get *straight* 1/16x2x36, great. Otherwise strip a 2" piece out of the center of a 3" piece. You can make the trailing edge web out of the scrap from this operation, if you're careful.

Eighty percent of the assembly can be completed nailed to the board, including controls installation and top planking. First pin the bottom T.E. piece down on the plan; over waxed paper, of course, since we recommend white glue. Assemble the shaped engine bearers to the spacer and set for ½ hour. Locate and drill engine mount bolt holes at this time. Pin and block the tip ribs in place. The next steps end up all at the same time, so have everything ready at hand.

Contact cement the tank in position on a center rib. Slide the leading edge piece thru the engine mount assembly. Glue both center ribs to engine mount also gluing the leading edge. Immediately locate these over the plan and pin into position—use a scrap piece of 1/16 to keep the root (#1) ribs lined up. Continuing rapidly, glue the leading edge to both tip ribs and check alignment (squareness). Glue in both other center ribs (#1). Work the bottom spar into position and glue it five places. Continue smoothly on, by gluing in the remaining ribs, followed by the top spar. Don't stop yet! Pull the pins from the trailing edge and glue the top trailing edge piece down, re-pinning. We find that a piece of ½ square hard stock pinned down on the trailing edge helps get a good uniform glue joint. Before taking a deep breath, glue in the false ribs. Now, take a five-minute break.

Returning with glue bottle in hand, cement the lead-out tubes on the inboard tip piece, and then assemble and glue both tips and braces. Assemble the bellcrank screw with one nut and a washer into the bellcrank mount. Glue the 3/16 x ¼ spacer on the spar and glue in the bellcrank mount. Glue in all trailing edge web pieces, the two spar tip webs, and the tip weight.

Assemble the partially bent 3/32" dia. pushrod to the bellcrank; assemble the lead-out wires to the bellcrank and bolt in ye bellcrank. Don't forget to thread the lead-outs through the wing. Tape the pushrod to trailing edge in a square position and plank the top center section. Take a nap.

Assemble stabilator and booms complete with hinges and cloth tape reinforcement. After the wing frame is completely cured, remove it from the board and complete bottom planking. Then assemble the ⅛" ply piece across the engine bearers and glue in the ⅛ fillers. Drill out engine mount holes and install blind mounting nuts. Add the ¼" fill pieces on the engine side of the bearers. Finally shape the ½" balsa pod and glue it in place. After sanding and clean up, we recommend a piece of light glass cloth and epoxy or polyester resin to reinforce the center section back to the spar and out maybe an inch either side.

If using paper covering, either glue the booms on before covering to get a good joint, or punch many little holes through the covering with a pin to get glue penetration in the boom joints. Sand surfaces smooth and cover the wing using your favorite method (we couldn't care less how you do it). Fuel proofing and coloring should be held to bare minimums, but be certain you SEAL the surfaces completely. Weight is our enemy. Most of the ten test ships are Silkspan covered with four to six coats of fuel-proof dope. Diesel rigs don't need fuel proofing, nitrate dope is adequate.

If you have properly performed all of the pertinent procedures you should now possess a precisely positioned pile of potent parts weighing between 6 and 9 ounces, without powerplant. Add engine, prop, fuel and lines.

Provisional FAI Combat Rules call for the following goodies: 1) Lines are 52'3"x.012 dia., two lines mandatory; 2) Matches are four minutes long; 3) No kills recognized; 4) Two airplanes and lines may be used during a match—steamer is used for entire match; 5) One point per second awarded while in the air; 6) 100 points per *streamer* cut—no points for cutting string; 7) Streamer 6½ ft. string, 1⅛"x9'10" crepe attached to CL of Model.

There is evidence that FAI combat will become official before 1968. We'd better get ready. Late word in from England via Dan Jones, is that Rich Wilkins used the Oliver Splinter Dan gave him after the World Champs to walk through a field of 43 entrants to win the British Summer Gala on Oct. 9. It appears that the Splinter and variations could become a standard.

Your first flights should be used to make final turn adjustments on the stabilator by shimming under the control horn to shift in more up or down until the turns are equal radius.