THE WINGS

The upper and lower planes are set at a fairly pronounced dihedral angle, but are not swept back. The upper plane is slightly larger in span and chord than the lower one, and is also staggered forward. Ailerons are fitted to the lower planes only. As stated previously, the wings are made to fold back along the fuselage. This operation is easily carried out, and in such a manner that the process of folding does not interfere with the setting of the aileron control, nor the wing bracing.

The wings are hinged at the rear spars, and when folded lie snugly along the fuselage, free of all obstructions. The lower planes are mounted on short wing roots built into the fuselage, the front spar attachment being made direct to the fuselage—the wing roots, of course, being triangular. Attachment of the upper planes is to a centre section, mounted

THE A.N.E.C. IV “MISSEL THRUSH.” SOME CONSTRUCTIONAL DETAILS:—(1) Shows the simple wing construction at the interplane strut—compression member section; the leading edge is an aluminium tube, while the spar is of the box type, spruce and plywood. (2) Is the centre of the tail plane, which “sits” on the flat upper surface of the fuselage, and is held down by four long bolts passing from the latter through the fittings on the tail spars. Note, on the rear spar, the neat roller for the control cables. (3) The chassis struts, comprising steel tubes, forming a curved Vee, and connected at the ends by a streamline “trough” carrying the axle, are faired as shown by plywood.