



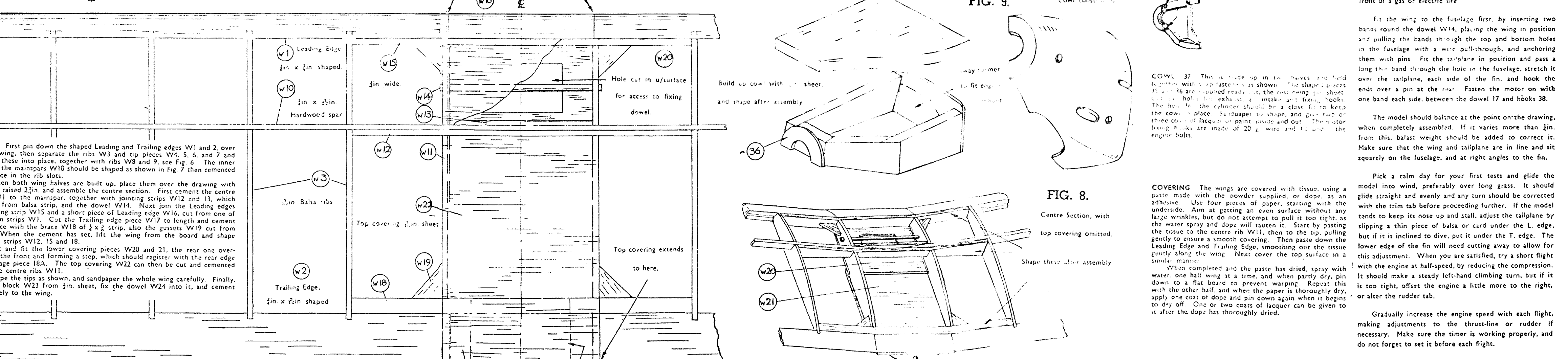
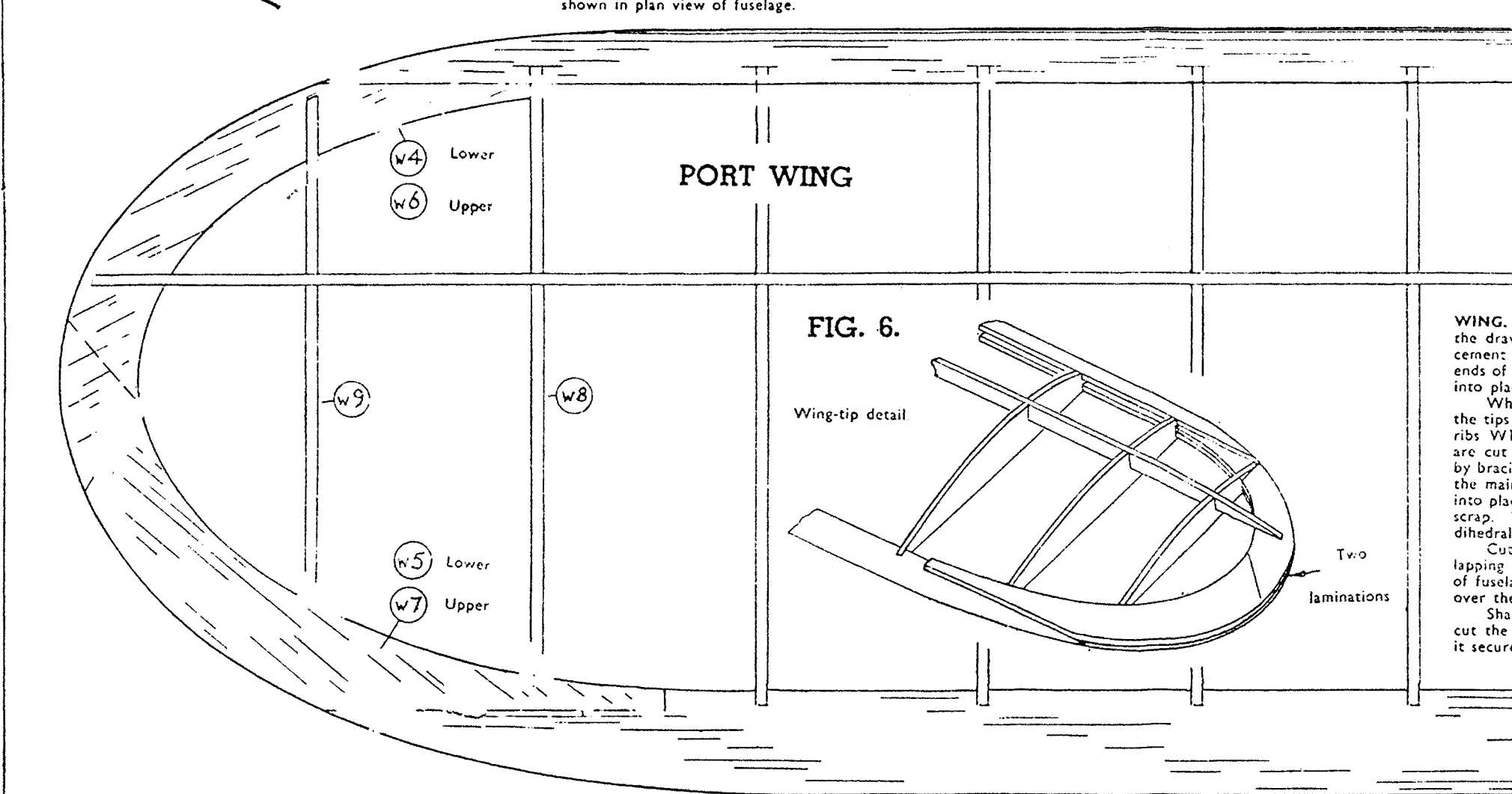
