

# Leopard-Moth DH85

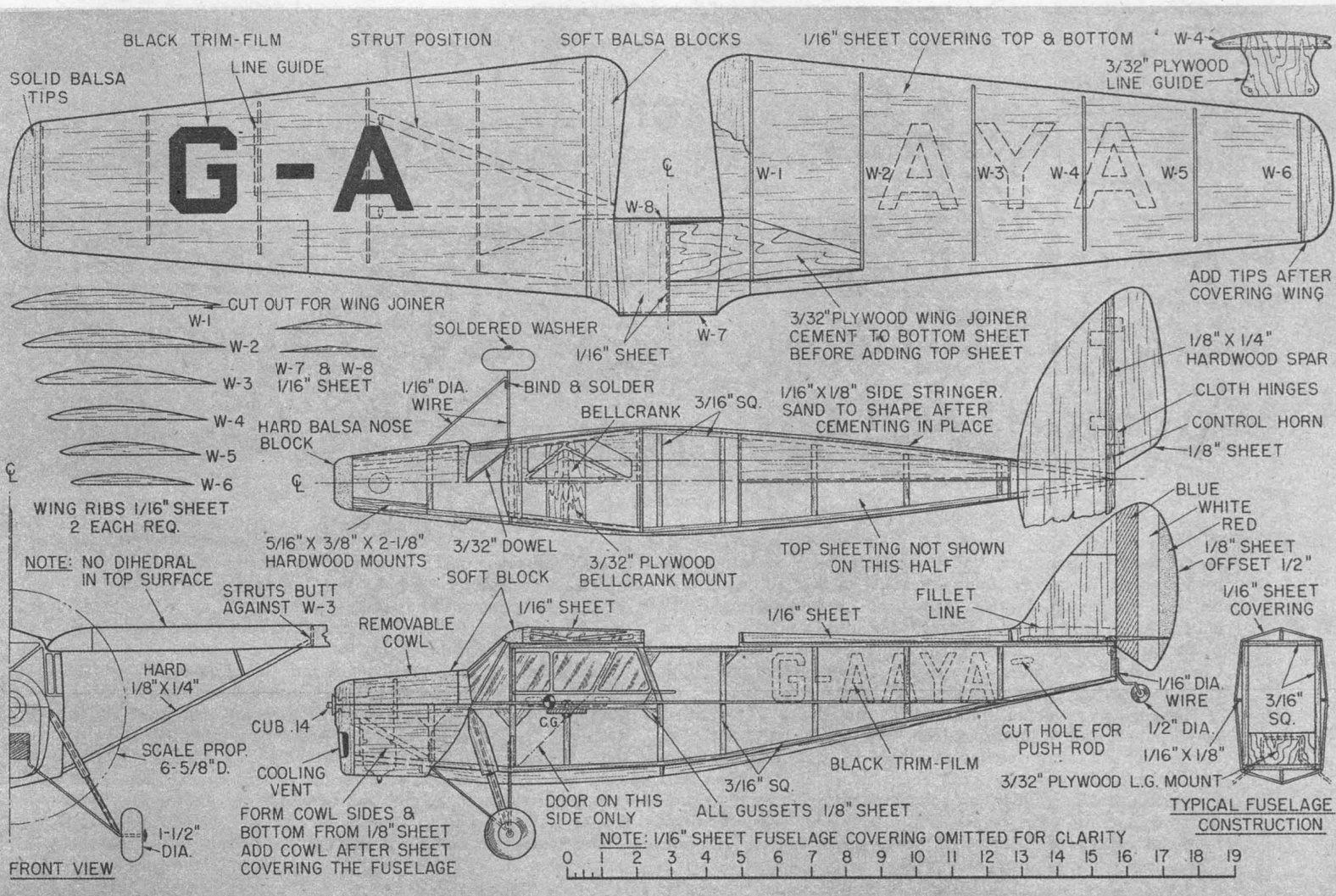
Calling all scale fans! An oldie-but-a-goodie is back as a real faithful control line replica

By AUBREY KOCHMAN

■ The *Leopard-Moth*, a hopped-up version of the famous "Puss," was produced in 1933, and on its first public appearance, piloted by its owner, Capt. Geoffrey de Havilland, won the King's Cup Race at an average speed of 139.5 mph. Incorporated in its design are all the lessons learned from the experience of several years' operation in all parts of the world, of the more familiar Puss-Moths.

The model as presented was designed as a Class A control line job, mounting an inverted Cub .14. Sheet covering of the entire model results in a very rugged ship which more than makes up for the added weight. If care is taken in the selection of wood the additional weight can be held to a very few ounces.

The fuselage is constructed directly over the full-size plans. Pin the 3/16" sq. longerons in place and add the uprights, gussets and hardwood motor mounts. The second side is built in a like manner atop the first. When dry, separate and crack at the rear of the cabin. Cement the cross braces in place. Add the stringers and sand them to shape. Cement the bellcrank mount in place and add the upright braces. Bend the landing gear to shape. Secure the separate legs to the plywood mounts by either binding with Celastic, strong thread or using "J" bolts. With the last two, don't spare the cement when installing the gear. Celastic is a cement unto itself. For scale appearance, slip some 1/16" I.D.



