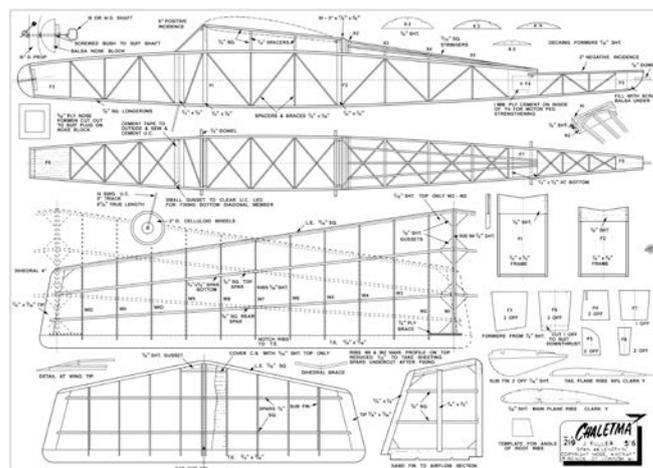
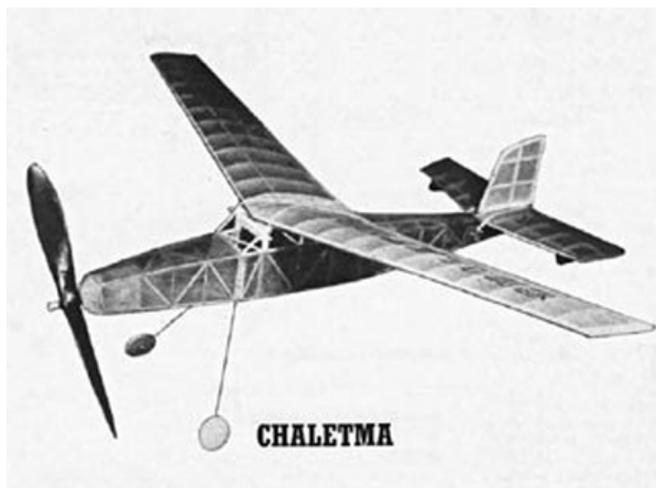


Chaletma



Build this robust rubber job for plenty of trouble free flying by J. Fuller.

CHALETMA was designed and built purely for sport flying, and built with that object in mind it will provide plenty of trouble free flying hours. The model is as tough as they come, and will withstand most hazards common to the "bad luck" brigade. The original has flown into brick walls, trees, telegraph wires and poles, and has even been rescued from a watery grave a quarter of a mile out to sea and flown away with only minor repairs to tissue, etc. The original was designed and built in/a holiday camp chalet hence the name.

Fuselage: Cut out all pieces F1 to F6, the undercarriage supports (1/2 x 1/8 in.) and pieces 1/4 x 1/8 in. Leave the cabin and decking until later.

Build the two sides of the fuselage over the plan, one on top of the other, in the usual manner. Pre-cement at F3, F4, F5 and the 1/2 x 1/8 in. and 1/4 x 1/8 in. pieces. Put in the 1/8 x 1/16 in. upright spacers first, then fill in the cross members. Add the cabin sides to fuselage sides, still flat on plan. Make F1 and F2 again it is advisable to pre-cement here. When dry, separate fuselage sides. Cement F1 and F2 in position. Draw ends of fuselage together to F6, top and bottom, and the sides at the nose, also F7 top at rear. Draw extreme end together to F8 top and bottom.

Add all 1/8 x 1/16 in. spacers, then add all cross members except where the undercarriage comes out at bottom of fuselage. **Note:** The spacers and cross members go between the main longerons. The cabin

sides are still standing on their own, so be careful at this stage not to damage them.

Next cut pieces X1, X2 and decking formers. Sandwich two thicknesses of scrap 1/8 in. sheet between X1 and X2 and sand to smooth faired shape, this faired block is positioned behind cabin. Cement decking formers upright over existing spacers on top of fuselage, and add 3/32 in. sq. stringers, which should be chamfered to sit cleanly on F7 and be firmly cemented down.

Now add two 1/8 in. sq. spacers between cabin sides in position over existing spacers, just below level of wing. A rule laid between the V's of F1 and F2 will give you this line.

Bend up U/C from 14 S.W.G. wire. Cement tape to outside of pieces 1/2 x 1/8 in. and sew and cement U/C in position. Fillet the corner where leg comes out of fuselage, and add missing 1/8 x 1/16 in. cross member. Make nose-block, prop, assembly and 1 mm. ply nose former. Note that the down thrust is built in, so lay the nose block flat and drill square. Add wing and tail dowels, and pieces of 1 mm. ply behind F4. Fit the wheels and wind screen, also windows if desired. Drill hole for motor peg, a 4B.A. nut and bolt was used for this.

Wings: These are built in two halves and joined together at correct dihedral angle.

Cut all the ribs. Lay 1/4 x 1/8 in. main spar and 1/8 in. sq. sub-spar over plan of L.H. wing, and seat ribs on them. Add L.E. and T.E. and tips, also add top sub-spar. Note that root rib W1 must be tilted to dihedral angle as per template. Cement rib W1 of R.H. wing to W1 of L.H. wing and add dihedral brace.

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Build R.H. wing in same way as the L.H. wing, but without W1. When dry, join to R.H. wing at W1, raising one wing 8 in. at tip, while the other lies flat. Sand 1/32 in. off top profile of W1 and W2, including spar, and then cement in the gussets. Sheet over between W2 and W1 with 1/32 in. sheet, and sand off L.E. to shape and clean up framework.

Tailplane: Build flat on the plan, making sure that the center ribs are upright, as these determine the fin position. Sheet over center section, removing sheet between center ribs for fin. Build fin and sand to shape. Cut sub-fins and cement to ribs. Do not cement fin to tailplane until covered and doped.

Covering: Lightweight Modelspan is used to cover the fuselage, leaving decking to last. Cover this with one strip to give streamlined shape. The tail-plane will have to be covered in several pieces owing to the sub fins. Give one coat of dope all over and this should be sufficient to give a tight finish if covered well and water shrunk. If not, apply a second coat.

Loop and pre-tension the motor, lubricating well. The motor fixing can be varied to choice; the original had a hand made bobbin from tube and mm. ply. See that the prop, is free-wheeling easily, and give the prop shaft a spot of oil.

Flying: If it is windy, pack L.E. of tail to prevent stalling. Obtain good flat glide, and then offset tail and fin by not more than 1/16 in. to give a right hand turn. It is dangerous to offset more than this at this stage the large fin area having a marked effect.

Build up the power run gradually, checking the reaction each time until model is safely trimmed, 1/16 in. right side thrust will be needed after 75 turns.

The model will climb steeply and should roll off at point of stall. After that you can do almost anything, and the original was found extremely stable under all conditions, 300 turns were found to be ample for sport flying either for r.o.g. or hand launch.