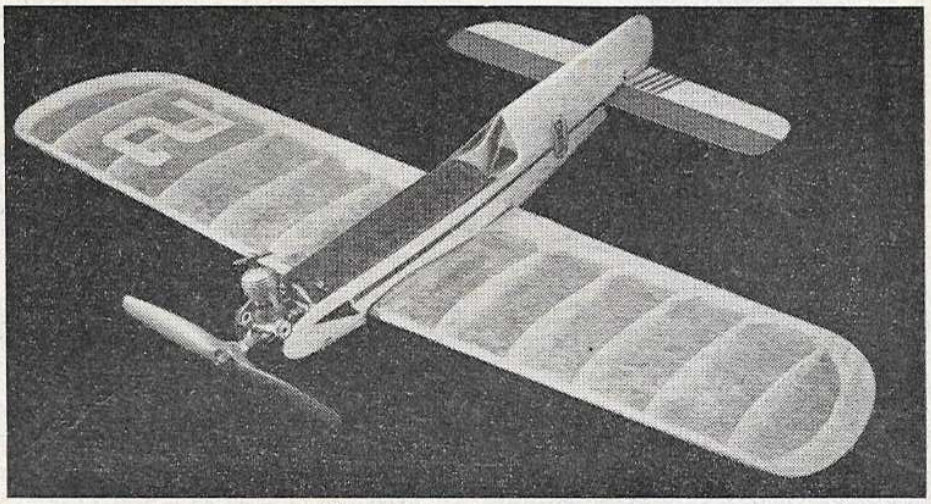
A model that will really stunt with only ½ cc. power!!

— by W. A. Pollard



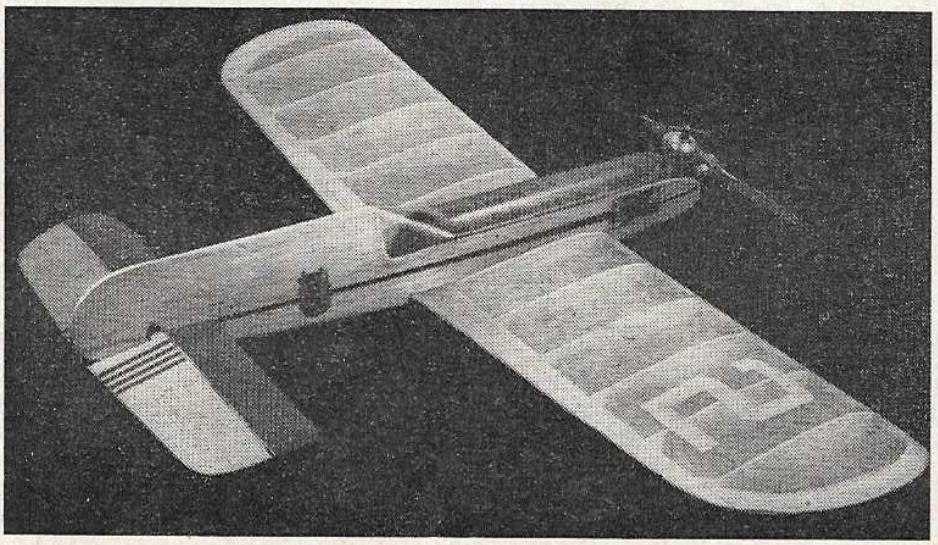
Cheshire Kitten

LOOKING FOR A MODEL that genuinely stunts on 0·5 c.c.? Cheshire Kitten is the answer. To prove his point, W. A. Pollard sent the actual prototype to the Editorial Offices for examination and tests and we confirm that even with the most soggy of thread lines, it will loop, bunt and figure-eight to your heart's content. If the wind does take it away out of control now and again, it is so light (1¾ oz. plus engine) that it is virtually crash proof.

Details are shown on the drawing for five different engine mountings, covering all the popular types and the actual prototype was equipped with a Frog 50. With an A.M.10 we might suggest 35 ft. of ·008-in. piano wire, but for most other engines 20 ft.-25 ft. of the Keil Kraft Terylene line will give satisfactory performance.

Construction follows the sequence of making the wing, incorporating the two fuselage sides, installing the controls and joining the sides with the formers, then fitting the tail surfaces. Start by cutting out the wing ribs, all being to the same external contour, but W.2 must have a slot for the bellcrank movement and W.3 ribs in the port wing have holes for the leadout threads. Now cut out the fuselage sides and slide them over the leading and trailing edges to the centre position. Pack up the outline (the T.E. need not be tapered in thickness and only requires a radius edge) with scrap ¼-in sheet. This compensates for the symmetrical wing section and ribs should now be attached using 1/16 gussets for additional strength. Fit the bellcrank on its 1/8 ply mount in the centre section and attach the leadout threads passing through the port side of the wing and the push-rod between the fuselage sides. Select straight grained balsa for the tail surfaces to obviate possibility of warps and make sure that the 20 gauge wire horn and elevator link are firmly attached. The tail is fitted to the fuselage after positioning all the formers, engine bearers and tank, then the fuselage bottom is covered with 1/32 sheet prior to covering the whole model with lightweight Modelspan.

One should be able to make the entire framework in a few hours and complete the whole job in three evenings. Why not try ·8 c.c. Combat in your club?



Prototype had dihedral for appearance, and it also helps to protect the undersurface of the tissue-covered wing in a belly landing on concrete. Sparless wing is of ample strength to withstand head-on prangs, for the airframe weight, with celluloid tank is a mere 1¾ ounces! Frog 50 power and 6 x 4 in. plastic prop enabled us to perform consecutive horizontal eights