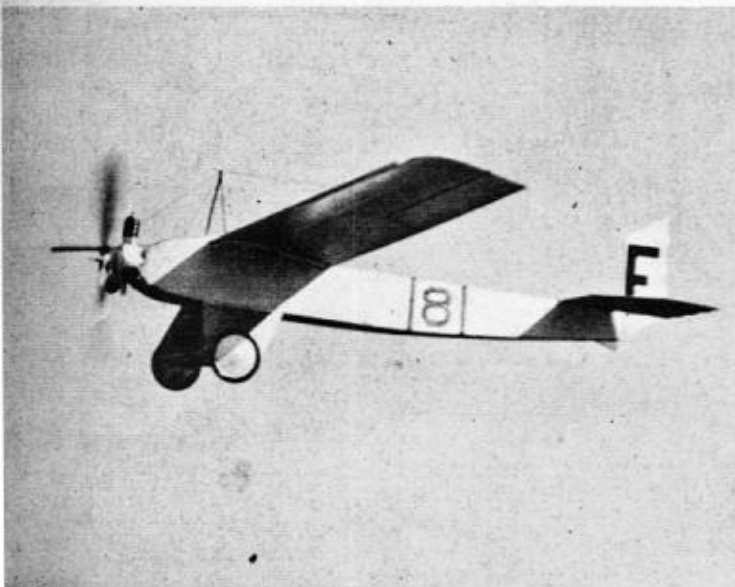


Impressive isn't it—prop spinning while standing on the tarmac waiting to take off for one of the usual realistic flights of well designed scale job.

Farman Mosquito



Not the screaming, standing on tail flight usually associated with free flight, but the steady as a rock straight forward scale flight.

► In the early 1920's the French Farman concern built this little light plane that lends itself well to being built as a very simple rubber powered scale model. The original model flew with but a single adjustment from the way it is drawn up. It needed about an eighth of an inch of down elevator.

The model is so simple that in general it can be built by following the plans alone, so only a few specific items will



One of the younger Mooney's, Chrislea Bee, posing proudly with another of Pop's creations. We must admit both are real beauties.

by WALT MOONEY

HARD TO EXPLAIN — BUT EASY TO UNDERSTAND THE HOLD THAT RUBBER POWERED FLYING SCALE MODELS HAS ON OUR HOBBY. NOTHING CAN MATCH THE SATISFACTION OF WATCHING THESE QUIET BIRDS IN FLIGHT.

be described. Make sure the balsa you use is as light as you can get. Go easy on the finish to keep the weight down. Mine had a single spray coat of silver and used india ink for the trim.

Cut out all the parts from one sixteenths sheet balsa. The nose block and the engine crankcase can be laminated from several sheets as can the motor cylinders.

Obtain the wing camber

(Continued on page 56)

Farman Mosquito

(Continued from page 56)

Cement the fuselage sides together at the rear end and then add the bulkheads from back to front. Add top and bottom covering in several pieces noting that the grain should be crossways of the fuselage. Cement landing gear legs and cross bar in place. Add the tail skid made from balsa. Sand the leading and trailing edges of the wing and stabilize to a round section and then cement slat in place. Sand the wing root ribs to give the proper dihedral angle as indicated by the phantom lines in the side view and cement them in place on the fuselage. Add a drop of cement to the top and bottom of each wing at the crosses shown on the wing plan where the rigging will pass through the wing; this is for a local reinforcement.

Bend the cabane struts from piano wire. Thread V shaped one through the loop in the other and slip two pieces of thin neoprene tubing over it. Insert the three bottom ends into the fuselage and cement securely. When this and the cement spots on the wings are completely dry, the rigging is added. Thread will work but the monofilament line used for fishing leaders is better. Use a pin to poke holes through the wing at the cross marks and at a forty-five degree angle downward through the corners of the landing gear legs. Then thread a single piece of line from the cabane struts through the front hole in the left wing, then the front landing gear holes up through the right wing and then to the cabane struts. Next to the aft hole in the left wing, the aft holes in the landing gear, the aft hole in the right wing and then back to the cabane. Tie loose ends together removing as much of the slack as possible. Cement braces in place where they go through holes and along the bottom of the crossbar and at the knot at the cabane struts. The nicest part of the monofilament rigging comes now: it will shrink if heated and the slack is easily taken up. Wing warps can be easily removed by holding them in the correct position and taking the slack out of the rigging while holding over a stove. Don't get too close to flame or you might have a jet take-off. Slip wheels over the axle wire and bend ends up to hold them in place and then cement the axle wire to the crossbar. We now make the dummy engine, cylinders are balsa dowels, wrapped with thread and painted black. The crankcase is laminated from sixteenth sheet. It is faced with a large hardwood thrust bearing. If one is not readily available to you use a lamination of thin plywood. The trapezoidal piece of balsa cut out of bulkhead 1 is cemented to the back of the noseblock to locate it on the front of the fuselage.

If a freewheeler is desired, file and hack-saw it from a short length of aluminum tubing and bind it to the front of the propeller. Several commercial plastic propellers on the market already have a free-wheeling feature which will save you time if you select one of them. Add a couple of washers or a bead between the front of the engine and the propeller.

Two loops of one eighth flat rubber a little longer than the distance between the prop hook and the rear post are used for power. The model should balance at the CG shown by a circle on the side view. Add clay to nose or tail as required. Test glide over grass, if possible and adjust as necessary by warping the elevators to get a good glide. Start power flights with fifty hand winds and work up. If the model noses up under power and stalls shim the nose block to angle the propeller shaft down.

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