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uses on its quarter-scale RC models. Since my plug-in system is not yet built and flying, details are not included here; but if you would like more information about the work-in-progress, I can be contacted at: Suite 401, 1938 Peachtree Rd., Atlanta, GA 30309. Likewise, if you have questions or comments on the model presented here, feel free to write.

How did all these design and building considerations work out? In its first competition outing the T-60 won the 31st King Orange Stunt event and the Al Lewis Flyoff Trophy. I had spent the morning judging Old-Timer Stunt, and my first official flight was my second total flight of the day and the first in several hours. This, I believe, is testimony to the easy handling and accurate flying characteristics the design possesses. How the T-60 and I do at other important events remains to be seen. One thing is sure, though: I'm glad I joined 'em. I'm glad I let my Phoenix live a new life as a larger bird!

CI Aerobatics/Fancher

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hinge is almost mandatory since they can be installed (and in fact should be) *after* the model is covered. Let's make that perfectly clear. *The surfaces to be hinged should be slotted to accept the hinges prior to covering.* Apply the covering next and seal right over the hinge slots. The slots are then reopened with a sharp razor knife, and only then should the hinges be installed.

When installing the bellcrank two things are very important. First, be sure that the installation is perfectly sound. The platform must be rigidly supported and properly glued, using either epoxy or aliphatic-resin glue.

The bellcrank bolt should be firmly tightened and the nut installed with epoxy to prevent loosening. Do not solder washers on the nylon-type bellcranks as pushrod retainers. The heat may melt the nylon and disrupt smooth control action. I use 1/2-in. Du-Bro wheel collars with the setscrews firmly tightened and epoxied in place.

Second, be sure that the flap end of the pushrod is directly in line with, and one inch above, the flap hinge line with the bellcrank in

neutral. This will allow proper alignment with the flap horn and thus ensure that the whole control system will be in neutral simultaneously.

When shaping the sheet balsa flaps and tail surfaces, use the rounded cross section as shown on the plans. *Don't try to taper them, as they are too thin and will be unacceptably weakened.*

Now is the time to cut the slots for your hinges. Don't attempt to get a narrow gap between the hinged surfaces. If you do, what usually happens is that the controls end up rubbing, depriving you of both freedom and range of control movement. Just leave the natural gap which results from the rounded, pinned section of the hinge.

Shaping a profile fuselage is a pain in the neck. The plywood doublers don't take well to carving or planing, and sanding them to shape seems an imposing task. Try it this way.

Assemble the balsa profile fuselage, hardwood engine mounts, plywood doublers, and the in-board, 1/4-in. (or thicker) balsa "tripler" we discussed last month. Blend the square rear edge of the ply doubler into the balsa fuse using a piece of scrap 1/8-in. balsa already sanded to triangular section.

Now comes the tough part: shaping the front end. Believe it or not, we're going to sand that sucker to shape!

First, clamp the fuse to your work bench so that the nose sticks out into midair. Use either a large C-clamp with some scrap hardwood to protect the balsa fuse, or pile on all your old *Model Aviation* mags. To protect against snapping the fuse in half as we shape it, place a piece of scrap hardwood under the fuse to support the nose. A piece of one-by-two about three feet long is good.

Now, using a 2 x 12-in. strip of coarse, 40-grit sandpaper, attack each side of the nose as though you were buffing a pair of shoes. As you use your buffing motion, move fore and aft so that you are removing material uniformly. You'll be surprised at how fast you can shape the front end, plywood and all.

Now that the hard part is done, carve the aft fuse to a pleasant shape using a razor plane and sandpaper. Don't overly taper it toward the tail, as doing so will weaken this area and allow the tail to flex in flight. Prior to final shaping of this area, I permanently attach the rudder so that it has a good solid joint and the fuselage can be faired smoothly into it.

Although my previous use of iron-on coverings had been limited to Top Flite's MonoKote, I chose to try Sig's new Supercoat material. I was very pleased with its performance. It is activated at a much lower temperature and is somewhat

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Engine Requirement:	any .60	Fuselage Width:	3.5"
Wing Span:	52"	Weight Range:	6 to 7.5 lbs.
Wing Area:	236 sq"	Wing Loading Range:	14.8 to 18.5
Fuselage Length:	46"		

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