

# MAX FAX

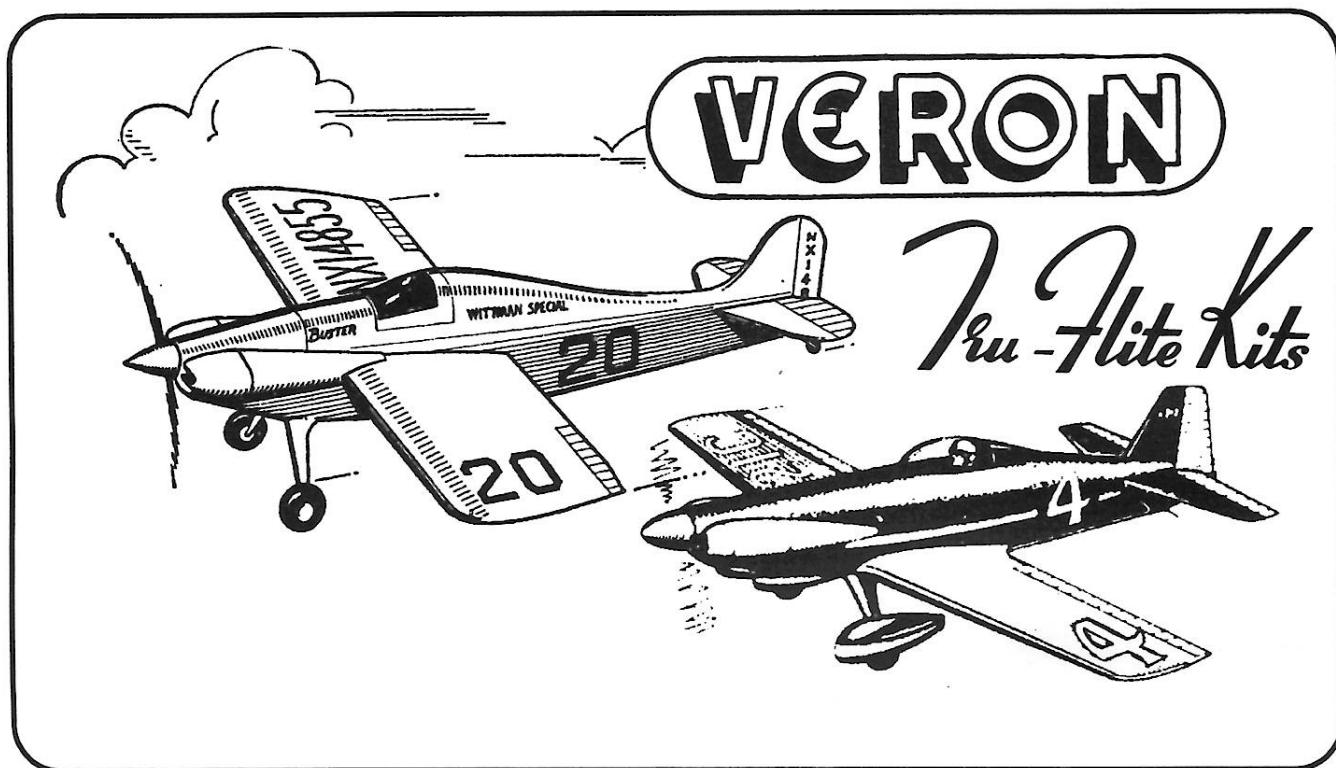


Journal of the D. C. Maxcutters

... home of the dreaded POTOMAC PURSUIT SQUADRON of the Flying Aces Club

Editor: Stew Meyers

JULY-AUGUST 2004



## COMING ATTRACTIONS

JULY 15,16,17,18 2004

FAC NATS AT GENESO, NEW YORK

Judging at the Days Inn on Thursday, July 15th.  
Flying Friday - Sunday...July 16 - 18th.  
Banquet Sunday evening at the Days Inn

AUGUST 27, 28 2004

KUDZU CONTEST AT GOLDSBORO / FAYETTEVILLE, NC  
See announcement in this issue.

SEPT. 11,12 2004

FAC CONTEST AT AMA FIELD, MUNCIE, INDIANA.  
See FAC newsletter for details.

SEPT. 13,14,15,16,17 2004

SAM CHAMPS AT AMA FIELD, MUNCIE, INDIANA.



Photo by Dan Driscoll

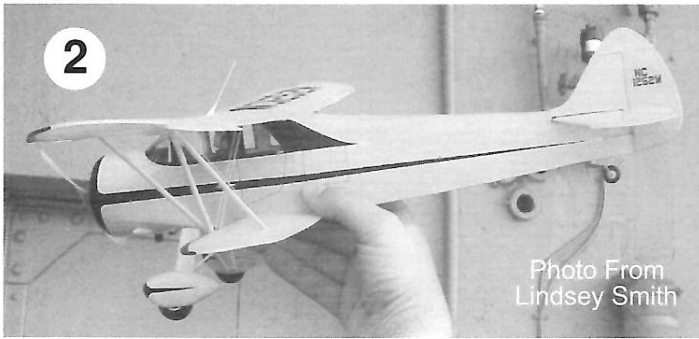


Photo From Lindsey Smith

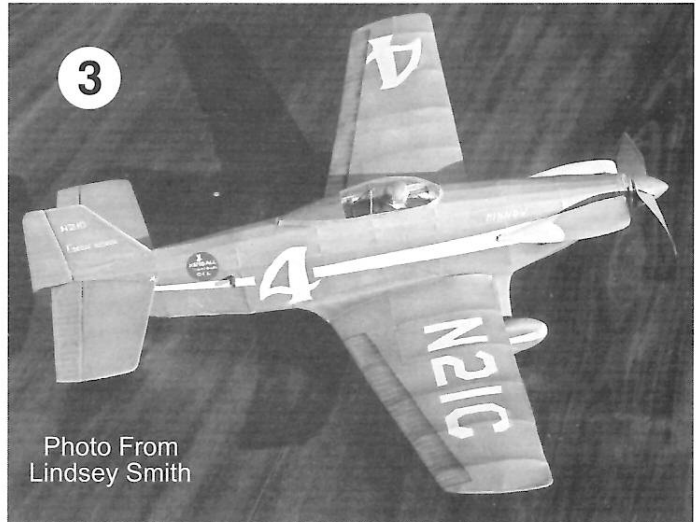


Photo From Lindsey Smith



Photo From Lindsey Smith



Photo From Lindsey Smith

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## July-August 2004 MAXFAX

(Last year, our esteemed friend and noted modeler in Great Briton, Lindsey Smith, responded to an earlier request for an article for MAXFAX. Lindsey's contribution was expansive enough for more than one issue of MAXFAX. This issue will cover Veron, and a future issue will cover Keil Kraft. --Stew Meyers)

### VERON TRU-FLITE

**Guest Editor: Lindsey Smith**

Greetings from across the pond! At the 2002 Flying Aces Nats, it was suggested that a journalistic contribution from England might be welcome and take the weight off the Editors shoulders for a bit, so here is a small oversight of scale free flight modeling during the life time of this scribe in his native land.

I will devote this contribution to the history and products of two firms which were the foremost providers of model aircraft kits and supplies during my youth. They equate roughly with Comet and Scientific though neither were probably as large or long lived. They were Veron and Keil Kraft, and I present herewith potted histories of both and examples of their product.

### VERON

This firm started in the early 1930s in Bournemouth as Model Aircraft Stores (Bournemouth) which remained its official name. In 1937 the firm belonged to Mr and Mrs Rickard. Mrs Rickard's Christian name was Veronica from which the firms trade mark Veron originated. The firm sold a variety of kits from UK firms and imports from U SA together with their own product designed by Jack Leadbetter. During the war, like most other firms, Veron produced solid 1/72 kits under the name TRUSCALE.

#### **Photos page 2**

1. Veron kit boxes from the stash of a serious collector.
2. Waco biplane by Mike Hadland son of Butch Had land.
3. The Veron Minnow by Lindsey Smith; plans in this issue.
4. Mike Beech holding the original 1930 s Viper designed and built by C. Rupert Moor.
5. The finalists of the competition for scale models built from designs by Doug Mc hard: 3 Miles Libelulas diesel powered and one rubber powered Delanne.

In 1946 the firm engaged a new chief designer Phil Smith, just out of the RAF. Phil, who is still alive, designed an all embracing range of models for the Firm, free flight, control line and radio control. But of particular interest to us was the range of TRUFLITE scale rubber powered models produced to compete with the Keil Kraft 'Three and Eights'.

During 34 years with the firm Phil produced 308 designs, not all of which were produced as kits, but when the firm was bought, like KK and Solarbo, by Amerang, Phil retained the rights to all the plans and can still supply copies. The Veron Minnow plan is reproduced here with his permission. A more in depth history of the firm written by Phil can be found in the SAM 35 Year book No. 12.

### THE VERON MINNOW

I don't need to give you a history of this little gem design by Tony LeVier. With Little Toni and Ballerina respectively red and green these are probably the best known post war racers. Ballerina of course came to England and Minnow was extensively modified in later life. The model is another excellent flier I have built two. I lost the first at Old Warden when it disappeared over the hangar into the jungle behind. Of interest is the fact that Phil designed it and the Buster as RTP racers for rubber powered team racing tethered to a central pole, a very popular pastime during dank British winter afternoons.

(In addition to the Minnow plan contributed by Lindsey, some local DC Maxcutters contributed Veron kits and plans. Thanks to Ray Rakow, Norm Davison, and Paul Spreiregen. I have scanned some of the plans, print wood, box art, and instructions and reformatted them to fit the MaxFax 11 X 17 format.

The Buster and Minnow can be shrunk to become peanuts and be eligible for the FAC Goodyear event. Of course they can be considerably lightened as well. Their construction is positively Guillows like. You have to be a bit 'fiddly' with the structure to be competitive.

The Auster plan was not accompanied by print wood so I have created the parts not shown on the plans. These will make up the kit as designed- not as I would do it if I were going to lighten it as I did for the Guillows. Lindsey flew this aircraft during his Royal Army flying career. It's on display in the museum he ran at Middle Wallop.

