

# A DECADE OF DESIGNS

Number

# 2

Over 60 FULL-PAGE Plans



FLYING MODELS  
LIBRARY

RADIO CONTROL  
CONTROL LINE  
FREE FLIGHT  
SOARING  
INDOOR



**THE COVER:** To capture the thrill of flying models, nothing beats the excitement at a big meet such as in this view of the Spokane Internationals hosted by the Washington Air National Guard. Top models, top modelers, military precision flying teams, and competition all combine to give the modeler the lift needed to spark his own creative talents. Ektachrome by Don McGovern.

Many modelers get their kicks from kit bashing, as in this superb twin engine Aztec by Bruce Petersen, built from a VK Cherokee kit. Many of the plans in this book will provide ideas for similar kit customizing for those modelers who want individualized planes. How-to article on above conversion appeared in Feb. 1970 issue of *Flying Models Magazine*.

This second edition of **DECADE OF DESIGNS NO. 2** is the result of countless requests from readers of *Flying Models Magazine*, and is a compilation of the best representative designs from FM during the years 1956 to 1966. Ten years covers a wide span and a variety of thinking. Here are flying model designs covering virtually every type of model aircraft that can fly: radio control, control line stunt and combat, free flight gas, rubber, sailplanes, and even several helicopters.

Model aviation changes constantly and any compilation will naturally include concepts and design innovations which have changed with the passage of time. Radio control equipment, as an example, is far more advanced than the days when some of the plans herein were first conceived. Use of modern R/C gear will sometimes necessitate deviations from the plans. Don't be afraid to make them. The information found in this book created the designs of today and we feel they are as modern as tomorrow.

Some of the plans in this volume are now available from Carstens Plan Service as full size drawings, as are most of the plans appearing in our companion volume "Model Plane Building From A to Z". To determine availability of these full size plans at any future date, refer to the ad in the then current issue of *Flying Models Magazine*.

Veteran modelers will have little difficulty using the plans in this book. We would suggest that beginners have several good comparable kits under their belt before attempting scratch building. Kits contain most of the basic needed parts and your local hobby retailer can readily

supply you with the other needed items: wheels, props, covering, radio gear, engines, gas tanks, lettering and trim, dope, and so on.

Your local dealer can also supply balsa and other parts needed for scratch building. The embryo builder should be aware of the variety and quality of the thousands of component parts available to the serious flying modeler. Gas tanks come in a wide variety, of sizes and shapes: round, square, oblong, flat, some with sloping fronts, and others in which the fuel line can be spotted at the whim and desire of the modeler. The modeler can make his own hinges from thread or coverings such as Mono-Kote, or he can buy ready made hinges that are inobtrusive and easy working. Landing gear, including steerable nose gear, are offered in many styles, sizes, and designs. Coverings run the range from low cost tissue to self-adhesive pre-colored vinyls, with matching numerals and trim.

Balsa is still the odds on favorite of most modelers but foam plastic wings, molded ABS plastic floats, and other components are highly acceptable. See your dealer for all these items, as well as the ads in magazines such as *Flying Models*.

Most serious flying modelers quickly learn that flying is more fun when you belong to a club, of which there are hundreds in the United States, Canada, and in other countries. Clubs have access to or know of the best local flying sites, and provide a wealth of mutual help through sharing of problems and knowledge. Local hobby shops can direct you to the location of nearby clubs. ☺

# A DECADE OF DESIGNS

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**2**

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## FLYING MODELS



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EDITED BY  
**ROBERT J. BURAGAS**  
FORMERLY EDITOR  
FLYING MODELS MAGAZINE

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Sailplanes have soared in popularity, especially with the advent of radio control which can keep a sailplane aloft as long as the modeler holds out. George Uveges shot this photo of sailplane expert Dale Willoughby holding a giant Cirrus glider model. Many gliders have small gas launching engines pod mounted for power assisted takeoffs, turned off when the plane finds a thermal.

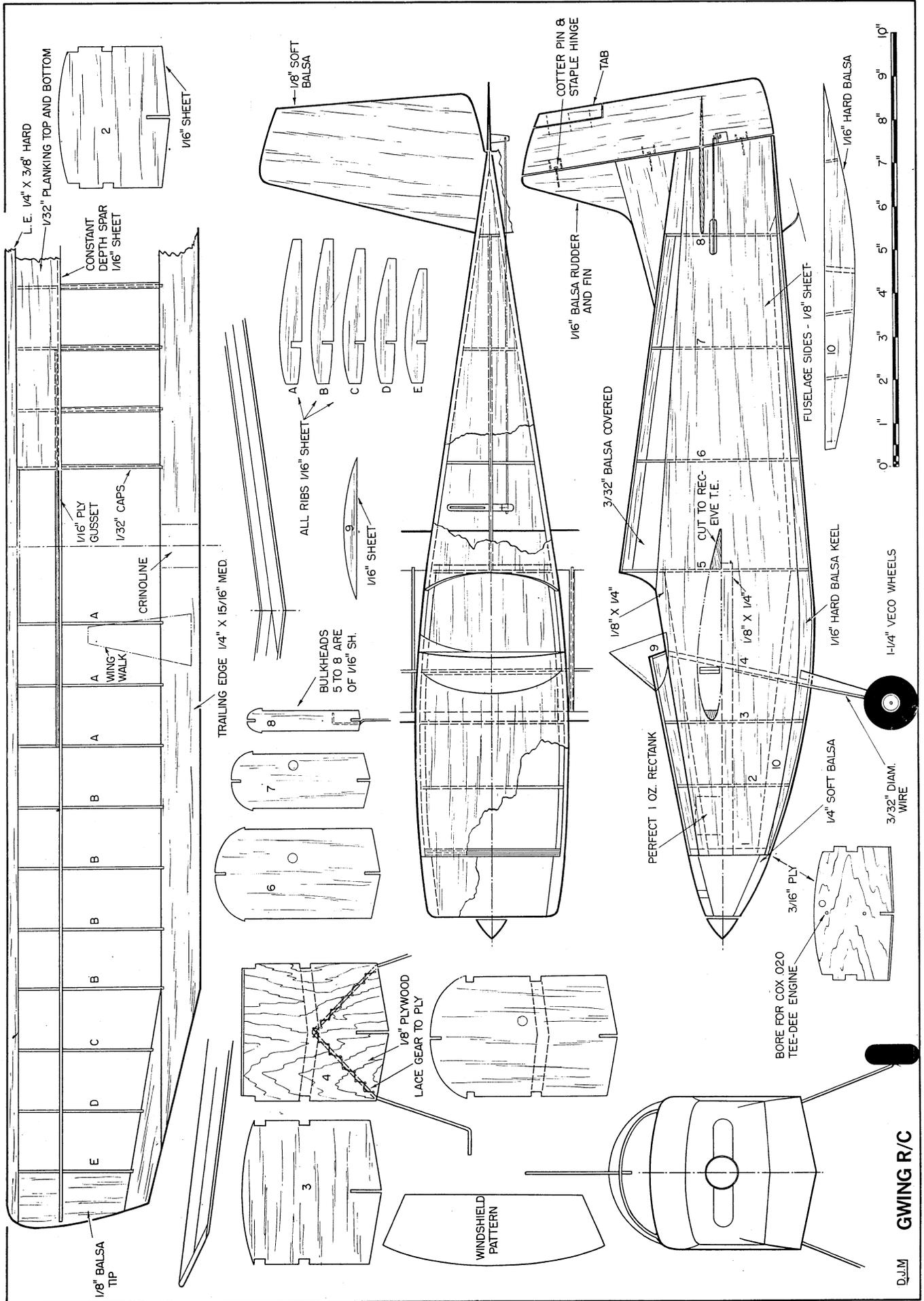


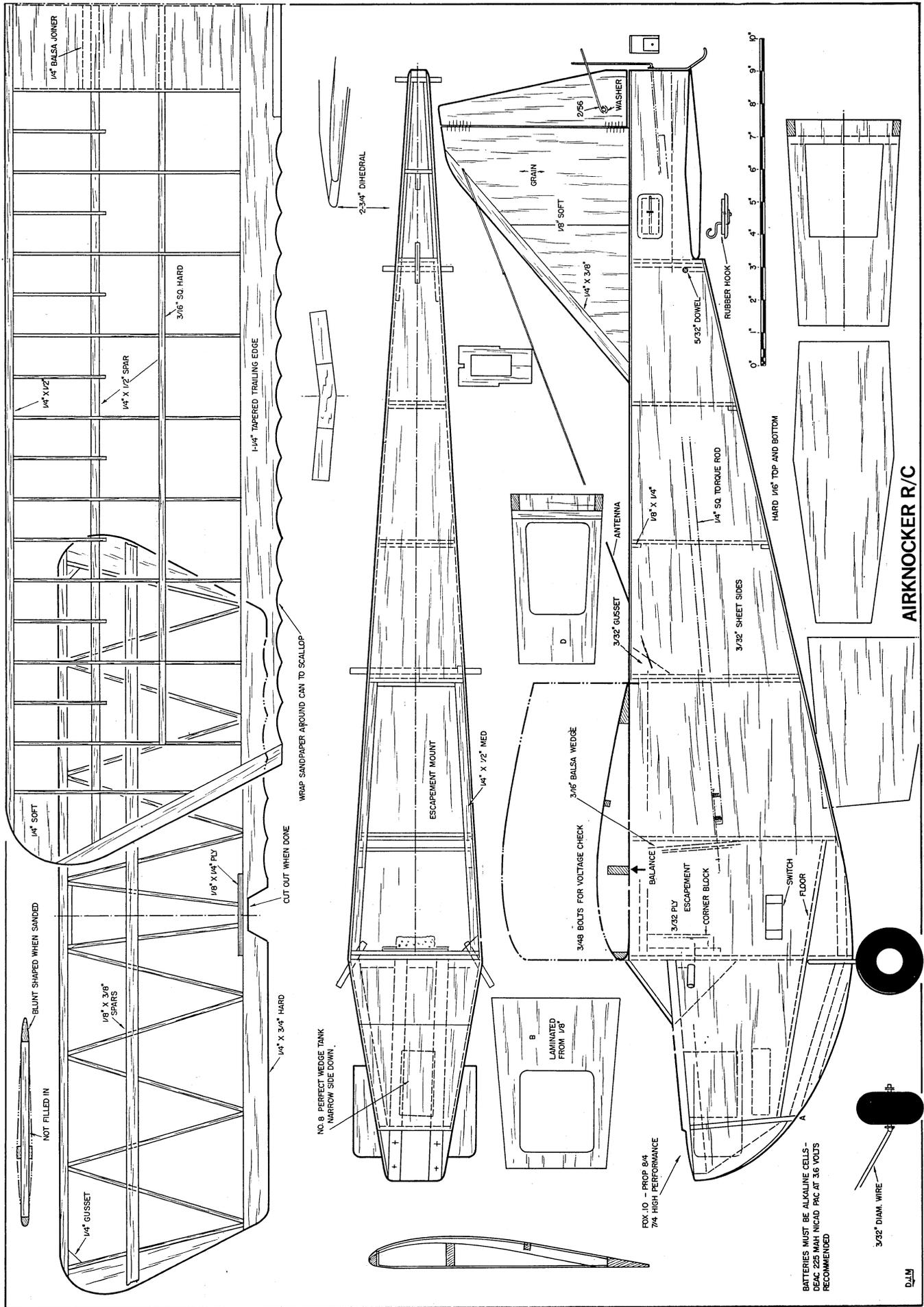
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**AIRKNOCKER R/C**

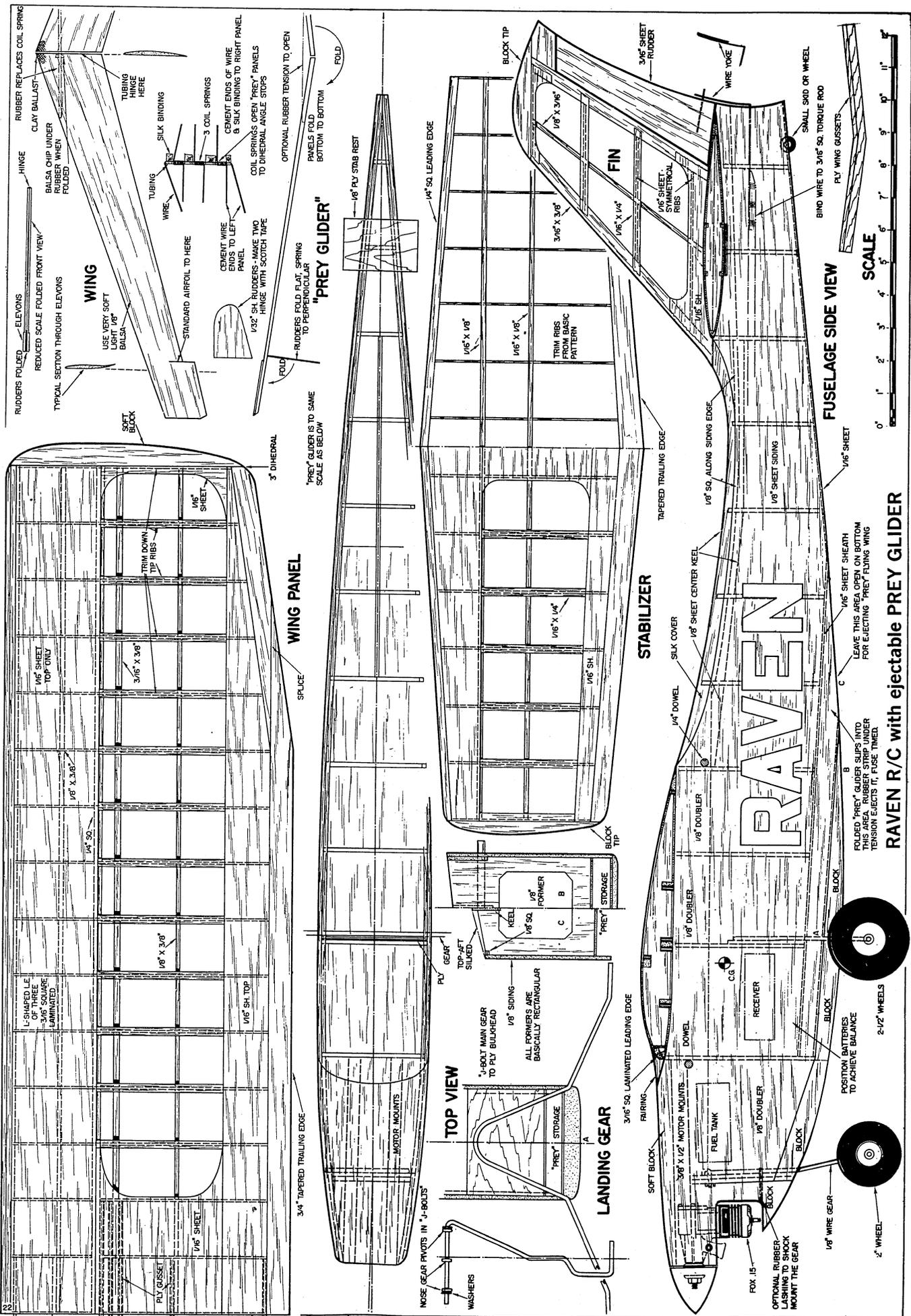
BATTERIES MUST BE ALKALINE CELLS -  
 DEAC 225 MHR NICAAD PRC AT 3.6 VOLTS  
 RECOMMENDED

3/32" DIAM. WIRE

FOX-10 - PROP 8/4  
 7/4 HIGH PERFORMANCE

DJM



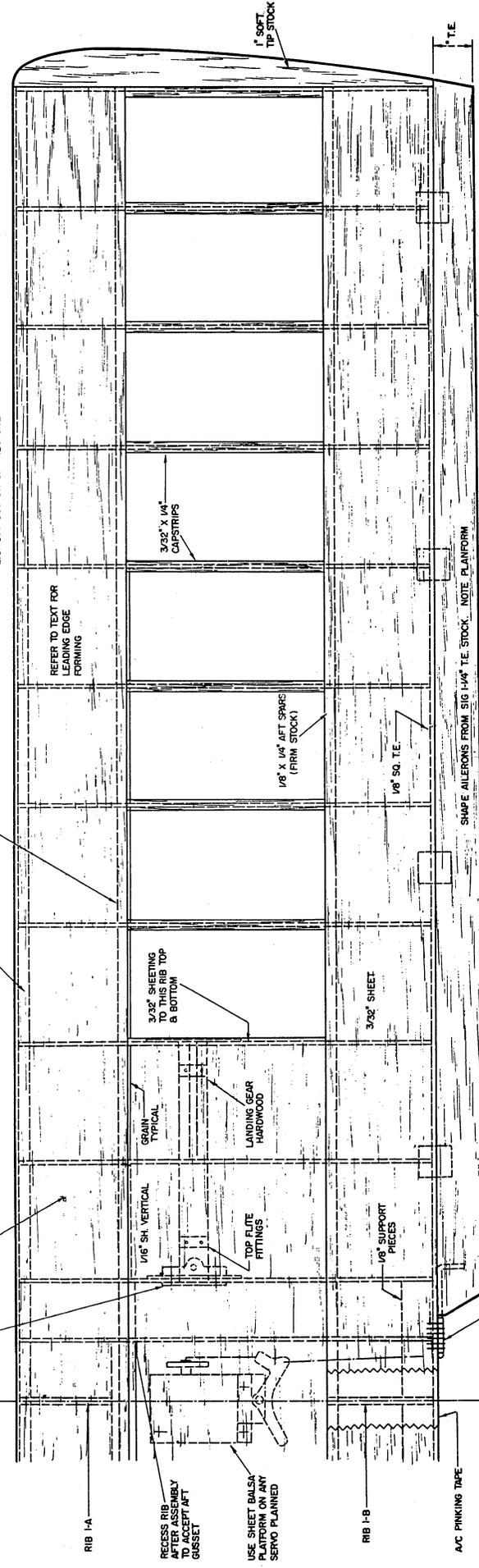
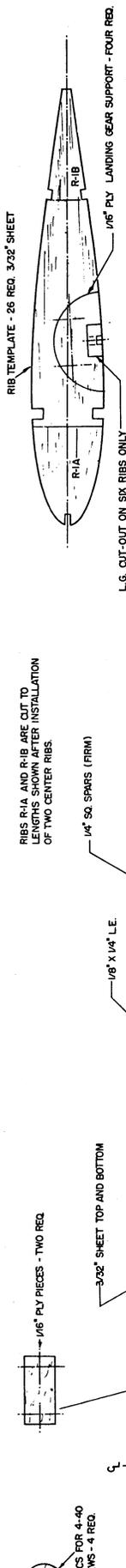
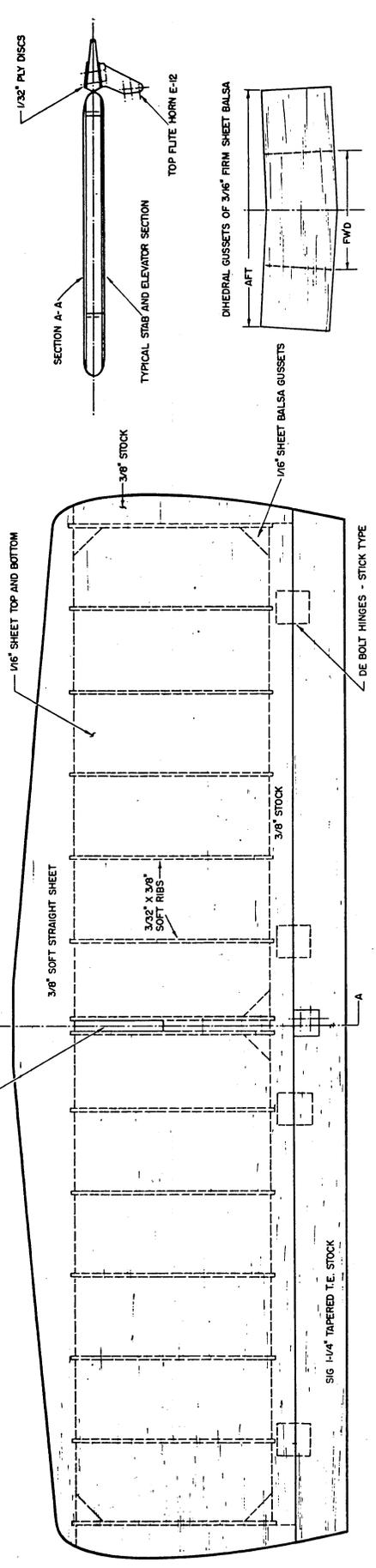


SCALE  
0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10' 11'

**RAVEN R/C with ejectable PREY GLIDER**



TYPICAL STAB AND ELEVATOR ASSEMBLY WEIGHT - 3.5 OZ. LESS COVERING

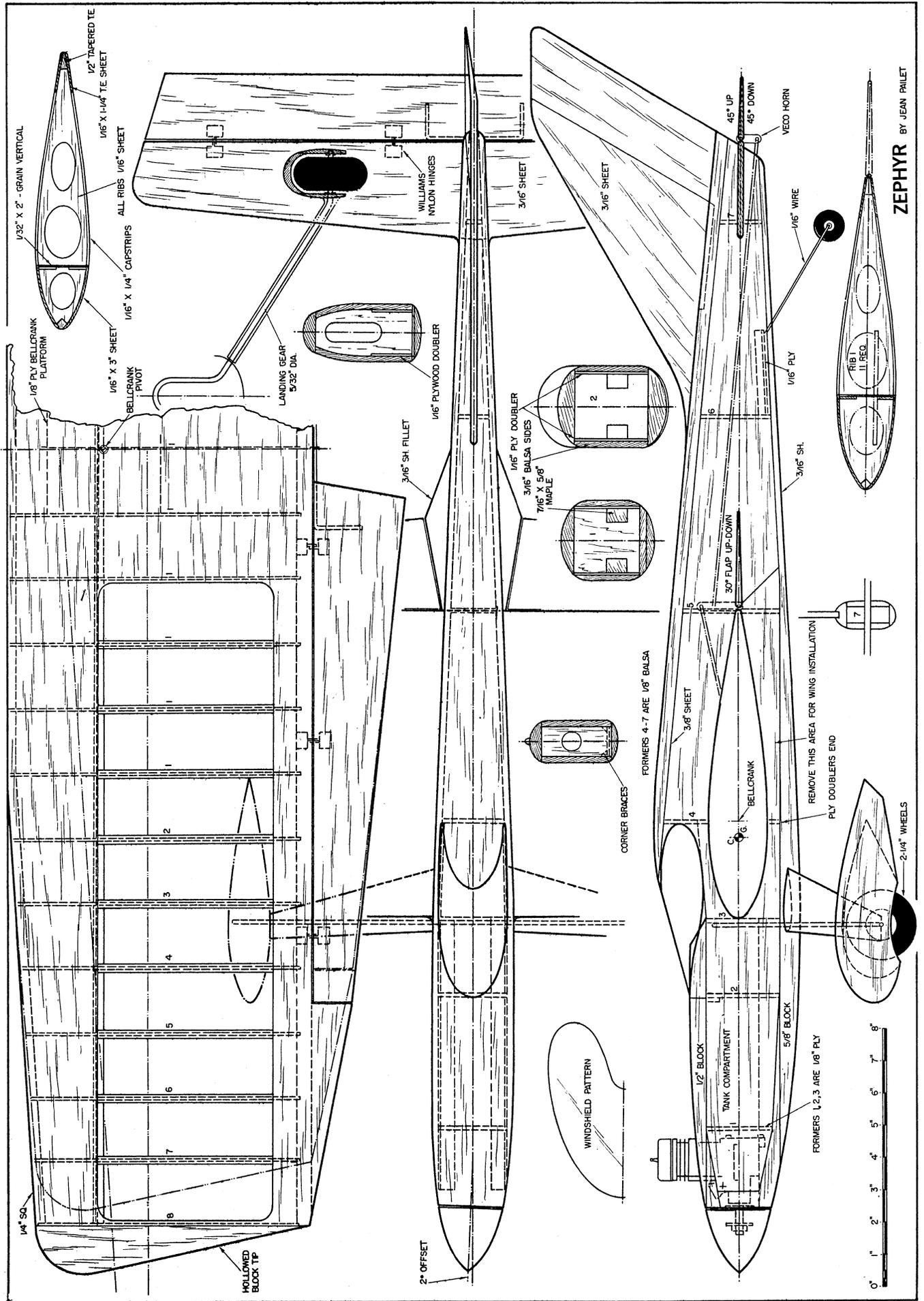




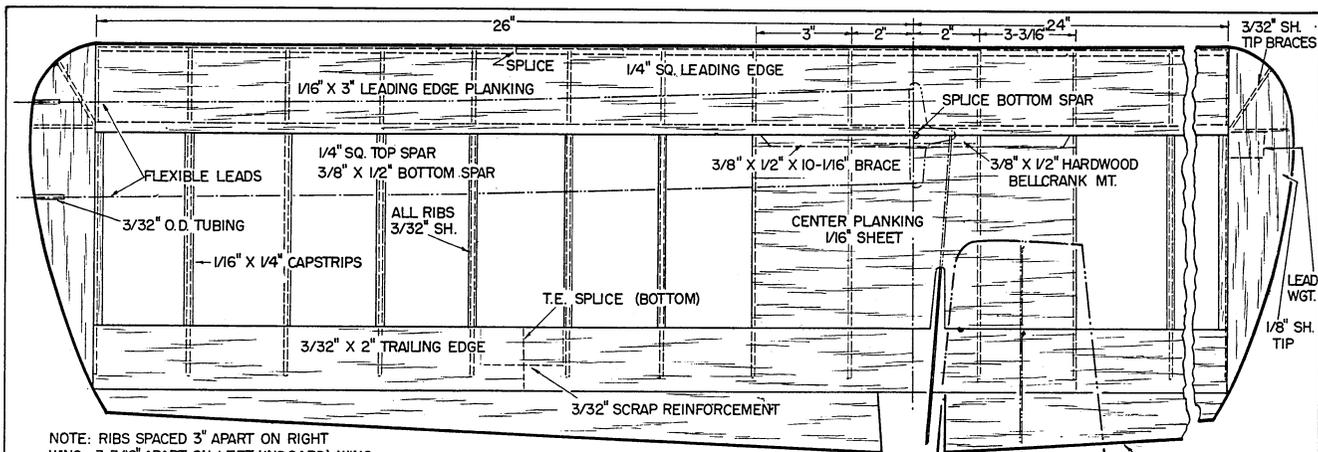




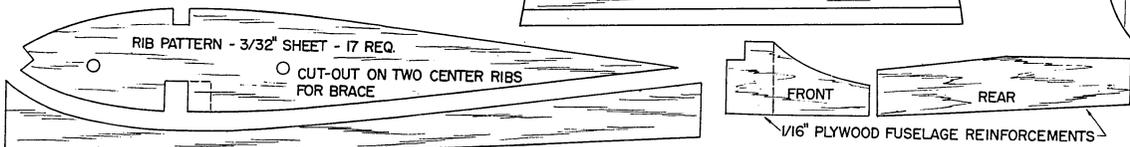
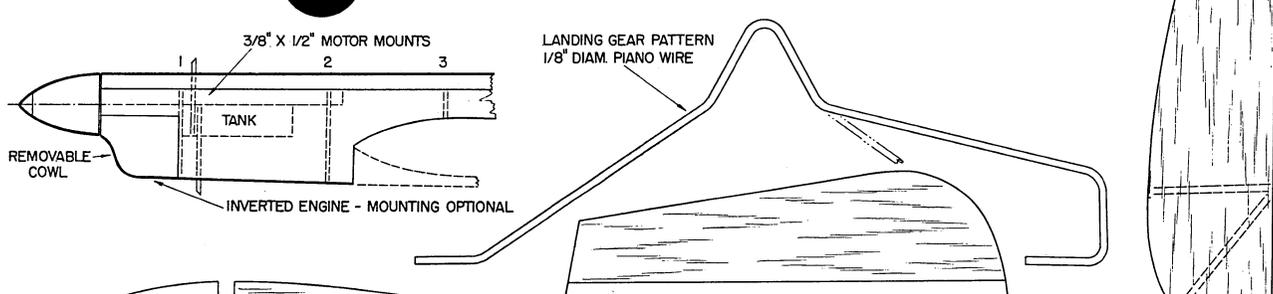
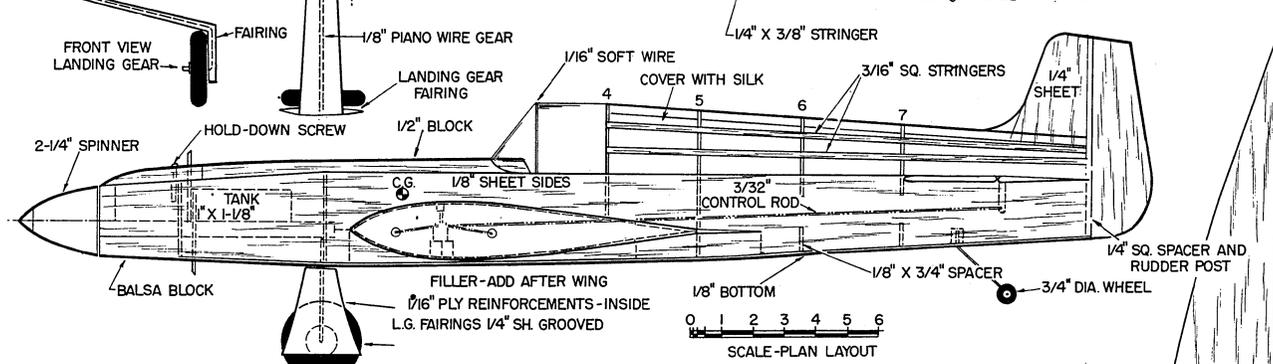
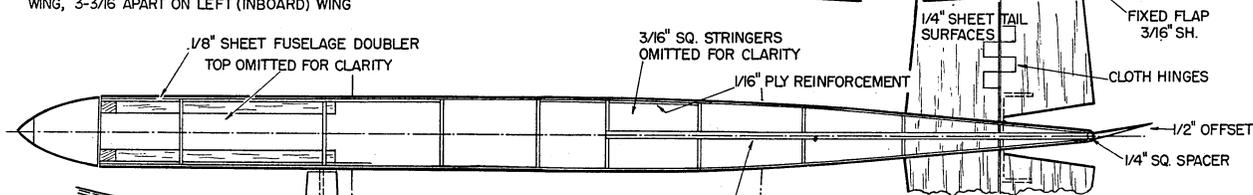




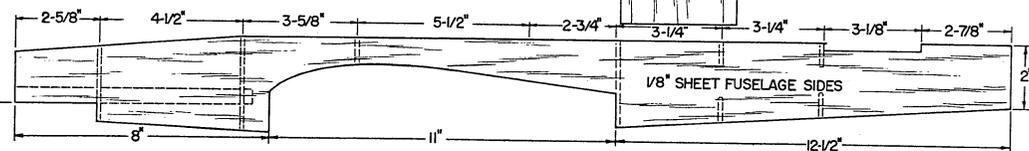
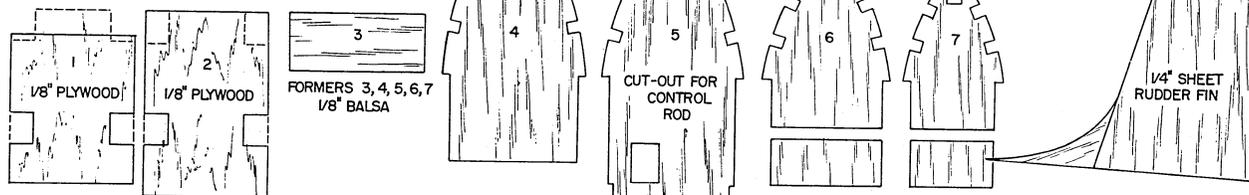
ZEPHYR BY JEAN PAILLET



NOTE: RIBS SPACED 3" APART ON RIGHT WING, 3-3/16" APART ON LEFT (INBOARD) WING



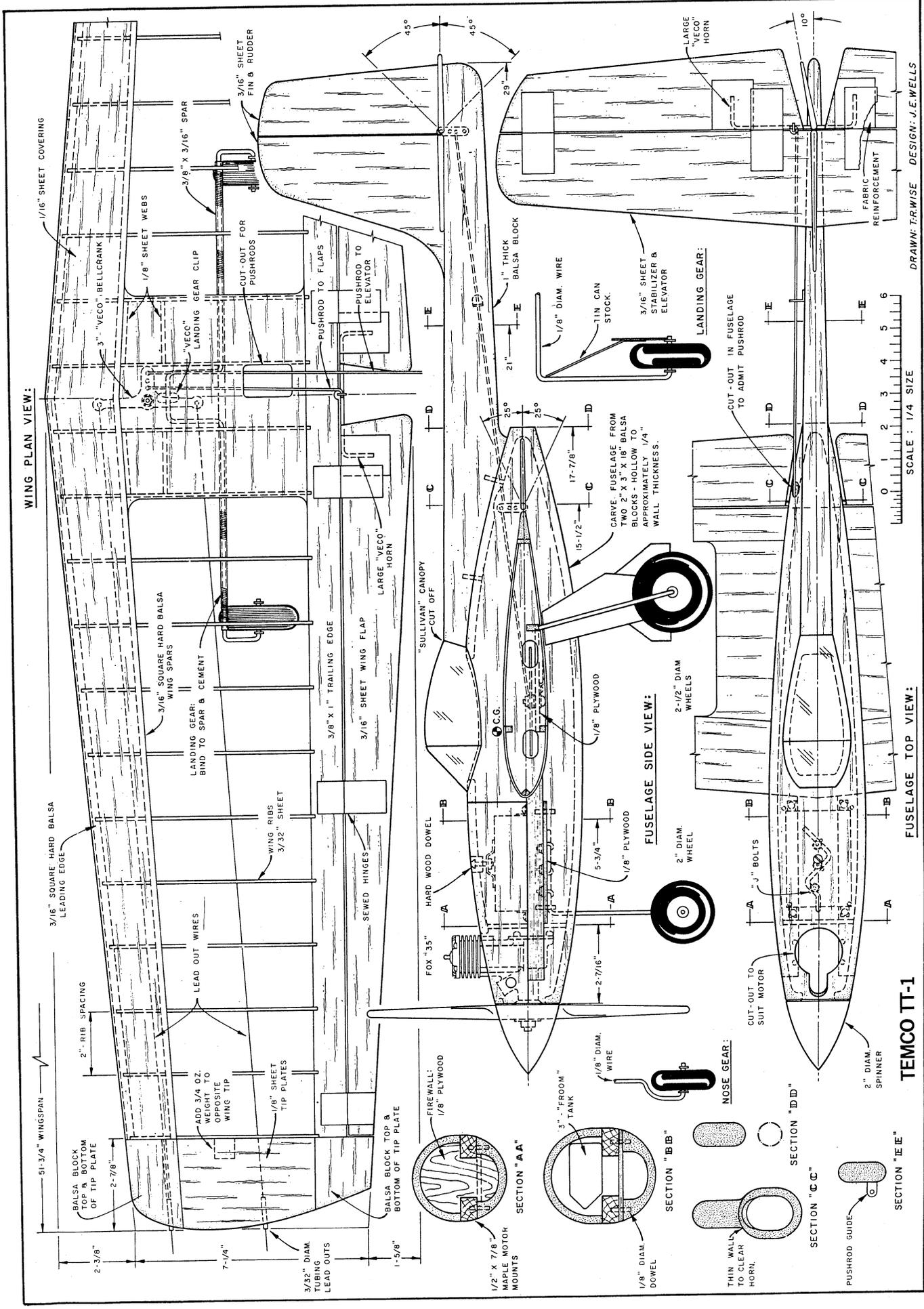
NOTE: ON FORMERS NO. 1 AND 2, USE SOLID LINES FOR UPRIGHT ENGINE INSTALLATION, DOTTED LINES FOR OPTIONAL INVERTED MOUNTING.



