



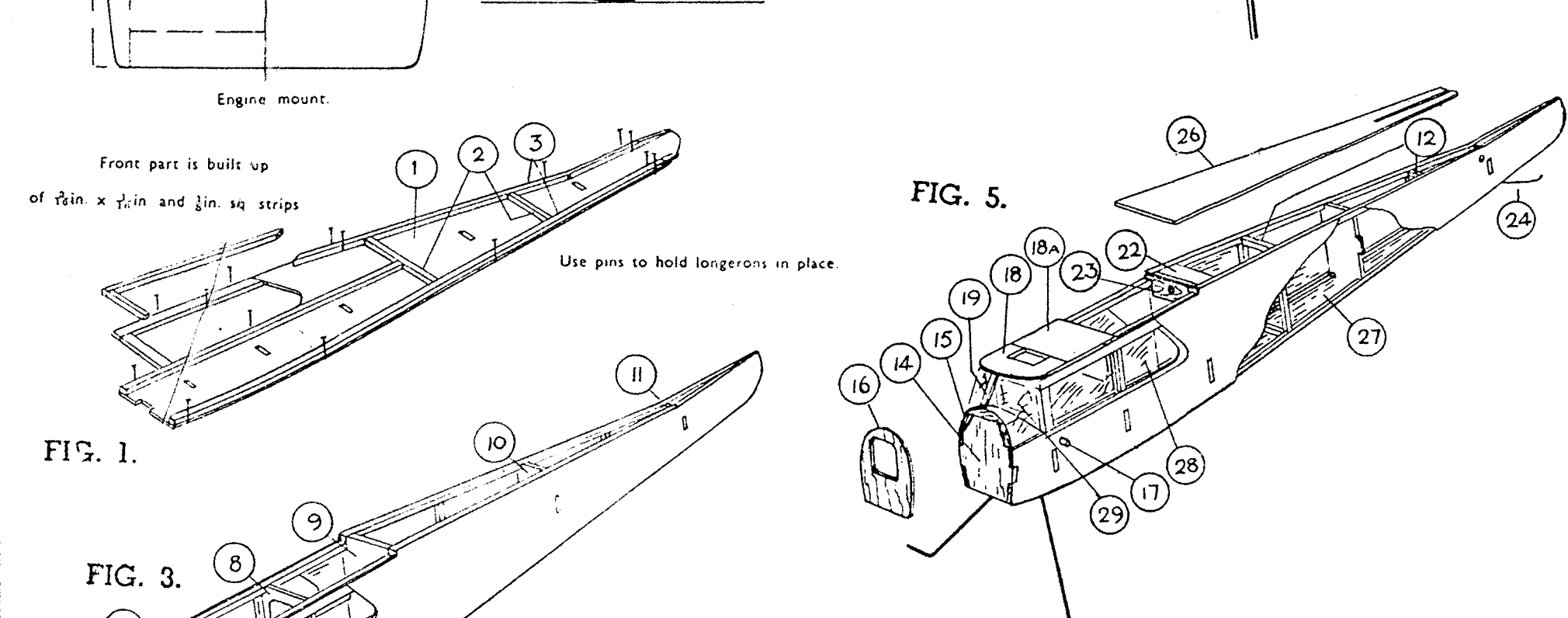
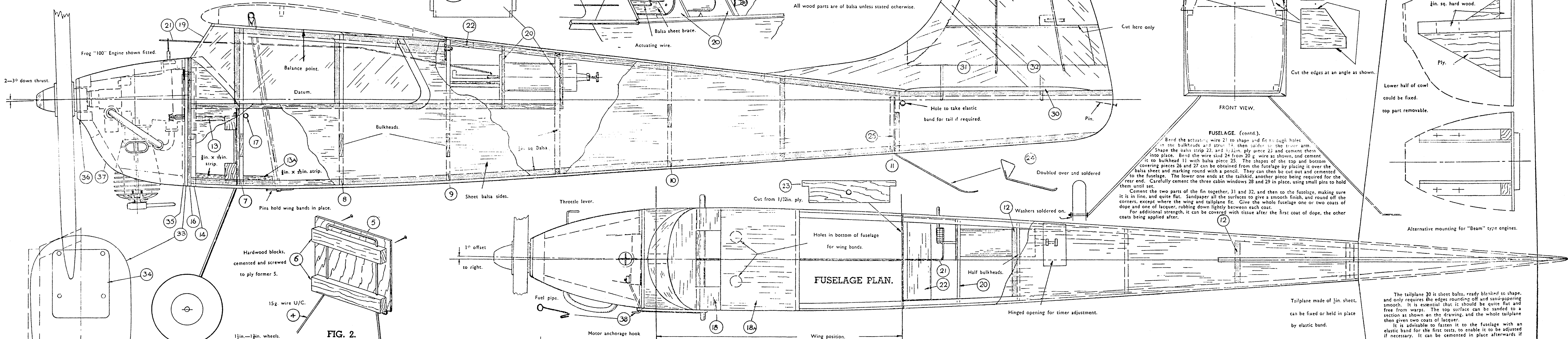
FROG "VIXEN" 36" SPAN SEMI-SCALE POWER MODEL.

