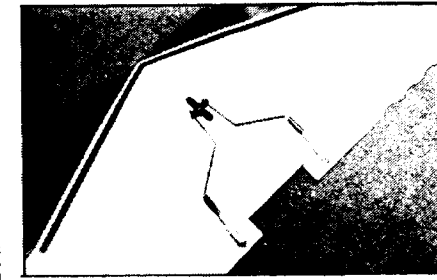
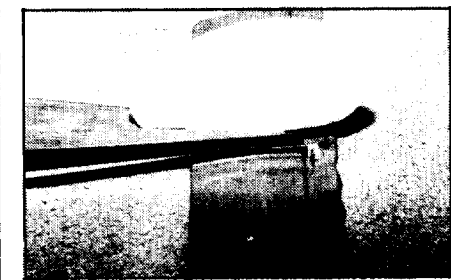


# 'MATCH-STICK'

F1. You can now add the front upper 1/8 in. sq. stringer and the upper fuselage sides. Use a medium grade balsa for the curved upper front decking and it should pull round the curve satisfactorily. Sheet the fin and add the leading edge and the 1.5mm ply wing mount plates.



Before sheeting the lower fuselage, fit the elevator control snake tube. Make up the lower cowling duct from 1/8 in. balsa, carve and fit very soft balsa check cowls then with a razor saw, carefully cut away the engine cowl area so that the engine can be fitted.

Before constructing the wings you will need to make up a pair of torque rods to operate the inset ailerons. Note that the wings are built upside down on the plan. The undercarriage is a plug-in fit and is really only intended for static display. Both servos are mounted on hard balsa rails with plenty of room available for receiver and battery pack. Final touches before covering include a tail-skid, ply reinforcement for the wing retaining screw on the wing undersurface and a cockpit.

Above: no rudder and ultra simple elevator connection on the Matchstick. Elevator is hinged with film and is thus fully sealed.

Above: Matchstick aileron connection is completely external for real simplicity. Torque rods and internal linkage is easily possible within the fuselage however.

**Flying Small Models**  
 Firstly fix yourself up with some 20% Nitro fuel, a 1.5 volt glow battery (A 1.2AH Ni-Cad

cell is fine) and choose a calm day. Fuel up the motor and use either hand-start or the spring starter. Don't use your normal hi-torque 12-volt starter! These small motors nearly always need a prime through the exhaust to set them off.

Set the needle valve with the nose slightly high and be very delicate, open the needle ever so slightly from the optimum 2-stroking setting and check over the controls before launching. Do have someone experienced to launch the model, neither a full-blooded hurt nor faint-hearted drop are going to help!

Once airborne, don't allow the model to get too far away, particularly downwind, far better to continually fly upwind (and out of the sun if possible).

If the engine does go off song from being over-rich then putting the nose up will sometimes lean out enough or just as good, cause it to cut!

Once the engine has cut you will find the glide quite fast and landing approach has to be planned and executed smartly. With a little practice you will find that you can land the model at your feet 'deadstick' every time.

Roll rate of these tiny models is usually very fast but surprisingly they are not usually twitchy. With a wing loading of less than 3oz/sq ft, the models are not prone to tip-stalling either.

Next month — What's available in the 'Surfcase Scale' market place.

