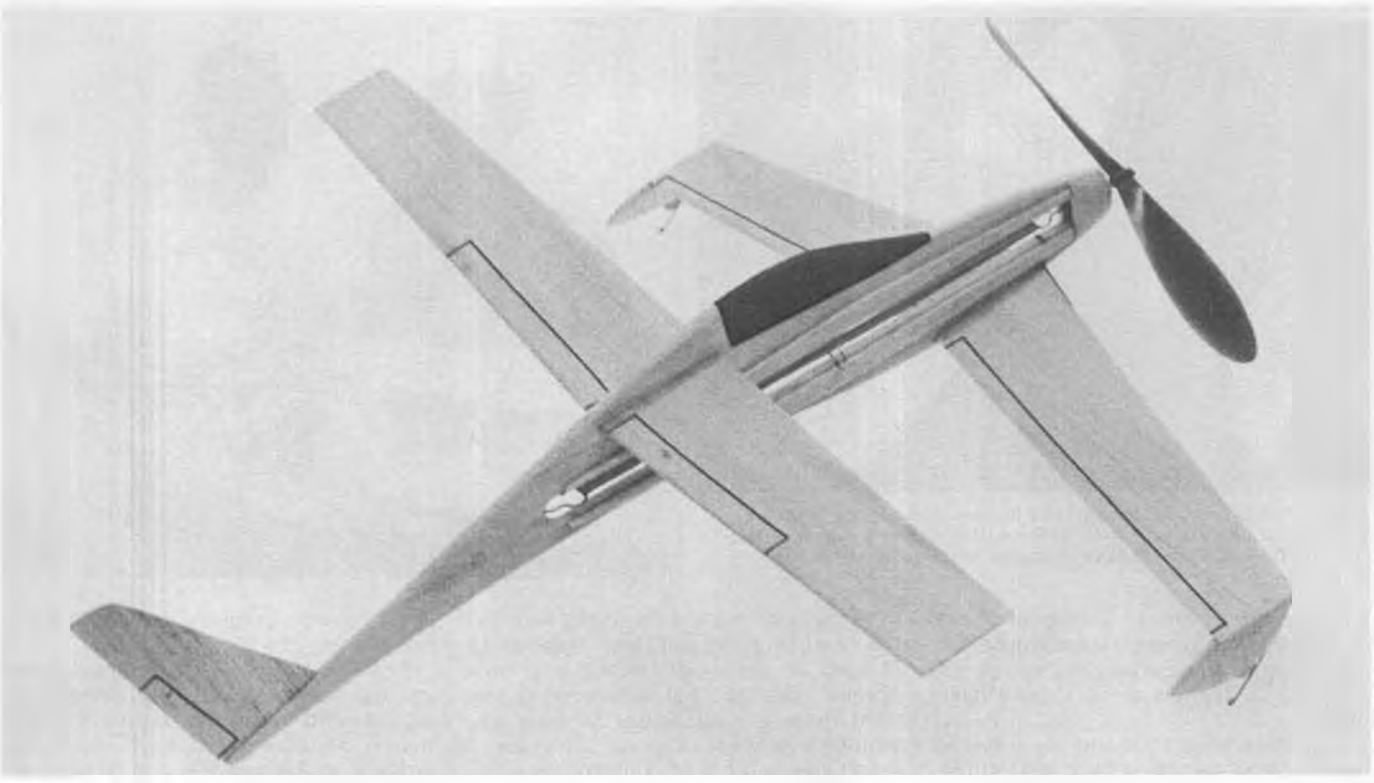


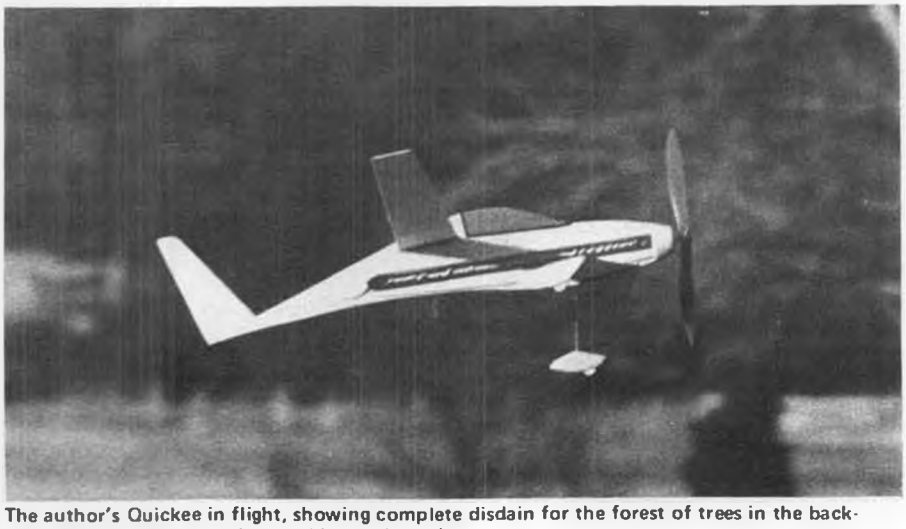
PROFILE QUICKIE

By JOHN WALKER . . . You could call this a "Quickie Quickie", because the profile fuselage and all-sheet construction make this unusual scale subject an ultra-fast building project.

