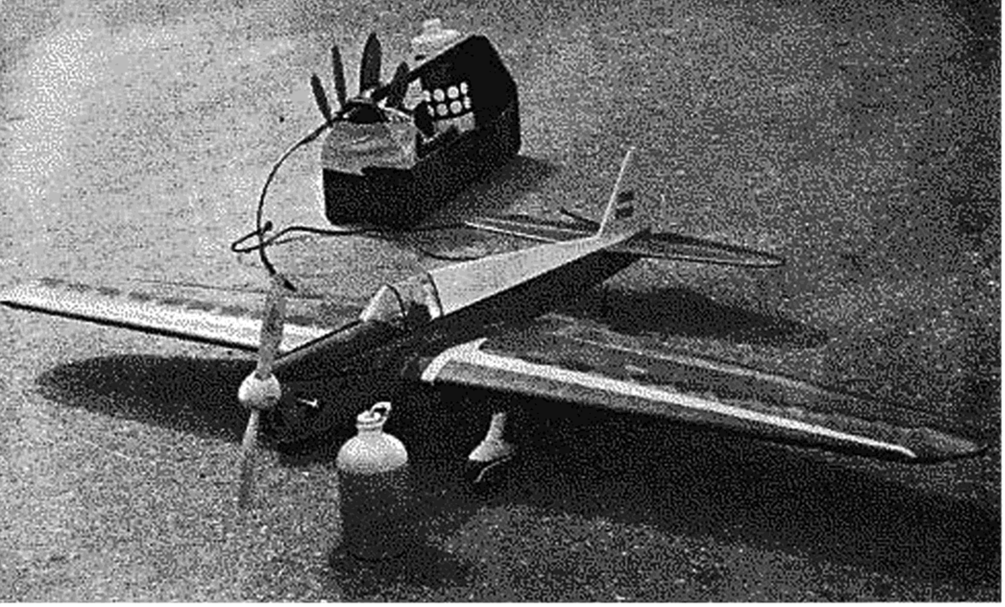
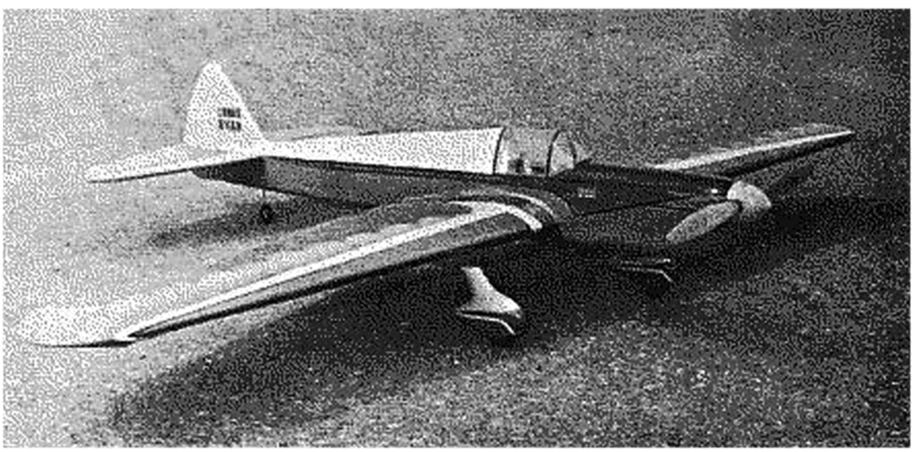


Enyo .35 makes a fine Stunt engine, it howls.

... continued ...

RYAN "S.C."

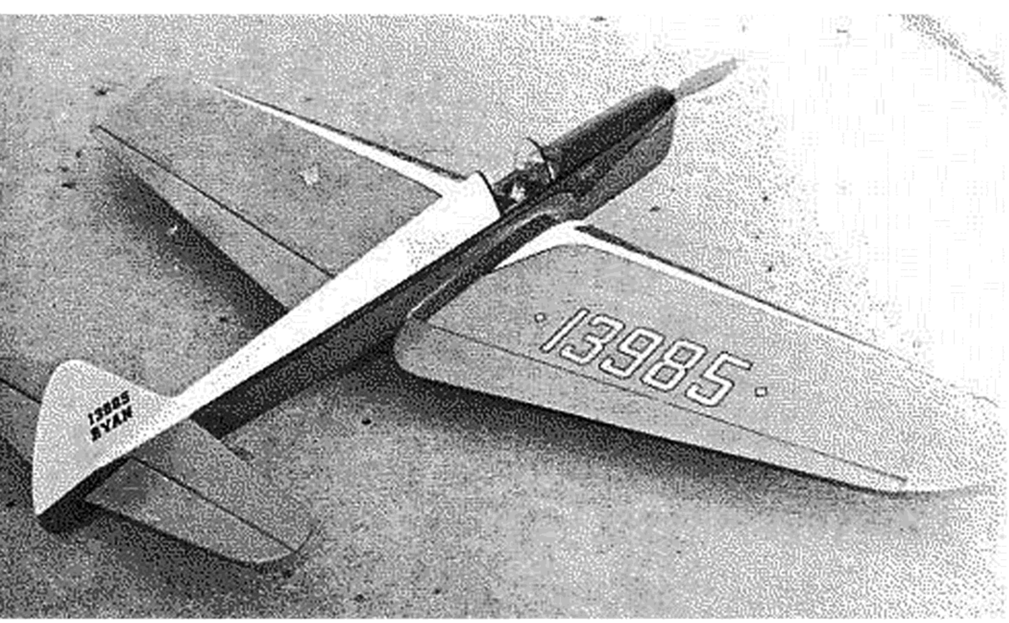


Ready for flight. Design is practical approach, turns into a durable, potent contest aircraft.

