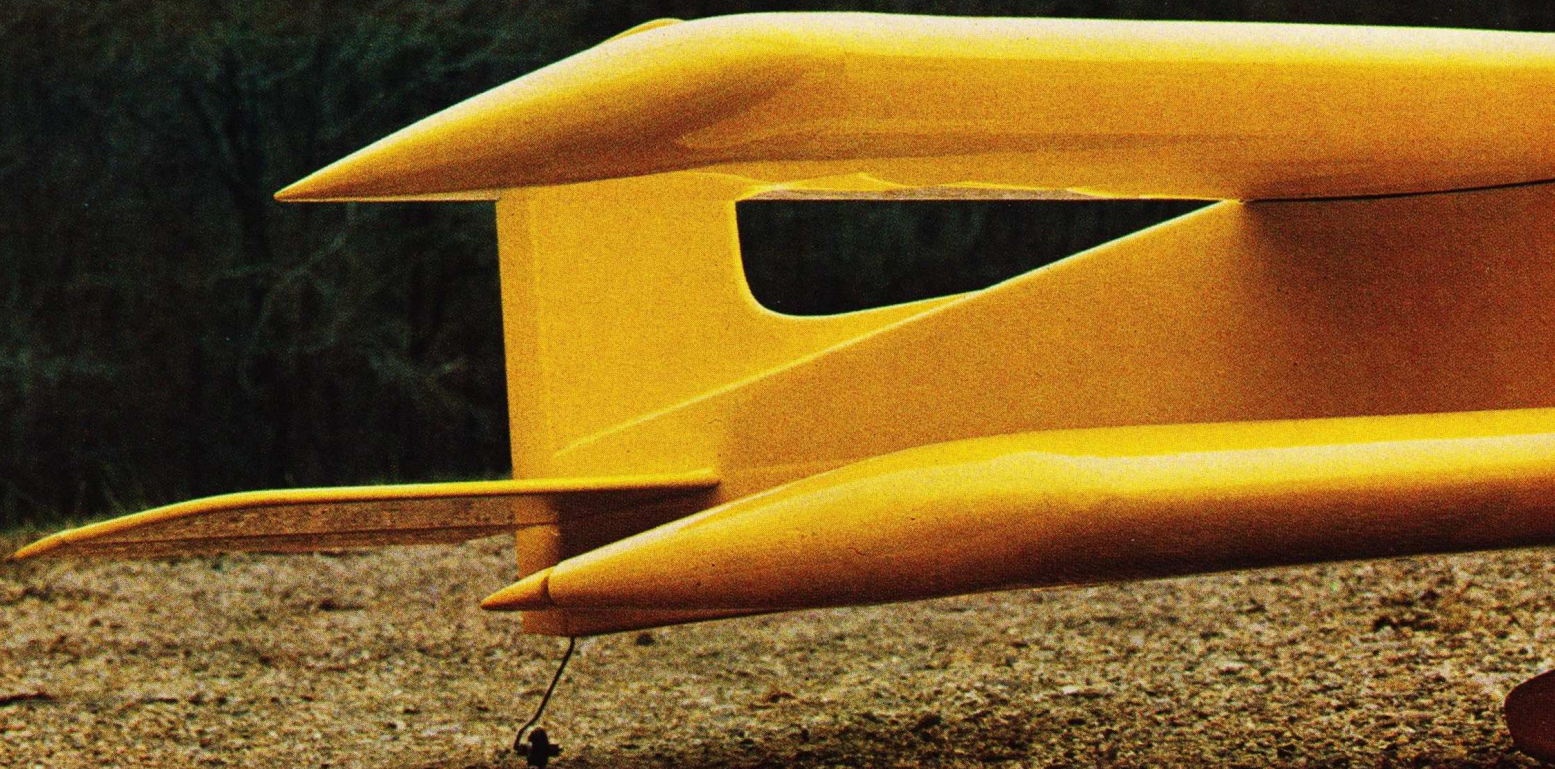
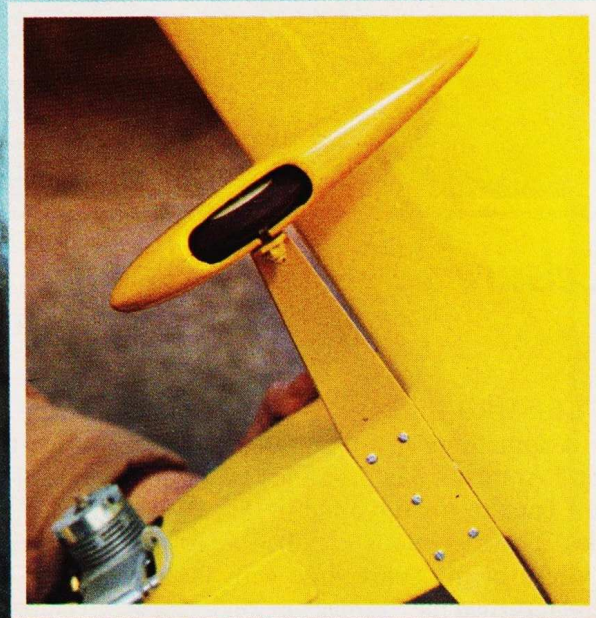
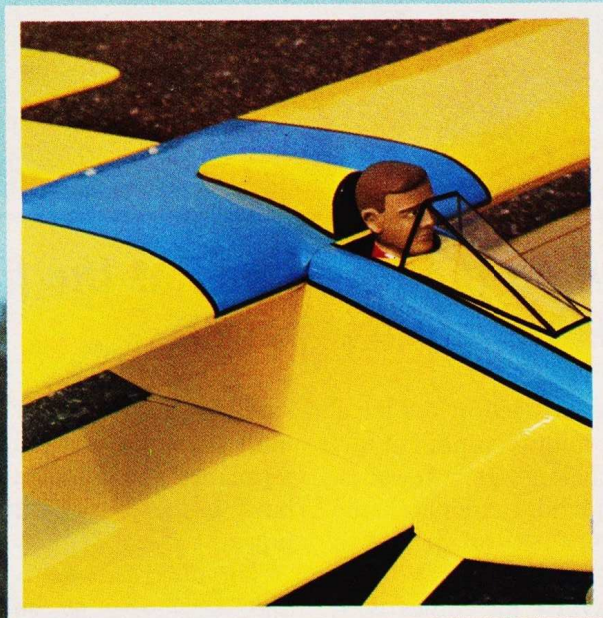