**SUN DEVIL**

0 5 1 2 3

SCALE: PARTS DRAWINGS



WING PLAN VIEW:

FUSELAGE SIDE VIEW:

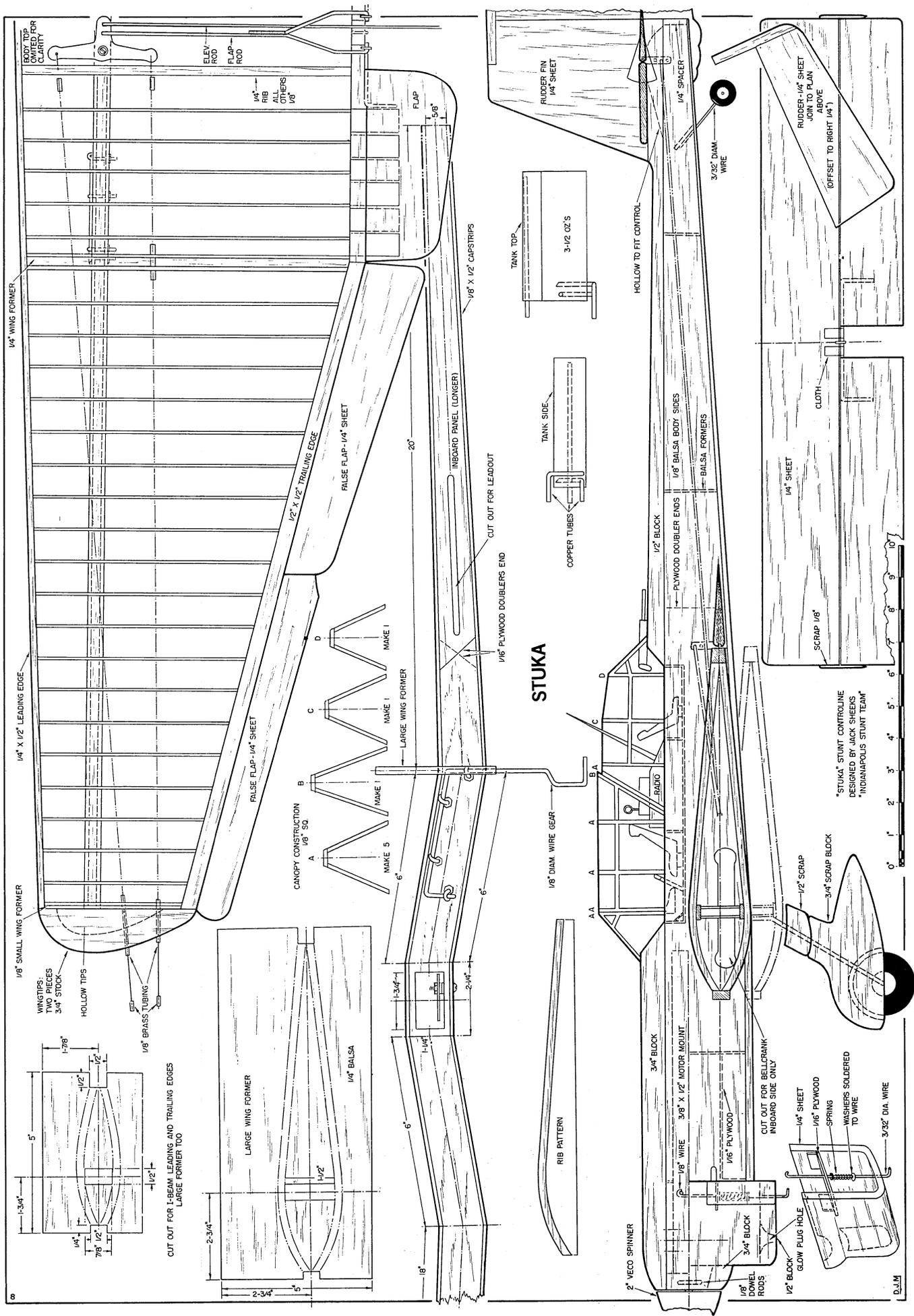
FUSELAGE TOP VIEW:

TEMCO TT-1

DESIGN: J.E.WELLS

DRAWN: T.R.WISE

SCALE: 1/4" SIZE



**STUKA**

"STUKA" STUNT CONTROLINE  
 DESIGNED BY JACK SHEEKES  
 "INDIANAPOLIS STUNT TEAM"

D.J.M.

TIP BLOCK 1/8" X 1/4" X 5-1/4" - HOLLOW

LEADOUTS

1/8" X 1/2" LE

1/16" SHEET

1/16" X 1/4" CAPSTRIPS

MAIN T.E. 3/16" X 1/2"

TIP T.E. - 3/32" SHEET

3/16" SQ SPARS

A - 1 REQ.

A2 (2 REQ.)

D1, D2 (1 EACH REQ.)

B1 (2 REQ.)

H (2 REQ.)

D2 ONLY

E (2 REQ.)

B2 (2 REQ.)

I (2 REQ.)

CUT OUT AFTER ASSEMBLY FOR LANDING GEARS

F (2 REQ.)

B3 (1 REQ.)

J (2 REQ.)

LANDING GEAR SLOT, RIGHT SIDE ONLY

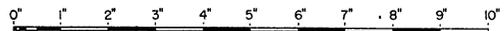
G (2 REQ.)

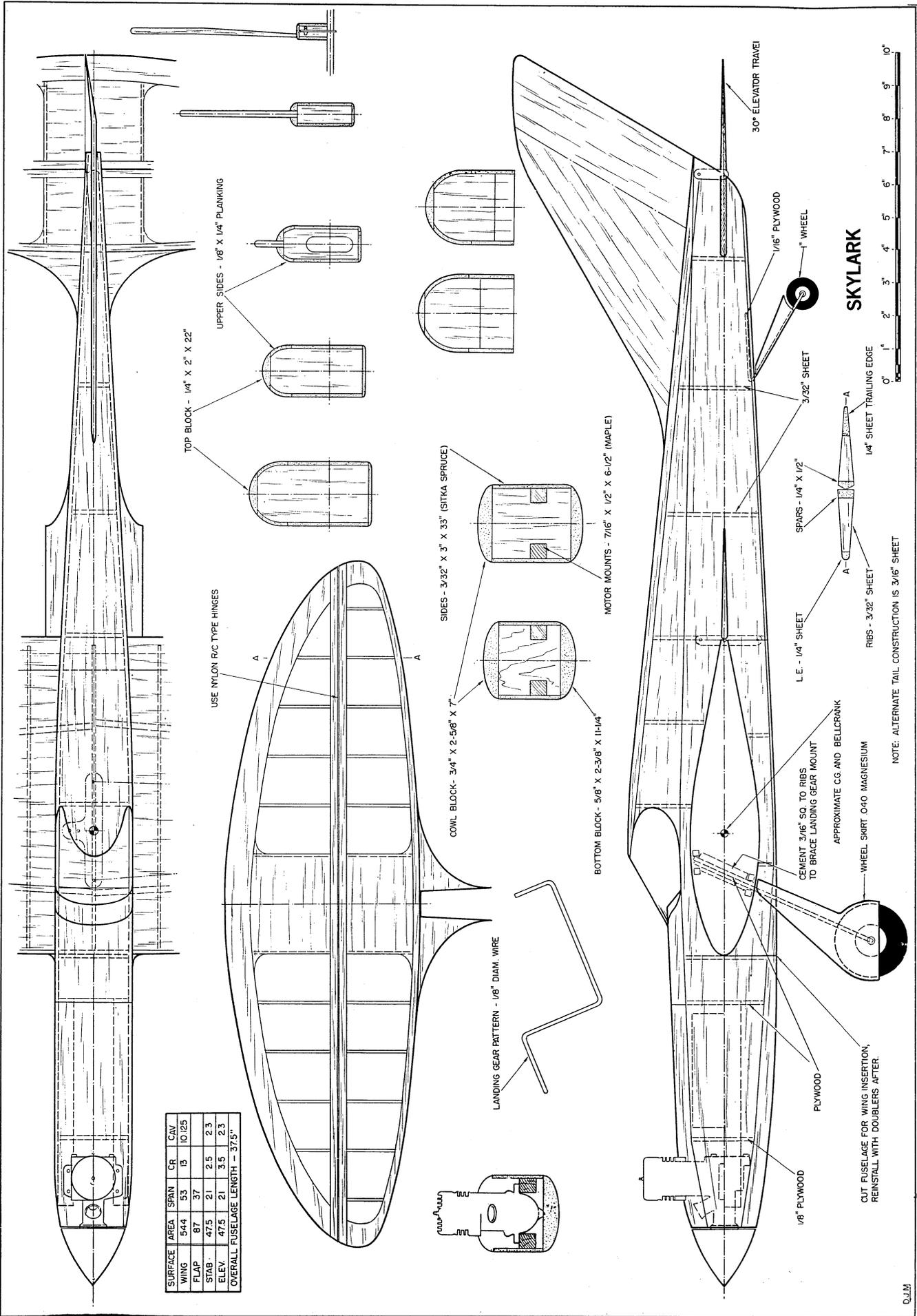
C (2 REQ.)

K (2 REQ.)

3/16" SQ GEAR BRACES

COVER AND DOPE WING BEFORE INSTALLING IN FUSELAGE.

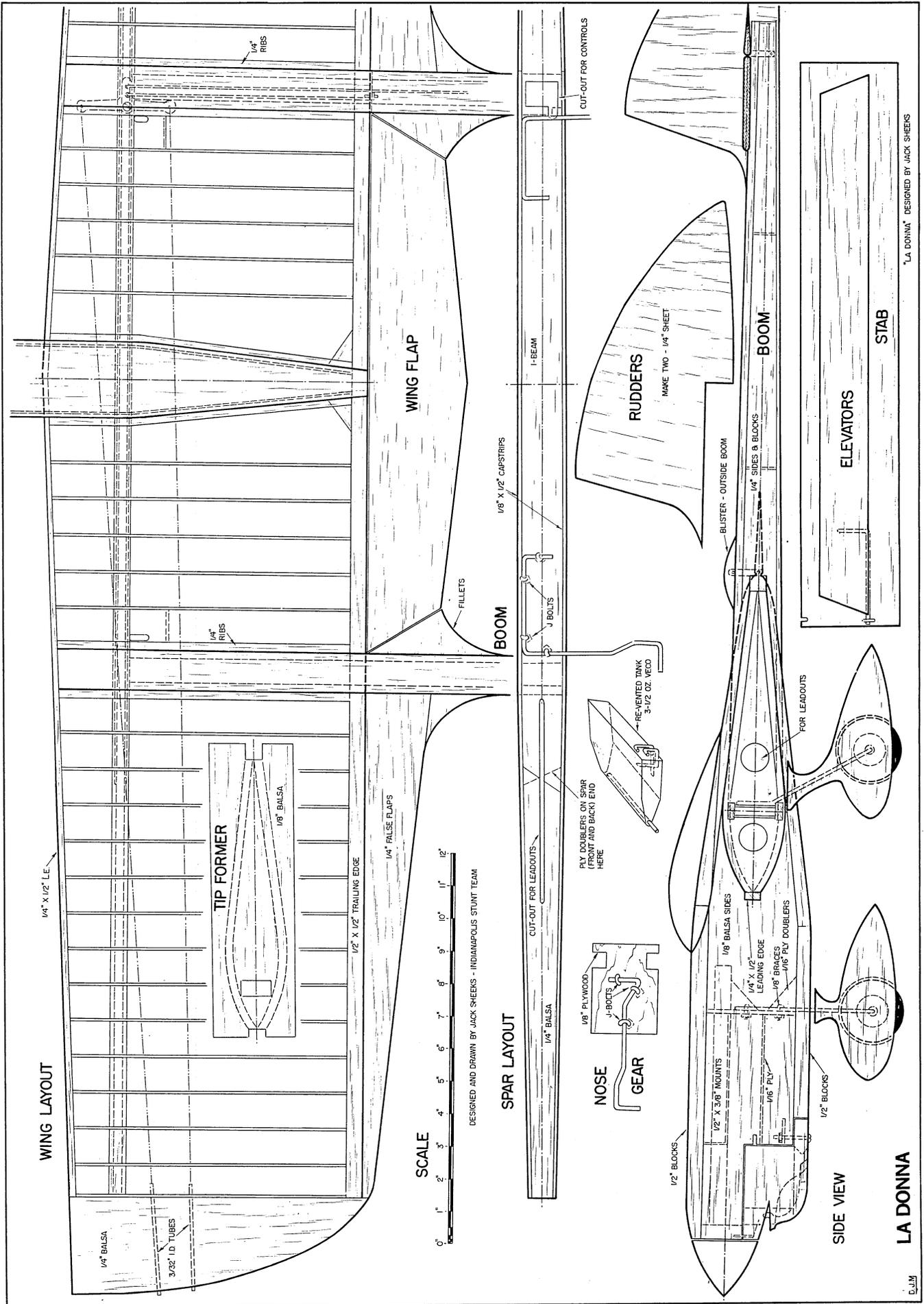


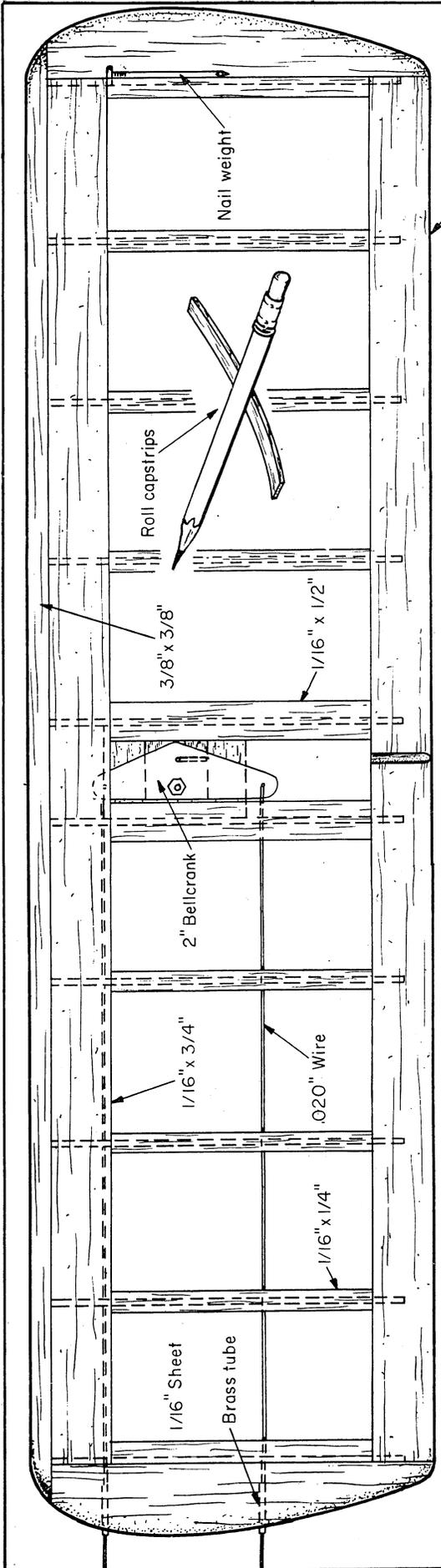






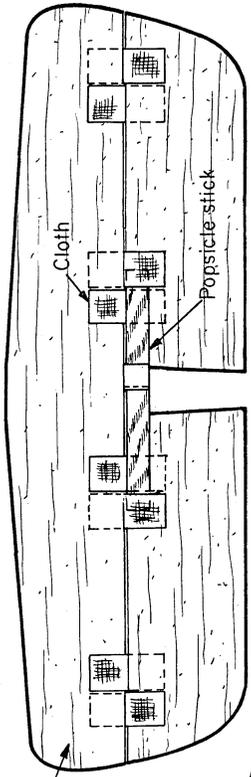




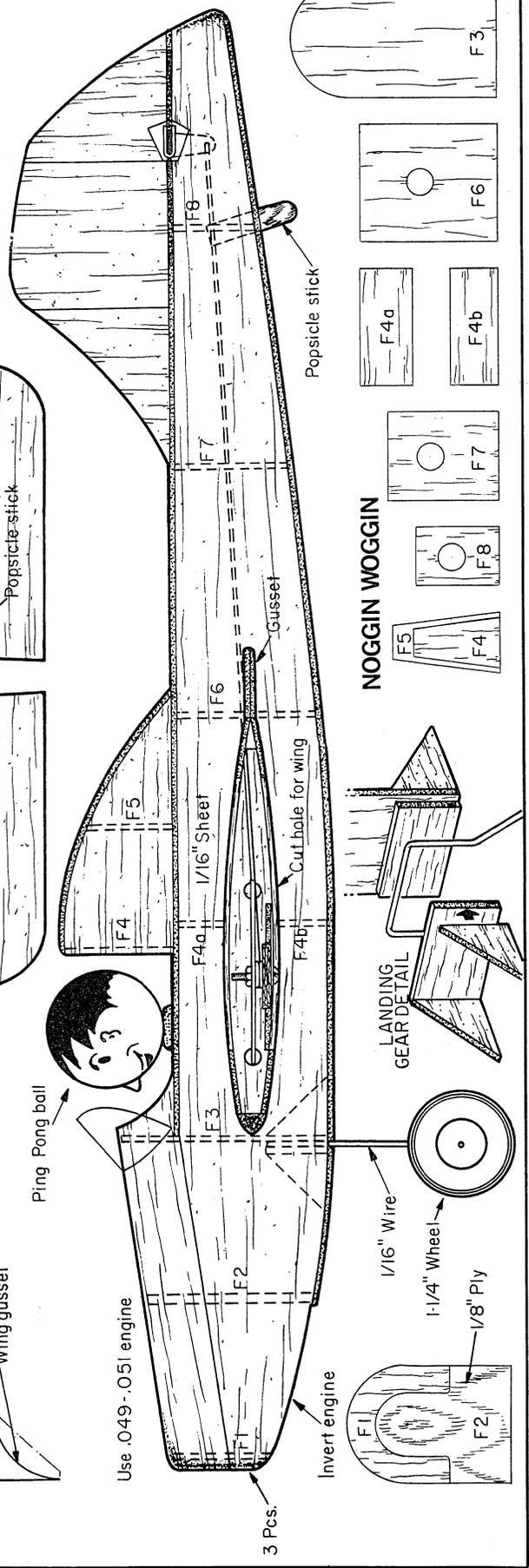


# Noggin' Woggin'

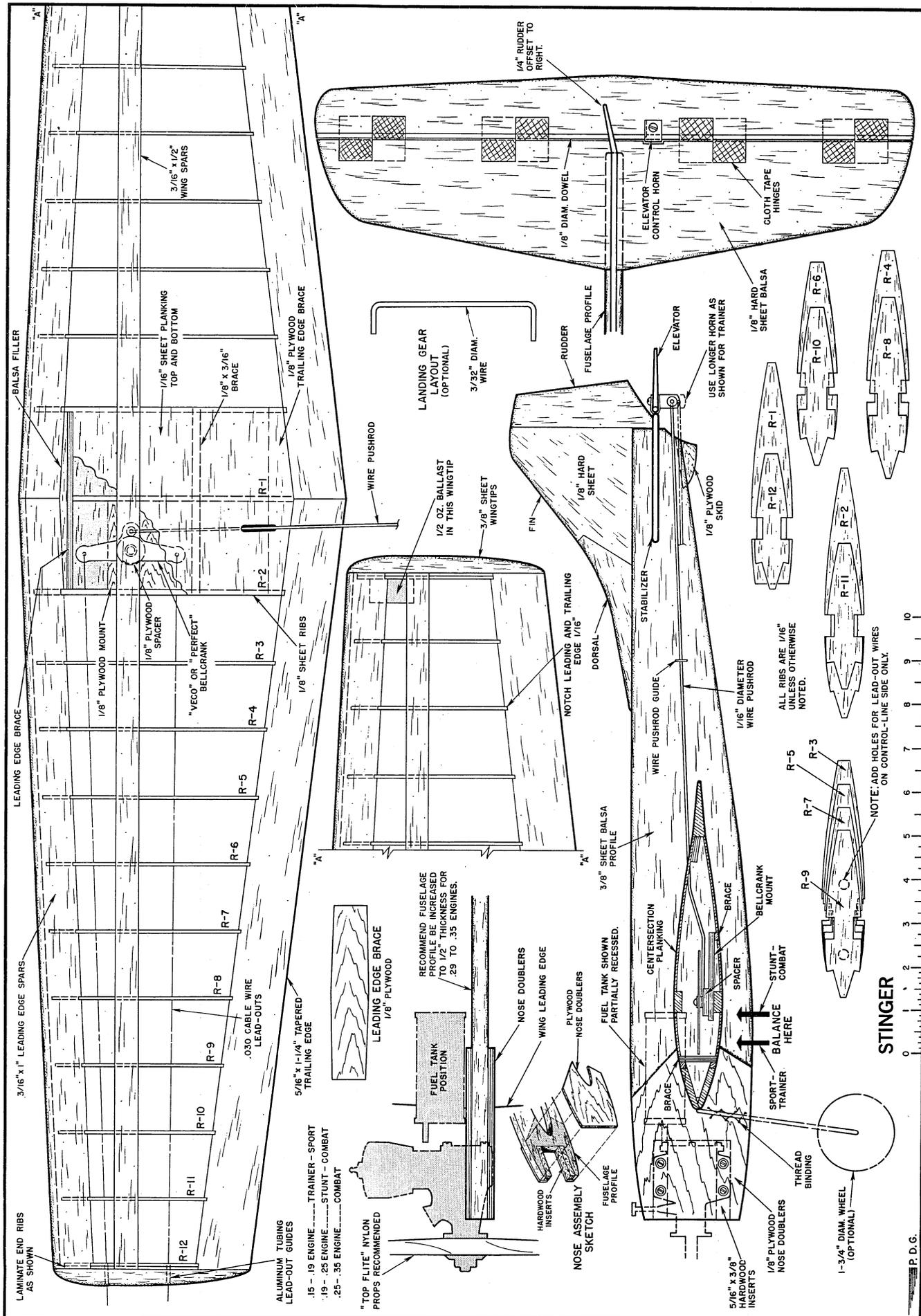
Designed and drawn by—Bob Buragas

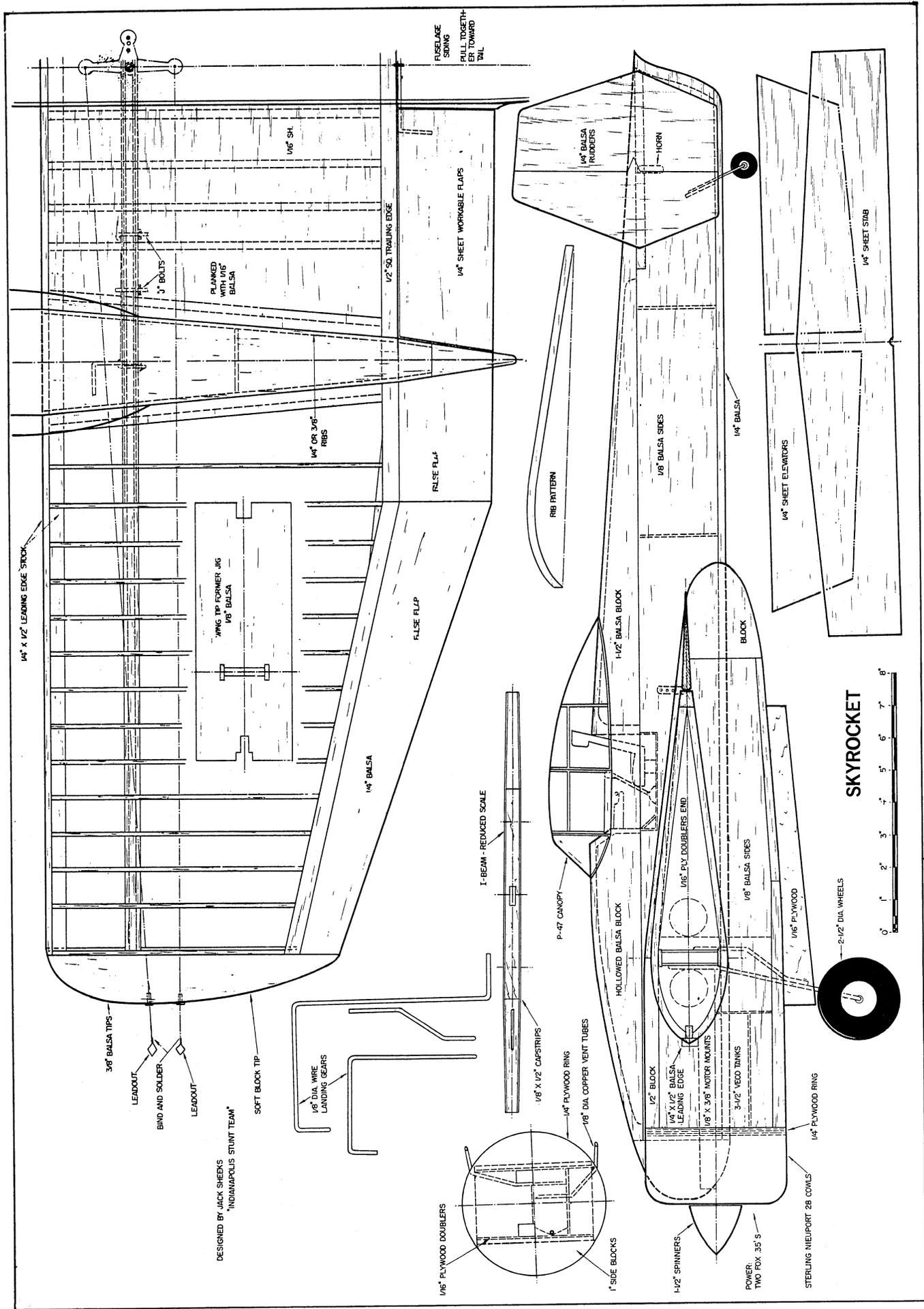


ALL SHEET 1/16"



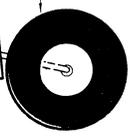
## NOGGIN WOGGIN





DESIGNED BY JACK SHEKES  
"INDIANAPOLIS STUNT TEAM"