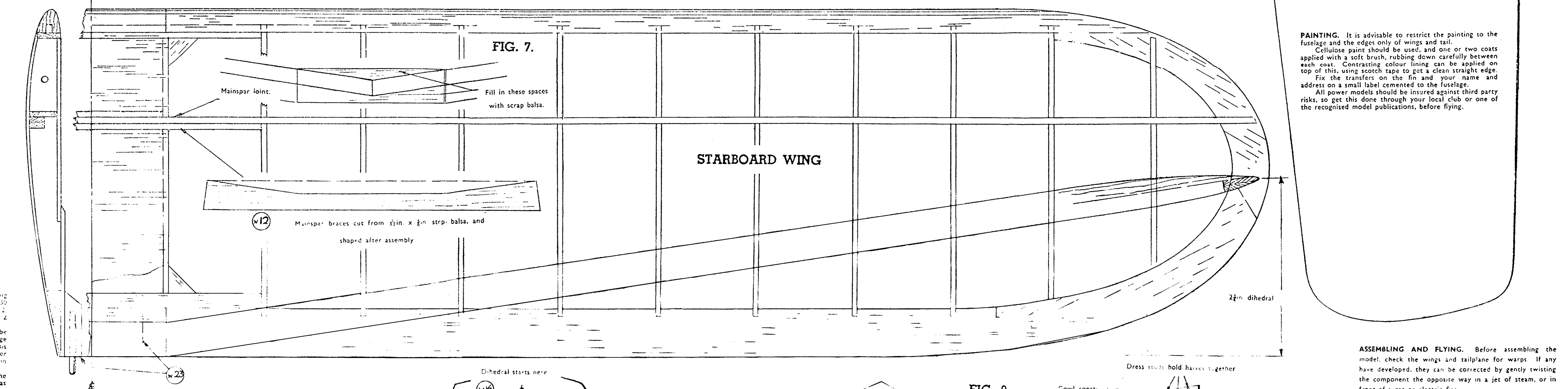
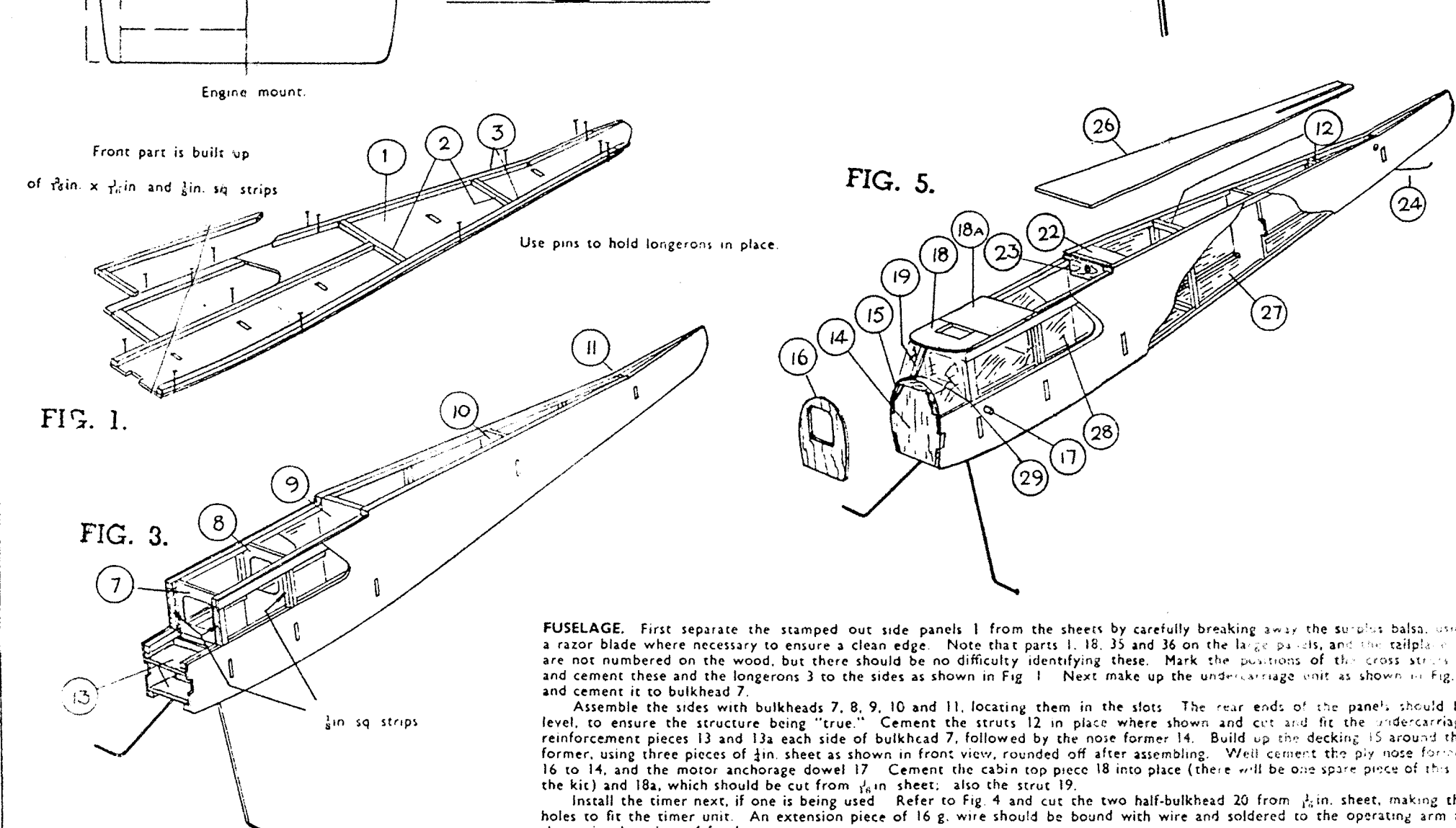
