

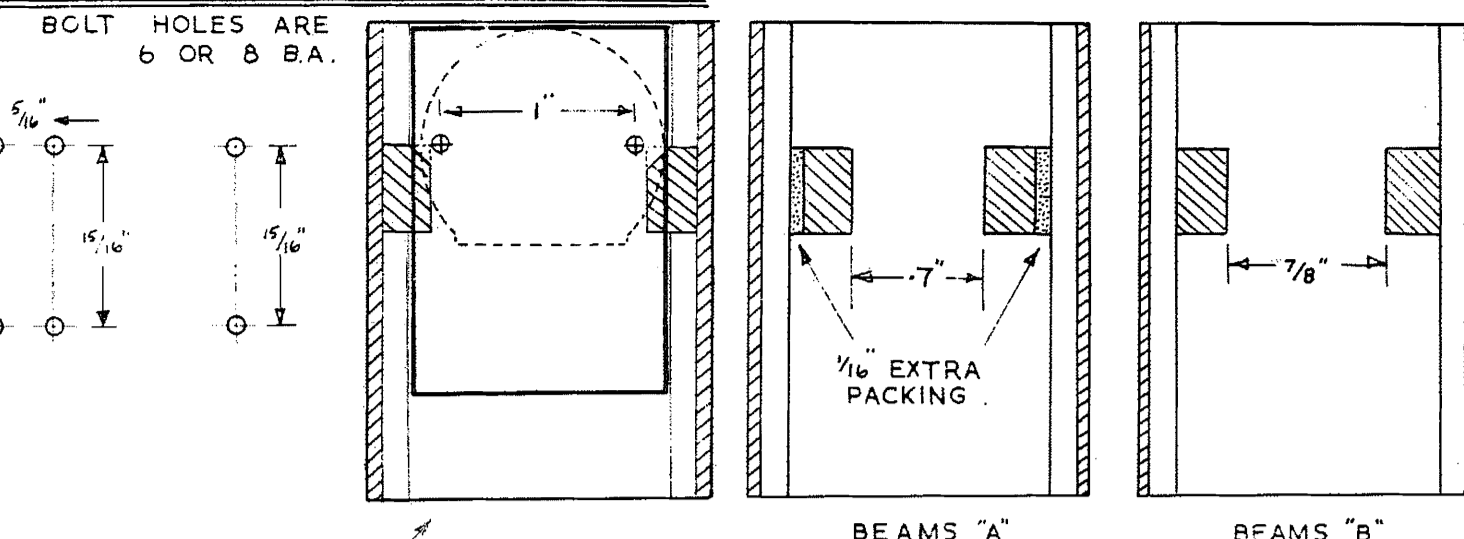
VERON

'Cardinal'