**SKYROCKET**



STERLING NIJLPORT 28 COWLS

POWER  
TWO FOX .35 S

1-1/2" SPINNERS

1" SIDE BLOCKS

1/8" DIA. WIRE  
LANDING GEARS

SOFT BLOCK TIP

LEADOUT

BIND AND SOLDER

LEADOUT

3/8" BALSAM TIPS

1/4" PLYWOOD RING

3-1/2" VECO TANKS

1/8" X 3/8" MOTOR MOUNTS

1/8" X 1/2" BALSAM LEADING EDGE

1/2" BLOCK

1/8" X 1/2" CAPSTRIPS

1/8" DIA. COPPER VENT TUBES

1/4" PLYWOOD RING

1" BEAM - REDUCED SCALE

P-47 CANOPY

HOLLOWED BALSAM BLOCK

1/8" BALSAM SIDES

1/16" PLY DOUBLERS END

1/4" BALSAM

1/8" BALSAM SIDES

1/2" BALSAM BLOCK

RIB PATTERN

1/4" BALSAM RUDDERS

HORN

1/4" SHEET WORKABLE FLAPS

1/2" SOFT TRAILING EDGE

1/4" OR 3/16" RIBS

PLANKED WITH 1/16" BALSAM

3" BOLTS

1/4" X 1/2" LEADING EDGE STOCK

1/16" SH

FUSELAGE SANDING  
PULL TOGETHER  
TOWARD TAIL

WING TIP FORMER JIG  
1/8" BALSAM

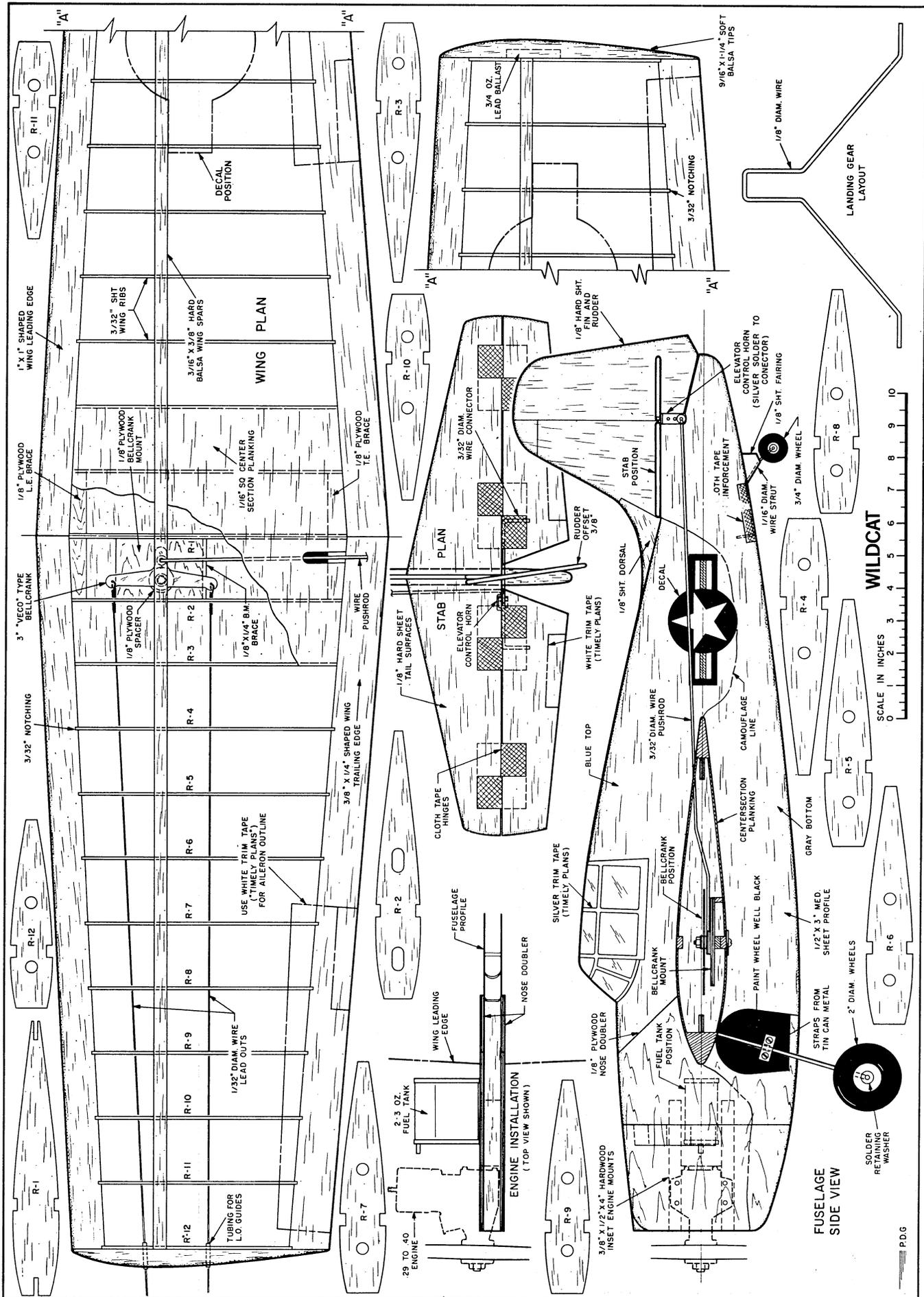
1/4" BALSAM

FALSE FLAP

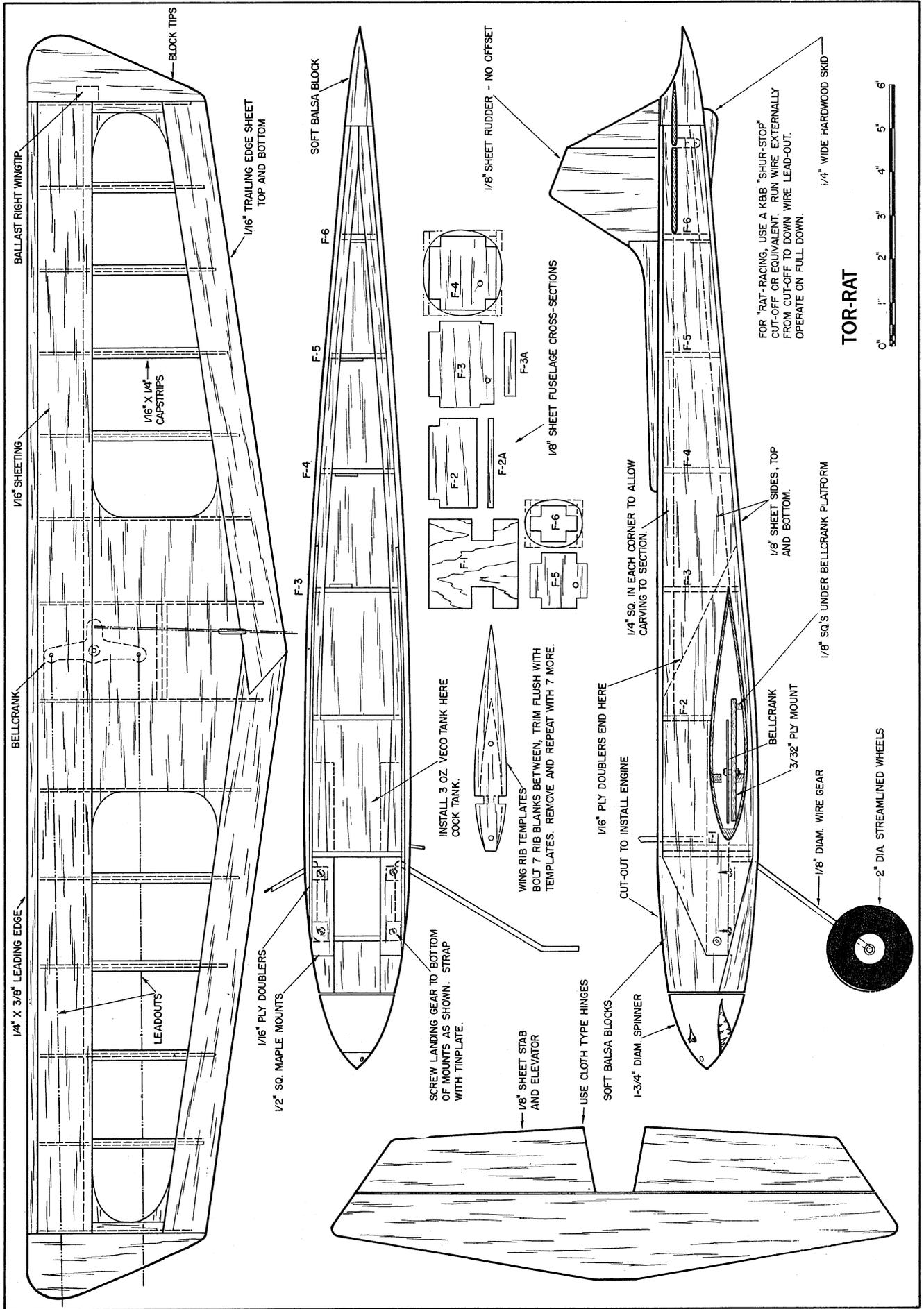
FALSE FLAP

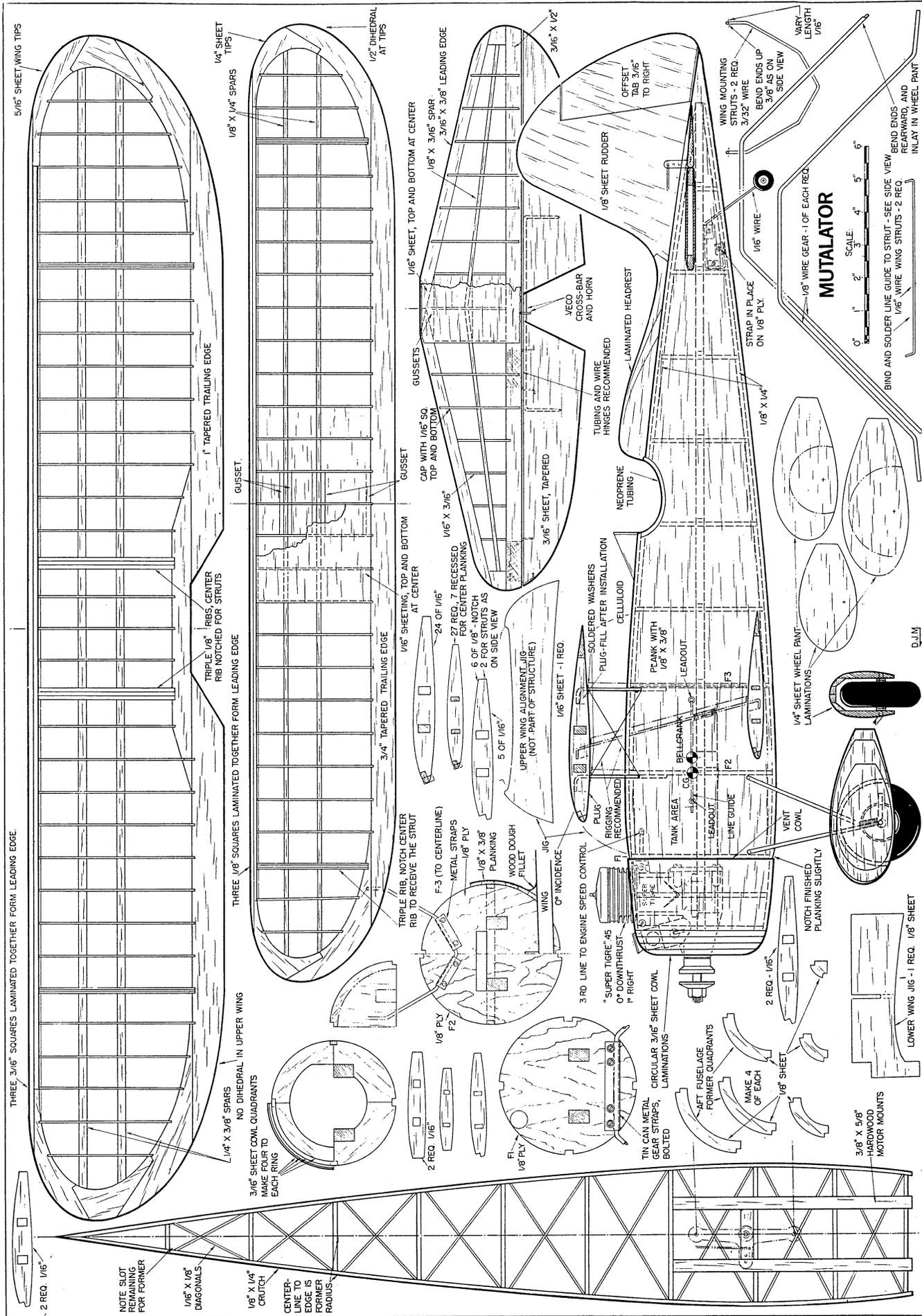
1/4" X 1/2" LEADING EDGE STOCK

1/4" BALSAM



P.D.G.





2 REQ. 1/16" 5/16" SHEET WING TIPS

NOTE SLOT REMAINING FOR FORMER

1/8" X 1/8" DIAGONALS

1/8" X 1/4" CRUTCH

CENTER-LINE TO EDGE IS FORMER RADIUS

THREE 3/16" SQUARES LAMINATED TOGETHER FORM LEADING EDGE

1/4" X 3/8" SPARS NO DIHEDRAL IN UPPER WING

3/16" SHEET COWL QUADRANTS MAKE FOUR TO EACH RING

TRIPLE 1/8" RIBS, CENTER RIB NOTCHED FOR STRUTS

THREE 1/8" SQUARES LAMINATED TOGETHER FORM LEADING EDGE

1" TAPERED TRAILING EDGE

GUSSET

1/4" SHEET TIPS

1/8" X 1/4" SPARS

1/2" DIHEDRAL AT TIPS

1/16" SHEETING, TOP AND BOTTOM AT CENTER

1/8" X 3/16" SPAR

3/16" X 3/8" LEADING EDGE

3/16" X 1/2"

1/8" SHEET RUDDER

OFFSET TAB 3/16" TO RIGHT

WING MOUNTING STRUTS - 2 REQ. 3/32" WIRE

BEND ENDS UP 3/8" AS UP SIDE VIEW

VARY LENGTH 1/16"

STRAP IN PLACE ON 1/8" PLY

1/16" WIRE

1/8" X 1/4"

1/8" WIRE GEAR - 1 OF EACH REQ.

MUTALATOR

SCALE 0" 1" 2" 3" 4" 5" 6"

BIND AND SOLDER LINE GUIDE TO STRUT - SEE SIDE VIEW

BEND ENDS REARWARD, AND INLAY IN WHEEL PANT

1/16" WIRE WING STRUTS - 2 REQ.

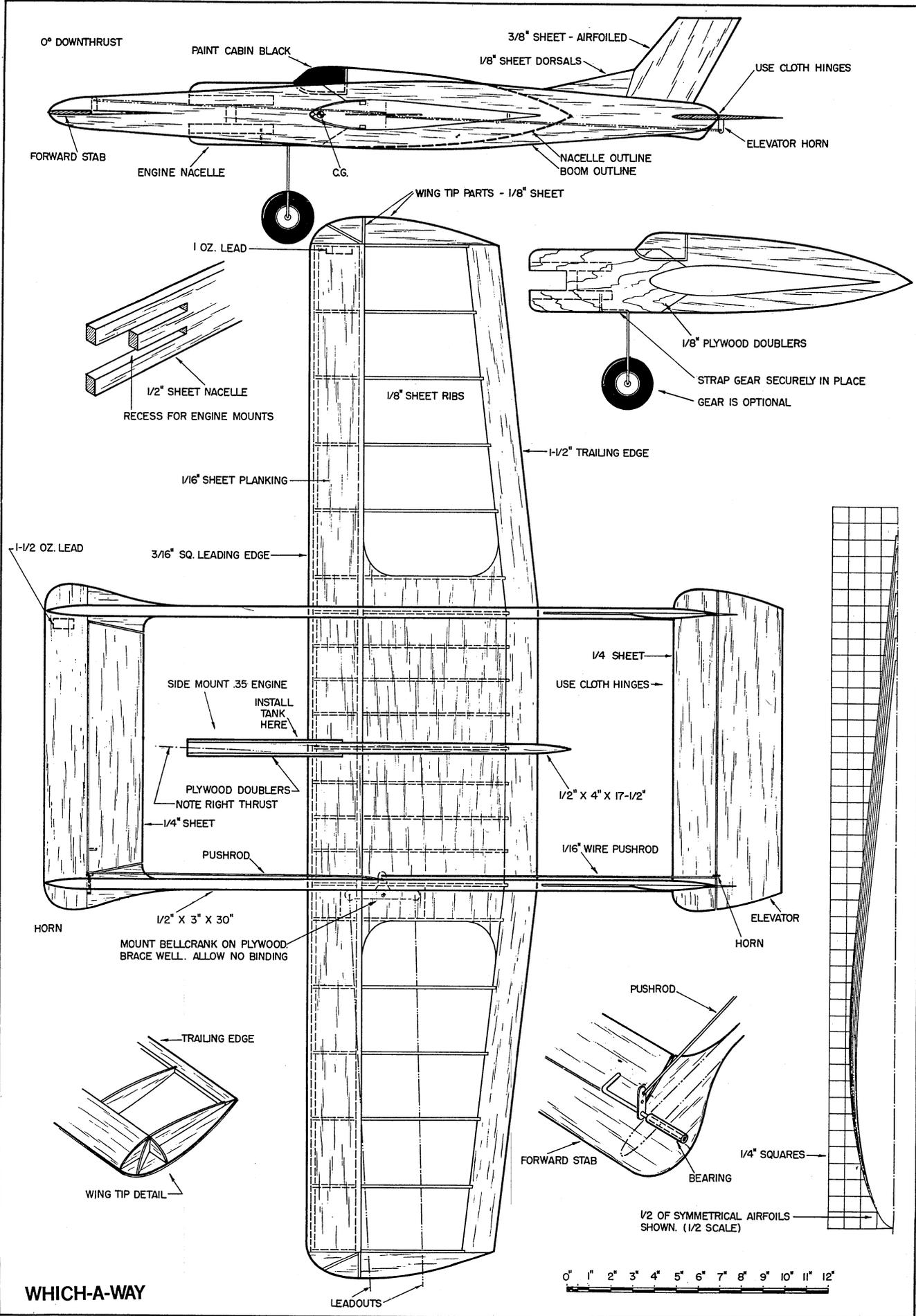
1/8" X 1/4" JIG

3/8" X 5/8" HARDWOOD MOTOR MOUNTS

LOWER WING JIG - 1 REQ. 1/8" SHEET

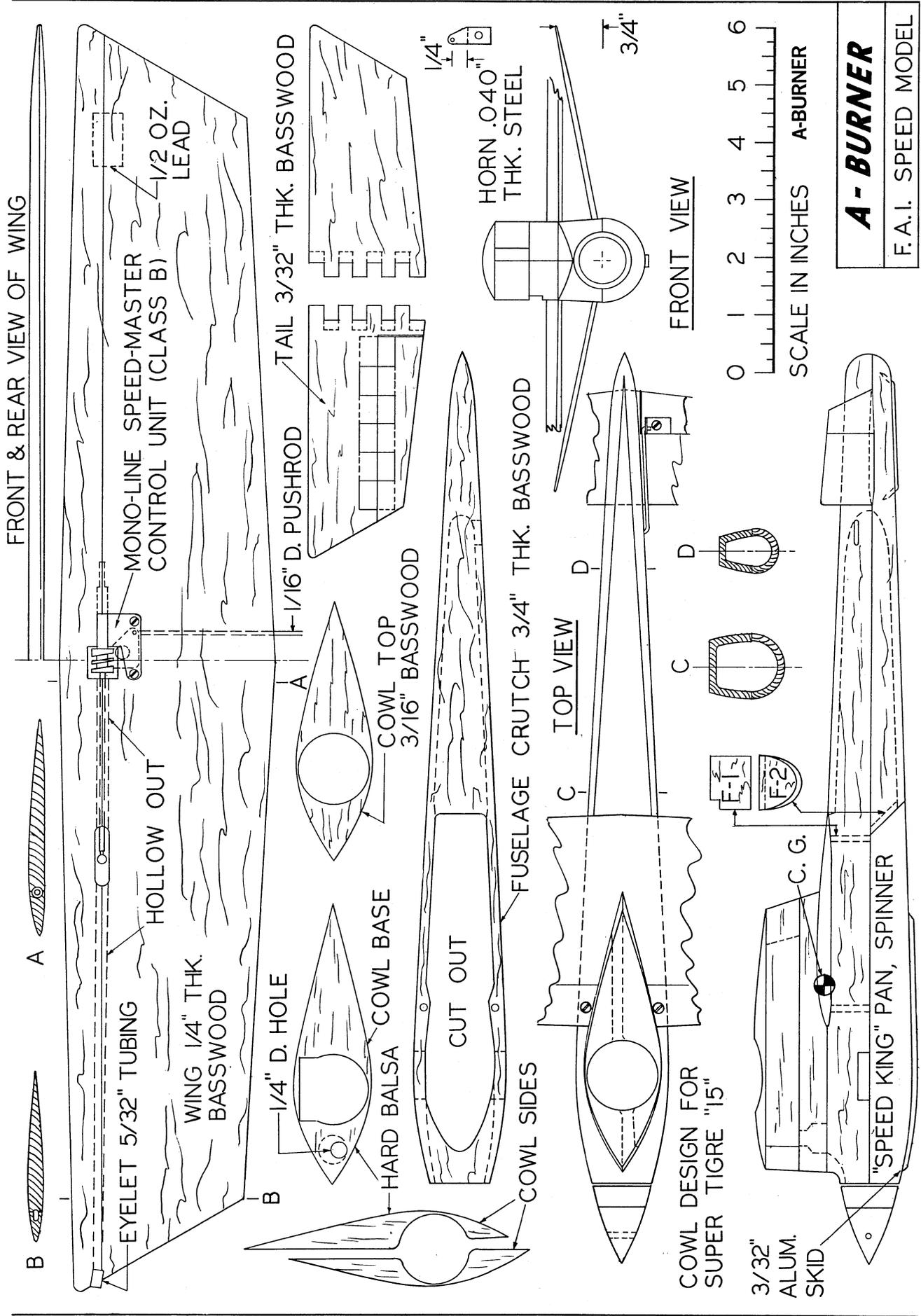
D.J.M.



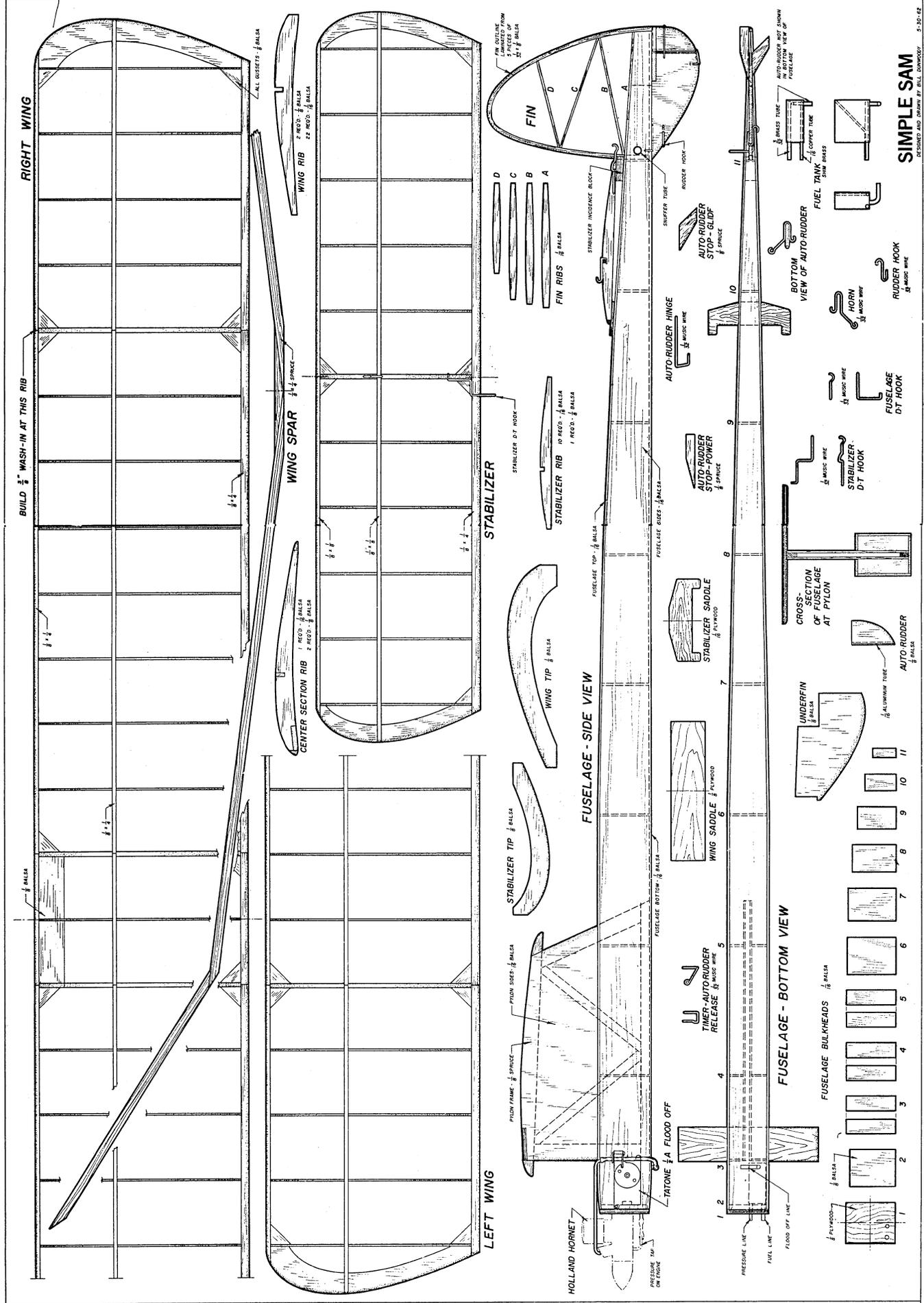


WHICH-A-WAY

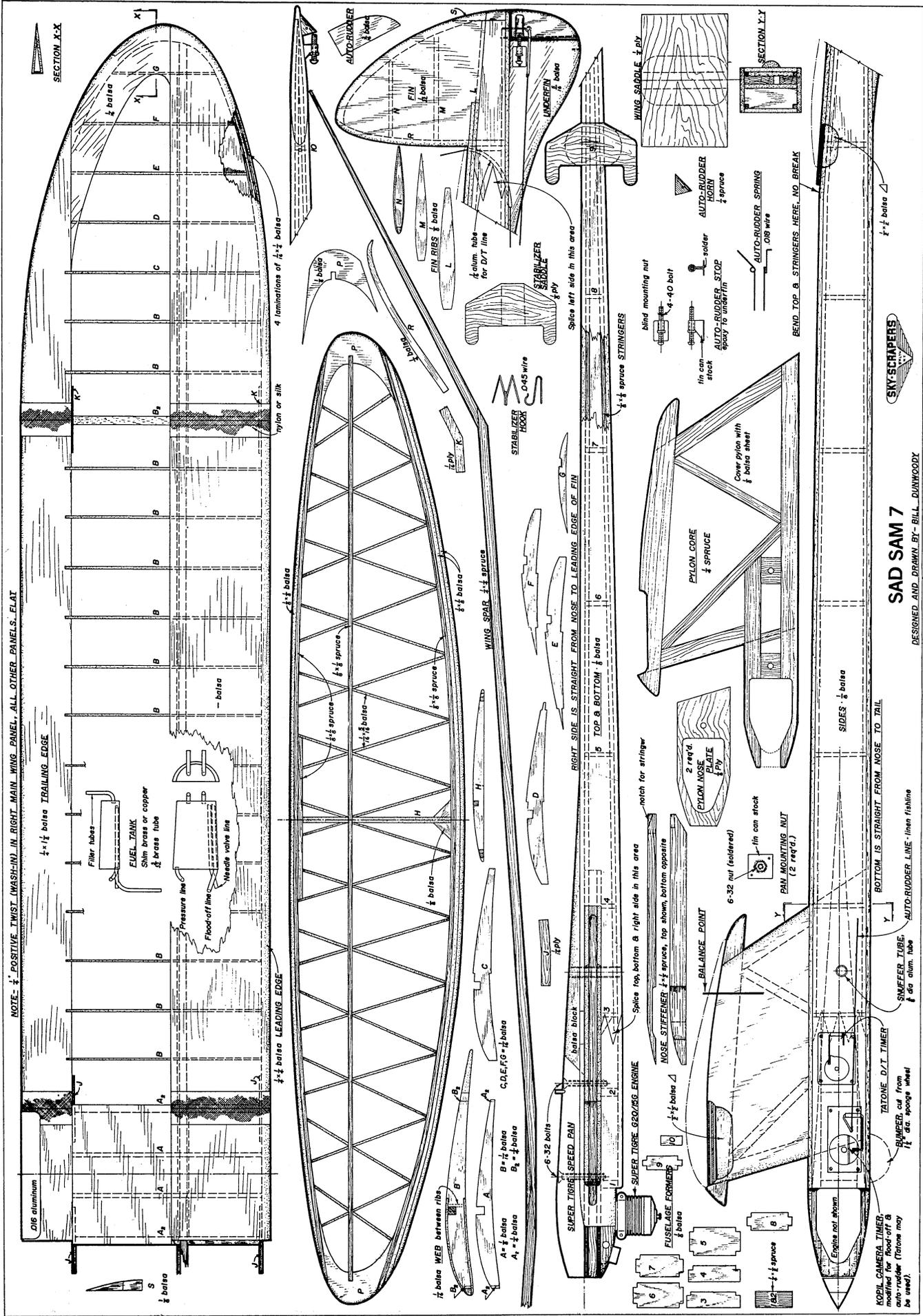




**A - BURNER**  
F.A.I. SPEED MODEL

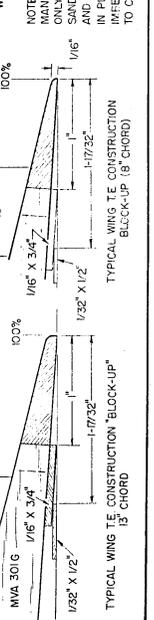
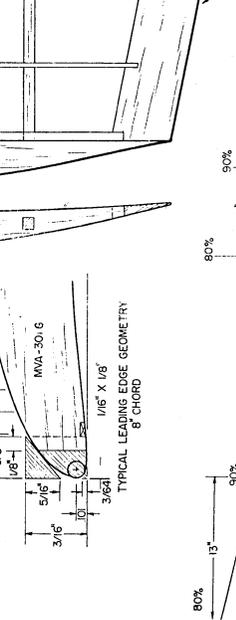
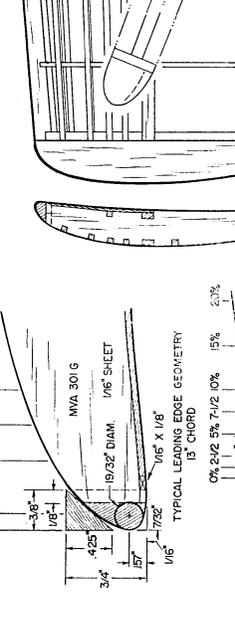
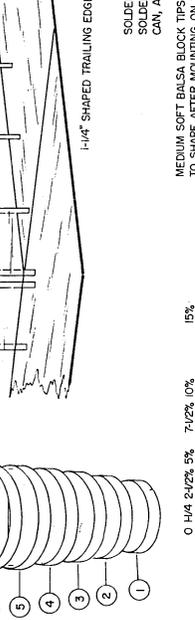
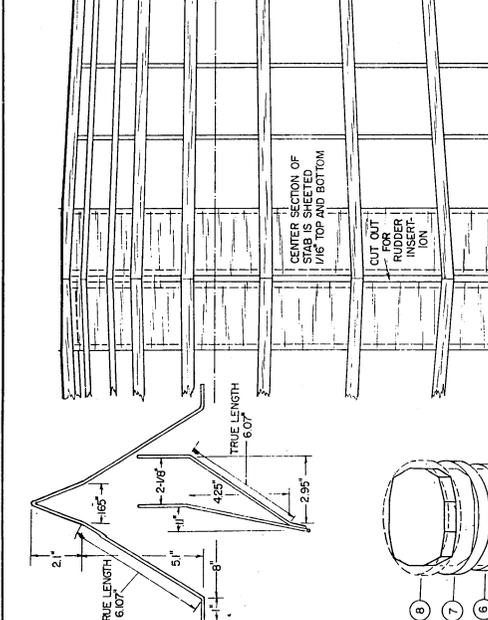
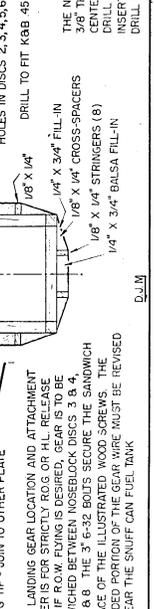
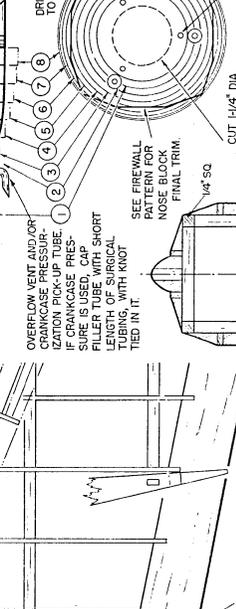
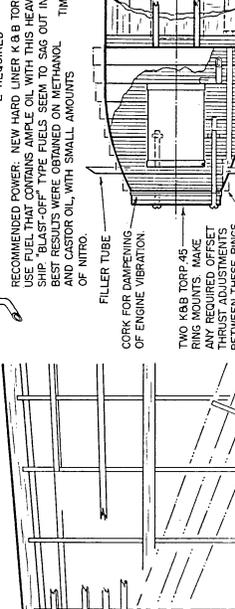
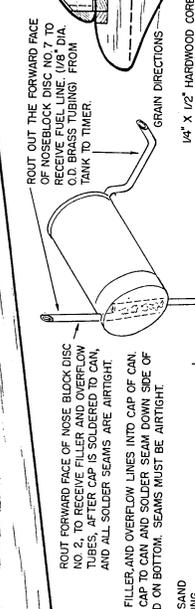
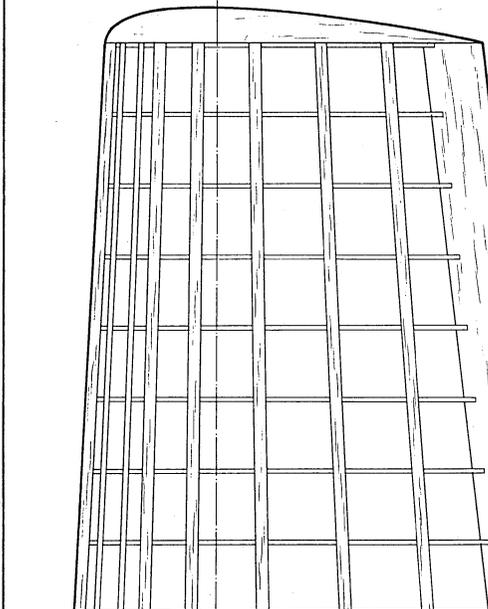
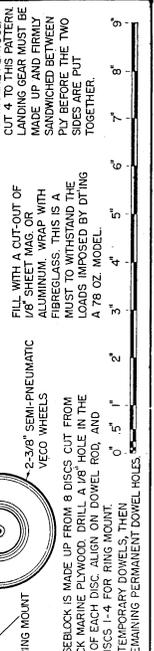
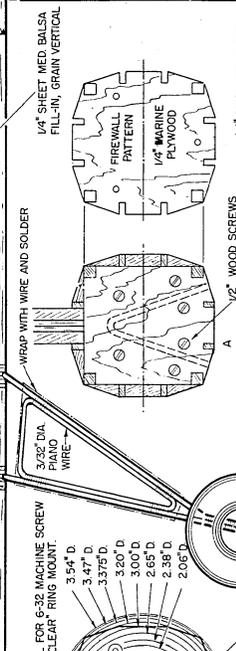
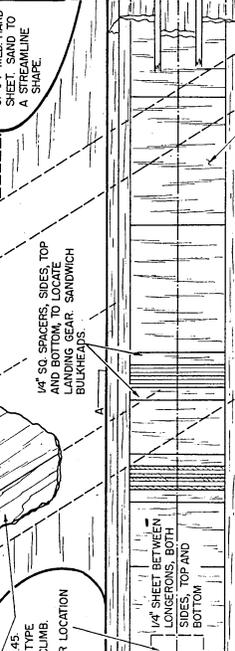
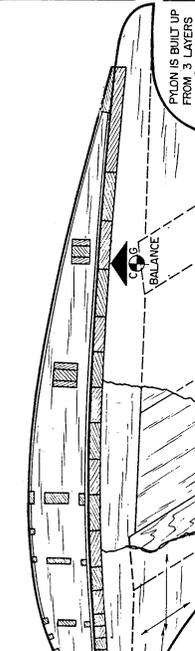
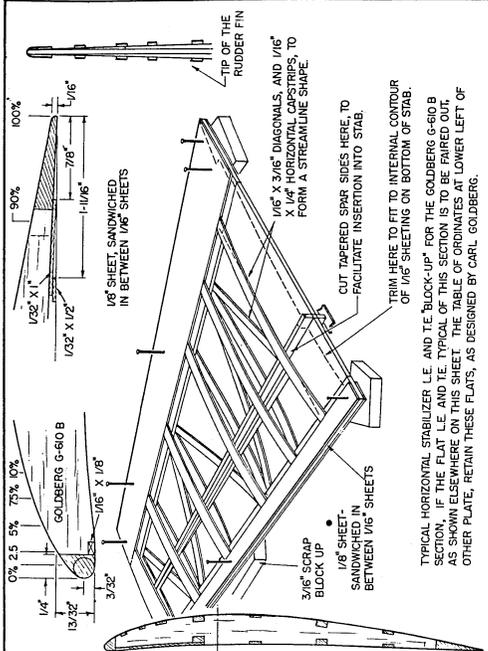


