

using 'magic tape' then add horns and check control movements. Fit and cover ply Rx hatch, then fix fins — I used double sided tape, but these can be glued in place after cutting away *Solarfilm*.

Check balance position which should be $2\frac{3}{4}$ in. back from centre section leading edge. Whilst nicads are charging, consider a contrasting colour scheme particularly on the underside, then do it! Set the elevator about $\frac{3}{16}$ in. up on neutral setting, about $\frac{3}{8}$ in. up and down will be ample. The ailerons should be set up $\frac{1}{8}$ in. to form a reflex section with $\frac{3}{8}$ in. up and down maximum.

Flying

Firstly — don't hesitate to ask for help. If the CG position is right — you'll find the model rock steady, forward speed being altered by trim i.e., up elevator slows it down, but in good lift, back it off and watch it go. You may move the CG forward a little at first until you get used to it but do not move it any further back than shown. The model is almost impossible to stall, the 'flick' stall and instant recovery from a too slow loop being a favourite party piece. OBELIX will do almost everything but a stall turn and spins, but rolling manoeuvres and outside loops are something else...

Add ballast in good lift conditions, the faster it flies the better but don't take your eyes off it, you may not see which way it went!

We fly a type of combat towing 30ft. lengths of cassette tape. Aim to touch your

opponent's tape as often as possible in a given time. One point per touch, five off for both pilots if one or more models downed by a mid-air. Any inadvertent landings, five points off that pilot only but any number of re-launches permitted during the heat.

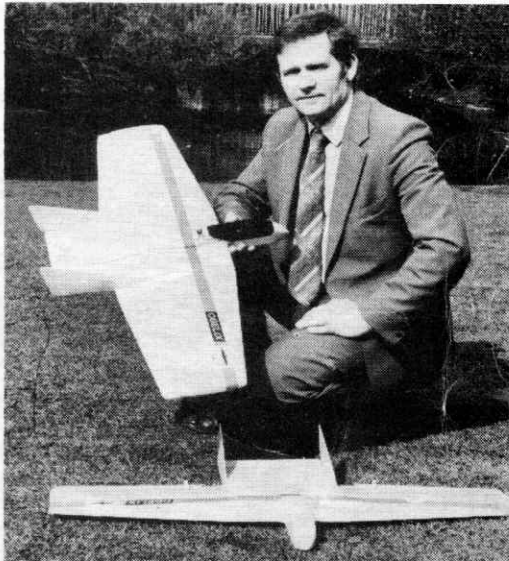
Finally, as a dedicated glider guider, I am reluctant to admit that I have had a lot of fun flying a powered version. Known as 'MOBELIX,' it has a sparkling performance using a 1.5cc diesel. It has enough power for all the usual aerobatics and has a flat smooth glide when the motor cuts. How they manage with a hot .19, I have yet to find out...

Built-up version

Cut out a complete set of ribs W1-W7 and prepare the false trailing edge pieces from $\frac{1}{8}$ sheet. Pin down a strip of $\frac{3}{16}$ sq. to prop up the ribs in the outer panels to produce a true wing. Pin down the spruce spar and assemble ribs, false leading and trailing edges plus second spruce spars. Make up four, $\frac{1}{16}$ balsa skins for the outer panels and sheet each panel on one surface. Assemble the three panels sheeted side downwards on a flat building board propping up the tips $\frac{5}{8}$ in. Now instal the snake tubes for ailerons and elevators fit the vertical grain servo boxes, then add the top $\frac{1}{16}$ balsa skinning to the complete wing.

Cut out the fuselage space between the centre W1 ribs, add the leading and trailing edges, tips and $\frac{3}{32}$ facing ribs and sand the whole wing to section. Remainder of the construction as per the foam version.

Above left: fuselage fitted and aileron and elevator servos installed into boxes. Balsa fill-in pieces can be seen on wing upper surfaces - used to seal in snakes. Above right: close-up of aileron servo hook-up. Below: designer Chas Gardiner, RCM&E Slope Special columnist, with two examples of 'Obelix.'



Below: foam cut away for fuselage and servo boxes. Cut-out for fuselage must be a really good fit, and holes for aileron snake are made after fitting together.