LIGHTWEIGHT POWER MODEL

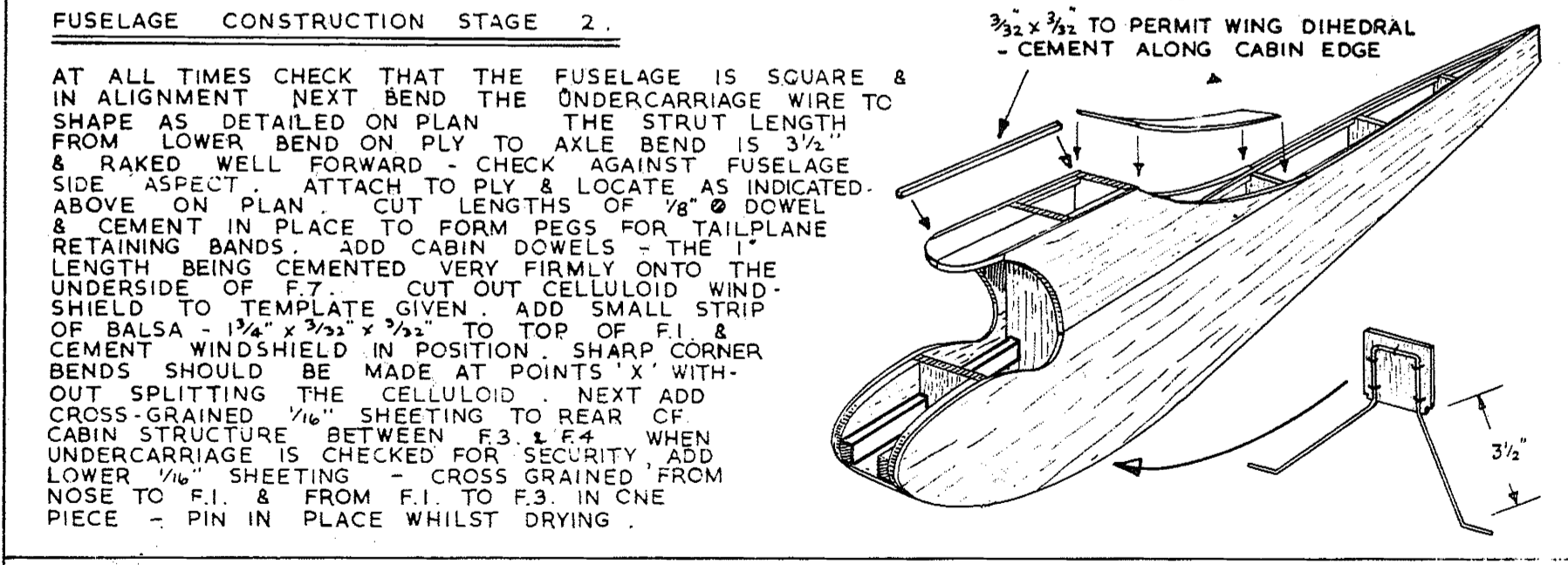
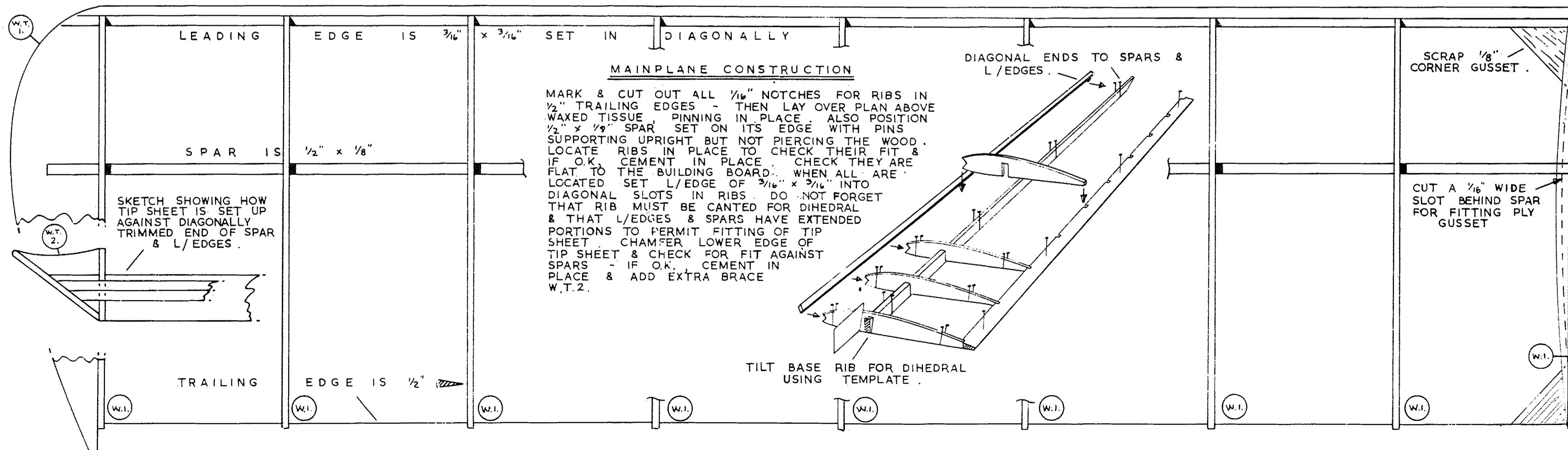
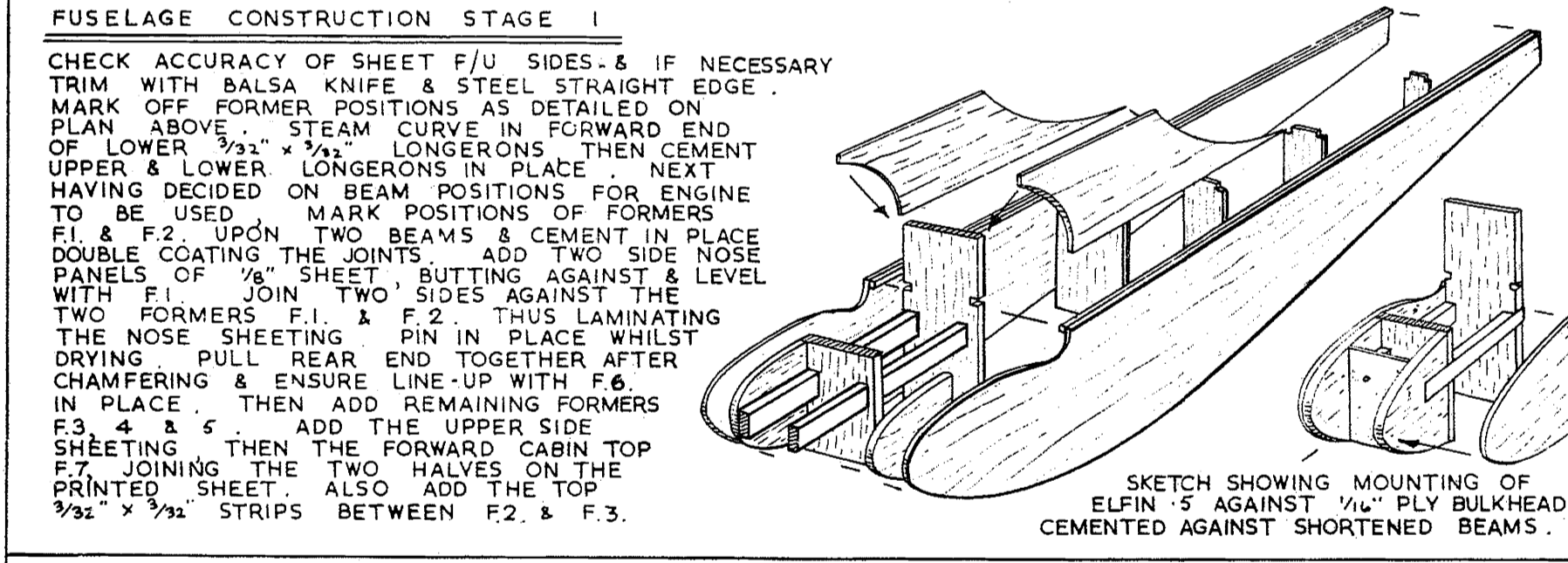