NOTE: 1/2" POSITIVE TWIST (WASH-IN) IN RIGHT MAIN WING PANEL, ALL OTHER PANELS FLAT

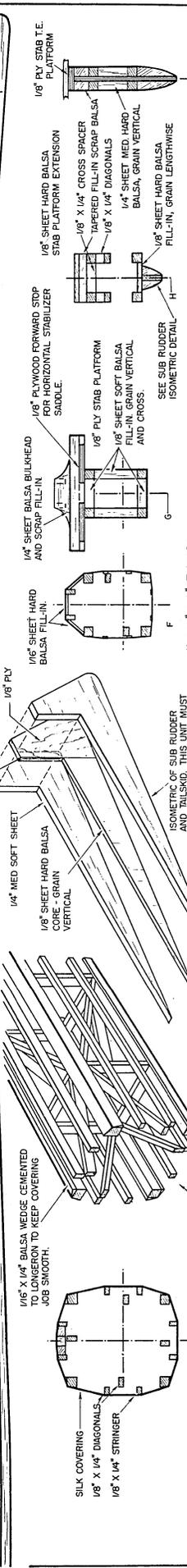
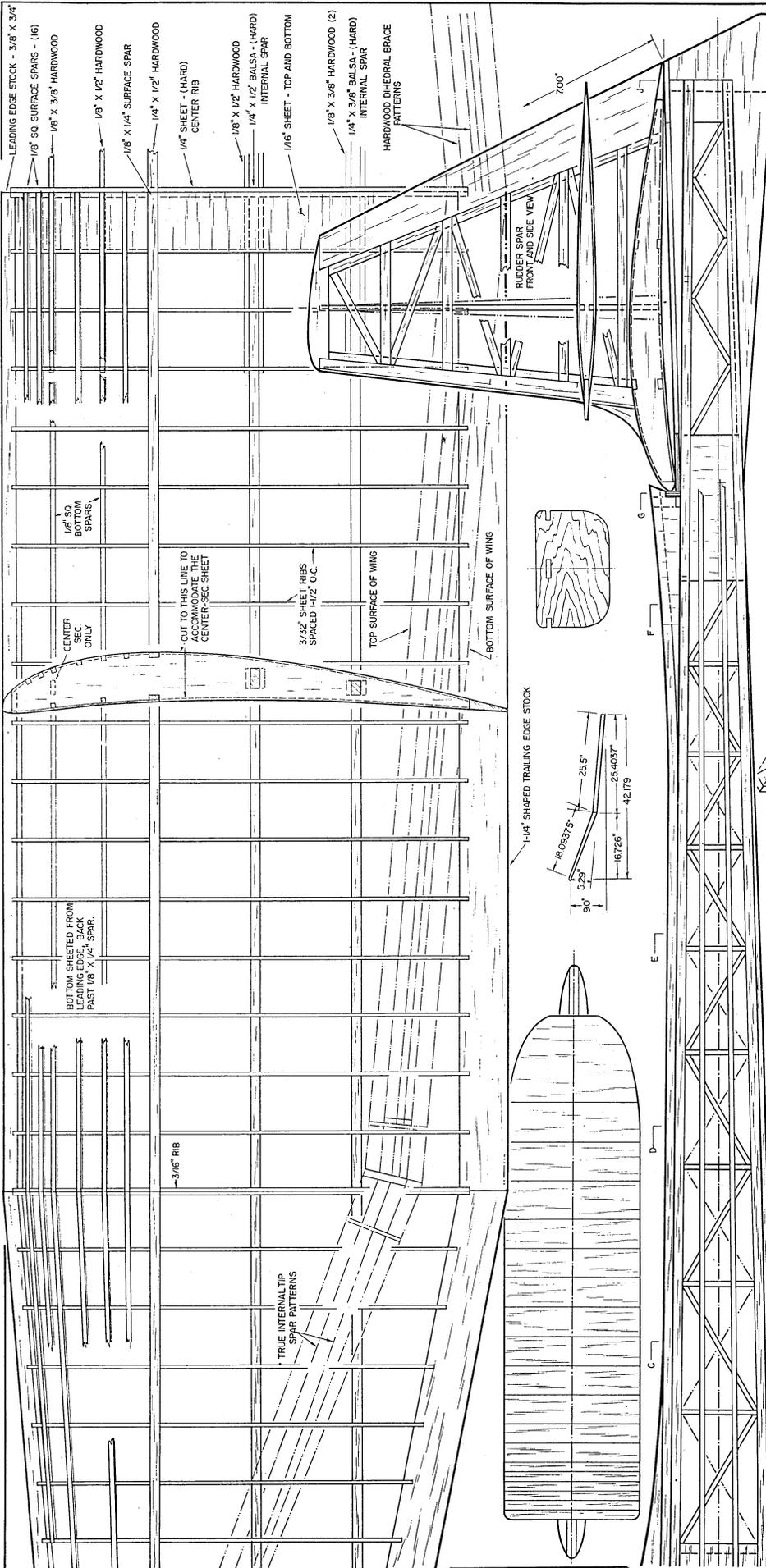


SAD SAM 7

DESIGNED AND DRAWN BY - BILL DUNWOODY



NOTE: LANDING GEAR LOCATION AND ATTACHMENT MANNER IS FOR STRICTLY TOG OR HLR RELEASE ONLY. IF ROW FIXING IS DESIRED, GEAR IS TO BE SANDWICHED BETWEEN NOSEBLOCK DISCS 3, 8, 4, AND 7 & 8. THE 3 6-32 BOLTS SECURE THE SANDWICH IN PLACE OF THE ILLUSTRATED WOOD SCREWS. THE IMPEDED PORTION OF THE GEAR WIRE MUST BE REVISED TO CLEAR THE SNUFF CAN FUEL TANK.



NOTE: THE HORIZONTAL STABILIZER PLATFORM IS RIGGED GEOMETRICALLY AT A MINUS (-) 1-1/2° (1+20'). THIS RIGGING CAN BE CUT BACK TO ZERO (0°) AND STILL GUIDE SAFELY, HOWEVER, FOR A SMOOTH LIFT, FLOATING GUIDE, ADHERE TO THE NEGATIVE ANGLE SHOWN. THE FOLLOWING GUIDELINES ARE EXTREMELY STABLE WITH THIS ADJUSTMENT. AT THE CG AS INDICATED.

**LIL RICHARD**

0' 1" 2" 3" 4" 5" 6" 7" 8" 9"

D.J.M.

STATION	0	1	2	5	10	15	20	25	30	40	50	60	70	80	90	100
UPPER	12	38	52	68	80	89	103	111	116	118	116	108	94	77	55	35
LOWER	12	03	10	02	04	06	11	15	17	19	21	23	23	21	18	14

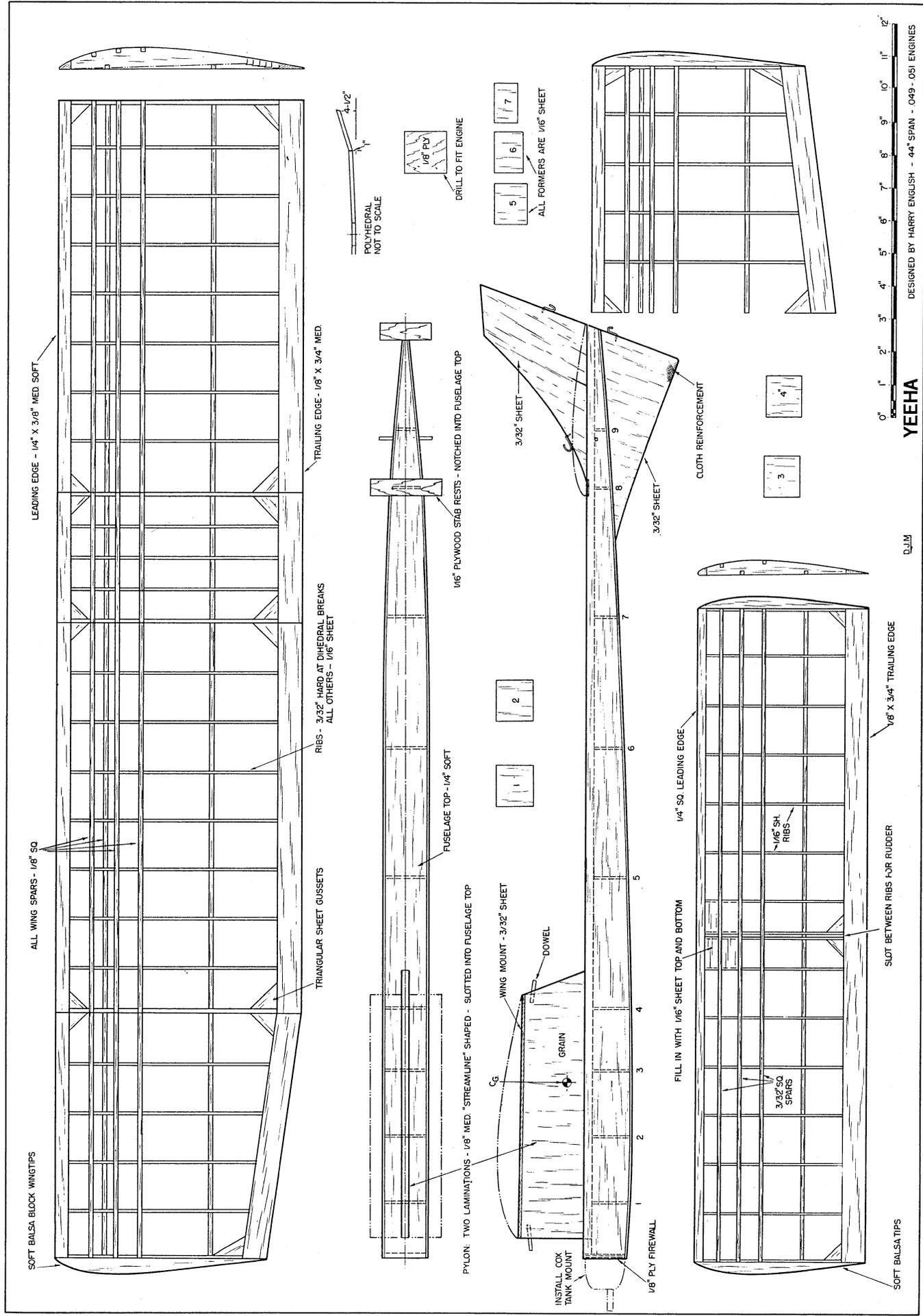
WING SECTION ORDNATES - MVA-301G - WITH SIMPLIFIED TRAILING EDGE

STATION	0	1	2	5	10	15	20	25	30	40	50	60	70	80	90	100
UPPER	12	38	52	68	80	89	103	111	116	118	116	108	94	77	55	35
LOWER	12	03	10	02	04	06	11	15	17	19	21	23	23	21	18	14

STABILIZER ORDNATES - GOLDBERG G-610B

STATION	0	1	2	5	10	15	20	25	30	40	50	60	70	80	90	100
UPPER	10	27	37	50	60	67	80	90	95	99	98	91	77	63	43	23
LOWER	10	10	0	10	10	03	07	11	15	17	19	20	19	16	12	07

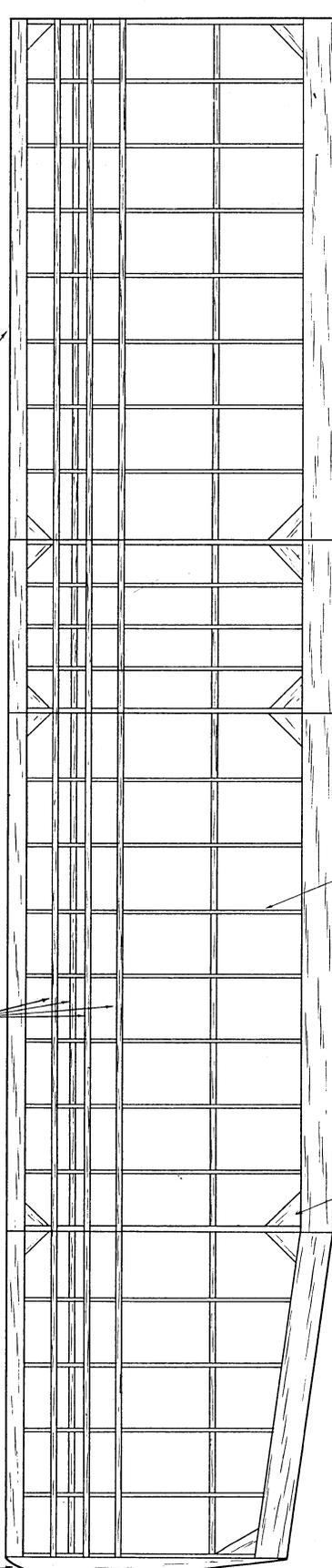
WING AREA (PROJ. LESS TIPS) - (012.774 SQ. - 348.0 SQ.)  
 MVA 301-G SECTION  
 G-610-B SECTION  
 INCIDENCE - 1°-20'



LEADING EDGE - 1/4" X 3/8" MED SOFT

ALL WING SPARS - 1/8" SQ

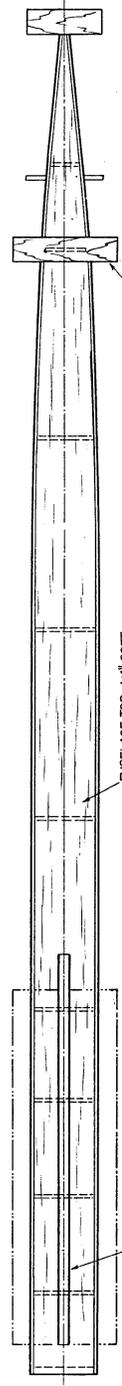
SOFT Balsa BLOCK WINGTIPS



TRAILING EDGE - 1/8" X 3/4" MED

RIBS - 3/32" HARD AT DIHEDRAL BREAKS ALL OTHERS - 1/16" SHEET

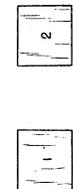
TRIANGULAR SHEET GUSSETS



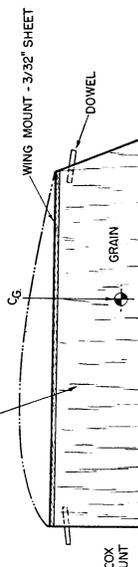
1/16" PLYWOOD STAB RESTS - NOTCHED INTO FUSELAGE TOP

FUSELAGE TOP - 1/4" SOFT

PYLON: TWO LAMINATION'S - 1/8" MED. 'STREAMLINE' SHAPED - SLOTTED INTO FUSELAGE TOP



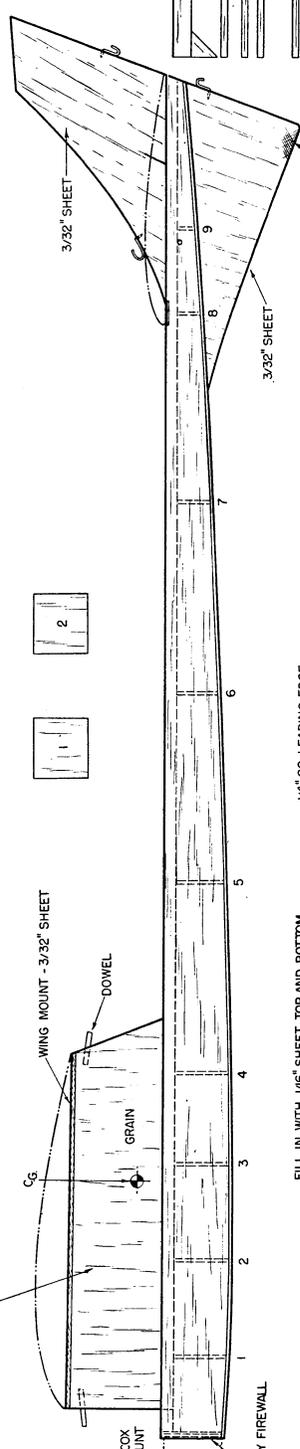
ALL FORMERS ARE 1/16" SHEET



WING MOUNT - 3/32" SHEET

DOWEL

GRAIN



3/32" SHEET

3/32" SHEET

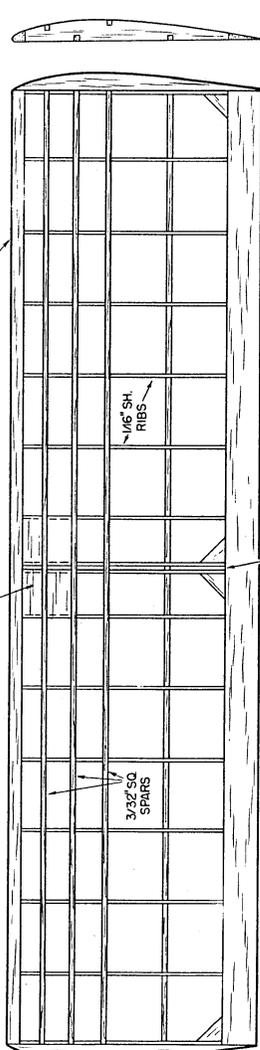
FILL IN WITH 1/16" SHEET TOP AND BOTTOM

1/4" SQ LEADING EDGE

3/32" SQ SPARS

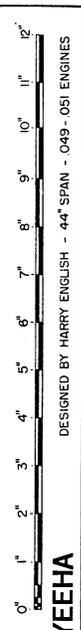


CLOTH REINFORCEMENT



SLOT BETWEEN RIBS FOR RUDDER

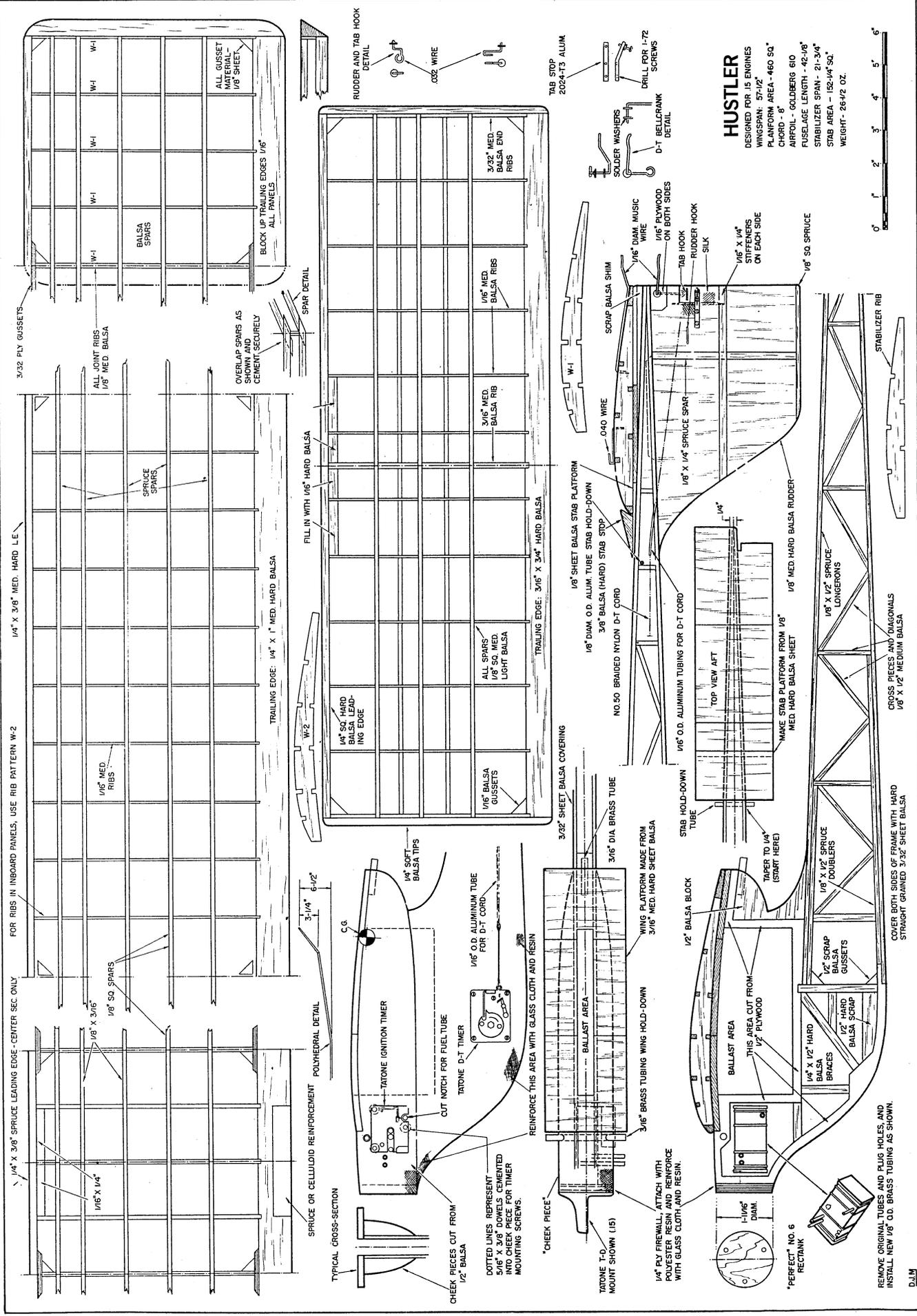
SOFT Balsa TIPS



D.J.M.

YEEHA

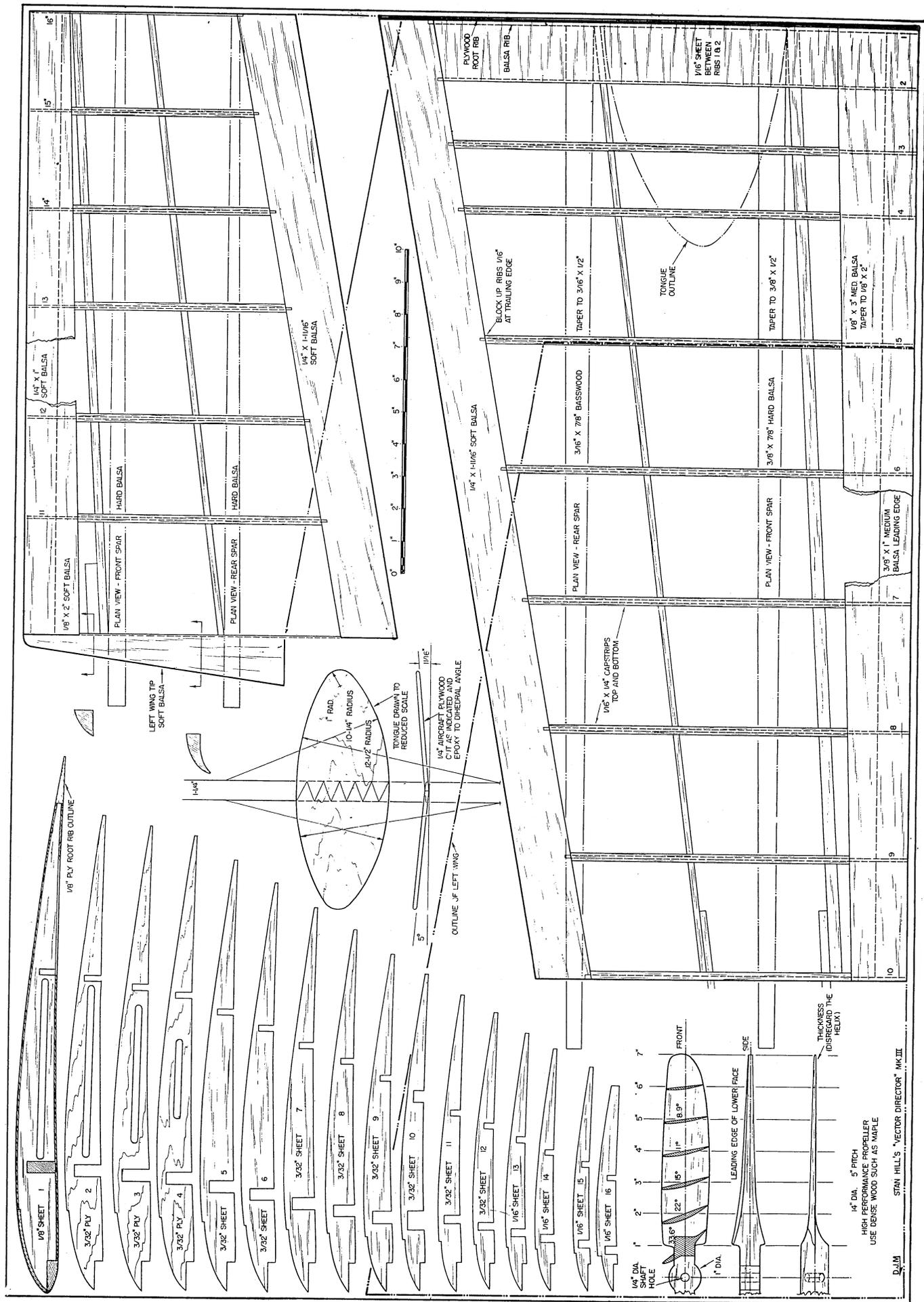
DESIGNED BY HARRY ENGLISH - 44" SPAN - 049 - 051 ENGINES



**HUSTLER**  
 DESIGNED FOR 1.5 ENGINES  
 WINGSPAN - 57-1/2"  
 PLANFORM AREA - 460 SQ"  
 CHORD - 8"  
 AIRFOIL - GOLDBERG 610  
 FUSELAGE LENGTH - 42-1/8"  
 STABILIZER SPAN - 21-3/4"  
 STAB AREA - 152-1/4 SQ."  
 WEIGHT - 26-1/2 OZ.

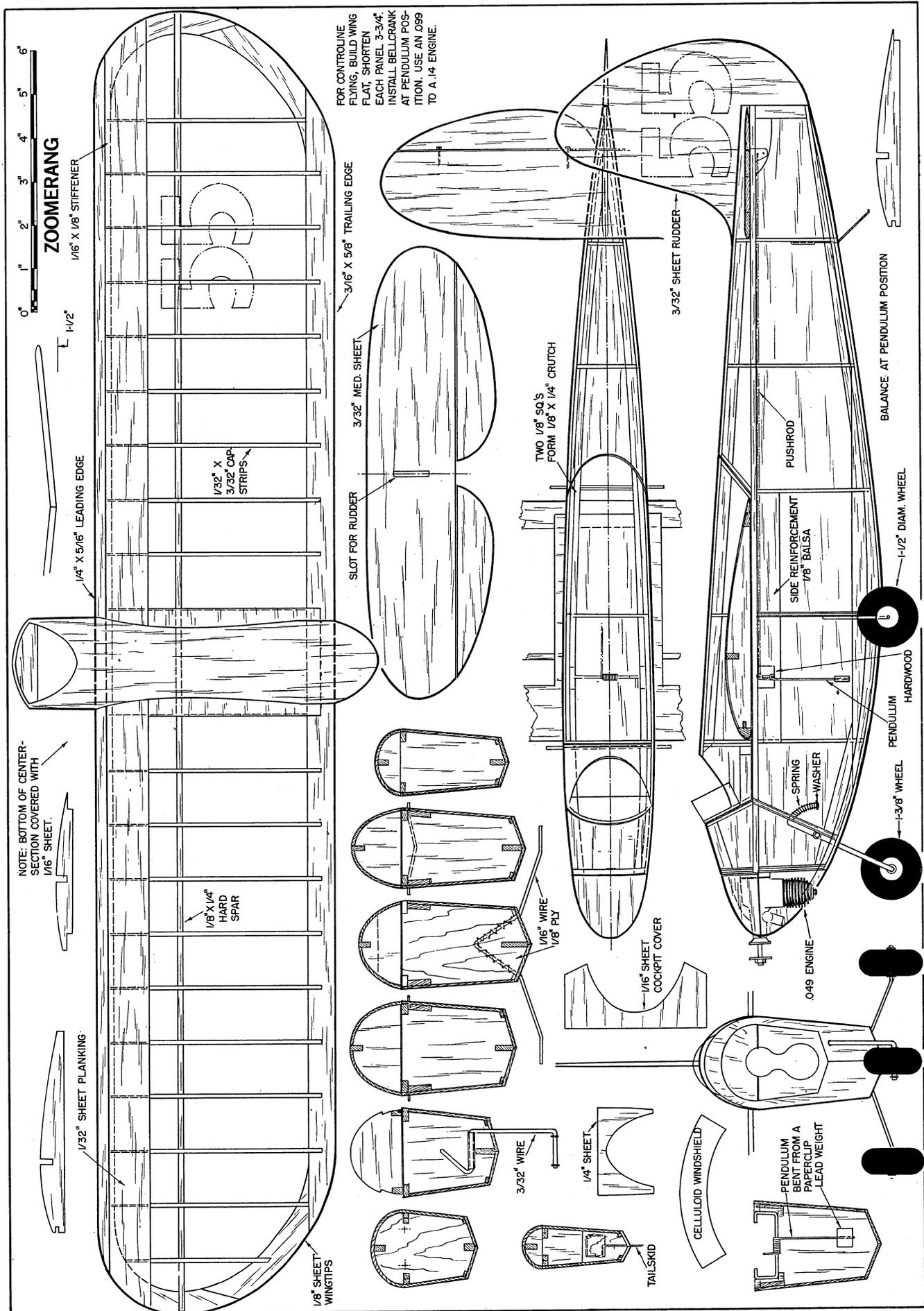






1/4" DIA. 5" PITCH  
HIGH PERFORMANCE PROPELLER  
USE DENSE WOOD SUCH AS MAPLE

D.J.M. STAN HILL'S "VECTOR DIRECTOR" Mk.III



NOTE: BOTTOM OF CENTER-SECTION COVERED WITH 1/16" SHEET.

ZOOMERANG  
1/16" X 1/8" STIFFENER

1/4" X 5/16" LEADING EDGE

1/8" X 1/4" HARD SPAR

1/32" SHEET PLANKING

1/8" SHEET WINGTIPS

1/32" X 3/32" CAP STRIPS

3/16" X 5/8" TRAILING EDGE

3/32" MED. SHEET

SLOT FOR RUDDER

1/16" WIRE 1/8" PLY

3/32" WIRE

1/4" SHEET

TAILSKID

FOR CONTROLLINE FLYING, BUILD WING FLAT, SHORTEN EACH PANEL 3-3/4". INSTALL BELLCRANK AT PENDULUM POSITION. USE AN .099 TO A .14 ENGINE.

