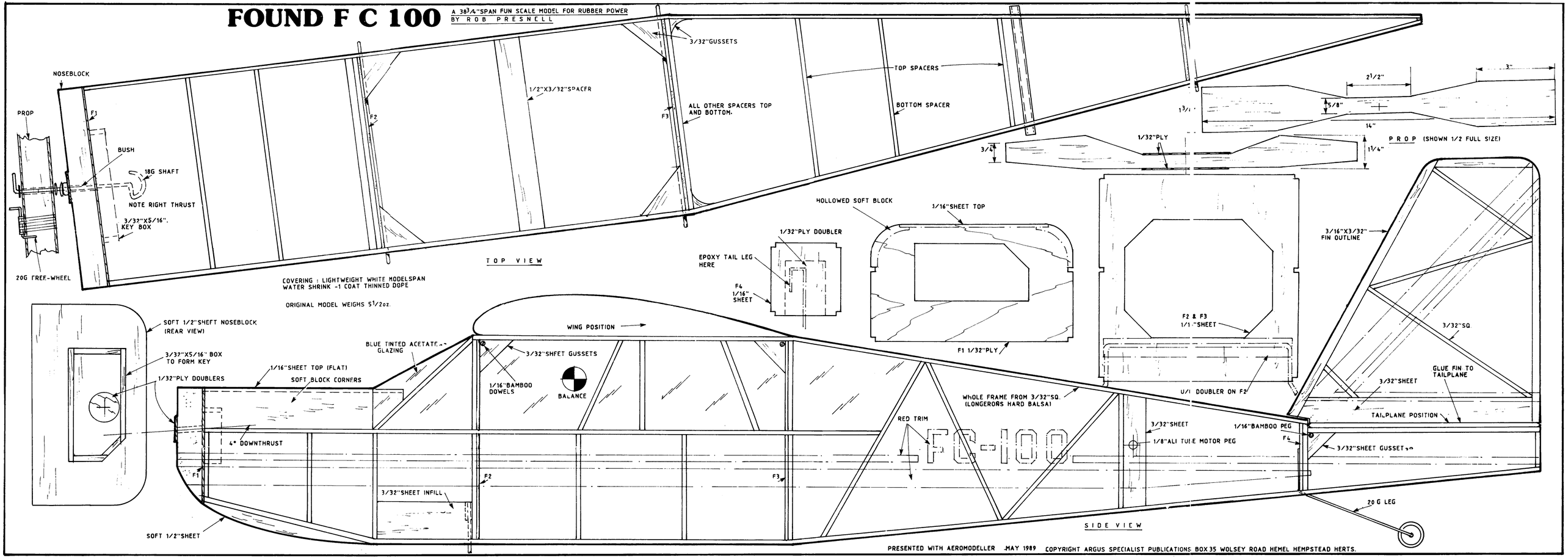
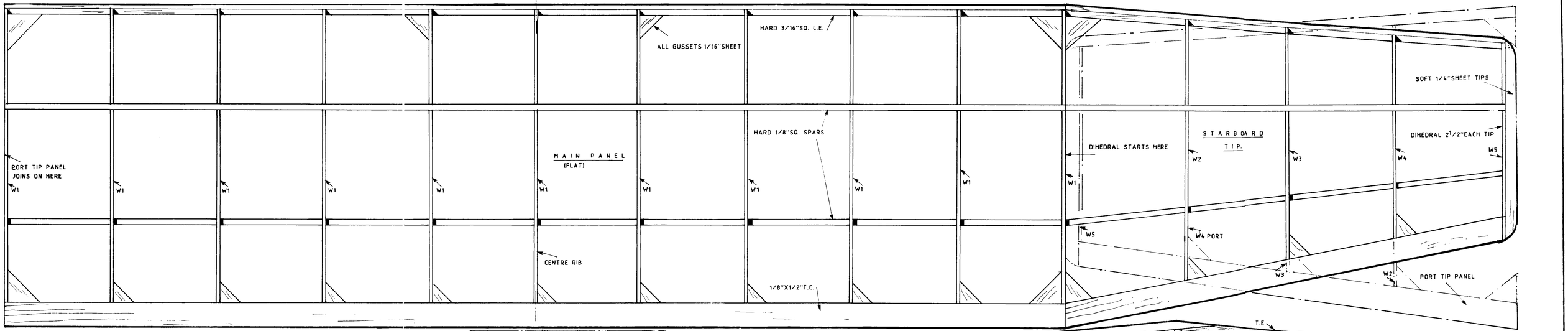
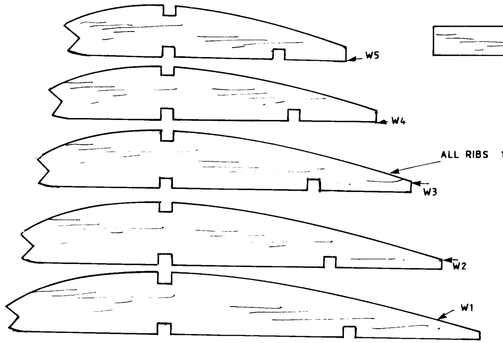
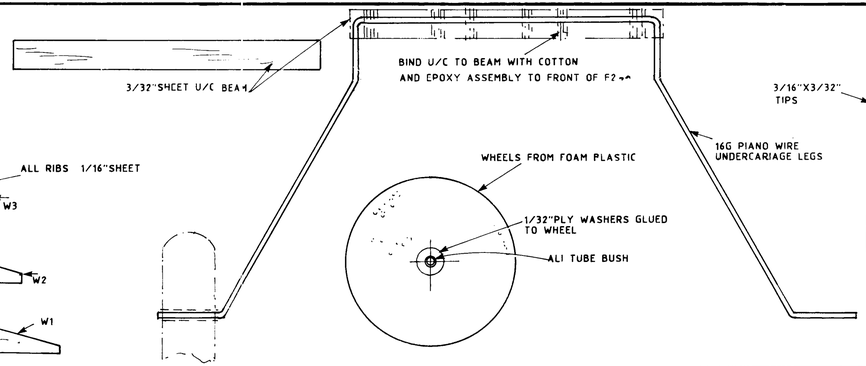
FOUND F C 100

