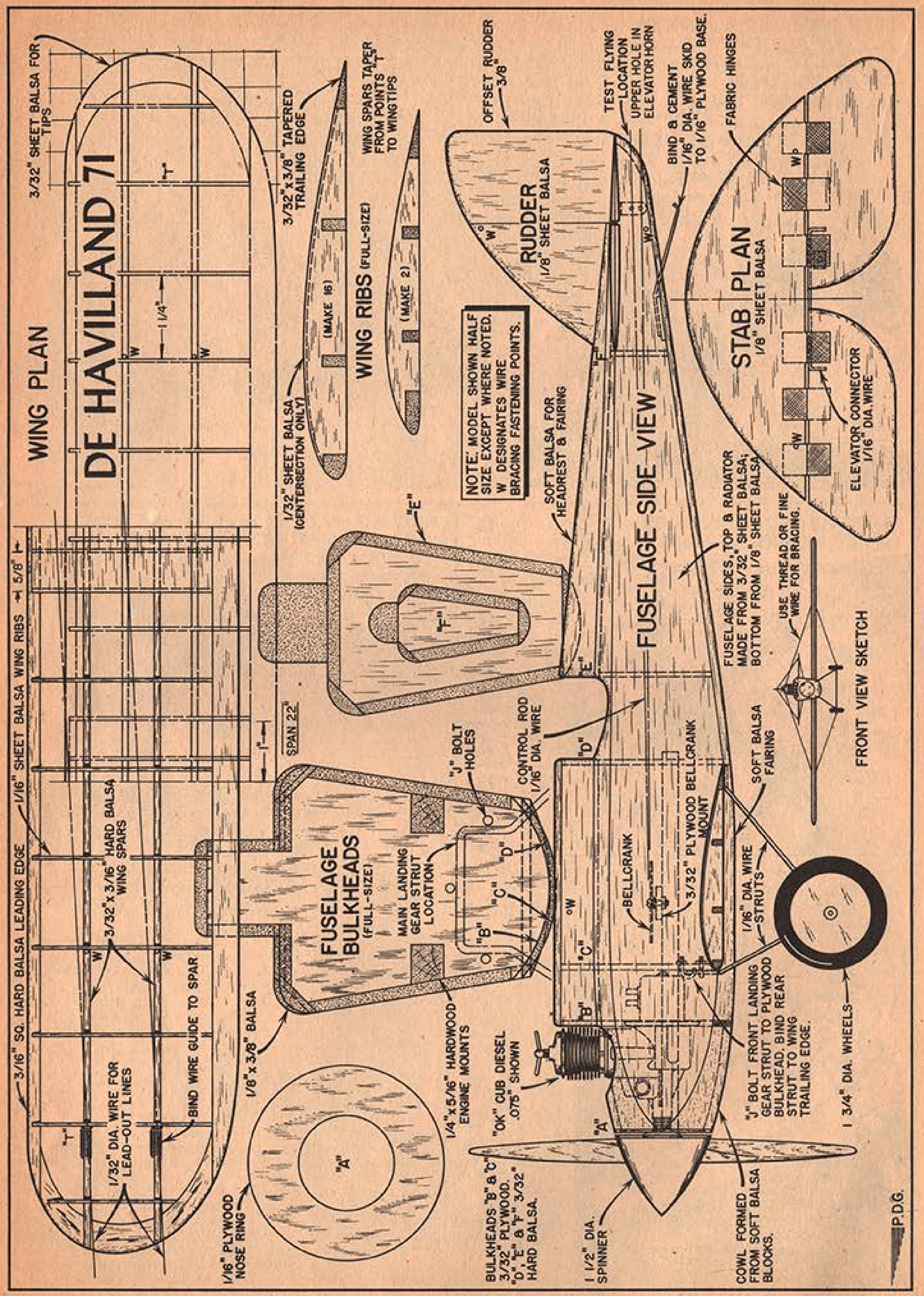
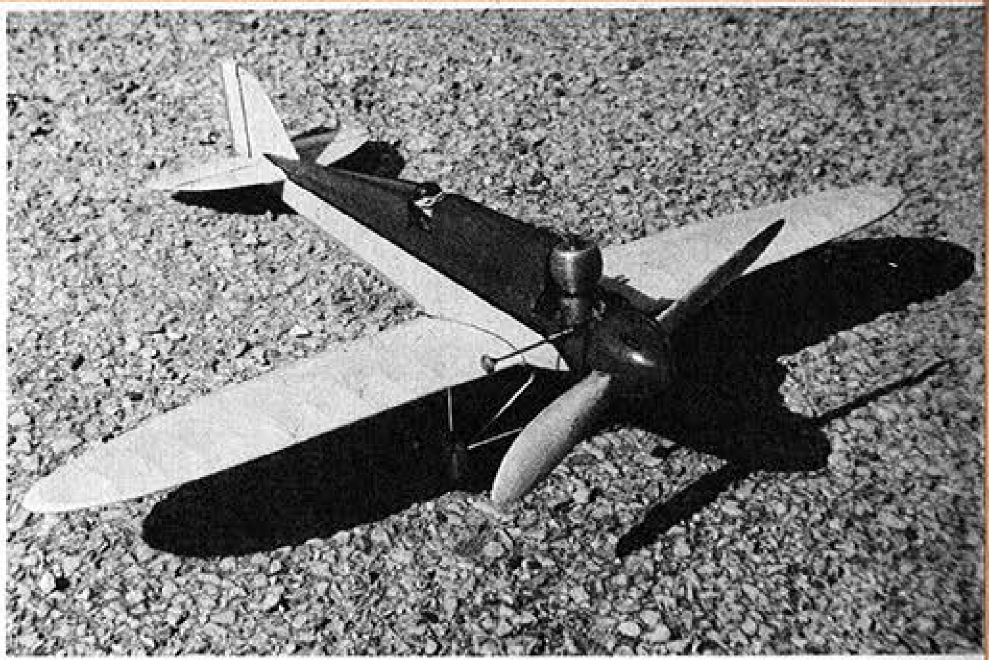