Suitable for FROG "100" or any Diesel Engine up to 1c.c.

CAT. NO. 665KP.

Wing Area ... 182 sq. in.
 Length ... 23 1/2 in.
 Weight all up ... 10ozs.
 Loading ... 8ozs. sq. ft.

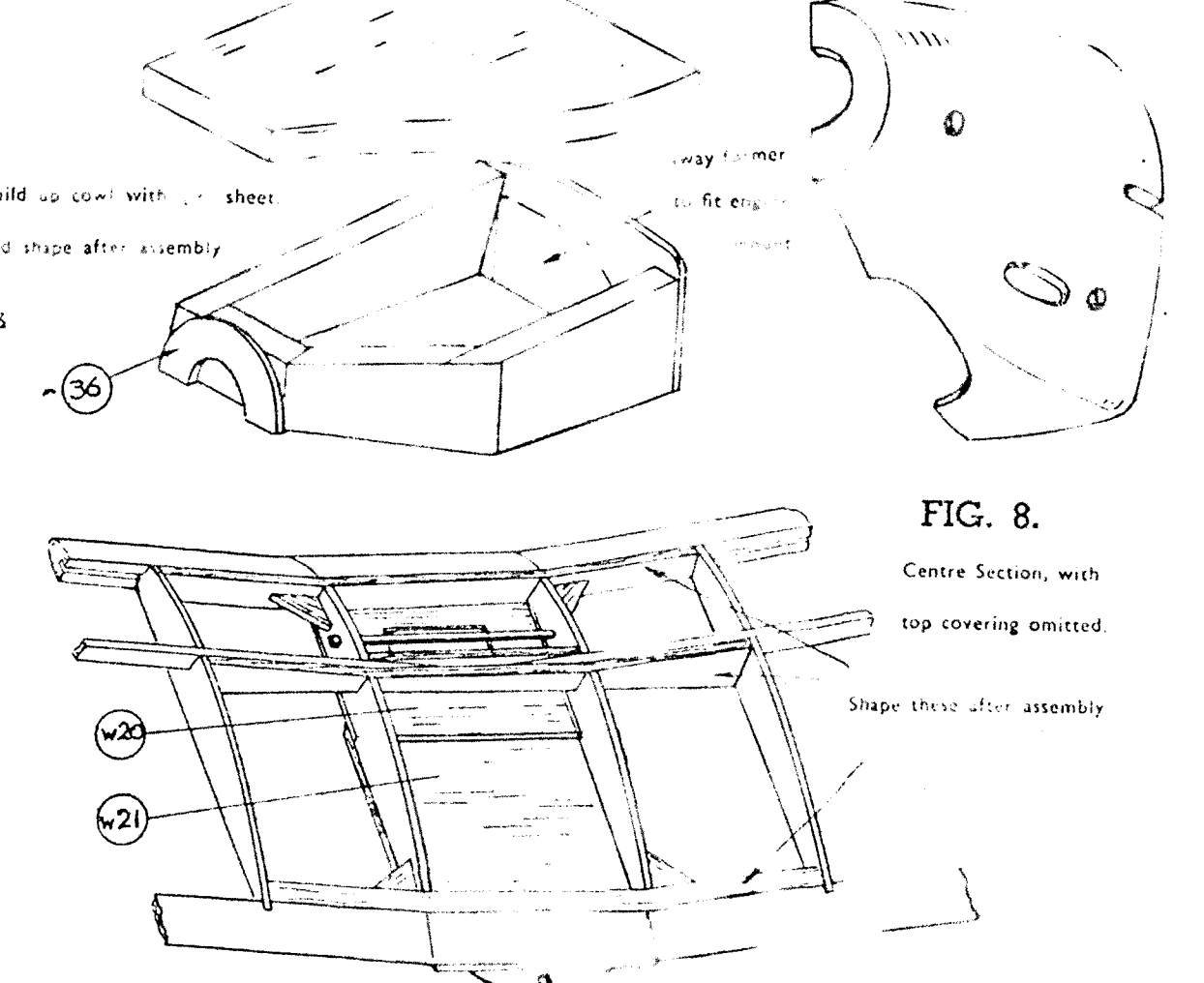
