



A 16 year old schoolboy, W. A. Edwards is a member of the Barnstable D.M.A.C. and lists among his interests C/L Stunt and Team Racing, and scale or contest F/F. Also keen on swimming, cycling and shooting.

HOT CANARY

A 34 in. power model
of simple construction
& proved flying ability
for motors up to .87 c.c.

BY W. A. EDWARDS

WHEN a model flies consistently and well in all weathers for nearly eighteen months, and still remains in flying trim, it obviously "has" something. Such a job is "Hot Canary"; the somewhat austere lines may not appeal to the aesthetic builder, but the all-round ruggedness and flyability are just what is required by the average knockabout club junior.

Construction is simple to a degree, as the straight outlines indicate, and the fuselage is built around the bearers for maximum strength. These are first cut to length and the three $\frac{1}{8}$ in. formers slipped in place and cemented. The wing platform secures the tops of the formers and ensures alignment. Pin down bottom longerons and insert spacers, and erect remainder of fuselage on this. Cement fin, tailplane platform and dowels in place. Remove from plan, bind in undercarriage, and cement skid in place.

Cut and notch wing spars and build wing in four separate panels. The lower parts of the ribs are $\frac{1}{8}$ in. sq. and the upper pieces are cut from $\frac{1}{8}$ in. sheet. Assemble with correct dihedral and insert braces. Build tailplane in normal way.

Covering is straightforward, using rag tissue and tissue paste. Care must be exercised around the wing mount, and some builders may care to insert a strip of $\frac{1}{16}$ in. $\times$ $\frac{1}{4}$ in. along the angle of the three formers to facilitate the attachment of the tissue at this point. The original was water-shrunk and given two coats of clear dope, followed by a coat of red all over, with yellow leading edges, lettering and fuselage motif. (The photographs show the model after re-covering.)

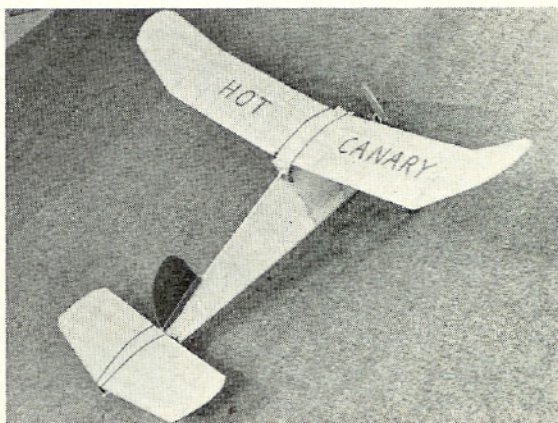
When used with a Mills .75, three degrees left thrust and a little downthrust was required; these

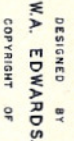
settings were obtained by drilling the port bolt-holes $\frac{1}{8}$ in. further back than on the starboard side and using washers under the rear of the lugs. All-up weight is approximately $7\frac{1}{2}$ ozs. and the model should balance $3\frac{1}{2}$ ins. back from the leading edge. Use an 8×4 in. prop for first flights, changing to 7×4 in. when adjustment appears satisfactory. Aim at left climb and glide circles. The best flight recorded with the original model was 4:32 on a 30 sec. motor run.

MATERIALS

5 $3/16 \times 3/16$ in. hard, 1 $1/4 \times 1/8$ in. soft, 1 $1/4 \times 1/8$ in. medium, 1 $1/4 \times 1/8$ in. soft, 1 $1/4 \times 1/8$ in. obeche, 1 $1/4 \times 1/8$ in. obeche, 3 $1/8 \times 1/8$ in. medium, 1 $1/8 \times 3$ in. medium, 1 $1/16 \times 3$ in. medium, 12 ins. $1/8$ in. dowel, 18 ins. 14 S.W.G. piano wire, 18 ins. $1/4 \times 1/8$ in. bearer.

Full size copies of the $\frac{1}{2}$ scale plan opposite can be obtained from the Aeromodeller Plans Service, price 3/- post free.





3/-

THE AEROMODELLER PLANS SERVICE

38 CLARENDON RD WATFORD HERTS

