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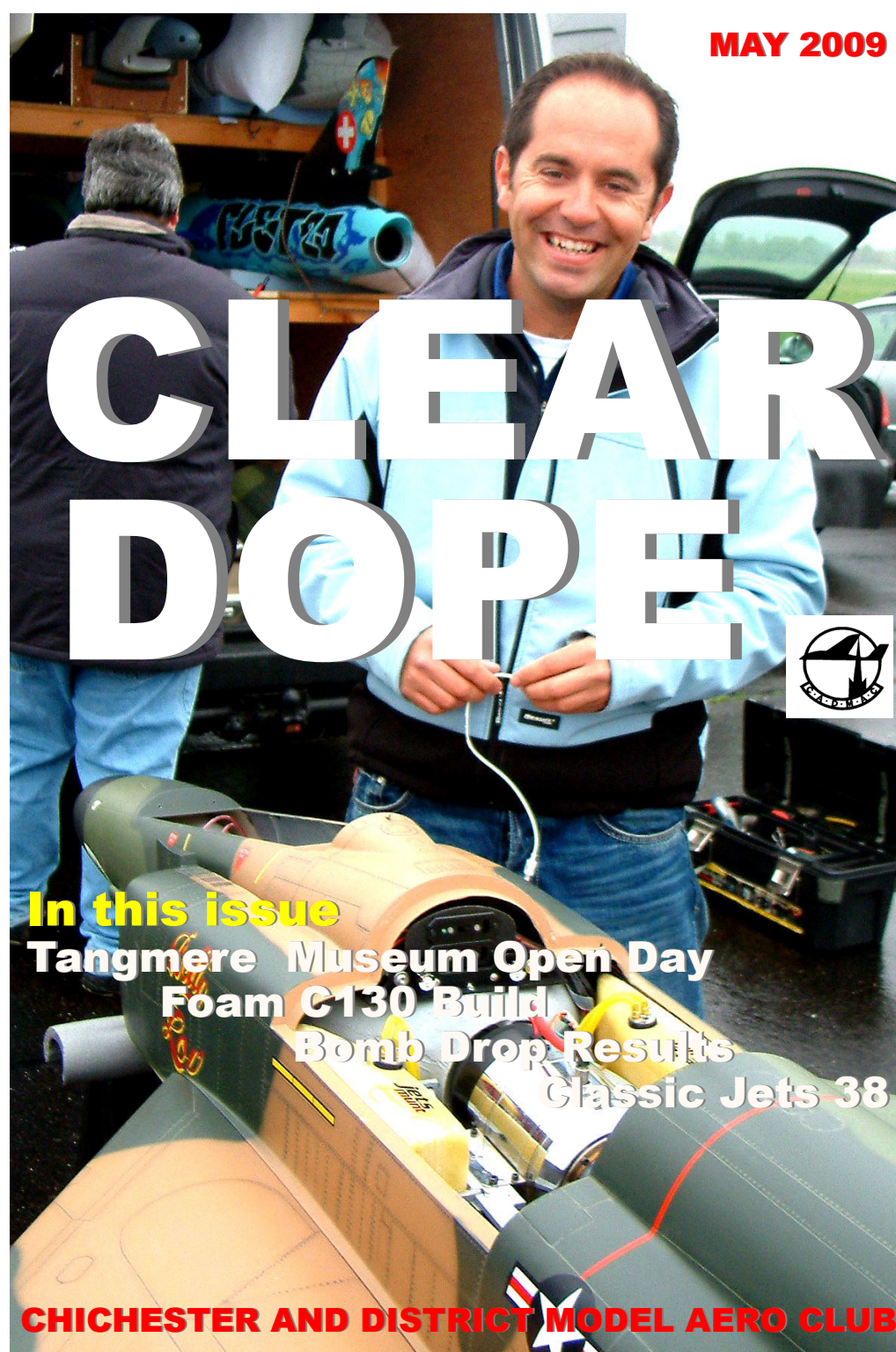
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The articles and views expressed by our members, are not necessarily the views of the editor or committee and therefore we reserve the right to modify and or refuse an article if it is considered in the best interest of the club.



