

Lots of two channel radios around these days. Here's a plane for them, it's a fun flyer.

MONTE FINLEY

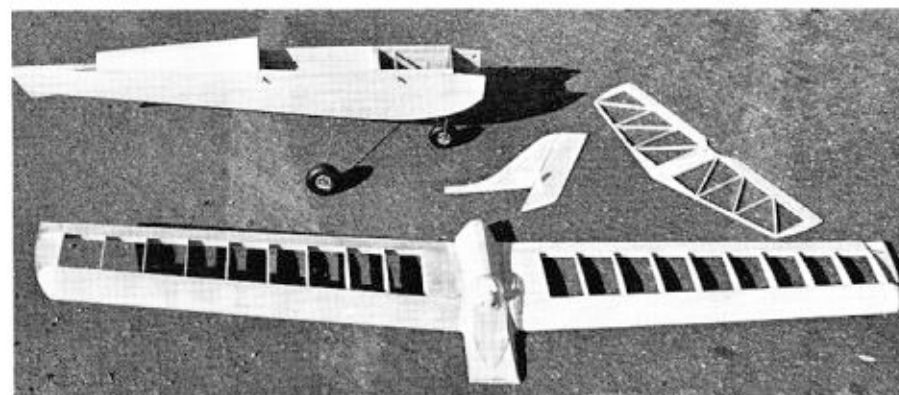
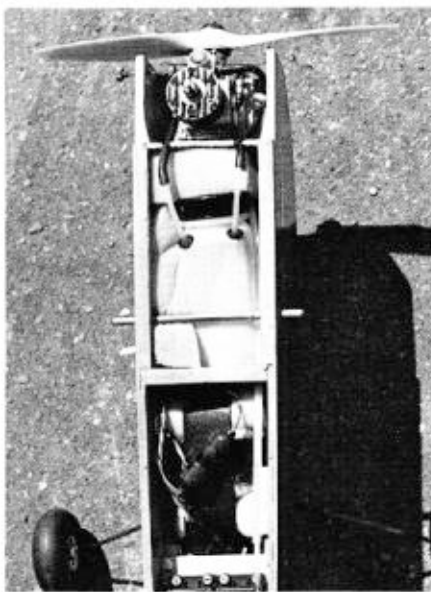
# THOR



Above: Cheryl Ann Hayes with Thor on the day of its maiden flight. Right: Ample room for equipment. Those are the old large size O.S. servos. Rudder and throttle only are used. Below: Ready for covering. Unique here is extension of wing hatch to cover tank compartment area.

**Editor's Note:** This article was inadvertently dropped from the December issue in which it was to appear. Since then the model is kitted and advertised by the author and designer. Normally we would never publish a design after it has been kitted. Our sincere apologies to the author.

Photos by Terry Aldrich



Ever had your flying day interrupted by an overly exuberant individual? Sure you have, but here's one that turned out to be challenging over the months that followed.

While at the flying field with my new grown-up toy, a fellow named Terry Aldrich came rushing up to me. Smiling, he slowed his rushing approach only to break the silence with these profound words, "I have a new McCoy engine and a two-channel radio, but no wings to fly."

After long sadness, I took pity and burned some late hours, coming up with a design to suit Terry. Then it was off the drawing board and into the builder's hands. He looked and started drooling; this made me happy. But I had to leave when balsa chips started flying, for he became wreckless with that X-acto knife, and besides I had some gluing to do on my own plane.

Next day I got an excited phone call with a complete rundown on progress and a name for the plane—"Thor." After quieting my laughter, I realized it made sense. Both of us work on Vandenberg Air Force Base and that includes a lot of missiles. (Also, Terry's name starts with a "T".)

Three weeks later, we weekenders saw a new bird sitting on the field. Thor in her glory was ready for a test flight. We were all keyed up about what to expect, and a silent prayer was in order. I kept my cool, because a designer must have confidence, but it's funny how my knees kept knocking.

Deciding on a hand launch due to the rough cow pasture field, the plane was christened by filling the tank. One prop-bitten finger later the engine roared into life. Lifting it up in the long-admired stance of hand launch, I kept my fingers crossed. Adding full throttle, Thor lifted out of the hand and flew straight and true, seeking more altitude. It was a pleasant sight, and happy with the handling we settled down to some serious flying. Thor does a good job of that, leaving maneuverability to the man at the controls.

Let's hope you are interested, if so, get the plans and let's start the simple construction. It's a good plane and can take rough treatment—lots of easy flying in this little bird.

Get out a good sharp blade and start cutting ribs and spar. The flat bottom airfoil is a help in building.

Build the wing in two sections—one left and one right panel please, don't do as I have done. Pin leading and trailing 1/6 sheeting down on board, glue 1/4 square leading edge on top of sheeting. Install main spar; now is the time to position and glue those wing ribs. Next come the 1/8 ply dihedral braces. Cover leading, trailing and center sections of wing.

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## THOR

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The right wing panel is a repeat with the exception of joining the completed left panel before sheeting top right wing panel. Those dihedral braces must go in now for a good glue joint. Block up left wing. Right top wing paneling is now in order, and all the soft balsa top blocks.

Don't put stress on parts by using the hammer to make them fit. This only helps in making warps in the wing and that is a no-no. Now get ready for sanding. Don't make the cockpit area at this time.

Cut fuselage sides from 3/32 sheeting, add 1/6 ply stiffeners and stringers. Set aside and let dry thoroughly. While you're waiting for this part, cut fuselage formers.

Got more waiting time? Start on the tail feathers. It's self-explanatory so I'll say no more.

Back to the fuselage. Add the formers being careful of alignment. The firewall takes an awful beating especially on rough fields. (Look at what it does—it holds the engine and nose gear together for rough landings), so add the hardwood triangle block to help out. Sheet the bottom and top of fuselage.

The motor mounts are your choice. We had some aluminum ones laying around collecting dust so we used them. Mount engine to the fuselage so forming around it will be simpler. At this time the wing should be fastened down to the fuselage and lined up properly. Next, start building the cockpit and hatch area. It's a little difficult to form the balsa block over the wing, but it pays off in clean, rounded lines for the fuselage. Assemble stab and rudder to fuselage adding soft balsa filler to blend into fin area.

The landing gears can be made or a commercial gear used. Use "J" bolts or straps to hold the gear in place.

Not much left—lots of sanding, and for us lazier guys, MonoKote covering. Terry used silk and spray paint to finish it up. When I questioned Terry about the finish, his reply was, "For sheet balsa or block areas, brush three filler coats with 1/4 white dope added for white base coat, allowing overnight drying before sanding with 320 sandpaper. (Remember to use a tack cloth after sanding.)"

"Spray three coats of desired color to all of the aircraft. I used Testor's new 1495 sapphire blue metal flake, with no sanding between coats. Spray three coats of clear dope (one to one thinner) for high gloss."