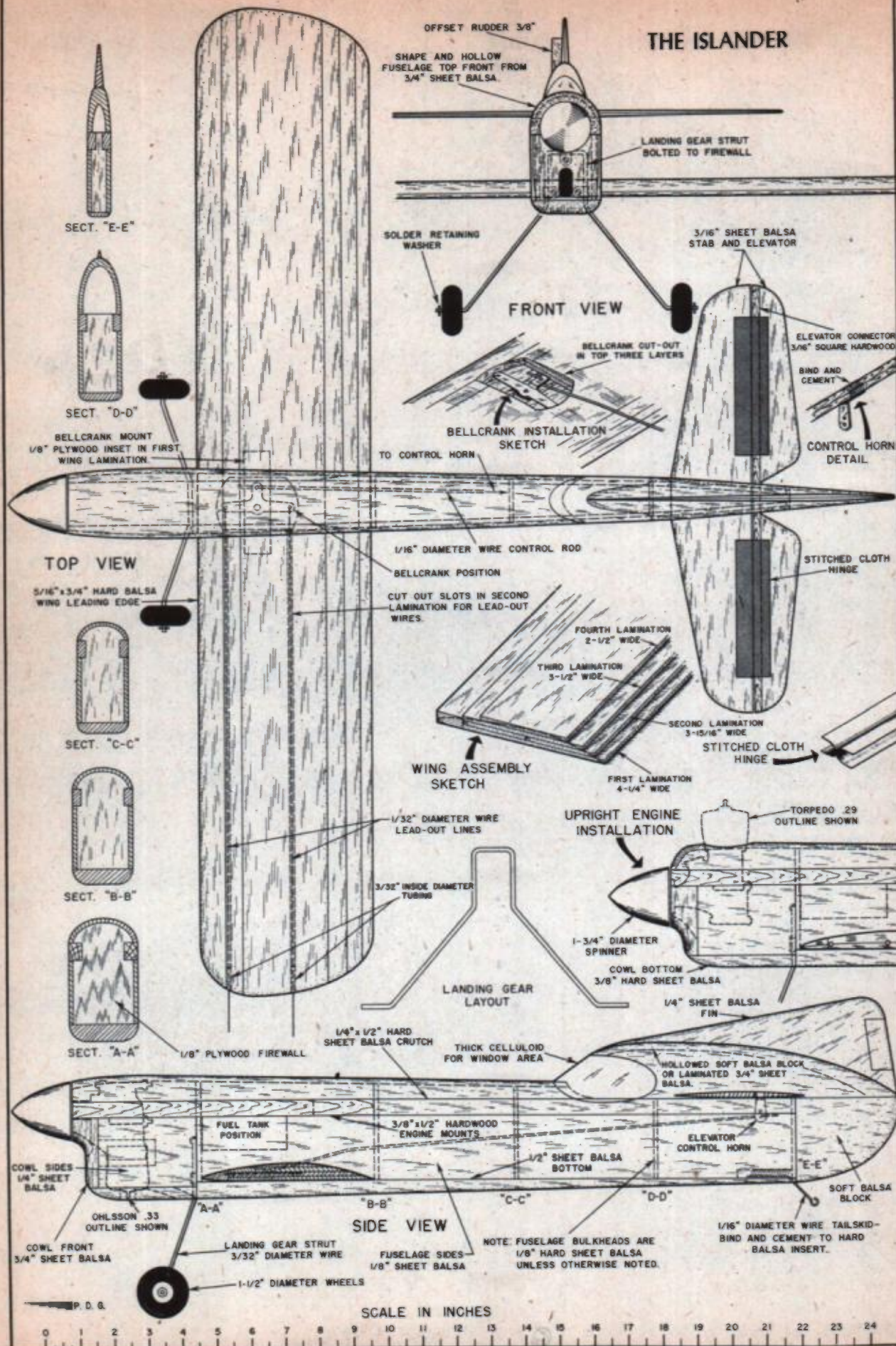
