

BEV

By
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ITS rugged construction makes this model an ideal C/L trainer, and the Mills 0.75 diesel gives it a lively performance. As a matter of interest *Bev* is the prototype of a series of similar models—all successful—the latest having flaps in addition to elevator control.

Wings

The model's generally unorthodox, though simple, construction makes it necessary for the wings to be built up first. The leading edges are from $\frac{1}{4}$ in. square balsa, gradually tapering to $\frac{1}{8}$ in. at the tips. Now add the ribs, ensuring that the lead-out holes in the port ribs are correctly aligned. Fit bell-crank ply mount between ribs R1. After fixing the crank to the mount, the lead-outs and push rod are soldered in position. Now cover the centre section with $\frac{1}{16}$ sheet. Finally, sand the wing tips to shape and affix the lead weight to the starboard wing as shown.

Fuselage

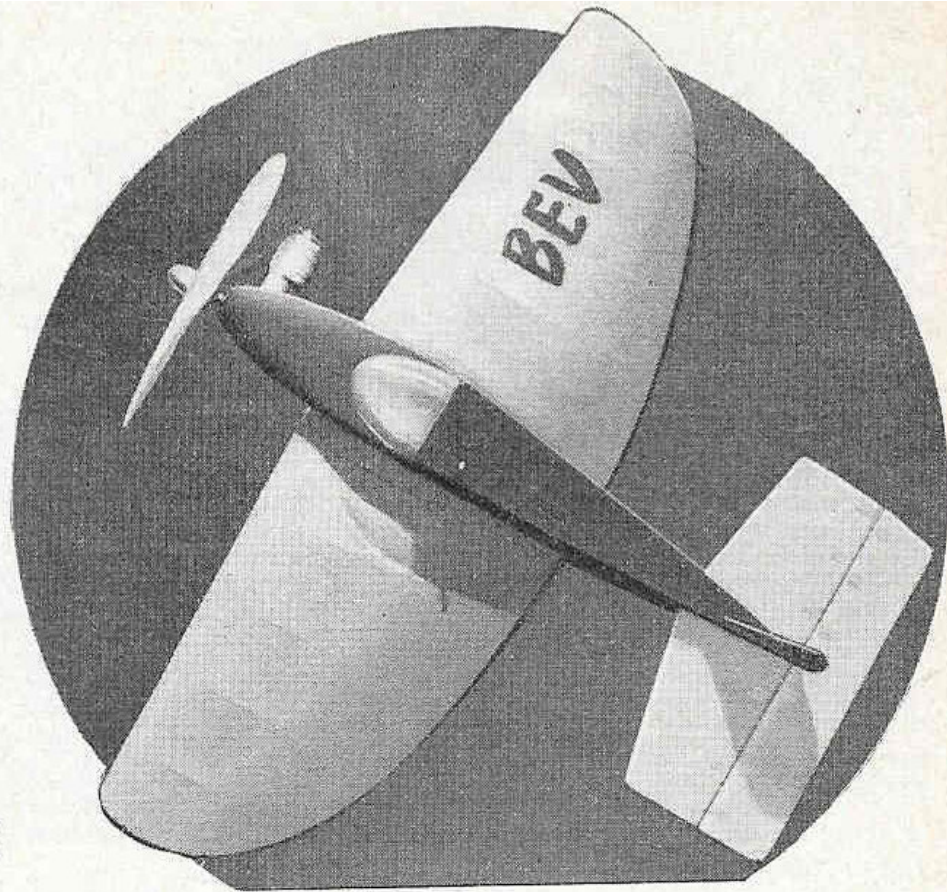
The entire fuselage is from $\frac{1}{16}$ in. sheet, the sides being pierced at the correct position to receive the one-piece wing. The sides are then cemented to the sheet centre section

A STURDY CONTROL LINE TRAILER FOR .75 DIESELS

of the wing. Formers F2 and F3 can be added, with the engine bearers in the correct position. As the air intake on the Mills 0.75 would be half covered by F2, cut out a small square to clear the venturi in both F2 and the fuselage side.

Next, position the remaining formers and fit the built up wedge-shaped stunt tank. The lower vent passes right through the centre-section and overflows below the fuselage.

Now the tail unit can be assembled, sanded to shape, and cemented to the fuselage. Also at this stage add the remaining fuselage sheeting and the cockpit cover.



At the other end of the fuselage the soft balsa block cowling can now be cemented lightly in position to hold it while sanding to shape. After sanding, the cowling can be removed and the engine installed before finally recementing in place.

Heavyweight Modelspan is suitable for covering the wing, and lightweight for the fuselage. Alternatively, the latter may be treated with sealer and sanded smooth. If necessary a weight can be added to the rear fuselage to bring the c.g. into the correct position.

A $6\frac{1}{2} \times 7$ in. prop. gives good results and the model flies well on 30-ft. lines.