CLEAR DOPE

In this issue

- Tangmere Museum Open Day
- Foam C130 Build
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- Classic Jets 38

CHICHESTER AND DISTRICT MODEL AERO CLUB

Chichester and District Model Aero Club

**Life President: Admiral Sir John 'Sandy' Woodward GBE
KCB**

Committee 2009

Chairman	Tony Chant	01243 262816 mobile 07766 078977 email:tonychant@talktalk.net
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Porthole Farm Rep.	Steve Skinner	01243 601780
Slope Rep.	Fred Minay	01243 373526
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Junior Members Protection Co-ordinator:	Bruce Smith	01243 531602

CADMAC Website - cadmac.co.uk

**BMFA Southern Area Website
sabmfa.org.uk**

<http://www.southernareabmfa.hampshire.org.uk>

Cover Photo: He may have won most of the top comps and be famous world-wide, but modest Ali Machinsky always has time for a chat or to pose for the old CD snap.

Events Calendar 2009

Club-night Events Competitions Indoor Flying Other Events

All competitions commence at 12.00 noon

04th May	Slope Day (Bank Holiday Monday) Trundle Hill
14th May	Skittles Night
23rd May	Scramble (i/c) Thorney 12.00 noon
25th May	Slope Day (Bank Holiday Monday) Trundle Hill
11th June	Light Flight and Control Line + Chairman's Chat
13th June	Slope Day - Trundle Hill
21st June	BMFA Southern Fly-In Chesford Head
27th June	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
27/8 Jun	Wings & Wheels (Club Outing?)
09th July	Light Flight and Control Line + Chairman's Chat
11th July	Electrics Day Thorney 12.00 noon
25/6 July	Hastings Show (Club Outing?)
13th Aug	Light Flight and Control Line + Chairman's Chat
15th Aug	Open Glider Comp Thorney 12.00 noon
22nd Aug	Open Glider Comp Thorney 12.00 noon
29th Aug -	Weekend Power Nats Barketstone Heath
29th Aug	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
05th Sept	Open Glider Comp Thorney 12.00 noon
10th Sept	Indoor Flying and Chairman's Chat
12th Sept	Loops, Rolls, Spins Thorney 12.00 noon
19th Sept	Weekend Hop Farm Show (Club Outing?)
26th Sept	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
08th Oct	Table Top Sale
10th Oct	Scale Comp Thorney 12.00 noon
24th Oct	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
12th Nov	Annual General Meeting - 8.00 pm
21st Nov	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm
10th Dec	Subscription Collection Meeting
19th Dec	Indoor Flying - Seaford College - 1.00 pm to 5.00 pm

Just for a moment, I'd begun to wonder whether being left handed, or flying Mode 1 was a necessary pre-requisite of gas turbine pilotage!



Maiden flight for Ali's huge Hawker Hunter.

On the day, however, we met any number of friendly, well experienced Mode 2 colleagues who professed to be more than willing to undertake this onerous task and also 'hold the hand' of a jet novice as he lost his gas turbine virginity.

Needless to say, we'll be returning to Abingdon later this month.



Above: Colin Gardener with his Merlin 160 powered Tom Cooke Firebird.
Left: Trevor Bowry, Roger Andrews and my old RC Hotel buddy Mark Dixon.

While the mind was being stimulated by the company and the flying, the inner man was more than catered for in the food tent where they stopped cooking bacon at 12 noon only to start cooking the beef burgers. Your first bap was accompanied by a large carrier 'goody bag' containing, sausage roll, crisps, mega cookie, chocolate biscuit bar, fruit etc. etc. Tea and coffee were on tap all day long and three sweetie bins were constantly being topped up with wine gums, jelly babies and liquorish allsorts! What a fantastic day - many thanks for the invite, Roger.

We all left Abingdon late afternoon, maybe £15 lighter but at least 15lb heavier.

In Memoriam - Trevor Quaintance

CADMAC Committee are sad to report the passing of a dear Porthole Farm regular.

Trevor was diagnosed with lung cancer in January of this year and died on Sunday 22nd March aged 64.

