

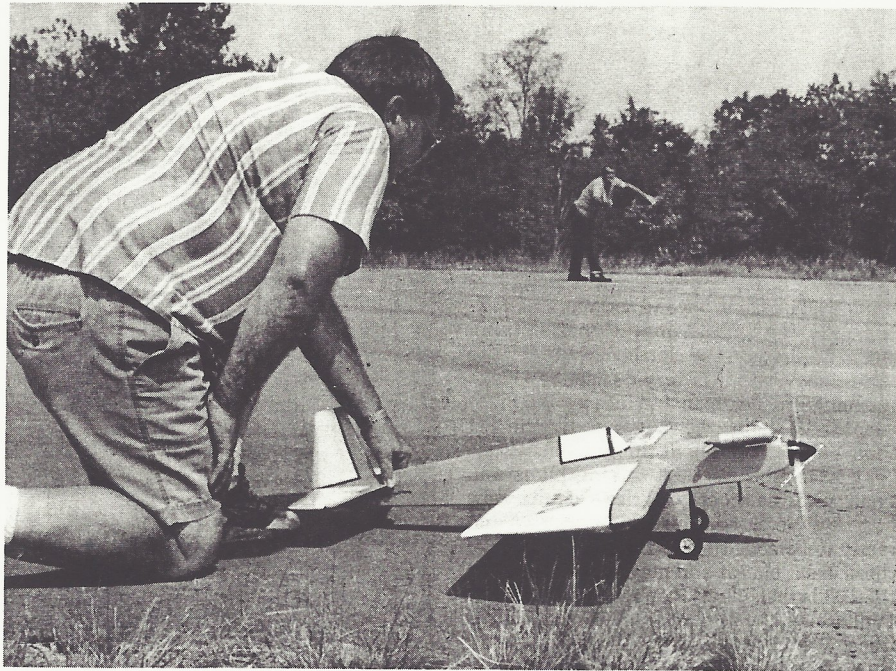
Ultra Duper Zilch

silkspan and dope finished. Another advantage of MonoKote is that if you happen to build a warped wing, the warp can be quickly removed by twisting the wing straight and ironing the warp out.

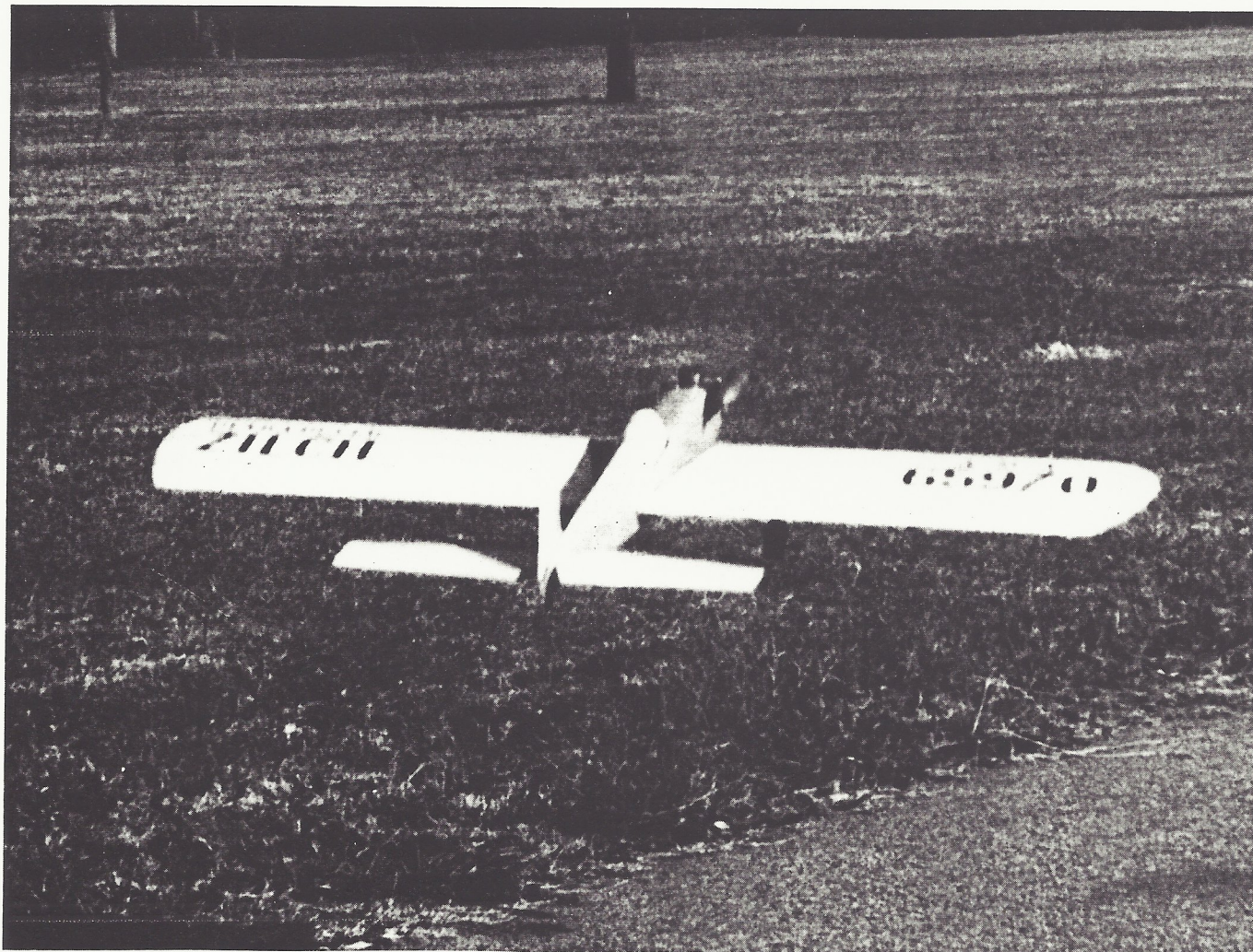
The *Ultra Duper Zilch* is powered by a Royal .46 R/C engine, which I modified for Stunt flying by installing a control line type carb and needle valve assembly and altering the cylinder sleeve timing. The modified royal .46 provides good power and a very steady run with no tendencies to run away. The Royal is very easy on fuel as I get 6 minutes, 30 seconds engine runs on 3.5 ounces of 10% nitro fuel.

If you are unable to perform the necessary engine modifications, I recommend you contact Tom Dixon, as he offers a large range of modified engines that are suitable for the *Ultra Duper Zilch*. Fuel tank selection is as important to a steady engine run as the engine itself. Many suitable 4-ounce uniflow tanks are available, but I recommend the Carolina Taffinder 4-ounce uniflow tank. Install the engine, fuel tank, wheels, etc. Insure that the model balances slightly forward of wing spar. Make a final check for wing warps, and test run engine.

My *Ultra Duper Zilch* had been flown on 70 feet of .018 braided lines in calm air, but feels better in the wind with 65-foot lines. ☺



As the author signals his pit man releases the *Zilch*. Power is a Royal .46 R/C engine modified with a C/L venturi and needle valve, along with a retimed sleeve. The tank is a Taffinder 4-ounce Uniflow.



As the author claims, the *Zilch* isn't going to set the Stunt world on fire, but it is a good, step-up choice for an intermediate flyer.