

FIG. 1
SIDE VIEW (Full size)

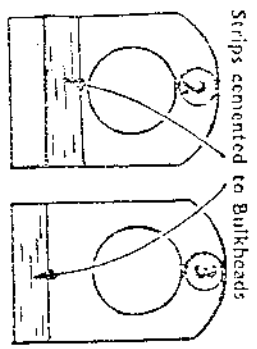


FIG. 2

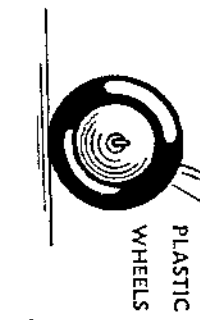


FIG. 3
Top view of fuselage

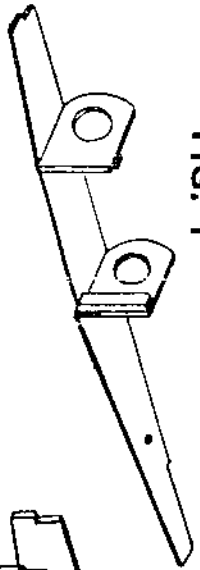


FIG. 4
U/C ASSEMBLY

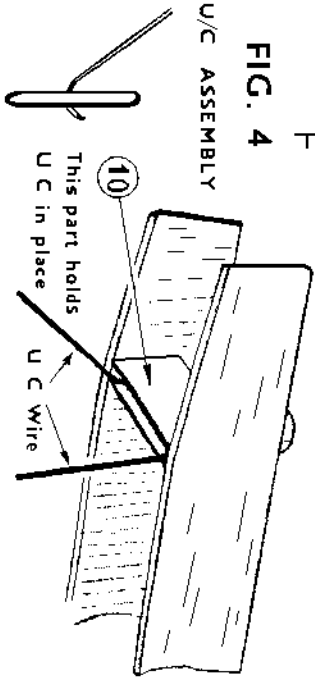


FIG. 5

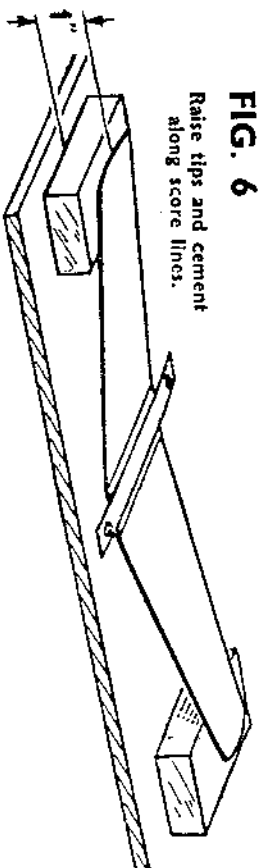


FIG. 6

COWLING

Remove the cockpit piece 9 from the balsa sheet, damp it on the outside with water to help bend it to shape, and cement it in place over the bulkheads 2, 3 and 4; fig. 7.

Cement the front cowl block in place, and sandpaper it to fit the nose of the fuselage. Taper the rear cowl block as shown and cement it in place. When it has set, shape it to fit the fuselage, and round off the top.

Cement part 11 inside the bottom edges of the fuselage as shown in Side View.

Fix the windscreen in place on the cowling, holding it in position until the cement has set.

Shape the headrest from the strip of 1/16 in. square balsa, and cement it to the rear cowl block; see fig. 8, and Side View drawing.

TAIL ASSEMBLY.

Remove the Tailplane and Fin parts from the balsa sheet, and sandpaper them to obtain a smooth finish. Cement them in place on the fuselage as shown in fig. 8 and make sure they are quite "square" with it when viewed end on as in fig. 9.

Remove any sharp corners on the fuselage with sandpaper, and smooth down the whole model to obtain a good finish.

No tissue covering is required on this model, but a coat of dope or lacquer on the fuselage will strengthen it, and produce a better finish.

