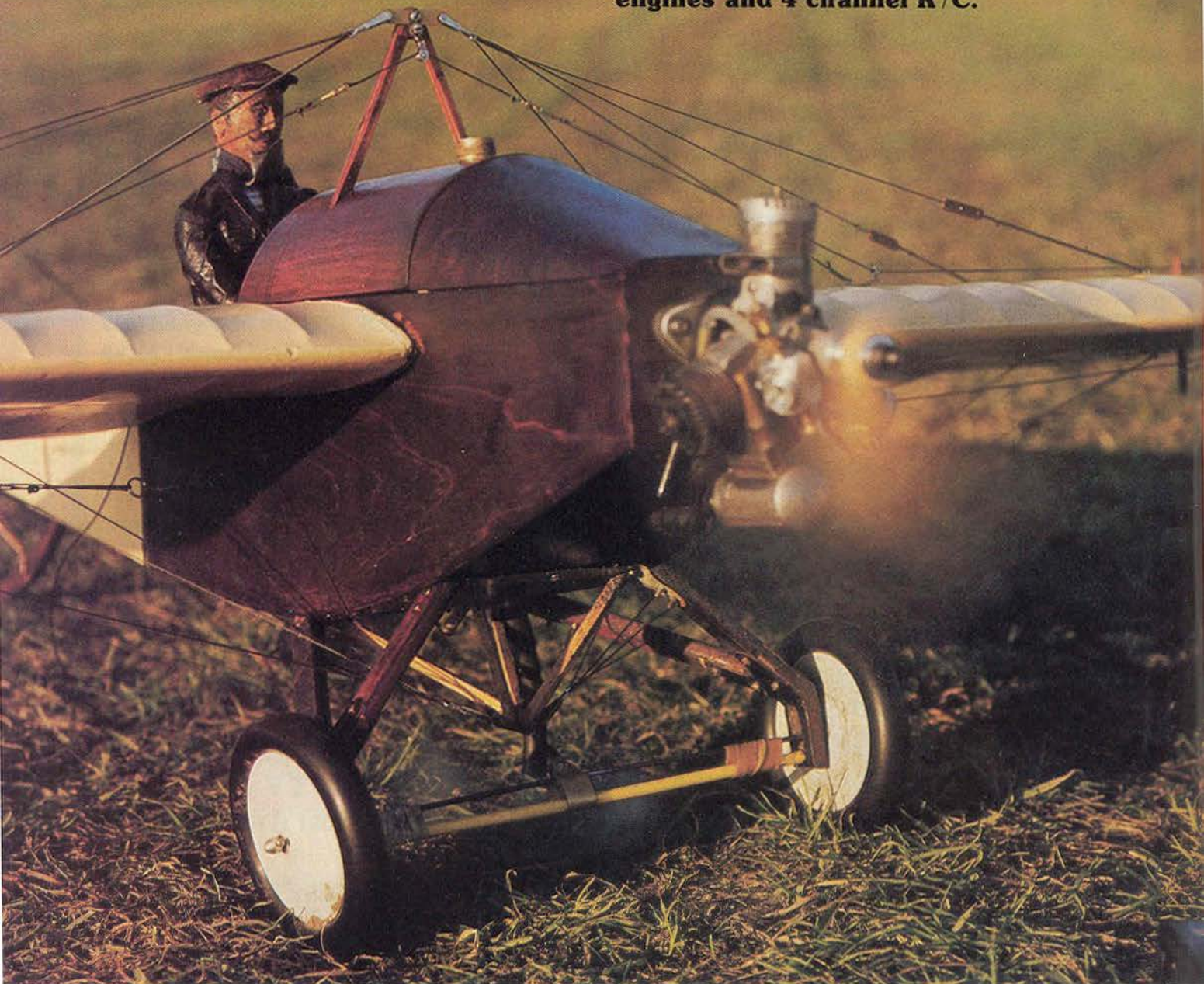


Though it doesn't have quite the same lines as Anita Ekberg, it also comes from Sweden. We are proud to present Par Lundqvist's faithfully reproduced Eastbourne Monoplane, for .30 to .40 engines and 4 channel R/C.

