

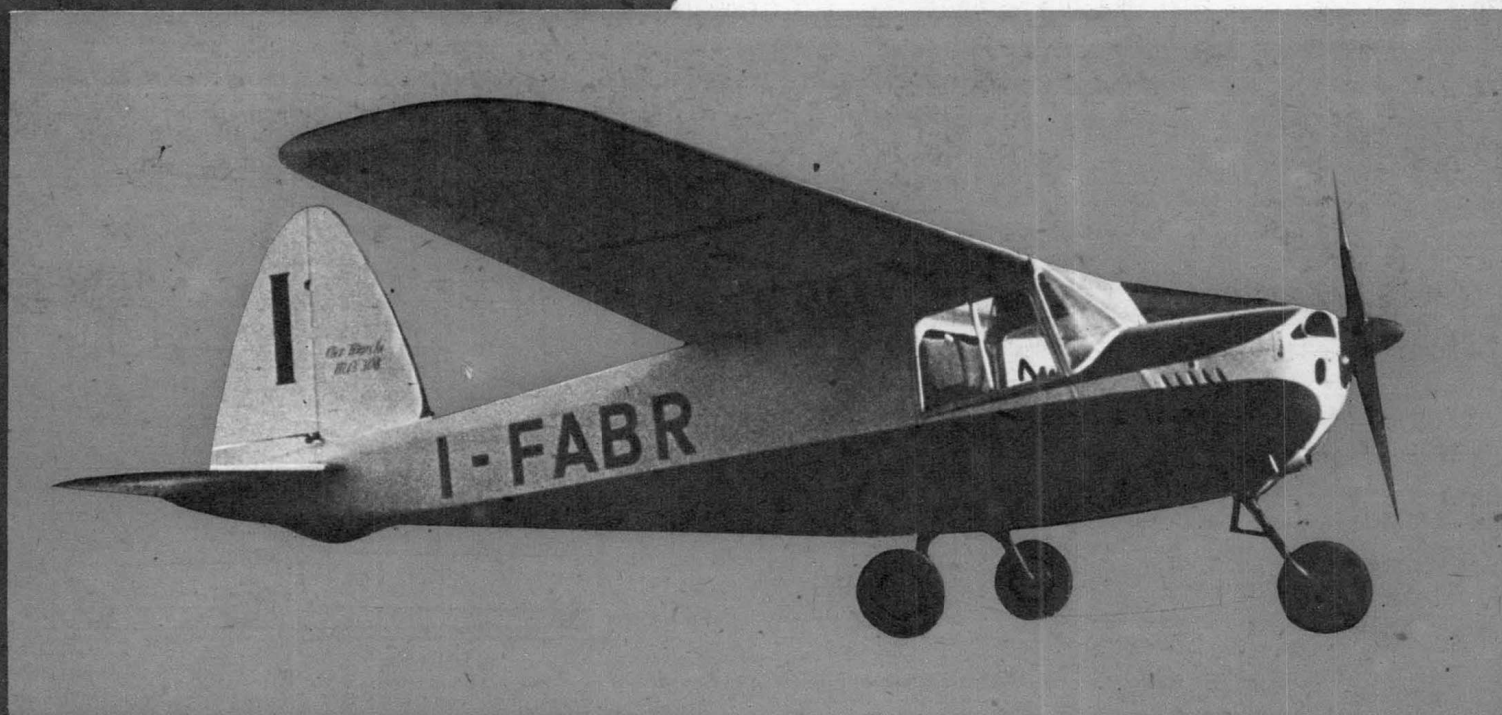
# Macchi MB-308

A design to warm the heart of any builder of rubber-powered flying scale models. This neat job also takes Campus A-100

**I**TALY'S top offering to the lightplane enthusiast, the MB-308, bids fair to become the favorite of all Europe. The wing is of a tapered cantilever design coupled with a simple fuselage of neat, compact design seating two side-by-side. Tricycle landing gear or twin floats may be used. It is sold with or without a motor; the continental A-65 is the recommended power. The price is \$3-5,000; no accurate means of computing cost is available due to fluctuating European currency. Span is 32' 9½"; length overall 21' 3½".

