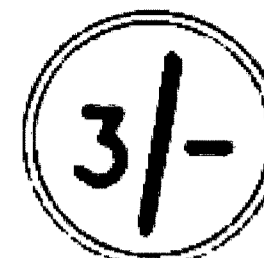


GOSSAMER.



DESIGNED BY
K.L. STOTHERS.
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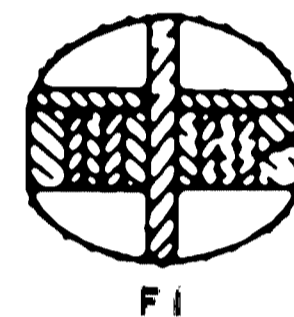
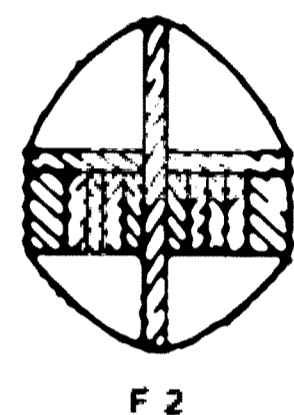
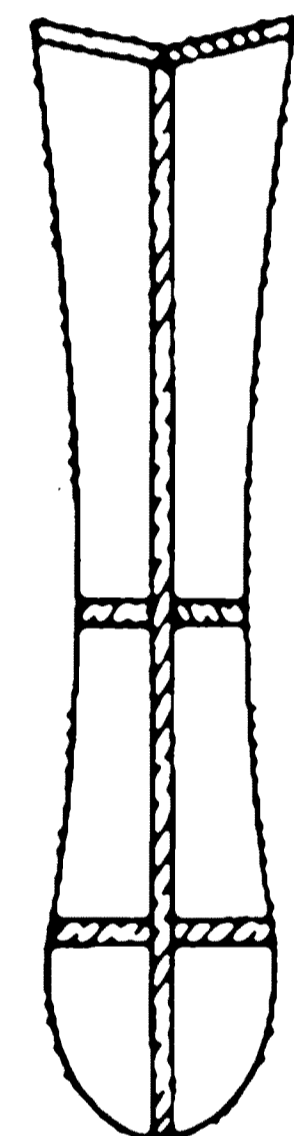
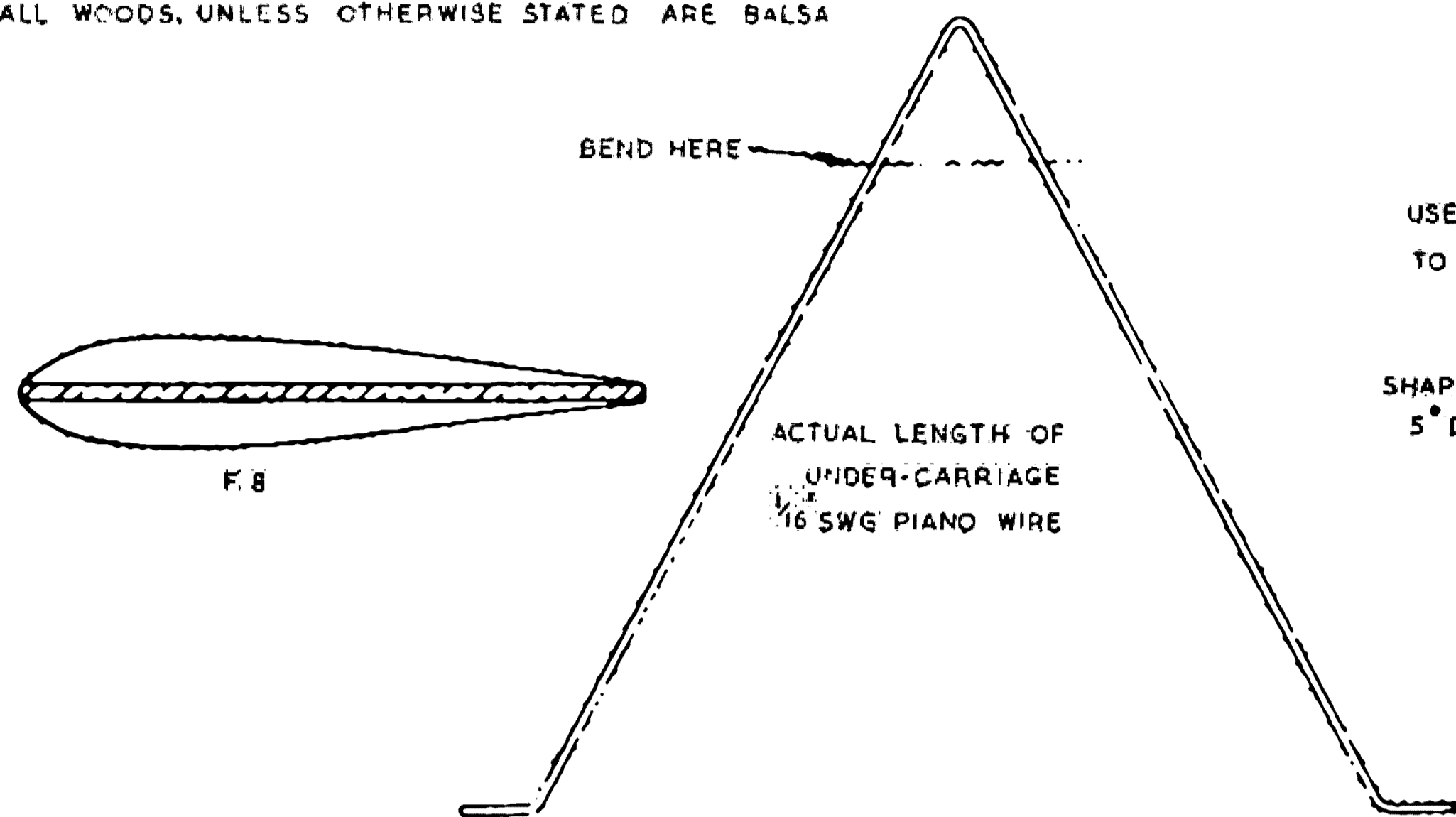


