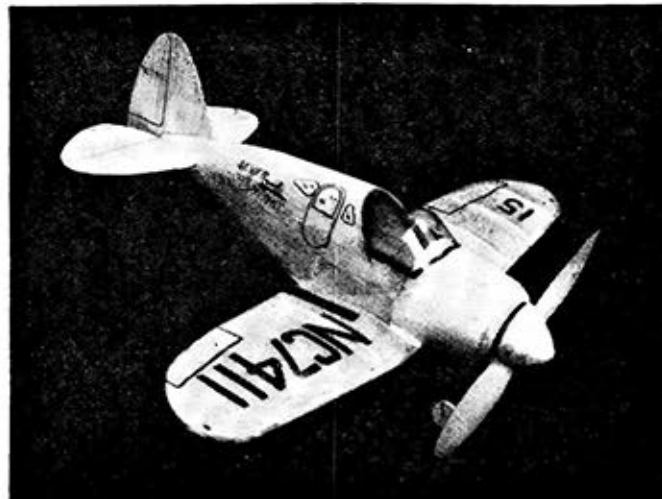
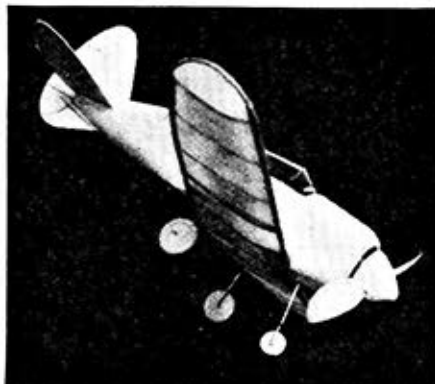




The large tail surfaces give stability



The balsa fuselage provides great sturdiness



A three-wheel landing gear provides thrilling, realistic "take offs"

The Executive "GOES TO TOWN"

A Sturdy Realistic Fine Flying Three-Wheel Landing Gear Ship That You Can Build Easily and Quickly

By **HERBERT K. WEISS**

cruising, 2900 ft. min. climb,—you know, with modern fighters getting faster and faster and landing speed going up and up, we're willing to bet that when there get to be more hot ships than super pilots it's going to feel mighty good to the not-so-good reserves to have that ground-stable tricycle under them, not to mention the stainless steel belly-skid. Oops, we forgot,—the Executive is being built as a "commercial" ship. Or did we?

Anyhow, you go about building your own Private Parlor Pursuit in the following fashion. Start with the wing.

Wing

The wing is made in one piece for strength. You can lay it out over the plan, putting a piece of waxed paper down first, of course, and just pin the pieces to hold them while the cement is drying. The trailing edge is cut from 1/16" sheet balsa, and you can trace the outline on the balsa with a piece of carbon paper if you don't feel quite up to the surprisingly easy job of cutting it to fit by eye. If you want to be sure of getting your wing panels alike, you can also trace the wing layout on another sheet of paper, placing the carbon sheet face up under the blank paper, so that your tracing is reversed. Sounds complicated but try it and you'll get the idea. Then just paste your tracing against the

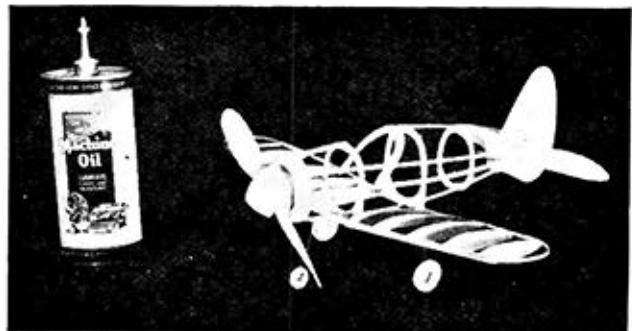
right wing half on the plan, and you'll have the full wing layout.

We found that the wing of our model was plenty rigid without a main spar. However, many model builders prefer to build their wings with leading edge, trailing edge and main spar, and you can

(Continued on page 34)



In full flight immediately after launching. Note its fine flight balance



The frame is simple and may be assembled quickly. Though small it gives a "big" performance

MAJOR ALEXANDER P. DE SEVERSKY has done it again. While other more conservative designers were checking and rechecking the trend of public opinion and the slope of the modern economic situation, de Seversky went ahead and built the ship that showed them what will be the style in airplanes by the time they get around to building their "dream ships."

The latest Seversky "Executive" incorporates a retractable tricycle landing gear, one of the first on a really high-speed ship of the fighter class. (That inimitable Dutchman, Tony Fokker had one at the last Paris show.) Fowler flaps are incorporated. Standard equipment includes two-way radio, automatic pilot, de-icer equipment and a complete layout of instruments. The ship is designed for a 1200 hp. Twin Wasp under the new N.A.C.A. nose-slot cowling, and a huge spinner superstreamlines the nose. Outer wing panels are interchangeable with panels of larger area including bigger gas tanks to boost the range from 850 to 2000 miles. Ship seats four normally.

Yeah, pal, you guessed it. How many "executives" in the United States have businesses that would justify one of these delicious go-buggies? Jimmy Doolittle and a couple of others have booked orders, indicating that this new ship will follow Seversky pylon-to-pylon, city-to-city and coast-to-coast tradition. But when we look at those performance specifications: 330 m.p.h. top speed, 300 m.p.h.