• It's difficult to determine whether this model QUICKIE should be classified as a biplane, low wing, high wing, tandem wing, pusher with the engine in front(?) or what. One thing you must admit, it is different.

The full size QUICKIE was designed and built by Burt Rutan (of VARI-EZE fame) and is not only radical in appearance but also highly efficient energy-wise. It is constructed of foam and fiberglass (sounds familiar). For more information on the real thing, read Don Berliner's article in the May 1978 *MODEL AVIATION*.

Our model is in profile form. Profile models have been around for 40-45 years. In the early 1930's Cleveland Model & Supply Co. sold profile kits. I think you can still get plans for those models from Mr. E.T. Packard, who still runs the company and advertises in most model magazines. Back in the late 1930's and early 1940's, all of the model magazines featured one such model in just about every issue, by such modelers as Louis Garami, Rex Hall, Alan Orthof, and a few others I don't remember.



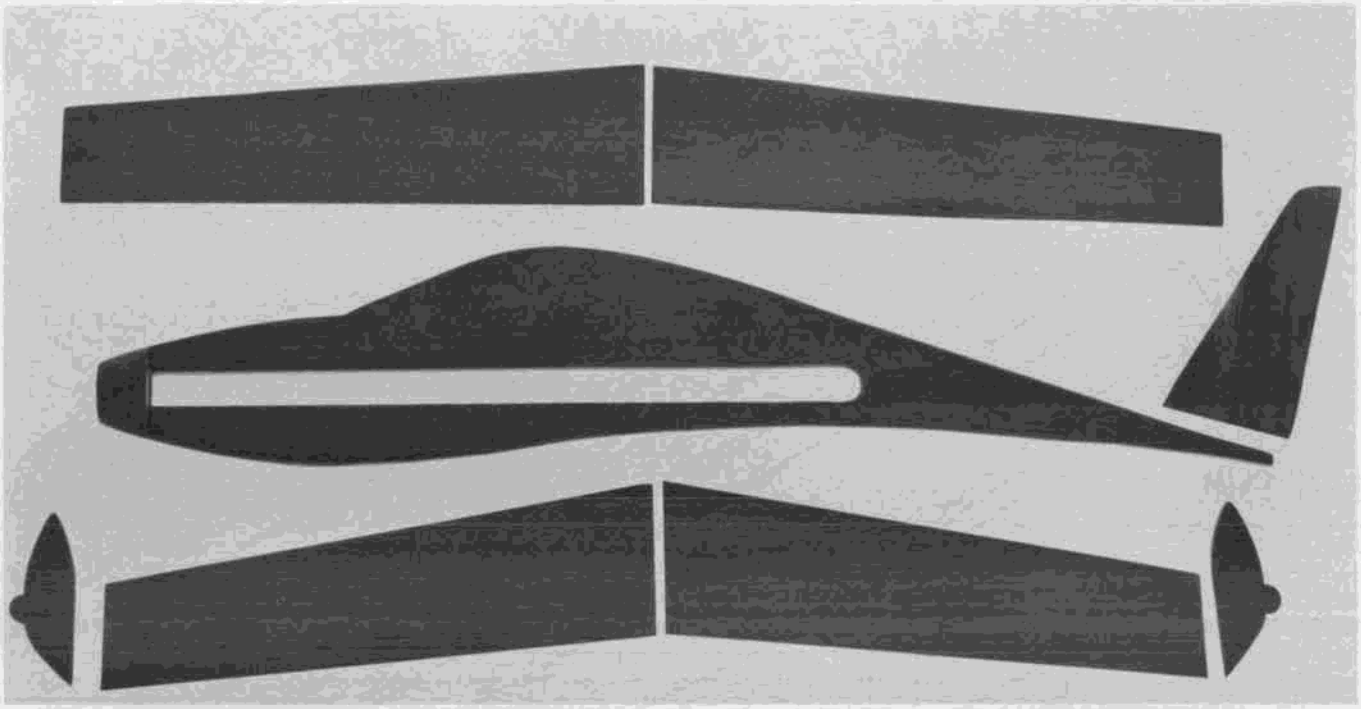
The author's Quickee in flight, showing complete disdain for the forest of trees in the background, which it managed to avoid completely!

The idea when building models of any type is to construct them as light as possible. Select the wood carefully from contest grade balsa. Our model was assembled with cyanoacrylate as the adhesive. It is quick, light and strong.

The plan is full size and contains all necessary information to make the model. Cut the fuselage to shape. If the wood you use is stiff enough you can omit the fuselage stiffeners above and below the motor slot.

Cut the rudder to shape. Sand it to a symmetrical airfoil shape. Cut the slits for control. Attach to the fuselage.

