

The "trike" landing gear will make take-offs and landings new experience. Use handle with .010 lines, 2 to 2½ inches apart; 42-44 ft.

Though fuselage looks bulky for an .09, model has plenty of pep on a good engine. Larry listens to engine as he sets needle valve.



Sportcoupe

Copied after the Ercoupe, this little .09-powered design will do such advanced stunts as vertical eight. Fly it have fun.

By LARRY SCARINZI

► The sporty stuntster presented here was drawn up with one eye on the drawing board and one eye on a photo of the Ercoupe. It is far from scale, of course, but it does retain the general Ercoupe appearance.

Performancewise, it is capable of performing all basic maneuvers, including vertical eights, without much trouble. What we were after was a sporty little model that we could take out and enjoy flying which would still perform well enough to satisfy our urge to "wring it out." Thus, the name Sportcoupe.

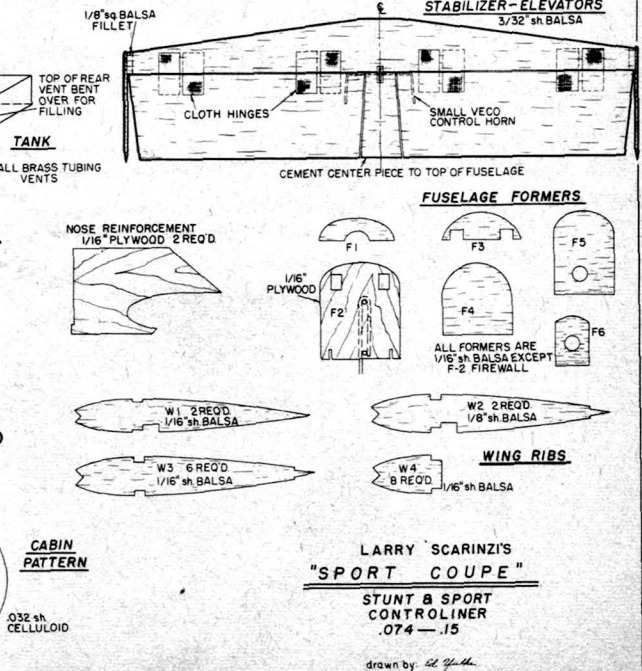
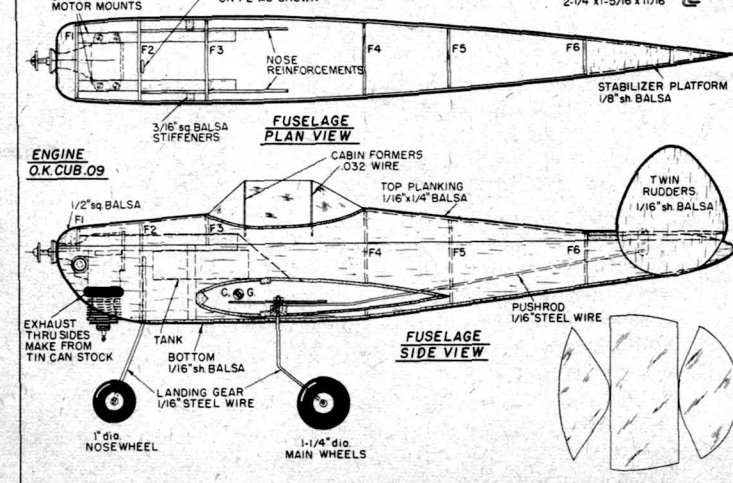
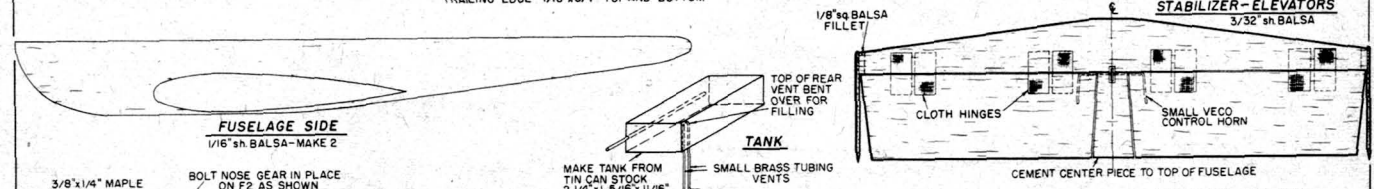
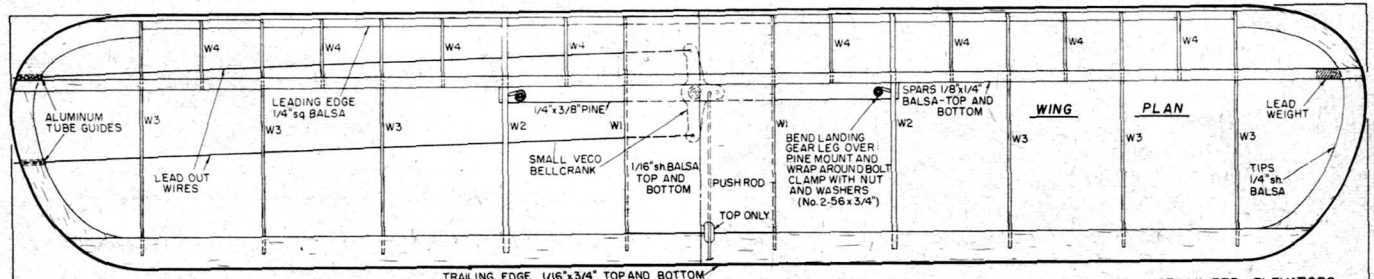
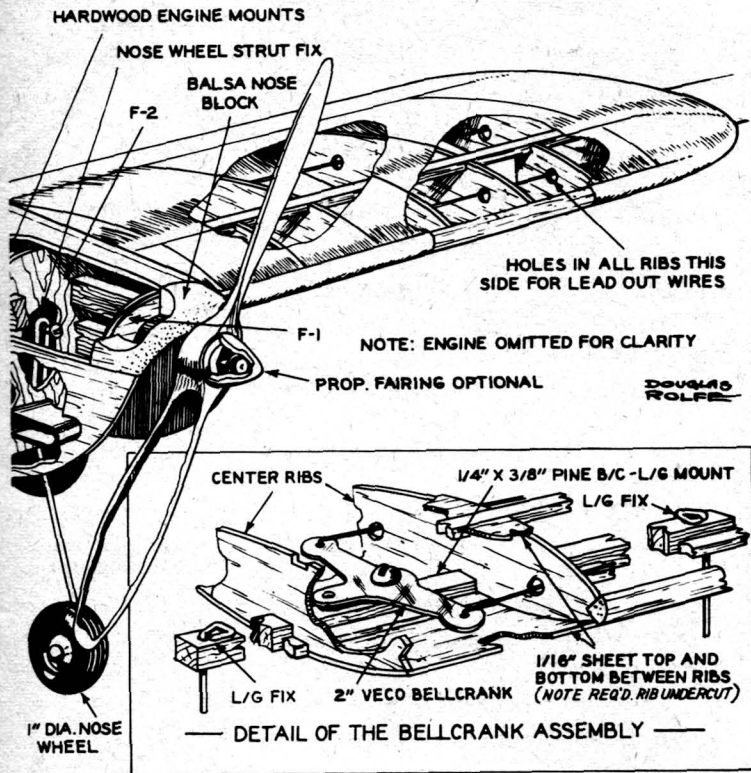
It was quite some time back that modelers began to pattern their stunt designs after real aircraft. War planes as the Stuka, Spitfire, P-40 and Messerschmitt were copied and modified to meet stunt performance requirements. As could be expected, results were generally good, as the necessary changes were made.

