



these points and add hinges. The light-weight but warp-free tail surface construction is interesting, and not seen before by this writer. Note that the 1/16 x 1/4 stiffeners lie between the two outer layers of 1/16 sheet. The outside edges are pulled together and glued, forming a symmetrical section.

Nothing complicated about the wing. Additional rigidity could be obtained by sheeting the under side of the leading edge back to the front spar, undercutting the ribs by the sheeting thickness to accommodate the sheeting. To complete the D-tube effect, add webbing from the spar to the top sheeting. Install webbing before adding the top sheeting. Note the continuation of the top fuselage stringers onto the top of the wing center section.

The fuselage is a simple box of long-erons, uprights, and cross-pieces. The non-functional wing strut attach points, not shown on the fuselage, are at the intersections of the two non-vertical uprights at the front and back of the door panel.

For those who want to enlarge the plans to quarter-scale, you're on your own, as the article gave no indication of the span of the original. Plans for a F/F or U/C version were in the same issue, and if these were one-inch scale, it came out to 25 feet, which could be about right. Would someone help us on that?

Whatever size you decide on, Buttercup will be easy to build and fun to fly! •