



It's surprising how much a little trim in the right place and a well arranged photo will contribute to the realism of a model airplane.

# CESSNA 150

A lesson in simplified realism, this little R/C bird duplicates the big ship's characteristics without the usual complication of scale construction. By FRED REESE

● There are Cessna 150s at almost every airport, yet rarely is an R/C model seen. Most of us are probably thinking of building more exotic flying machines . . . but think of all the Cessna color schemes. Some have very simple stripes, while others have more intricate patterns, and Cessna went wild with its 150 Akrobat. By using the Ace foam wing, wheel pants, struts, and Monokote trim on a balsa box, you can have a very realistic looking little flyer in about a week of evening work.

A Cox .049 or .09 makes the Cessna 150 an exciting airplane to fly, and it is not really a beginner design. I shortened the moments and reduced the horizontal tail in order to get more maneuverability and quicker spin entry. The model Cessna 150 is fast, does nice rudder rolls, flies inverted, and the power-on spins are fantastic. Spin recovery is immediate and the landings are easy. The Cessna 150 will take off from a paved runway, but should be hand-launched if flying from a grassy or rough field.

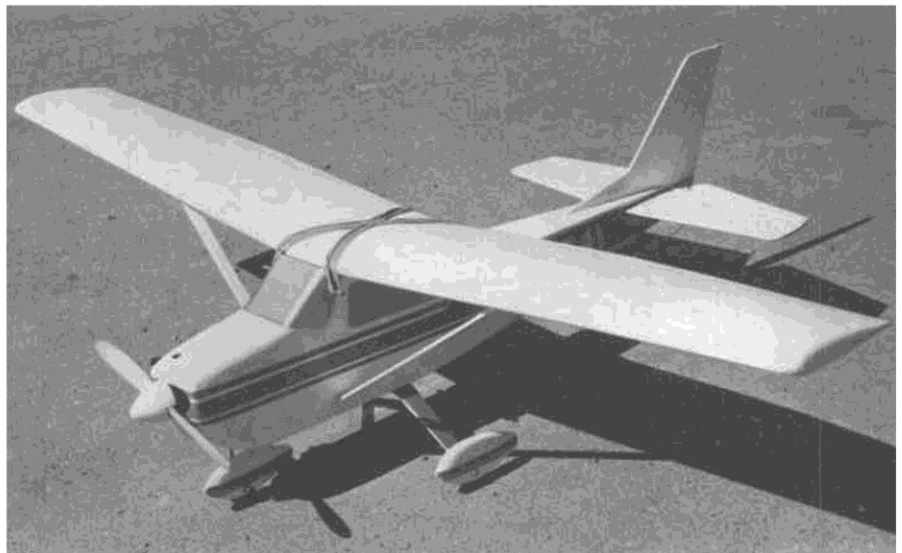
## CONSTRUCTION

The sides of the fuselage are straight from the nose back to bulkhead C; consequently all of the forward structure is completed before pulling the sides together at the tail. Begin by deciding on the engine position. I made no designation on the plan, as the engine can be mounted upright, inverted or sideways. Cut out the firewall and bolt on the en-

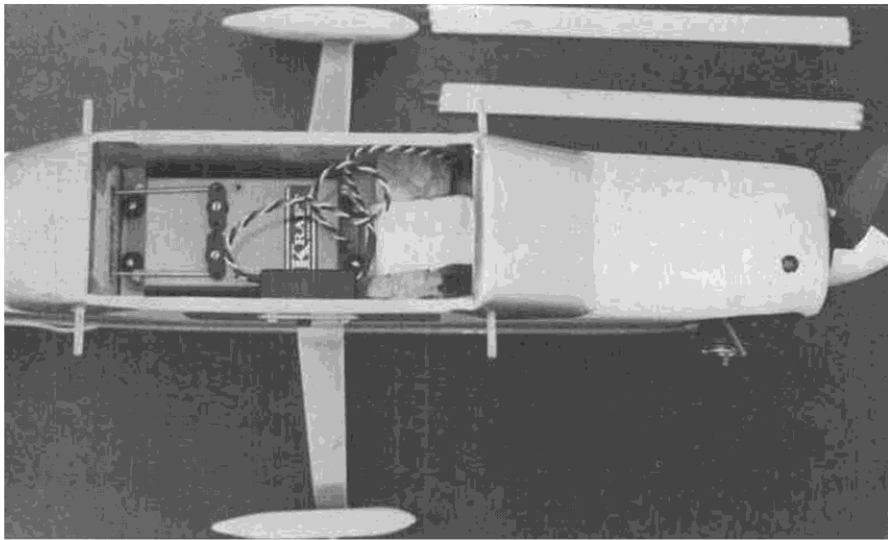
gine mount and attach the wire nosegear with "J" bolts, copper wire, or heavy thread. Cut out the fuselage sides and mark the firewall and bulkhead positions. Contact cement the fuselage and cowl doublers to the sides, leaving slots for the firewall and bulkhead C. I used 5-minute epoxy for the firewall and bulkhead, and Wilhold Aliphatic glue for the remainder of the wood construction. Glue on all of the cabin top and bottom pieces D, E, G, H, and then epoxy in the landing gear doubler F. With a sand-

ing block, true up the front end and glue on piece A.

