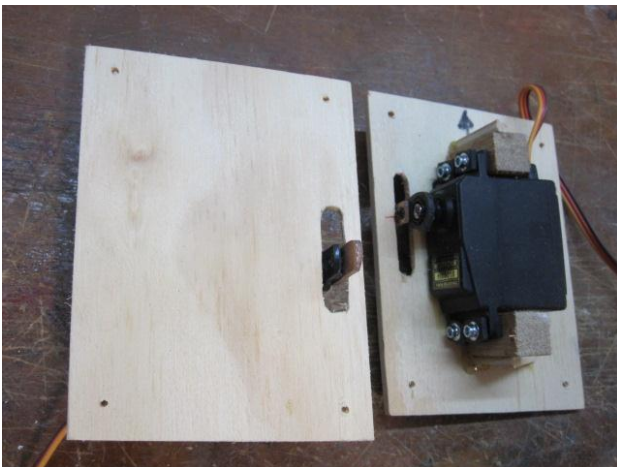


I have now to attack lots of fiddly bits! The first is the four 1/8 piano wire dowels that will register the wings with the centre section. Two each side will allow the wing to slide up to the side of the centre section so the aerofoils "mate" and although they will supply some strength to the total wing the real strain will be taken by the 8 flying and 8 landing wires made from 80lb breaking strain fishing trace. To mount the dowels I need to fit brass tubes in each wing root and the C/S roots. Here you can see them epoxied to the main spars in the C/S in ply boxes - not very elegant but functional. The block of wood to the right with the hole in it is for one of the "pyramid" legs. Each of the landing wires will be attached to the "pyramid" and to a brass plate mounted top & bottom of the wing so this means cutting and drilling this lot.



Now the top of the "pyramid" is interesting - what does it look like? There is nothing indicated on the original drawings and all the photos are too small and poor quality to see sooooo..... it's time for "more than a little informed conjecture" again. I talked to a few people including Alf Williams at Maitland and he agreed it was probably something like this - so argue with him if you don't like it! It's a steel plate brazed to the top of the four piano wire legs.

The next fiddly bit is the aileron servo mounts which are 1/8 ply plates with 1/2" sq hardwood blocks epoxied to them and 1/8 ply gussets for good measure. The servo arms need to be longer than standard so I have made fibreglass extensions screwed on to the nylon ones. Once mounted on the wings I could then rig the servos to the ailerons thusly. The top half of the horn will have an extension that will carry a dummy cable into the wing to simulate the "pull-pull" system of the real plane.

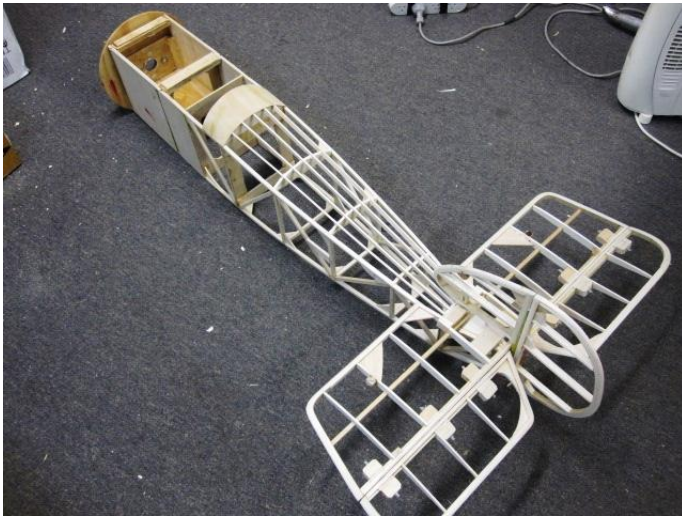


While sorting the aileron horns out I also cut the ones for the elevators (both sides), the ones for the "pull-pull" bellcranks at the servos (one for rudder, one each for elevators) and the rudder. Here they are cut from PC board ready for installation (the holes in the centre are to make sure the epoxy keys in well).



Now was the time to assemble the tail bits to make sure they fitted, to sort out where the "pull-pull" cables from elevator & rudder would enter the fuselage sides and that hinge movement was ok. That's when I hit a nasty!

When you're working from enlarged plans of a smaller model that are little more than using the



outline cos the internal structure is so different you are bound to find nasties. Mine was that I had set the stringers on the top rear part of the fuselage as I had done on the Pup ie meeting the fuselage almost flush with the flat surface on which the tailplane would be mounted BUT the TP extends along the sides on the fuselage on the Camel so they have to be mounted higher. Bigger - got to pull them out and re-do them! Not a massive job, just annoying. Now I could assemble the tail bits! All the lumpy bits on the hinge line are balsa blocks to support the pin hinges.

I could cover all the tail parts now but I'd rather complete all the structure before starting covering so back to the fuselage. This is another tricky bit as I have to fit the tank, onboard glow system and all the servos as far forward as possible to avoid the dreaded "WWI tail heavy" syndrome common with this style of plane. This means fitting access hatches underneath that will let me get at most of them for maintenance. I also have to fit the supports for the U/C to plug into, similar to the peg boxes in the wing centre section.

It was about then that the Gunnedah Scale Rally appeared so this lot has been put on hold for a while! More news as soon as building starts again.