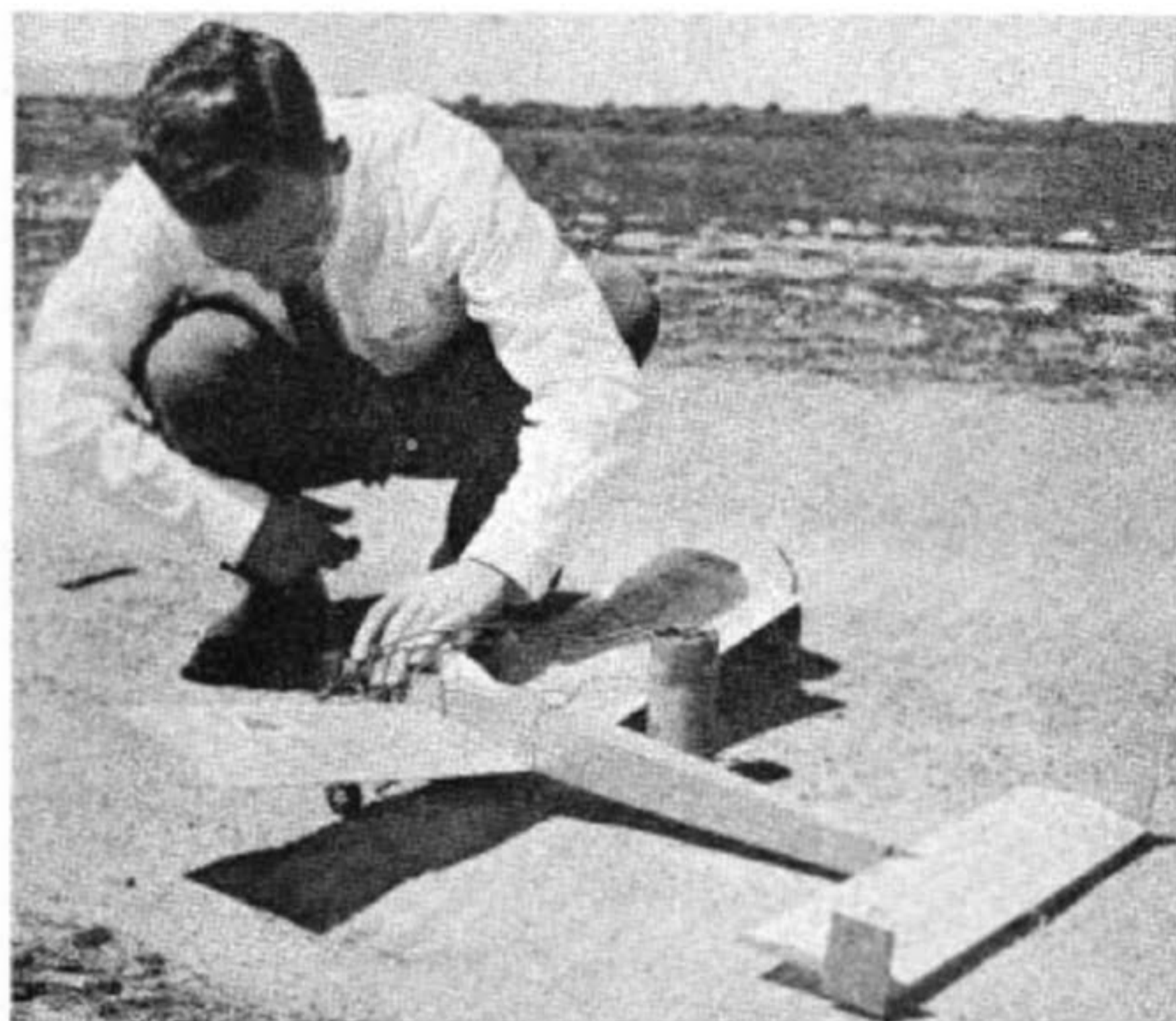
