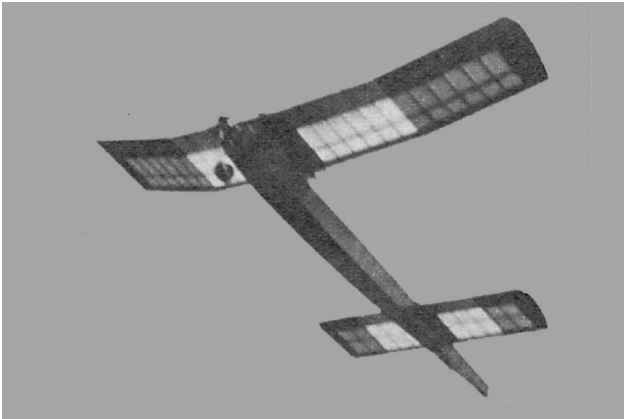


## A-Pay



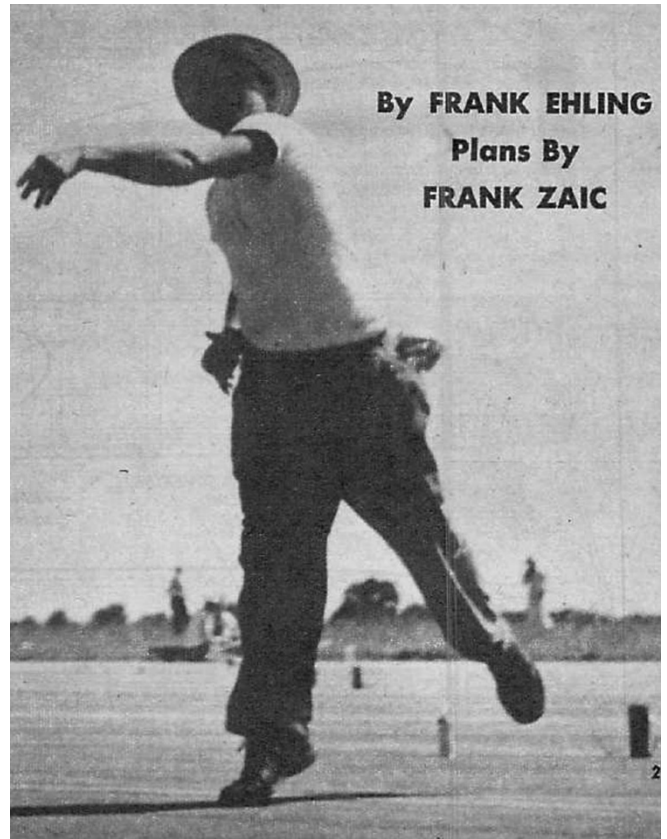
**A proven contest winner a pleasing configuration a pleasure to build by Frank Ehling. Plan by Frank Zaic.**

Since its total weight and drag will determine the performance of a model, you must consider these two factors when selecting wood and finishing that model.

With a Torp .19 swinging a 9/4 prop, A-Pay climbs almost vertically. Select light wood for the stabilizer and rudder, go easy on doping from the dummy to the rear of the model. If the model stalls do not change the angles of the wing and stab, tilt the stab to obtain a left glide circle and then if it is still stalling, move the dummy forward.

To start, lay out the fuselage sides, cement all joints well, leave the sides down until thoroughly dry. Cut impact absorption bulkhead and use as a guide for cementing sides together. Cut the pylon bulkheads and assemble pylon. The firewall can be cut and drilled and then cemented in position. The nose is sheeted along with the pylon. The wing planform is cemented in place. Trailing edge stock is cemented to the fuselage top for the stabilizer stop. Add the wing hooks, cement well. The nose is strengthened with gauze cemented around the firewall. The nose plate and gear are made up and bolted in place. The rudder is of sheet and cemented to the fuselage. Sand the edges round.

Cut the wing ribs and assemble wing over full size plan. As there are no gussets at the dihedral breaks, cement the spars well at each joint. Sheet the wing and cap the ribs to add strength. This sheeting can be soft. Add the tips and sand to shape.



Complete building details are available on the full sized plans.