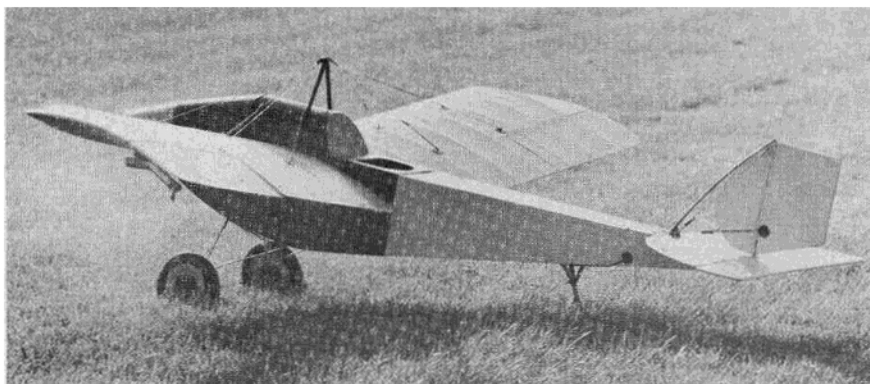


EASTBOURNE MONOPLANE 1911-1913

The Eastbourne Monoplane presented here is a Stand-Off Scale model for .30 to .40 engines. It is guaranteed to bring out the old nostalgia feelings of aircraft of that era, complete with very low airspeeds, the singing of the wires, and a whispering exhaust.

The EAC (Eastbourne Air Corporation) Monoplane is without a doubt an old timer, but in its time it was a very modern aircraft, being one of the first to use ailerons instead of wing warp for roll control. This particular model has gone through a long period of evolution and rebuilding as more material became available, and is now considered to be an extremely accurate reproduction.

The Eastbourne is an easy model to build, utilizing only old and proven techniques, with only few exceptions.



The 1/4" square balsa locking braces between each fuselage vertical brace (see Section C-C) results in a much stronger fuselage with very little additional weight.

Another unusual feature is the use of 1/64th plywood for the front section of the fuselage. The wing is built in two pieces, and attached to the fuselage with the wire in a tube method as commonly used in R/C sailplanes. Flying wires effectively take care of the necessary strength and rigidity. The unusual configurations of the original aircraft also require some rather original

and unique tail surface hinging and operating methods. But there is nothing actually difficult about them, and everything is fully detailed on the plans and in the photographs.

The Eastbourne Monoplane is the most fun to fly of any model I have owned. It flies completely realistically, very slowly but perfectly controllable. The full size one was a low altitude airplane, and the model should be flown that way. While it is capable of loops and rolls with the proper airspeed and power, it is more fun to fly it and to see it perform in the manner in which the real one did. □

EASTBOURNE MONOPLANE 1911-13

Designed By : Par Lundquist

TYPE AIRCRAFT

Stand-Off Scale

WINGSPAN

71 Inches

WING CHORD

14 1/4"

TOTAL WING AREA

890 Square Inches

WING LOCATION

Shoulder Wing

AIRFOIL

Undercamber

WING PLANFORM

Constant Chord

DIHEDRAL, EACH TIP

None

OVERALL FUSELAGE LENGTH

45 3/4 Inches

RADIO COMPARTMENT AREA

(L) 17" x (W) 4 1/2" x (H) 5"

STABILIZER SPAN

21 1/4 Inches

STABILIZER CHORD (incl. elev.)

9 1/2" Average

STABILIZER AREA

178 Square Inches

STAB AIRFOIL SECTION

Flat

STABILIZER LOCATION

Top of Fuselage

VERTICAL FIN HEIGHT

7 1/2 Inches

VERTICAL FIN WIDTH (incl. rud.)