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## GROUP 653A

**LEOPARD MOTH**—Class A control line scale model of the famous de Havilland by "Red" Kochman, noted model designer. The Leopard, designated D.H. 85, was hopped-up out to 38" wingspan, 24" overall length and takes a Cub .14 engine. Has also been flown with various small diesel engines. A real "must" for the serious scale fan. **THE BOSTONIAN**—This ultra-simple contest-type rubber powered job was designed by Ed Dolby with the cooperation of the New England Wakefield Group for the new American Limited Rubber Event. A tried design, it has flown in contests for more than a year and racked up an impressive number of "wins." Vital statistics: 40" wingspan, 39" overall length. Can be flown with folding prop shown, or by beginners with ready-carried prop, or by **SABRE-WING**—Don Broggin's remarkable flying wing which has won in free flight, FAA-Load and rise-off-water events! Span is 58 inches; there's no fuselage to build. Power is by Wasp .049. This is the 22nd successful flying wing design parachute as dethermalizer. You'll be the talk of the town with this one! Climb and glide is like real hot conventional free flight contest craft.

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## Leopard-Moth

rubber tubing onto the wire before soldering the legs together.

Cover the fuselage sides with two sheets of 1/16", butting them together along the stringer. Do the same for the top and bottom. Cement the cowl sides, front and bottom pieces in place and sand to proper contour. Tack-cement the top cowl piece in place and sand to shape. Remove it and hollow it out for engine and fuel tank clearance. Cut off the removable portion—this may later be held in place with dress snaps or hinged along one side—and cement the rear portion in place at the windshield. Add the block above the windshield and the windshield dowel pieces. The top cabin window pieces should be cut to shape and cemented to celluloid pieces of the same overall shape before adding to the fuselage.

Cut the stabilizer to shape and cement in place. The elevators are cemented to a hardwood spar and hinged to the stabilizer with cloth strips. It will be necessary to angle the end of the fuselage to allow for downward travel of the elevators. Cut out and cement the fin and rudder in place, offsetting the rudder approximately 1/2" to the outside of the circle. Add the fillet. Install the bellcrank and the control horn and hook up the pushrod.

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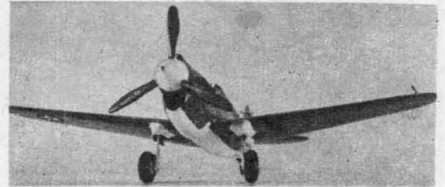
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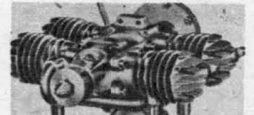
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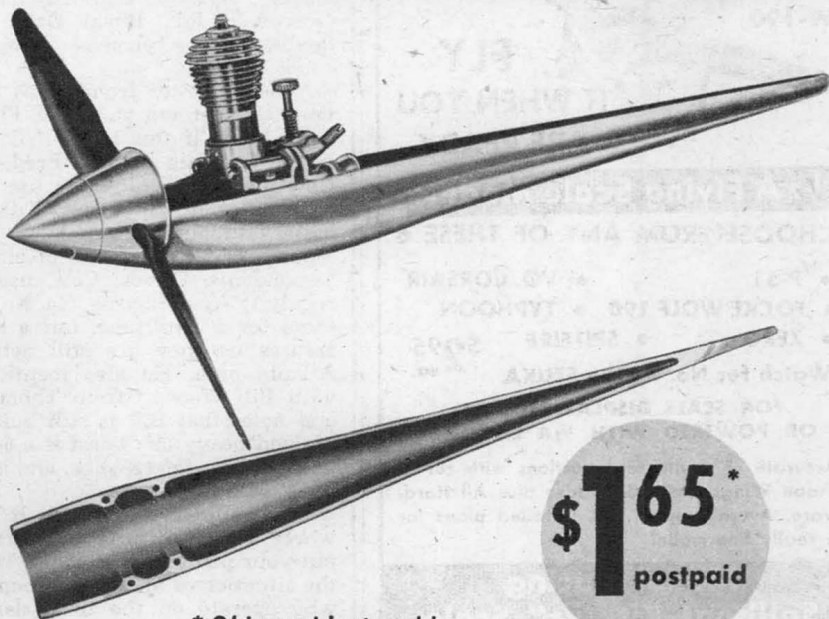
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The decided "gull" of the wing at the fuselage juncture offered the only problem, as a spar of sufficient depth could not be used. The plywood wing joiner, finally decided upon, has proven quite adequate. If possible use six-inch stock for the wing sheets as they will insure a smoother airfoil. Cut the panels to shape, including the portion under the "gull" blocks. Join the bottom sheets with the wing joiner and cement the ribs in place. Block up the tips until the top surface is straight (no dihedral!).

Cement the top sheet in place between W-1 and W-6. Use plenty of cement and pins and check against warps. Cement the gull blocks and tips in place and carve to shape. Add W-7 and W-8 and the 1/16" sheet. Slot the underside of the wing at W-4 and cement in the plywood line guide. Cement the wing in place on the fuselage and add the wing struts. Slot the wing so that the struts butt against W-3.

Apply at least three coats of sanding sealer and then paint the entire model silver. Trim-Film does nicely for all the colored decorations.

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