

Taitin HOBBY

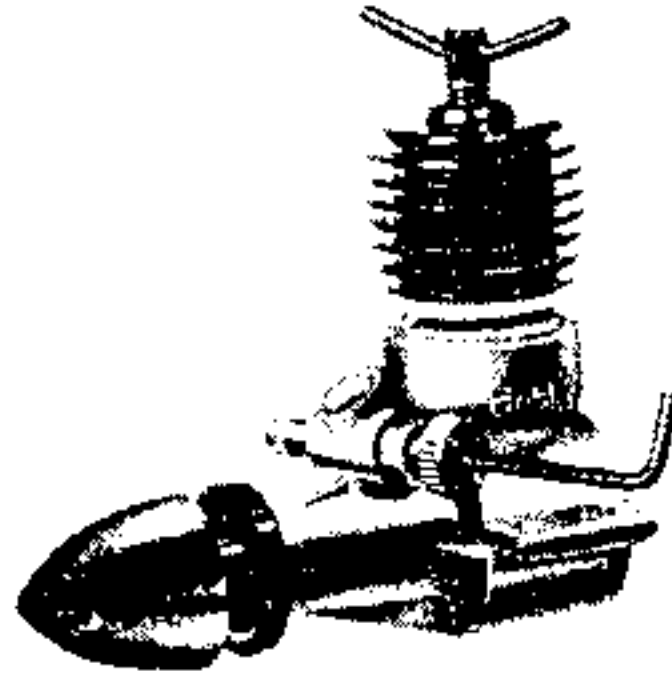
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for the motor mounts. Cut out the lower shell to fit the mounts and shave sides of mounts until the outside edges of mounts and lower shell are clean and flush. Apply two or three coats of cement to the mating surfaces of mounts and lower shell, allowing sufficient time for each coat to dry. Then cement mounts in place. Mount engine in place with about 3° offset for right thrust. Mount a 2 in. Froom needle-nose spinner on engine and trim the lower shell to fit spinner. Cement two strips of strong linen or Flightex 1 in. wide along joint of the lower shell and motor mounts. Mount the firewall in the lower shell.

The wing construction is quite conventional. The tips are carved from soft balsa and the inboard tip is hollowed out. Place a 3 oz. weight in the outboard wing tip. The bellcrank floor is mounted in slots in the two thick root ribs. Install the bellcrank and lead-ins, and make wing flaps and tail assembly. The flaps and tail assembly should be covered with silk for greater strength. Cut a piece of soft 1/2 in. plywood to make the bulkhead that fits the lower pan for the landing gear mount as shown on plans. Drill two 1/8 in. diameter holes 1 1/2 in. apart through the bulkhead. Cement bulkhead in place after first double-cementing; then install landing gear. Cut the lower shell to fit wing and install wing double-cementing. Apply a good cement fillet around landing gear bulkhead where it meets the root ribs. A piece of linen is cemented over the landing gear on bottom of fuselage. By omitting the linen retainer, you may utilize a drop-away gear.

For the wing flaps you may modify a Veco horn this way: bend the prongs to reach just outside the fuselage on each side and slip a 2 1/2 in. length of brass tubing over each prong and solder. This is done to prevent the prongs of the horn from working loose in the flaps. Mount the flaps and install pushrods. Wrap a little copper wire around the end of each pushrod and solder to retain pushrods in place. The tank may now be installed. Cut off front cowl section from upper pan and cut upper shell and cowl to fit engine cylinder. Assemble fuselage wrapping with a 2 ft. length of rubber to make a good joint between upper and lower shells. Key cowl with dowel pins and cement music wire hooks in insides of cowl and lower pan. The cowl is held on by elastic bands attached between these hooks. Cover wing and dope model according to taste.

In flight, try various line lengths to decide your own most suitable ones. For .49 to .65 power use 70 to 100 ft. of .016 wire. Always pull test lines before flying, particularly if you're using a peppy .59 or .60. And now you have a thrilling experience before you.

The MAN .19

(Continued from page 22)

and using the borderline size offers a good excuse for making an alternate glow head and investigating the performance merits of each version. Carrying curiosity a stage farther, we have provided for two different carburetion set-ups: disc valve and reed valve, so that again the merits of each can be established for Diesel and glow in this particular size.

Above all, the design is based on proven concepts, dimensions and materials, is simple and straightforward to construct, is unusually compact and rugged and, in all its forms, is a very hot performer. Weight runs around 5 oz. and power of the simplest version is about .35 bhp at 13,000 rpm. The hottest variety will hit close to the magic 1/2 hp.

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