8 3/8 Inches

REC. ENGINE SIZE

30 - 40

FUEL TANK SIZE

8 Ounces

LANDING GEAR

Conventional

REC. NO. OF CHANNELS

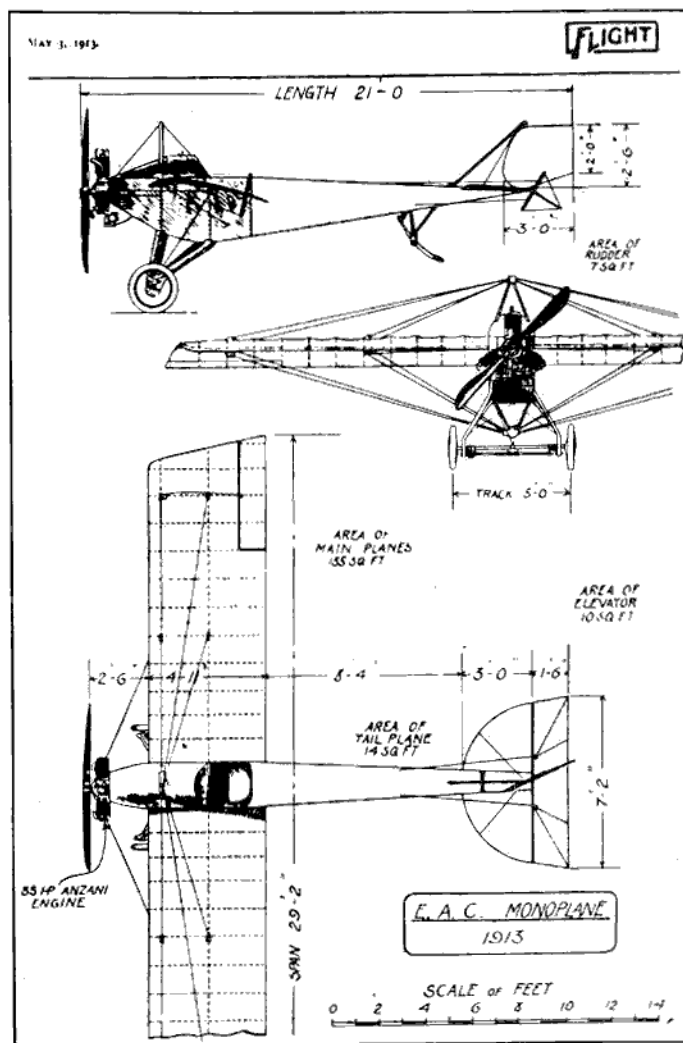
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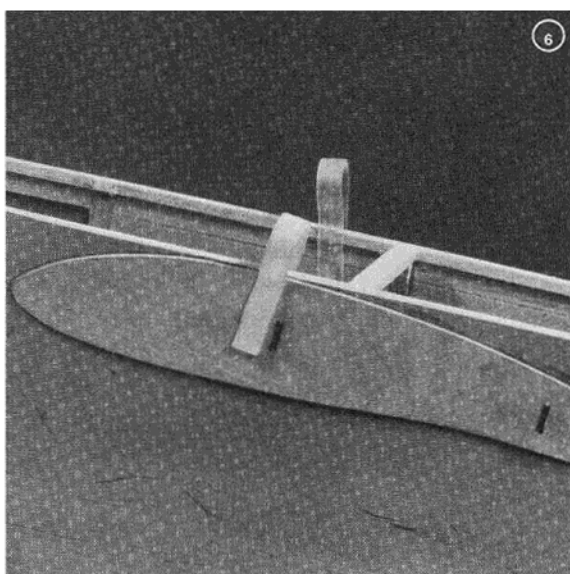
