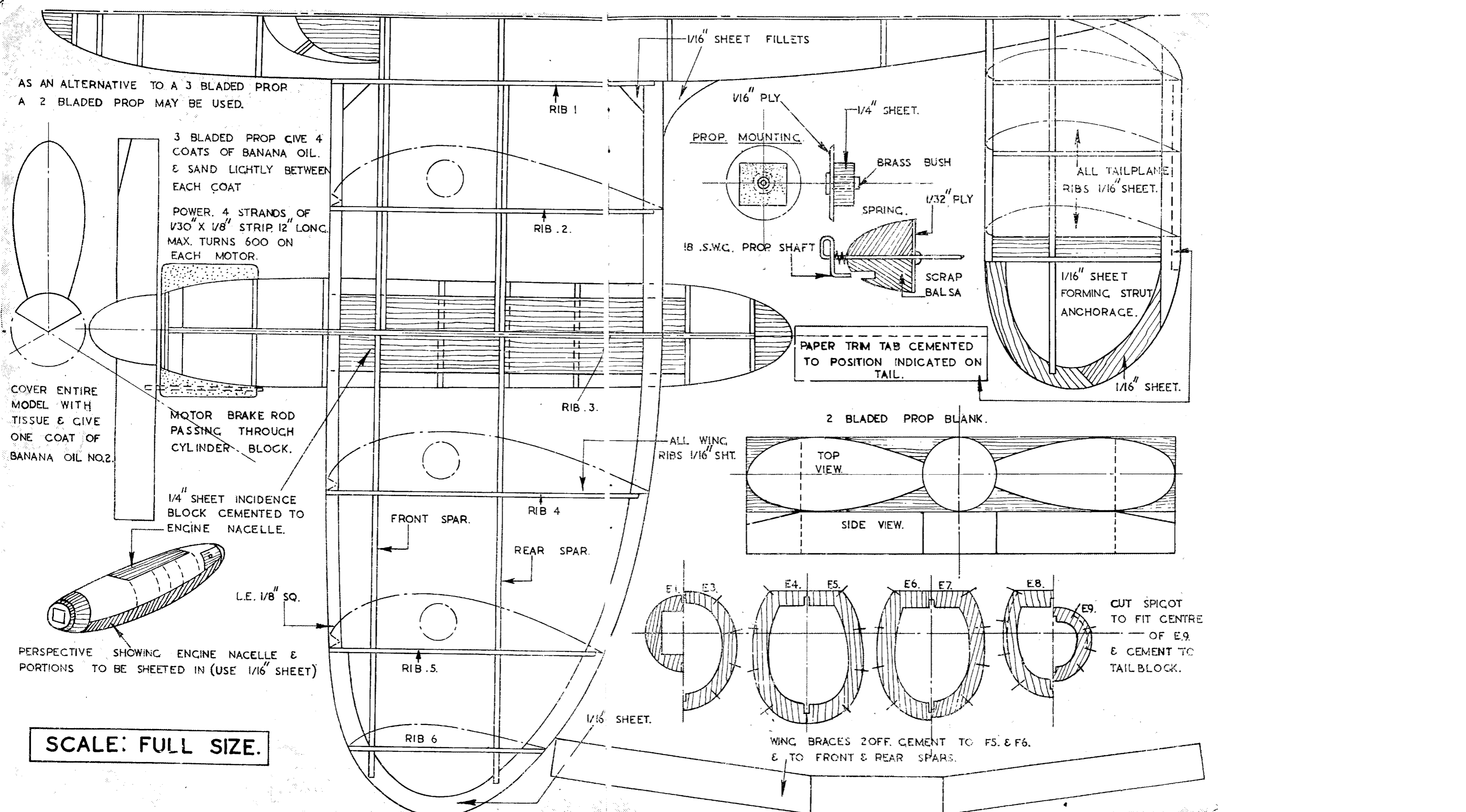


This drawing by the author gives a good impression of the graceful appearance of the model. Full-size plans are printed on the next four pages.



"ATHENE"

BY

RAYMOND MALMSTRÖM

WITH the transition from war to peace, and new civil passenger aircraft, either on the drawing board, or actually in reality on the runway, it is natural for the designers in the model world to lay aside, at least for the moment, those plans for a super model fighter or bomber, and ponder on the pleasant problem of creating an original and well-proportioned flying model of a civilian passenger aircraft.

