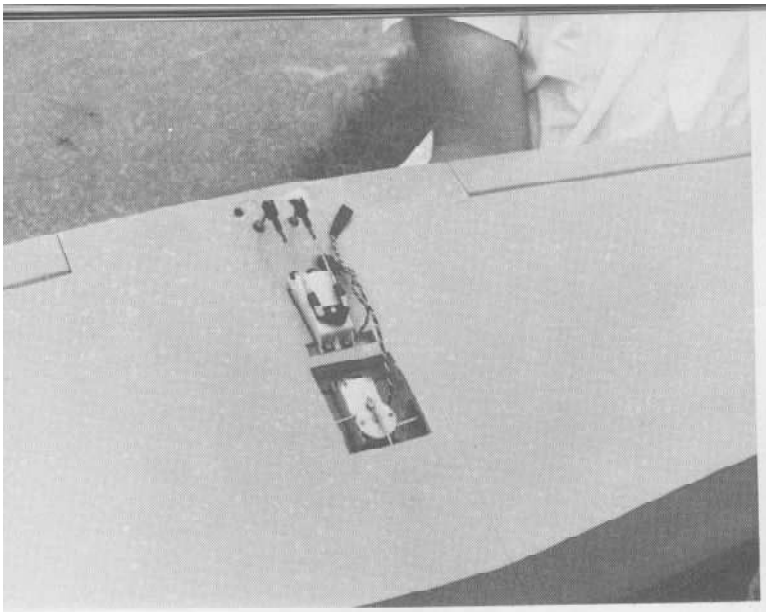
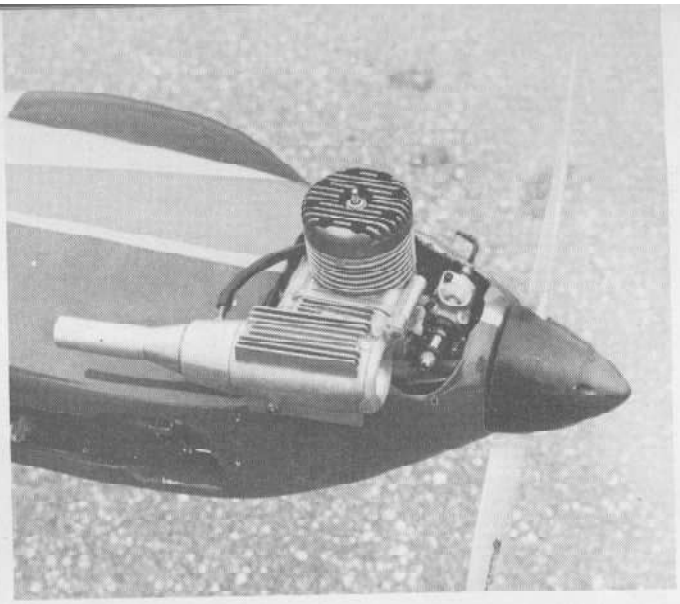


View of the wing showing installation of aileron and retract servos.



Another view of the power end showing side-mounted Super-Tigre G.60 eng.

COMPENSATOR . . . CONTINUED

move wing, which now has F-2A attached, drill into wing through holes in F-2A and install dowels. Wing is now placed in fuselage, re-aligned properly and an electric drill used to drill through wing and into maple block to accommodate the nylon wing mounting bolts. Tap maple block for ¼"-20 bolts and enlarge holes in wing to facilitate free movement of bolts. Glue $^{1}/_{16}$" plywood plate to wing and reinforce center section of wing with 3" fiberglass cloth.

Assuming the horizontal stab construction has been completed during the interim periods of waiting for glue to dry, the stab is now glued to fuselage. Here again care should be exercised to guarantee proper alignment of stab as it relates to wing and fuselage. Add triangular stock bracing at formers F-1, F-2, F-4 as well as plywood tank floor. Tack glue top block in place and carve to shape. Remove block, hollow inside, as indicated, and permanently glue to fuselage.

Glue vertical fin in place along with fuselage "pan" construction on bottom of wing. Half-inch balsa bottom in nose wheel well is carved to shape and cut-out made for nose wheel in retracted position. Nose blocking and canopy complete the construction, with the exception of fillets which are built during the finishing operation.

FINISH

The finishing method used on the Compensator is silk, dope and acrylic lacquer. I have found that the following gives me a fast durable finish. One will note that a wood canopy has been used to eliminate the problems and work of an acetate canopy.

Upon completion of construction, sand the entire airplane with #400 sandpaper. Then apply two or three coats of clear dope sanding between coats with #400 sandpaper. This is done primarily to seal the wood from moisture used in wet sanding. The entire airplane is then covered with silk, including control surfaces. The silked airplane is then doped to fill the grain in the silk. Again, sand between coats with #400 sandpaper. Several coats of dope are needed to completely fill the silk. At this point the canopy and fillets are applied. We have found Epoxolite to be a satisfactory material to use for wing fillets, etc.

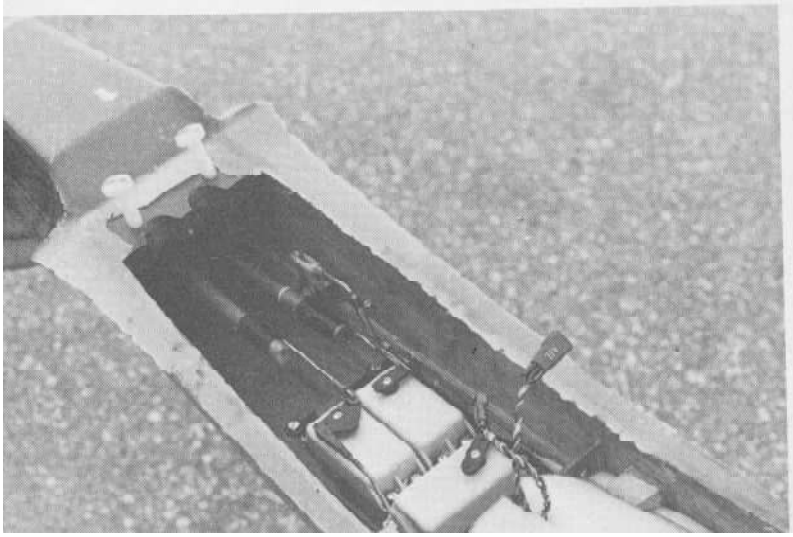
Experience has proven that the adherence of dope over the Epoxolite leaves a great deal to be desired; therefore, we don't apply any Epoxolite to any areas until the last coats of dope has been applied. After all fillets have been sanded and shaped, apply acrylic lacquer primer. Primer should be sanded wet with #400 sandpaper. Primer as well as the acrylic lacquer should be plasticized. I have had very good results using Southern R/C Products' "Flexall." After primer coats have been applied and sanded smooth, color coats are then sprayed and allowed to dry for a minimum of 24 hours. The entire model is either wet sanded with #600 sandpaper or compounded. Thoroughly clean the airplane and apply decals. Due to the inability of acrylic lacquer to withstand fuels it is necessary to protect the finish. I have found that a coat of clear "Super Poxy" sprayed over the entire airplane results in an almost indestructible finish. To date I have experienced no problems with this method.

FLIGHT TEST

If the airplane is built accurately, free of warps, etc., little flight trim will be needed. Throws for control surfaces are shown on the plans. Surfaces should be placed in neutral prior to the first flight. After flying adjust the surfaces for straight and level flight. Next,

(Continued on page 52)

Lots of room in the fuselage for the forward mounted flight system.



Aft end of the fuselage showing elevator and rudder pushrod hook-up.