Born in Havant and educated at Portsmouth Grammar School, Trevor's love of and fascination with aircraft led to his joining the local Air Cadets. As an adult he became a Scientific Research Officer. (A.S.W.E.)

Alongside Trevor's model building and flying interests (BMFA 'A' Certificate) he was also a dedicated artist and sculptor - but it was as a 'Full Sized' glider pilot he accomplished what 'deep down' we all want to do.



Editorial

THORNEY CLOSURE

On Sunday 17th May, Thorney island is hosting a major equestrian event. In the interests of safe-guarding our flying site the Committee feels it would be sensible to refrain from flying on this day.

CADMAC SHOWCASE

There could well be a couple of good opportunities to fly the CADMAC banner in the coming months. Following on from last year's great success, once again we have been approached to provide a Static Display of model aircraft for the 'Pagham on Parade' day which will be held on Sunday 9th August. However, prior to this, in mid July, we understand that a major charity event is to be staged on Thorney Island in aid of 'Help for Heroes.'

There is a possibility that alongside a Static Display, we could also mount a limited flying display. However, there would need to be very many safety concerns addressed in PDQ time. Also, since members of the general public would likely be spectators at the event, only experienced 'B' Certificate pilots could participate in the display flying. Further details on these two events will be published as they become available but if you feel you'd be free to assist in some way with either or both, then please contact club secretary, Toni Reynaud.

Don't forget that next month's Club Night (June) will be the first of our Control Line and Light Flight nights.

Toni



Minutes of the Committee Meeting

Tuesday 2nd April 2009

From Toni Reynaud - Hon Sec.



Members Present Tony Chant, Toni Busuttil-Reynaud, Bryan Stichbury, Ray Beadle, Fred Minay, Bruce Smith, Ken Knox, Derek Honeysett, Allen Miller.

Chairman's request for the meeting to be held in a formal manner.

Apologies for absence.

Mike Pinn, Philip Roberts, Keith Wood, Steve Skinner, Morris Campbell.

Matters arising from previous minutes. None.

Correspondence.

Tony C – Various emails between TC, KW and T B-R on the developing situation at the Fishbourne Sports and Social Club and the Fishbourne Playing Fields Association. Situation ongoing.

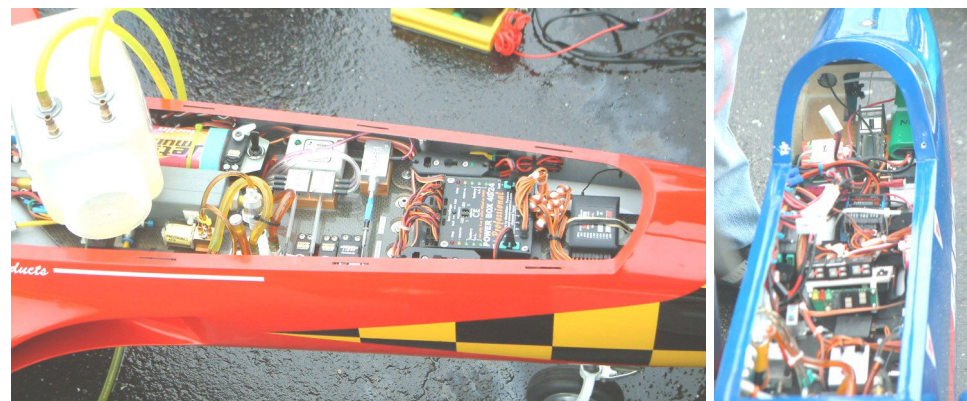
Tony C – as Keith W is absent, his report is as follows:

One Application for membership: Paul Dartnell Barnham PO22 0HS. Junior - grandson of CADMAC member Jerry Gibson. rcp, elec, beginner. Richard Archer Duncton GU28 0LH rcp, ff, beginner. 137 paid up members on the books. One member has been asked to pay a rejoining fee due to late renewal.

Social Secretary's report.