Typical tail surfaces, rugged easy structure.

The ship all set to launch. Responds nicely to handle movements, fast and light, grooves fine.

The tail is adequate in size, long tail moment.



was it! Needless to say I bought the kit. Seems like after the ice is broken you can find all kinds of material on a plane. And the more I read and saw on the "Ryan," the more I wanted a model of it.

Out came the old drawing board, and it was worth it too. The ship came out weighing 43 ounces, ready to fly. This in itself gives you a little advantage even before you test fly. Why? Because you can make changes if you have to without picking up too much weight for the wing to handle.

The "Ryan" really didn't need any changes, other than a little nose weight. I like to fly nose heavy. Makes old men like me smooth in their flying, and believe me you need all the help you can get with the keen competition you're up against is today.

That brings up another subject thats bugging me. Competition . . . Junior competition that is. It's fallen off in the last few years and there must be a way we can prevent this. I feel that one way to help relieve this situation is to eliminate ground points for juniors or possibly eliminate the rule that they must build their own plane. The feelings of many of these young modelers are they aren't good enough to compete building wise, but would love to compete in flying and most of them can put in a good pattern too. So maybe some thought ought to be given to the Junior for they are our coming champs and I'd like to see as many of them compete as possible.

Back to the Ryan now. I've given my sermon for the day. The ship was designed with competition in mind. When building it keep two things in mind. First, use light straight wood. This factor alone can mean the difference between a mediocre model and a good competition ship. Pick your wood carefully. Secondly, use care in alignment. Work from the center lines and double check everything before you glue the parts into place and use a good flat surface to work on.

Start by sharpening your ax, buzz saw or what ever you use. While it's still sharp, hack out all the ribs from 1/8" balsa, plus the flaps and center spar from 1/4" balsa. Glue the spar doublers into place and align. Next cut out the 3/8" light balsa and cut the stab, elevator and rudder to shape.

Place your tank into position between the body sides and glue former "A" into place. Now glue the 1/2" balsa block into position over the tank and between engine mounts. Cut the lower tank compartment components from 1/8" plywood and glue into place. As for all glueing that has been going on, we here in Naptown use Super Model Cement. Found its good for anything in the model airplane field.

After this has set up sufficiently, pull the body sides together at the rear

(Continued on Page 30)

THE RYAN S.C.

(Continued from Page 16)

and glue 1/4" sq. balsa in place. Now grab the 3/16" stock and strip cut some ribs for the stab, elevator and rudder. Install the elevator control horn and hinge. Turn the body upside down on a large flat surface.

Shape the leading and trailing edges as shown on the plans, except for the part that will fit into the body. Place the main spar, leading and trailing edges in the body, leaving them loose. Now slide the full ribs on the spar into the place. By the way, when cutting out the ribs, make the rib templates from aluminum or tin stock. Sandwich 11 pieces of 1/8" balsa together between the templates and carve them to size. Mark and cut them for the spar holes and leadouts. Do the same thing for the 1/2" ribs. After the ribs are in position adjust them and pin to spar. Now adjust the leading and trailing edges into place and pin to the end wing tip alignment ribs. After a final check and alignment, install the flap control horn and glue all joints. Now bend your 1/8" plywood platforms for the gear and bellcranks. Also the 1/16" plywood for tailwheel gear. While your idle cut the wheel pants of 1/8" and 1/2" balsa. Install wheels on gear and epoxy the wheelpants into position and let dry. Jigsaw out the wingtips and laminate them so they can be final-shaped.

Now that the body is dried, install the plywood platforms for the gear bellcranks. Install the bellcranks, leadouts and pushrod to flap control horn. Be sure and install the plywood braces on the flaphorn, for it rotates at this position.

Install the remainder of the body formers. At this time install the pushrod to the elevators from the flaps. Glue the stab into proper position and align. Build the cowling and tack glue it into position along with the top and bottom blocks, then let it dry. Shape and sand the wheelpants and flaps.

Now install the 1/8"x1/4" balsa strip in the formers #1 through 5. Shape and sand the top and bottom blocks. The cowling is trimmed along with the blocks, then remove the blocks and hollow them. Install the tail wheel assembly and the main landing gear. Cut and glue the 1/8" balsa deck sides into position. Recement the blocks into final position. Final-shape and install the wing tips, then bend and solder the leadouts. Install the spring hold-down mechanism and dowel rods into the cowling and the 1/16" plywood nose ring. Hinge and install the flaps. Lubricate all controls and make sure they are free-moving. Glue the rudder into position. Let model dry overnight. Finally sand entire model and cover with SGM Silkspan. Finish is a controversial subject, so I leave this up to the modeler.

The colors used on the original were pale yellow, bright red, black and royal blue. Good luck and hope for fair weather, so we have a good season. ●