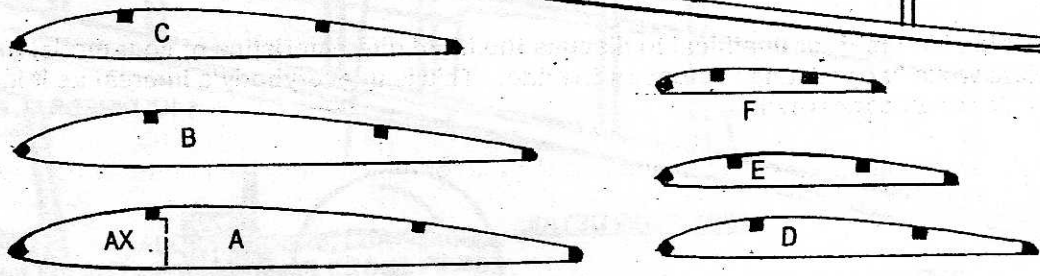
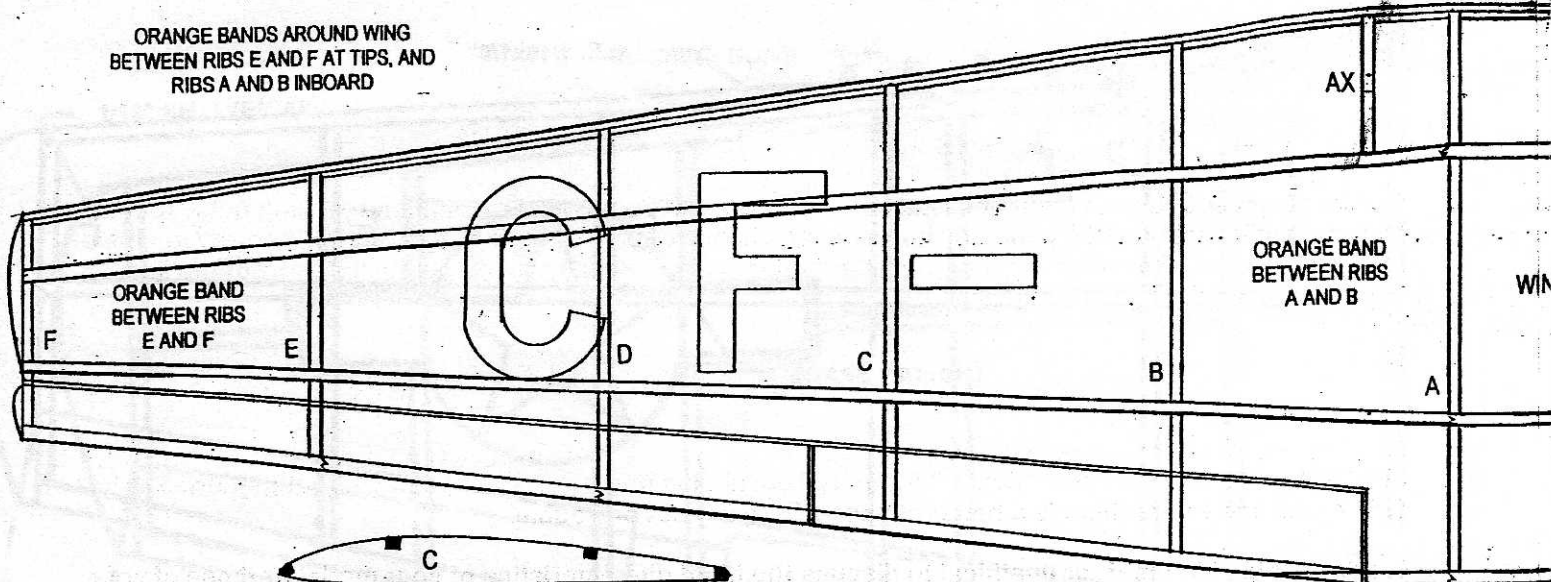
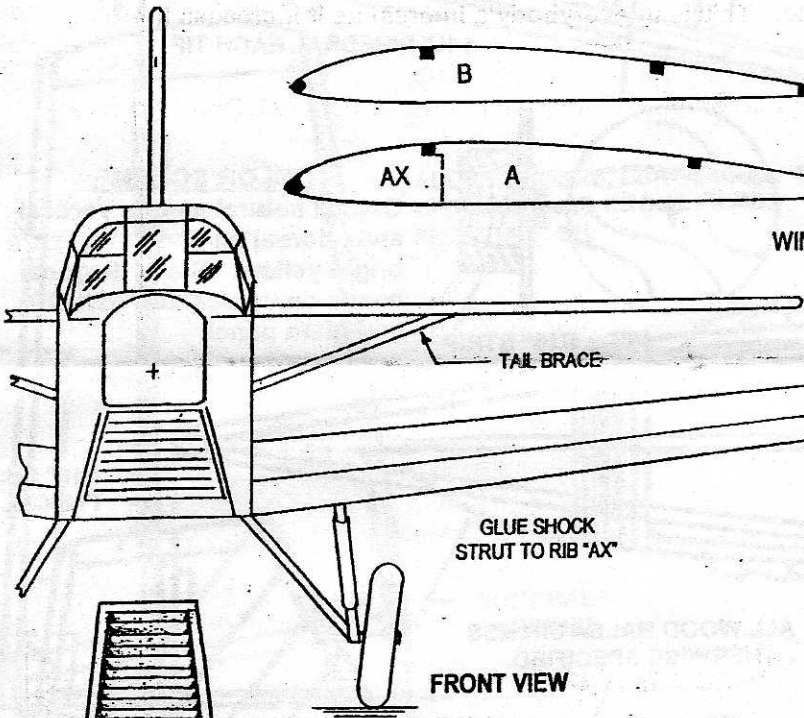