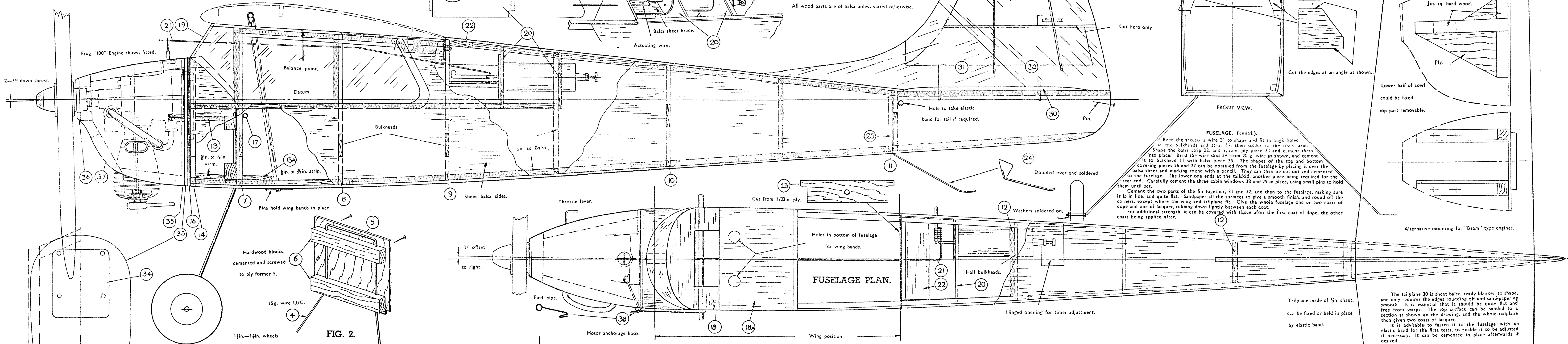
# FROG "VIXEN" 36" SPAN SEMI-SCALE POWER MODEL.

