for sport flying with ·75 to 1cc try . . .

SNOW WHITE

40 inch free flight design with new 'easy-to-build' sheet fuselage construction featuring tongued formers and slotted sides

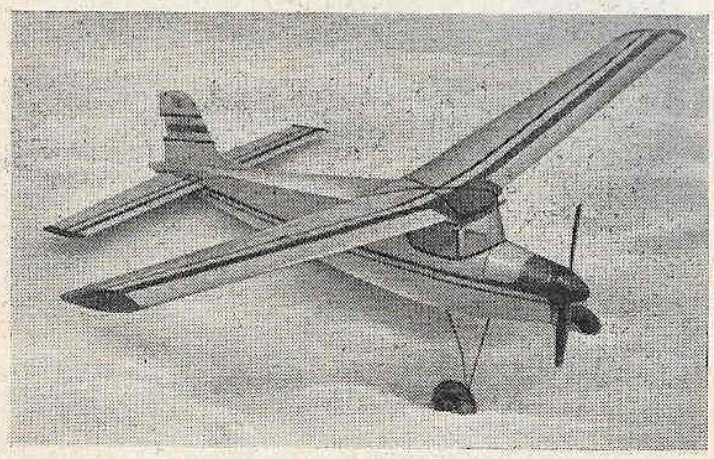
by MARTIN BRIDGE

SNOW WHITE WAS designed primarily as a good looking sports Model. Construction is strong and simple and can be tackled with confidence by anyone with even the most limited experience. An E.D. Bee powered the original, but the Mills ·75, Allbon Merlin or Spitfire can be substituted. The designer has had hours of trouble-free flying with the all white prototype and trimming is simplicity itself.

Construction

Start on the **Fuselage** by cutting out all the formers and the $\frac{3}{32}$ in. sheet sides. Check the former tongues in the notches in the sides. Bend the undercarriage from 14 s.w.g. piano wire and bind to the ply formers with thread. Join the sides with the formers, cementing carefully, especially around the ply joints and cement in the hardwood bearers. When dry drill the engine mount holes and fix the 6 B A bolts. Add the $\frac{1}{16}$ in. top and bottom fuselage sheeting, celluloid windscreen, dowelling and ply tailskid. Bind and solder the undercarriage legs together and construct the cowling as detailed.

The **Wings** are quite straightforward. For ease of construction, the wing thickness does not taper. Thus the ribs only require tapering rear of the main span. The wing section is thin to give a fast scale flying speed. Start construction by notching the T.E. and pinning it down on the plan, followed by the rear spar, wing ribs, $\frac{1}{4}$ in. × $\frac{1}{4}$ in. L.E., and the main spar. Use hard stock for the spars. Cement the $\frac{1}{32}$ in. L.E. sheeting carefully to the L.E., ribs and the main spar. Build the centre section incorporating the ply dihedral brace and cement the wing panels in place, leaving them to dry at the correct dihedral angle.



Tailplane and **Fin** need little explanation. Use medium-light stock for the fin, making the key from hard balsa. Cement the fin to the tailplane and fair it in with the fuselage using scrap sheet.

As Snow White is no contest model, it is worth the few extra ounces involved to obtain a neat finish. The original was doped white all over with red and black trim. Before covering give the entire model two coats of sanding sealer, rubbing down with the finest sand-paper when dry. Cover all surfaces with light weight Modelspan doped on. Give two further coats of sanding sealer to the sheet fuselage, sand lightly and give several coats of thinned colour dope. Water shrink the wings and tail and apply two coats of 50% thinned clear dope followed by colour dope if desired. Use Sellotape for masking the trim lines and give the completed model a coat of fuel-proofer all over.

Flying. Check the C.G. position and add any necessary nose or tail weight. Test glide over long grass. The glide will be fairly fast but flat. No more than $\frac{1}{16}$ in. packing under the tail T.E. should be necessary and a little left rudder should take care of the glide.

Right thrust and downthrust will give a wide climbing left-hand turn under power assuming that there are no serious warps on any surfaces. Use an 8 × 5 nylon prop for testing, and a wooden 8 × 4 for best results.

Nestling in its natural element, photo at left was taken during recent winter months. Full-size copies of the 1/4th scale plan opposite can be obtained price 4/6 post free from the AEROMODELLER Plans Service