ORANGE BANDS AROUND WING
BETWEEN RIBS E AND F AT TIPS, AND
RIBS A AND B INBOARD

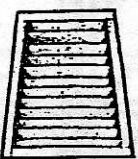


WING RIBS

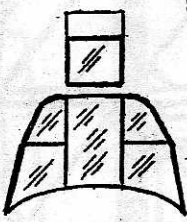


GLUE SHOCK
STRUT TO RIB "AX"

FRONT VIEW



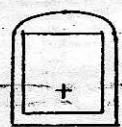
RADIATOR CUT FROM PLAN AND
STICK UNDER NOSE



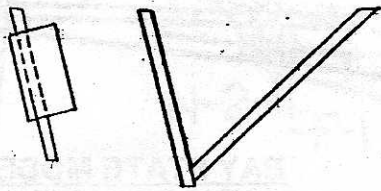
PATTERNS FOR COCKPIT
DRAW WINDOW FRAMES
WITH INK



STIFF PAPER SHOCK ABSORBERS
CUT FROM PLAN AND WRAP
AROUND STRUTS AS SHOWN



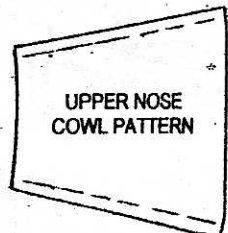
BACK OF NOSE BLOCK



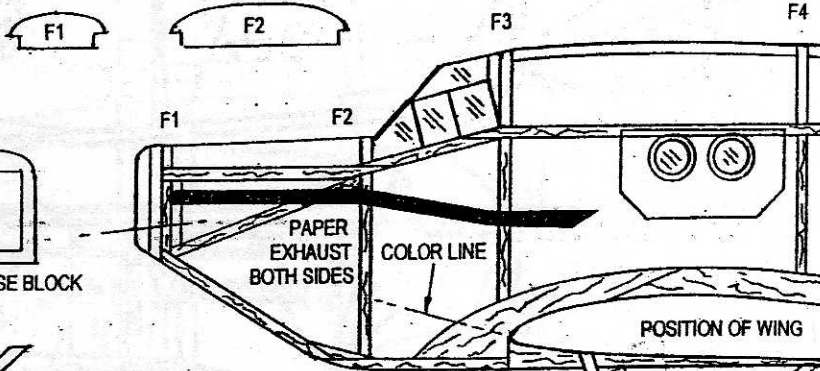
TRUE LENGTH LANDING GEAR STRUTS



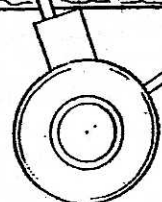
