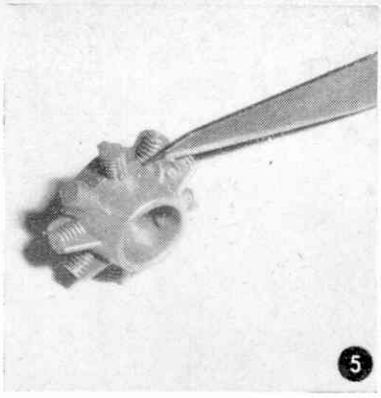
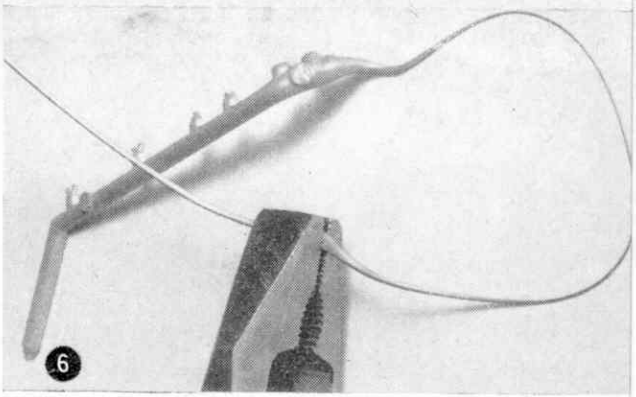
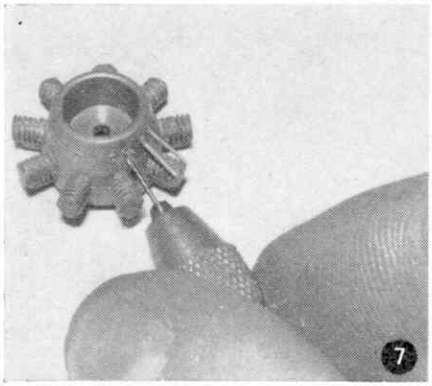
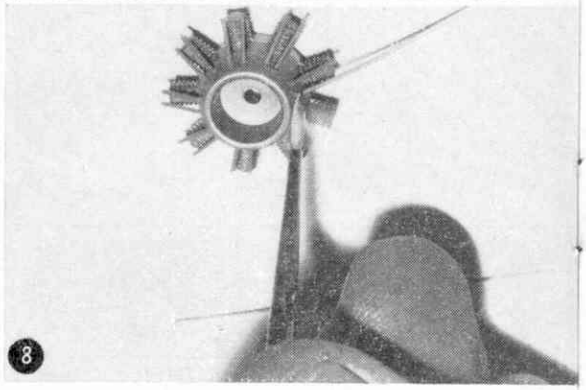
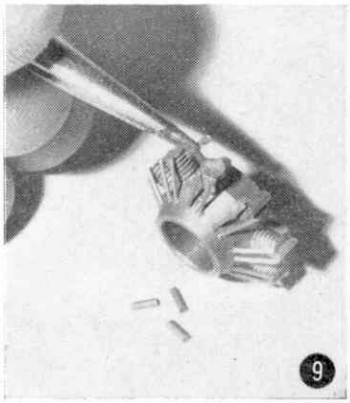
CHALLENGE OF THE WAPITI