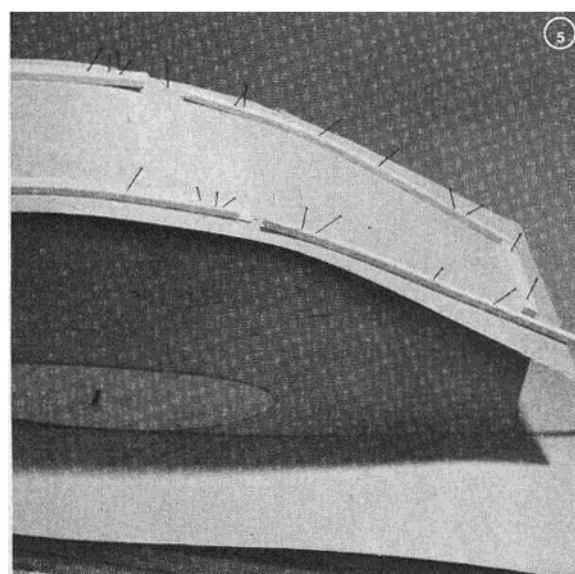
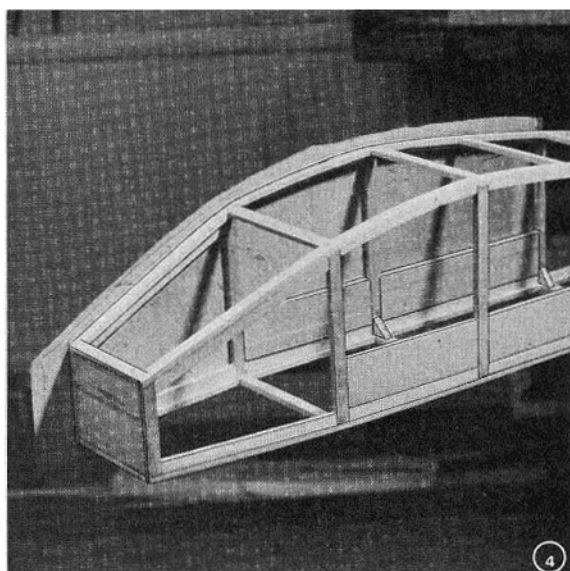
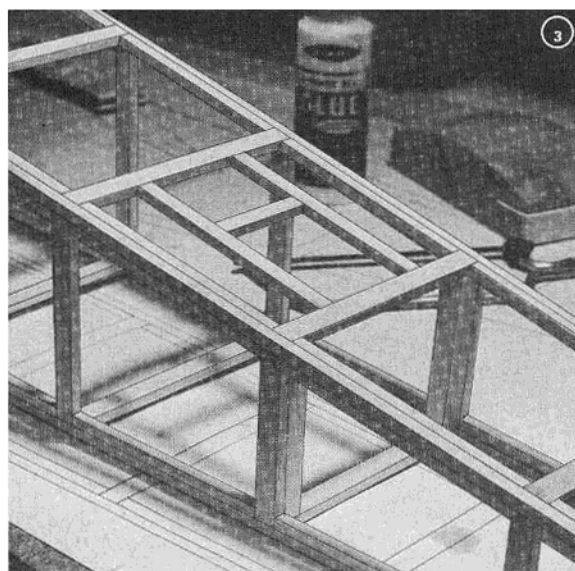
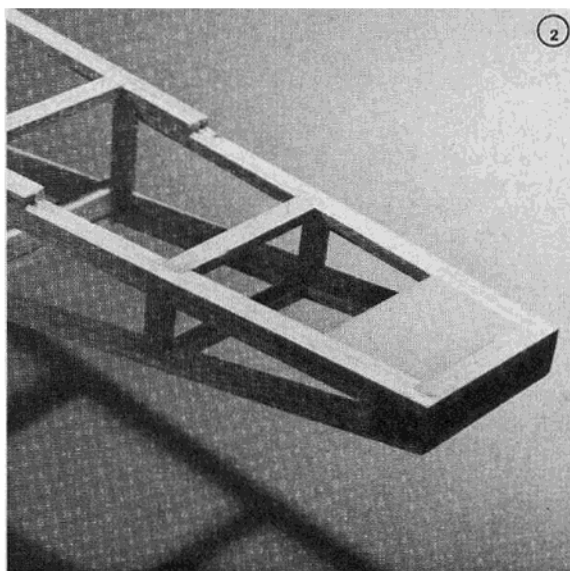
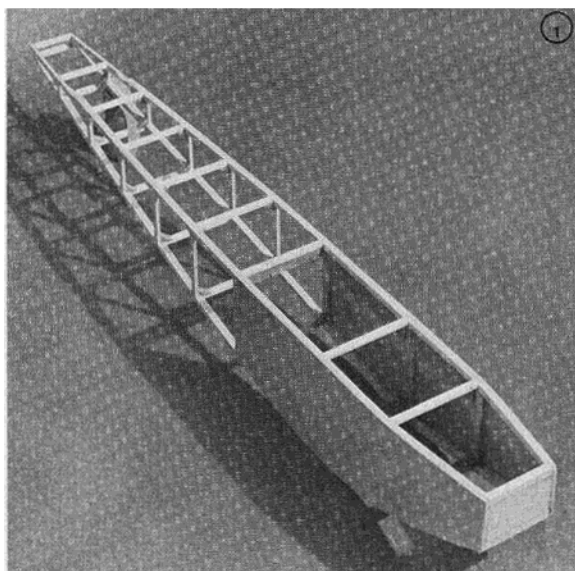
CONTROL FUNCTIONS