DASHBOARD
STICK TO BACK OF FORMER 2



UPPER NOSE
COWL PATTERN

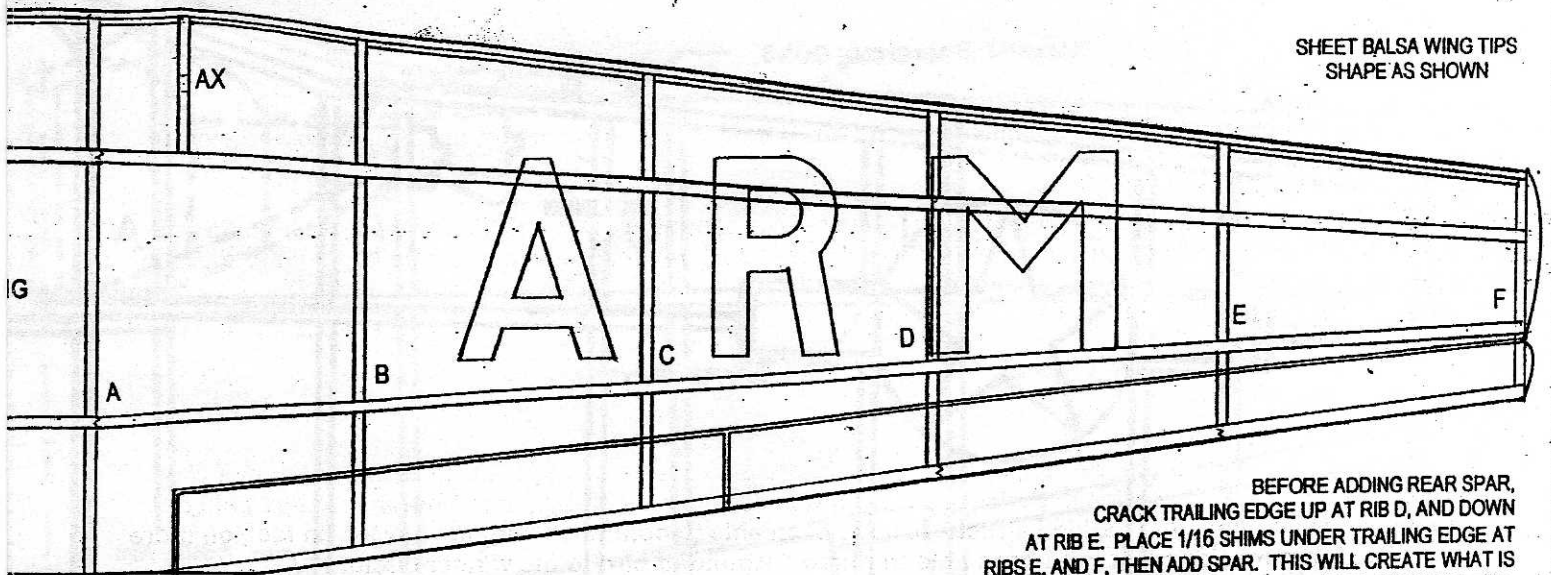


COLOR
LANDING GEAR, ENTIRE NOSE COWL,
BELLY TO END OF WING AND
LICENSE LETTERS ARE BLACK
REST OF PLANE IS WHITE, EXCEPT
FOR ORANGE BANDS AROUND
WING AND BODY AS DESCRIBED
ON PLAN



3/4 INCH HARDWOOD WHEELS USE PIN

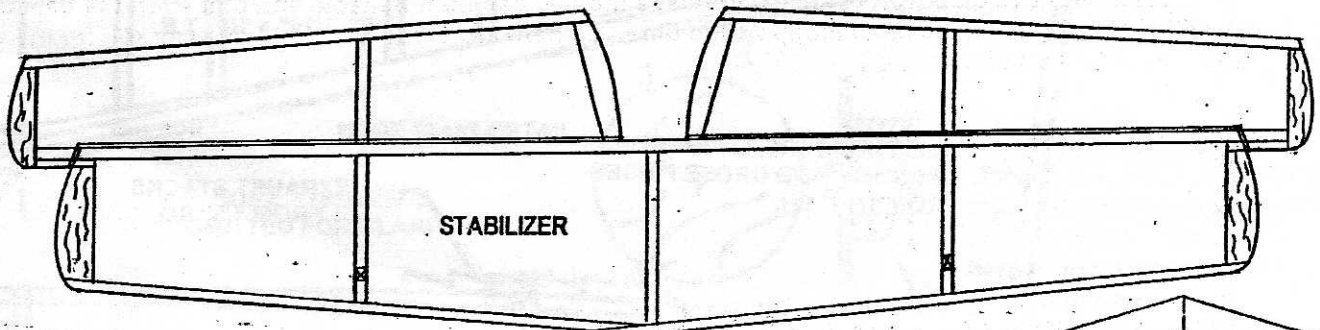
SHEET Balsa wing tips
SHAPE AS SHOWN



BEFORE ADDING REAR SPAR,
CRACK TRAILING EDGE UP AT RIB D, AND DOWN
AT RIB E. PLACE 1/16 SHIMS UNDER TRAILING EDGE AT
RIBS E, AND F, THEN ADD SPAR. THIS WILL CREATE WHAT IS
CALLED, "WASHOUT". WASHOUT MAKES THE MODEL EASIER TO FLY.