The Comper Swift is a neat little race plane. G-ABWW was once owned by the Prince of Wales. You know the one who became king and abdicated the throne to marry Wallis Simpson. The colour scheme for this period is shown on page 21.

If you like this issue, be sure and thank Lindsey at Geneseo this summer. Let us know if you want to see some more Veron's. --Stew Meyers)

**The KUDZU FLYING CORPS**  
Presents Its Annual Land & Lake event for 2004

**Friday August 27th 2004 On the lake 4pm til dark**

All aircraft must take off from the water to be scored. No internal combustion engines.  
Landing scored as follows: miss water 0; crash on water 5; survivable water landing 10, smooth water landing 15.  
Events: Any scale rubber model. Any powered scale model. Any non-scale cabin. Any stick model.  
R/C race around a course; Get those Tiger Moths and Sticks on floats.

**Saturday August 28th 2004 RAEFORD, N.C. 9 AM TO 5 PM.**

Mass Launch Events: NOTE: no 15 % power requirement

- |                         |  |
|-------------------------|--|
| 1. WW1 Biplanes         | 5. Modern Production Civilian 1945 and later.              |
| 2. Golden Age Civilian  | 6. Dime Scale.   |
| 3. All racers combined. | 7. Military low wing trainer any era                       |
| 4. WW2 Military         | 8. Flying Horde for scale airplanes- the last event of day |

Timed events: Old Time Rubber Cabin only. Flown all day.

Hard Core Scale: turn in for judging 11 AM; fly all day

1. FAC Power Scale. 2. FAC Jumbo Rubber Scale. 3. FAC Rubber Scale

**Feature Event!** Curtiss Robin Dime Scale mass launch - any Curtiss Robin model that meets FAC Dime Scale rules.  
This is the big one! Sponsored by Bill Sheppard.

Lunch break at 12:00 noon on Saturday. Entry fee \$5.00; includes lunch!

Buffet dinner at McCalls at 8:00 PM Friday night.

Pizza and beer dinner will follow the meet on Saturday evening at the Pizza Hut near Fayetteville. Trophies awarded there.  
Questions, directions, maps, etc.: call Dave and Marie Rees 919-778-6653.

**Brainbuster Spring Contest Results– May 15, 2004**

<b>WWI</b>		<b>Golden Age Biplanes</b>		<b>WWII</b>	
1 C. Powell	SPAD	1 R. McLellon	WACO SRE	1 R. McLellon	Wildcat
2 Walt Farrell	Fok. D-VII	2 F. Rowsome	Fleet	2 Bert Phillips	Heinkel
3 Bert Phillips	Bristol Scout	3 Walt Farrell	Wiley Post	3 C. Powell	Devastator
<b>Dime Scale</b>		<b>Low Wing Military Trainers</b>		<b>Golden Age</b>	
1 D. Driscoll	Cessna C-34	1 D. Driscoll	Arado 96	1 Walt Farrell	Int. Cadet
2 S. Meyers	Luscombe	2 Walt Farrell	Miles Mag.	2 C. Powell	Rearwin
3 Walt Farrell	Arado 96	3 Dave Franks	Fiat G-46	3 D. Driscoll	Porterfield
<b>GHQ P-nut</b>		<b>Embryo</b>		<b>Grand Champ</b>	
1 Walt Farrell	Monocoupe	1 Dave Franks	Debut	Walt Farrell	
2 C. Powell	Rearwin	2 Walt Farrell	Debut		
3 Dave Franks	Chambermaid	3 S. Meyers	Asymbryo		

**Color and Markings for the Veron Tru-Flite Plans in this Issue – Dan Driscoll**

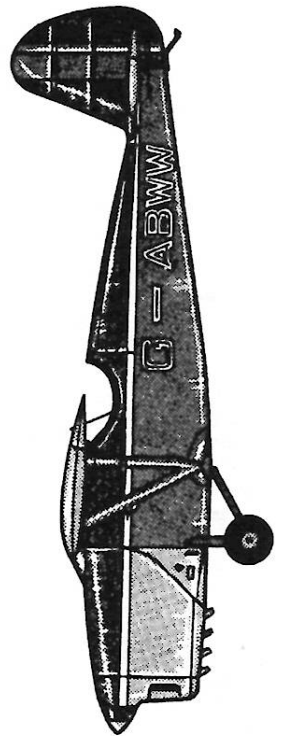
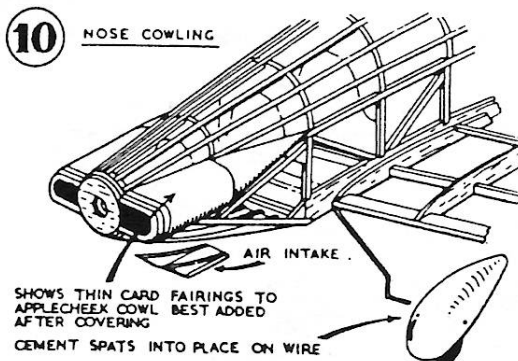
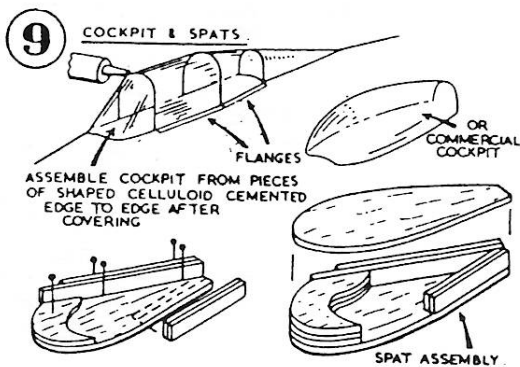
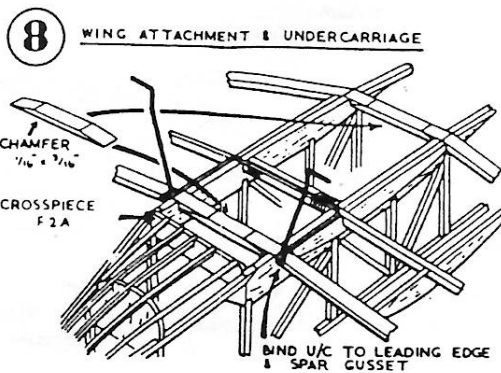
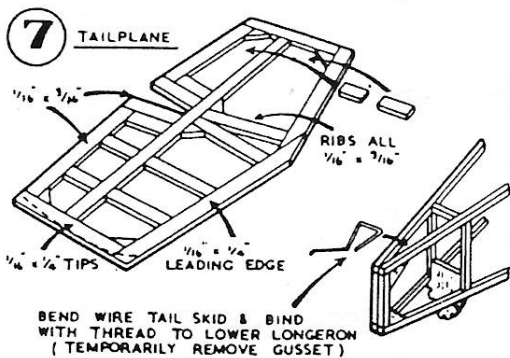
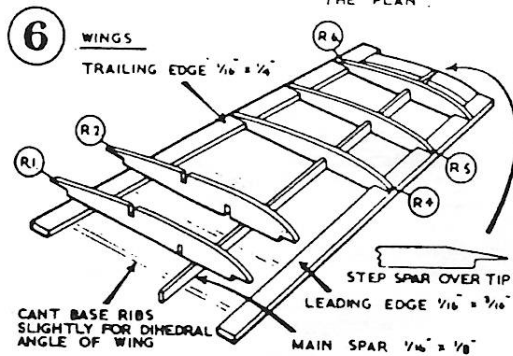
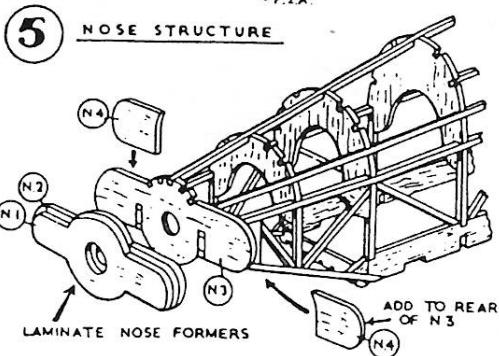
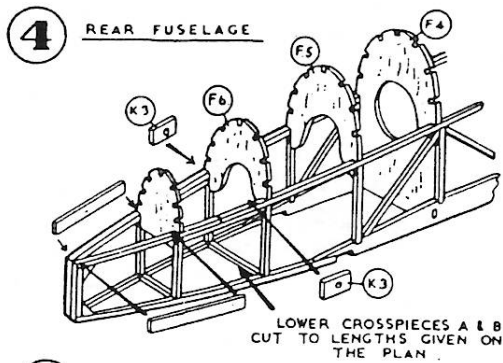
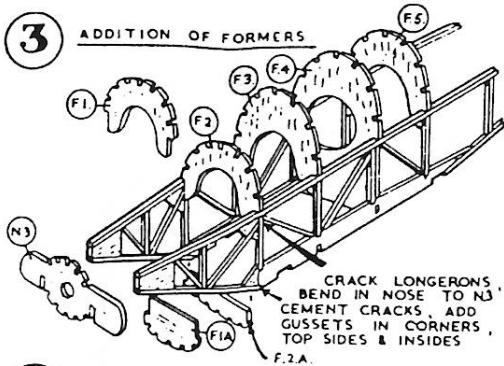
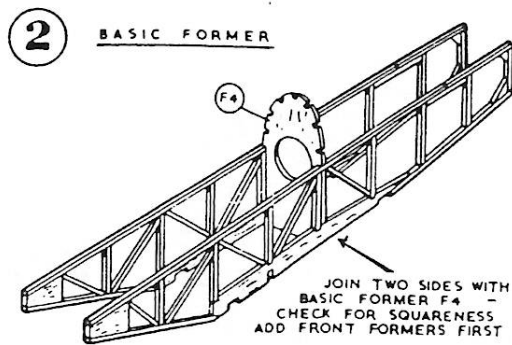
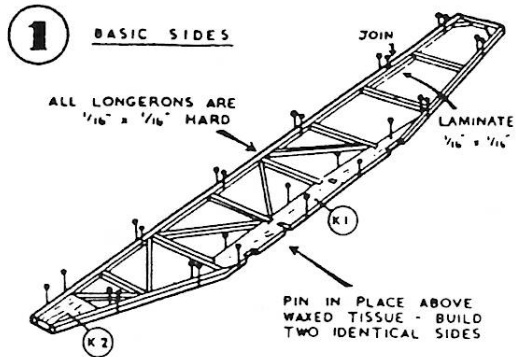
Minnow – bronze with cream numbers and trim.