TWO 1/8" SQ'S FORM 1/8" X 1/4" CRUTCH

1/16" SHEET COCKPIT COVER

CELLULOID WINDSHIELD

0.49 ENGINE

PUSHROD

SIDE REINFORCEMENT 1/8" Balsa

PENDULUM HARDWOOD

1-3/8" WHEEL

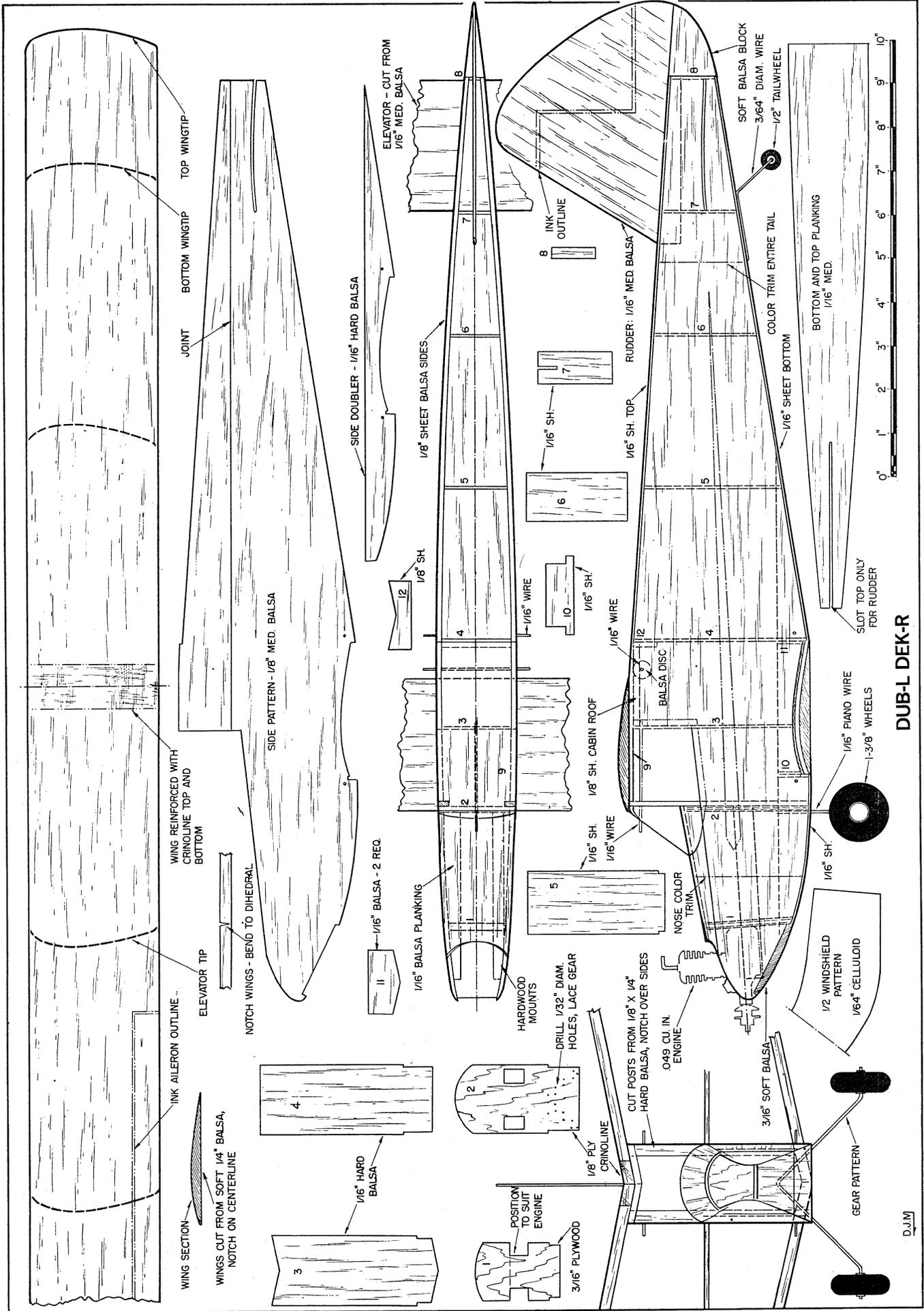
1-1/2" DIAM. WHEEL

BALANCE AT PENDULUM POSITION

3/32" SHEET RUDDER

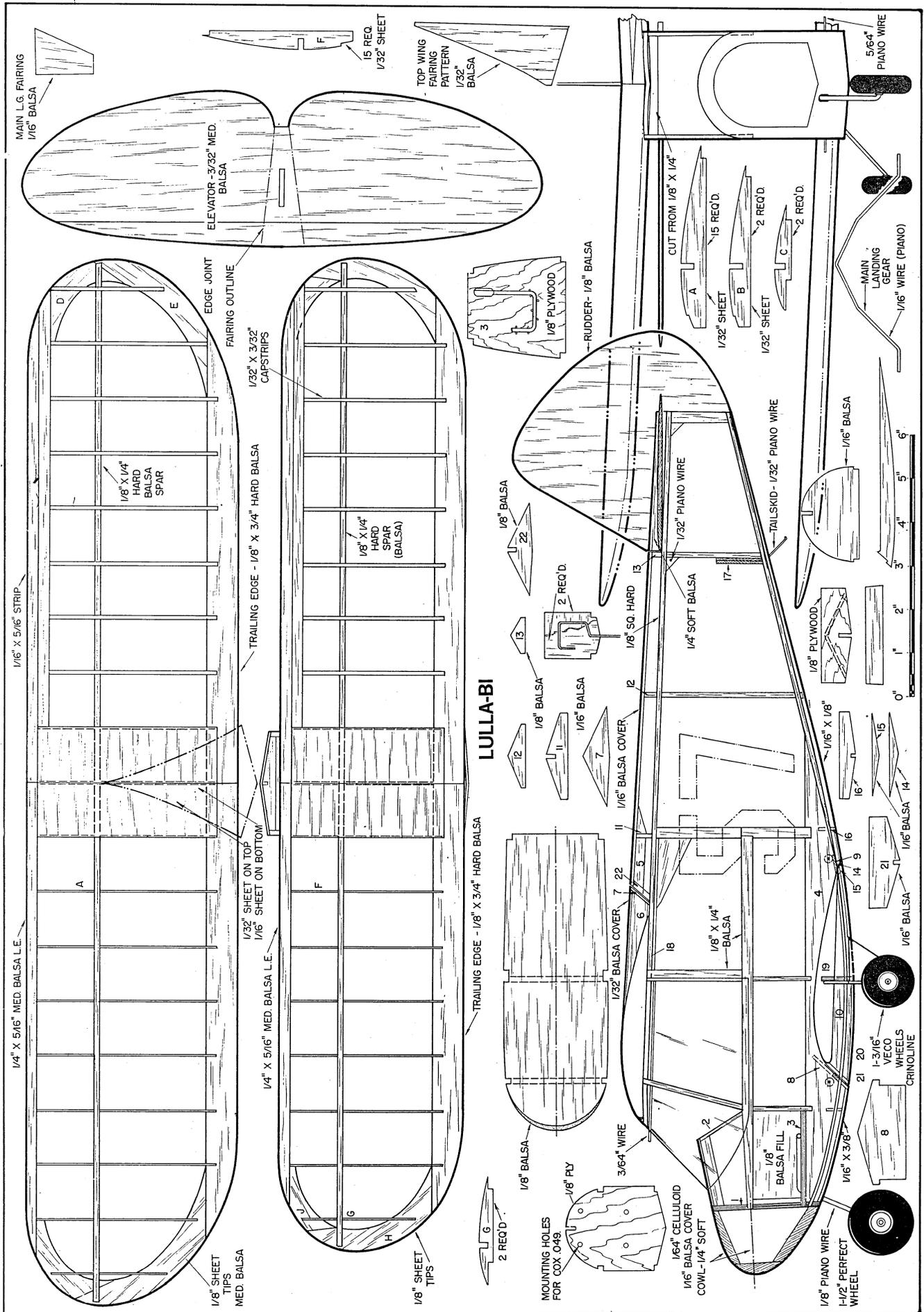
PENDULUM BENT FROM A PAPERCLIP LEAD WEIGHT





**DUBL DEK-R**

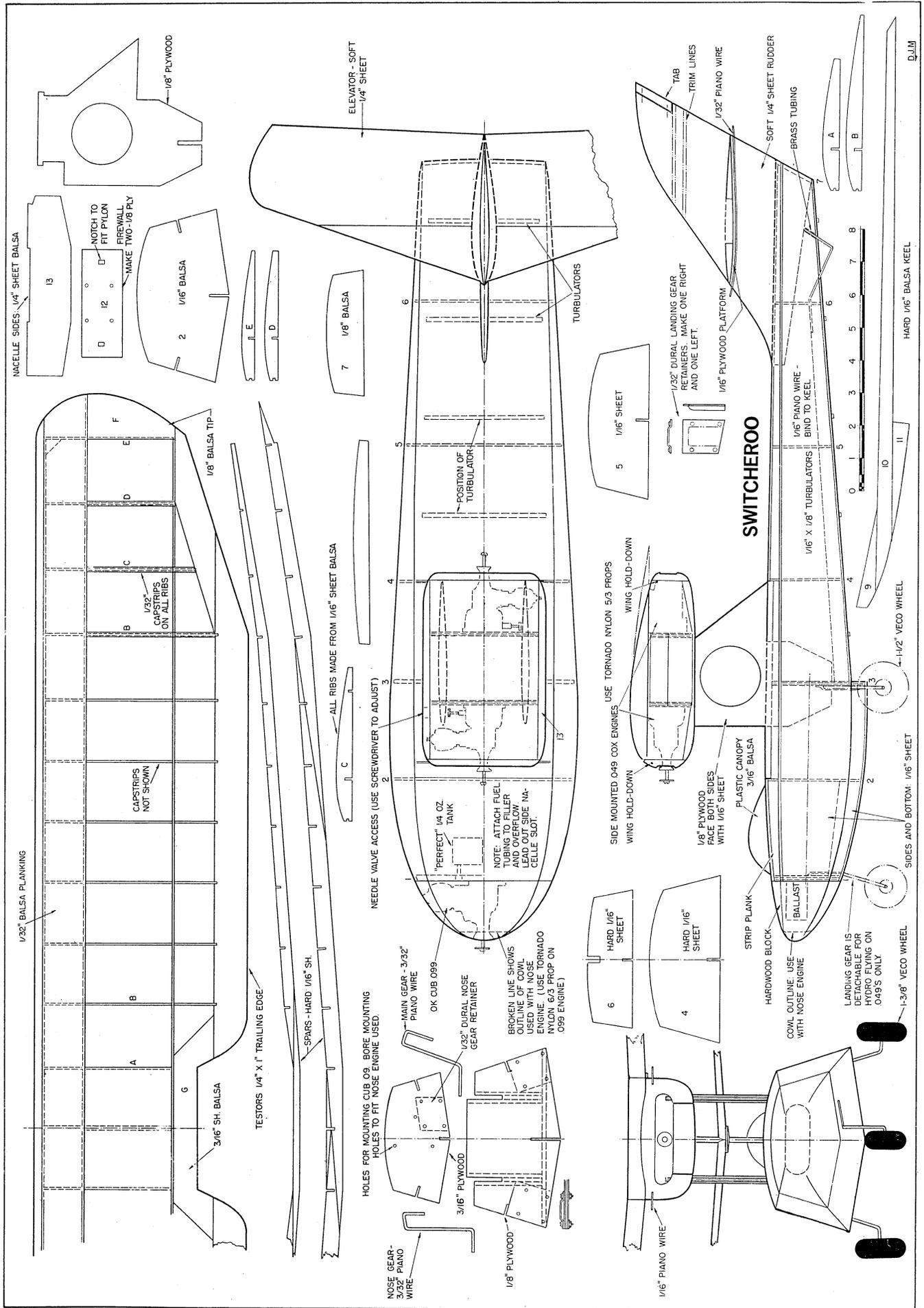
D.J.M.

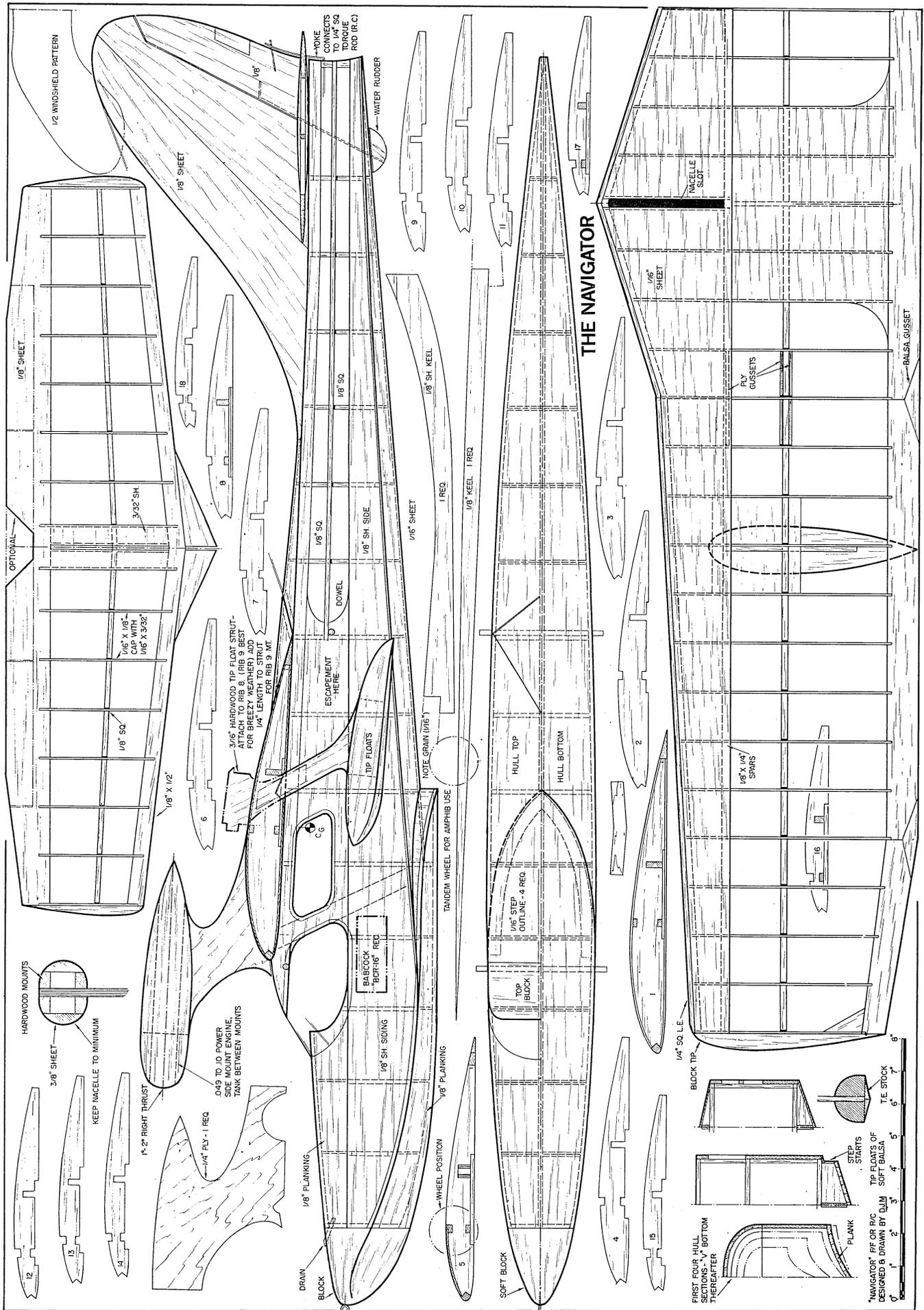


**LULLA-BI**









1/2 WINDSHIELD PATTERN

1/8" SHEET

YOKES CONNECTS TO 1/4" SQ TORQUE ROD (R.C.)

WATER RUDDER

OPTIONAL

1/8" SHEET

3/32" SH

1/8" X 1/2"

3/16" HARDWOOD TIP FLOAT STRUT - BEST FOR BREEZY WEATHER AND 1/4" LENGTH TO STRUT FOR RIB 9 MT.

ESCAPEMENT HERE

DOVEL

NOTE GRAIN (1/16")

TANDEM WHEEL FOR AMPHIB USE

1/8" SH KEEL

1/8" KEEL 1 REQ

1/8" SH KEEL

THE NAVIGATOR

1/8" SHEET

PLY GUSSETS

BALSA GUSSET

HARDWOOD MOUNTS

3/8" SHEET

KEEP MACELLE TO MINIMUM

1" 2" RIGHT THRUST

0.49 TO 1.0 POWER SIDE MOUNT ENGINE TANK BETWEEN MOUNTS

1/4" PLY - 1 REQ

1/8" PLANKING

BABCOCK "BCR-16" REQ

1/8" SH SIDING

1/8" PLANKING

SOFT BLOCK

TOP BLOCK

1/16" STEP OUTLINE - 4 REQ

HULL TOP

HULL BOTTOM

1/8" SH KEEL

1/8" SH KEEL

1/4" SQ L.E.

BLOCK TIP

FIRST FOUR HULL SECTIONS - V BOTTOM THEREAFTER

PLANK

STEP STARTS

TE STOCK

1/8" X 1/4" SPARS

TE STOCK

6"

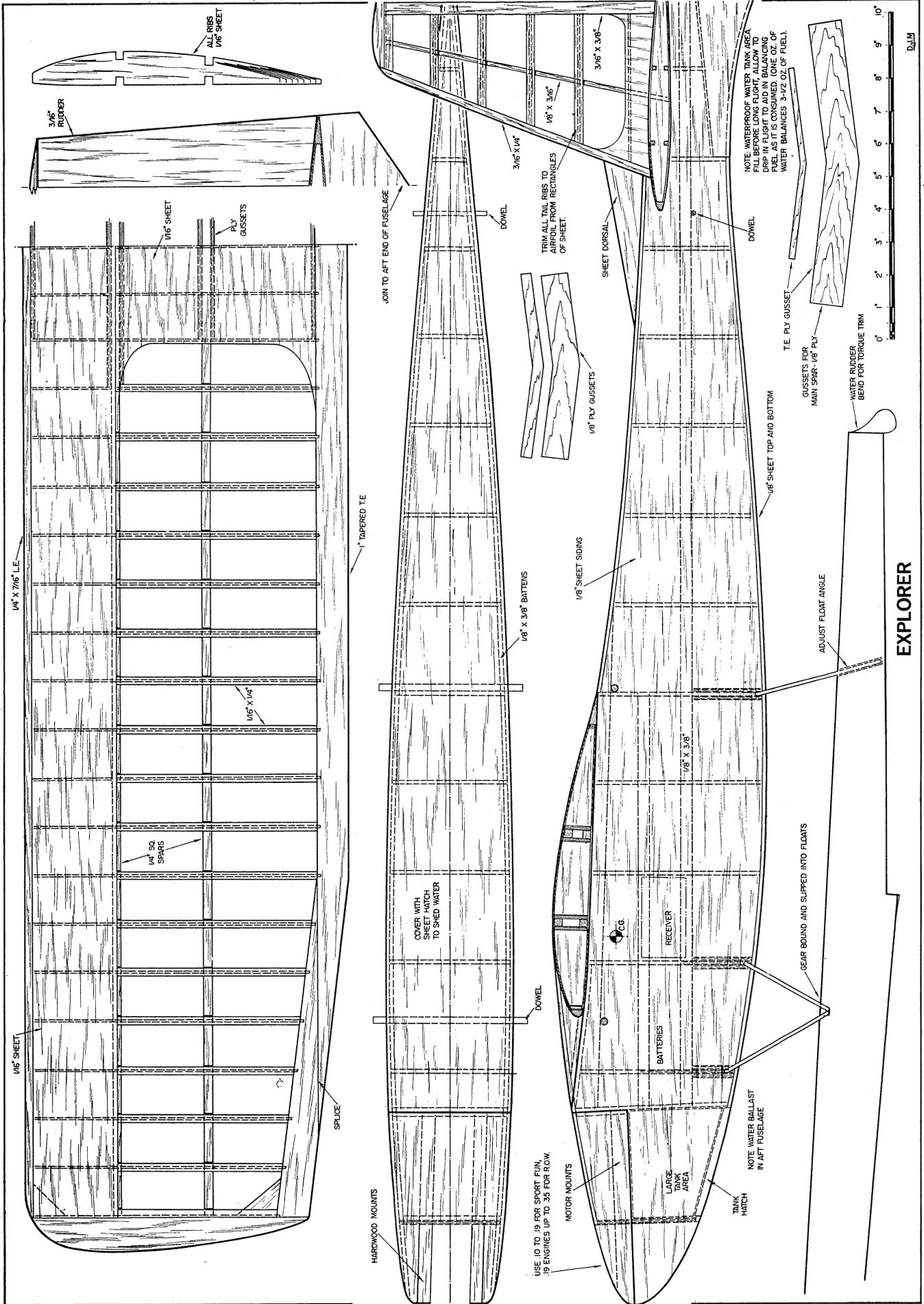
5"

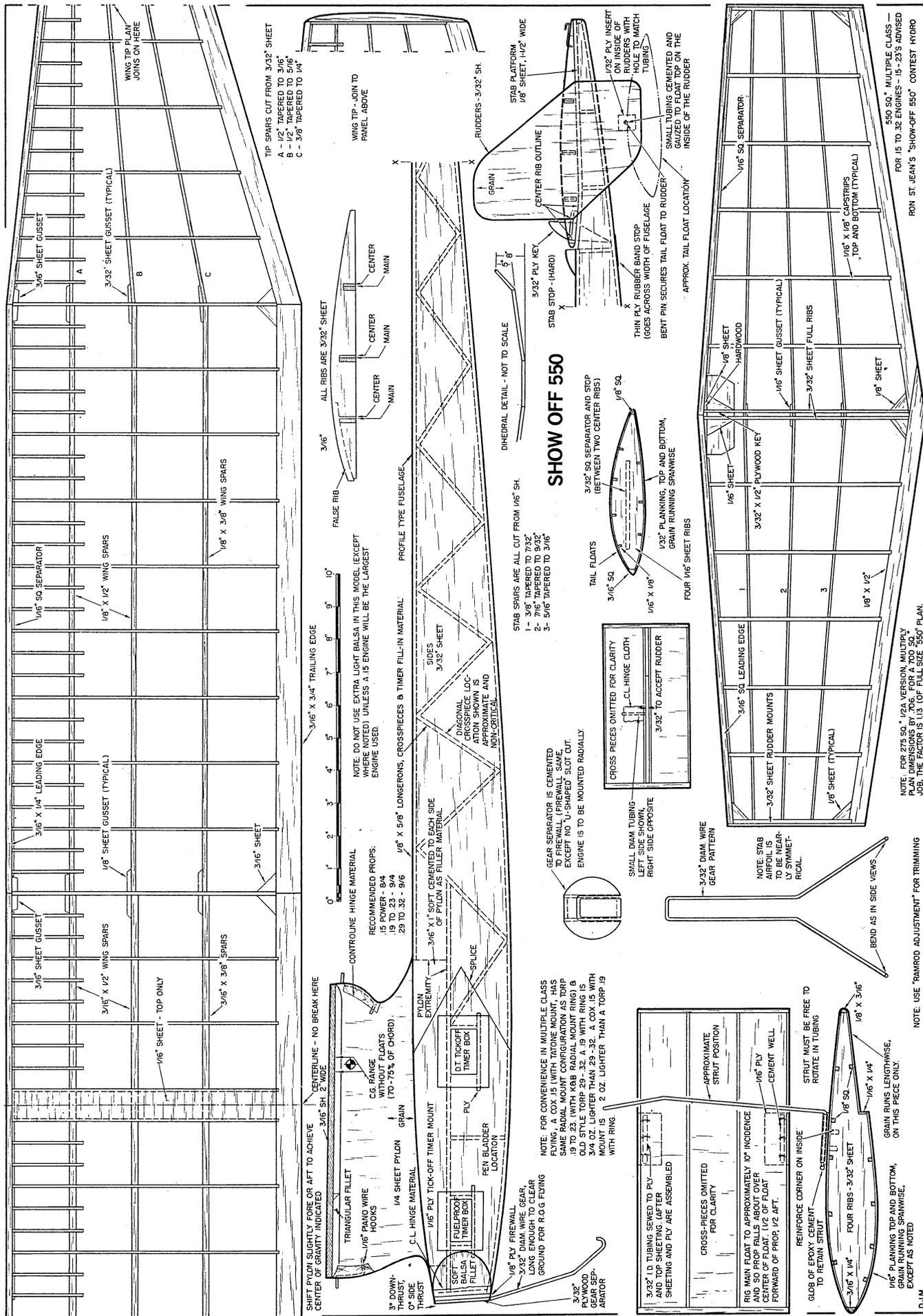
4"

3"

2"

1"





TIP SPARS CUT FROM 3/32" SHEET  
 A - 1/2" TAPERED TO 3/16"  
 B - 1/2" TAPERED TO 5/16"  
 C - 3/8" TAPERED TO 1/4"

WING TIP - JOIN TO PANEL ABOVE

ALL RIBS ARE 3/32" SHEET  
 CENTER MAIN  
 CENTER MAIN

FALSE RIB  
 CENTER MAIN  
 CENTER MAIN

3/16" X 3/4" TRAILING EDGE  
 0" 1" 2" 3" 4" 5" 6" 7" 8" 9" 10"

NOTE: DO NOT USE EXTRA LIGHT Balsa IN THIS MODEL (EXCEPT WHERE NOTED) UNLESS A IS ENGINE WILL BE THE LARGEST ENGINE USED

PROFILE TYPE FUSELAGE  
 1/8" X 3/8" WING SPARS  
 1/16" SQ SEPARATOR  
 1/8" X 1/2" WING SPARS  
 3/16" X 1/4" LEADING EDGE  
 1/8" SHEET GUSSET (TYPICAL)  
 3/16" X 1/2" WING SPARS  
 3/16" X 3/8" SPARS  
 1/16" SHEET - TOP ONLY  
 3/16" X 3/8" SPARS

CONTROL LINE HINGE MATERIAL RECOMMENDED PROPS: 19 TO 23 - 9/4 23 TO 32 - 9/6

3/16" X 1" SOFT CEMENTED TO EACH SIDE OF Pylon AS FILLER MATERIAL  
 DIAGONAL CROSSPIECE LOCATION SHOWN IS APPROXIMATE AND NON-CRITICAL  
 SPICE

3/32" SQ SEPARATOR AND STOP (BETWEEN TWO CENTER RIBS)  
 1/8" SQ  
 1/2" PLANKING, TOP AND BOTTOM, GRAIN RUNNING SPANWISE  
 FOUR 1/16" SHEET RIBS

TAIL FLOATS  
 3/16" SQ  
 1/8" X 1/8"

3/32" ID TUBING SEWED TO PLY AND TOP SHEETING (AFTER SHEETING AND PLY ARE ASSEMBLED)  
 CROSS-PIECES OMITTED FOR CLARITY  
 APPROXIMATE STRUT POSITION  
 1/16" PLY  
 CEMENT WELL  
 STRUT MUST BE FREE TO ROTATE IN TUBING

STAB SPARS ARE ALL CUT FROM 1/16" SH.  
 1 - 3/8" TAPERED TO 7/32"  
 2 - 1/16" TAPERED TO 7/32"  
 3 - 5/16" TAPERED TO 9/16"

GEAR SEPARATOR IS CEMENTED TO CENTERLINE UNLESS ENGINE IS TO BE MOUNTED RADIALLY

NOTE: FOR CONVENIENCE IN MULTIPLE CLASS FLYING, A COX 15 (WITH TATONE MOUNT, HAS SAME RADIAL MOUNT CONFIGURATION AS TORP .19 TO .23 (WITH K&B RADIAL MOUNT RING) & OLD STYLE TORP 29 - 32. A .19 WITH RING IS 3/4 OZ LIGHTER THAN 29-32. A COX 15 WITH 2 OZ LIGHTER THAN A TORP .19 WITH RING.

SMALL DIAM TUBING LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE

REINFORCE CORNER ON INSIDE OF EPOXY JOINT TO RETAIN STRUT

3/16" X 1/4" FOUR RIBS - 3/32" SHEET  
 1/8" X 3/16" GRAIN RUNS LENGTHWISE, ON THIS PIECE ONLY

NOTE: USE "RAMROD ADJUSTMENT" FOR TRIMMING

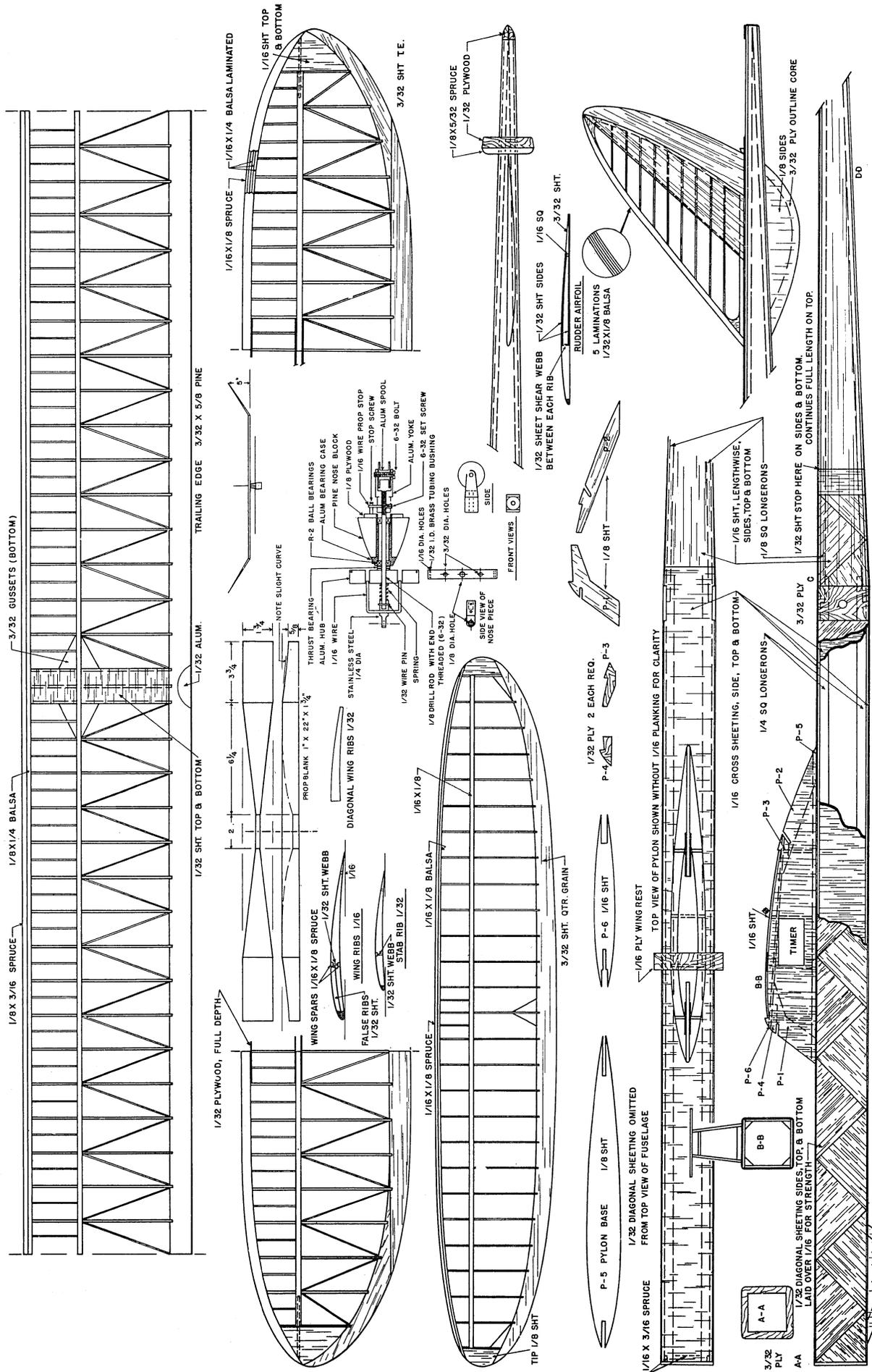
Q119

# SHOW OFF 550

DINERIAL DETAIL - NOT TO SCALE  
 STAB PLATFORM 1/8" SHEET, 1 1/2" WIDE  
 RUDDERS - 3/32" SH.  
 CENTER RIB OUTLINE  
 THIN PLY RUBBER BAND STOP (GOES ACROSS WIDTH OF FUSELAGE)  
 BENT PIN SECURES TAIL FLOAT TO RUDDER  
 APPROX. TAIL FLOAT LOCATION  
 SMALL TUBING CEMENTED AND GAUGED TO FLOAT TOP ON THE INSIDE OF THE RUDDER  
 1/16" SQ SEPARATOR  
 1/8" X 1/8" CAPSTRIPS (TOP AND BOTTOM (TYPICAL))  
 1/8" SHEET  
 1/16" SQ GUSSET (TYPICAL)  
 3/32" X 1/2" PLYWOOD KEY  
 3/32" SHEET FULL RIBS  
 1/8" SHEET  
 1/8" X 1/2"

FOR 15 TO 32 ENGINES - 15-23 ADVISED FOR 15 TO 32 ENGINES - 15-23 ADVISED  
 RON ST. JEAN'S "SHOW-OFF 550" CONTEST HYORO

NOTE: FOR 275 SQ. 1/2A VERSION, MULTIPLY PLAN DIMENSIONS BY .706. FOR A 700 SQ. JOB, THE FACTOR IS .113 (FOR FULL SIZE 550) PLAN.



