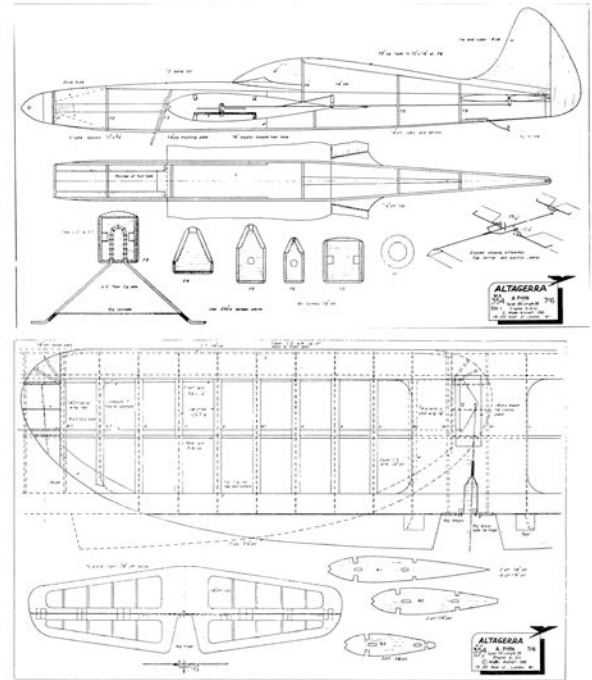
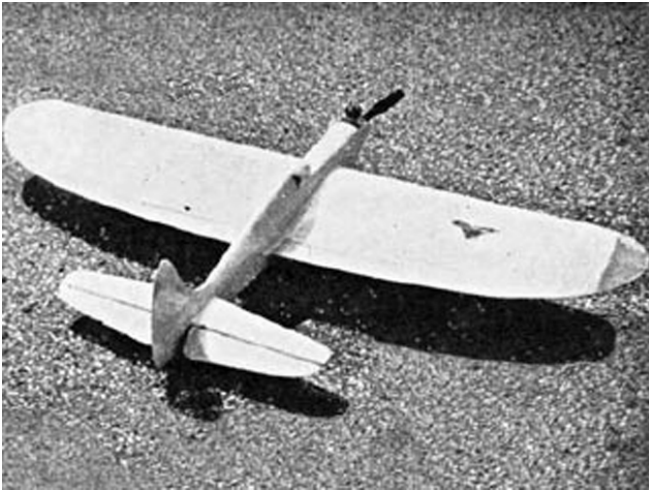


Altagera



A 35 stunt model designed by A. Phin.

The name Altagera (with the accent on the “g”) means “The giver of life.” Well the “life” of this model depends on the pilot, but it is easily capable of flying the book and will perform equally well on 50 or 60 ft. lines, although more latitude is obviously given with the latter.

Construction: Commence with the wings, cutting out 16 W.1 ribs from 1/16 in. sheet balsa and two from 1/8 in. hard sheet, also two W.2's and W.3's from 1/16 in. sheet. Now cement the ribs to the 3/8 x 1/4 in. mainspars, making sure that the spar joints are staggered. The two 1/8 in. W.1's are fitted on either side of the bellcrank mount.

Cement the 1/16 in. sheet T.E. in position, followed by the in. spars, again being careful to stagger the upper and lower joints. The 1/4 in. sq. leading edge can now be fitted. Cut out the wing tips from 1/8 in. sheet and cement them into position, together with the wingtip gussets. Cover the leading edge of the wing with 1/16 in. sheet back to the mainspar.

Fuselage: Cut out the fuselage sides and doublers from 1/8 in. sheet and cement together, then cut out formers F2 and F3. Mount U/C to F3, and bind on with strong button thread, cementing well. Drill a hole for the fuel line in F2 and cut two holes in the fuselage (port side) for the tank vents. Do not cement the fuselage sides to the formers until the wings have been completed.

Cement the 3/8 in. x 1/2 in. engine bearers to the fuselage as indicated on the plan, then cut out the remaining formers. After mounting the bellcrank in the wing, slide both fuselage sides down the wing and cement into place, positioning F2 and F3 at the same time, along with the fuel tank.

Cut out the tailplane, and separate the center section and the elevators, then cement the 1/8 in. x 3/8 in. strip in place. Complete the tailplane by sanding leading and trailing edges to the section shown. The elevators are next assembled and fitted. Cement formers F4, F5 and F6 in place, then cement the rear fuselage ends together, separated by a scrap piece of 1/4 in. sheet.

Fit the tailplane and connect the push-rod to the elevator horn. Mount the flap horns and fit the push-rod. Use 1 in. linen tape for flap hinges and cement tape securely around flap and flap horn. Use 1/2 in. tape for elevator hinges, with 1 in. tape to reinforce the elevator horns.

Cement the tapered 1/2 in. sq. strip balsa spine to the fuselage top and then fit the 1/4 in. sheet sides; sand to a rounded section when dry. Cement the 1/4 in. sheet fin and rudder in position incorporating 10-13 deg. The 1/2 in. sheet forward fuselage decking is next cemented in place and carved to shape when dry. Cement block balsa either side of the bearers and

Altagerra

round off to F1. Cut away the top block to fit around the engine and cover the entire fuselage with lightweight Modelspan.

Finish: Cover the wings and tail- plane with heavyweight tissue or nylon and give the whole model two to three coats of clear dope, followed by a coat of sanding sealer, before finally colour doping and fuel proofing.

Model Aircraft Magazine September 1961

HLSA