WT. LESS MOTORS 1.6 OZ. BEST FLIGHT 150 FEET ALTITUDE. DISTANCE 600 FEET. MODEL WILL TAKE OFF ANY SMOOTH SURFACE.

FOR BEST RESULTS USE MEDIUM WEIGHT "C" GRAIN BALSA FOR ALL WOOD PARTS.

ELEVON FREE HERE FOR MAKING ADJUSTMENTS. SECURE WITH PIN. ALWAYS TEST GLIDE AFTER A CHANGE. TRIM CONTROL SURFACES ONLY 1/32" AT A TIME.

DECORATION, FUSELAGE OUTLINE, LETTERING, STRIPES, DONE WITH WET COLORED PENCIL

FLIGHT SCHEDULE: CHECK C.G. LOCATION. TRIM ELEVONS FOR LARGE CIRCLE, STEEP GLIDE. ALWAYS FIRE JET ON INSIDE OF FLIGHT CIRCLE FIRST. PULL FUSE WIRES AFTER IGNITION. LAUNCH FLAT INTO WIND. ROCKET EFFICIENCY INCREASES WITH SPEED.

YOUR SKI-DART WILL FLY FASTER AND HIGHER IF THE FLYING SURFACES ARE TRUE AND UNWARPED.

MOTOR CLIPS ARE HELD BY SINGLE 2-56 BOLT 5/16" LONG THROUGH HOLE DRILLED IN CENTER OF CLIP. THIS ALLOWS DOWNTHRUST SETTINGS. USE ABOUT 10 DEGREES. ROTATE MOTOR CLIPS FRONT DOWN.

GEAR STRUTS ARE .032 WIRE. BENT AS PER PLAN. GLUE FIRMLY TO SKIS MADE OF STIFF CARDBOARD. CUT SMALL WEDGE AT NOSE AND BEND TO SHAPE.

ALUMINUM FOIL IN MOTOR AREA

SKI PATTERN

"REFLEX SECTION" SANDED FROM LOWER SIDE OF WING T.E. FULL SPAN.

WING TIP

ELEVONS NOT INSTALLED UNTIL WING AND FUSE. JOINED 1/16" SHEET.

WING MADE FROM 1/8" SHEET BALSA "BOARD" DO NOT SAND SMOOTH UNTIL L.E. STRIPS ARE ADDED. ROUND L.E. LAST. LARGE SANDING BLOCK MAKES WORK EASY.

FIN IS TWO PIECES 3/32" SHEET JOINED AS SHOWN.

NAVY

SKI-DART

C.G.

GET MODEL TO BALANCE AT C.G. BY MOVING MOTORS OR ADDING CLAY WEIGHT WHERE NEEDED.

WING SLOT ENDS HERE

'UP ELEVON' LEFT-LOWERS LEFT WING, ROLLS RIGHT. NOSE UP.

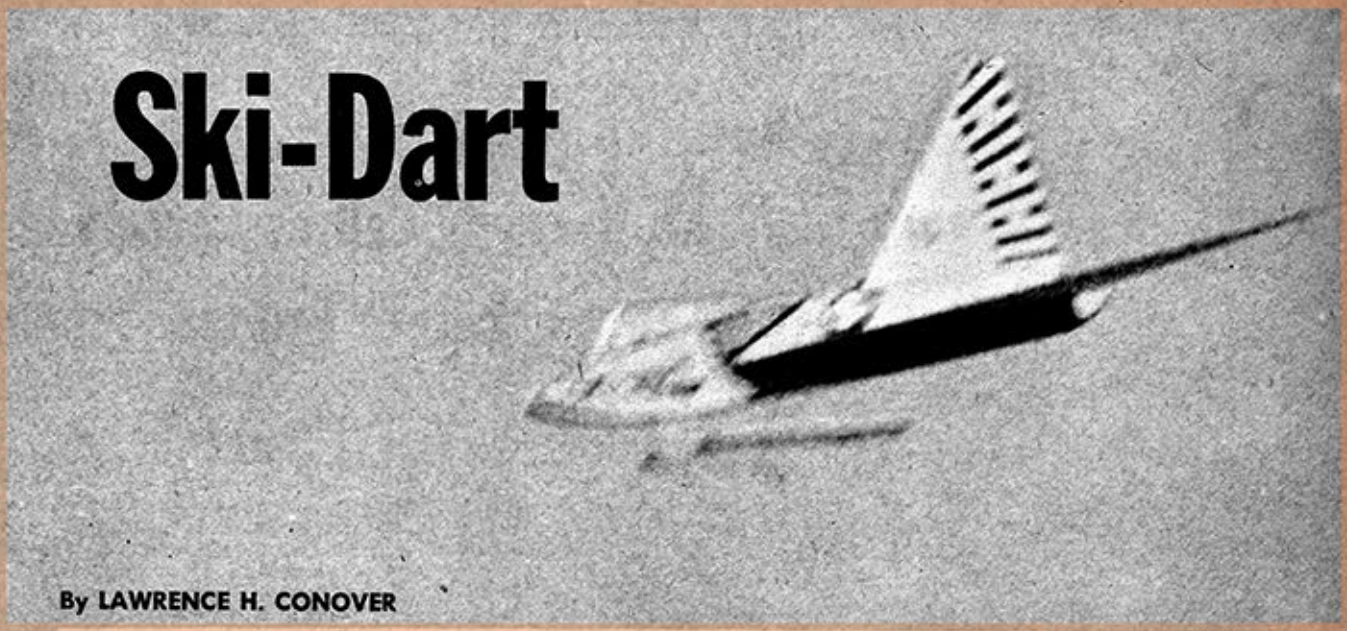
REAR VIEW

'DOWN ELEVON' RIGHT-LIFTS WING INTO LEFT ROLL NOSE DOWN.