THE AEROMODELLER PLANS SERVICE.
THE AERODROME, STANBRIDGE, NR LEIGHTON BUZZARD, BEDS.

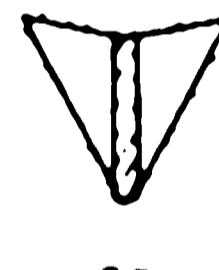
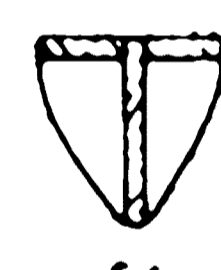
ALL WOODS, UNLESS OTHERWISE STATED ARE Balsa

POWER
ORIGINALLY POWERED WITH AMCO .87 CC
BUT ANY DIESEL OF .5CC-1CC WILL DO

SHEET		MATERIALS REQUIRED	
5	SHEETS OF 3/32 x 3" x 36" SOFT OR MEDIUM Balsa	HARDWOOD:	1" SO x 1/16" PLYWOOD
1	1/16 x 3" x 36" MED Balsa		1/2 x 20" x 1MM PLYWOOD
1	3/32 x 3" x 36" MED OR HARD Balsa		2 PIECES 1/4" x 1/2" x 4 1/2" (ENGINE BEARERS)
2	1/8 x 3" x 36" " " " "		MISCELLANEOUS:
			20G ALUM SHEET & THIN ALUM TUBING
			THIN CELLULOID SHEET, 14 SWG PIANO WIRE
			1/2" DIA WHEELS, TISSUE, DOPE & VARNISH