CRACKS AT RIBS "A"

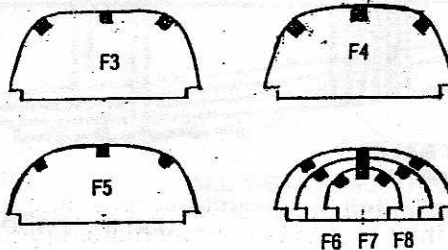
BLACK TISSUE CONTROL OUTLINES



STABILIZER

7/8 INCH DIHEDRAL

BLACK LICENSE NUMBERS
MAKE TWO SETS FOR WING
AND TWO SETS FOR
BODY AS SHOWN

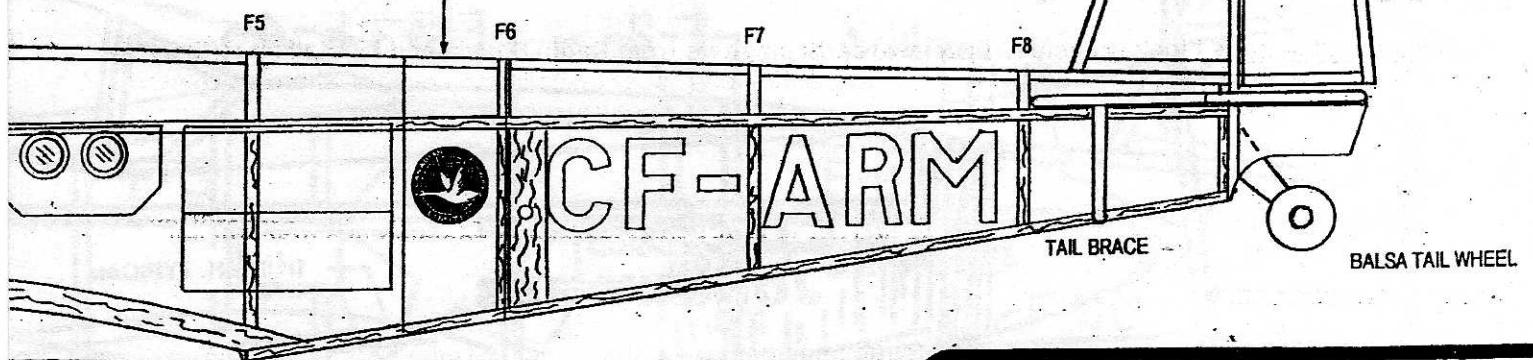


STIFF PAPER TAIL CONE

STIFF PAPER HATCHES ON
BOTH SIDES. CUT OUT WINDOWS
AND COVER HOLES
WITH CELLOPHANE

1/2 INCH WIDE
ORANGE BAND

RUDDER



TAIL BRACE

BALSA TAIL WHEEL

BODY

STIFF PAPER DOORS
ON THIS SIDE ONLY



AIRLINE EMBLEM
CENTER ON ORANGE BAND ON
EACH SIDE OF BODY AS SHOWN

USE BAMBOO TOOTH
PICK AS MOTOR PEG

TRUE LENGTH TAIL BRACE

★ AIRDEVIL MODEL CO. ★

1930 JUNKERS FREIGHTER
WINGSPREAD- 16 INCHES
DRAWN BY- A. SCHICKELGRUBER
TEST PILOT OK- BARON MUNCHHAUSEN

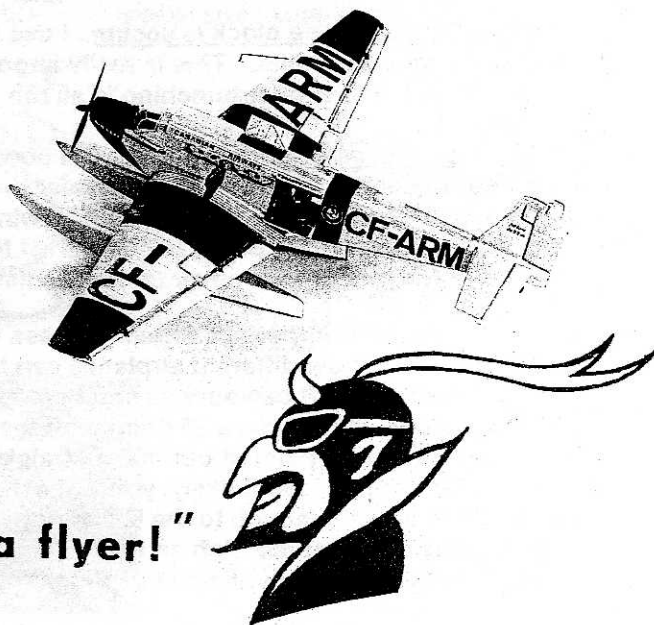
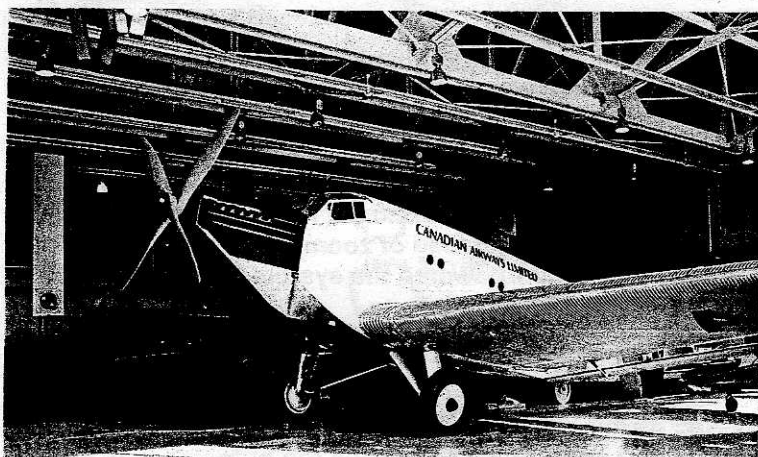
FOR AXLE

Our second offering is another nifty Dime Scale plan, but this time by the late Dave Stott. Dave drew this one up for one of his Airdevil Model Company Plan Books (two volumes were published) which are now both becoming collector's items in the hobby. The plan is for what is probably the least known Junkers transport, the Ju. 52/1m. This airplane first flew on October 13, 1930. It was a single-engine, cargo carrying, corrugated metal commercial transport. Only five were built; none of which have survived. Like most early Junkers transports, the Ju. 52/1m was equally at home on skis, floats or wheels. The one shown in the photo below was part of the Canadian Airways Ltd. Fleet, and it was used to supply mining operations in remote areas with equipment too big and heavy for other aircraft. It flew from 1931 to 1947 when it was finally retired for lack of spare parts to keep in the air. This particular Ju. 52/1m is in fact the full-scale airplane Dave chose to model. Here's are some comments that he included in his Plan Book about building and flying this design.