Toni B-R stated that this month's event is the talk by George Worley of 4-Max Purple Power. There have been requests for a bus to run to Wing and Wheels. Bruce has the latest mileage costings for the minibus, and is requested to work out a rough cost per person for the trip. The ARTF kit of a Yak is to be the prize for the Spot the Plane, which is to be a members only raffle. First spaces to be sold at this month's meeting. The eastern half of the Fishbourne Club (which includes the back hall where we usually have our meetings) is to be demolished and rebuilt starting in July, or maybe August. While the alterations take place, there may be difficulties with meetings, though we will be able to use the Blue Room and Lounge bar instead. During the summer months this should not be too much of a problem, but we may have to be flexible during the winter meetings. More information should be available later.

Toni B-R is to double check the application or not of membership fees in the future, and also the changes in the Licensing on the premises. Tony C stated that there is still the possibility of Club meetings being held at the football club room at Sidlesham. He will investigate further. Ray B stated that he was most unhappy with the way in which the Club was treated by the staff and committee of the Fishbourne Club on the evening of the Club auction, in that we were summarily told to vacate the Blue Room even though we had (a) booked it in advance and (b) started laying out equipment and models therein.



The hardware layout in even moderately sized gas turbine models is so much more involved than in all but the largest of i/c counterparts - but then when entry level into jets starts at around £2K, what's a few extra hundred squids for additional hardware and safety gear to help protect your investment.

new-comers could observe, photograph and discuss issues with any or all of the experienced members there at their leisure. Proceedings officially started with Dick's warm welcome to the assembled throng and his introduction of the scrutineers and flightline officials. He gave a few short housekeeping announcements including an invitation to eat and drink as much as we could manage, before handing over to the CD for the pilots' briefing. Following this, the flying began cautiously, in the early mist, with just one model airborne at a time to begin with. Very quickly the three of us became totally absorbed in the day. Meeting up with old friends, making new ones and taking slightly bolder steps up that steep learning curve which is jet modelling. In the relaxed atmosphere of the venue, there was a noticeable warmth and friendliness about the group of modellers present who seemed just as willing to talk at length about their own models and equipment as they were to listen to your own projects and give the benefit of their experience. For my own part, I was looking for a volunteer to 'maiden' the Hawk, for despite Trevor's unshakeable confidence in my ability to control the said projectile, this was only based mainly on my jet piloting skills with the Phoenix II Simulator! I'd already made overtures to two good friends to 'First and Trim' - ex GB Team member, Steve Brett and Goodwood Fly-in Show Pilot, Ian Burrige, both had responded identically - "I be delighted to do the honours, but you do realise that I fly Mode 1 don't you!"



Ian Burrige assembles his Graupner Booster 80 powered PFT Reaction.

CLASSIC JETS 38

from Bruce Smith



Just over a month ago, I took a phone call, early in the evening, from CADMAC member Roger Andrews. Roger's well aware that Trev Bowry and I are heavily involved in a first time Jet project with a Wren 54 turbine and a BAe Hawk, and he's already been very helpful with advice and equipment. "Are you doing anything special on Friday 17th April?" he enquired, "and if not, would you and Trevor be interested in attending a big jet meeting at RAF Abingdon?" "Obviously, he didn't need to ask twice. Roger explained that the event was 'invitation only' but he would arrange that, and just a couple of phone calls later the three of us were booked in for the day along with fellow CADMAC member Terry Burley.

When the Friday morning came round, however, Terry wasn't too well at all, so just the three of us set off from a very overcast Chi around 7.00 am. En route, we discussed the day ahead and Roger explained that it was run on a very informal basis with no set flying slots and very little regulation. "You'll find that the pilots do have a very strict, self imposed, safety regime," he explained, "remember these are all 'B' pilots and there'll be top Jet Jocks from all over the country." Roger had already forwarded five pages of information and Pilots' Briefing Notes about the day from highly regarded event organiser Dick Spreadbury and it was very clear that much of these high levels of safety were down to Dick's own organisational abilities and his clear and precise information.

We arrived at the damp, misty airfield just before nine o'clock and although there was still a good hour before the official pilots' briefing, the Tx Control was already set up and 'booking in, the refreshment tent was erected with bacon on the burners and a certain Mr. Machinsky was one amongst many with large vans disgorge their assorted air-fleets onto the parking zone.

