

to get rid of the bumps. The plane must be clean or the ink will bead up or not lay down at all. This means wash your hands, have a clean bench, and a clean airplane. Put some dilute alcohol in a spray bottle, use a clean towel and wipe down the plane. Its best to do one side at a time, like a wing and tail. Lay the plane flat on the bench on clean towels so it wont rock. Dust the areas you are going to work lightly with talcom powder and wipe it off. This leaves a dry surface that the ink likes to stick to. If you dont know where you want lines look at some pictures and sketch some ideas up. Now adjust your pen and using a guide go ahead and lay down some lines. Be careful not to lay the guide or your hand in wet ink. Remember to hold the pen vertically so the tip doesn't tough the guide or it will bleed under it. When this happens, and it will, kleenex and a little alcohol will move it if you hurry. Dont use thinner or methanol as this will move the paint. If the ink stains you can sand lightly with out getting into the color. When you are happy with your panel lines spray a light coat of clear over them, dont brush it because it will smear the ink. Now go ahead and do the next side in the same manner. When you have all the lines on and protected by a coat of clear, try some dry transfers. These are letters and numbers, that come in a variety of styles and sizes from 1/8" to 2" high. They are transfered from the sheet to the plane by laying them in place and rubbing them with a burnishing tool. I use a soft lead pencil with good succes. If you will work under a light for heat these separate better at a 100 degrees F. These also must be protected by clear like the ink lines. A mistake with a letter is easy to remove by scrapping with an knife blade. When you are satisfied with your work several coats of clear will give a nice deep finish. Allow sufficient time to dry out before you rub it out and wax. All the materials used can be purchased at a drafting supply store, except the talcom and rubbing alcohol, try the local drug store for them. The lines and letters can be put on to suit, a little or a lot, but it all tends to make it distinctly yours. I hope these ideas can be used to help satisfy the need for a better plane than the one before.

DEFINITIONS
by M. McCloskey

<u>INCIDENCE</u>	Things that happen at a combat meet.
<u>QUICK FILL</u>	Gassing up at a station that has no other customers.
<u>HOT GLOVE</u>	Gloves used by pit men on cold days.
<u>ANGLE OF ATTACK</u>	A left hook.
<u>FLAPS</u>	Other things that happen at a combat meet.
<u>FOWLER FLAPS</u>	Nastier things that happen at a combat meet.
<u>SPLIT FLAPS</u>	Things that end in a tie.
<u>ZAP FLAPS</u>	Fistacuffs.
<u>LEADING EDGE FLAPS</u>	Dick Stubblefield vs. Gerry Capuano.
<u>DECALAGE</u>	Place where decals stay when they go skiing.
<u>SPOILERS</u>	People who take first place all the time.
<u>COCKPIT</u>	No comment!!!
<u>TRIM TAB</u>	Paid up bar bill.
<u>AIR SCOPE</u>	Your nose.
<u>FLYING STAB</u>	Pete Rose diving for a ball.
<u>BELLCRANK</u>	A guy who likes southern girls.
<u>RIB</u>	What combat flyers do to their opponant.
<u>SPAR</u>	What combat is all about.
<u>STRUT</u>	What winners do.
<u>TAIL SKID</u>	The morning after.