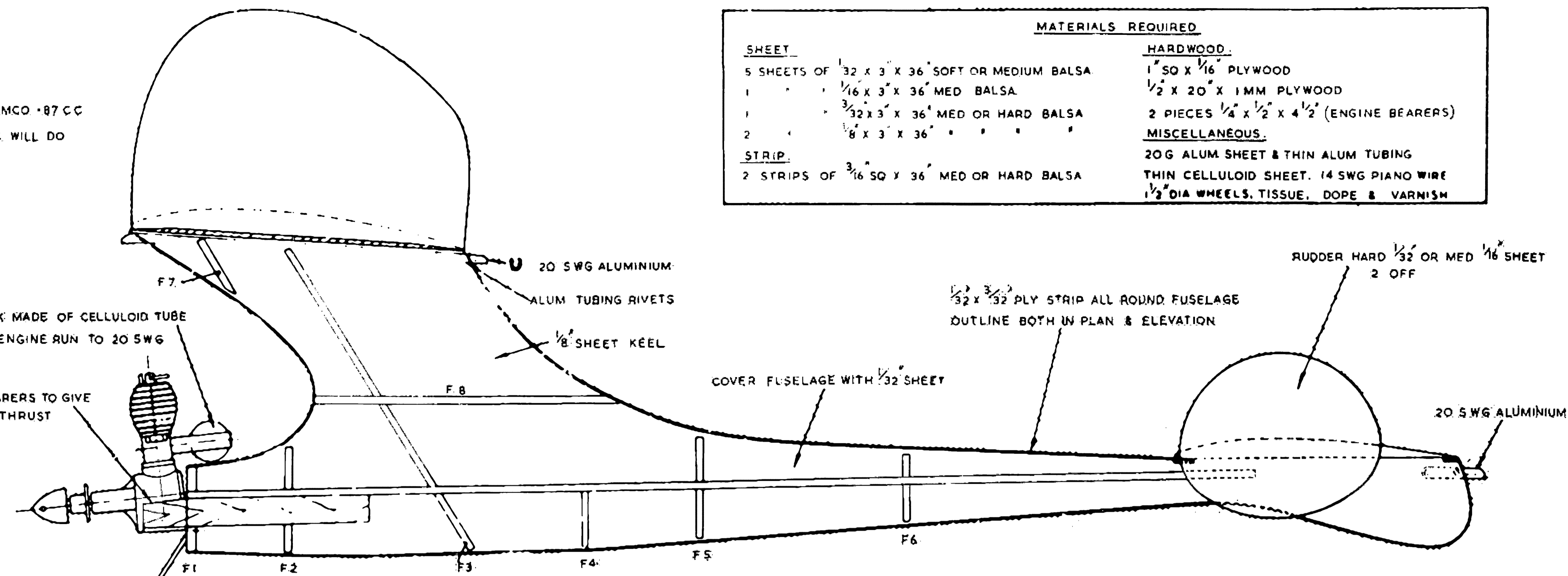


ALL FORMERS FROM 1/8" SHEET.



F3

MOUNT THE ENGINE & 1/4" ON TO THE BEARERS SHAPING THE BEARERS TO GIVE 5° DOWNTHRUST & 2° LEFT SIDE-THRUST OFFER THIS UNIT UP TO THE MAIN FUSELAGE KEEL & CUTAWAY FOR 1/4" AS NECESSARY. FIT PACKING STRIPS BETWEEN THE BEARERS & KEEL AS SHOWN IN SECTIONS, THEN CEMENT THOROUGHLY & CLAMP TOGETHER UNTIL HARD WING & TAIL ADJUSTMENT HOOKS FORMED. FROM 20 SWG ALUMINIUM, BEND INTO A 'U' SECTION & CUT AWAY TO FIT OVER THE 1/8" Balsa KEEL THE SECTIONS ARE THEN DRILLED IN POSITION & ATTACHED WITH RIVETS MADE FROM SMALL PIECE OF ALUM TUBING BEFORE CEMENTING THE RUDDERS IN POSITION MAKE A PACKER FOR THE T.E. OF PORT RUDDER, I.E. SO THAT LEFT RUDDER IS APPLIED & ONLY CEMENT THE RUDDER LIGHTLY UNTIL FINAL ADJUSTMENTS ARE MADE THE DESIGNER'S MODELS HAVE ALL BEEN COVERED IN COLOURED TISSUE, DOPED WITH 2 COATS OF THINNED DOPE & ONE COAT OF CLEAR VARNISH TO FUEL PROOF THE STRUCTURE



TRIMMING. THE COMPLETED MODEL SHOULD BALANCE AT A POINT APPROX MID-WING CHORD. TRIM FOR A LONG FLAT GLIDE, WITH NO STALLING TENDENCIES AT THE END, BY ADJUSTING TAIL INCIDENCE BY PACKING UP TO 1/8". IF THE DESIRED GLIDE IS NOT OBTAINED, INCREASE OR DECREASE THE WING INCIDENCE FOR DIVE OR STALL RESPECTIVELY. BE VERY THOROUGH WITH THE GLIDING TRIM AS IT EFFECTS THE WHOLE FLIGHT POWER CAN NOW BE USED & THE MODEL MAY CLIMB STRAIGHT UP & STALL AT THE TERMINATION OF THE POWER RUN CORRECT THIS BY APPLYING MORE LEFT RUDDER 1/16" AT A TIME NOT BY INCREASING DOWN OR SIDE THRUST (UNLESS THE AMOUNT STATED ON THE PLAN HAS NOT BEEN USED) IF THE MODEL TURNS TOO STEEPLY TO THE LEFT UNDER POWER & NOT ENOUGH WHEN GLIDING FIT A FINER PITCH AIRSCREW 7x5" OR 7x4".