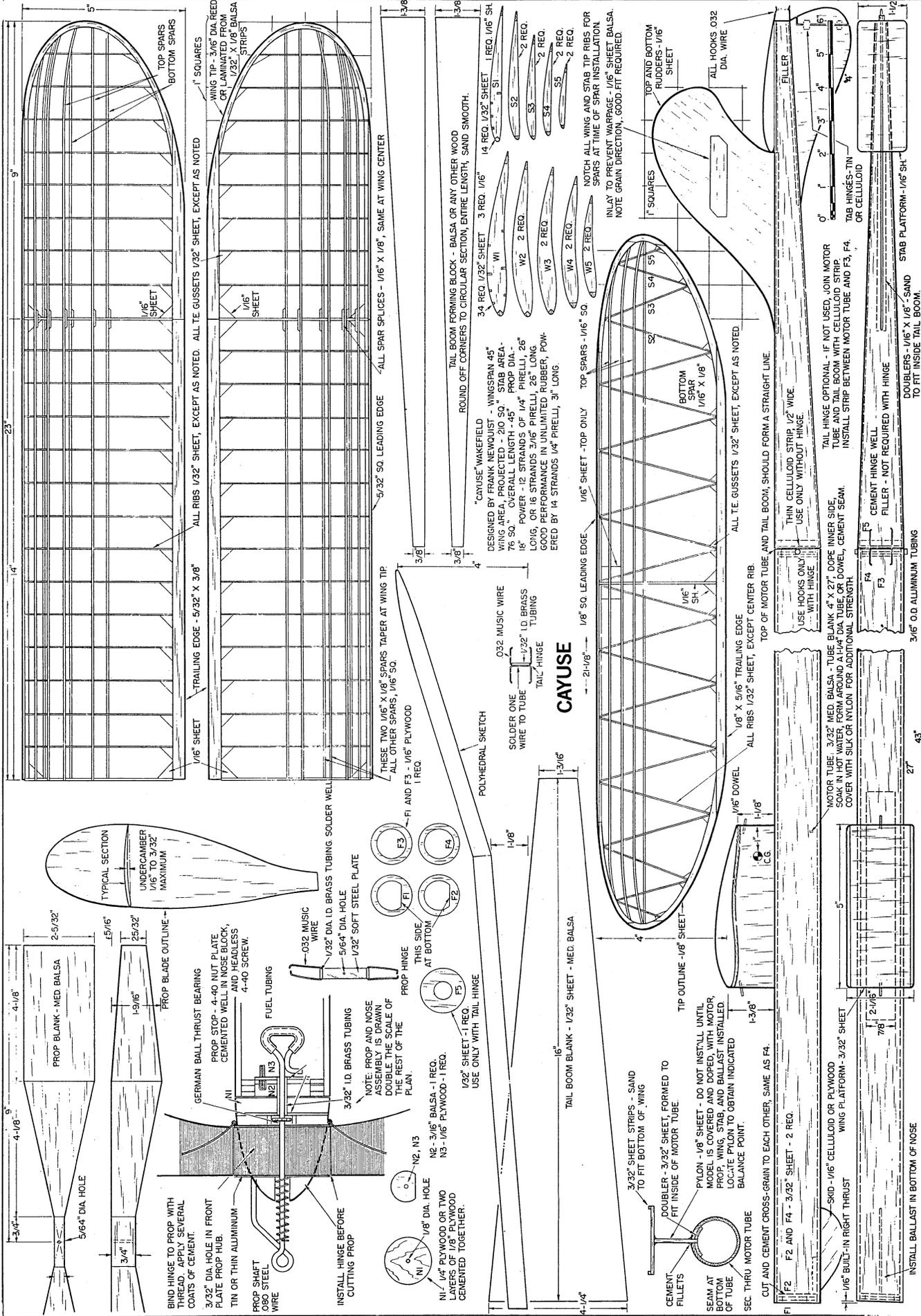
WING SPAN 51 3/8" PROJ. AREA 227 SQ. INCHES  
 STAB SPAN 20 5/8" \* \* \* 63.8 \* \*

TOTAL PROJ. AREA 280.8 SQ. INCHES  
 REQ. WT. (INCLUDING 50 GRAM MOTOR) 8.11 OZS.

**THE MIRAGE** DESIGNED BY ROGER SIMPSON

ART. WORK BY REID SIMPSON

DD



TOP SPARS  
BOTTOM SPARS

1" SQUARES  
WING TIP - 3/16" DIA. REED  
OR LAMINATED FROM  
1/32" X 1/8" BALSA  
STRIPS

ALL RIBS 1/32" SHEET, EXCEPT AS NOTED. ALL TE GUSSETS 1/32" SHEET, EXCEPT AS NOTED

1/16" SHEET

TRAILING EDGE - 5/32" X 3/8"

5/32" SQ. LEADING EDGE

ALL SPAR SPLICES - 1/16" X 1/8", SAME AT WING CENTER

THESE TWO 1/16" X 1/8" SPARS TAPER AT WING TIP  
ALL OTHER SPARS, 1/16" SQ.

DESIGNED BY FRANK NEWJOURIST - WINGSRAN 45"  
WING AREA, PROJECTED - 2.20 SQ. STAB AREA -  
76 SQ. OVERALL LENGTH - 45" PROP DIA. - 26"  
18" POWER - 12 STRANDS 5/16" PIRELLI, 28" LONG  
LONG PERFORMANCE IN UNLIMITED RUBBER, POW-  
ERED BY 14 STRANDS 1/4" PIRELLI, 31" LONG.

TAIL BOOM FORMING BLOCK - BALSA OR ANY OTHER WOOD  
ROUND OFF CORNERS TO CIRCULAR SECTION, ENTIRE LENGTH, SAND SMOOTH.

34 REQ. 1/32" SHEET 3 REQ. 1/16" 14 REQ. 1/32" SHEET 1 REQ. 1/16" SH.  
S1 S2 S3 S4 S5

W1 W2 W3 W4 W5

1/16" SHEET - TOP ONLY TOP SPARS - 1/16" SQ.  
NOTCH ALL WING AND STAB TIP RIBS FOR  
SPARS AT TIME OF SPAR INSTALLATION  
INLAY TO PREVENT WARRAGE 1/16" SHEET BALSA.  
NOTE GRAIN DIRECTION, GOOD-FIT REQUIRED!

1" SQUARES  
TOP AND BOTTOM  
RUDDERS - 1/16"  
SHEET

ALL TE GUSSETS 1/32" SHEET, EXCEPT AS NOTED

THIN CELLULOID STRIP, 1/2" WIDE  
USE ONLY WITHOUT HINGE.

USE HOOPS ONLY  
WITH HINGE

TAIL HINGE OPTIONAL - IF NOT USED, JOIN MOTOR  
TUBE AND TAIL BOOM WITH CELLULOID STRIP.  
INSTALL STRIP BETWEEN MOTOR TUBE AND F3, F4,  
OR CELLULOID

CEMENT HINGE WELL  
FILLER - NOT REQUIRED WITH HINGE

ROULERS - 1/16" X 1/8" SAND  
TO FIT INSIDE TAIL BOOM.

3/16" O.D. ALUMINUM TUBING

STAB PLATFORM - 1/16" SH.

27" 43"

1/8" X 5/16" TRAILING EDGE

TOP OF MOTOR TUBE AND TAIL BOOM, SHOULD FORM A STRAIGHT LINE.

MOTOR TUBE - 3/32" MED. BALSA, TUBE BLANK 4" X 2", DOPE INNER SIDE,  
SOAK IN HOT WATER FROM AROUND A 1/4" DIA. TUBE OF DOPE, CEMENT BEAM,  
COVER WITH SILK OR NYLON FOR ADDITIONAL STRENGTH

5"

SKID - 1/16" CELLULOID OR PLYWOOD  
WING PLATFORM - 3/32" SHEET

1/16" BUILT-IN RIGHT THRUST

INSTALL BALLAST IN BOTTOM OF NOSE

TYPICAL SECTION  
UNDERCAMBER  
1/16" TO 3/32"  
MAXIMUM

PROP BLANK - MED BALSA  
2-5/32"

PROP STOP - 4-40 NUT PLATE,  
CEMENTED WELL AND HEADLESS,  
AND 4-40 SCREW.

GERMAN BALL THRUST BEARING

FUEL TUBING

3/32" I.D. BRASS TUBING  
NOTE: PROP AND NOSE  
ASSEMBLY IS  
DOUBLE THE SCALE OF  
THE REST OF THE  
PLAN.

INSTALL HINGE BEFORE  
CUTTING PROP

PROP HINGE  
THIS SIDE  
AT BOTTOM

USE ONLY WITH TAIL HINGE

N1 1/8" DIA. HOLE  
N2 - 3/16" BALSA - 1 REQ.  
N3 - 1/16" PLYWOOD - 1 REQ.

1/2" SHEET - 1 REQ.  
USE ONLY WITH TAIL HINGE

1/16" DIA. HOLE

1/8" X 5/16" TRAILING EDGE

ALL RIBS 1/32" SHEET, EXCEPT CENTER RIB

1/16" DOWEL

1/16" DIA. HOLE

POLYHEDRAL SKETCH

0.32 MUSIC WIRE  
SOLDER ONE  
WIRE TO TUBE

1/32" I.D. BRASS  
TUBING

TAIL HINGE

1/8" X 5/16" TRAILING EDGE

ALL RIBS 1/32" SHEET, EXCEPT CENTER RIB

1/16" DOWEL

1/16" DIA. HOLE

TAIL BOOM BLANK - 1/32" SHEET - MED. BALSA

16" 1-3/16"

4-1/4"

1/16" DIA. HOLE

3/32" SHEET STRIPS - SAND  
TO FIT BOTTOM OF WING

DOUBLER - 3/32" SHEET, FORMED TO  
FIT INSIDE OF MOTOR TUBE

CEMENT FILLETS

SEAM AT  
MOTOR TUBE  
OF TUBE

SEC. THRU MOTOR TUBE

CUT AND CEMENT CROSS-GRAIN TO EACH OTHER, SAME AS F4,  
F2 AND F4 - 3/32" SHEET - 2 REQ.

SKID - 1/16" CELLULOID OR PLYWOOD  
WING PLATFORM - 3/32" SHEET

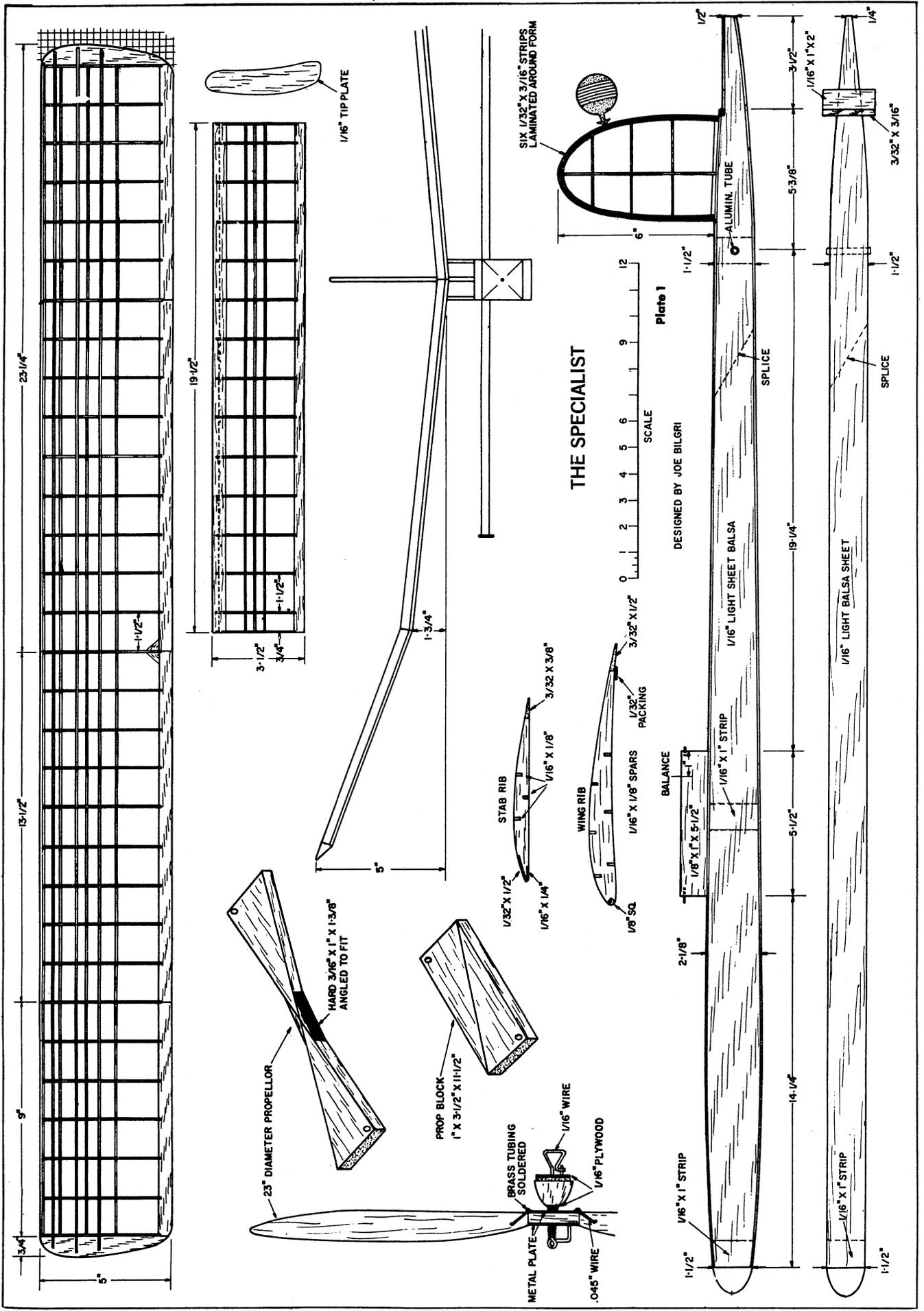
1/16" BUILT-IN RIGHT THRUST

INSTALL BALLAST IN BOTTOM OF NOSE

5"

7/8" 2 1/16"

1/16" DIA. HOLE



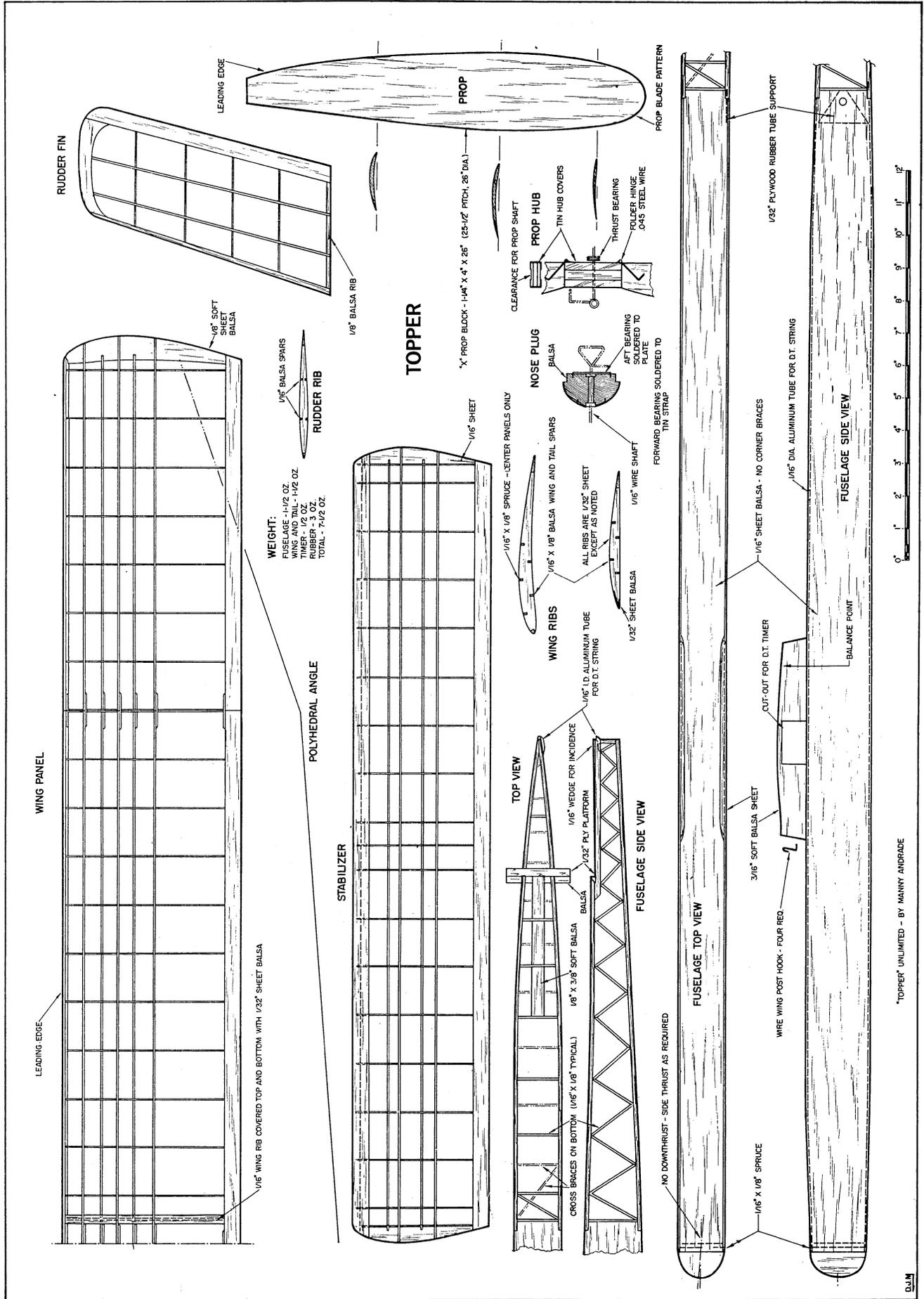
**THE SPECIALIST**

DESIGNED BY JOE BILGRI

SCALE

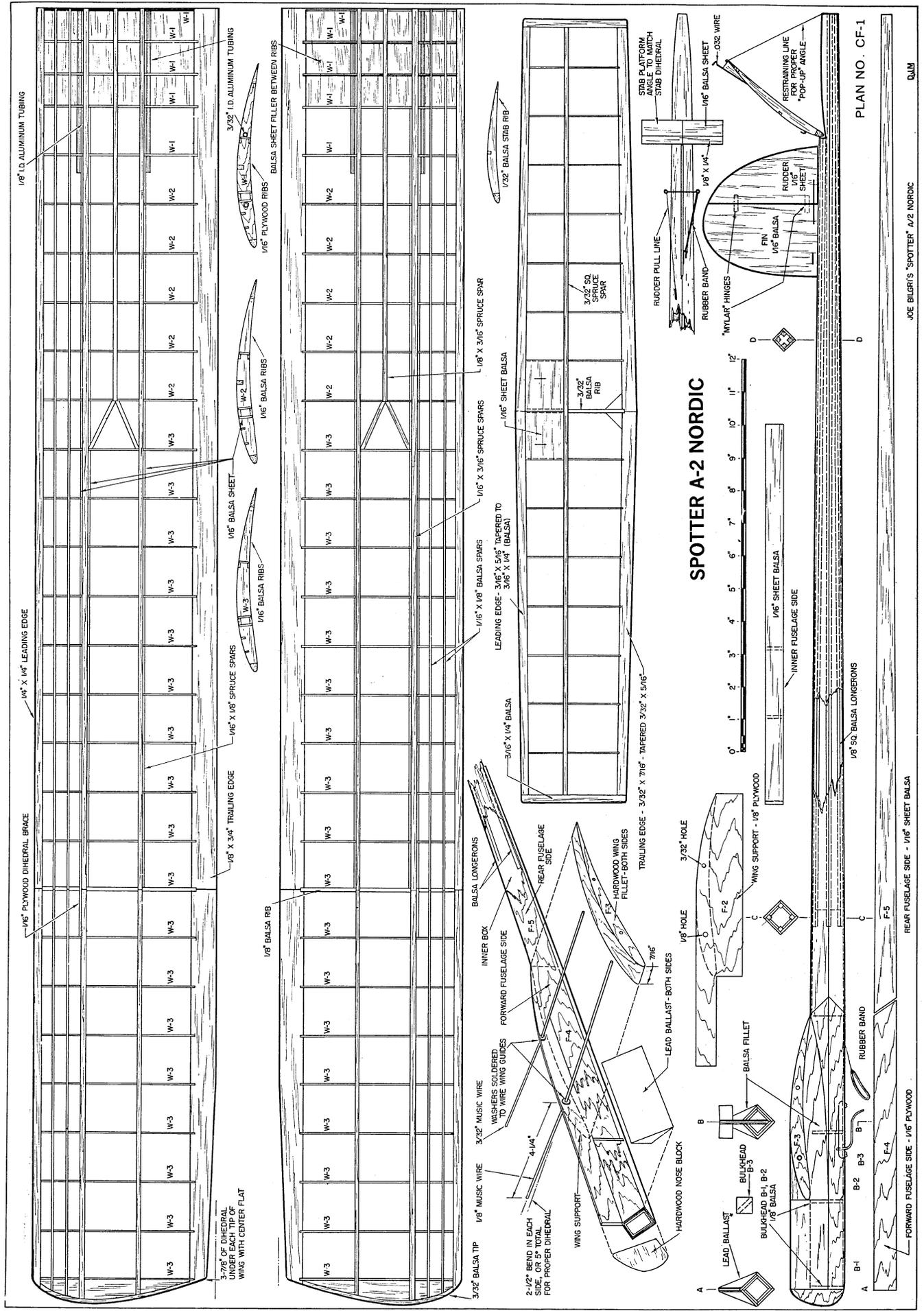


Plate 1



"TOPPER" UNLIMITED - BY MANNY ANDRADA





# SPOTTER A-2 NORDIC

PLAN NO. CF-1

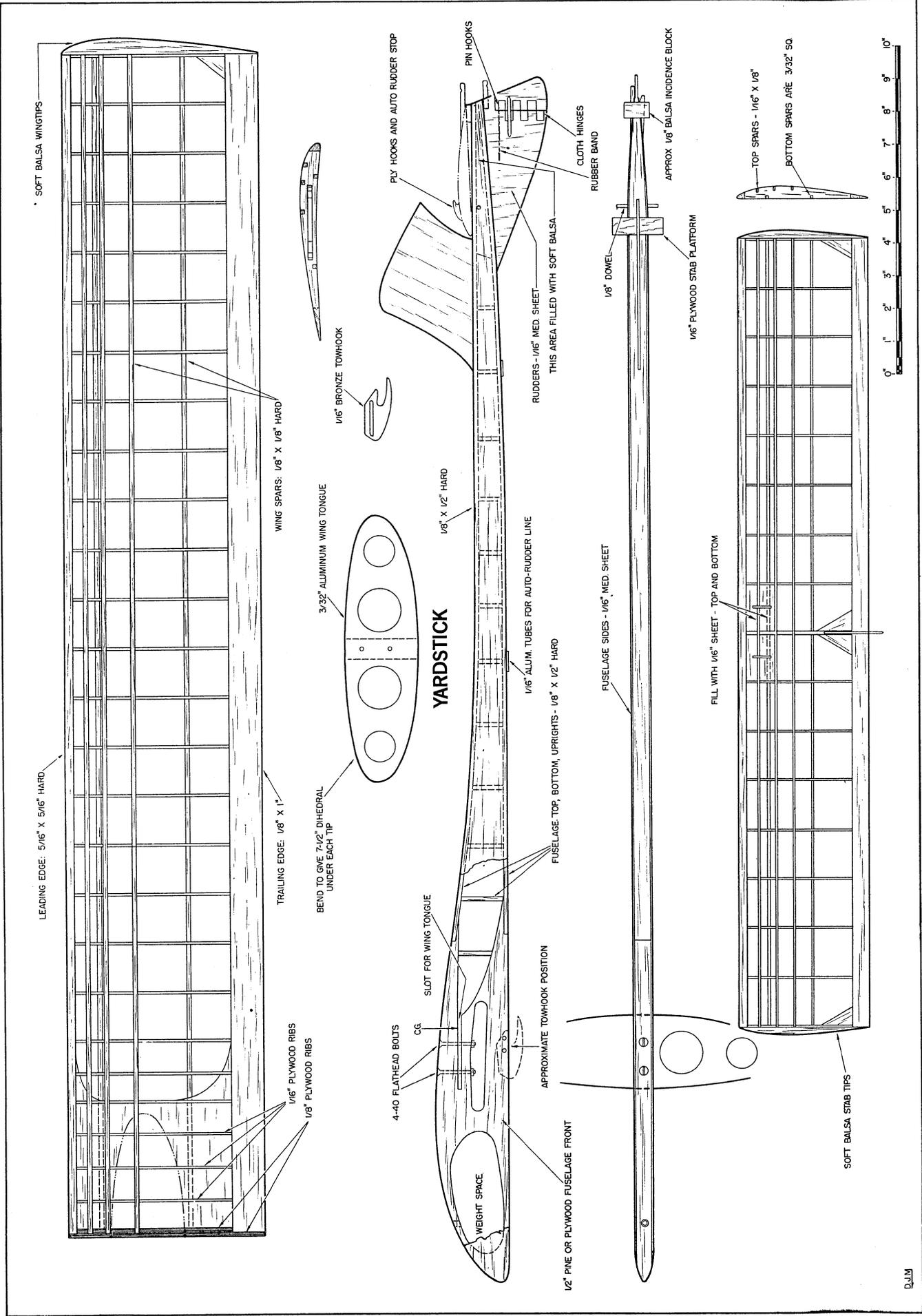
JOE BILGER'S "SPOTTER" A-2 NORDIC

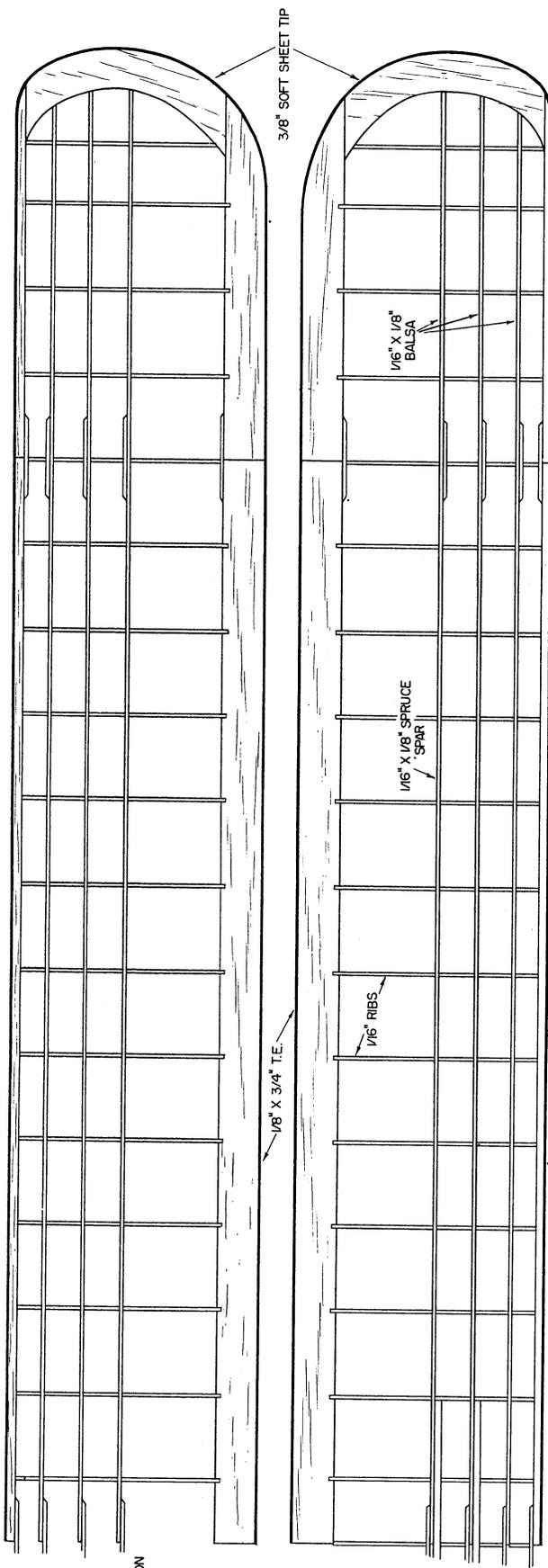
JOE BILGER'S "SPOTTER" A-2 NORDIC

REAR FUSELAGE SIDE - 1/16" SHEET Balsa

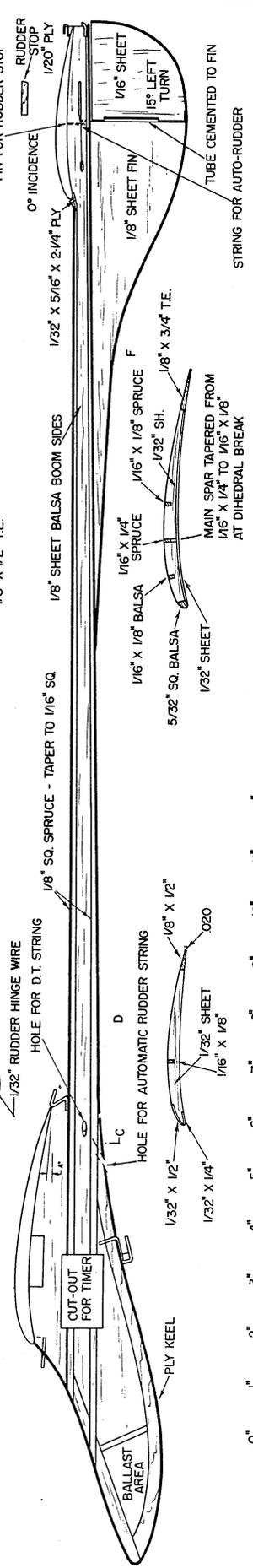
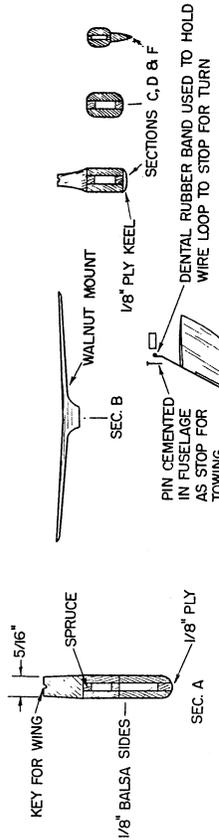
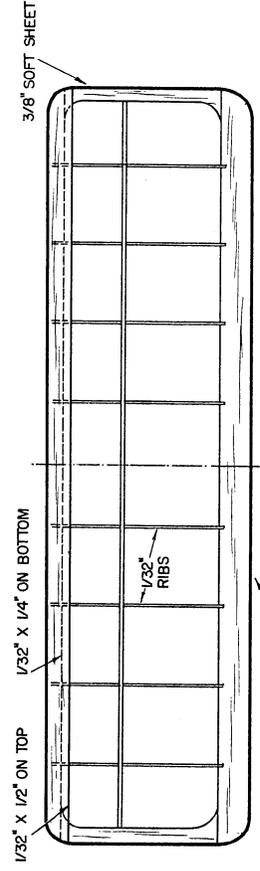
FORWARD FUSELAGE SIDE - 1/16" PLYWOOD