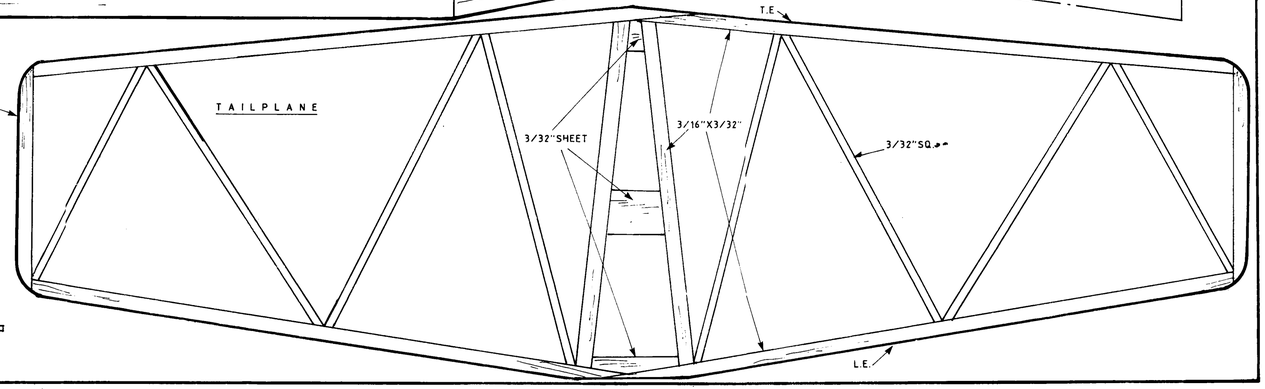
A 38¾"SPAN FUN SCALE MODEL FOR RUBBER POWER
BY ROB PRESNELL




ALL GUSSETS 1/16"SHEET
HARD 3/16"SQ. L.E.
SOFT 1/4"SHEET TIPS
PORT TIP PANEL JOINS ON HERE
W1
MAIN PANEL (FLAT)
HARD 1/8"SQ. SPARS
DIHEDRAL STARTS HERE
STARBOARD TIP.
DIHEDRAL 2 1/2"EACH TIP
W2
W3
W4
W5
W4 PORT
CENTRE RIB
1/8"X1/2"T.E.
PORT TIP PANEL


