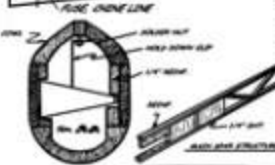
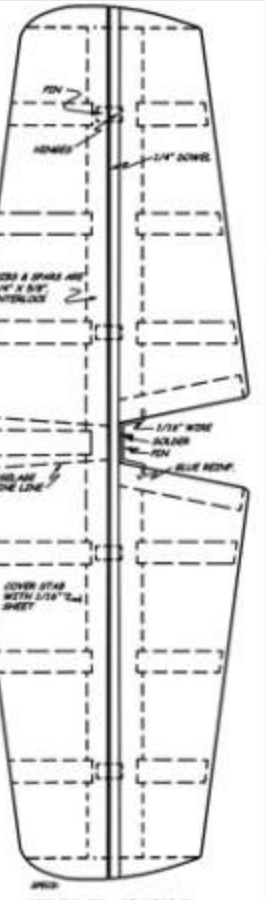
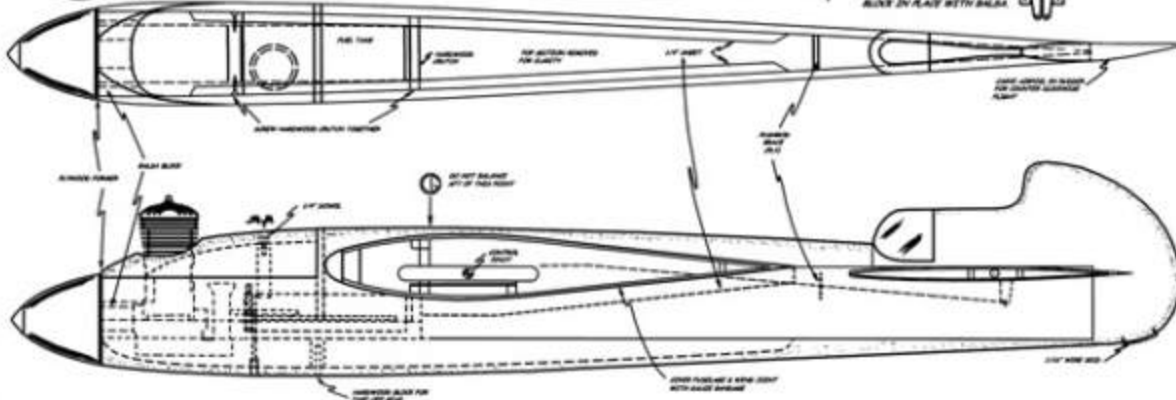
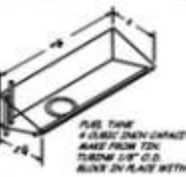
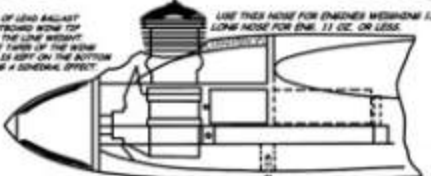


NOTE: USE 4 OZ OF LEAD BALLAST TO THE OUTWARD WING TIP TO OPPOSIT THE LINE WEIGHT. THE DIVING PANEL OF THE WING THICKENS IN GIRT ON THE BOTTOM SIDE BEHIND A SCHEDULE EFFECT.

USE THIS NOSE FOR ENHANCED WEIGHTING IS OZ. OR MORE LINE LEAD NOSE FOR ENH. 11 OZ. OR LESS.



NOTE: USE 4 OZ OF LEAD BALLAST TO THE OUTWARD WING TIP TO OPPOSIT THE LINE WEIGHT. THE DIVING PANEL OF THE WING THICKENS IN GIRT ON THE BOTTOM SIDE BEHIND A SCHEDULE EFFECT.



STUNTWAGON  
By M. DeBart



## THE STUNTWAGON



If you are a modern CLineer who has never seen a "STUNTWAGON" perform you are probably in for a big surprise. If today's CL aerobatics would be compared to BIC Sport aerobatics, the Stuntwagon style would best be compared with the spectacular BIC Pattern performance. Both types of models perform in the same speed range.

The Stuntwagon had no lack of either power or wing lift. Coupled with the clean design was the big J65 engine pulling an abnormally large wing, using a fat, full-symmetrical airfoil. The short tail coupling produced the cleanest thing you could get to a flying wing without actually having one. To accommodate the cleanliness even further, a drop off gear was used to get rid of that drag and weight. The resulting performance was not only fast, the Wagon would turn on a dime and give you a neckal charge!

To watch a Stuntwagon flight was an intimidating experience. Difficult to describe in this day and age from the takeoff with its drooped gear, which occurred almost instantaneously, you knew that it was no normal model. First of all, it was on the end of long, 70-8" lines, really moving around the circle, and it was obviously a "man's airplane." In fact, you held on with BOTH HANDS in level flight! Thinking back, the loads must have been terrific on that wing at the 100 mph-plus speeds and the excellent turning radius. In any case, it SCORCHED that man, as the vibration added a new tear to the wing causing vibration to the back of that big 36"-an-inch nose antenna. A good Stuntwagon pilot gathered poison nearby: it was hard to see any glitches at those speeds!

Some other thoughts about the performance would probably have today's judges quickly exiting their chairs rather than trusting the safety of it all. An major

pile of the design stability would be counteracting when a really strong wind stacked the lines while in an inverted right; instead of blowing to the ground it simply lifted across the circle, gave the lines a good jerk on the other side, and continued its flight seriously, the Stuntwagon performance was not only spectacular, it was competitive in all levels of competition.

In the hands of many modern the Wagons were flown with a wide variety of engines, from sparkies Cokes and Sparkies to the glow Homelite and M/Cos. It probably was at its best with the Atomco, the "rocket stack" version being most popular. In the later stages a lightweight version was developed and flown with the classic Fox J65, this probably came closest to duplicating the CL aerobatics we see today.

The structural design does not seem out of place; even today. The wing is interesting, considering the man it came about. The initial model used a thinner airfoil and less robust structure. Before it was built there was no indication of what the flying speed and turning ability would be. Also a few flights, the need for something else became obvious, the wing simply exploded in a tight turn! The correction was a much thicker airfoil to knock about 30 mph off the speed and to add depth to allow the use of a four-tyre pitch.

The fuselage was simply exemplified; a hand-held engine clutch, screwed together, with six-inch sheet metal glued to it and running practically straight back to the tail post. The landing was shaped like a block, top and bottom. Resplendence was added with a stone-age version of glass cloth and resin. The fuselage covering was given bandages, with its joints patched quickly exiting their chairs rather than trusting the safety of it all. An today,