99



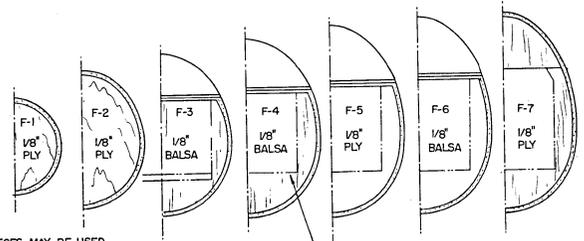
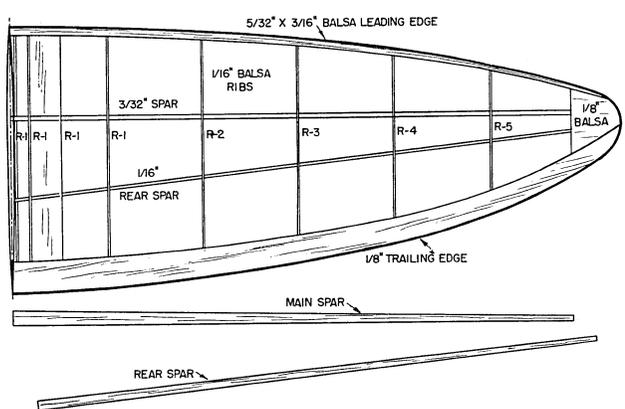
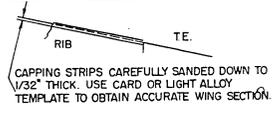
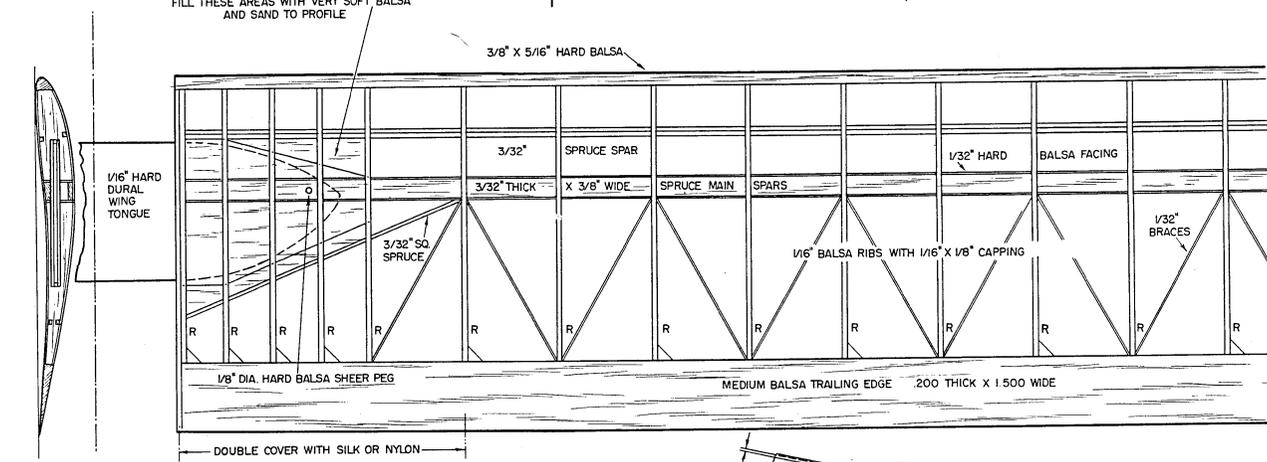
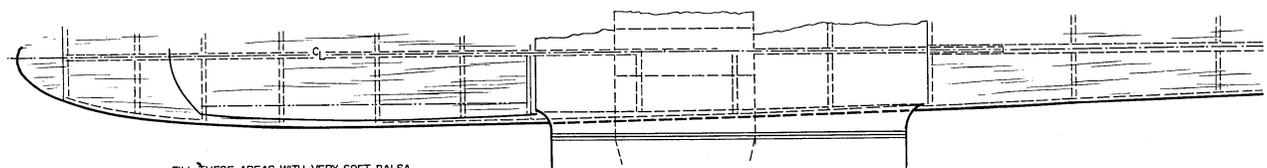
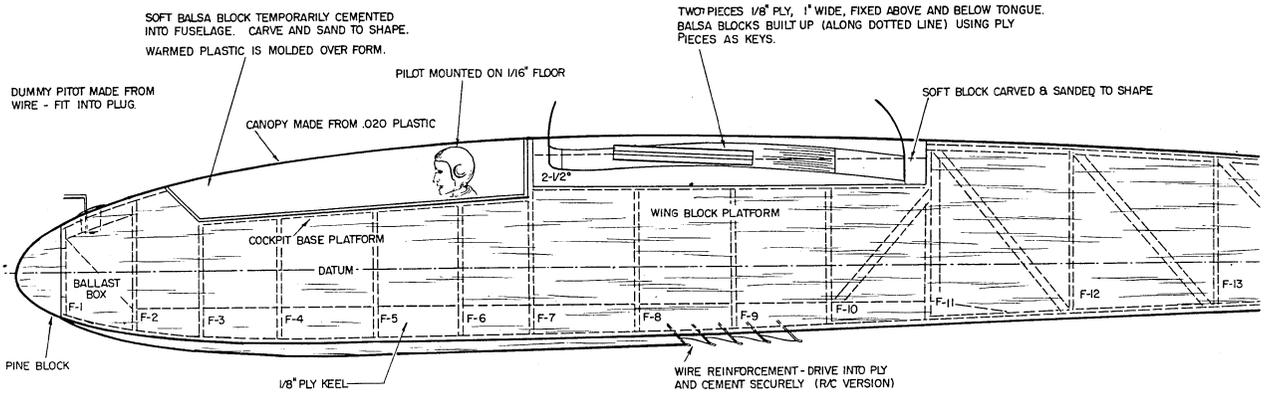


NOTE: 5/16" SWEEPBACK SANDED INTO EACH PANEL AT THE CENTER SECTION



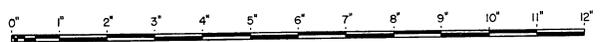
FRISKY A/1 NORDIC BY MANNY ANDRADE

QJLM



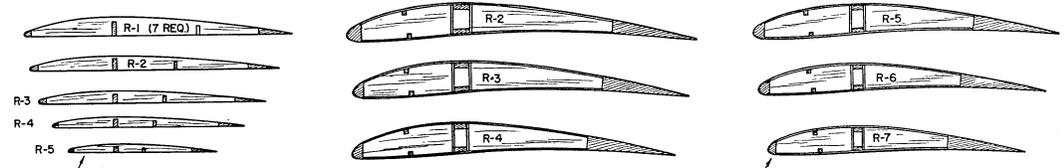
1/8" SCRAP PIECES MAY BE USED TO SUPPORT FORMERS WHEN ASSEMBLING HALVES TOGETHER

CUT OUT TO SUIT RADIO CONTROL EQUIPMENT

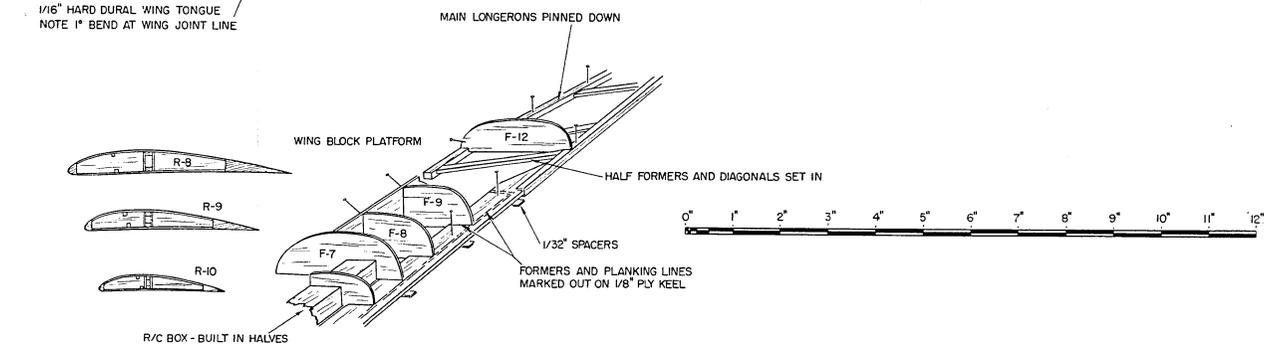
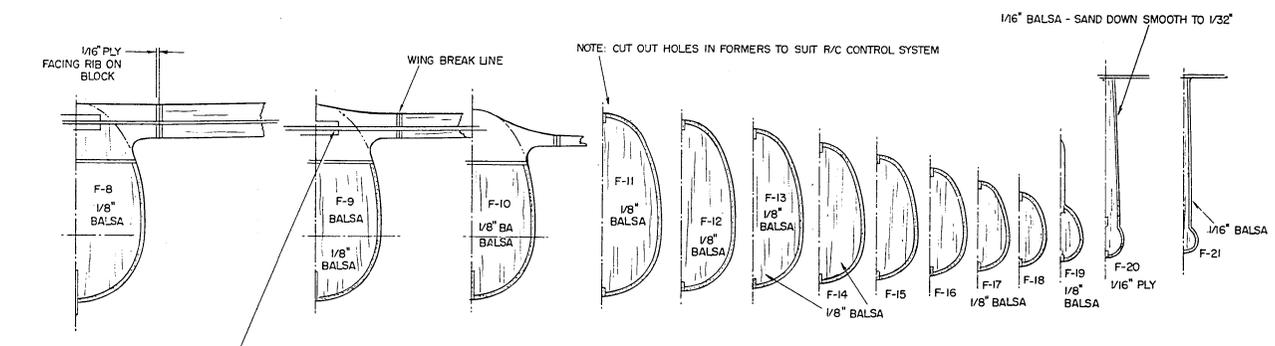
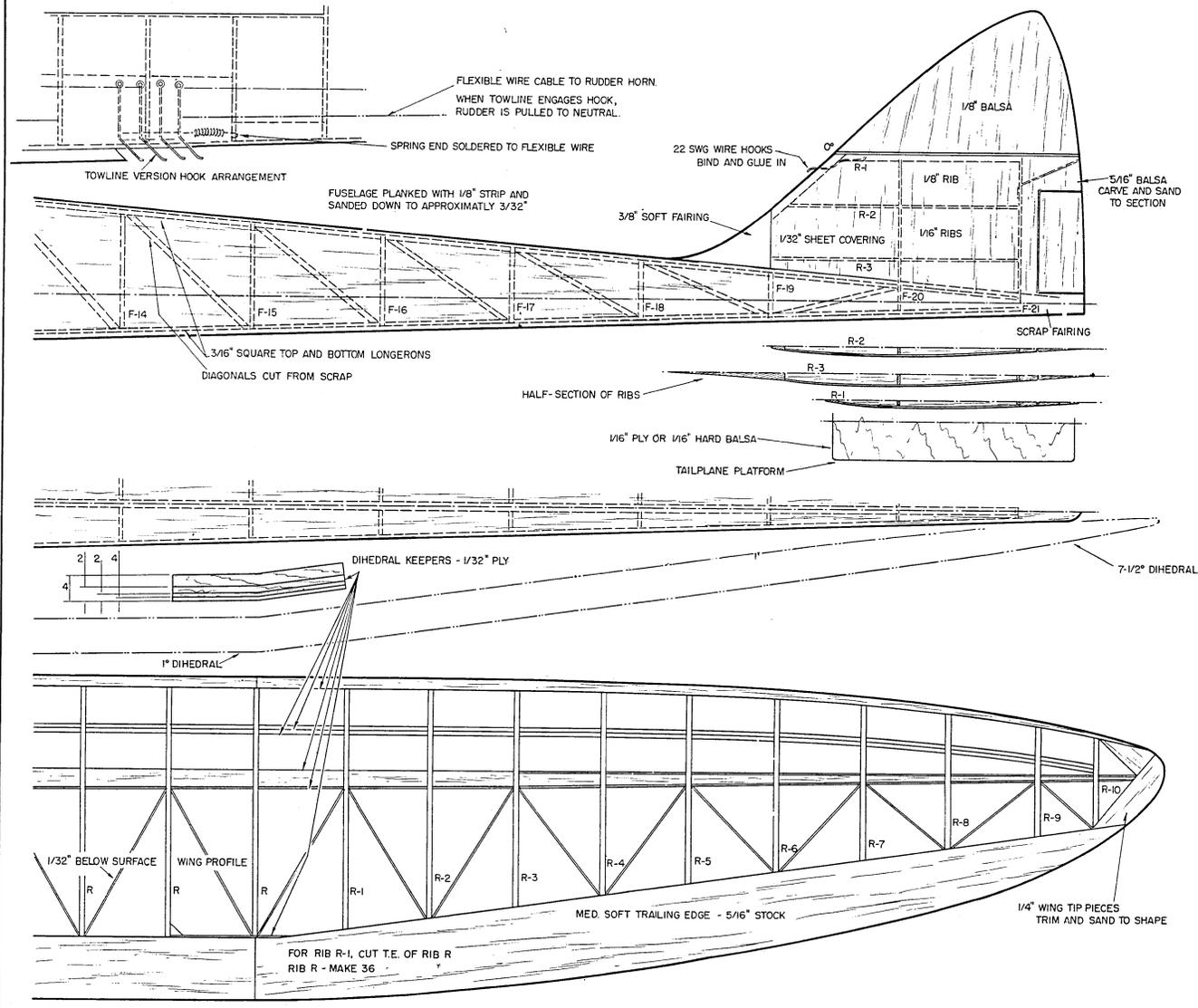


**TON-UP**

PACKING STRIP "A" TO GIVE WING WASHOUT PACKING STRIP "B"

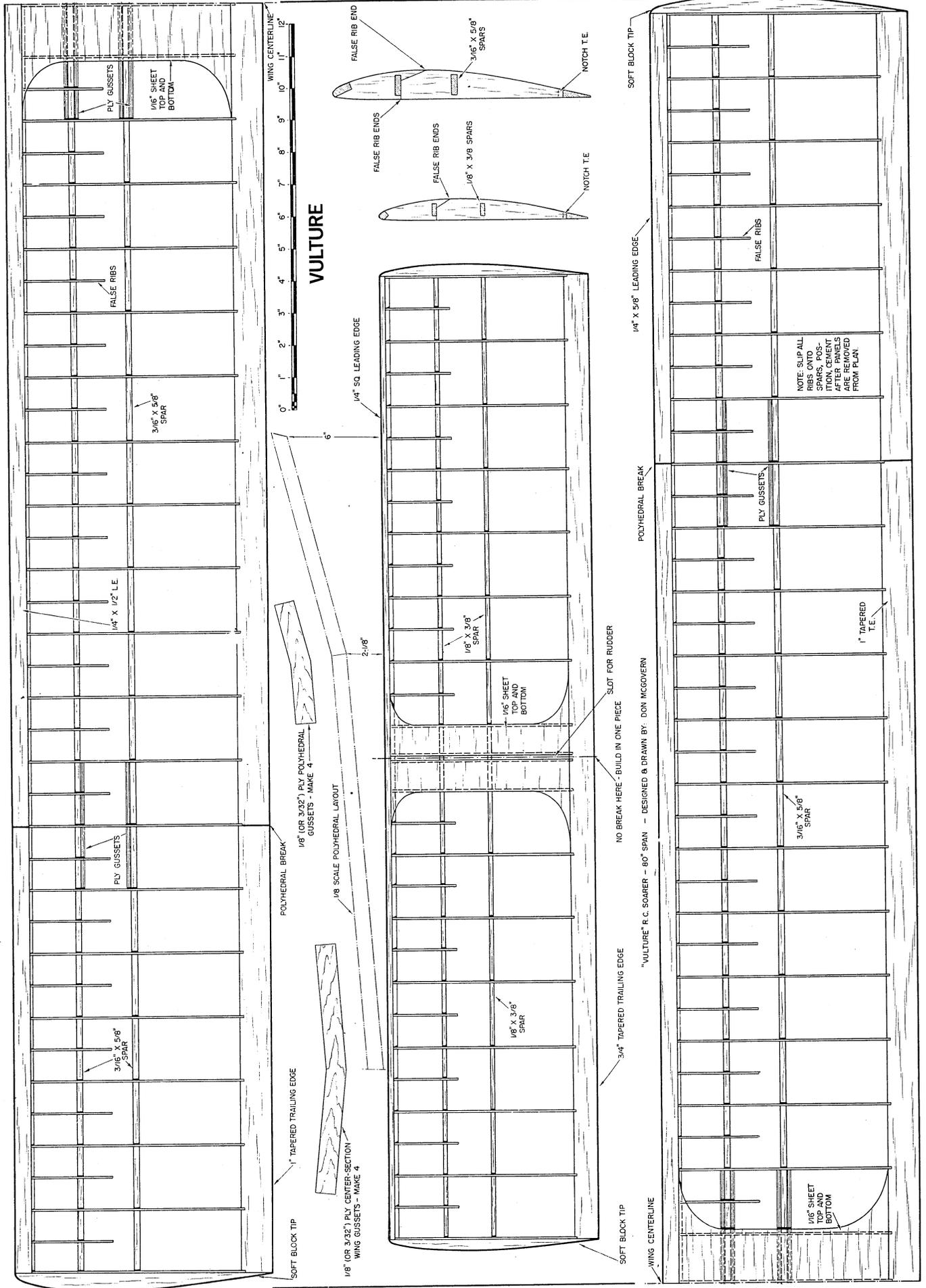


SECTIONS THROUGH WING AT RIB 2 TO RIB 10



D.J.M.

PLATE 2 "TON-UP" DESIGNED BY S.B. SWANSTON



**VULTURE**



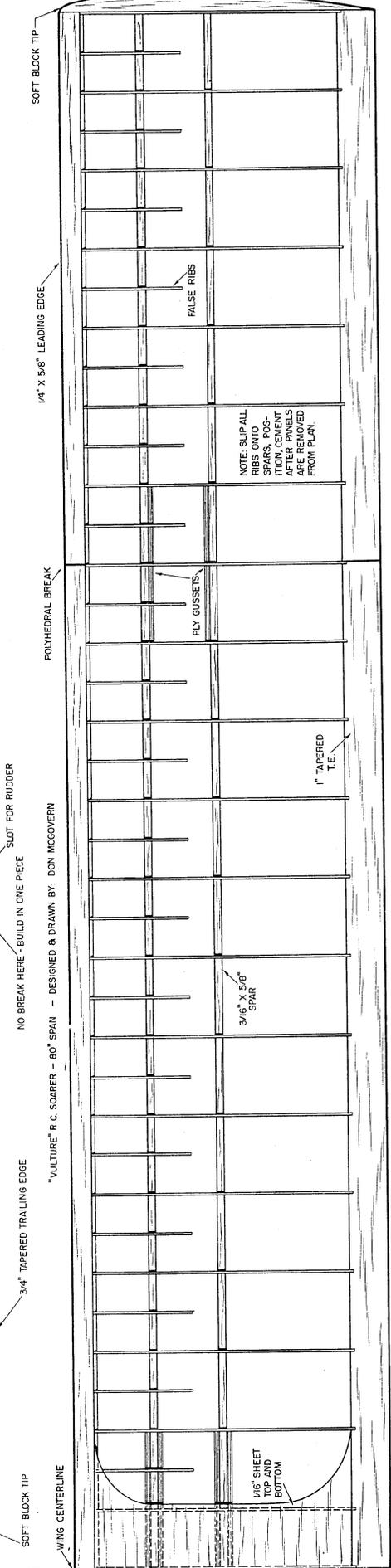
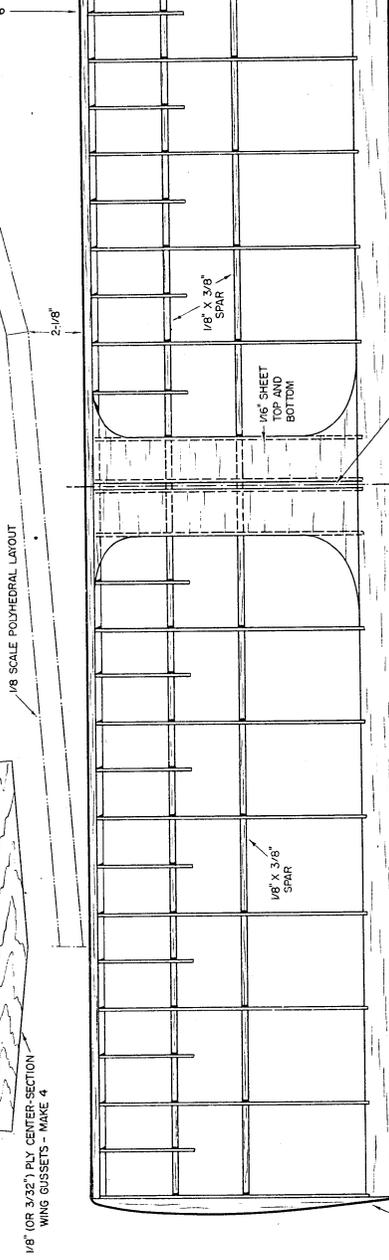
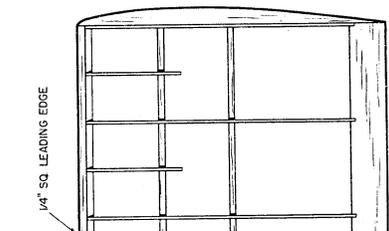
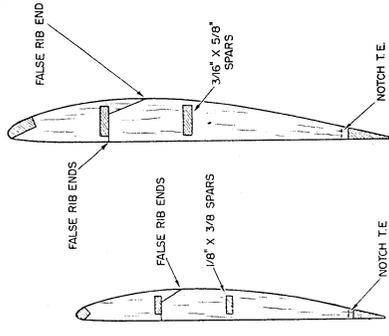
WING CENTERLINE



1" TAPERED TRAILING EDGE



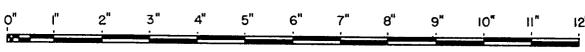
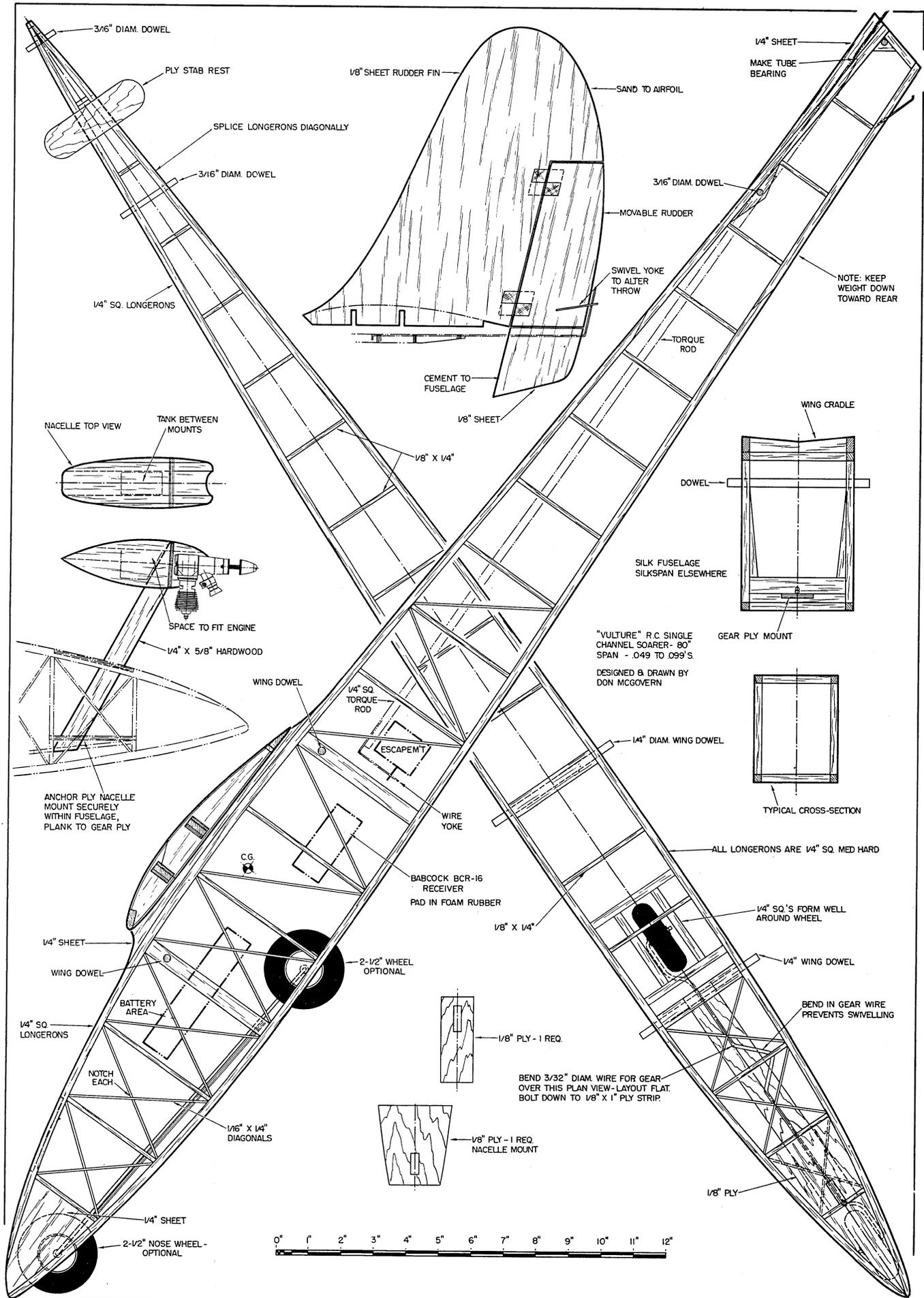
1/8" (OR 3/32") PLY POLYHEDRAL GUSSETS - MAKE 4



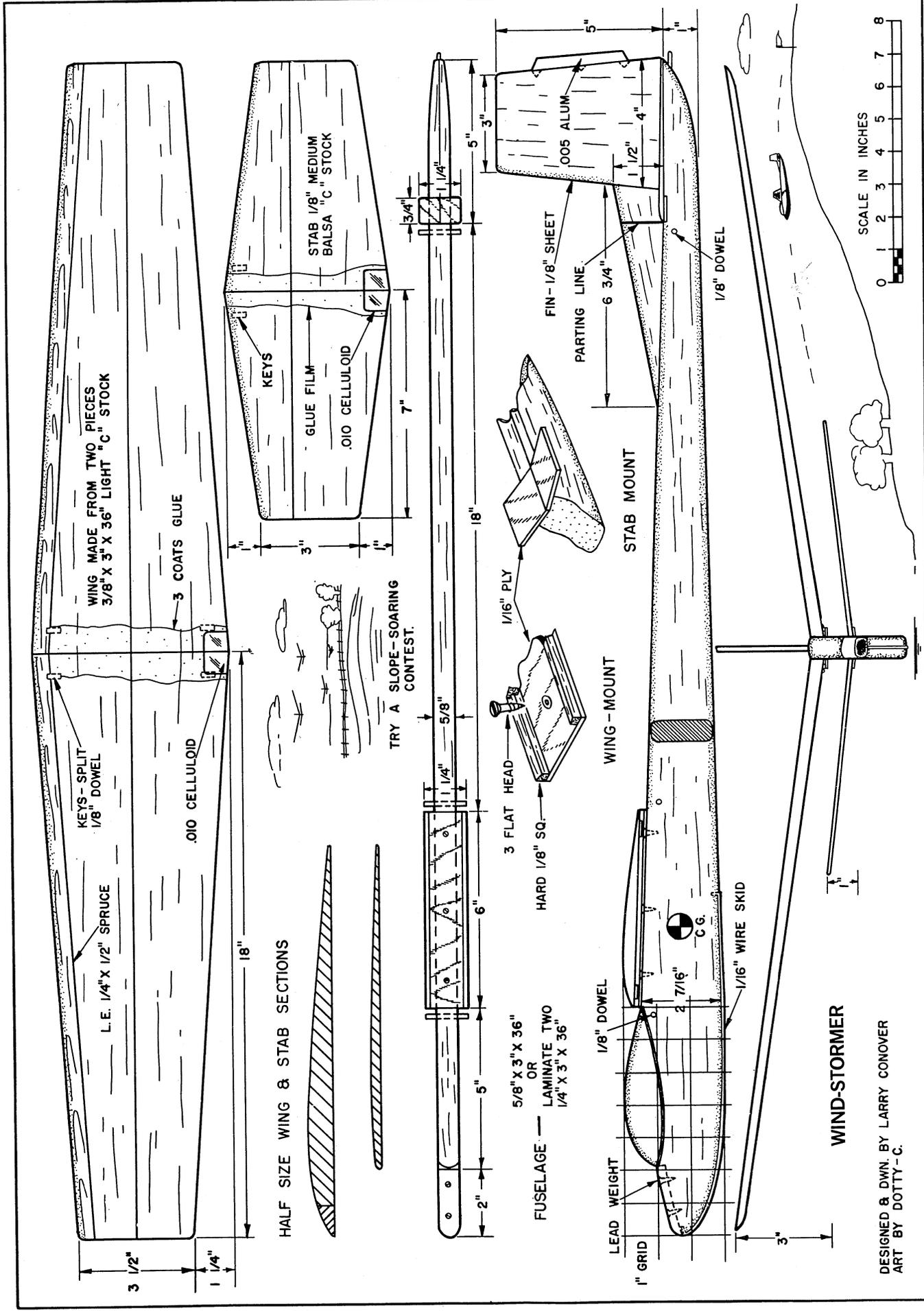
NOTE: SLIP ALL RIBS ONTO SPARS, POSITION, CEMENT APPLIED. PANELS ARE REMOVED FROM PLY.

"VULTURE" R.C. SOARER - 80" SPAN - DESIGNED & DRAWN BY: DON MCGOVERN

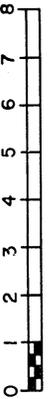
NO BREAK HERE - BUILD IN ONE PIECE



"VULTURE" R.C. SINGLE CHANNEL SOARER - 80" SPAN - .049 TO .099'S.  
DESIGNED & DRAWN BY DON MCGOVERN

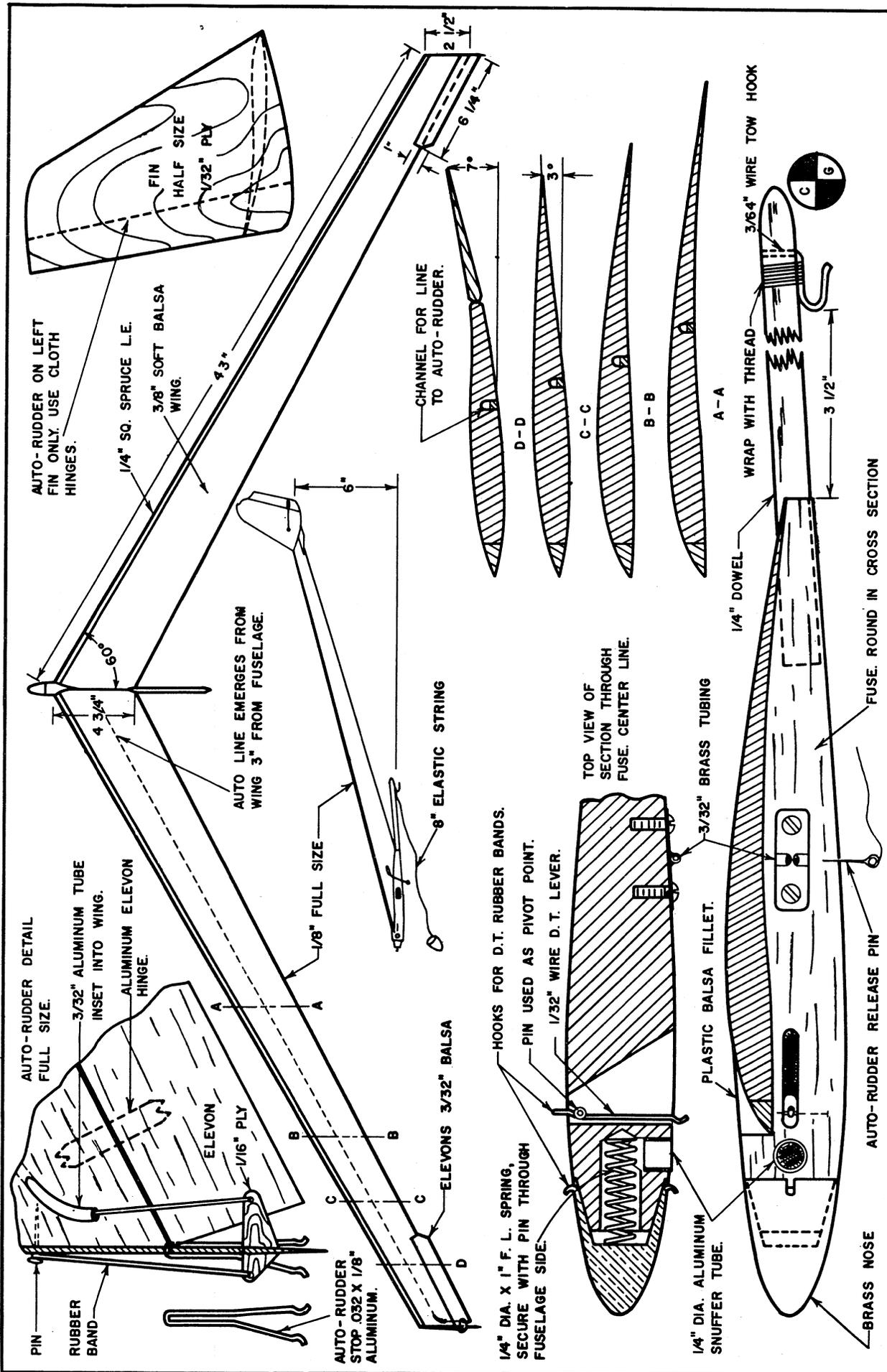


SCALE IN INCHES



**WIND-STORMER**

DESIGNED & DWN. BY LARRY CONOVER  
ART BY DOTTY-C.