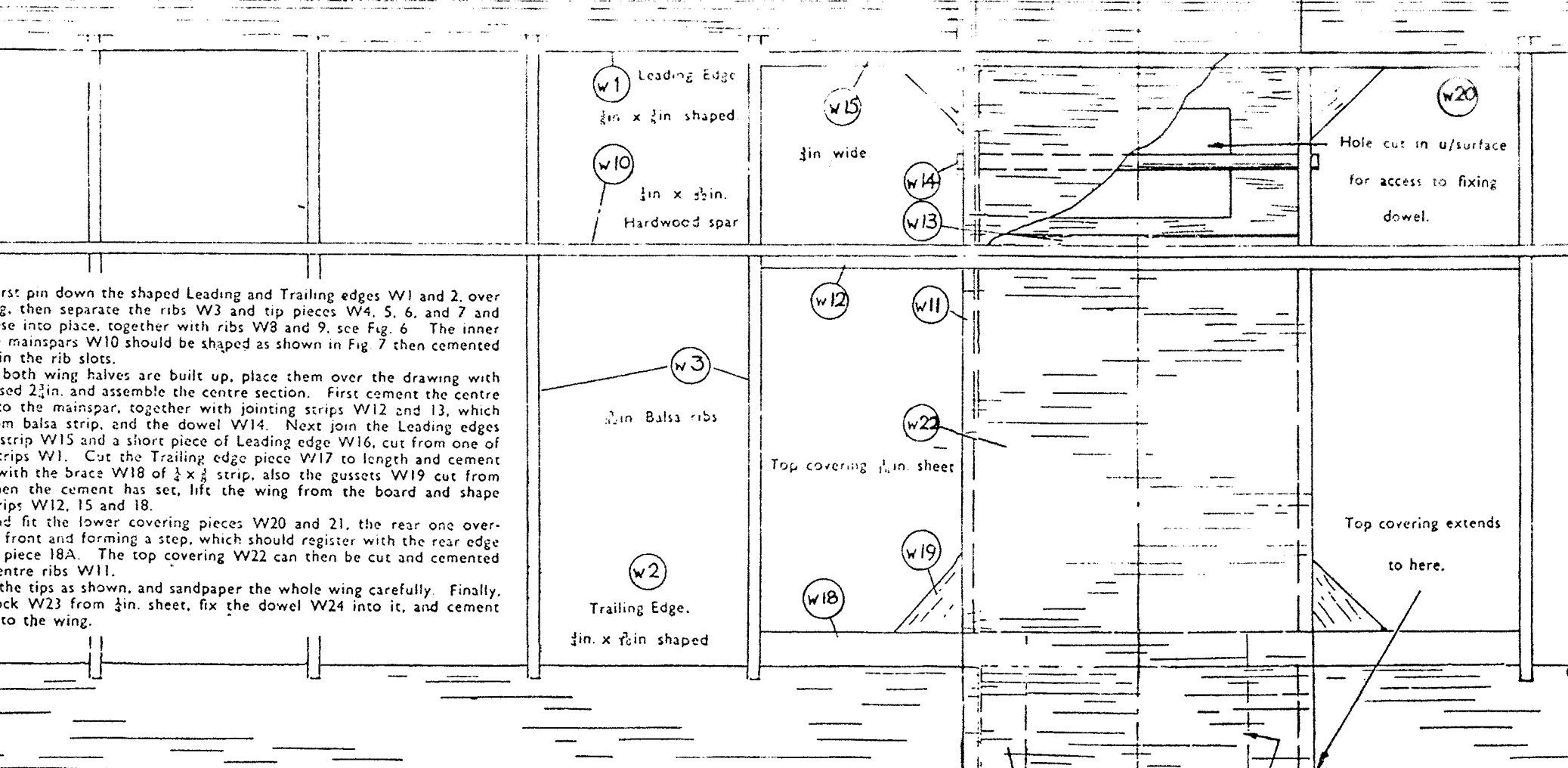
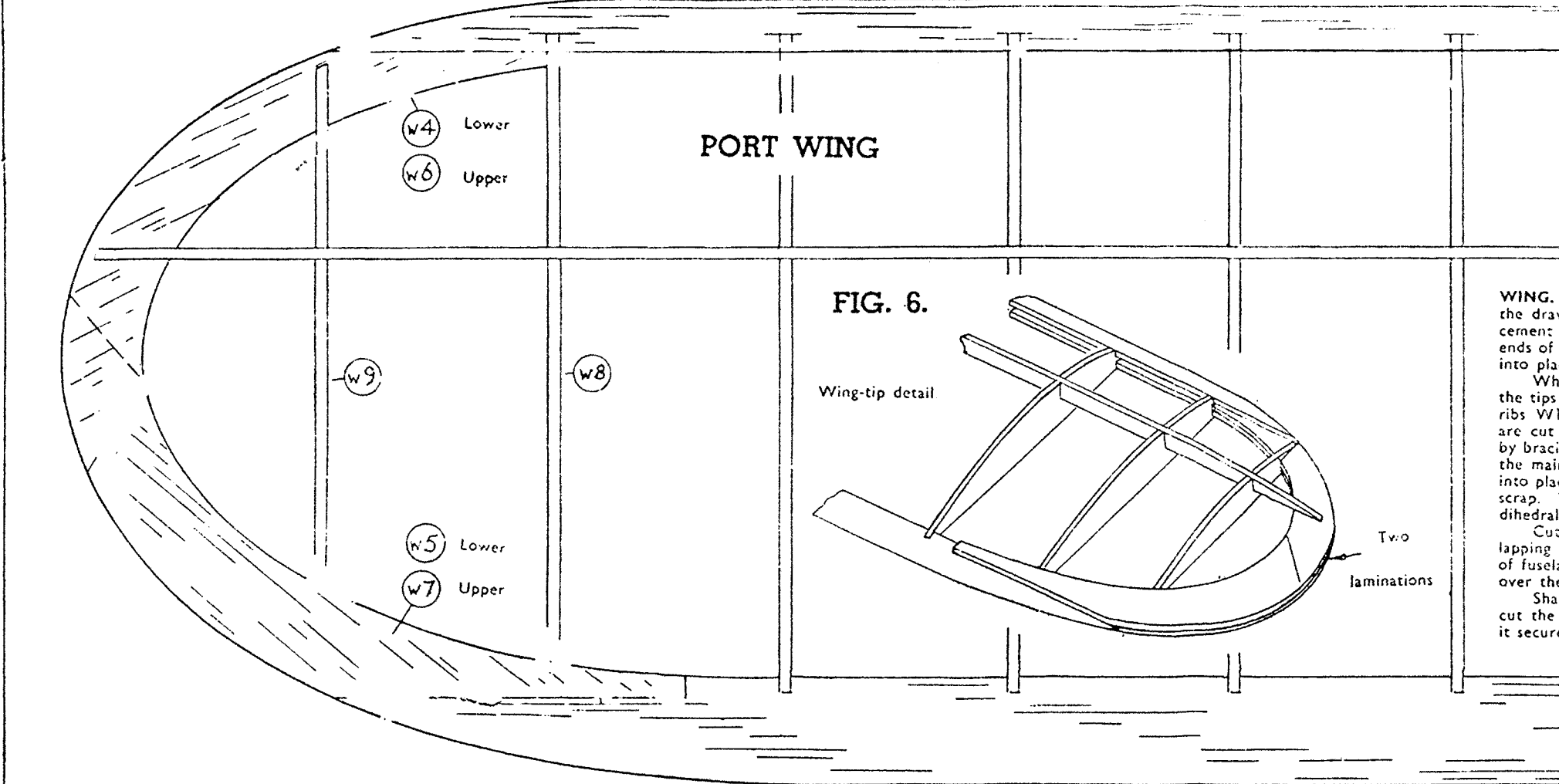
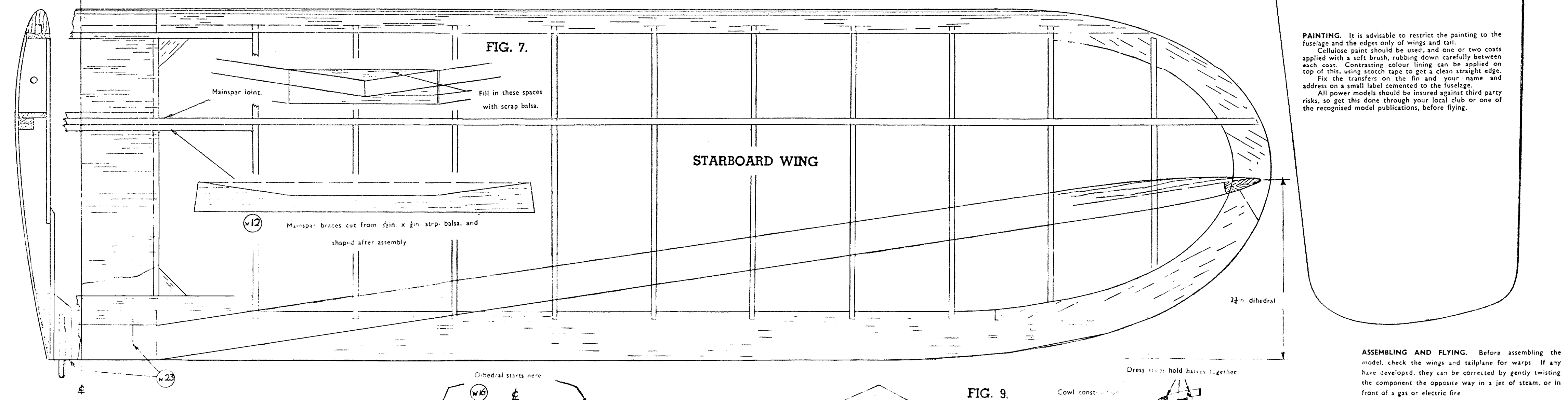
Designed and Manufactured in England by
INTERNATIONAL MODEL AIRCRAFT, LTD.,
 Morden Road, Merton, England.



