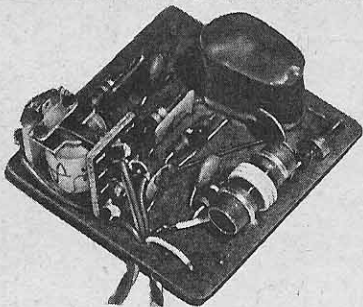


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working from the center of the sheet to the ends, cement to the leading-edge spar. Pin to each rib as you go, to keep planking tight against the ribs. When completely dry, remove from the board, turn over and repeat on the other side. Go over all the joints again with a glue gun, to insure a thorough bond. Now add the 3/32" sheet tips, and 1/16" scrap ribs. Cement in the bellcrank floor and brace, and install the bellcrank and lead outs. Add cap strips and center section planking and sand completed wing to shape, making the leading edge round.

The flaps are cut from medium soft ¼" sheet balsa, sanded to an airfoil section, and hooked together with a large Veco flap horn. Do not connect the flaps to the wing until later.

The rudder and stabilizer are cut from medium ¼" sheet balsa, the center of which is cut out as shown. The ¼" x 1/16" strips are cut to size and cemented in place as shown. Taper the rudder and stabilizer from ¼" at the center, to 1/16" at the tips, and sand to airfoil shape. The elevator horn is now installed, and the stabilizer-elevator hinges are cemented in place.

The fuselage is conventional, being made slab side, box fashion. When selecting the ¼" sheet balsa for the fuselage sides, pick good hard wood, preferably quarter grain, or good straight grain. Cut to shape on side view of plans, and cement 1/16" plywood doublers in place. Drill a series of 5/32" holes throughout the doublers to give a better bond. Pre-cement all parts before final assembly. The engine mounts are cemented in place, care being taken to line them up exactly as shown. Note that the thrust line is not the same as the top of the ¼" fuselage sides, as extra depth was needed toward the rear of the 3" fuselage sides.

The landing gear is bent from two pieces of 3/32" piano wire. This method makes a better gear than one heavy piece of wire. Instead of springing back and forth on contact, the two wire gear springs up and down. There is enough up and down spring to smooth out most bumps, but little chance of the model tripping over, which is so common with the single wire gear. The double wire gear is rigid enough to cut through most tall grass, as my model hasn't flipped over on a landing yet.

Mark landing gear position on the ply-

wood formers, and drill 1/16" round holes at the landing gear corners. Slide small cotter pins with 3/32 eye opening on gear wire, and push through formers. Place small washers over the back end of the cotter pins, and solder. The landing gear will be finished later.

The fuel tank is made now, as it is built into the fuselage. The fuel tank is the one vent, pressure type, which I have used for years. By using only one vent there is very little likelihood of spraying a stream of fuel all over the airplane when the engine is running or when the plane is in flight, as air is forced into the tank to equalize the fuel which is drawn out to operate the engine. Also, when in flight, the forward motion of the plane forces air into the tank, giving a pressure feed. This eliminates changing engine speeds in violent changes of direction. I also find I can set the engine run lean on the ground, and it will run to this setting throughout the flight.

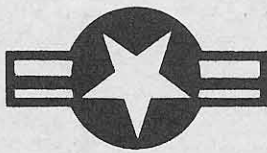
To fill the one vent tank, stand the plane on its nose and pump the fuel in until it starts running out the engine venturi. You fill the tank and clean out the needle valve jet hole in one operation.

Use an empty fuel can which is in good condition on the inside, cut off the ends and open up flat. Mark the outlines 1" x 2" x 3/8". Bend so the inside of the can becomes the inside of the tank. Solder across the top, bend the filler vent tube from 3/32" I. D. (inside diameter) tubing (brass), and face it directly forward. Solder securely to the inside of the tank at the bottom, bringing out of the top of the tank ½" from the front left hand corner to clear the engine mounts. Install the front of the tank and solder securely. Now solder the 3/32" I. D. brass engine feed line into place, in both the front and back of the tank, taking care to keep on center line of the 1" side. Close up the back of the tank and solder securely, and clean out the inside of tank with methanol. Pressure test finished tank under water, as it must be absolutely air tight to function properly. The tank is built into the fuselage so it must be right; however, you can get at it from the bottom if necessary.

Now cement the firewall and landing gear formers in place, with the tank in its proper position. Bind the bottom of the landing gear with copper wire, after posi-

(Continued on page 46)

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