THE WASP

By W. A. DEAN

For the Fuselage. Select a 7½ in. length of ½ in. square hard balsa, and cement the nose piece and undercart, as shown in the plan. Add firmly the tail hook and celluloid washers to the nose piece.

The propeller is cut from 1/16 in. sheet and steamed to shape. The propeller shaft is cemented to it, and the hook bent over after it has been threaded through the nose-block.

The wing is next made from medium 1/16 in. sheet, the centres cut out, and the 1/16 in. by 1/16 in. braces cemented in place. The wing mount is made from ½ in. sheet and sanded to a streamline shape. Finally, cement it to the wing, making the dihedral under each tip 1 in.

The tail assembly is made entirely out of 1/16 in. sheet, including the fins.

Assemble the parts to the rigging diagram, after first sanding smooth. A glance at the plan will show how the wing can be made detachable if required.

The covering of the original wasp was yellow and black superfine tissue. Cover the wings and stabiliser in yellow and dope ¼ in. bands of black tissue at equal distances along the fuselage. All the surfaces are only covered on the top side except the fin, tightening being done with water alone.

Power is four feet of 1/16 in. by 1/16 in. rubber for outdoor flying (arranged in three loops). 32 in. arranged in two loops is sufficient for indoor flying. A small ring is attached to the rear end of the elastic, so that it can be taken off the hook and stretch wound. The model should balance level when held by the wing tips.

Lubricate your motor, brush the shavings out of your hair, and your "Wasp" is ready for its first trip into the rafters. Adjust the rudders to make it fly in circles about half the width of the club hall. Give her all she'll take (500 is the limit), place on the ground, then dash for cover and prepare to see aerial history made.

For the doubtful, quite safe r.o.g.'s *can* be made with this type of undercart, because by the time the supporting fins are off the ground the model is sufficiently air-borne to remain upright.