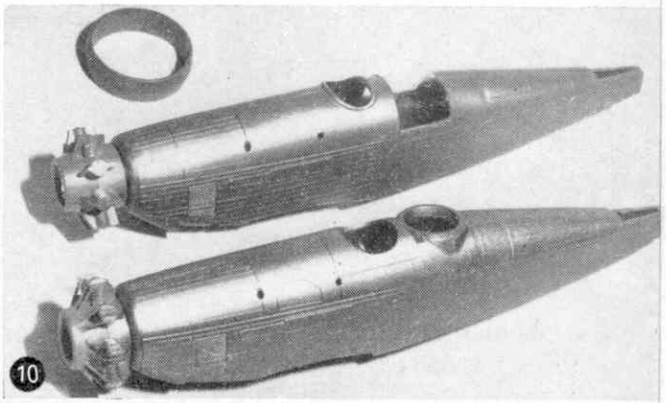


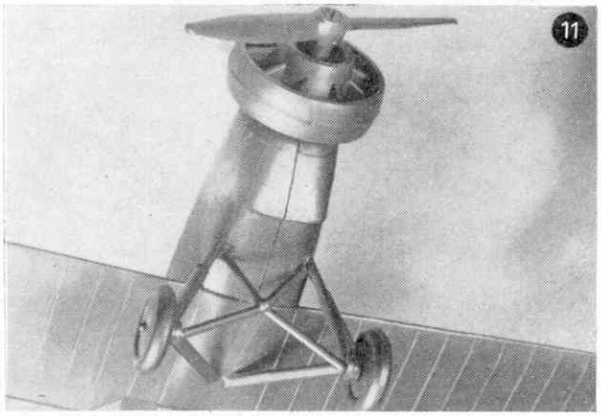


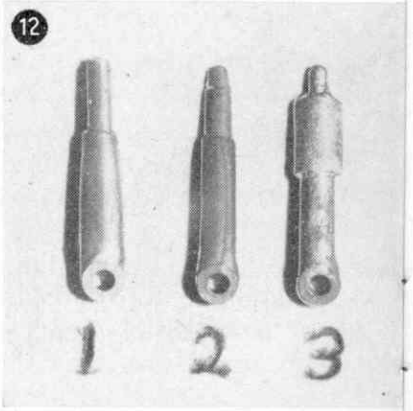


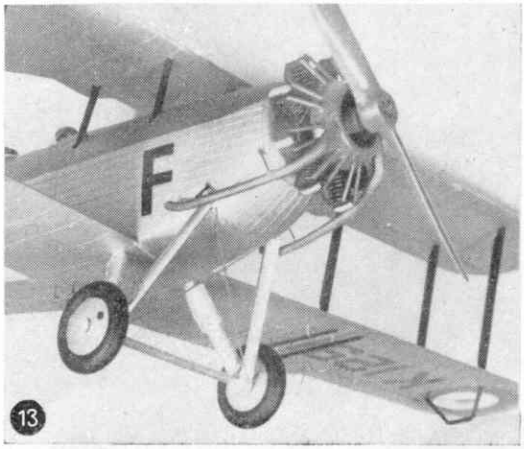












5 With a sharp knife, cut off the small 'buttresses' on the front of each cylinder.

6 You will need several pieces of thin plastic 'rod' and these are made by heating a piece of spare 'stem' in front of an electric fire and when it becomes very soft, it is gently 'drawn out' using a pair of pliers. Hold it straight until the plastic cools. With a little practise rods of any diameter can be produced by varying the heat and speed of draw.

7 File the grooves back into the front of each cylinder and then drill two 1/32nd diameter holes ahead of each one, angling them back as shown.

8 Insert a piece of drawn plastic rod in each hole and fix in place with a touch of liquid plastic solvent such as Slater's Mek-Pak. Snip off the surplus rod with a pair of nail scissors.

9 Small pieces of slightly larger diameter rod are cemented to the end of each cylinder to represent rocker boxes.

10 Here's the completed engine fixed to the modified fuselage. In addition to the operations described above, the Wapiti fuselage is shortened by trimming $\frac{1}{8}$th in. from the rear end. The rear of the top fuselage decking is then filed down to meet the more forward-set tailplane position. The un-modified Wallace fuselage and cowling ring is shown in the background.

11 This photo shows the standard Wallace undercarriage and engine assembly.

12 Three stages in the development of the Wapiti main undercarriage leg from the Wallace one on the left. The thickened upper leg is built up by wrapping the pared-down leg with thin paper.

13 On the new undercarriage, the rear struts become the front ones, and two $\frac{1}{32}$nd in. holes should be drilled in the fuselage to take them. $\frac{1}{16}$th in. holes drilled in the wing roots take the main rear strut ends and a new axle is made from one of the thicker plastic drawn rods. The new exhaust pipes are also made from this material.

14 The detail makes the difference! It's mostly made from stretched plastic rod and the rigging is Kleintex 'Invisible Thread'. This is a synthetic monofilament, and its slight elasticity keeps it nice and tight. The ends are simply tied to the struts. For certain jobs where wire is to be represented, the 'thread' can be successfully painted silver and, of course, unlike ordinary thread, it cannot go 'furry'. Buy it in any good milliner's. The numeral transfers are from the Yeoman range.