Ideally suited to a stable flying design, the MB-308 is presented here as a small scale job for T-56 rubber or CO<sub>2</sub> power. The model shown in the photos uses a Campus A-100 motor. Construction is simple and light. Use carefully selected balsa as specified.

Build two body sides on the plan side view. Assemble them as per top view and attach bulkheads



By CRISTO RUSSO

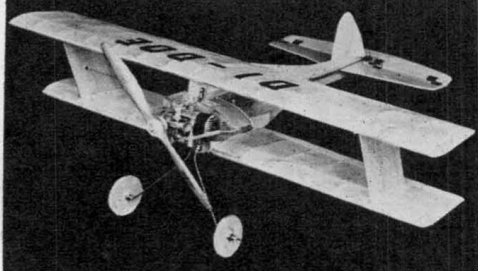
● Solid model builders can construct a same-size scale model right from these plans. The flying model clan can obtain full size working drawings as a part of Air Trails Full Size Plan #949.

and stringers, using hard 1/16" sq. throughout. Trace the nose block on soft balsa blocks; cut to outline shape; carve to contour; sand and give several coats of clear dope, sanding between coats. Cut the blocks in half and with a small gouge, hollow to the wall thickness shown. Cement together and attach to nose of fuselage. Bend and insert wire landing gear. Wheels are of balsa or celluloid. Small Trexler pneumatics may be used.

Stabilizer and rudder are of conventional construction. Exercise care to prevent any warpage. Cover with Jap tissue and water-spray. Give one thin coat of clear dope (use eight parts thinner to two parts dope).

Make a template from tin can metal of the largest rib (center). Proceed to cut ribs of 1/16" sheet balsa. Make a cut along the top surface; move the template down 1/16" and make another cut. Thus you have a rib 1/16" sq. Cut sufficient

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**Macchi MB-308**

ribs for top and bottom surfaces of the wing. Do not trim to proper length until assembly. A pencil line drawn through each rib at the main spar position will help when assembling the wing. Cut and prepare the leading edges, main spar and trailing edges. Pin them to the plan and cement the center ribs in place. Carefully cut to length and cement the tip ribs in place. Attach the wing tips. This raises the spars to the proper level so that the tops of the ribs can be cemented in place, trimming off at leading and trailing edges for proper fit. Turn the wing structure over and fit the bottom portion of the ribs in place.

Sight along the finished wing to check for good alignment, removing and replacing any defective ribs. Join the wing panels to form the center section, using odd bits of 1/16" sheet for gussets if desired. Cover the center section with light 1/32" sheet. Cut out the skylight and cover with thin celluloid or cellophane. Cover the wing with Jap tissue, water-spray and give one coat of light clear dope.

Now, back to the fuselage. Install the desired power plant and cover the entire structure with Jap tissue. Water-spray and dope. Cut out window sections and cover with thin celluloid. Cement the wing and tail surfaces in place; be careful to line them up properly.

Decoration consisting of cabin and door outlines may be added. Cut them of black tissue and dope in place. The "I" designates an airplane registered in Italy. Some letter combinations seen on the MB 308, are I-DONT, I-FABR, I-RAIC and I-LAGA. However, it would not be improper to substitute U. S. private aircraft license numbers.

Flight-testing is quite the same as for any simple model; balance the model at the wing tips and add bits of modeling clay to nose or tail as required, then easy glide test and last, power flight.

Our model balanced perfectly with the Campus A-100 and required only a slight warp in the rudder for right circling flight. We fly it indoors to add variety (and speed) to the usual slow flight of microfilm models. However, it is rugged enough to be flown outdoors on a calm day.

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