FUSELAGE. First separate the stamped out side panels 1 from the sheets by carefully breaking away the surplus balsa, using a razor blade where necessary to ensure a clean edge. Note that parts 1, 18, 35 and 36 on the tailplane ribs and the tailplane 30 are not numbered on the wood, but there should be no difficulty identifying these. Mark the positions of the cross struts 2, 3 and cement these and the longerons 3 to the sides as shown in Fig. 1. Next make up the undercarriage unit as shown in Fig. 2 and cement it to bulkhead 7.

Assemble the sides with bulkheads 7, 8, 9, 10 and 11, locating them in the slots. The rear ends of the panels should be level, to ensure the structure being "true". Cement the struts 12 in place where shown and cut and fit the undercarriage reinforcement pieces 13 and 13a each side of bulkhead 7, followed by the nose former 14. Build up the decking 15 around this former, using three pieces of 1/2 in. sheet as shown in front view, rounded off after assembling. Well cement the ply nose former 16 to 14, and the motor anchorage dowel 17. Cement the cabin top piece 18 into place (there will be one spare piece of struts in the kit) and 18a, which should be cut from 1/4 in. sheet, also the strut 19.

Install the timer next, if one is being used. Refer to Fig. 4 and cut the two half-bulkhead 20 from 1/2 in. sheet, making the holes to fit the timer unit. An extension piece of 16 g. wire should be bound with wire and soldered to the operating arm as shown in plan view of fuselage.



COVERING. The wings are covered with tissue, using a paste made with the powder supplied, or dope, as an adhesive. Use four pieces of paper, starting with the underside. Aim at getting an even surface without any large wrinkles, but do not attempt to pull it too tight, as the water spray and dope will tighten it. Start by pasting the tissue to the centre rib W11, then to the tip, pulling gently to ensure a smooth covering. Then paste down the Leading Edge and Trailing Edge, smoothing out the tissue gently along the wing. Next cover the top surface in a similar manner.

When completed and the paste has dried, spray with water, and hang wing at a time, and when partly dry, pin down to a flat board to prevent warping. Repeat this with the other half, and when the paper is thoroughly dry, apply one coat of dope and pin down again, when begins to dry off. One or two coats of lacquer can be given to it after the dope has thoroughly dried.

ASSEMBLING AND FLYING. Before assembling the model, check the wings and tailplane for warps. If any have developed, they can be corrected by gently twisting the component the opposite way in a jet of steam, or in front of a gas or electric fire.

Fit the wing to the fuselage first, by inserting two bands round the dowel W14, placing the wing in position and pulling the bands through the top and bottom holes in the fuselage with a wire pull-through, and anchoring them with pins. Fit the tailplane in position and pass a long thin band through the hole in the fuselage, stretch it over the tailplane, each side of the fin, and hook the ends over a pin at the rear. Fasten the motor on with one band each side, between the dowel 17 and hooks 38.

The model should balance at the point on the drawing, when completely assembled. If it varies more than 1/4 in. from this, balsa weight should be added to correct it. Make sure that the wing and tailplane are in line and sit squarely on the fuselage, and at right angles to the fin.

Pick a calm day for your first tests and glide the model into wind, preferably over long grass. It should glide straight and evenly and any turn should be corrected with the trim tab before proceeding further. If the model tends to keep its nose up and stall, adjust the tailplane by slipping a thin piece of balsa or card under the L. edge, but if it is inclined to dive, put it under the T. edge. The lower edge of the fin will need cutting away to allow for this adjustment. When you are satisfied, try a short flight with the engine at half-speed, by reducing the compression. It should make a steady left-hand climbing turn, but if it is too tight, offset the engine a little more to the right, or alter the rudder tab.

Gradually increase the engine speed with each flight, making adjustments to the thrust-line or rudder, if necessary. Make sure the timer is working properly, and do not forget to set it before each flight.