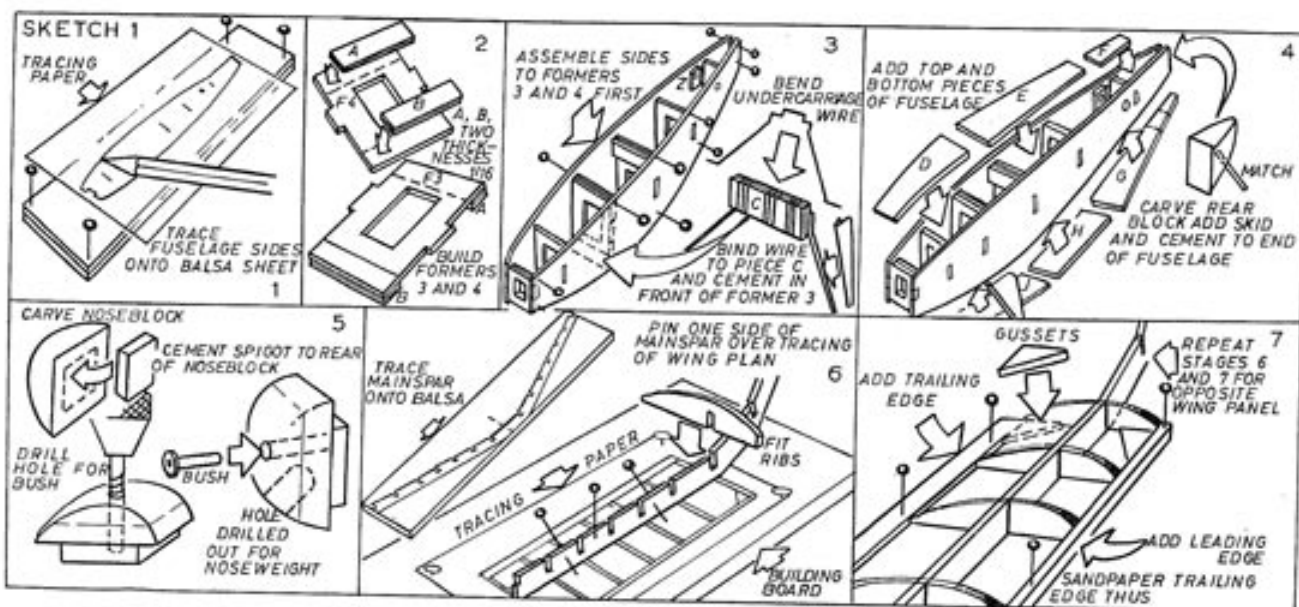


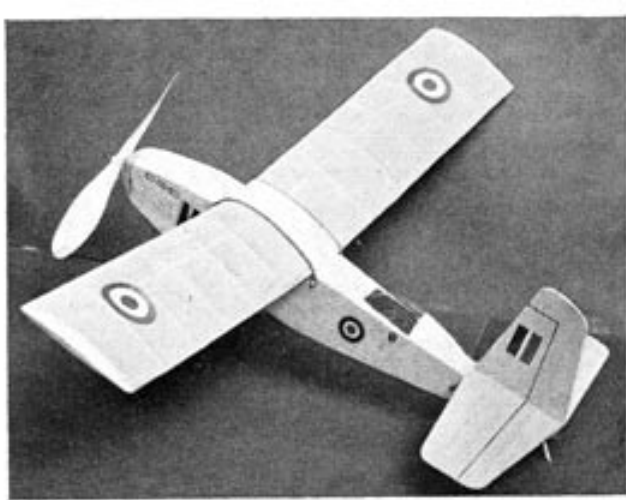
THE STARCREST

A RUBBER POWERED MODEL

START construction of *STARCREST* in the same way as you did for your *AIRFLO* glider, by tracing the parts required on to sheet balsa and cutting out. Build formers 3 and 4 as shown below, and cement them to the fuselage sides by means of the slots in the sides. Bend the undercarriage wire to shape, bind and cement it to piece C, and then cement piece C firmly to the front of F3. Add the remaining formers and rear dowel reinforcing pieces Z. Hold parts together with modelling pins until dry. Add top and bottom pieces with skid. Carve and sandpaper the noseblock to shape. Drill holes for the brass bush and noseweight as shown below.

Sandpaper fuselage edges round, and give a coat of thin dope. Put on wheels, holding on by bending over wire axle or slipping on a small piece of electrical plastic tubing, from which the wire has been removed. Cut out fin and tailplane, sandpaper edges round, and cement in position. (Dope these parts *before* assembly). Build wings over tracings taken from plan. Pin down wing framework to building board at every stage, particularly when dope is drying. This is most important in order to avoid warps. Add matchstick pegs for wing rubber bands. Insert a piece of 18 S.W.G. wire from rear of noseblock, slip on a cup washer and the $7\frac{1}{4}$ in. propeller





(about 11d., any model shop) and bend driving and winding hooks as shown. Cut a 60 in. length of $\frac{1}{8}$ in. flat rubber and tie the ends securely. Make it into two loops, and rub in some rubber lubricant. Insert the motor into the fuselage as shown. Put on the propeller, noseblock and wings. Balance your model. The last sketch shows the correct position of the balance point. Add small pieces of cement tube or plasticine to nose or tail to get this right.

Test glide over long grass on a calm day. Launch on a level keel, with nose pointing slightly downwards. It should glide straight and land about 25 ft. ahead of you. If it turns to the left, bend the trim tab a very little to the RIGHT (viewed from rear) and vice versa. If it dives, bend up the rear edges of tail-plane a little. If it stalls (rears up on its tail) add a little weight to the nose.

Now wind the propeller in a clockwise direction (viewed from front) about 75 turns and launch with nose slightly down. Model should climb a little, turning very slightly to the left. Increase the turns with each flight to a maximum of 320. If on full, or nearly full turns, model turns steeply to the left, put a $\frac{1}{16}$ in. thickness of balsa between the noseblock and fuselage on the LEFT side (viewed from rear). If it stalls under full power, put a $\frac{1}{16}$ in. thickness of balsa between TOP of noseblock and fuselage.

Lastly, a point of maintenance! It is essential that the propeller driving shaft revolves freely in the brass nose-bush, and it is a very good idea to put a small drop of oil on the driving shaft before taking your *STARCREST* out for an afternoon's flying.