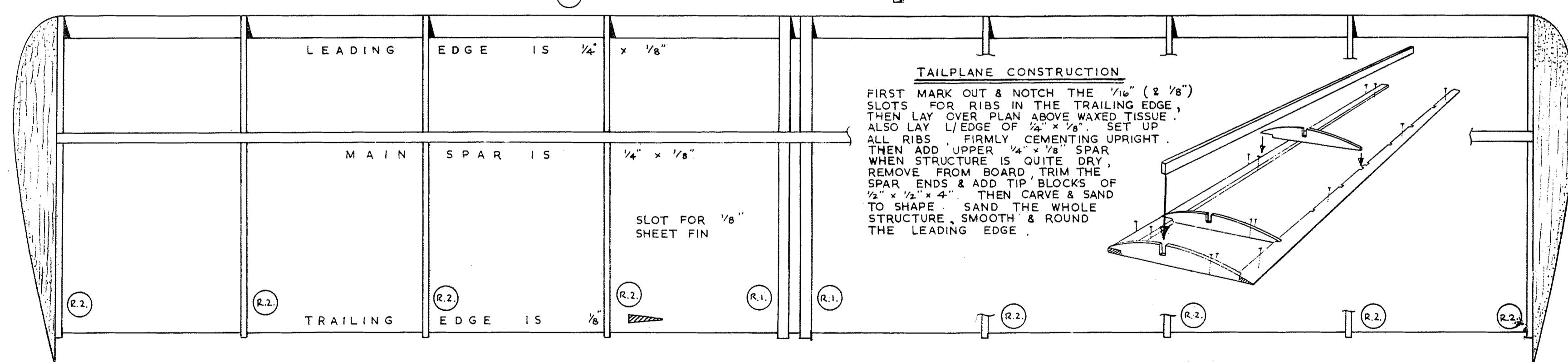
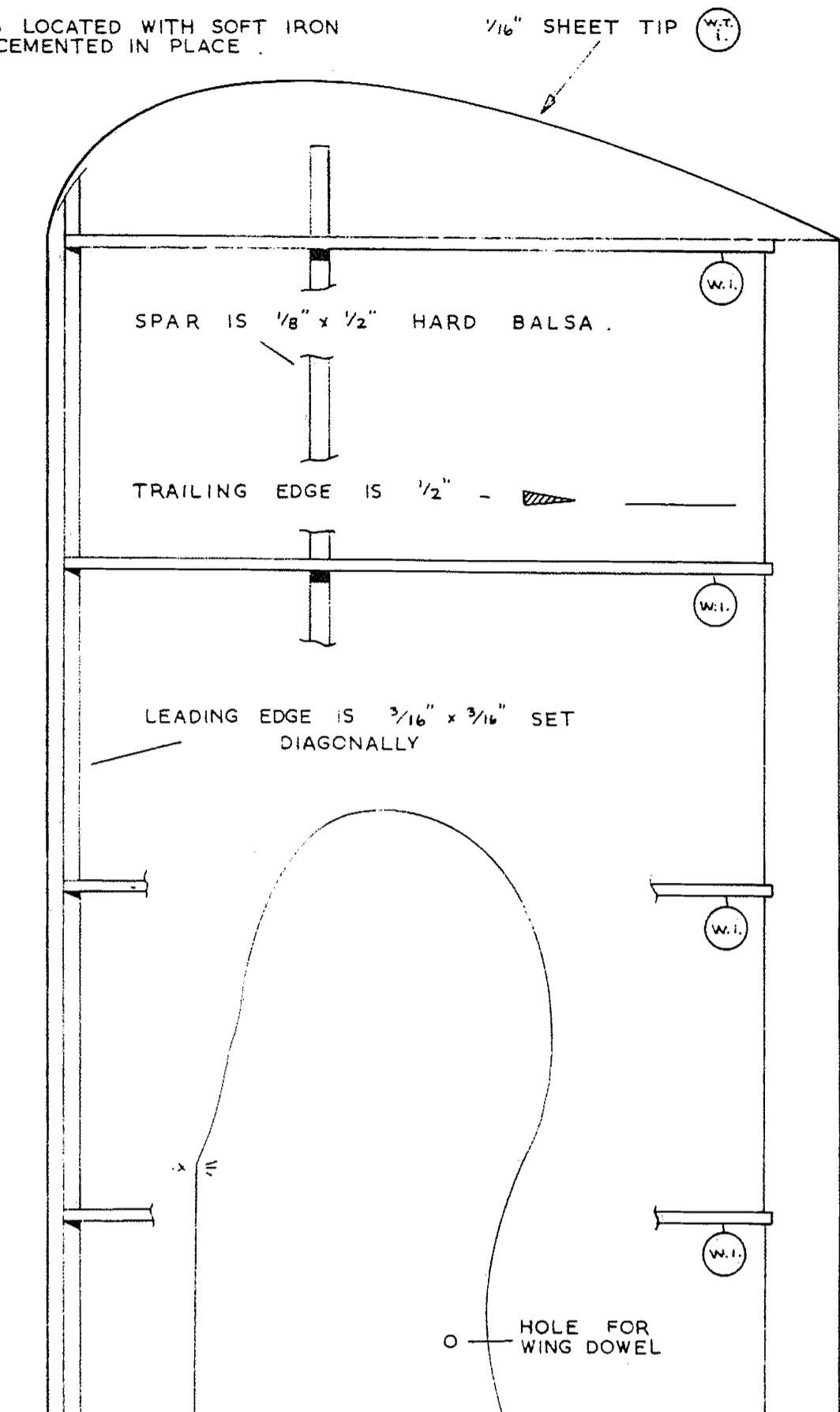
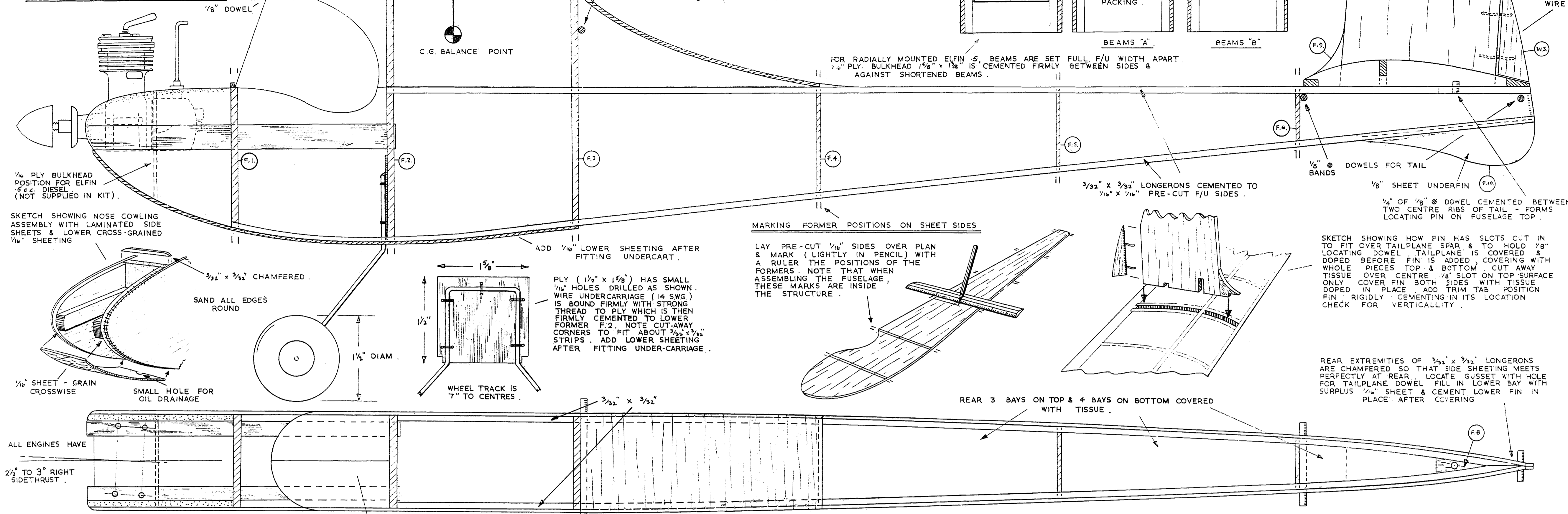
ADD STRIPS OF $\frac{3}{32} \times \frac{3}{32}$ TO TOP EDGES OF CABIN SIDES TO ALLOW FOR WING DIHEDRAL. CEMENT SCRAP $\frac{1}{8}$ " Balsa TO UPPER SURFACE OF F7 AND CARVE AWAY TO FORM FAIRING TO WING L/EDGE SECTION SHOWN BELOW IS AT CENTRE OF WING - N.A.C.A. 4-415