W5
W4
ALL RIBS 1/16"SHEET
W3
W2
W1


3/32"SHEET U/C BEAM
BIND U/C TO BEAM WITH COTTON AND EPOXY ASSEMBLY TO FRONT OF F2
16G PIANO WIRE UNDERCARIAGE LEGS
WHEELS FROM FOAM PLASTIC
1/32"PLY WASHERS GLUED TO WHEEL
ALI TUBE BUSH


T.E
3/16"X3/32" TIPS
TAILPLANE
3/32"SHEET
3/16"X3/32"
3/32"SQ.
L.E.

BUILD FROM OUR FULL SIZE PLANS!

Fly Fun Scale with Rob Presnell's 38in Canadian charmer. Plenty of time before Scale Weekend!

Found Centennial

THIS MODEL was originally enlarged three times from a Walt Mooney Peanut plan. Actually, the whole thing was started very much on the spur of the moment. The plan was drawn, and the fuselage sides built, in one evening. That's how it stayed while I sought more information. Much help came from David Boddington's R/C plan of the same aircraft (presented as a fullsize plan in a 1984 issue of Radio Control Scale Aircraft Quarterly).

Within a week the airframe was complete. A true Fun Scale model, the FC 100 has been built with minimal reference to full-size detailing, but it's a fine performer, and when decorated in red and white looks quite delightful when airborne against a blue sky. You remember blue skies?

Found out

Construction is straightforward. Identical sides are built one on top of the other and carefully aligned via formers and spacers. Everything must be square. Careful wood selection – longerons, particularly, should be from identical stock to ensure a twist-free framework. White glue (PVA) gives you plenty of time to make accurate joints. Cardboard or balsa jig formers may also be used. Another useful dodge to adopt with the traditional box fuselage is to use small, triangular sheet gussets at each corner of the major uprights and spacers, but accuracy in cutting is vital.

A light tail and fin will save nose ballast, but, as ever, remember that light doesn't mean flimsy. Careful wood selection is a must. Cover the model in white Jap tissue. Spray the fuselage with water and carefully steam-shrink the wing and tail. Pin the latter to a flat surface until dry. Dope the wings and fuselage with a 30/70 per cent mixture of dope/thinners to which a few drops of caster oil has been added (this prevents the tissue from becoming brittle). Tail and fin are given a coat of thinned banana oil. Thin acetate is used for cockpit glazing. My daughter discovered some blue-tinted acetate, which certainly adds character even if it's strictly non-scale. I used epoxy adhesive but R/C Modellers' Glue is perhaps an even better choice.

Power on!

The prop assembly shown works very well, but there's plenty of room for experiment. Trevor Faulkner's article on prop carving – to appear next month – will be invaluable if your Found prop is your first!

Power is provided by six strands of 1/4in. flat rubber, 36in. long, pretensioned and lubricated with castor oil or purposely-formulated rubber lubricant sold by suppliers such as SAMS – see their advertisement.

My model needed a few grams of nose-weight to balance where shown. Total weight was five-and-a-half ounces. 3/32in. packing under the tailplane trailing-edge was enough to give a satisfactory glide. Your model may need less. Start with 1/16in. Power flight was straight off the board. Two hundred hand-turns should be enough to fly a complete right-hand circuit. If all is safe, build up to a maximum of 680-700 turns. 1/16in washout on the starboard wing is recommended.

This is a model that will have you running round the flying field for hours. Beware when flying in thermal conditions – it might just be tempted, and whoever heard of a scale model fitted with a dethermaliser!