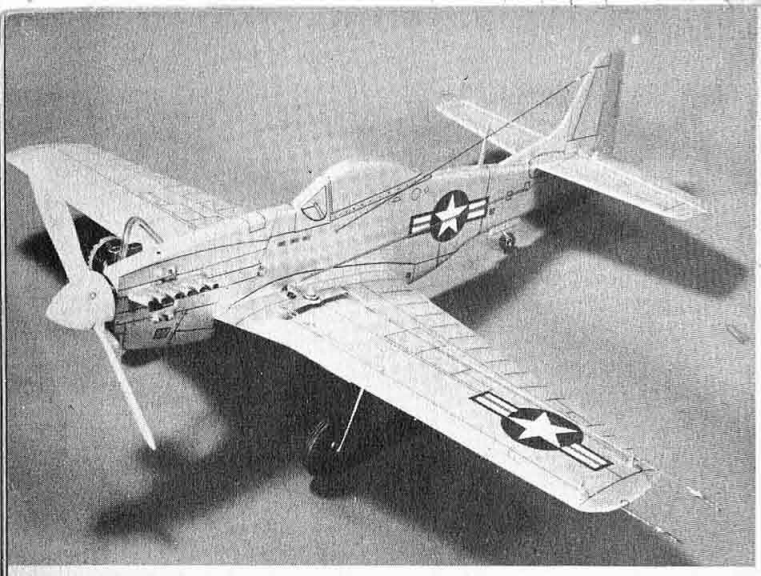
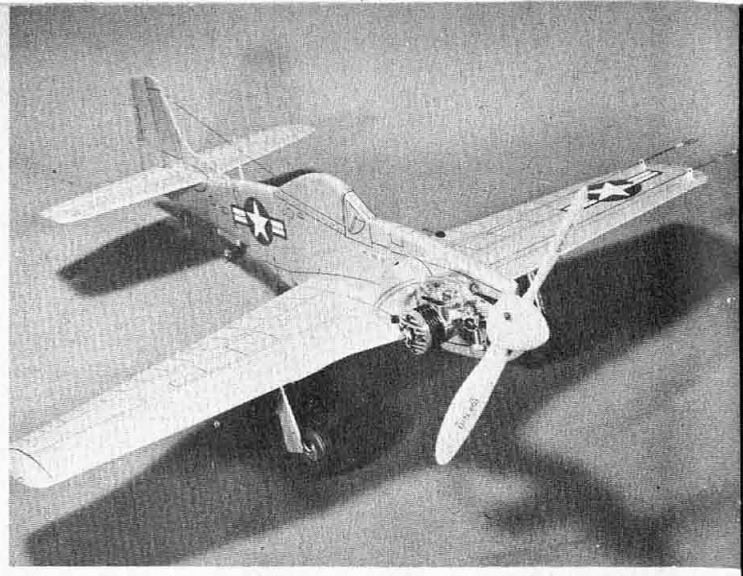
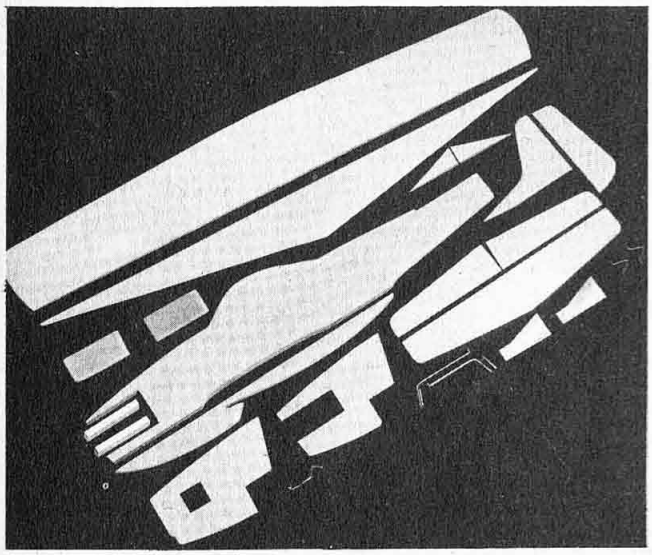


Who said profile models can't be realistic—that K & B .09 even thinks it's a Rolls Royce Merlin! Airplane is a robust performer.



Looks good from this side, too. Other .09's are OK, and you can substitute any appropriate U-control tank. Ask dealer about size.

. . . baby mustang . . .