Buster – red with yellow numbers and markings. See the real Buster hanging in the National Air and Space Museum, on The Mall, in Washington, DC. (Not the new facility near Dulles Airport.)

Comper Swift – see page 21. There is a lot of conflicting information on this scheme for G-ABWW.  
This information comes from the British magazine, Scale Aircraft Modeling, November 1992.

Auster AOP 9 – we hope to get color and markings for one that Lindsey flew for a future issue.  
If you can't wait, go to: [www.airliners.net/search/](http://www.airliners.net/search/) and put 'Auster AOP' in the keywords box.





**MINNOW ASSEMBLY DIAGRAMS**  
Building instruction probably similar to Buster

Comper Swift G-ABWW blue: top of fuselage, forward and rear vertical tail stripes, wing registration; Red: lower fuselage aft of cowl, struts, fuselage registration; white: fuselage cheatline, outline of fuselage registration; silver: wings and horizontal tail; polished metal: lower cowling. RAF crest on white cheatline partly hidden by forward wing strut. RAF crest is gold and white with blue sky. Lettering is gold (shown black for clarity).

## TRU-FLITE COMPER SWIFT BUILDING INSTRUCTIONS

This series of "VERON" Flying Scale Models of popular and world-famous planes are the essence of simplicity and make ideal beginners' models, giving initial experience in construction and assembly. You need only a "VERON" Balsa Knife, balsa wood cement, small half-inch pins (called "Lillipins" in the shops) and a pair of small round-nose or side-cutting pliers, thread and fine garnet paper. A tube of tissue paste, a small jar of shrinking dope and a soft brush will complete your requirements.

Study the plan carefully and identify all the parts on the printed sheets of balsa. Familiarize yourself with the sequence and method of construction. Cut out all the balsa parts, taking great care when cutting out the 1/16" notches in the formers. Cover the plan with waxed or greaseproof paper and pin both to a flat building board. The fuselage is built by constructing two lower sides of 1/16" square balsa directly over the plan, these being then joined by two basic formers. This system of construction by inserting formers of a pre-determined width obviates the necessity for a fuselage top view as the alignment can be checked by sighting along the fuselage. Wings and tailplanes are similarly constructed over the plan on the flat.

### FUSELAGE.

Pin the lower member K.1 in place directly over the plan, then build up one complete side of 1/16" x 1/16" balsa as in diagram 1. Make neat joints, double coating with cement, the first coat being allowed to dry into the wood before applying the second. Secure all struts in place with pins either side of the wood, never through it. When quite set, move from the board and build a second identical side, where possible using the same pin-holes to locate strips. The two sides when complete are joined together by basic formers F.7 and F.8. Chamfer inner face of sides at rear and pull together, joining with cement and securing with a clip or spring clothes peg. Add rear top formers F.9, 10 and 11 with K.3s for rear rubber motor securing dowel, making holes a tight-sliding fit on the 1/8" dowel. Do not fit 1/16" x 1/16" stringers until tailplane is in place. Cut lengths of 1/16" x 1/16" to sizes given on plan for lower cross members and cement in location. Steam front longerons over a kettle-spout, pulling gently and evenly together then fit front former F.4. Secure with a rubber band whilst drying. Also add formers F.5, 6 and the lower former F.12. Add top keel member K.4. At this stage build tailplane and, when covered, fit in place to permit positioning of stringers level with leading edge at rear top of fuselage. Add all 1/16" stringers, cementing in their respective slots. Lower stringers extend from F.4 to bottom of F.7.

Laminate nose formers F.1, 2 and 3 to front of F.4 then, when dry, carve and sand to shape shown in sketches. Ensure that plastic bush is a tight fit in hole. Trace pattern of cockpit coaming on to thin cartridge paper or post card; then cut out and cement over cockpit aperture.

### UNDERCARRIAGE.

Bend undercarriage wires to shape as indicated on plan. Front and rear struts are bound with thread, rubbed with cement, to the top and bottom respectively of the keel K.1. The main axle projects through loops on the ends of the rear struts and is secured by cement or solder. The front legs have fairings of 1/16" x 1/8" balsa scraps or strips of post card wrapped round. The tail skid is similarly bent to shape and bound to the rear longerons where indicated. The wheels are retained upon axles with blobs of cement, soldered washers or pieces of rubber tubing off single-strand radio wire.

### WINGS.

Pin leading edges of 3/16" x 1/16" and trailing edges of 1/4" x 1/16" in place over plan with tip pieces W.1, 2 and 3 laminated together. Add short lengths of 1/4" x 1/16" at base of each trailing edge. Erect base ribs R.1 with slight angle to allow for dihedral of wings when joined, checking with template given mounted on card. Also erect remaining ribs R.2 and 3. Spar of 1/8" x 1/16" has end tapered from last bay to tip to 1/32" x 1/16" and is then cemented in rib slots. Add tip brace W.4 and 1/16" scrap gussets against base rib R.1. When quite dry, raise from board and sand all edges smooth. Cement faces of two base ribs together and with one wing panel flat to the building board, the other wing tip should be supported on a block 1-1/2" high to give 3/4" of dihedral and each wing when level. Pin in place whilst drying.

### TAILPLANE.

All outline parts are to be found on the printed sheets. Pin the spar T.1 and the leading edge T.3 in place and add the two tips T.2. Next the two parts T.4 and the trailing edges T.5. Insert ribs of 1/16" x 3/16" set flat. Do not remove from the board until quite set to prevent warps.

### COVERING AND ASSEMBLY.

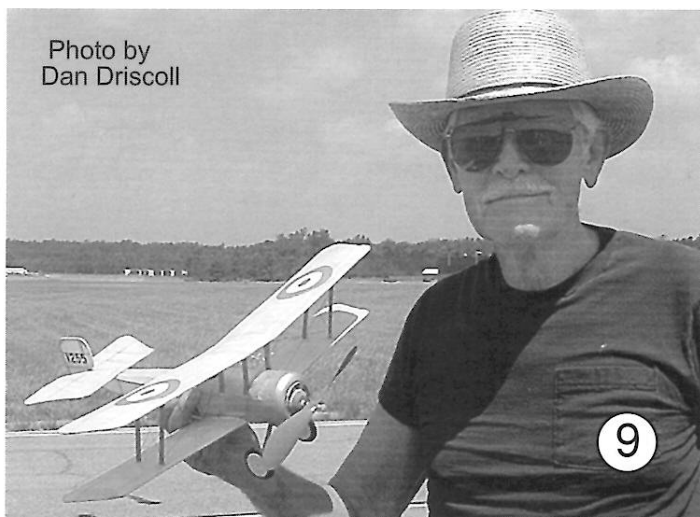
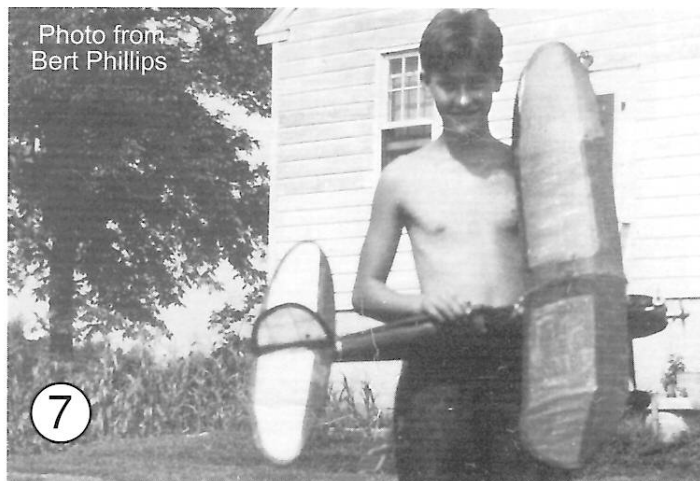
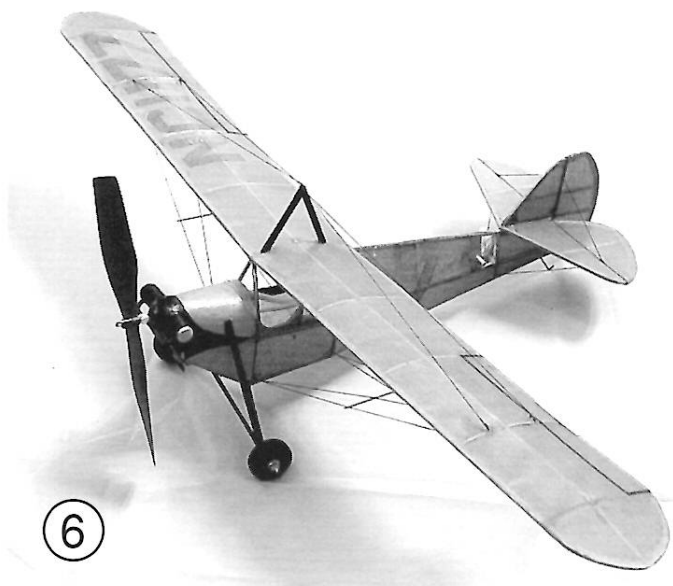
Cut tissue into strips about 3/8" wider all round than the part to be covered. Use tissue paste or photo mountant paste as the adhesive. Apply paste only to the outer edges of the part being covered — covering the fuselage sides and bottom in lengthwise strips and small panels over stringers. Do not adhere tissue to individual ribs on wings and tail, but only around the edges. When the tail is covered both sides, it is cemented in place over tail bay to permit jointing with backbone stringer, checking its alignment very carefully. The tissue is then water shrunk to initially shrink out the wrinkles. Use a modellist's spray (or old scent spray) — never brush the water on. When quite dry, cement the fin in place, checking its alignment by sighting along the fuselage. Cement the wing in place upon the formers F.7 and 8, noting that the upper edge of F.7 is level with the rear of the leading edge. Do not permit surplus cement to dry and pull the tissue into wrinkles. Check very carefully the wing position both from the front and top of the model, checking that the 3/4" dihedral on each wing tip is square with the fuselage. When set, give the whole model one coat of clear shrinking dope and then an extra coat to the fuselage. Check all the flying surfaces for warps whilst drying.