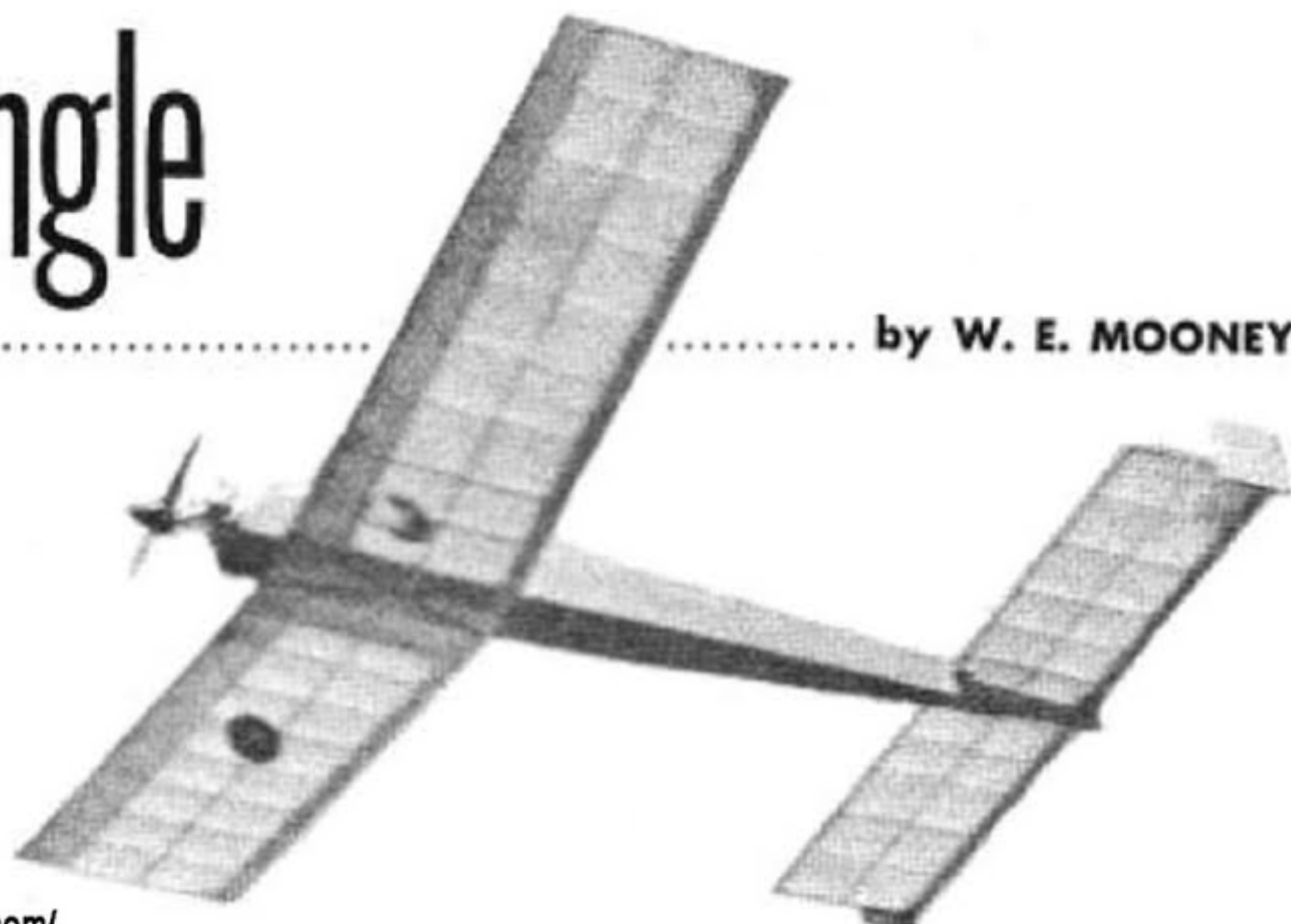