The Athene is one answer to the fascinating problem, and although by no means the only solution, its proportions and graceful lines may recommend it to aeromodellers, no less than its steady consistent flying ability.

Here, then, are the milestones along the pathway of building the Athene, not that in the simple construction is there much likelihood of the builder going astray.

Fuselage. Straightforward keel-principle construction. The block carrying the front undercarriage leg should be firmly cemented, and the wing transverse bridges should be carefully and accurately positioned. The positions of these bridges are shown on F. 5 and F. 6. Sand entire frame work and cement on fin. Shrink tissue. Give one coat of banana oil.

Engines. Built in the same way as the fuselage. Sheet carefully where indicated on plan, particularly the sections on either side of the master keel. Work accurately, warped or twisted nacelles result in much unnecessary adjustment when the model is being flown. Undercart blocks should be firmly cemented in position. Wheels may be made from balsa, bushed hardwood or celluloid.

Wings. Constructed in two halves. Cement these halves to fuselage, and see the wing bridges are firm fits in their rib slots. Engine nacelles complete with incidence blocks must be cemented firmly to the platforms of 1/16 in. sheet, on the wing bays.

Tailplane. Built up on the plan and cemented to fin, braced with single strut support. Trim tabs are important as they give a wide range of adjustment.

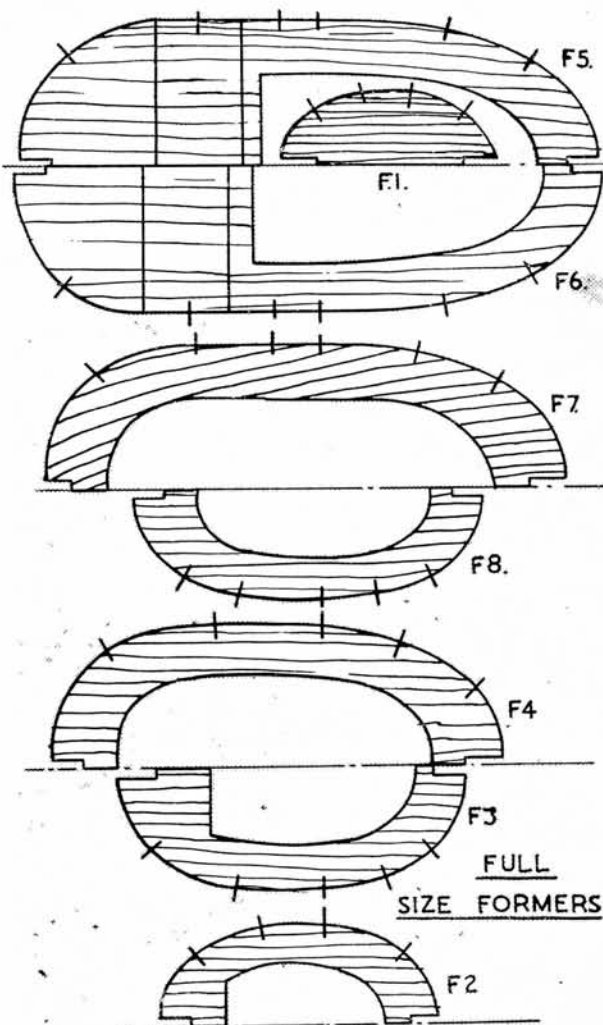
Propellers. Alternative assemblies are shown. If the builder already possesses two ready carved 5 in. diameter, right and left hand propellers, these may be used to excellent effect. 4½ in. diameter three-blade propellers may also be used. In both cases some type of free-wheel is essential.

Flying. Power is 4 strands, ¼ in. by 1/30 in. strip, 12-14 in. in length, to each motor. Lubricate well, after having pre-wound the motors. As usual obtain a flat glide before using power. Downthrust may be incorporated if necessary, but very little should be necessary. Remember when winding to give the same number of turns to each motor. 550 turns on the starboard motor, and 250 on the port, are *not* conducive to steady flight.

In a model of this type, not the least exciting item is the colour scheme. The scheme indicated on the sketch is definitely only a suggestion. The designer would like to feel that some very bright, if not to say gay, production models of the Athene will soon be gracing the air above the local flying fields.



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ALL STRINGERS 1/16" SQ.
FORMERS OF 1/16" SHEET.