The outline of the identification letters is given on the plan and the colouring may be optional. G - ABWW was all navy blue with silver lining and white identification letters. These may be painted on or transfers used. Any colour scheme must be very lightly applied. Wing struts are made of two laminated 1/16" x 1/16" which are sanded to streamline when dry, then trimmed to length and cemented in place against K.1 immediately below F.8 and to underside of rib indicated.

(Instructions continued on P-18)

## PHOTOS Page 23

6. Bill Bell's nifty Aeronca at the NBM.
7. A very young Bert Phillips.
8. Bob McLellon's XF8B with counter rotating props.
9. A little older Bert at Petersburg with his Guillo's Bristol Scout.
10. Glenn's daughter Lorie Simperts with her Pennyplane at the NBM.
11. John Houck's Giant Scale XNQ-1. (A competitor to the T-28, the prototype was parked at Congressional Field Rockville, MD in the Early 50's.)
12. Lindsey Smith's Hansa Brandenburg HA 137.



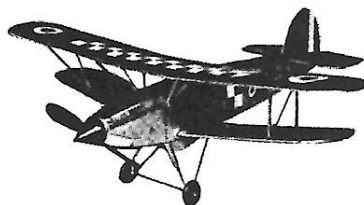


# TRU-FLITE RUBBER DURATION KITS BRITAIN'S BEST VALUE

ACCURATE SCALE REPLICAS OF POPULAR BRITISH, AMERICAN AND FRENCH LIGHT AND ULTRA-LIGHT AIRCRAFT

Simple construction makes them ideal for the newcomer to modelling.

You will be delighted with the realistic appearance and excellent flying qualities due to their expertly designed structure with quality materials.



This is a photograph of the realistic flying scale model Hawker Fury

Kits include: "Easy-to-follow" illustrated plan with complete instructions; plastic propeller, plastic nose-bush, plastic wheels, ready-formed prop-shaft, rubber duration motor, selected quality strip, clearly printed balsa parts to complete a really first class job.



1 Acronca Champion



2 Auster A.O.P.



3 Bebe Jodel



4 Chilton



5 Comper Swift



6 Seamew



7 D.H. Chipmunk



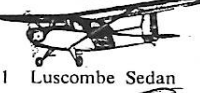
8 Tiger Moth



9 Spitfire



10 Hurricane



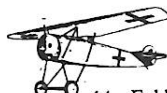
11 Luscombe Sedan



12 Perfect Sailplane



13 F.W.190



14 Fokker D.8



15 Harvard



16 M.E. 109



17 Nieuport



18 S.E.5A



19 Sopwith Camel



20 Sopwith Triplane



21 Swordfish



22 Wildcat



23 Buster



24 Cosmic Wind



25 Skyhawk



26 Hawker Fury

Last month I used the wrong data base for address. You may have received the dreded Red X in error. You may also not have received the issue. If you are missing the May June 04 issue with the NMB photos on the cover contact me and I will mail it to you post haste. Sorry about that. -Stew Meyers

Other Back issues are now being handled by

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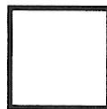
aschanzie@juno.com

MAXFAX 7/8/2004

NOTE: Your Dues Are Due

**CLUB OFFICERS -**

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 Secretary: Bert Phillips, 1709 Crofton Pky, Crofton, MD 21114-2305  
 Editor: Stew Meyers, 8304 Whitman Dr., Bethesda, MD 20817  
 Treasurer: Norm Davison, 14008 Castaway Dr. Rockville, MD 20853



**MEETINGS** - The D.C. MAXECUTERS hold meetings on the first Tuesday of the month at the College Park Airport, the oldest continuously operating airport in the world.

**MEMBERSHIP** - Dues for membership in the D.C. MAXECUTERS are \$15 per year for residents of the USA, Canada, and Mexico, and \$25 for all other countries. Your mailing label indicates the year and month of the last issue of your current membership. A red "X" in the box above is a reminder that your dues are due.

Send a check, payable to the "D.C. MAXECUTERS", to the treasurer, Norm Davison Email--nordav@juno.com

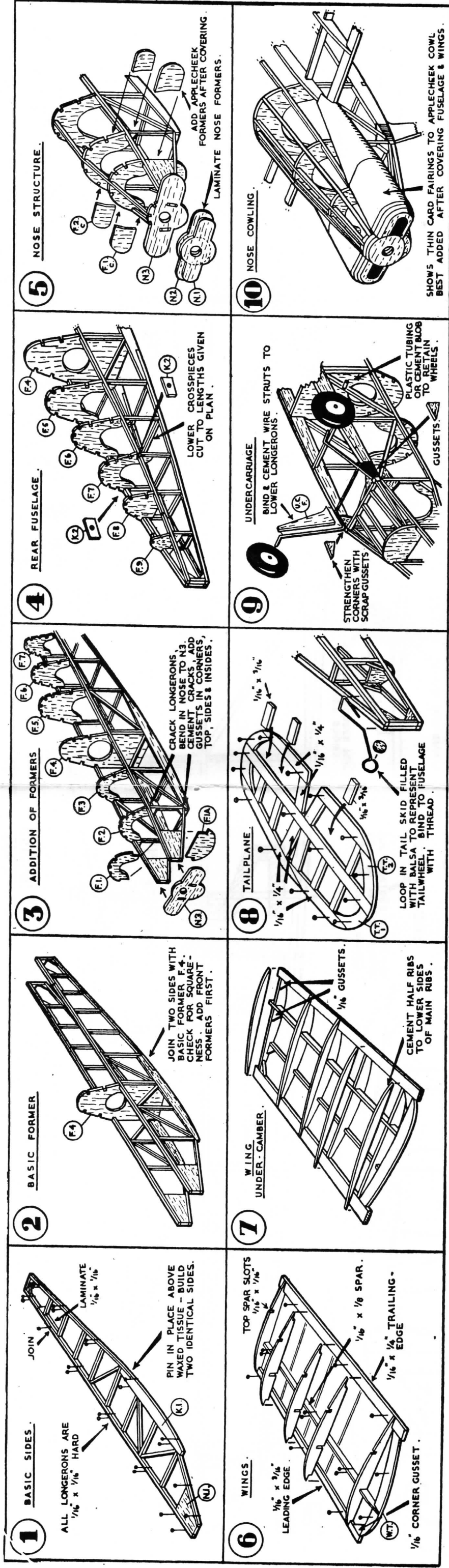
**DATES** - Six issues of MaxFax are sent each year as close to the nominal dates as possible, but since this is a volunteer publication nothing is guaranteed except that six issues will be sent to all members.

**CONTACTS** - Material for the newsletter should be addressed to Stew Meyers phone 301-365-1749. E:mail gets immediate attention. [stew.meyers@erols.com](mailto:stew.meyers@erols.com)









**TRU - FLITE WITTMAN BUSTER BUILDING INSTRUCTIONS**

This series of VERON Flying Scale Models of popular and world-famous planes are the essence of simplicity and make ideal beginners models, giving initial experience in construction and assembly. You need only a VERON "Balsa Knife, balsa wood cement, small half-inch pins (called "Lillipins" in the shops) and a pair of small round-nose or side-cutting pliers, thread and fine garnet paper. A tube of tissue paste, a small jar of shrinking dope and a soft brush will complete your requirements.

Study the plan carefully and identify all the parts on the printed sheets with the sequence and method of construction. Cut out all the balsa parts, taking great care when cutting out the 1/16" notches in the formers. Cover the plan with waxed or greaseproof paper and pin both to a flat building board. The fuselage is built by constructing two lower sides of 1/16" square balsa directly over the plan, these being then joined by a basic former. This system of construction by inserting formers of a pre-determined width obviates the necessity for a fuselage top view as the alignment can be checked by sighting along the fuselage. Wings and tailplane are similarly constructed over the plan on the flat.

**FUSELAGE.**  
Pin the lower member K.1 in place directly over the plan, then build up one complete side of 1/16" X 1/16" balsa as in Diagram 1 - Make neat joints, double-coating with cement, the first coat being allowed to dry into the wood before applying the second. Secure all struts in place with pins either side of the wood, never through it. When quite set, move from the board and build a second identical side, where possible using the same pinholes to locate strips. The two sides when complete are joined together by basic former F.4, as in Diagram 2. Add front formers F.2, F.3, also two 1/16" X 1/16" cross-pieces across lower fuselage below F.2 and F.3 cut to length - 'A' given on plan. Pull together and cement fuselage at rear, securing with a clip or spring clothes peg.  
Add rear top formers F.5, 6, 7, 8 and 9 with K.2s for rear rubber motor securing dowel, making holes a tight sliding fit on the 1/8" dowel. Also cut to length and fit lower 1/16" X 1/16" cross-pieces A, B, C, D and E, below their respective upper formers. See plan and diagrams 3 and 4. Check at all stages the line-up and squareness. Partially cut top and bottom longerons immediately in front of former F.2, bending in to fit into slots in N.3. Fill cuts with cement and brace with corner gussets cut from 1/16" X 1/4" strip on sides, top and bottom of longerons. Add former F.1 at top and F.1.A under nose. See plan top view and Diagram 3.