Cut the wing and canard panels to shape. Note grain direction on the plan. Sand the panels to an airfoil section. Remember there is a RIGHT and a LEFT panel. Cement the panel together. Be sure the dihedral and anhedral are correct. Carefully slide the wing and canard through the slots cut in the fuselage. Cement them in place. You might want to add an epoxy "skin" around the areas where the wing and canard intersect the fuselage. This will provide extra strength.



In a fine silhouette-like photo, John shows the simplicity of the all-sheet parts which make up this model. A weekend should do it!

Attach wheel pants to each canard tip. Blend the joint in with fine sandpaper. Add "whisker" landing skids if you want to ROG (Rise Off Ground) your QUICKIE. Be sure they are long enough to permit the prop to clear the ground.

If not already done, cut notches in the canard for the elevators/flaps and ailerons in the wing panels. Cement thin, soft copper wire where indicated. This will hold control settings permanently.

Sand the entire model lightly. Apply two coats of thinned (50-50) Sig Lite-Cote. Sand after each coat. Trim with India ink or 1/32 or 1/16 trim tape. Use color dope to outline the canopy.

FLYING QUICKIE

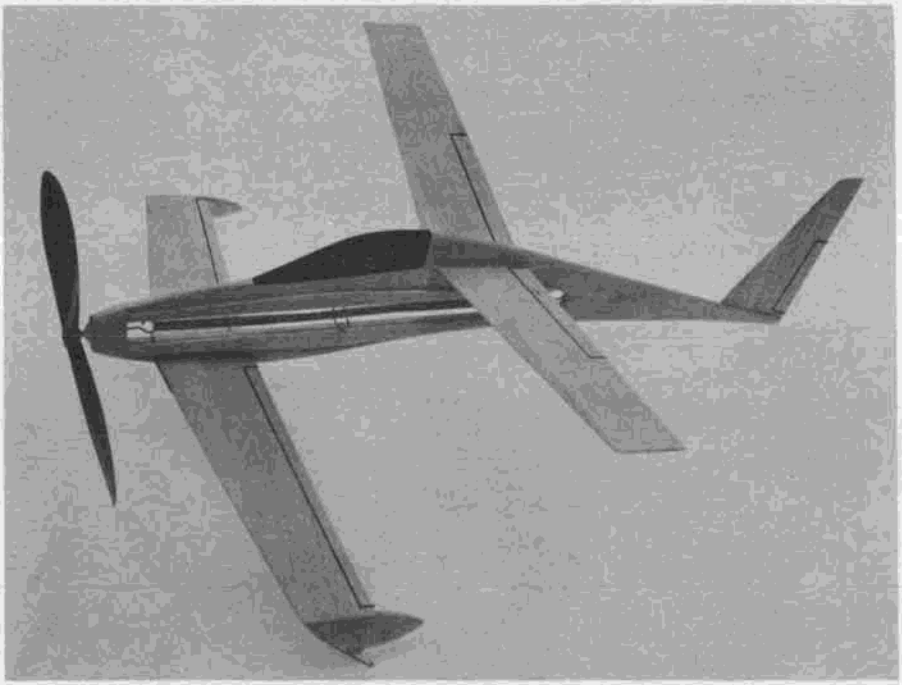
We now use a new psychological approach flying our models. In the past, our field was clear except for ONE TREE. As usual, the tree seemed to be endowed with magnetic qualities for model aircraft. No matter where the model was launched, eight out of 10 flights ended in the tree, hitting the tree or landing near it. So when it came time to test fly Quickie, we tried a place surrounded with trees. Why, you may ask? Well, I'll tell you . . . We remembered the unknown CHARLIE BROWN KITE EATING THEORY. A close study of the CBKETT indicated that the tree did not necessarily attract the kite. Rather, the wood in the kite missed its "mommy" (being taken away at an early age) and mistook the tree as its long lost mother. Taking this approach one step further we theorized that the CBKETT might also apply to model aircraft. We further speculated that flying in an area surrounded by trees would so confuse the model that it would land before flying into the tree it thought might be its mother.

We think we are onto something big because our model landed clear of the trees seven out of 10 flights . . . an almost complete reversal of when models were flown in a field with only one tree. Perhaps one of you planning to work on your PHD might want to delve more completely into CBKETT and its relation to model aircraft and put it into more easily understandable terms. Here's your chance to make model aircraft history.

Back to flying the model. Not knowing where such a model should balance, we took the old approach of test gliding it over tall grass. Adjustments were made by adding clay or manipulating the control surfaces until the model glided without stalling or diving.

Power was a loop of 3/16 Sig rubber. Add about a hundred turns and hand launch with a gentle push. Our model needed a slight amount of down thrust. Flights were smooth, slow and easy. Heavier models may require additional power.

For further experimenting, enlarge the plans 50 percent, make a three-dimensional fuselage of foam, and add CO2 power. Such a model should prove interesting. *(Now, let's see . . . with a Quadra, we should enlarge the plans to . . . wcn)* •



The fully assembled model from another angle. You can't say designer Bert Rutan is in a rut!