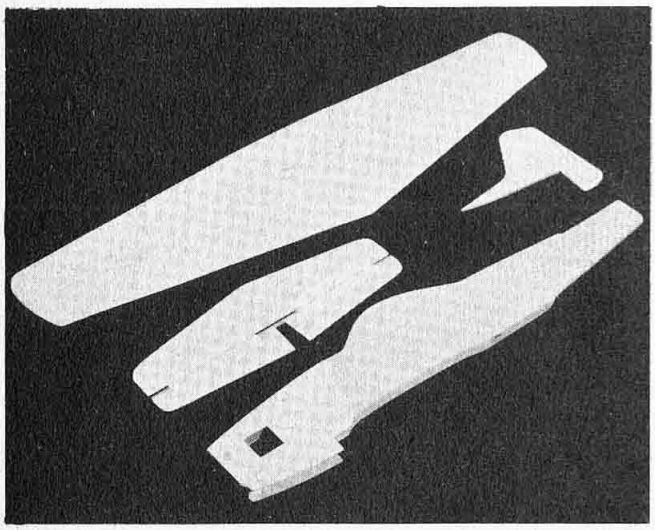
1. When you cut out parts, the plane is dang near finished. Don't tell anyone, but design "borrows" from the better kits.

by PAUL E. DEL GATTO

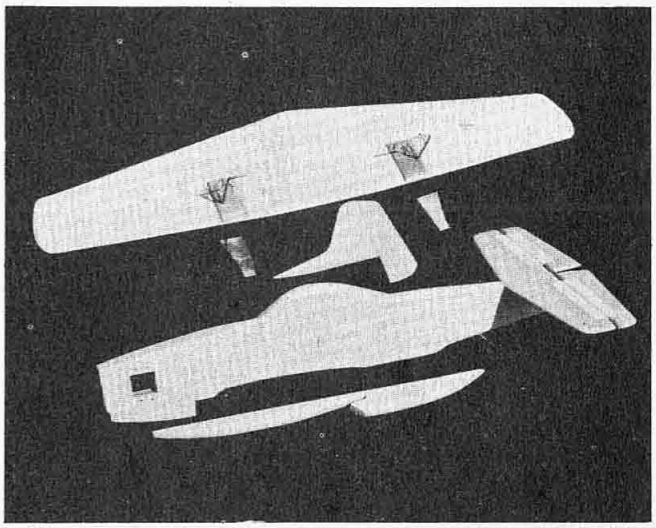
► There is just no getting away from the fact that a profile model is the easiest thing to put together for flying fun. If only they were more realistic! This design blends simple, functional construction, with much of the realistic detail and trim associated with the famed Mustang.

The drawings are full size. Because of the step-by-step photos, the construction of this ship can be followed easily, even by the most inexperienced builder. The model is not small and can be powered by engines up to .09 displacement. So powered, this model can replace the more elaborately built-up sportsters. It is an excellent trainer for anyone learning to fly. Even with an .075, lines remain taut. Control response is good, despite the solid construction.

Should you have an .049 to .065 engine, the model is still a good choice if three important modifications are considered. First, change the fuselage profile to ¼" sheet balsa. Second, modify the main wing to 3/16" thickness. Lastly, make the tail surfaces 3/32" thick. This lighter version with its generous wing area is worth considering



2. During the night the shoemaker's helpers put hinges on flippers, ply doublers on nose. Wing, fin-rudder now assembled.



3. Say, this is easy! Note clever attachment of landing gear legs to wing by means of ply plates, thread wrapping, cement.

Got an .09? Then have yourself a barrel of fun with this profile control-line model of famous Air Force fighter. Full-size plans right here—start now! Beginners welcome.

with the smaller power plants. If Mono-line is used you don't have to be choosy about the weather.

CONSTRUCTION: Begin by cutting out all the main components. Any confusion can be cleared up by studying the photographs. Begin assembly by cementing the hardwood insets in the fuselage profile cut-out and then cement the plywood nose doublers to each side. The main wing surface and trailing edge then are cemented together. The tail surfaces, too, are also assembled. Use either a stitch type cloth hinge as shown in the photo or cloth tape hinges as shown on the plan.

Cement the stab and elevator assembly in position on top of the fuselage profile and cement the wire tail strut in position. The landing gear strut assembly is bound with strong thread or soft wire to the landing gear mounts and these are cemented in their respective positions on the wing bottom.

Cement the completely shaped and sanded main wing to the bottom of the main fuselage profile and then cement the bottom fuselage profile piece in position. The fin and rudder assembly then are cemented in place. Complete any necessary sanding and trimming required to finish the model preparatory to applying remaining details and color trim.

The remaining details consist of the simulated exhaust, wing centersection leading edge, the mast, and the wheel covers for the main wheels and tail wheel. Apply generous Plastic Wood or Plastic Balsa fillets to all joining surfaces to strengthen the joints and to obtain better appearance.