Right: Ready and rarin' to go, with the pilot peeking realistically around the radiator to see where he's going. That's the way they built racing plans in the 1920's! This E.D. 1.49 cc. diesel-powered model was the first of a series.



Below: An .075 Cub Diesel fits snugly into the cowl of this latest model of the De Havilland "71". The model is dressed up with colored dope, aluminum wheels and a plastic spinner. The nose-up attitude is perfect for take-offs.

DE HAVILLAND 71

by Gordon E. Codding

● The DeHavilland 71 is an English racing plane that was designed and built in the early 1920's. Three of the planes were built and flown in England up to the time of World War II—a fourth went to the Australia-New Zealand regions. The fourth is the subject of our model.

We used the standard colors: dark red body top and bottom with cream sides, wings and tails. The English use letters for licenses and so it was possible to use our own initials. We used G-ECLA—the "LA" for Los Angeles.

The .075 OK Cub diesel was used to power our model. Larger engines may be used if the structure is strengthened to take the added abuse. Remember that a diesel should swing a heavy propeller—the lightweight ones "bite" the fingers on fast starts.

This model can be used two ways: first as a *scale* model and second as a *sport* model—leave off the details and the wires for the latter type. The plans are half-size, but all of the ribs and bulkheads are shown full-size.

WING: Start by cutting sixteen main ribs and two tip ribs from 1/16" sheet balsa, following the full-size rib patterns. Select two 3/32" x 3/16" x 22" hard balsa strips for spars. Note that the spar tapers down to 1/8" square at the tip rib. Next, plot the wing tip shape using the half-size plan as a guide—draw a 1/2" grid as shown.

The wing is 22" in span and is straight except for the curved tips. Plot two parallel lines 3 1/4" apart and then mark the rib spacing, starting from the center toward each tip. The first rib in each panel is 5/8" away from the center, the second is 5/8" further out and all others are spaced 1 1/4" apart.

Pin down the 3/16" square leading edge and locate your spar positions by using one of the main ribs as a guide. Next, pin down the trailing edge so that the ribs will fit snugly in place.

Don't add the tip rib until after you've cut out and cemented the tip pieces in place—grain direction is shown on the left tip plan. Once this is done, you can fit and cement this rib into place. Take special note of the fact that the wing is built in *one piece*—the plan shows it in two overlapping pieces due to lack of space.

After the wing has dried, lift it off the plan. Then add the 1/32" sheet covering to the upper surface of the center-section ribs, as shown. Make two lead-out wire guides from a piece of 1/16" piano wire and attach in place on the left wing panel. Wrap them securely to the spars with thread and cement in place. Then, sand the entire wing structure smooth and it's ready

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