the wrecktangle

by W. E. MOONEY

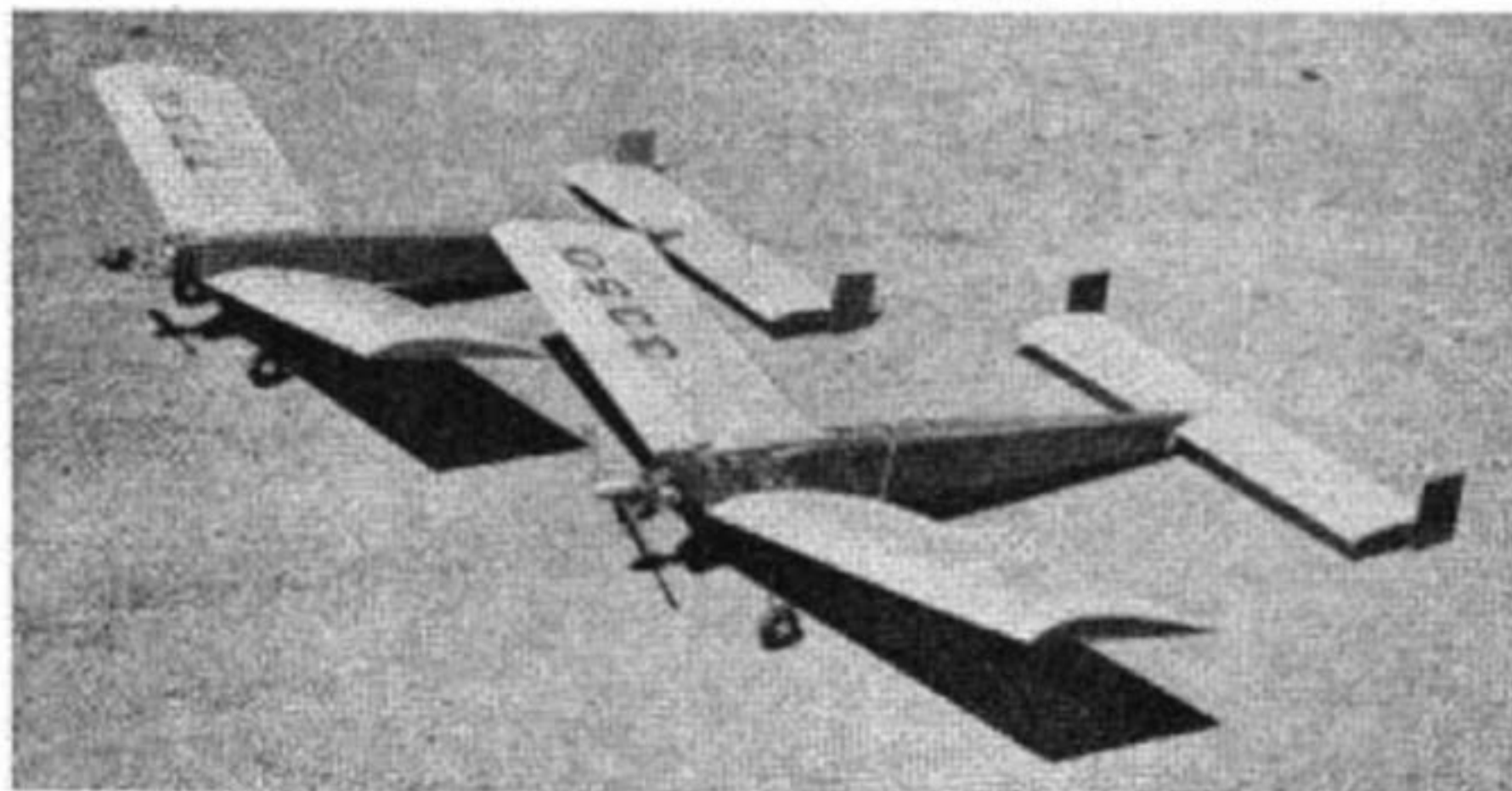
Weary of pylons? Then try a unique low-wing contest design for the .049's. Flies like a high thrust line job.

<http://aeromodelismovolarlibrementeblogspot.com/>



Flipping prop into action, Walt readies ship for take-off. Climb, wide left circles, right glide.

Family affair. Number 3350, foreground, was built by Mrs. Mooney; second ship by designer Walt.



► The Wrecktangle was designed as a rugged, simple, quick to build, free flight contest design which by its unique configuration would be different from the run of the mill pylon type contest airplane. It is a low wing, and as its name implies, is rather squarish in appearance. However, it has some visual appeal in spite of its angular lines.

A closer look at the model will reveal that in the force set up this airplane is very close to being a conventional high-thrust line design and, in fact, it has similar flying characteristics, including a high speed climb which grabs altitude without hanging on the prop. From an operational standpoint it is simplicity itself with the eyedropper tank and its wide-tread landing gear.

Well, let's start building the Wrecktangle so that we can start flying. Because of the size limitations on the plans, not all of the right wing is shown. It must be extended four ribs beyond the last one shown, or eight inches. No fuselage top view is shown, but for this simple design it is not necessary.

The wing and the elevator are conventional structures. Cut ribs from 1/16 in. or 1/8 in. sheet balsa as required, according to the drawing. The elevator is assembled on the plan by laying down the leading and trailing edges and the rear spar, cementing the ribs onto these and then adding the forward spar.

The wing is done in a similar manner. Start by laying down the leading and trailing edges and the lower spars. These should be full length for both wings. Now cement in place all the ribs except the center one. Notch the leading and trailing edges and the lower spars for the dihedral break and allow the cement to dry. (While the wing is drying you can work on the fuselage.)