The logistics of the event were very simple and very effective; based on the 'T' where two runways intersected. From the parking and set-up area, at the base on the upright, models moved forward for scrutiny, forwards again to the start-up area and then finally forwards once more, past the pilots' box to the runway which formed the cross-bar of the 'T.' This was a most satisfying and social set-up which meant that all pilots, pit crew and spectators mixed together and

He and other members present at the time did not appreciate being treated in that fashion, and feels that an apology from the Fishbourne Club Committee would be in order.

BMFA representative's report.

Ken K reported SBMFA Website is still getting less hits as we progress into flying season. He would like everyone possible to register for automatic notification of updates to the site.

Safety Officer's General report and site accident report Nothing to report **Porthole Farm representative report.**

Steve S stated that there had been some use of the site as the weather had improved. Peter Houseman had passed his A on 24th February. Two visitor forms were passed to Toni B-R for filing. The patch has been mowed. No real problems.

Thorney Island representative report.

Derek H reported that no incidents had been reported to him this month, that little or no training had taken place, and that there were no non-member application forms. Flying appears to have been kept well within the boundaries, and the grass will be cut in the near future. Planes and equipment are still being left in the start-up boxes – all committee members please police this.

The west pilot's box was used on Sunday – no real problems.

Microlight flyers came over for a chat – all is good. – they see no problem with the way we share the airfield and airspace. They are to be involved with a Microlight Fly-in during July, the date yet to be set. The cause to be supported is Help for Heroes, and they asked if we as a Club would consider getting involved with either static or flying displays. Bruce S stated that in his opinion this would be an excellent PR and Thorney relationship opportunity.

Fred M asked if there is any way in which we might raise money within the Club to make a donation for the good cause. After a little discussion, it was agreed that the proceeds from the July Spot the Plane would be used.

Ray B mentioned that the Fly-in date might possibly clash with a Club competition date.

Editor's progress on production of Clear Dope.

Bruce S reported that as he and Brian S had been on holiday in tandem, CD had been produced and printed early.

Derek H agreed to supply a copy of CD to the Defence Estates representative. Brian S supplied the copy.

Publisher's progress on production of Clear Dope.

Bryan reported that he is up to date with everything. No problems present or anticipated. He has enough stock for the next month's production.

Competitions Secretary's report.

Ray B reported that this month's competition is the Bomb Drop. There will be an All Electric Competition day – competitions details are available in CD. At the last competition at Thorney Island, four planes crashed because of interference. Although there are known "glitch" spots, this was far worse than usual and not tolerable. What is being done or can be done about it?

Tony C asked if there was a time window, which covered all the incidents. No-one knew. Ray B asked if we could notify all pilots of when and where the interference is likely to occur?

Bruce S stated that if we keep a record of all instances of interference with dates, times and types, we can request help from the BMFA in checking electronic traffic in the area. Tony C - Bruce S is requested to follow this up, contacting the BMFA as necessary for information, and Derek H is requested to supply and maintain a Glitch and Crash book to record all instances. NO NAMES are to be recorded.

Ray B, Tony C, Fred M and Toni B-R marked on the Club flying area map the points where they have consistently noted interference. Derek H accepted this as a starting point in investigating and recording.

Fred M stated that individual radio installations will have a bearing on how susceptible a plane is to interference, and that some people seem naturally more prone to it. Tx aerial cleaning also has a bearing on the matter. Derek H stated that he does a range check every visit to the site before flying, and encouraged others to do the same.

Indoor Flying representative report

Allen M reported that the last meeting at Seaford had good attendance with 19 flying and one donation. A video was made by a visitor about Seaford Indoor Flying and placed on You-Tube Allen will email the link to all committee members.

Allen reported that Pagham on Parade is still on. After discussion it was accepted that there would NOT be a flying display as there is no suitable area. Even Shockies would probably have difficulty keeping within the likely flying areas, and historically the wind would probably preclude lightweight planes.

Trundle hill representative report.

Fred M stated that one visitor to the slope had been prevented from flying a kite. Ken K saw a paraglider flying there, later accosted and removed by personnel from Goodwood Airfield.