For a finish, begin by applying at least one coat of wood filler and two coats of clear dope, smooth-sanding lightly between each coat. Then brush or spray on at least three coats of silver dope, or whatever color you may prefer, allowing ample time for the surface to dry between each application.

Install the bellcrank assembly, being certain that the control system operates smoothly, and within a range of 40° to 50°. A pair of copper lugs bent approximately midpoint can be used for lead-out guides. Mount the engine and fuel tank in the positions indicated. After assembly, add the decals and other markings shown on the plan and in the photographs. If you have trouble putting in details with pen and ink, try a soft pencil or even a dark colored pencil.

FLYING: Check out the engine and see that it runs smoothly in any attitude. Observe the rules for good take-off with the wind at your back when the model is released. Allow the model to accelerate and gently take-off. This is accomplished with just a slight bit of up motion once the model begins to accelerate. Once in the air, check the model's responsiveness to controls and observe its handling characteristics. From then on, you are on your own. If you have never flown before, use half a tank of fuel. Try holding arm stiff, raising it to climb and lowering it to lose altitude. This motion applies gentle amounts of up or down elevator and avoids bad over-controlling, common on the first few flights.

BILL OF MATERIALS

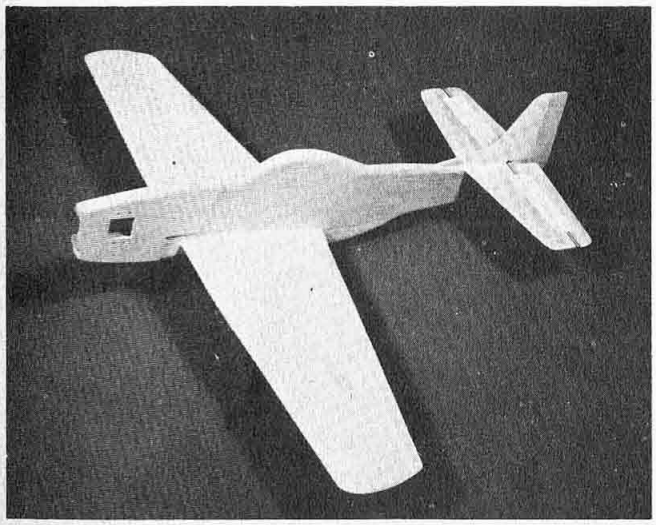
(Balsa unless otherwise specified)

(1) ⅛" x 3" x 18⅜ (hard), tail surfaces; (1) ¼" x 3" x 36" (med.), wing; (1) ⅜" x 3" x 36" (med.), fuselage profile.

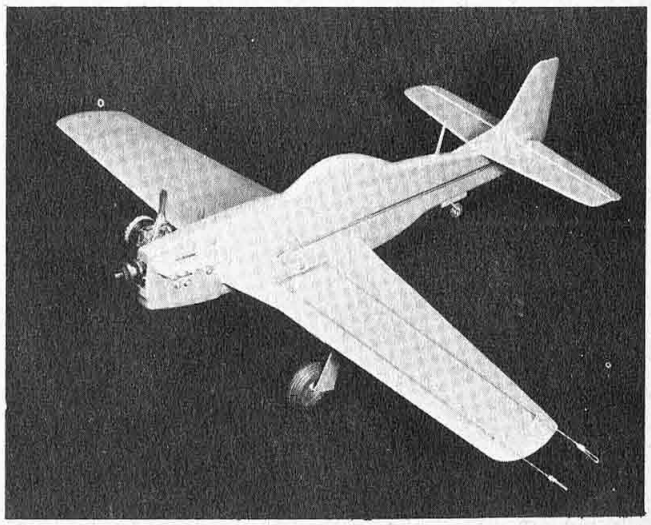
⅛" diameter dowel; .072" diameter wire; .062" diameter wire; .032" diameter wire; tin can metal; 1½" diameter main wheels; ⅝" diameter tailwheel; 2" bellcrank; elevator control horn; 1/16" sheet balsa; 3/16" sheet balsa; 1/16" plywood; lead-out lugs; cloth tape hinges; 3/32" plywood; fuel tank; decals; 1⅜" diameter spinner; .075 to .09 engine; ¼" x ⅜" hardwood. Measure lengths of material on the plan. You may have useful scraps.

FULL SIZE PLANS FOR BABY MUSTANG

on next two pages



4. Cement wing in place and the Mustang is akickin' to go! Neat appearance results from careful sanding before the assembly.



5. Silver doped now, it awaits the artistic details! Be certain that controls work freely. No cement and dope snags—check?