

PLY PLATE (REF A)

DO NOT DRILL FOR BEAM MOUNT

FINS & TAILPLANE 3/32 SHEET

5° DOWN THRUST

REINFORCING PINS PUSHED IN TIP THUS

TO SUIT ENGINE BEAM MOUNT

1/16 PLY STRUTS (2 OFF)

F1 PLY 1/8

F2 L OFF

F3

F4

F5

F6

1/4 SQ Balsa KEY (REF B)

F2

2 x 1/16 PLY PLATE REF C

ALL FORMERS 1/16

F3

F4

F5

F6

DETAILS OF MOUNTING FOR COX PEE-WEE 032"

F1 DRILLED THUS

FILLET D

F2

F3

F4

F5

F6

1/16 SHEET TOP

1/16 SHEET BOTTOM

1/16 PLY SKID

1/4 SLOT CUT IN BELLY

TIN PLATE CROSS, AND BOLTS SOLDERED TO IT, OTHER SIDE TO MOTOR.

BOTTOM RIBS

CELLULOID WINDSCREEN

R 1 2 OFF

R 2 2 OFF

R 3 2 OFF

R 4 4 OFF

R 5 2 OFF

TOP RIBS

R 6 2 OFF

R 7 2 OFF

R 8 2 OFF

R 9 4 OFF

R 10 2 OFF

R 11 2 OFF

ALL RIBS 1/16

ALL WOOD Balsa, UNLESS OTHERWISE STATED

SIDE VIEW

PLAN

TOP WING

BOTTOM WING

COVER MODEL WITH LIGHT WEIGHT TISSUE

WHIPPET
 M A 309 J. WYLIE 2/6
 SPAN 17 1/2 LENGTH 13 1/2
 FOR 15 - 32 CC ENGINES
 © MODEL AIRCRAFT 1959
 19 20 NOEL ST LONDON W1

WINGS & STRUTS HELD IN PLACE BY ELASTIC BANDS

DETAIL OF U/C MOUNTING ON TO 1/16 PLY PLATE
 16 SWG WIRE STITCHING - STRONG THREAD

PLAN OF FUSELAGE

CENTRE STRUT 1/4 SHEET

TACK CEMENT COWL IN PLACE.

HOLE TO SUIT CYLINDER HEAD IF MOTOR IS MOUNTED ON SIDE

TETHER POINT FOR R.T.P

3/16 SHEET TIP.

NOTE - WHEEL NOT SHOWN.

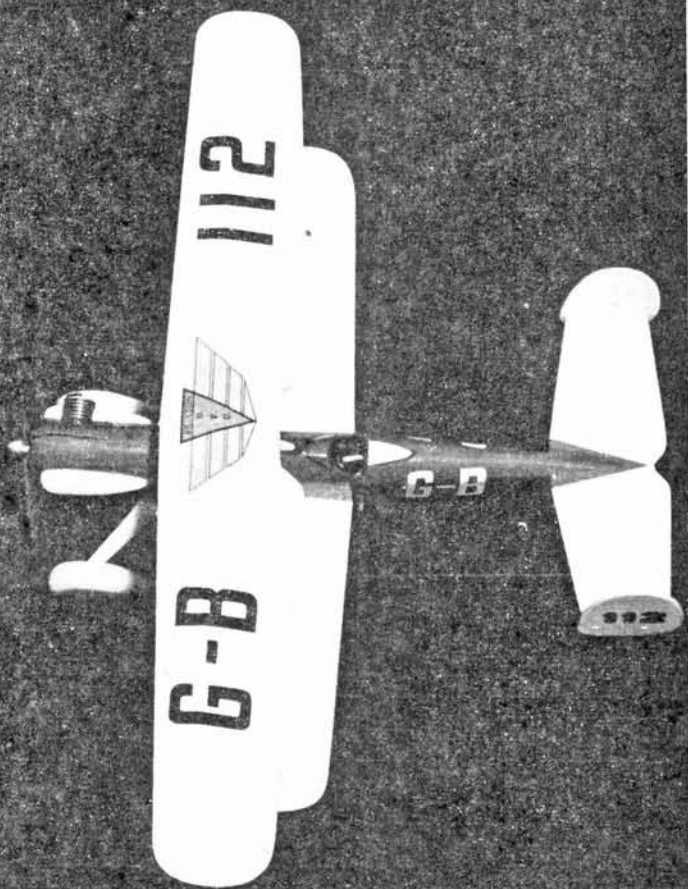
1/4 WIDE TIN STRIP SOLDERED THUS.

