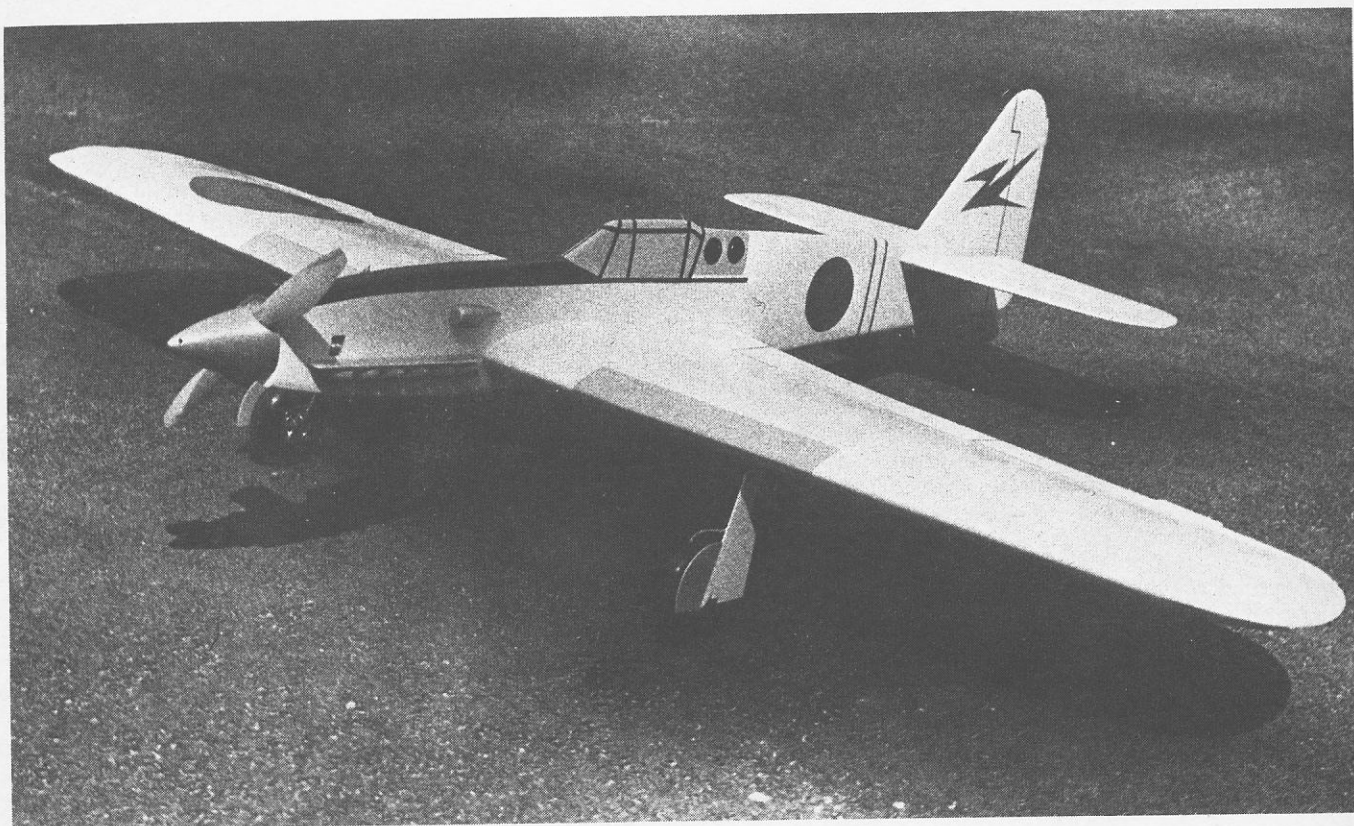


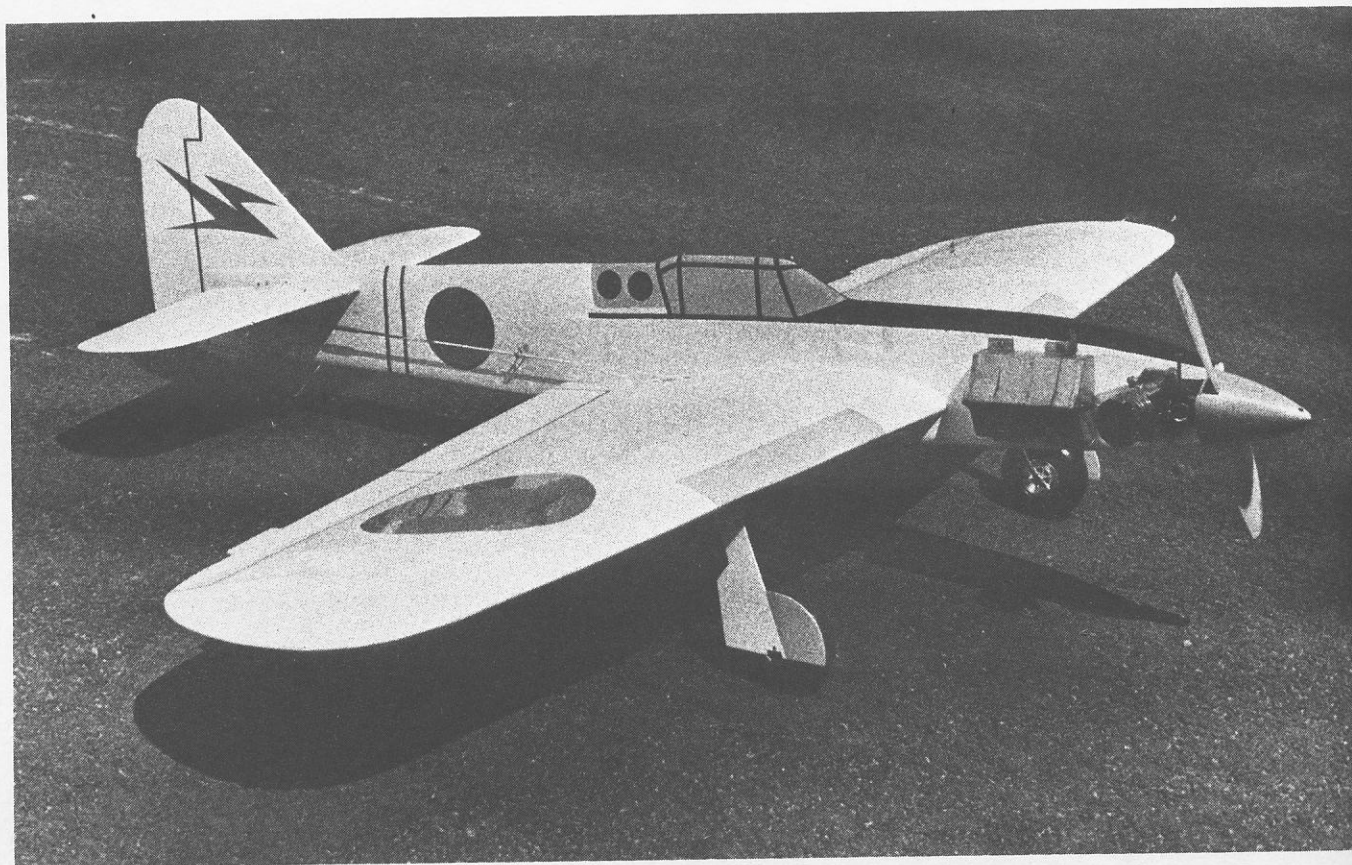
KAWASAKI HEIN "TONY"

by Vince Micchia



Easily detailed, surprisingly realistic for a rough and tumble Profile type. This ship packs plenty of potential, quick to maneuver, it can more than hold its own in a match.

The side mounted Fox engine is just a matter of four nuts on four bolts. The tank screws on behind. It makes an agile craft, light, quick, Combat-ready. A little scale realism for your streamer hunt. Fly it safely, and check those lines!



**Enter the world of SLOW COMBAT... it's good for your nerves.
A Fox .35 tears this able machine loose from the cement.
In the air it's streamer-hungry, competitive!**



The king size profile! Just a silly few inches longer. The "Tony" appeared later in the war and, although superior to the more famous "Zero," it was never as plentiful because it required a liquid cooled engine and the U.S. kept bombing the engine manufacturer.

