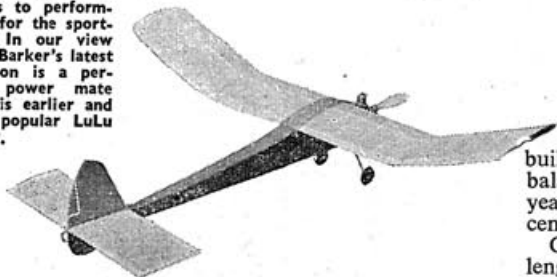


Your TWO full size plans . . . **GiGi**

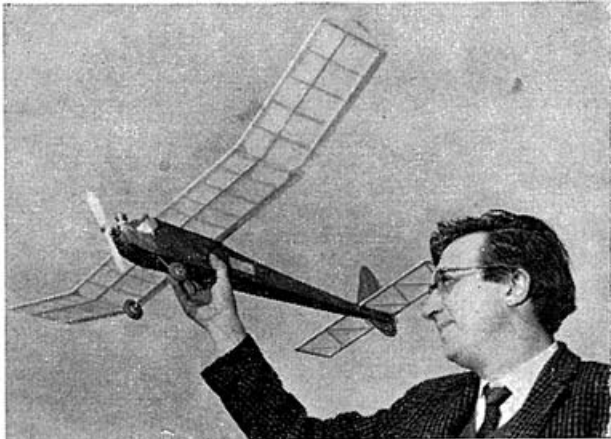
She may have straight lines but this GiGi is no slouch when it comes to performance for the sportster. In our view John Barker's latest creation is a perfect power mate for his earlier and very popular LuLu glider.



GiGi HAS BEEN DESIGNED as the minimum piece of equipment to get a motor safely and pleasantly into the air! It has several features which are valuable to the beginner, which may be disguised by its stark simplicity. Firstly, it has a low wing loading which makes it simple to trim and gives a good glide which ensures soft landings. Secondly, the motor assembly is stuck on to the front of the fuselage. This is amply strong for all normal flying and helps to prevent damage to the motor in a bad crash, and probably the rest of the fuselage, by breaking off cleanly. Thirdly, it is very simple. The author strongly dislikes flying without an engine timer but, bearing in mind cost and the fact that most commercial timers do not run long enough for a model of this type, none was fitted. To compensate for this the tank is placed outside where it can be seen until the moment of launch. Also a dethermalizer is fitted and should be set in most weathers. This gives much better chance of recovery in the event of an over-run. The undercarriage is not just decoration. Take offs are a pleasure that had fellow clubsters yearning for the old days of R.O.G. contest and it does allow the model to be placed on the ground for starting the motor.

Construction is very simple but a few notes may be helpful particularly as far as the sequence is concerned.

It is best to start by building the wing and tailplane as the motor position can then be adjusted to give the best balance. The wing follows the usual method of building the centre panel over the plan and then propping up the centre whilst the tips are built on in turn at the correct dihedral angle. One point about this method which is not usually stressed is that the propping up must be done accurately otherwise the wing will be warped. The tailplane may look weak and prone to warp but in fact if



built true and covered evenly the structure is balanced and tailplanes of this type will stay flat for years. The thin strip of tissue is removed from the centre of the tailplane, for fitting the fin, after dopping.

Commence building the fuselage by taking two lengths of bearer material of a greater length than will finally be required. Drill these, bolt the motor in place, and measure the width across the bearers. The formers may now be cut to suit the bearer width. Former F1 is the same width, and formers F2, F3, F4 and F5 are $\frac{1}{8}$ in. more than the width across the bearers.

Bend the undercarriage wire and fix it to F2 either with "Araldite", as used on the original, or make some small holes in the former and sew in place with strong thread. Groove the back of F1 to fit the wire and glue F1, F2 and F3 together.

Cut the $\frac{3}{8}$ in. sheet fuselage sides to shape noting the correct cutting line to allow for the top and bottom sheeting. Stick the $\frac{3}{8}$ in. sq. longerons on to fuselage sides and make sure that you make one right hand and one left hand. Taper the longerons at the rear as shown in the plan view. Join the sides by formers F2, 3, 4 and 5, check for squareness

and leave to set. Add the $\frac{1}{2}$ in. x $\frac{1}{8}$ in. support for the rear wing band dowel. The dowel may be added now or after covering. Draw the rear ends together and join there, and at F6. Put in a few $\frac{3}{8}$ in. sq. spacers approximately as shown to give greater firmness whilst the top and bottom sheeting is added. When dry, sand off any high spots and add the top and bottom sheets.

After fitting other small details the model may be assembled and an assessment made of the bearer length required to bring the C.G. to the correct position. (Actually as this model is not designed for maximum performance it is tolerant of the C.G.

position and a variation of $\frac{1}{2}$ in. either way is not troublesome.) Cut the bearers to length and stick them firmly inside the cowl sides at the correct angle. The cowl sides are of course adjusted to suit the bearer length. Put the motor on the bearers and check that the cowl sides fit snugly to the fuselage. When all is well remove the motor and stick the cowl sides firmly in place.

Now you're all set for the flying field—and we know that you are going to have endless hours of fun with this little number which will soon teach you all the tricks of power model trimming—without tears or tears—if you see what we mean!