Brace the top formers between N.3 and F.3 with top 1/16" X 1/16" stringer. Laminate nose formers N.1 and N.2 to face of N.3. Note that plastic bush recesses into N.1 and that it is a tight removable fit in N.2 and N.3. Carve and sand nose to streamline when set. Add top and bottom 1/16" X 1/16" stringers, cementing in their respective slots. Also add formed rear cabin formers C.1 between F.4 and F.5 - see plan side view. Curl cellophane to fit over cockpit area between F.3 and F.4, mark outline to level of side stringers. Cut out and carefully cement in place.

**WINGS.**  
Pin leading edges of 1/16" X 3/16" and trailing edges of 1/16" X 1/4" in place over plan with inset tip pieces W.T. with leading edge gusset. Set on edge 1/16" X 1/8" spar. Erect base rib R.1, canting outwards to same angle as former sides if building pylon model (no dihedral), or only slightly to allow 1" dihedral if building for free-flight. See sketch on plan. Also erect remaining ribs. Add top spar, also scrap tapered gusset to tip W.T. outside end rib - see wing plan. Add all corner gussets at base rib.  
If for pylon model, add undercambor strips to all sides. If for free-flight these are omitted. See Diagrams 6 and 7. When quite dry, sand all edges smooth. Add wire attachment loop for pylon model.

**TAILPLANE.**  
Leading edge, spar and trailing edge are all cut from 1/16" X 1/2" strip, pin in place over plan. Add tip pieces T.1 and T.2. Inset centre ribs cut from 1/16" X 1/4" and all other ribs cut from 1/16" X 3/16" set flat. Do not remove from the board until quite set to prevent warps. See Diagram 8.

**UNDERCARRIAGE.**  
Bend undercarriage wire to shape as indicated on plan. Bind with thread and rubbed with cement to lower keels K.1 - Add corner gusset of scrap 1/16" balsa between K.1 and diagonal brace. Legs have balsa fairings cemented to them and wrapped with doped tissue or gummed paper tape. Tail skid is bent to shape and bound to rear longerons as indicated. Wheels are retained upon axles with blobs of cement, soldered washers or pieces of rubber tubing off single strand radio wire.

**COVERING AND ASSEMBLY.**  
Cut tissue into strips about 3/8", wider all round than the part to be covered. Use tissue paste or photo mountant paste as the adhesive. Apply paste only to the outer edges of the part being covered - covering the fuselage sides and bottom in lengthwise strips and small panels over stringers. Do not adhere tissue to individual ribs on wings and tail, but only around the edges. When the tail is covered both sides, it is cemented in place over tail bay to permit jointing with backbone stringing, checking its alignment very carefully. The tissue is then water-shrunk to initially shrink out the wrinkles. Use a modelist's spray (or old scent spray) - never brush the water on. When quite dry, cement the fin in place, checking its alignment by sighting along the fuselage. Cement the wing in place upon the upper longeron with the projecting mainspar, rear spar and trailing edges adjacent to formers F.3, 4 and 5. Do not permit surplus cement to dry and pull wrinkles into the tissue. Check that wing panels are dead level for pylon model, with 1" dihedral for free-flight models. Spars will, of course, be inset through neat slots cut in fuselage covering adjacent to formers and for leading edge.

When set, give the whole model one coat of clear shrinking dope and then an extra coat to the fuselage. Check all the flying surfaces for warps whilst drying. After covering, add apple-cheek fairing formers F.I.C and F.2.C. Trace pattern of fairings given on plan on to thin card and cement in place around N.3 to F.1.C and from F.1.C over F.2.C to wing leading edge. See plan top and side view.

Any colour scheme (silver) must be very lightly applied, preferably sprayed, specially on free-flight models. Lettering is black.

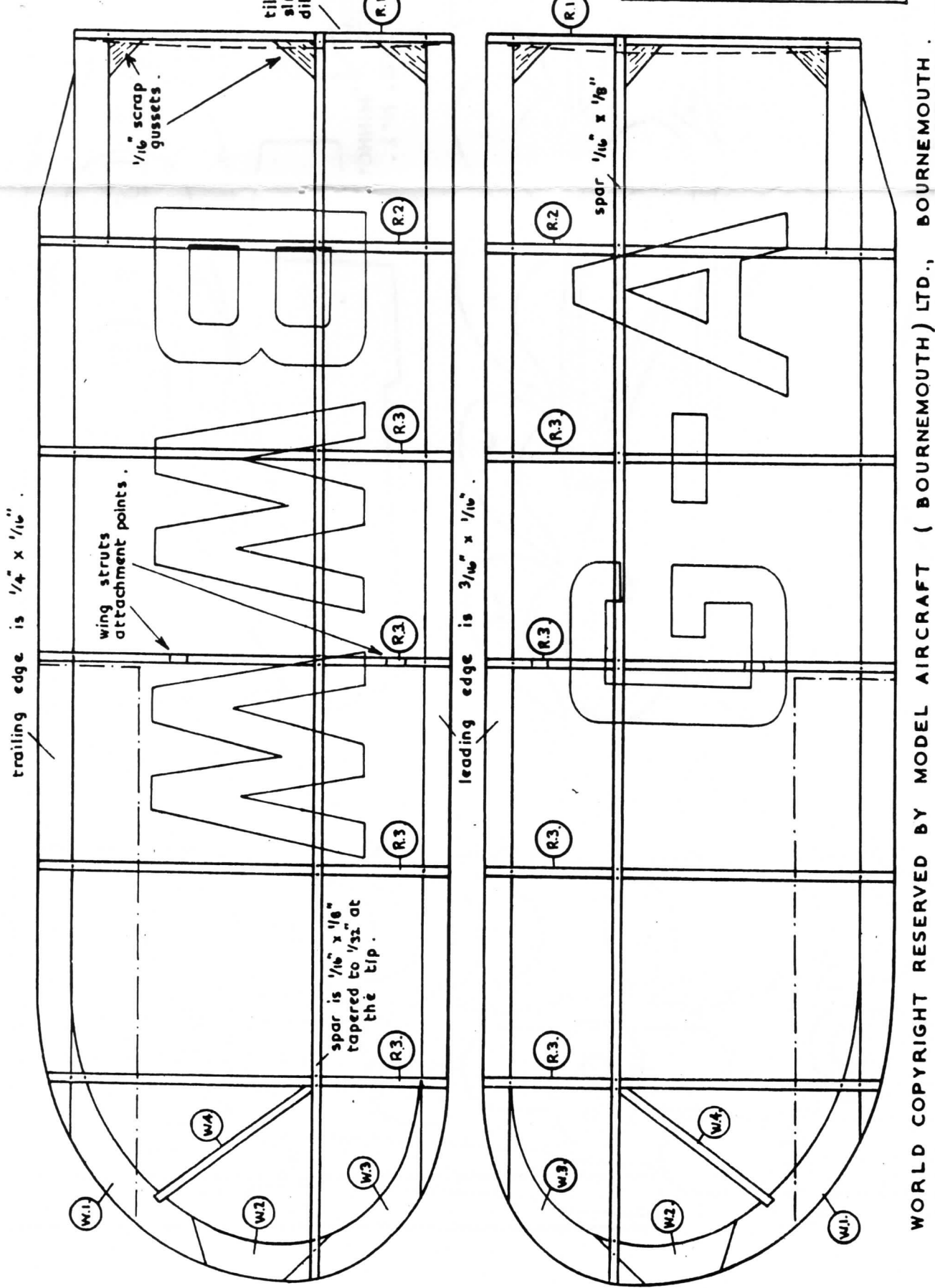
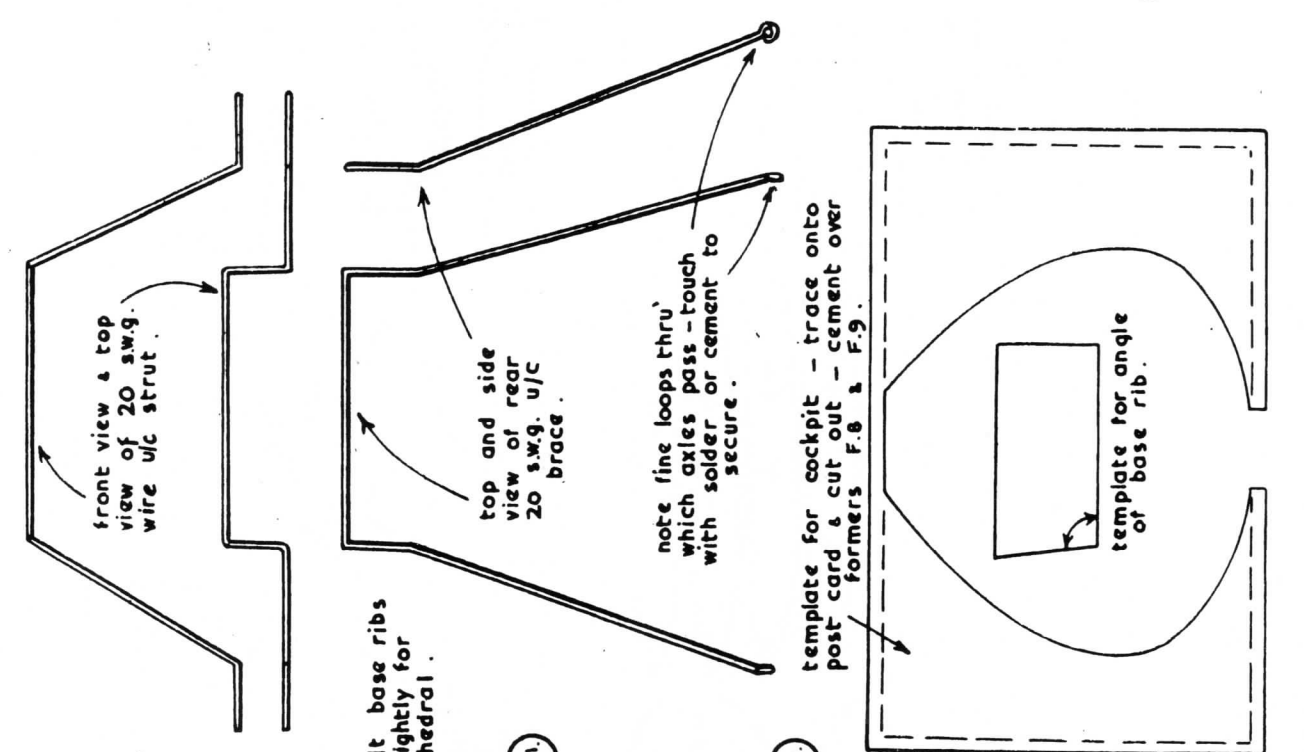
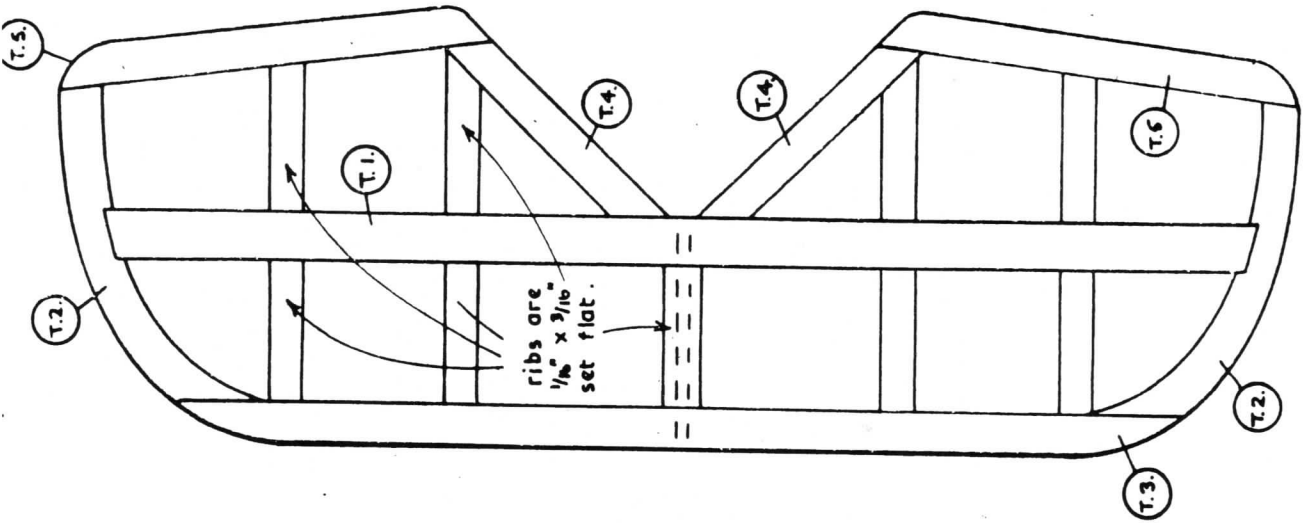
**MOTOR AND NOSE ASSEMBLY.**  
The motor is made up of one 9" loop of 3/16" wide rubber strip (18" length) with the ends securely tied with a double knot. The shaft is prepared as shown, ensuring the loop is small enough to pass through the 3/16" hole in the nose. Thread on the plastic bush, cup washer and propeller, then bend the shaft end to engage in the slot in the nose of the propeller boss. Add the rubber motor and secure by closing the wire loop with tightly-tied thread. Lubricate the motor with lubricant (available in tubes from your local model shop). Insert the rubber loop down through the fuselage or pull through with thread on a hairpin end engage with 1/8" dowel through K.2. This can be aided by cutting away a small panel of tissue on the underside of the fuselage below the anchor dowel.