During WWII, as many G.I.'s that dug those little holes all over the South Pacific and putt-putted around in the water there can remember, this machine made quite a name for itself. This model hasn't been kited in this country, we don't believe. We have seen some in R/C, but no profiles, so here is one that is refreshingly different.

After the "Tony" was completed and the shots were taken, the time came to fly the machine. Time was limited this day and it wasn't a day for test flying anything. In fact, it was so windy the birds were walking from tree to tree. Nevertheless, it had to be done within the hour. So out to the testing grounds we trotted. Jim Davis, as my ground crew and myself as Jap pilot, Mitsubishi Micchia, fired up an old, reliable Fox 35 and away it went. Flying straight and level for five or six laps, I decided to do some wing overs, then came the inside loops, then outside loops, very fine. O.K.! Let's go inverted now. Oops! What happened? The engine stopped at about 20 feet of altitude, into the wind inverted. Can't go over the top! Can't curl it under! Quickly I chose to go up and over, stalled it out and here it comes. Catch it! Bam—right in the left shoulder. Boy, those spinners smart, so work those sharp points down. Jim came running over—"Did you get hurt?" "Not bad," I replied, with blood

running down my arm. We looked at the "Tony," picked it up and the only damage was the sudden stop that shocked the left gear from its mounting. Why did that engine quit? Later, we found that the fuel tank center was mounted 3/8" too high and engine starved out of fuel. Make sure the center of tank is in line with the center of the engine. This model is a real snap to build and will give you many fine flights. My shoulder is healed, the airplane repaired and the "Tony" has been flying ever since. So, let's get to the workshop and get started.

Construction

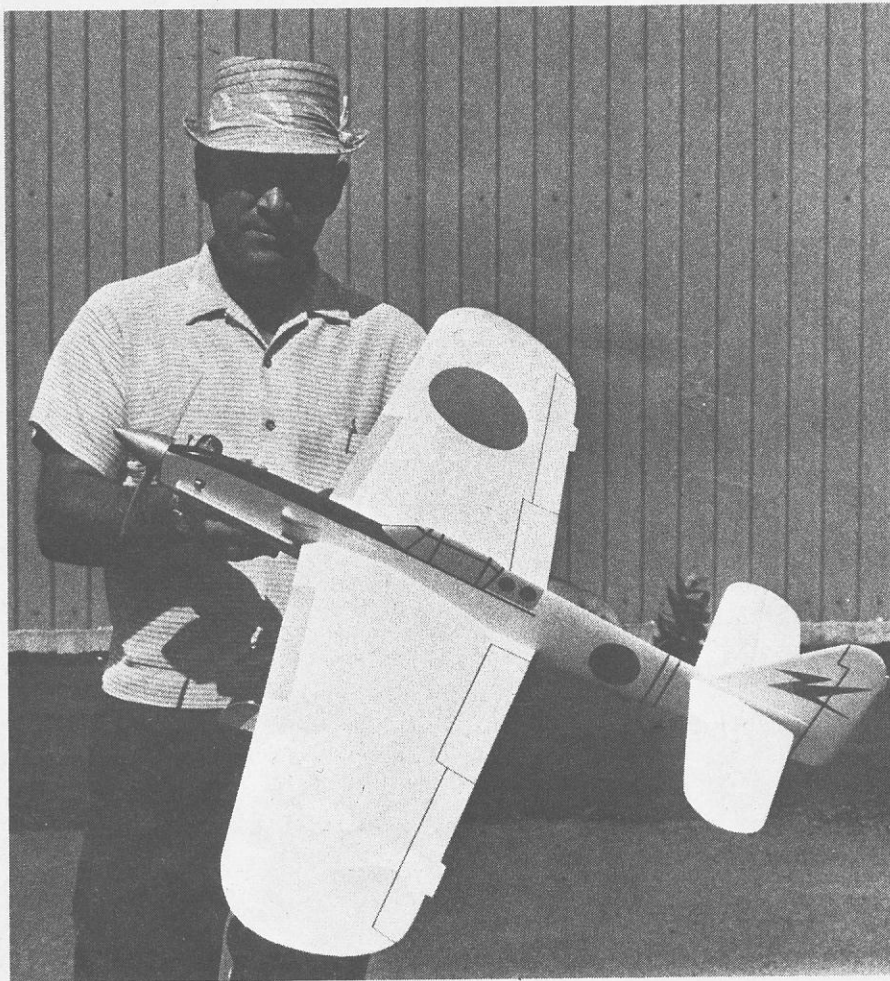
Cut out the left part of the wing plan and tape it to section A-A. This will give you the complete main structure of the wing. Put wax paper over the wing drawing and pin two 1/4" sq. strips about one inch long in place, as shown on plans. Cut two main spars from 1/8" sheet and pin it upright over plans and glue these together with two pieces of 1/8"x2-1/4" long. The width should not be higher than the bellcrank mount foundation at the center section.