DECORATING.

Painting should be restricted to the fuselage, and edging on the wing and tail, to save weight. Use Cellulose Lacquer, and apply it quickly and evenly with a soft brush. Do not put it on heavily, or the model will not fly well.

Transfers can be affixed to the wing or fin, and any other lettering or decoration required.

MOTOR.

This is an elastic band 6 in. long. Lubricate it with Castor Oil, and insert it with the help of a length of wire or thread. Bend a hook at one end of the wire and insert it into the front end of the fuselage. Hook the band on to it through the opening at the rear, and insert the rear motor pin (cane) through the holes in the fuselage and through the loop of elastic. Pull the band out through the front, and hook it on to the Airscrew shaft (complete with airscrew). The model is now complete and ready for flying. A drop of thin oil on the airscrew shaft will improve the running.

FLYING.

This model can be flown indoors or out, but it should only be used outdoors on a calm day, owing to its size.

Test-glide the model first to check the balance. Hand-launch it in a slight downward direction. If it dives to the ground, carefully bend up the rear edges of the tailplane, known as the elevators, or glue a small weight in the rear end

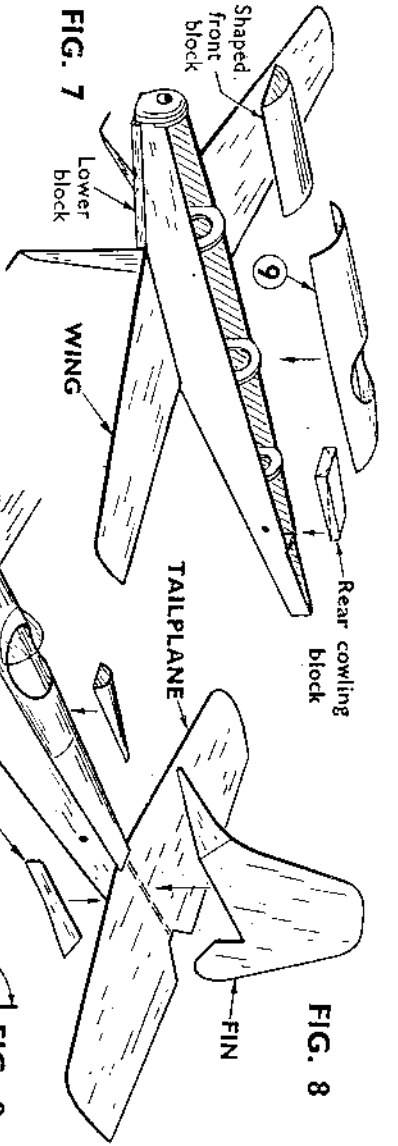


FIG. 7

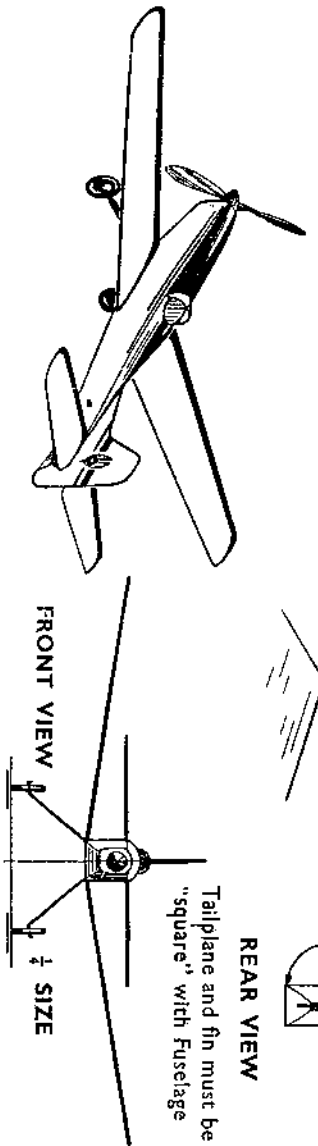


FIG. 8

Tailplane and fin must be "square" with Fuselage

REAR VIEW

FRONT VIEW

1/4 SIZE

of the fuselage. If the model climbs steeply and stalls, bend the elevators down slightly and/or add a small weight to the nose of the fuselage. A small nail or drawing pin can be pushed into the cowl block for this.