**FLYING.**  
The model should balance level when supported upon the fingers at the point of the wing tips. If not, add plasticine to none or tail as required.  
Test glide over grass in calm windless conditions. Launch forward, slightly nose down, at normal gliding speed. If the model dives, add 1/4" wide gummed paper trim tabs to the trailing edge of the tail and bend up slightly. If the model stalls (noses up, then dives) add tabs, but bend down slightly. Try to achieve a nice even glide. Turns can be similarly achieved. Wind on 50 turns to motor and launch if satisfactory, increase the turns by 50 s to maximum of 350. As power increases, add small pieces of balsa packing above nose bush to give 'down-thrust'.

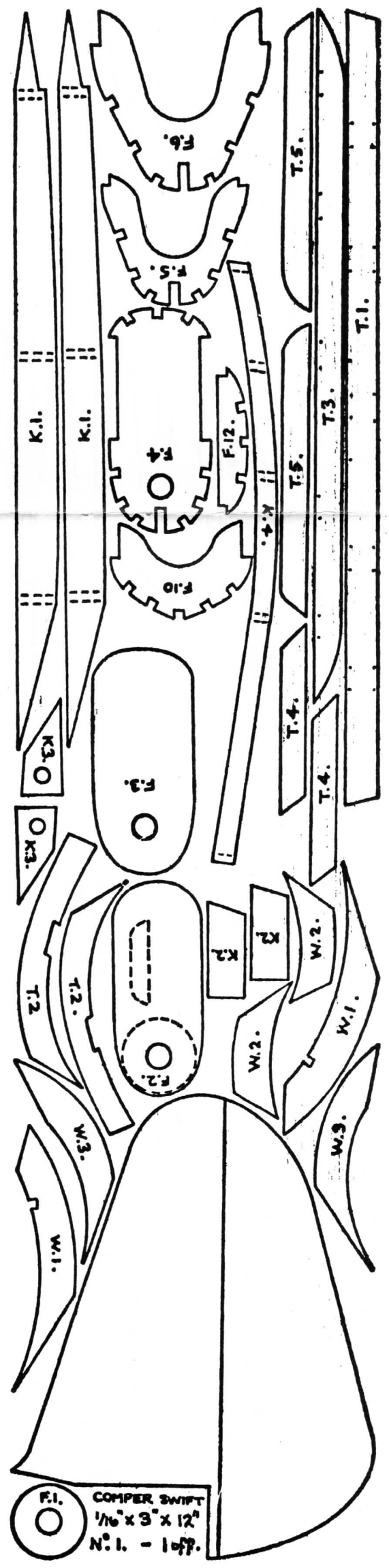
For pylon flying (indoors) various radii of thread may be used dependant upon space available. Use weighted pylon 2 to 4 ft. high, 10 to 25 ft. radius. Symmetrical camber will prevent looping tendency on model. Only adjustment may be "downthrust".  
When you have completed this model, ask your dealer to show you the others in the VERON range of Flying Models and for our latest free illustrated folder.







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**COMPER SWIFT**



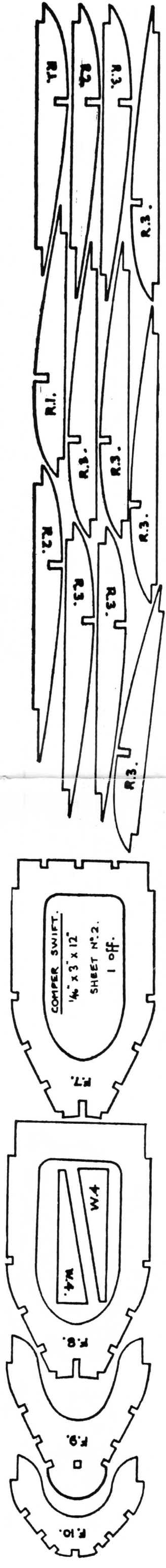
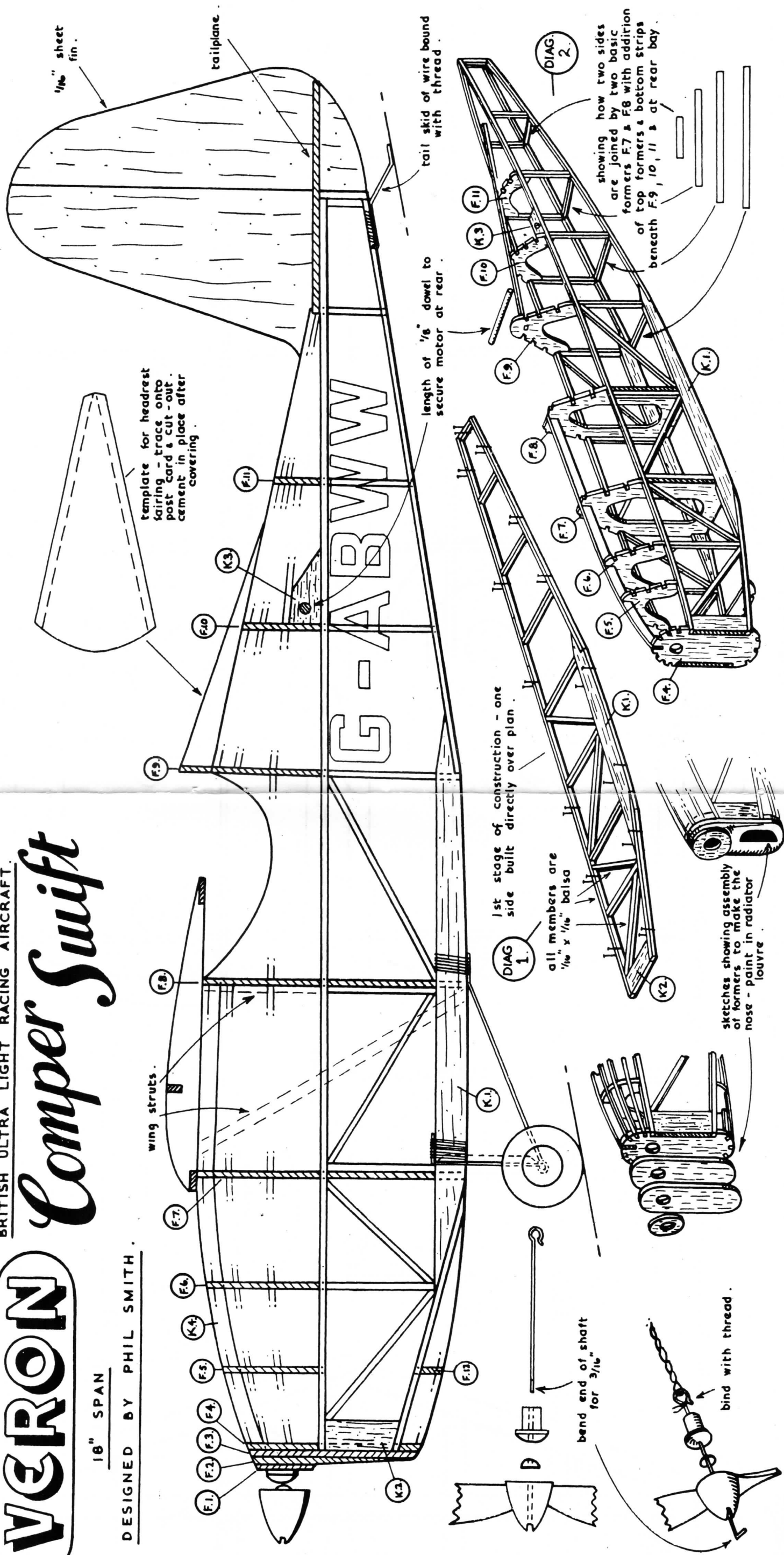
# VERON