Fred reminded the committee of the Fly-in scheduled for Easter Monday at 12 noon. He is not hopeful, having seen the long-range weather forecast covering that day, but hoped people would turn up. He also stated that it was not advertised in this month's CD, even though it had been previously advertised. Subsequent Fly-ins will be advertised.

Website Report.

Nothing to report.

Junior Members' representative report.

Nothing to report this month.

Any other business

Bruce S requested information about Trevor Quaintance, who passed away late last month. A contact was suggested.

Bruce also reported a very successful appearance at Tangmere with Trevor Bowry and his model Hawk and a live running of the model jet turbine. Considerable interest was shown in the model, engine and CADMAC. A good write-up was seen in the Chichester Observer.

Date of Next Meeting

The next meeting will be held on Tuesday evening 5th May 2009 at 20.00.

Toni

Winners' Podium



Bomb Drop. 2009 Name	ROUND 1 Distance	ROUND 2 Distance	TOTAL Distance	POS
R Beadle	15ft 1ins	27ft 3ins	42ft 4ins	2
J Riall	42ft 7ins	35ft	77ft 7ins	5
M Blundell	60ft 7ins	19ft 3ins	79ft 10ins	6
H Hook	15ft 8ins	13ft 5ins	29ft 1ins	1
B Smith	29ft 3ins	43ft	71ft 3ins	4
T Chant	64ft 9ins	49ft 6ins	114ft 3ins	9
D Biles	38ft 8ins	64ft 3ins	102ft 11ins	8
S Whittle	200ft+	35ft 7ins	235ft 7ins	11
T Combes	No Bomb	19ft 8ins	-----	12
K Willis	71ft 6ins	53ft 1ins	124ft 7ins	10
P Houseman	36ft 2ins	11ft 7ins	47ft 9ins	3
P Doe	46ft	50 ft	96ft	7

Bomb Drop Competition 2009



Saturday was a damp overcast day, with a very low cloud base and no wind. There were twelve pilots trying to keep their models and equipment dry. Models included the normal fun-flys, trainers, a semi-scale Decathlon and an electric park fly. Two rounds were to be flown. The lowest total distance from the spot was to be the winner.

In the first round Ray Beadle started the round and made the best score of the round with 15ft 1ins. John Riall then got 42ft 7ins.

Mick Blundell with the trainer got to 60ft 7ins, Harry Hook was next and managed the second best distance with 15ft 8in. Bruce Smith got to 29ft 3ins with his Sledge Hammer and Tony Chant only managed 64ft 9ins

Stewart Whittle had a problem with his dropping system and dropped the bomb nearer the sea than the spot. I gave him 200ft for that.

Tony Combes could not get his bomb to drop first time, and found that he was not using the right switch, tried again but still did not drop a bomb.

Keith Willis flew a Park flyer electric Cub. He had some radio twitches first go but was steady on the second go with 71ft 6ins, then Pete Houseman on his first comp with nerves showing did 36ft 2ins and watched where the bomb dropped even when Mick told him not to. Easily done! Peter Doe was last and managed 46 ft.


In the second round Ray managed 27ft 3ins, John Riall got 35 ft., Mick did a good 19ft 3ins while Harry produced the winning distance of 13ft 5ins. Tony Chant got to 49ft with Don Biles only managing 64ft.

Stewart recorded 35ft 7ins this time, Tony Combes had sorted out his servo problems and was pleased to get 19ft 8ins, Keith then bettered his first round with 53ft. Pete Houseman then managed the best distance of the day with 11ft 7ins, and still watched where the bomb landed. You will have to get out of that habit Pete!!!

It was a damp day ! Thanks to Alan and Ron who came and helped with the measuring, I hope all enjoyed it

Cheers


RAY



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Tangmere Open Day



From the Chichester Observer March 19th

Open Day 2009

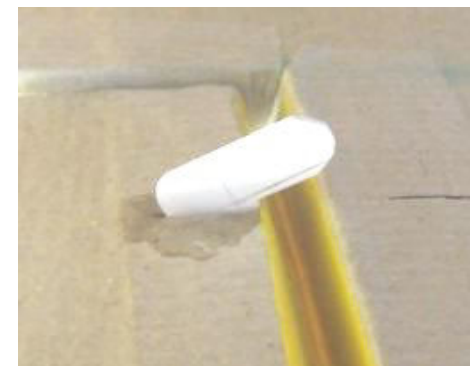
Under blue skies the Museum's annual Open Day was held on Sunday March 15th. Well over 800 people attended and more than £1000 was raised for our sponsored charity, Help for Heroes.