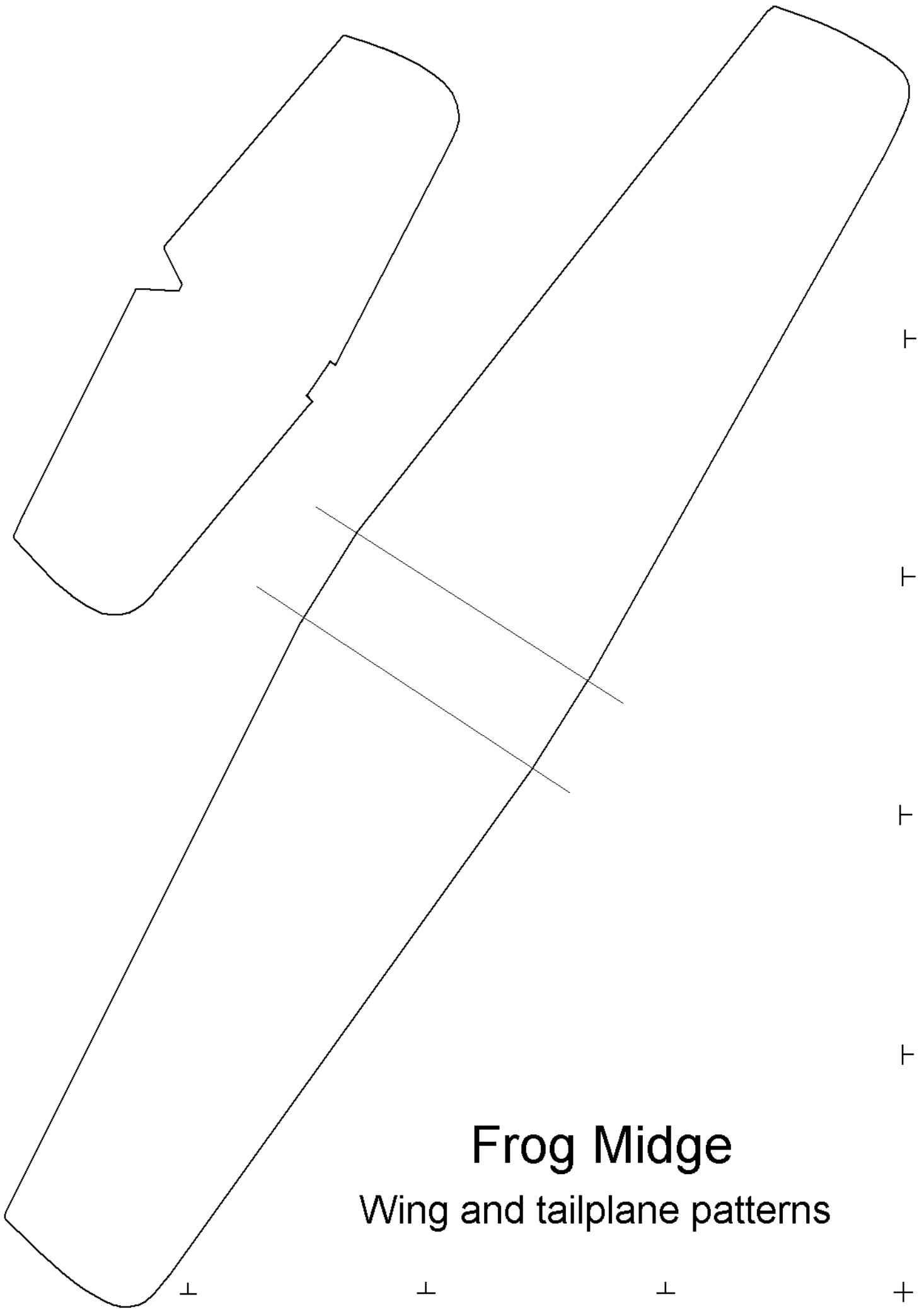
When the glide seems satisfactory, put a few turns on the motor and launch the model into wind (if any). The turn can be adjusted by bending the fin, or by twisting the wing slightly.