"The model is designed to meet FAC Dime scale rules as a Pseudo type. An enlarged rendition would therefore, not fill FAC Scale requirements without modification. In order to have a stable flyer, it is essential to build washout in the wing as described on the plan. My finished model weighed 11.5 grams including a loop of 3/32" Tan II rubber. The prop is carved from a 1/2 x 3/4 x 4 1/2" balsa blank. The down thrust shown on the plan is about right. Couple that with two degrees of right and you ought to be ready to haul prospectors, mining equipment, etc. into the bush country. The test model had a straight out climb followed by a gentle right turn. After that she ambled around nicely until finally touching down. My ship exhibited no nasty traits."



Now, here is the best part. The Pinkham Field gang is introducing a new event at their contests this year called the Dave Stott Air Devil Model Company Design event. Any of the 22+ designs Dave published are eligible to compete (a list of drawings was published in issue #51 of *Squadrons Up*). The event starts off with a timed mass launch in the morning. The high time in this mass launch will then be posted as the time to beat. Contestants have the rest of the day to beat the official high time. If you have two Air Devil ships you can fly them both. Even if you missed the mass launch, you can still fly. The Air Devil pilot with the highest time at the end of the day wins. Hey, this sounds like great fun to me, and a swell way to honor our now gone West founding father. Start slapping that balsa together, amigos!



AIRDEVIL.... "One HECK of a flyer!"