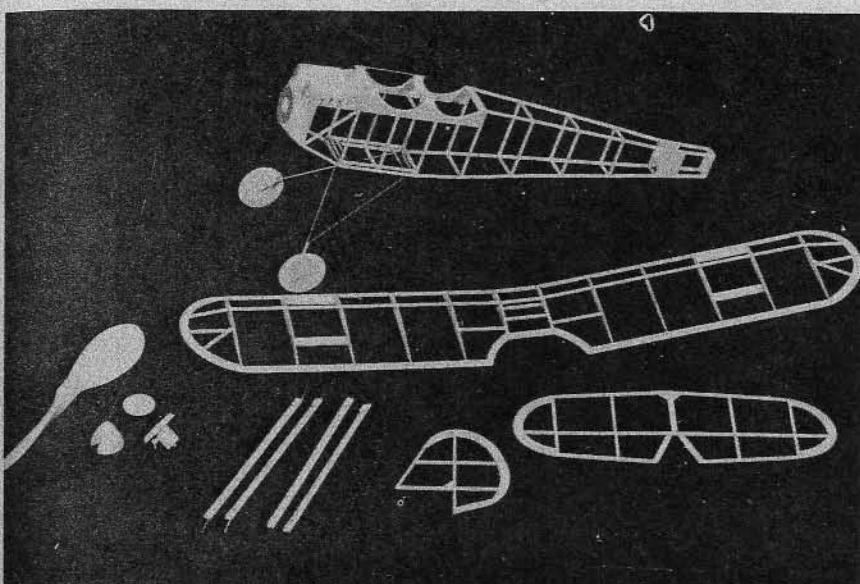


Quickie Mail Plane



This IS a real flier, make no mistake! That free-wheeling propeller presents a fine opportunity to check up on Powell and Tracy!



Light, clean, simple—brother, this is building! You can pick up the dihedral details from this picture. Directions are detailed.

And you beginners! Make this job, fly it successfully, and you are on the way to being a hot-shot builder—as well as a master pilot!



Quickie Mail Plane

by SHERMAN GILLESPIE

Crackerjack semi-scale model of old Ryan M-2 flies like a bird. Masterfully designed.

► The Ryan M-1 is a semi-scale model of the Hispano-powered Ryan of 1925. Built as a low-cost mail and passenger-carrying machine it proved efficient and dependable. Cruising speed was 105 m.p.h. and the pay load was 500 lbs. Top speed was 125 and it landed at 45 m.p.h. Service ceiling was 15,000 feet.

In 1926 and 1927 Wright "Whirlwind"-powered M-1's were flown on the 1000-mile Seattle-Los Angeles mail route by Pacific Air Transport. The Ryan Transatlantic Monoplane, Lindbergh's famous "Spirit of St. Louis," was developed from the M-1 design.

The model is a remarkable flier. Top flight times to date are 1:15, 1:19, and 2:09, handwound in warm air conditions. Study the plans, photos, and construction notes carefully. Complete flying weight should be approximately 1 oz.

Build the fuselage sides from hard 1/16" square balsa. Set the completed fuselage sides up over the top view and put in the cross pieces. Install the 1/16" aluminum tube strut receivers. Cement on the $\frac{1}{8}$ " square wing mount blocks and put on the wing mount hooks.

Make the nose block from medium soft $\frac{1}{2}$ " stock. It forms down from a square to a circle. Drill it for the removable plug and cement in place. Use soft balsa for the cylinder blocks. Trim the underside so the blocks will tip out slightly to form the "vee." Use 1/32" sheet balsa for the fill between the blocks. Cut the eight exhaust stacks to size. Cement in place before color doping. Though the nose section is reduced to (Continued on page 52)

PLANS ON NEXT TWO PAGES