Suitable for FROG "100" or any Diesel Engine up to 1c.c.

CAT. NO. 665KP.

Wing Area ... 182 sq. in.  
 Length ... 23 1/2 in.  
 Weight all up ... 10ozs.  
 Loading ... 8ozs. sq. ft.

Designed and Manufactured in England by  
**INTERNATIONAL MODEL AIRCRAFT, LTD.,**  
 Morden Road, Merton, England.



The tailplane 30 is sheet balsa, ready blanked to shape, and only requires the edges rounding off and sandpapering smooth. It is essential that it should be quite flat and free from warps. The top surface can be sanded to a section as shown in the drawing, and the whole tailplane then given two coats of lacquer.

It is advisable to fasten it to the fuselage with an elastic band for the first tests, to enable it to be adjusted if necessary. It can be cemented in place afterwards if desired.

**PAINTING.** It is advisable to restrict the painting to the fuselage and the edges only of wings and tail.

Celulose paint should be used, and one or two coats applied with a soft brush, rubbing down carefully between each coat. Contrasting colour lining can be applied on top of this, using scotch tape to get a clean straight edge.

Fix the transfers on the fin and your name and address on a small label cemented to the fuselage.

All power models should be insured against third party risks, so get this done through your local club or one of the recognised model publications, before flying.

**ASSEMBLING AND FLYING.** Before assembling the model, check the wings and tailplane for warps. If any have developed, they can be corrected by gently twisting the component the opposite way in a jet of steam, or in front of a gas or electric fire.

Fit the wing to the fuselage first, by inserting two bands round the dowel W14, placing the wing in position and pulling the bands through the top and bottom holes in the fuselage with a wire pull-through, and anchoring them with pins. Fit the tailplane in position and pass a long thin band through the hole in the fuselage, stretch it over the tailplane, each side of the fin, and hook the ends over a pin at the rear. Fasten the motor on with one band each side, between the dowel 17 and hooks 38.

The model should balance at the point on the drawing, when completely assembled. If it varies more than 1/2 in. from this, ballast weight should be added to correct it. Make sure that the wing and tailplane are in line and sit squarely on the fuselage, and at right angles to the fin.

Pick a calm day for your first tests and glide the model into wind, preferably over long grass. It should glide straight and evenly and any turn should be corrected with the trim tab before proceeding further. If the model tends to keep its nose up and stall, adjust the tailplane by slipping a thin piece of balsa or card under the L edge, but if it is inclined to dive, put it under the T edge. The lower edge of the fin will need cutting away to allow for this adjustment. When you are satisfied, try a short flight with the engine at half-speed, by reducing the compression. It should make a steady left-hand climbing turn, but if it is too tight, offset the engine a little more to the right, or alter the rudder tab.

Gradually increase the engine speed with each flight, making adjustments to the thrust-line or rudder, if necessary. Make sure the timer is working properly, and do not forget to set it before each flight.