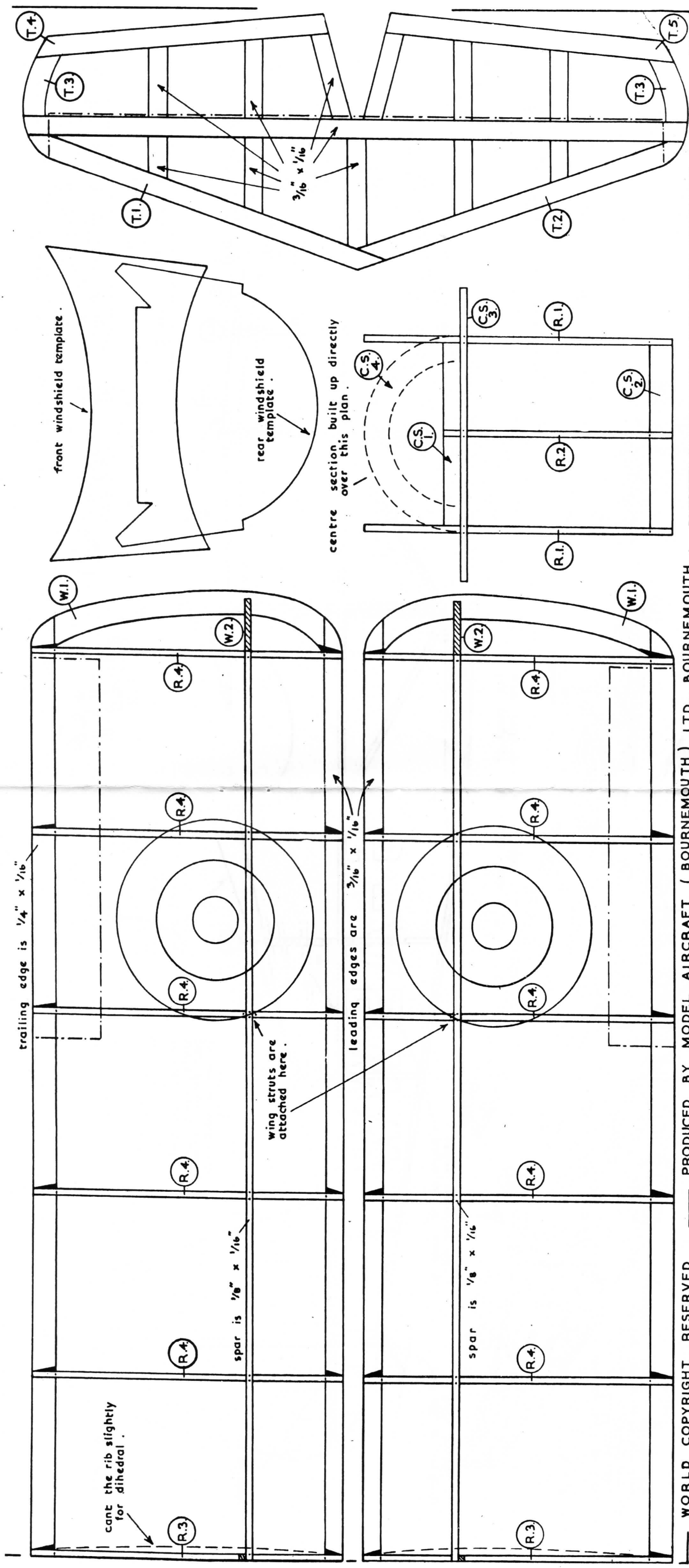
BRITISH ULTRA LIGHT RACING AIRCRAFT.

# Comper Swift

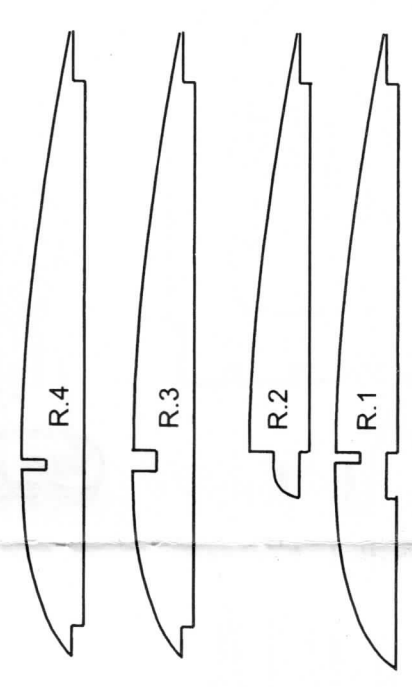
18" SPAN

DESIGNED BY PHIL SMITH.





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Here are the ribs; you will need 10 R.4's Two R.3's & two R.1's.

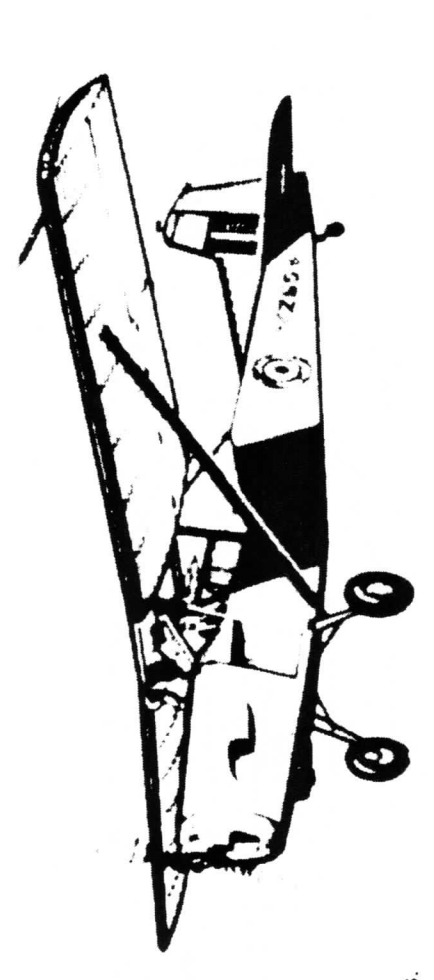
**MOTOR AND NOSE ASSEMBLY.**

The motor is made up of one 9" loop of 3/16" wide rubber strip (1 8" length) with the ends securely tied with a double knot. The shaft is prepared as shown, ensuring the loop is small enough to pass through the 3/16" hole in the nose. Thread on the plastic bush, cup washer and propeller, then bend the shaft end to engage in the slot in the nose of the propeller boss. Add the rubber motor and secure by closing the wire box with tightly tied thread. Lubricate the motor with lubricant (available in tubes from your local model shop). Insert the rubber box down through the fuselage or pull through with thread on a hairpin and engage with 1/8" dowel through K.3. This can be aided by cutting away a small panel of tissue on the underside of the fuselage below the anchor dowel.