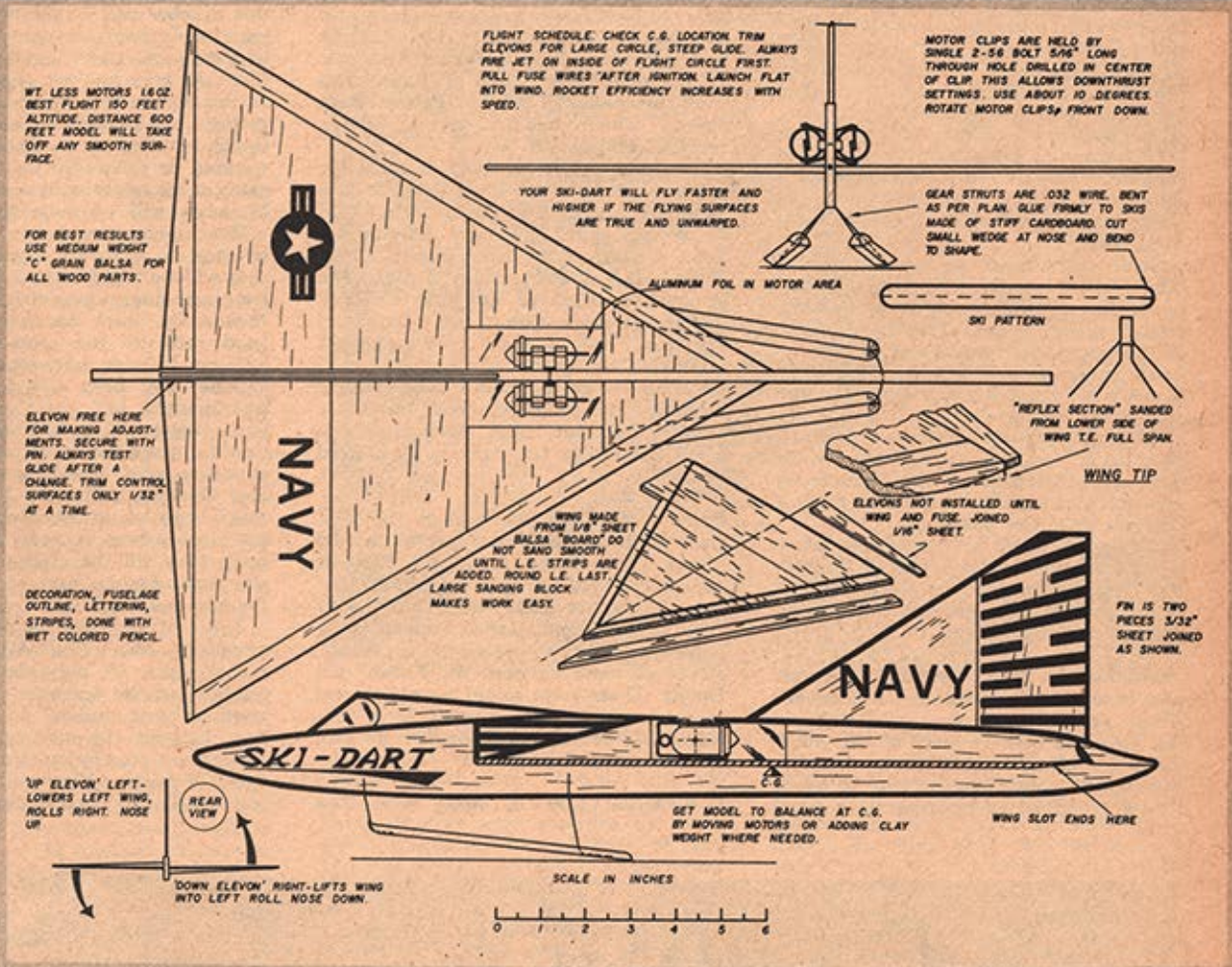
SCALE IN INCHES

0 1 2 3 4 5 6

Ski-Dart



By LAWRENCE H. CONOVER



■ Convair's experimental Sea Dart was probably the most unusual seaplane ever to ROW. Your twin jet model, the SKI-DART, is a going machine. There is exciting realism in the long takeoff run . . . the sudden dip earthward as the lift breaks down (a basic characteristic of delta wings due to a flow transition, even on full scale aircraft) . . . a bounce back into the air, both jets blasting . . . Fast low-angle climb to altitudes of 100' . . . smooth flare-over as power dies . . . a fighter-like glide to the far end of the field.

This is an easy model to construct. *First digest the plans thoroughly.*

Make wing board a bit oversized; do not lay out on wax paper; put glue on both edges of three-inch sheets to be joined; stick together in midair; lay on flat work-bench and rub in glue at joint; let dry about 3 minutes. Wiggle loose and turn over; add small amount of glue and rub in; let dry and then continue in same manner. When dry, draw delta wing shape and cut with a sharp razor blade, (*Continued on page* 64)