Rud., Elev., Throt., Ail.

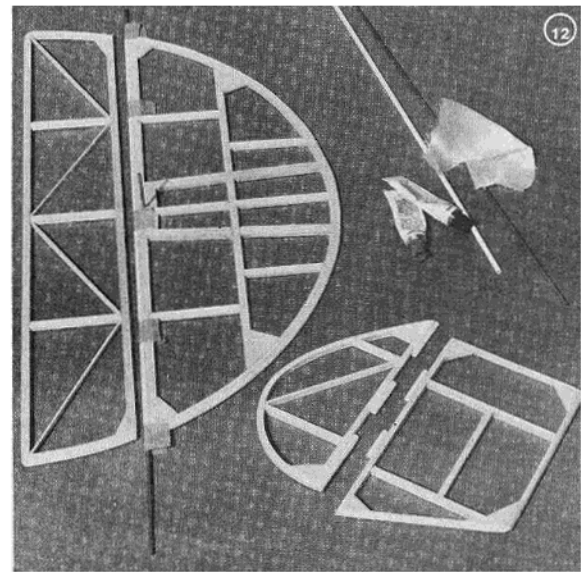
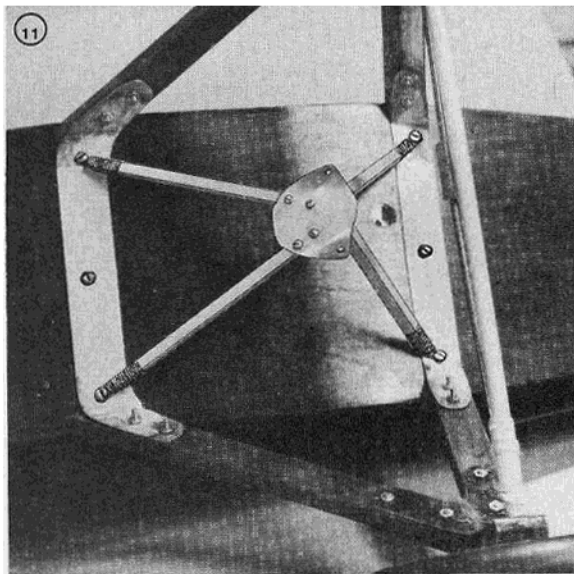
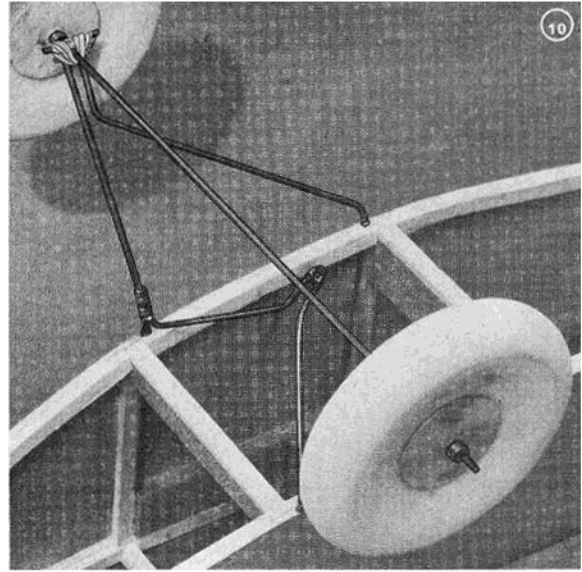
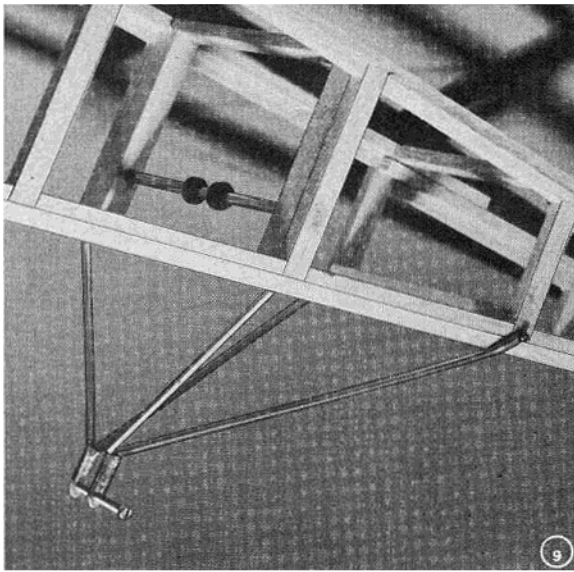
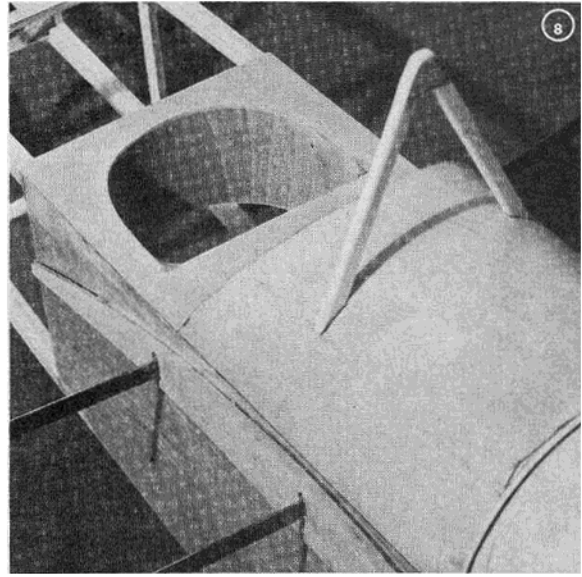
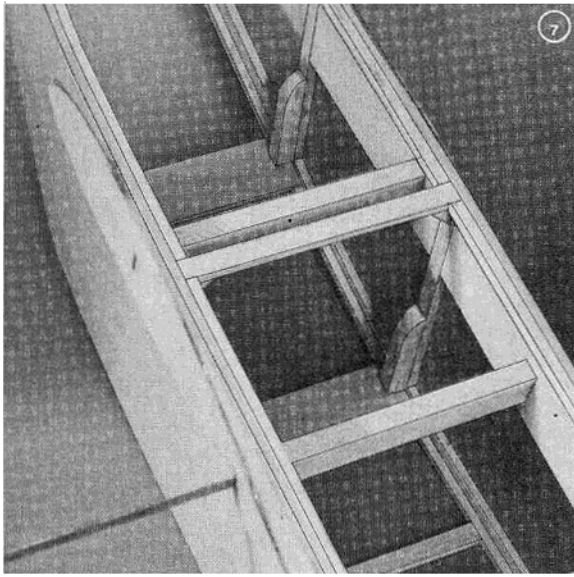
BASIC MATERIALS USED IN CONSTRUCTION