**FLYING.**

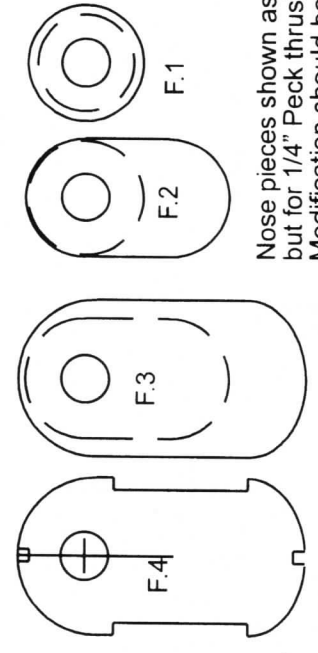
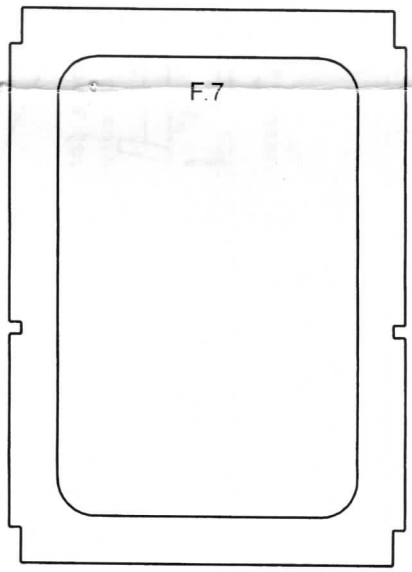
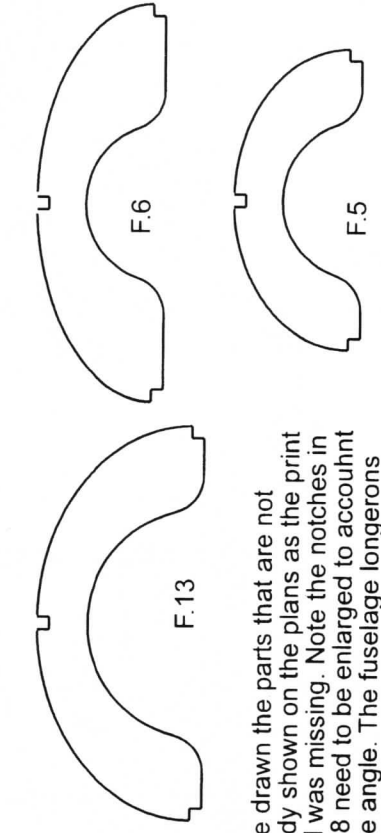
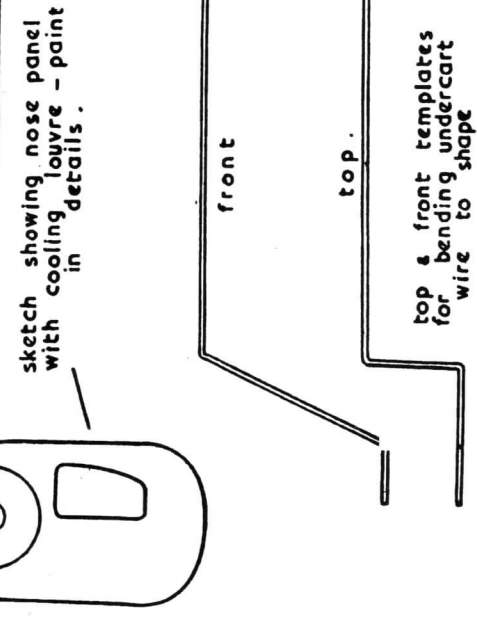
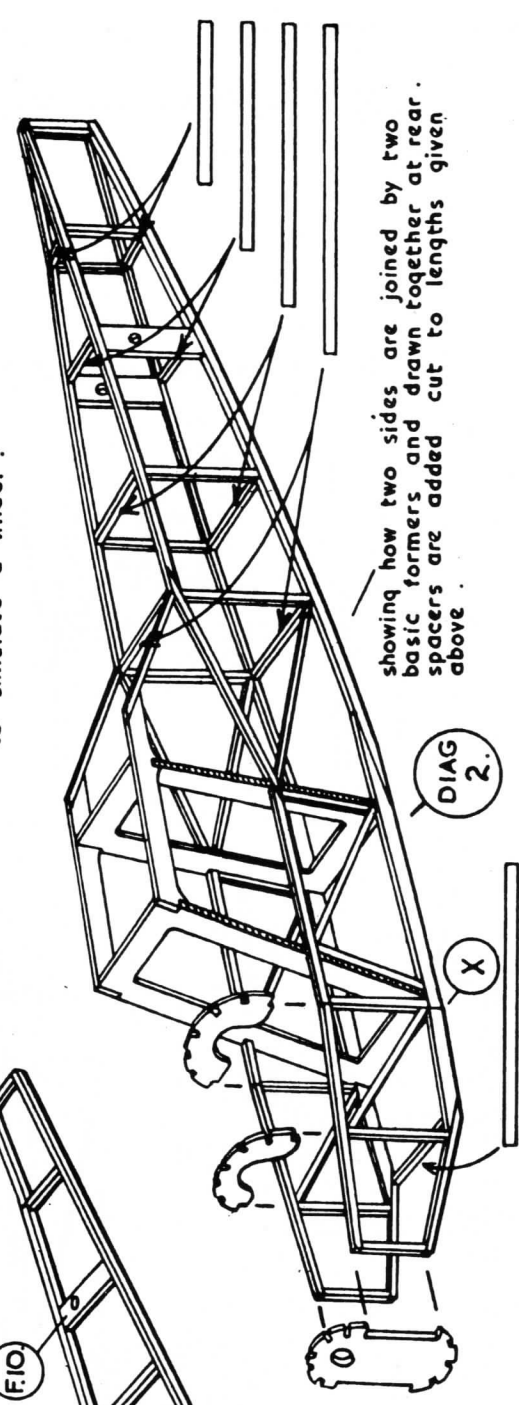
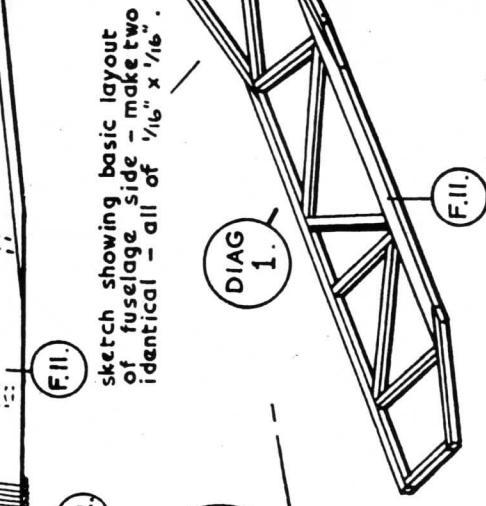
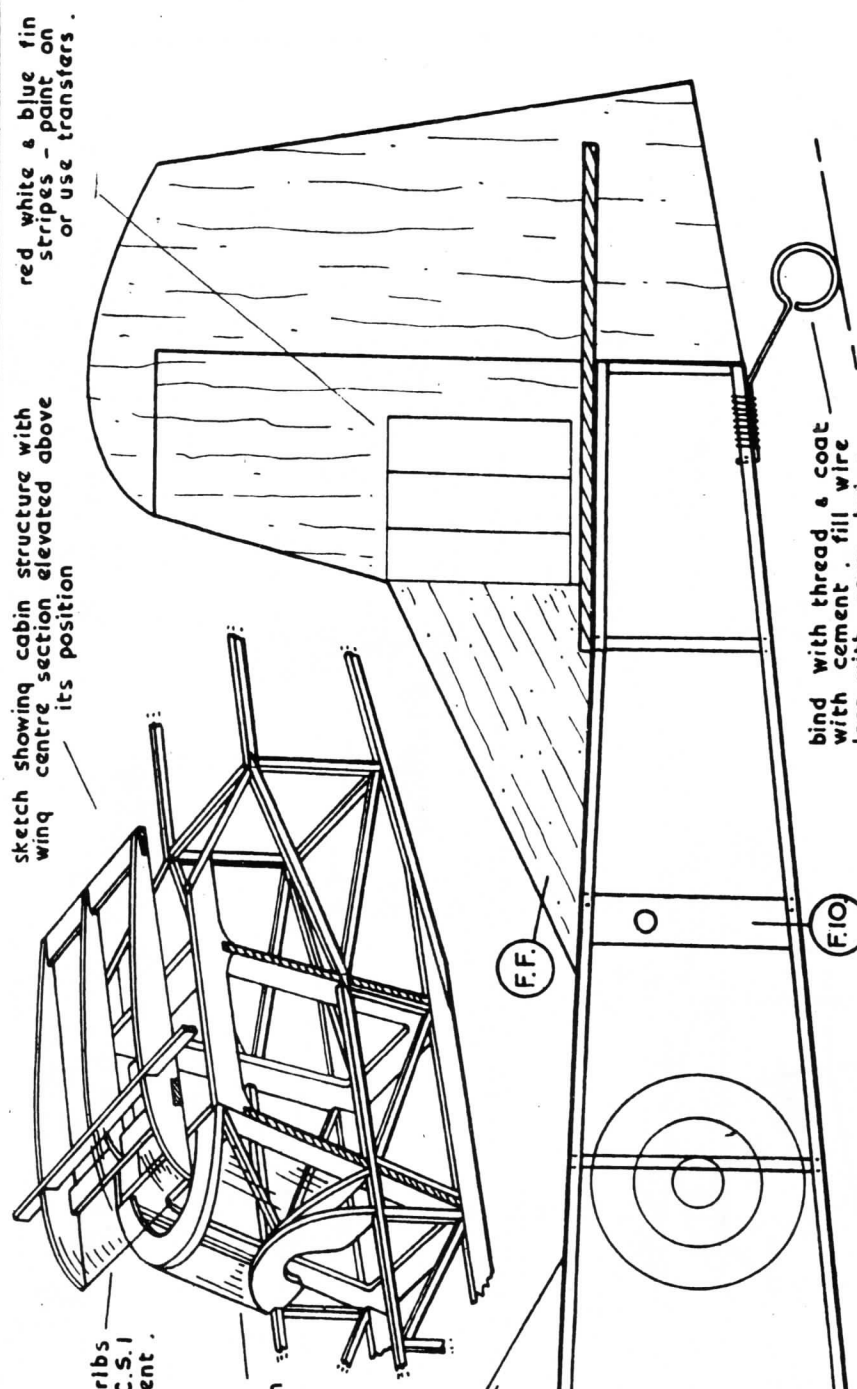
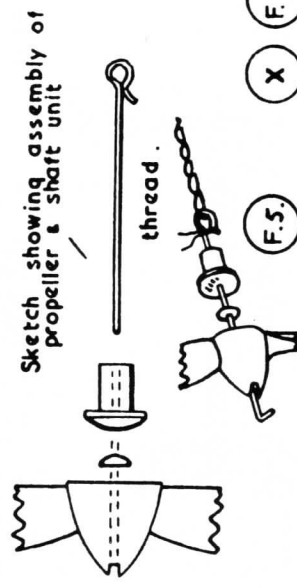
The model should balance level when supported upon the fingers at the point of the wing tips. If not, add plasticine to nose or tail as required. Test glide over grass in calm windless conditions. Launch forward, slightly nose down, at normal gliding speed. If the model dives, add 1/4" wide gummed paper trim tabs to the trailing edge of the tail and bend up slightly. If the model stalls (noses up, then dives) add tabs, but bend down slightly. Try to achieve a nice even glide. Turns can be similarly achieved. Wind on 50 turns to motor and launch if satisfactory, increase the turns by 50's to maximum of 330. As power increases, add small pieces of balsa packing above nose bush to give "down thrust".

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# Auster A.O.P. 9.

22" SPAN.  
DESIGNED BY PHIL SMITH



I have drawn the parts that are not already shown on the plans as the print wood was missing. Note the notches in F.7 & 8 need to be enlarged to account for the angle. The fuselage longerons are cracked at "X" during assembly.

Nose pieces shown as on plan but for 1/4" Peck thrust button. Modification should be made to allow for a removable nose block.

All 1/16 th balsa.