TYPICAL BEAM POSITIONS FOR POPULAR ENGINES



SPECIFICATION
 LIGHTWEIGHT POWER MODEL FOR SMALL DIESEL AND GLOW-PLUG MOTORS UP TO 1 c.c.

SPAN : 35" LENGTH : O.A. : 27"
 AREA : 188 SQ. INS. WEIGHT (BARE) : 6-7 ozs.



COVERING & BALANCING

WHEN JOINING TWO WING HALVES, PIN ONE SIDE FLAT TO BOARD & JOIN WITH PLY GUSSET SUPPLIED, RAISING OTHER HALF & BUTT-JOINTING CENTRE RIBS, SUPPORT RAISED TIP ON 5" BLOCK - $2\frac{1}{2}$ " OF DIHEDRAL EACH SIDE.

COVER MODEL WITH TISSUE PROVIDED, USING PHOTO PASTE AS ADHESIVE ON WINGS. TAIL UPPER & LOWER OPEN PANELS OF FUSELAGE, DOPE TISSUE INTO PLACE ON ALL FUSELAGE WOOD PANNELLING, RUBBING WITH FINGERS TO REMOVE WRINKLES. WATER SHRINK TISSUE WITH A SPRAY & WHEN DRY, GIVE THE WHOLE MODEL THREE COATS OF THIN DOPE & AS MANY EXTRA WITHIN THE ENGINE BAY AS NECESSARY TO FUEL PROOF. FIT WHEELS & RETAIN WITH SOLDERED WASHERS.

IT IS ESSENTIAL TO BALANCE MODEL CORRECTLY AND AS ENGINE WEIGHTS VARY CONSIDERABLY IT MAY BE NECESSARY TO ADD LEAD SHOT & CEMENT IN LOWER ENGINE BAY 'TILL MODEL BALANCES CORRECTLY. WITH E.D.BEE LEAD SHOT (OR STRIP SOLDER) & CEMENT MUST BE ADDED WITHIN THE STERN BAY PLACING INSIDE THRU OPEN SPACE WHERE TAIL FITS. ENGINES ARE RETAINED WITH 8 B.A. BOLTS & NUTS.

GLIDE TESTING & FLYING

WHEN CORRECTLY BALANCED, GLIDE TEST OVER GRASS. IF MODEL STALLS, PACK $\frac{1}{32}$ " UNDER THE LEADING EDGE OF THE TAILPLANE OR IF GLIDING TOO STEEPLY, PACK $\frac{1}{32}$ " UNDER TRAILING EDGE CHECK ALSO THAT MOULD GLIDES STRAIGHT WITHOUT ANY WING DROPPING DUE TO WARPS. IF USING AN E.D.BEE PUT PROPELLOR ON BACKWARDS TO REDUCE ITS EFFICIENCY 'TILL MODEL IS TRIMMED & FLIGHT CHECKED. IN ALL CASES MAKE INITIAL FLIGHTS ON LOWEST POWER SETTING UNTIL FAMILIAR WITH FLIGHT CHARACTERISTICS. ENDEAVOUR TO ACHIEVE A RIGHT HAND SPIRAL POWER CLIMB WITH A WIDER RIGHT HAND GLIDE TURN BY COMPROMISE OF THRUST & TRIM TAB.