Fuselage	Balsa, Ply and Pine
Wing	Balsa, Spruce
Empennage	Balsa, Spruce
Wt. Ready-To-Fly	80 Ounces
Wing Loading	13 Oz./Sq. Ft.

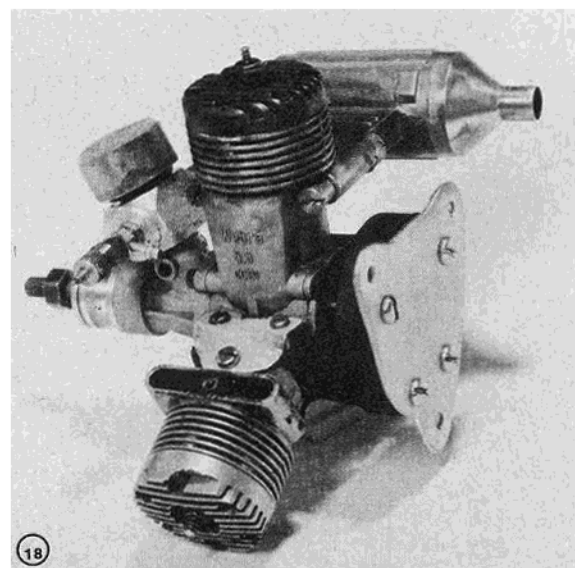