Among the many new attractions for 2009 the model jet engine, which was run on four separate occasions during the day, and the beautiful scale model Mustang drew much attention. So too did the exhibition by the Vulcan to the Sky team who gave a fine DVD presentation and talk in the Neville Duke Hall. Among their number was a Vulcan pilot giving the public chances to ask their own questions about what this magnificent aircraft was like to fly.

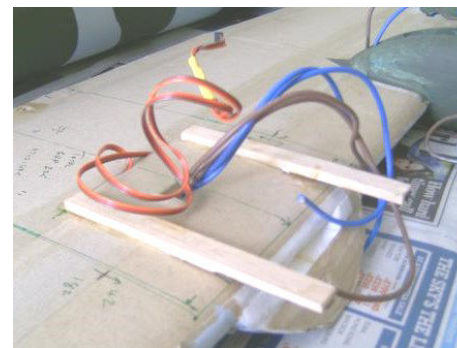
From the Tangmere Military Aviation Museum Website



A10-P 17 Credit card horn from an old sim card holder, but any thin plastic card will do the job (relatively lightweight models and low force control surfaces only)



A10-P 18 Aileron horn Aileron horn glued in place. Note position for differential.



Wing fixing – I decided on prongs going forward inside the fuselage from the bottom front of the wings, and a plate with captive nuts for hold down screws at the rear

A10-P 19 Prongs on wing. Prongs going forward on the bottom of the wing. Note the wiring for motors and servos.

I glued 10mm balsa dowel into holes through the wing and drilled M3 holes down through these for the fixing screws. These holes were used to mark the positions of the captive nuts on the plate. I also used a piece of string to check that the tailplane fore and aft was lined up with the bottom of the mainplane as per instructions.

Toni



A10-P 20 Rear mounting Rear mounting plate and captive nuts and balsa on rear fuselage face.

In next month's Clear Dope, following the build, Toni gets to work with the 'vinegar and brown paper' to give the Herc a very light but strong exoskeleton.

The tailplane and fin I cut from 10mm flat sheet, and tapered the leading and trailing edges rather than leave them. They are both reinforced by 0 x 6 mm balsa spars. The elevators were cut off the tailplane and hinged with glass reinforced packing tape. I fitted captive nuts into a 10 x 6 mm spar and glued it to the bottom of the fin, then with matching holes I screwed the tailplane to it. Another screw then comes up through the very back of the fuselage through the tailplane into another captive nut in the base of the fin, and a fourth goes down through the front of the fin strake into a captive nut fitted on a ply plate inside the fuselage. Finally the tailplane and fin were papered in the same way as the wing.



A10-P 13 Tailplane with elevator fitted, covered
Tailplane with elevator fitted, covered with paper, and the elevator joiner visible in the groove across the back. Note also the holes used to secure the tailplane and fin to each other and the fuselage.

Engine nacelles – the basic instructions with the plans call for rolled cardboard tubes to be wrapped around the motors and fitted to the wing with glass-fibre reinforcement. Instead I cut, carved and sanded them out of blue foam. I used a piece of beer can rubber-banded to a motor to carve the hole into the front, and cut a groove along the bottom for extra cooling and the wires. I fitted the nacelles to the wing with hot glue.



A10-P 15 nacelle
Three views of a nacelle showing the wing mounting cut-out, cooling slot and the motor mounting hole.



A10-P 16 Hole Tool
Hole Tool for making the motor holes in the nacelles – a good use for old beer cans.

I extended the leads of the two aileron servos and soldered them together in a Y-lead, then fitted the servos and buried the wires in a slot in the lower surface of the wing. I also connected the motor wires and fitted them into the previously prepared channel on the bottom of the wing with hot glue, then papered over all the grooves.

I made the control surface horns out of old credit card type plastic and epoxied them in place on both ailerons and the elevator.