1/4 SHEET

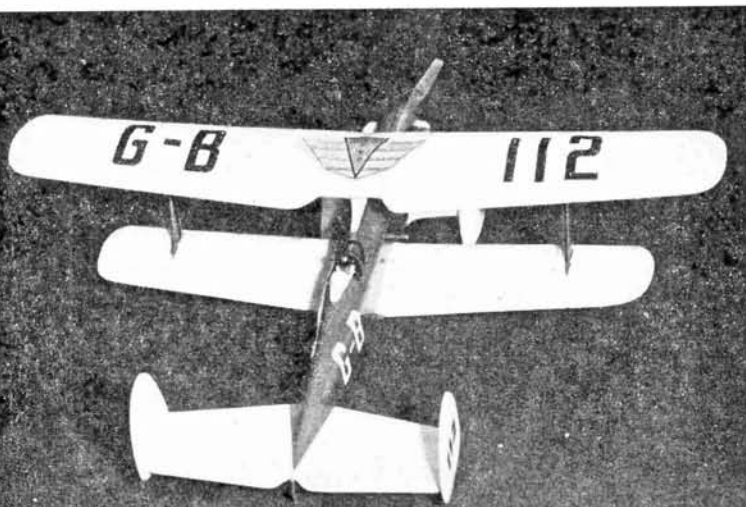
1/4 x 1/4 BLOCK

1/4 PLY PLATE (REF A)

WHIPPET



From whatever angle you look at it, Whippet is a compact and snappy design.



a really smart little
round-the-pole o
Makes the most o
of small motors

LOOKING for an eye-catching model for that small motor of yours—semi-scale, with good flying characteristics, ease in building, yet robust? Here's just the model for flying round the pole on the club night or on that nice Sunday that comes suddenly out of the blue. *Whippet* takes only a short time to build and most of it can be built out of the scrap box.

Fuselage

Construction begins with the fuselage, which is built mainly out of $\frac{1}{16}$ in. sheet balsa. F1 can be cut out of $\frac{1}{8}$ in. balsa if the engine is to be beam mounted, e.g. D.C. Bambi (if this motor is used, the model should be kept as light as possible—don't skimp the doping but choose the wood carefully), but if the Cox Pee Wee is used F1 is as per plan (for the motor). The cowl is not necessary, but gives the model a neater appearance. The motor should be given 5 deg. down thrust and 5 deg. right thrust to start with; final trim is obtained by adding washers to suit so as to give a smooth power-to-glide change-over. Bend the undercarriage as shown and stitch to ply plate with strong thread. Then cement firmly in the fuselage. The rest of the detail is explained on the plan.

Wings

The wings are built in the usual way. Check for warps (it is recommended that the bottom wing is pinned in position on the fuselage and then the tailplane cemented in position so as to line up with the wing).

Finish by getting rid of the warps! Remember, the heavier the model is, the faster it flies, also the poorer the performance. Also remember to put your name on the model (mine is on the centre strut which is cemented firmly to the fuselage), in a non-fade ink, e.g. indian ink, as a model may spend a long time in the open before being found!

I will leave you to give the model its final trim as each of us has his own pet way.

Flying

Do not use too big a tank for F1—a 1.5 c.c. tank is ample, as the model has a good climb and can cover a lot of ground during a flight. Also do not fly it in a gale—it is only small, so give it a chance. For r.t.p. flying the tank may be as large as possible.