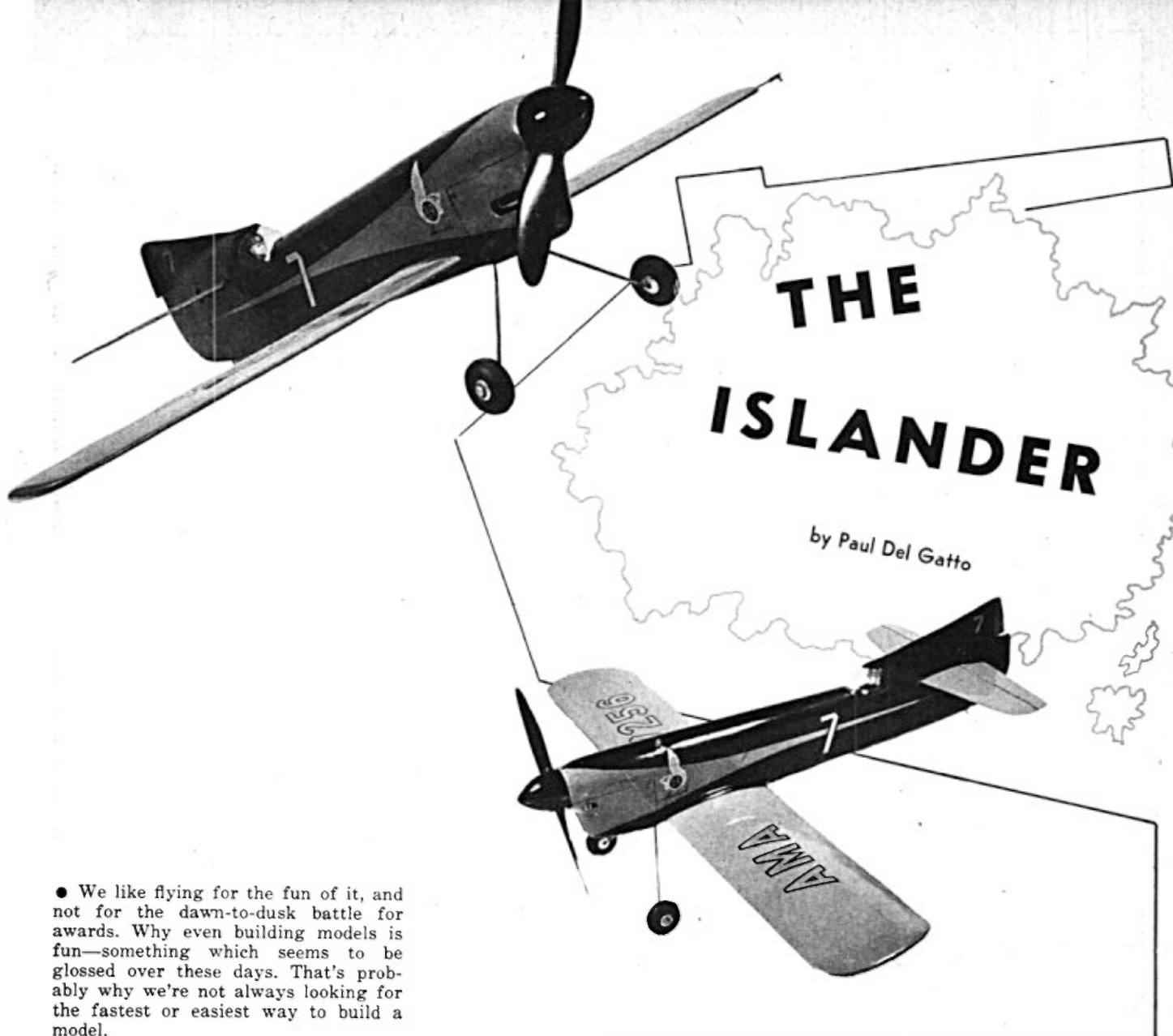