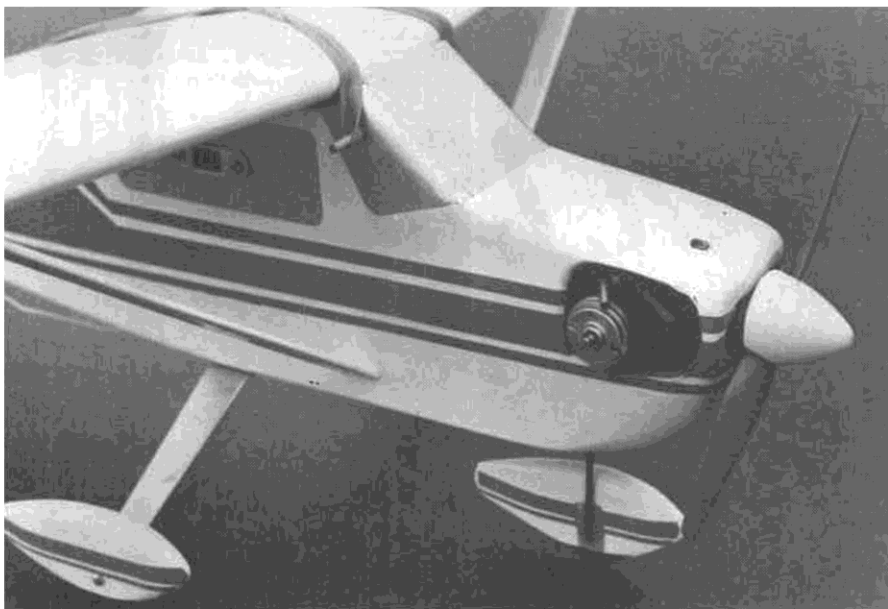
Pull the tail together and glue. Add the top and bottom rear sheeting. Fit and shape the rear window block, hollow it out, and then glue into place. Finish shaping and sand the entire fuselage. Cut the stabilizer slot (if you haven't already done so) and cut a slot in the top for the rudder. Glue the rudder to the stabilizer and when dry, slide the tail group into the slots from the rear and glue. Join the two elevator halves with an 1/8



A simple modification of the Ace foam wing gives it the typical Cessna look. Ship is a snappy performer, and perhaps just a little tricky for a beginner. Reduced surface movement could help.



**Kraft "Brick" installation is quite easy . . . provides rudder and elevator control. Why fuss with a throttle when you're just flying for fun?**



**Business side of the model reveals the radio switch, engine cut-out, and the nosewheel strut fix. Separate fuel fill and vent were added for easy servicing. Spinner from Cox Sport Trainer.**



**The simple-to-build square fuselage doesn't really detract from the overall appearance of the model. Fred covered his in white Solarfilm and trimmed it with Monokote. Flying mags will give you all sorts of trim color combinations . . . or do your own thing.**

inch dowel. Cut out the engine opening and trial fit the engine. Inset the two 3/4 inch squares of 1/16 plywood in the sides of the fuselage for the wing struts to plug into.

The Ace Mini Foam tapered wing No. 13L166 can be ordered through your local hobby shop or directly from Ace RC, Inc., Higginsville, Mo. 64037, for \$2.95 plus \$1.00 for handling. The \$1.00 handling charge will get you the Ace catalogue, if you ask for it. The catalogue contains airplane plans and how-to-do-it features, along with all of the manufacturer's listings and descriptions.

Prepare the foam wing by first trimming about 3/16 of an inch from the trailing edge so the foam matches the thickness of the balsa trailing edge stock. Glue on the 3/4 inch T.E. stock, flat to the bottom of the wing. Trim the T.E. stock to get the additional tip taper and then reshape with a sanding block. Inset a 3/4 inch square of 1/16 plywood in the bottom of each wing to receive the wing struts. Sand the wing roots for the proper dihedral angle and then epoxy the wing halves together, blocking each wing tip up 1-3/4 inches. Lightly sand off all bumps and flashing from the wing with No. 320 paper and add a strip of Scotch brand strapping tape (nylon reinforced) from tip to tip on the underside of the wing before covering.

To finish the model, cover everything with white Solarfilm and then add any additional trim colors with Monokote trim strips. Use either silver or black for the windows. Flying magazines or a trip to an airport will give you scale color schemes.

When installing the radio, glue the rear servo rail up against bulkhead C, and epoxy the forward servo rail across the fuselage according to the length of your servos or brick. For pushrods, I

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use 1/16 inch music wire with a 90 degree bend at the servos and a solder link at the control horns. Use the outside hole on short control horns and the inner hole on the servo output wheel.

Give the inside of the cowl and cabin 2 to 3 coats of clear dope and seal the edges of the Solarfilm around the cowl with epoxy. When the engine, tank, servos, pushrods and control surfaces have been installed, adjust the CG by shifting the battery pack and fill any remaining cavities inside the cabin with foam.

The wheel pants and struts are optional, but add to the realism of the model. The simple, plug-in balsa struts have not caused any trouble and have stayed in place through some very violent maneuvers. I broke the nose gear pant loose on the first landing when I underestimated the glide and overshot the landing into a rocky area. Since then, I have been able to make very soft landings with no further damage to the wheel pants. I have epoxied the wheel pants to wire gears on two previous 1/2A models with good results. ●