Photographs by Ken Knox (Southern Area A BMFA Representative)



FOAM C130 BUILD

By Toni Reynaud

One of the challenges I like to set myself in aeromodelling is to achieve the maximum fun for the minimum of outlay. I also like to try the occasional different type of model and construction techniques. Combine this with the enormous amount of information available on the Internet, and vast possibilities open up. So, add foam and brown paper to multi-engines, a downloaded free plan for a C130 Hercules (<http://www.delago.de/ariane/EC130.htm>), a big block of white foam thrown away from B&Q, and critical mass was achieved. I cut the wings and fuselage early in the summer, and showed the basic bits at a Club Show and Tell in July. Since then there has been a fair bit of sticking together and covering with brown paper and paint, and the end result looked just like a Herc!

I made the main templates from 1/8 ply, chamfering the edges and hardening them with some other template I made later on from thin aluminium. I cut the foam into basic blocks and glued it to form a bigger block to get the fuselage bits from, then using the templates cut out the blocks for the nose, the fuselage centre tube and two tail cone parts.

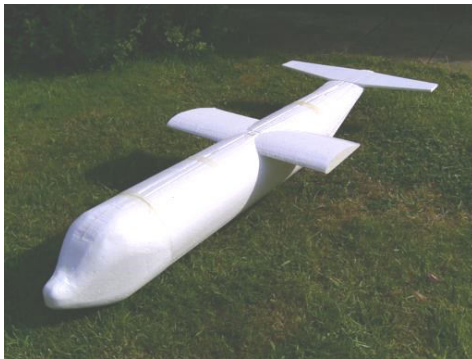
A10-P1 Fuselage tube This is the fuselage tube still in the block after cutting. The glue line between the blocks can clearly be seen.



I cut out the aerofoil wing opening while the fuselage tube was still in the block, cut the pieces to fair the top centre of the wing into place and cut undercarriage fairings from the fuselage block after removing the fuselage tube – this made sure that they would fit nicely in place.

The wings came next. The centre section is straightforward, about 230mm chord and 500 mm span. The outer panels are about 700 mm and tapered with about 5mm of washout

A10-P06 First fit All the bits stuck together with masking tape. This is when I started to realise how big this thing is! The wing fairings have yet to be cut away from the fuselage.



The wing sections were glued together using epoxy. I used a 10 x 3 mm piece of spruce for a spar in a slot in the top of the wing, fixed with more epoxy. I added a 30mm balsa trailing edge to prevent the paper from distorting the trailing edge as it dried and shrunk.

A10-P09 Main Spar

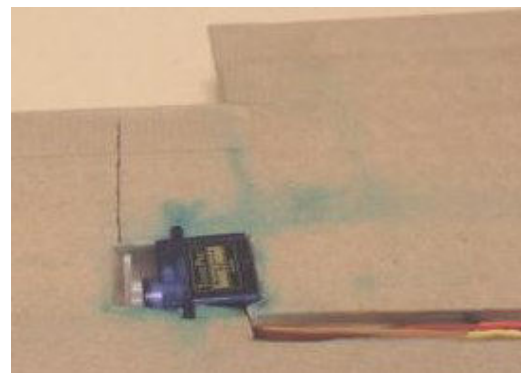
The main spar being stuck in place in the hot-wired groove. Note wing fairings in place



To cover with brown paper I used a 50/50 mix of PVA and water, and some green food colouring to show where it has been applied on the white foam. I coated the foam with this and left it to dry. The paper from a local cheap shop is very thin, much thinner than the best quality parcel paper you might buy in the Post Office. However, it's quite tough and suits the purpose admirably. I painted the PVA/Water mix (the glue) onto the matt side of the paper, left it for a couple of minutes to ensure it soaked well in to get the paper flexible, then laid each piece in place and smoothed it down. A few judiciously placed slits in the edges of the paper enabled me to get a smooth finish on the curves.

A10-P 12 Servo in place

The servo placed in the hole cut to size. Not wires laid in



the big channels in the underside of the wing, and the line used as a guide for positioning the aileron horn.



A10-P 10 Wing Papered