THE ISLANDER

FULL-SIZE PLANS AVAILABLE, See Page 48





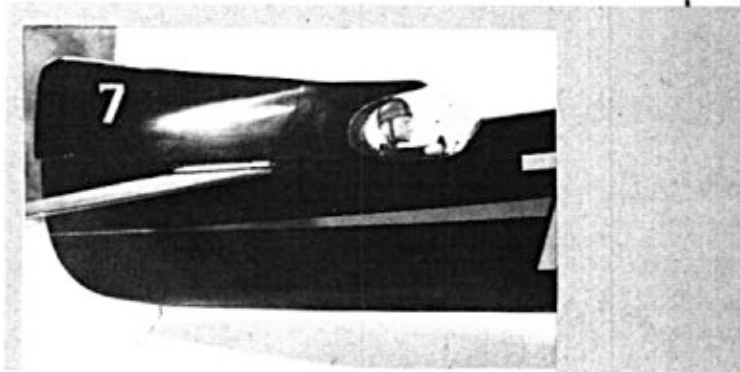
● We like flying for the fun of it, and not for the dawn-to-dusk battle for awards. Why even building models is fun—something which seems to be glossed over these days. That's probably why we're not always looking for the fastest or easiest way to build a model.

"The Islander" grew out of an idea for a shiek model, which fits in with our ideas for a sport job. We made no attempt to fit it into A.M.A. rules, and had no records in mind when we built this model. It's been a long time since we built it, and it has been a constant flying companion since. For over five years, we've been wringing it out at the many local control-line flying sites. When we want to relax, we grab a fuel can, lines, batteries, "The Islander," and off to a flying site we go.

How does it fly? It averages 80 mph on 75-foot lines for 30 laps with an O&R 33 for power. And, if that isn't enough for you, it can hop around the circle at 90-plus with a McCoy or a Torp 29.

This sounds kinda hopped up for a sport job, but we built it the way we liked it and we're happy with the record. The ship is a steady flyer and is easy to keep on a straight and level

(Please turn to Page 31)



Slick as a Team Racer, fast as a Speedster, rugged as the Rock of Gibraltar, and designed for country-club sport flyer.

THE ISLANDER

(Continued from Page 13)

course. A flick of the wrist and you get a smooth, fast response. Landings and take-offs are as graceful as a ballerina. Aside from all of this, it's an easy ship to master and we recommend it to the sport fan who likes his ships on the fast side.

CONSTRUCTION: Building the model requires much less effort than first seems apparent. Besides, you get a substantial model which you'll be pleased with. Except for the hard balsa fuselage crutch, and hardwood beam mounts, the construction is predominantly sheet balsa. The laminated wing,

which is unique in itself, also incorporates a laminar flow airfoil cross-section, which we feel contributes generously to the model's success.

The laminated structure lends itself to several useful purposes, supplying strength and rigidity plus enclosing the lead-outs for a neat appearance. By cutting the layers to the widths shown on the plan, you will obtain an excellent guide for the airfoil shape.

Do not cross-grain the laminations! Make all of the pieces so that the grain runs lengthwise, spanwise, and tilt each so that they are not exactly parallel with the previous lamination. Allow several hours for the laminations to dry before trying to shape the assembly into the finished cross-section.

The fuselage is very simply made. It is composed of sheet balsa sides and hollow fairing blocks on the top and bottom. About the most important thing to remember is to install the control-rod, landing gear and fuel tank before permanently mounting the fairing blocks.

We have encountered no difficulty with inverted-engine installations but, should you prefer to use an upright installation, we suggest bolting the engine to the bottom of the engine mounts if possible. Doing this will eliminate the need for major changes in construction. Keep in mind that you will have to plan your cowl shape to suit the engine of your choice. Check the thrust-line since an inverted engine mount will lower it with relation to the fuselage center line. The prop tip should clear the ground when the model is horizontal with the ground.

When all of the construction has been completed, fillet all of the joints with wood filler and sand down to a smooth, curving contour at all points. We recommend that you cover the model with silk, nylon, Silk-Span or Skysail to strengthen the structure. This covering should be applied before you

make any attempt at applying the final or colored finish. This will increase the life-span of your model many-fold and will simplify the process of applying a finish.

BILL OF MATERIALS (Balsa unless otherwise specified)

9-1/8" x 3" x 36" (med.)	Wing, fuselage sides, fin and rudder
1-3/16" x 4" x 18" (med.)	Stab and elevator, cowl sides
1-1/2" x 2" x 18" (soft)	Fuselage bottom and cowl
1-3/4" x 3" x 18" (soft)	Fuselage top and cowl
1-1/4" x 1/2" x 36" (hard)	Fuselage crutch
1-3/8" x 1/2" x 18" (hardwood)	Engine mounts

3/32" diameter wire landing-gear strut, two 1-1/2" diameter wheels; 1/16" diameter wire, for control-rod and tail skid; 1/32" diameter wire lead-outs; bellcrank; control horn; fabric hinges; 1/8" plywood firewall; plastic pilot; Silk-Span or Skysail; fuel-proof cement; clear dope and pigmented dope; wood filler; decals; .29 to .35 engine; tank; nuts and bolts; control-lines and handle.

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