

# VOLGORDE ROMP CONSTRUCTIE

- 1 BOUW ONDERZIJDE EERST
- 2 BEVESTIG STAANDERS EN BOVENLIGGER
- 3 BEVESTIG LANDINGSGESTEL MET GAREN EN LIJM

SNIJ KIEL VLAK UIT 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

LANDINGSGESTEL 0,8 MM VERENSTAAL

VLEUGELRIB 1,5 MM BALSAMAAK 8 STUKSINSTELHOEK-WIG 1,5 MM BALSALANDINGSGESTEL 0,8 MM VERENSTAAL

ZAAG GLEUVEN IN NAAF VOOR PROPELLERBLADEN

PROPELLERBLAD

BUIG DIT DEEL NAAR ACHTEREN

# PROPELLER CONSTRUCTIE

RUBBERBEVESTIGING PLASTIC BUISJE IN 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

PROPELLERBLAD 0,8 MM BALSALANDINGSGESTEL 0,8 MM VERENSTAAL

OMWIKKEL MET GAREN

PROPELLER-AS 0,8 MM VERENSTAAL

PROPELLERNAAF HARD BALSALANDINGSGESTEL 0,8 MM VERENSTAAL

SNIJ STAARTVLAK UIT 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

ROMP VAN 1,5 X 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

VOORLIJST 1,5 X 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

ROMPNEUS OPVULLEN MET 0,8 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

BOVENAANZICHT ROMP

SPANWIDTE 33 CM (13 INCH)

V-STELLING

5 CM

VLEUGELTIP 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

TEKENING IS OP WARE GROOTTE

ACHTERLIJST 1,5 X 3 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

Ontwerp: ARTHUR SILBERBURG  
Vertaald en bewerkt: Wout Moerman

P. D. G.

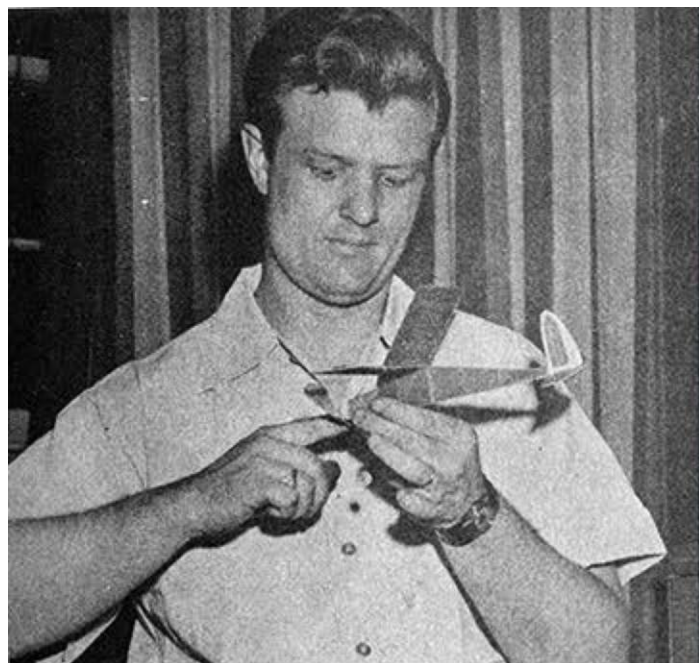
Tekening door PAUL DEL GATTO

1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM  
NEUSBLOK  
KLEMT IN ROMPNEUS

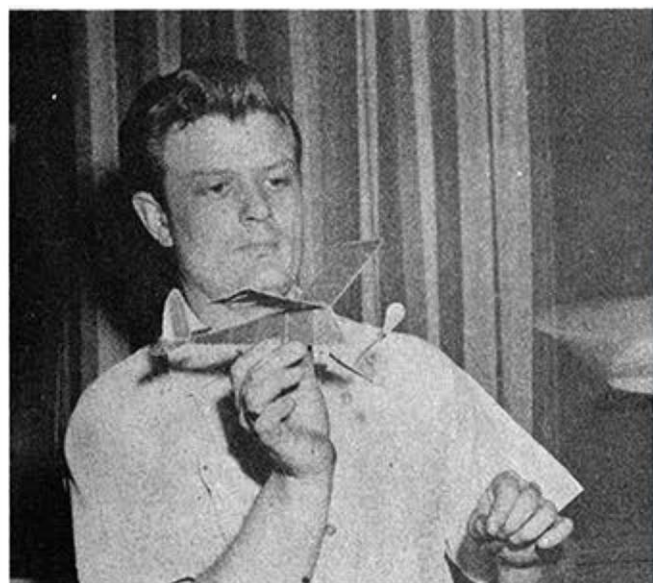
PROPELLERLAGER  
15 MM WIELEN  
2 X 1,5 MM BALSALANDINGSGESTEL MET GAREN EN LIJM

RINGETJES OF KRAALTJES

parlor Fly



Of course, you do have to wind it! This calls for concentration and a gentle hand. From four to ten room-size circles are the reward.



Contact, stand back, all clear, and stuff. Intrepid aircraft gets off with faint whirr. That prop is so going—camera stopped it.

Steady, boy, steady! To get technical, right wing reveals wash-in, or twist, at tip; also right rudder, meaning tight-turn adjustment.



# parlor Fly

**Flying fields, airship docks?  
Who cares? You can put this  
mighty midget through paces  
without leaving your chair!**

**By ARTHUR SILBERBURG**

► I had good reason for building the "Parlor Fly" and I'd like you to know about it, too. It seems that whenever the relatives are over to the house, and admire the balsa handiwork, there is usually a remark that sounds like this: "Let's see one of those big things fly. You have enough room in the backyard!"

Then, you have to go through a long-winded explanation on why you can't and how they'll just have to be satisfied with a visual inspection. So that's the reason for the "Parlor Fly." I wanted something I could fly around the parlor. Not only does it delight the visitors but I've found I had loads of fun with it myself.

Needless to say, the simplicity of the construction permits both the beginner and accomplished, to finish it in about two days spare time, or three to four hours building time. The building instructions follow:

First assemble all the material needed. Use a good grade of balsa and the 1/16" strips should be quite firm. Lay out bottom crutch of fuselage on bench over wax paper, and build right on top of it. While waiting for that to dry, cement together the rudder. Next fashion the landing gear, rubber-band hooks, noseplug, propeller and wing ribs. When fuselage and rudder are dry, remove and lay out elevator and half of wing. The elevator is cut out of sheet balsa, but the wing is pinned to the bench. Place wax paper underneath. While waiting, cover rudder—one side only. Cement landing gear and rear hook to body. The propeller blades are curved by putting a thin layer of cement on the side that (Continued on page 57)

Carrier landings, yet! Still think that prop has not moved? Man! The pilot hasn't moved, though. This crate good when no fuel money.