Cut four pieces of 1/16" sheet, as shown on plans for trailing edges and splice as shown on the center section of wing. Glue two of them together and place them in position over the plans. Hack all ribs from 1/16" sheet, two at a time, and glue them

in their respective places into the notches of the main spar. Add the 1/16" sheet trailing edge. Now, take the top 1/16" sheet trailing edge and glue it in place with the splice in the opposite direction from the bottom and let it dry. Glue a 1/4"x1/4" strip in the notches to fit from rib no. 3 across to the other no. 3 rib. Add the 1/4"x1/8" spar cap.

The leading edge spar is cut from 1/8" sheet and glued together top and bottom with two 1/8" leading edge joiners. Adhere in place into leading edge of the ribs. Half rib A-1 and B-1 can be glued in place now, and let this work dry for about an hour. The wing can be removed from the board and leading edge planked top and bottom with 1/16" sheet. The 1/8" plywood bellcrank mount may now be glued in place with a 1/8" dia. hole drilled as indicated on plans. The bellcrank is installed complete, with all wires soldered in place. Glue in four pieces of 1/4" sq. under the bellcrank mount.

Cut the hardwood as shown on plans for the landing gear mounts and cement in place with 1/4" sq. strips for support on both sides of rib. no. 4 and on inside of rib. no. 5. Plank the center section top and bottom with 1/16" sheet, leaving an opening for the pushrod on the top of the wing as shown on plans. Sand the entire wing and put it aside for awhile and we'll come back to it later.



Vince and the "Tony." Slow Combat events are catching on, adds new spice to the control line scene.

Well balanced with long nose moment, tail area and a good wing design. Have a little aerial conflict with your "Tony" and whatever dares!

From 1/2"x6" sheet cut the fuselage to outline. Two 1/8" plywood doublers are fabricated as shown on the plans. Bevel all edges of the 1/8" plywood doublers, except the front, and glue in place. Shape your fuselage to the configuration desired. We tear-dropped the one shown here. Now, take the wing and attach it in position. Note here the wing has the same area on both panels.

Cut two 1/8" sheet fixed flaps and glue to the trailing edge of wings. The flaps at the fuselage end should be 9/16" from the bottom of the body, if cut correctly. Sand flaps as shown on the side view. Cut stab and elevators from 3/16" sheet stock and sand as shown on side view. Drill a 1/16" dia. hole and glue in 1/16" dia. wire, which will join the elevators together. This goes in first and then the stab is glued in place and cloth hinges are doped in position. We used a nylon R/C horn and it worked out very well. Glue two pieces of 1/2" scrap to the bottom of the stab. Install tail wheel and wing tips and you are now ready to start doping this thing.

We covered the "Tony" with heavy Silkspan with all the trim in MonoKote. Those strips on the wing leading edge are yellow. The exhausts are painted silver and are made of scrap 1/2" sheet and 1/8" sheet for the top. Wheel covers are cut from 1/16" plywood, bolted at the top with metal at the bottom to hold them in place. We have had more fun than a barrel of monkeys with the "Tony" and we hope you do also.

Don't forget to offset the rudder 1/4" and put two washers on both front engine mount holes between crankcase and fuselage to offset the engine. Set your engine for a good steady run, just above a four cycle and you'll have a lot of fun flying this machine.

