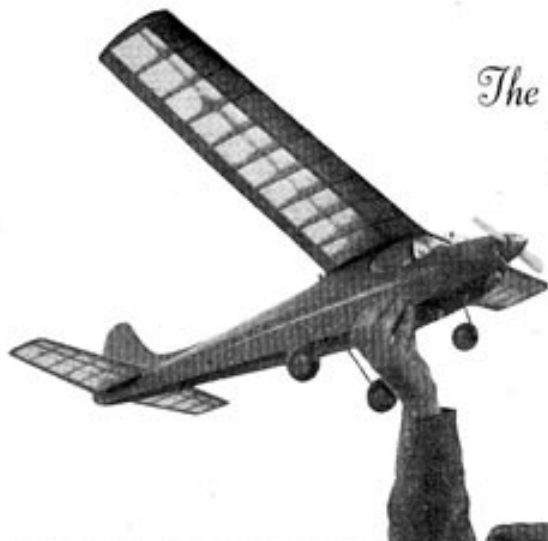




The ENVOY

by Cyril Shaw

AN EASY-TO-BUILD
40 INCH WINGSPAN
CABIN POWER MODEL
FOR .5 TO 1.5 c.c.

CYRIL Shaw's Envoy is not new. It first appeared as a kit early in 1950, and a number of these kits were circulated by Shaw's of Norbury, London. Now, Cyril has emigrated to Canada and the kit is no longer in production.

So attractive are the lines of this high wing tricycle design that we feel the demand for full full size plans should not be neglected. All the printed parts, formers and ribs are now shown full size on the drawing, and slight modifications here and there have enabled us to present the Envoy in the popular A.P.S. series.

First test flown over Epsom Downs in cold windy weather, the prototype flew "straight off the board" with a steep power climb and impressive glide. Using an E.D. Bee diesel for power,

the flying speed is fast, but because of the inherent stability, is also very safe.

Large enough to accommodate any of the latest 1.5 diesels, and yet still not too large for the .5 c.c. Dart, we know that the Envoy will continue to be one of the most popular sport designs in the country.

Construction

The fuselage is a simple box construction of $\frac{1}{8} \times \frac{1}{8}$ in. and $\frac{1}{4}$ in. sheet balsa. Join the fuselage halves by formers 1, 2, 3, and rear ply U/C former, after the undercarriage has been sewn on to the latter. Join fuselage at rear and complete basic construction. Slip engine bearers through formers 1 and 2, after pre-cementing. Mount motor and attach cowl blocks, which are then carved to shape, and finally sanded when the motor is removed. Now add formers 4-8, stringers, wing platform and dorsal fairing.

The wing and tail construction is simple and needs no special instruction. Each wing-half is built on the plan, and when dry, the halves are joined by the dihedral brace so that there is $3\frac{1}{2}$ ins. dihedral under each tip.

Cement the fin into the space between the tail-plane centre ribs after each part has been covered: but before they have been doped. Use lightweight Modelspan, with at least two coats of clear and one coat of colour dope for decoration.

Flying

The Envoy flies perfectly without any thrust adjustment and has a natural climb to the left. Only the glide trim need be altered to tighten or open the radius of turn by adjustment of the rudder trim-tab.

Cyril Shaw's flair for designing models with distinct eye-appeal is well exemplified in the Envoy, with its neat cabin, cowlled engine, dorsal fin and tricycle undercarriage.