DESIGN BY DON GURNETT  
DRAWN BY DOTTY CONOVER

FUSELAGE & AIRFOILS FULL SIZE  
A/1 WING

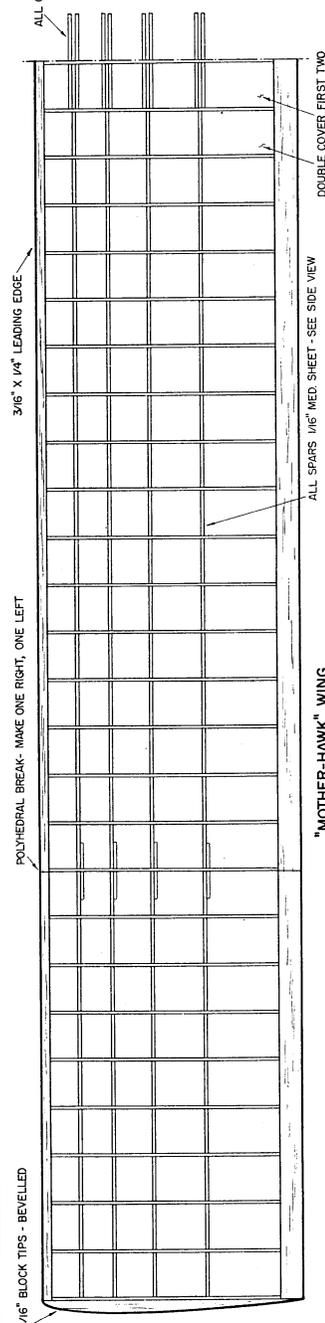
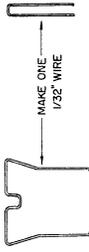
FLY IN CALM WEATHER

ALL GUSSETS ARE 1/16" X 3/16" HARD BALSA STRIP  
WING AND STAB ARE EASY TO BUILD, LIGHT

# MOTHER-HAWK

## SQUAWK HAWK

WIRE FITTINGS



POLYHEDRAL BREAK - MAKE ONE RIGHT, ONE LEFT

5/16" BLOCK TIPS - BEVELLED

3/16" X 1/4" LEADING EDGE

DOUBLE COVER FIRST TWO CENTER PANELS

1/8" SHEET - MAKE TWO

ALL SPARS 1/16" MED. SHEET - SEE SIDE VIEW

4-1/2"

52" SPAN - USE UP TO 300 FEET OF BUTTON THREAD TOWLINE  
DELETE 4" TO 6" FROM SPAN IF JETEX 150 POWER ALONE  
IS CONTEMPLATED. DELETE 2" FROM STAB ALSO

1-7/8"

4-1/2"

USE TEMPLATE FOR TOP CAMBER STRIPS

STRAIGHT BOTTOM CAMBER STRIPS  
(STAB BUILT IN LIKE MANNER - USE  
SAME TEMPLATE - SHORTEN SHEET

POLYHEDRAL-DIHEDRAL DETAILS

1/16" SHEET

3/8" X 1/2"

FUSELAGE DOUBLERS - TYPICAL FORMERS

ALL FORMERS ARE RECTANGULAR - 1/16" SH

1/16" SHEET TOP AND BOTTOM

REINFORCE THIS DOWEL

1/16" SHEET

DOUBLERS

OPEN

OPEN

SMALL TAPERED BLOCK

CUT TWO MED. 3/32" SIDES TO SIDE OUTLINE SHOWN

NOTE: CENTER JETEX 150 IN FUSELAGE, MOUNTED ON 3/8" X 1/2",  
GOOD AIR CLEARANCE ALL AROUND. COWL-SHOULD IS OPEN AT BOTH  
ENDS, AS IS FUSELAGE TOP AND BOTTOM IN FUSE AREA. YOU MUST  
LINE ENTIRE ENGINE AREA WITH ASBESTOS/ALUMINUM FOIL, FOLD  
OVER TO SHIELD WING.

STRIPPING RIBS  
CUT MED 1/16" SHEET TO EXACT CHORD  
LENGTHS, PRE-COAT END-GRAIN WITH  
CEMENT, BEFORE RAZOR STRIPPING

"MOTHER-HAWK" TOP VIEW

1/16" SHEET STAB REST

DOWEL

PLY BRACE

"SQUAWK-HAWK" STABILIZER  
SOFT 1/16" SHEET

1/16" SHEET FIN  
NOTCHED FOR  
POP-UP STAB

1/16" SHEET FIN

TRIM TAB

WIRE FITTING

3/32" SH SIDES

DOWEL

DT FUSE

RUBBER BAND

HOOK AND SKID

"SQUAWK-HAWK" WING  
3/16" SOFT SHEET, SANDED TO AIRFOIL  
TOPE AND POLISH TO SMOOTH FINISH

ASBESTOS OR ALUMINUM FOIL

APPLY CEMENT SKIN TO CENTER

WIRE FITTINGS RETAIN  
AFT END IN ALIGNMENT

NOTE: LINE ENTIRE AREA WITH ASBESTOS, FOIL

WING DOWEL

NOTE: LINE ENTIRE AREA WITH ASBESTOS, FOIL

MAIN FUSE - TRIM LENGTH TO TOW-TIME

JETEX 150 FUSE SPLICED INTO MAIN CORD FUSE

JETEX 150 UNIT - OPEN TO FORMER

1/4" SHEET

NOTE: THIS IS LEFT OPEN  
FOR AIR-COOLING JETEX

TOW-HOOKS ARE FORMED OF SINGLE WIRE

1/8" X 3/16" LEADING EDGE

DOUBLE-COVER CENTER TWO PANELS

3/8" TAPERED TRAILING EDGE

3/16" STOCK STAB TIPS

NOTE: USE LIGHT TISSUE ONLY, KEEP WEIGHT DOWN

DESIGNED & DRAWN BY DON MCGOVERN

SCALE

0" 1" 2" 3" 4" 5" 6" 7" 8" 9" 10" 11" 12"

1/16" WIRE CARTRIDGE HOOK  
TO BE USED AS A SAID  
TO BE USED AS A SAID

WING FAIRING

3/8" X 1/2"

DOWEL

SNUFFER

HOOK

LINE

HOOK

FISHLINE RESTRAINS "SQUAWK" TILL FUSE SEVERES IT

NOTE: DEVISE SAFETY CATCH FOR CARTRIDGE  
FOR GROUND-HANDLING PRIOR TO LAUNCH

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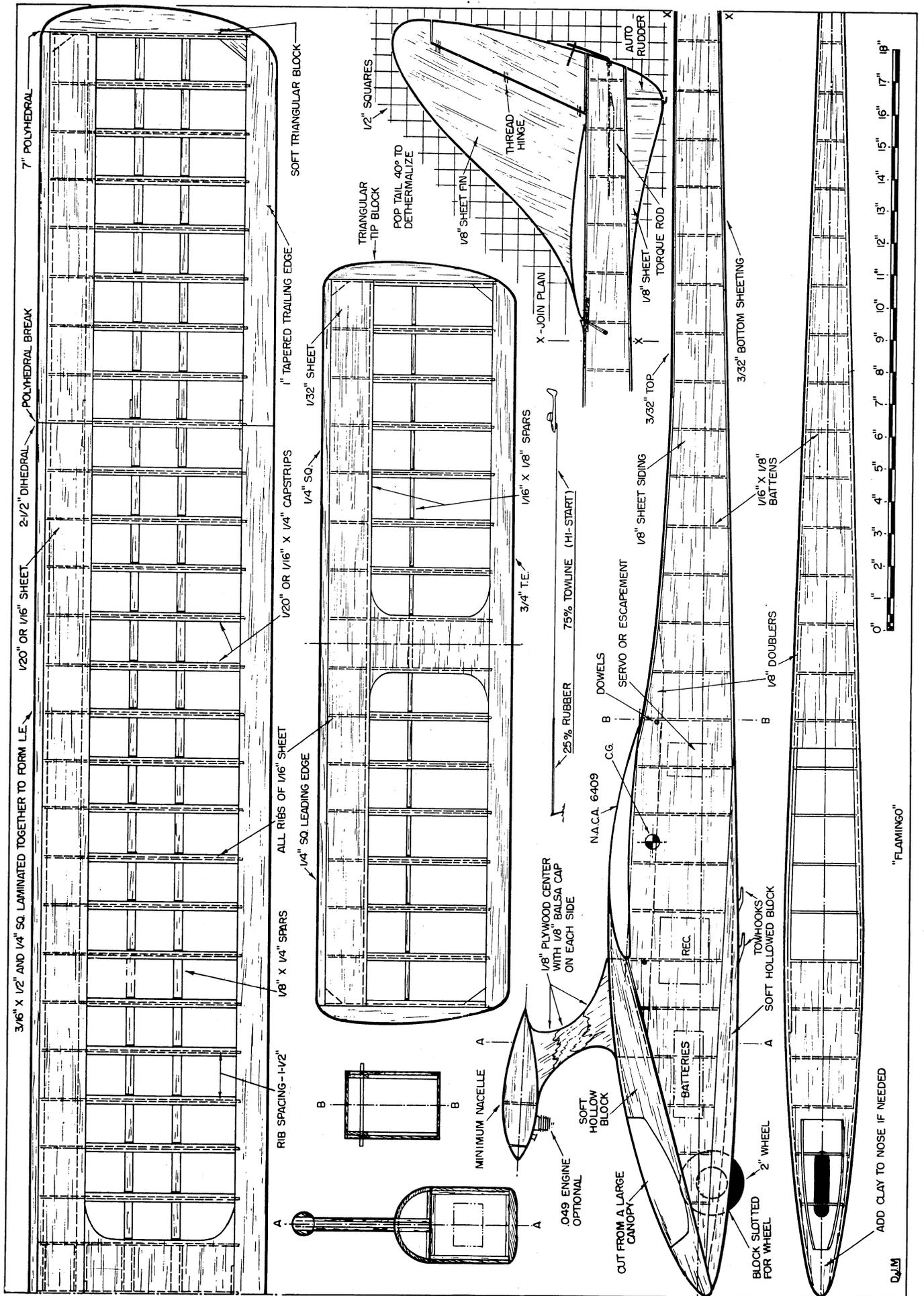
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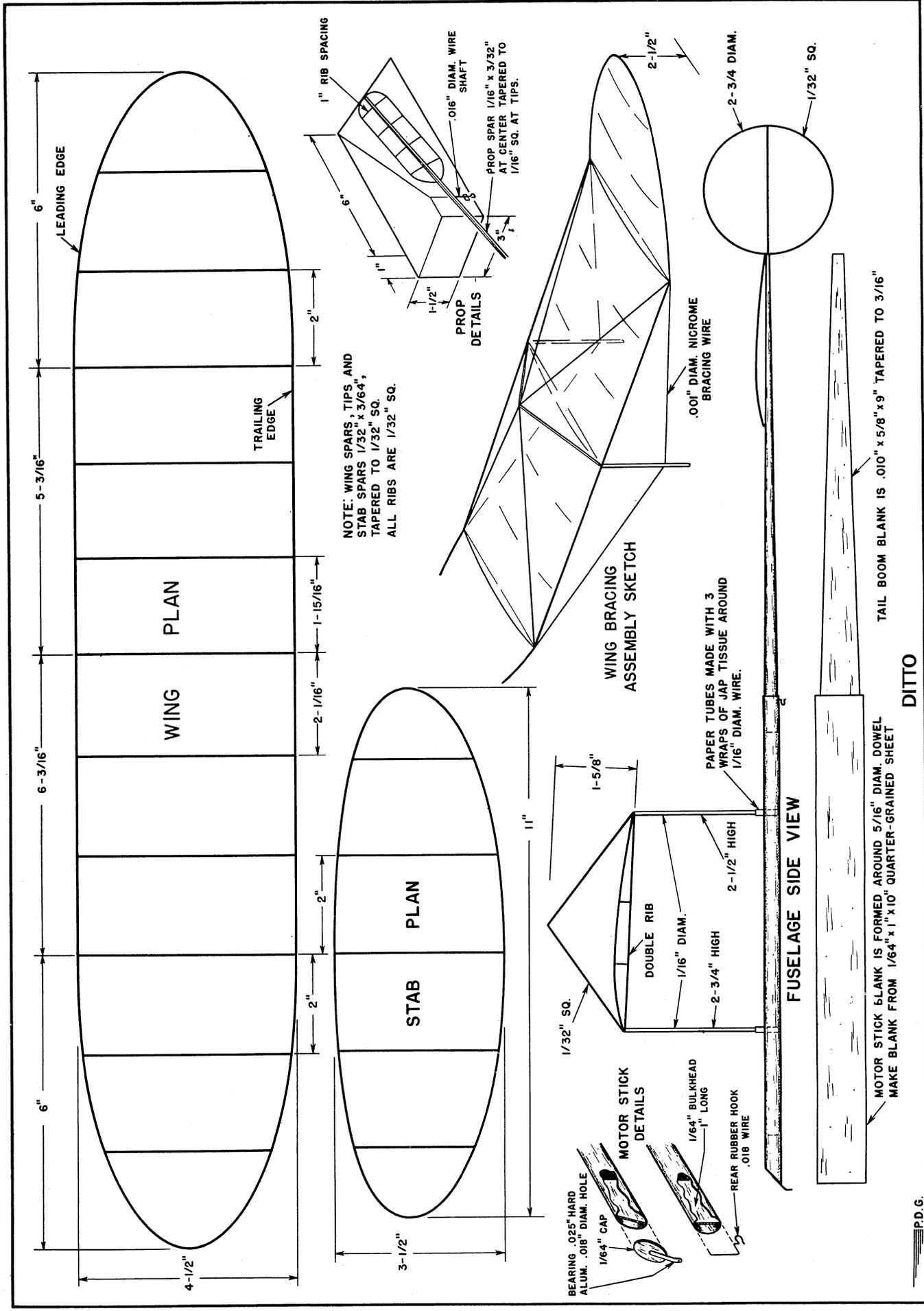
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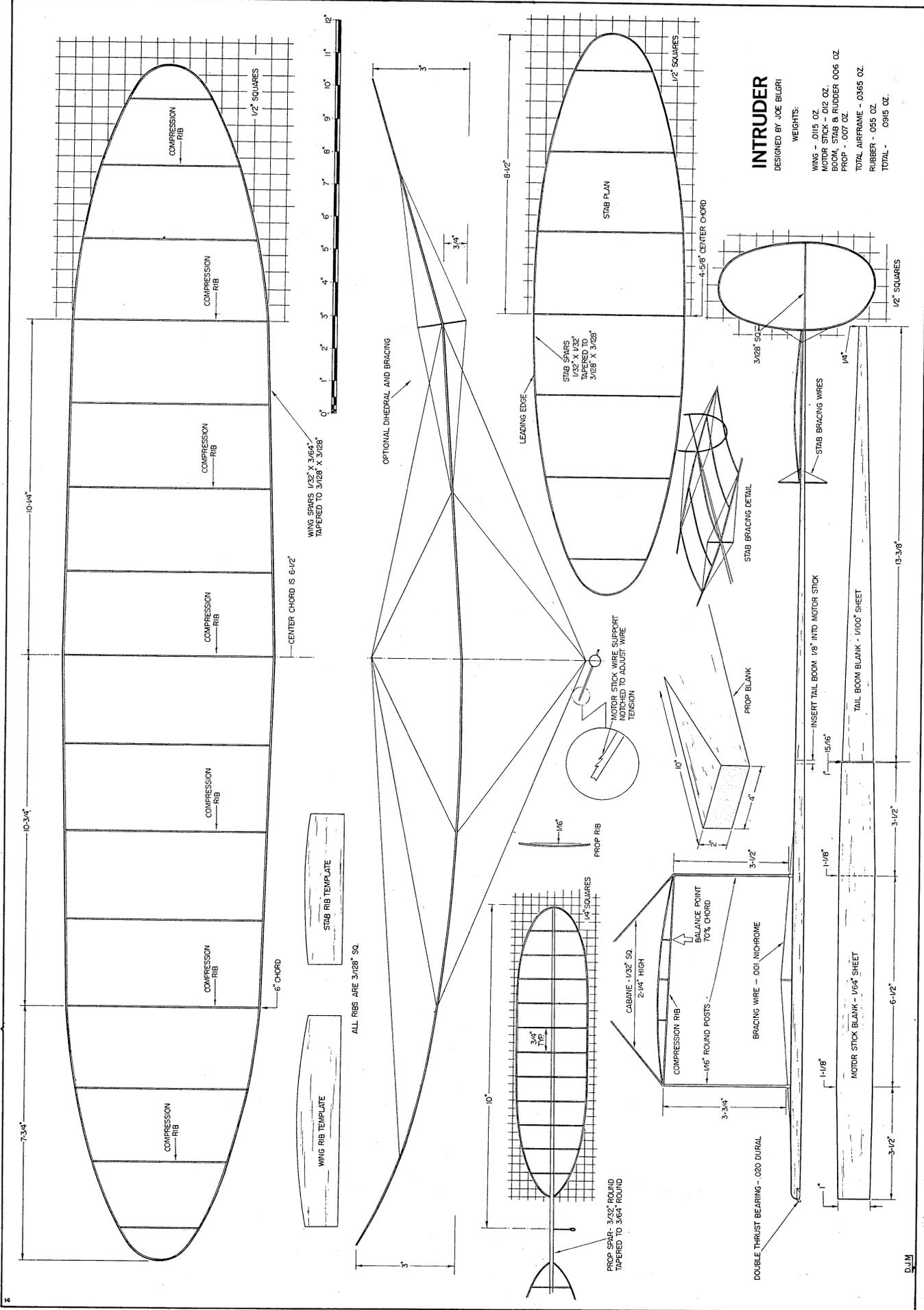
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"FLAMINGO"

D.J.M.

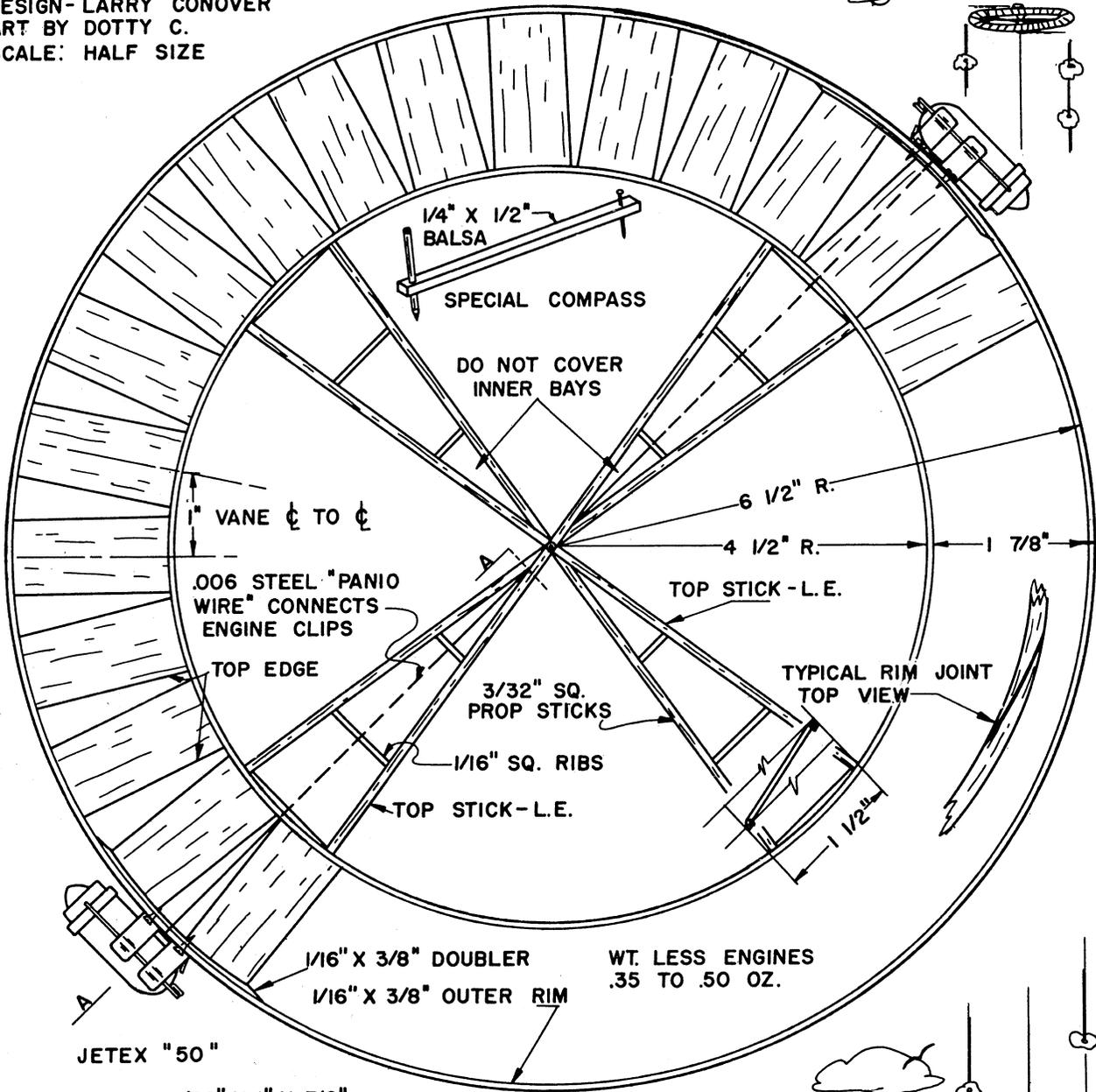




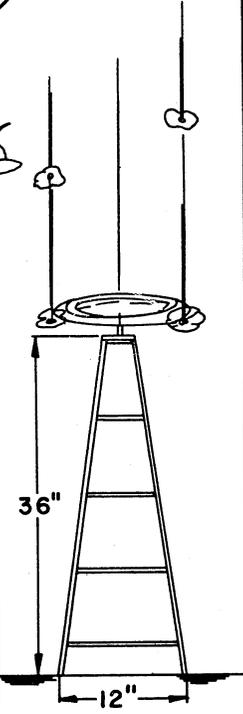
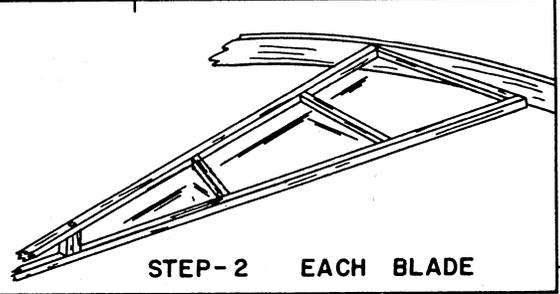
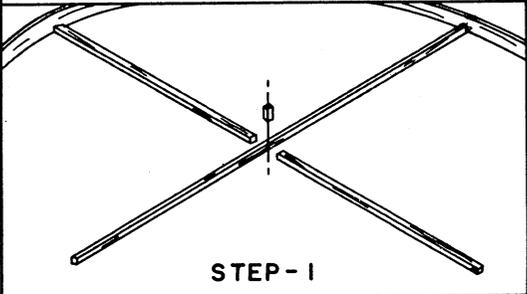
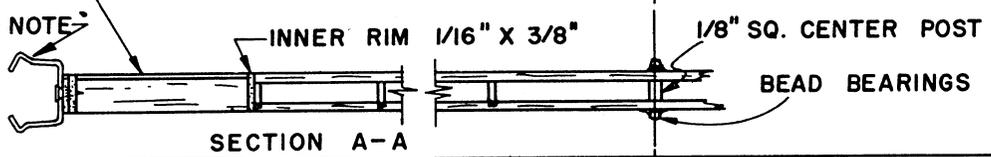
D.M.M.

# FLYING SAUCER

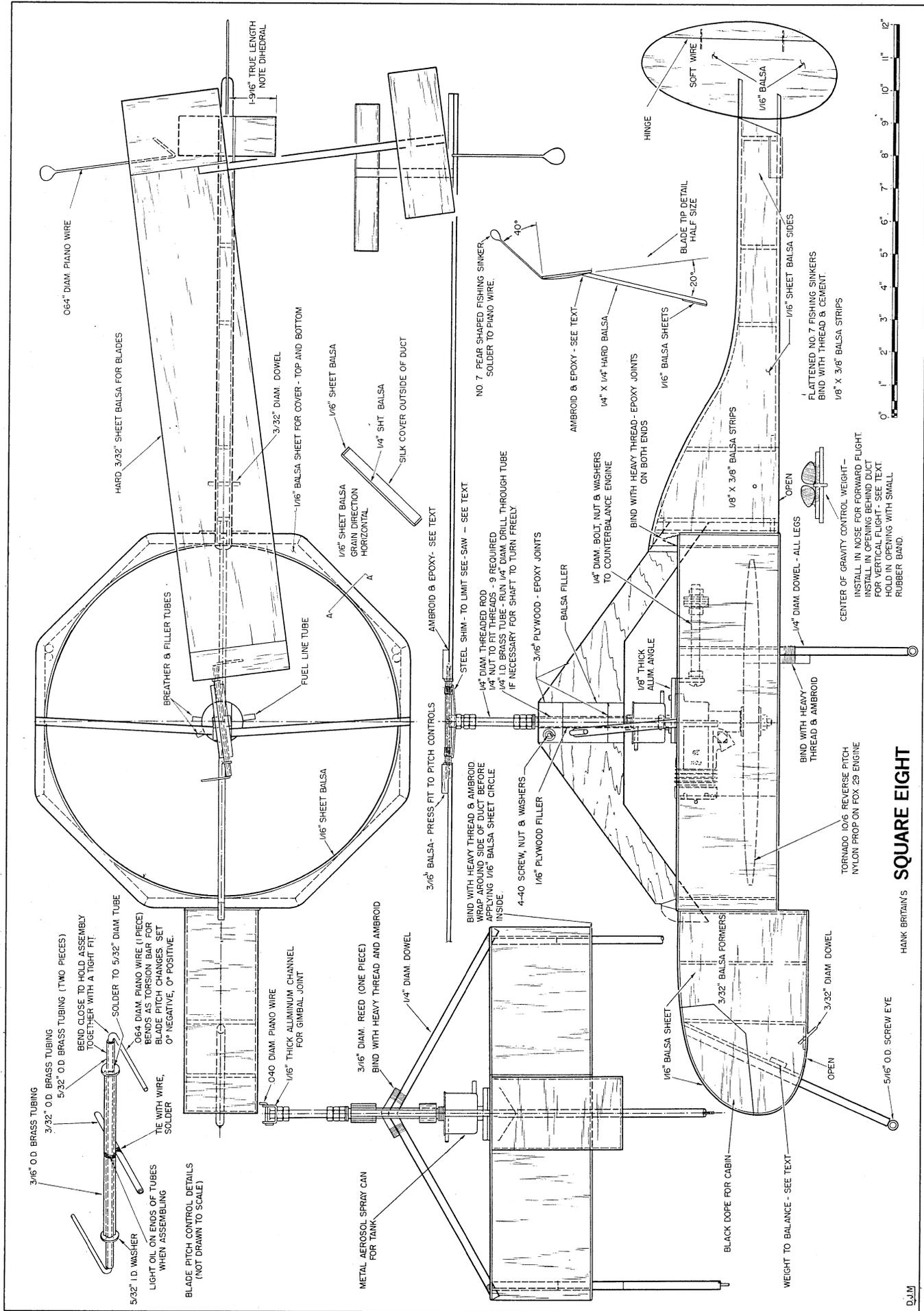
DESIGN-LARRY CONOVER  
 ART BY DOTTY C.  
 SCALE: HALF SIZE



LIFT VANES 1/32" X 1" X 7/8"  
 32 REQ. - LIGHT "C" STOCK



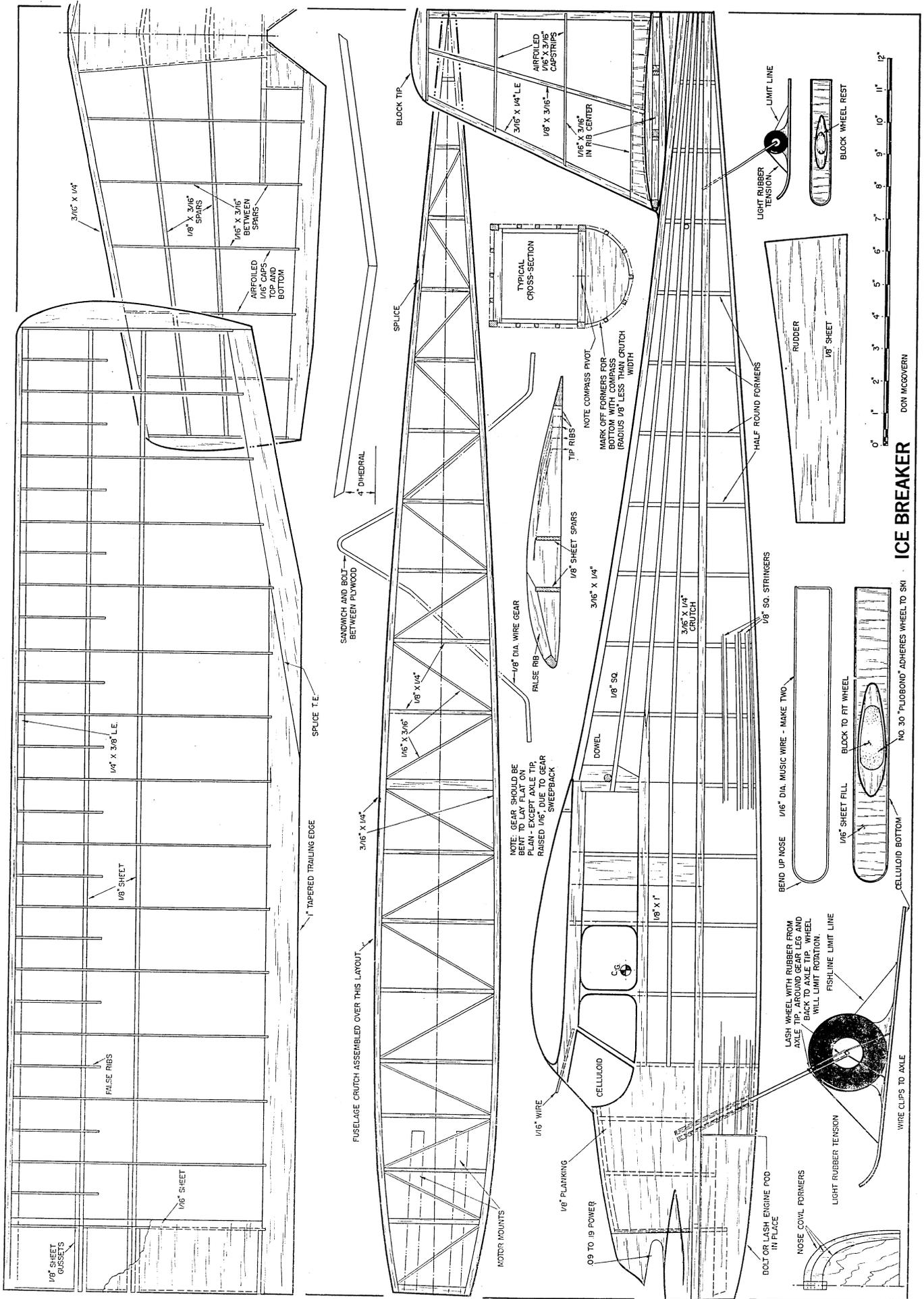




**SQUARE EIGHT**

HANK BRITAIN'S

D.J.M.



ICE BREAKER

DON MCGOVERN

NO. 30 "PLOWBOND" ADHERES WHEEL TO SKI

WIRE CLIPS TO AXLE