So far as I know, the Ercoupe and airplanes of its type have been neglected almost completely. The trike gears make for very realistic rolling take-offs and landings if flown from concrete or on a smooth area.

Before beginning con- (Continued on page 45)



Scale job as heavy as a log? Stunt ship ugly as a barn door? So how's this? Color scheme of original was metallic blue, cream trim.



LARRY SCARINZI'S
"SPORT COUPE"
 STUNT & SPORT CONTROLINER
 .074 - .15
 drawn by Ed. J. Gled.

FULL SIZE PLANS AVAILABLE. SEE PAGE 58.

Sportcoupe

(Continued from page 12)

struction examine the plans and bear in mind the size of the model. Take care in choosing your wood if maximum performance is desired. The fuselage may look a little big and bulky for an .09, but if light wood is used and the CG (Center of Gravity or balance point) is properly located, you will end up with a light, long-lasting, and good-performing model. The original weighed less than 10 ounces.

Perhaps the best place to start construction is with the wing. The wing is built in a conventional manner and uses a $\frac{3}{8}$ "x $\frac{1}{2}$ " pine strip as a bellcrank mount, landing gear mount and even a center section reinforcement. Please note the $\frac{1}{8}$ " ribs at the end of this strip for strength. The landing gear is bent partially to shape, slipped through the hole in the pine strip and is then bent over and bolted fast as shown in the plans.

When ready to start on the fuselage, cut out all necessary parts. Take care to select light wood for this. Begin by gluing the motor mounts to the $\frac{1}{16}$ " plywood nose strengtheners. Add the firewall, F-3 and the $\frac{3}{16}$ " square stiffeners. Allow to dry.

There are several methods you can choose from in assembling the wing and fuselage. We chose to cement the nose section in place on the wing, and then slide the fuselage sides in place. The remaining fuselage formers may now be put in. As-

semble the horizontal tail and cement in place, completing the control system before the top and bottom of the fuselage are covered. Construct and install the fuel tank and nose gear. The fuselage may now be completed.

The windshield is not difficult to get neatly in place if care is taken. Dope the cabin floor to your liking. We chose a cream trim and used the same on the cabin floor. After this is doped, bend two wire cabin forms to shape and cement these in place in the fuselage. Cut out the celluloid windshield and stick in place with Testors hot fuel proofer or a good plastic glue.

Cut out and install the twin rudders and rudder fillets. Cement rudders well as they are very vulnerable to clumsy handling. Cover the wing with Silkspan and your model should be complete.

For a reasonably good and light finish the following procedure may be used. Brush several thin coats of fuelproof dope on the wings and one on the fuselage. Use Aero Gloss plastic balsa as a filler around the windshield and anywhere else it is needed.

To finish the wood areas, mix talcum powder in thin clear dope and apply three coats, sanding after the first and last coats. Apply another thin coat of clear over the wood areas. The original model was finished with two or three coats of metallic blue fuelproof dope and trimmed with cream. This made for a pleasing color combination and model. Check the CG location and you're ready to test hop your Sportcoupe.

Hook up a set of 42 or 44 foot .010" lines and you're ready to go. A handle with lines 2"-2½" apart works quite well.

If you are new at flying U-C models, you may want to run the engine a little slower on your first few flights. With a Torp .09 and Thermal Hopper fuel this model is surprisingly fast. It gives a good firm tug on the lines when flying through maneuvers and is quick to react. When using full power, don't expect this model to hesitate once it is released!