# TOP FLITE'S HOT KANARY

The Kanary is a Sunday flier's dream and an IMAC competitor's winner—it is indeed "hot"!



## by Art Schroeder and Dick Wilkes

**S**OME AIRPLANES catch one's eye because they are graceful in design, some for their racy appearance, others for size, format, or unusual design features. Still others are so pretty, everyone likes them. But some become "grabbers" because they are functional, completely purpose designed for a particular kind of flight. I believe Hal deBolt's early Live Wire Trainers and the often produced Ugly Sticks are great examples of this design school.

There are others over the years that have been highly successful simply because no "fat" was involved in their design—everything had a reason in this type of airframe. Just such a "no fat" design is Top Flite Models\* newest release, Hot Canary.

This little 35-inch wingspan biplane was designed for pure function—aerobatic biplane flying on .40-size engines. The moments are right, the area (674 square inches) is right,

it is clearly formed for low drag. The wings are sharply staggered to avoid interaction, fussy cabanes and interplane struts are non-existent, and its structure is light and sturdy with a minimum of parts. Full construction time, including covering, absorbed a bit more than 30 quick hours. In short, Hot Canary is a very functional biplane that fairly screams, "Performance is here!"

And in its functional quality there comes a charm—an extremely attractive look.

The Hot Canary is constructed completely of wood. Except for its windshield, landing gear, and wheel pants, it is balsa and plywood. Parts are die-cut and that process produced excellent fitting components throughout. There is little to fault in the material included. Indeed, I did not replace one piece in constructing this project.



## F&B: HOT KANARY

Along with all the wood, Top Flite includes in the Hot Canary kit a hardware package, glass-filled nylon motor mount, a fine spring aluminum landing gear and plastic pants, a beautifully drawn set of rolled plans, and—the real star of the ensemble—a 12-page instruction manual. Believe me, with this document it is virtually impossible to go wrong building the airplane. Each step is clearly described, both verbally and pictorially, and the sequence of construction is logical and efficient.

In building the Hot Canary, I followed the instructions to the letter and, frankly, there is not one thing I would change. In fact, even the appropriate adhesives are mentioned, as well as the use of certain common workshop tools to complete specific tasks. Nor would I change or modify anything in the little biplane's structure. It is truly a solid machine.

Basically, the Hot Canary has a slab-sided fuselage with internal doublers and longerons. The wings are very strong and of one-piece D-tube construction, while the tail surfaces are of sheet stock.

There really is nothing I can add to the instructions already provided, except to emphasize their use. This is one of those kits wherein the instructions not only guide you in the project's development, they also teach you a great deal about basic model building.

When all major components are finished, thorough sanding and shaping will be needed to develop the pleasant contours (particularly around the nose) of the Hot Canary. Most of the initial shaping was done with a marvelous new tool, Perma Grit\*. These metal sanding bars come in flat and curved sizes (some with two different grits, medium and fine) for a variety of applications. They are reported to last a lifetime in modeling use and I can believe this claim. After shaping out two projects, the one I used showed no effect at all. All finish-sanding started with 120-grit production paper and worked up to 400-grit wet-or-dry. But no matter, just be sure that any project you work on is finely shaped and sanded for, as many have said, "The real difference between a beginner and expert is a piece of sandpaper."

Most construction was accomplished

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with Carl Goldberg's Jet and Super Jet with occasional application of X-Cel. The glues and accelerators really speed construction and result in a solid airframe. The accelerator is particularly useful since it permits developing fillets at critical

strength points where parts may not fit as closely as one would like.

After all construction and finish-sanding was done, the entire airframe was covered with yellow Super MonoKote,

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