Increase the turns on the motor gradually, up to a maximum of approximately 300; if the motor is not lubricated, the turns must be limited to approximately 150.

Designed and Made in England by

INTERNATIONAL MODEL AIRCRAFT LTD.

MORDEN ROAD, MERTON, LONDON, S.W.19.



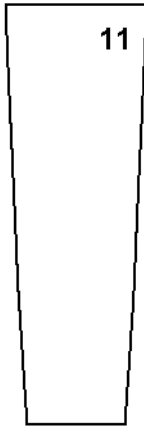
Frog Midge

Wing and tailplane patterns

3 " wide sheet

Frog Midge parts

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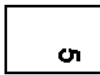
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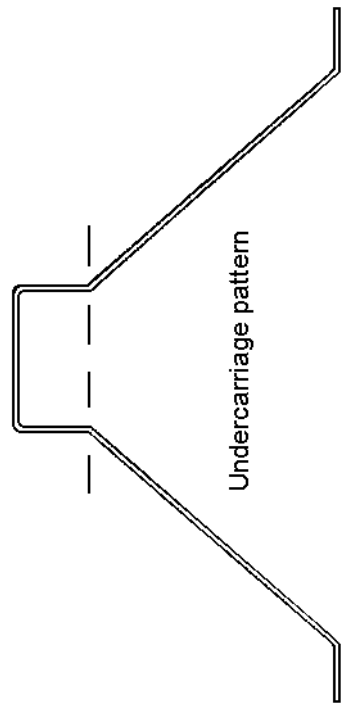
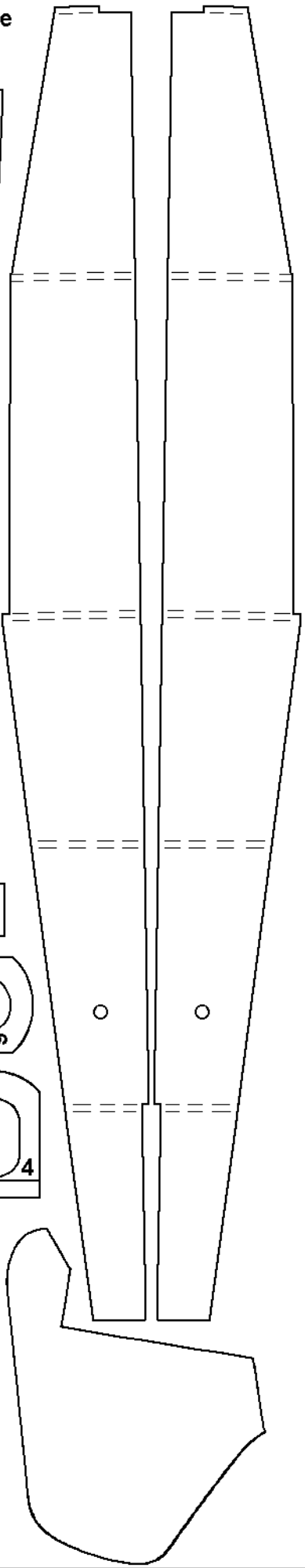
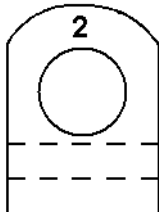
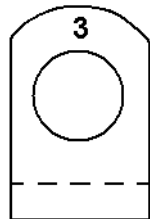
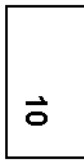
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Undercarriage pattern