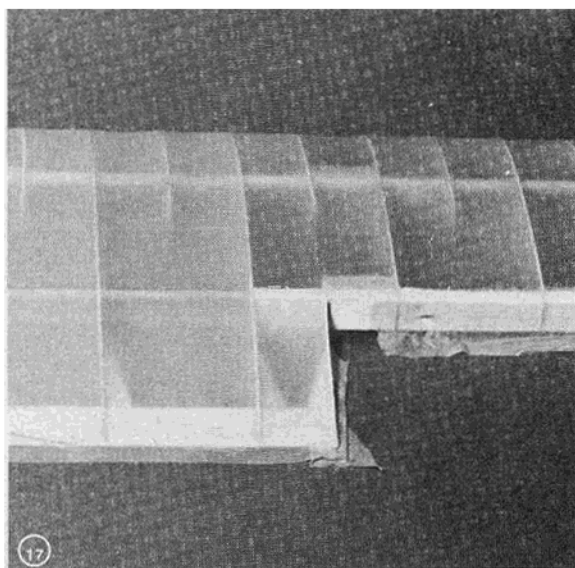
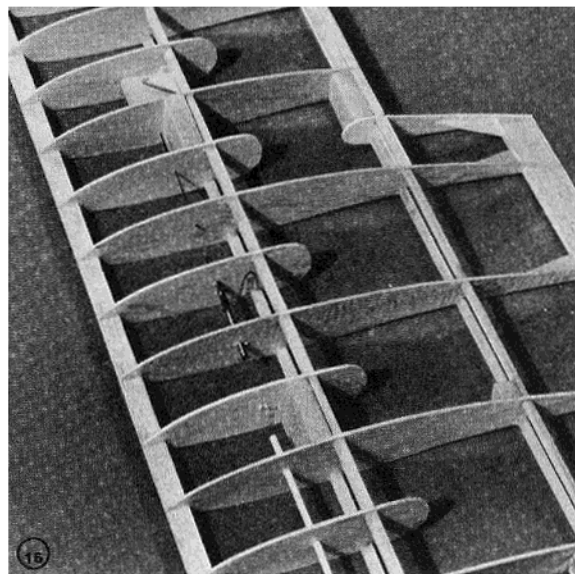
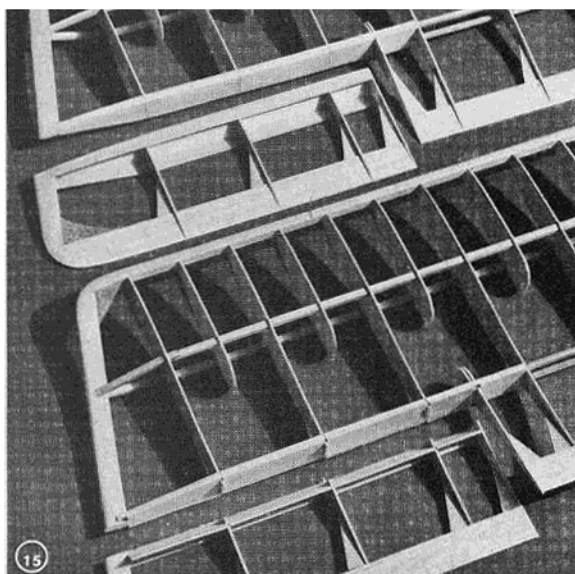
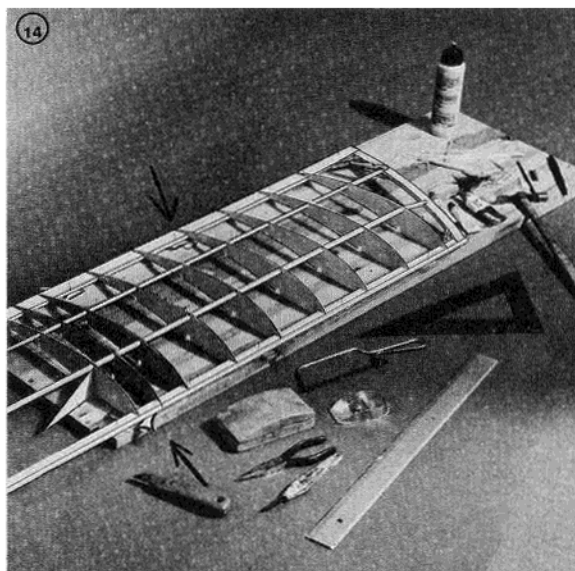
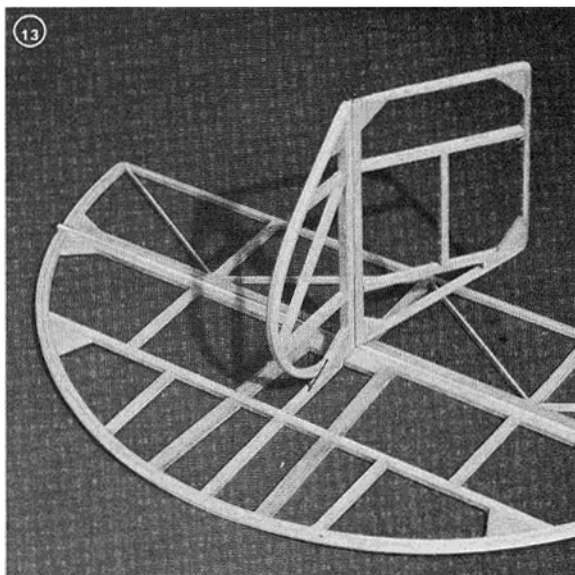




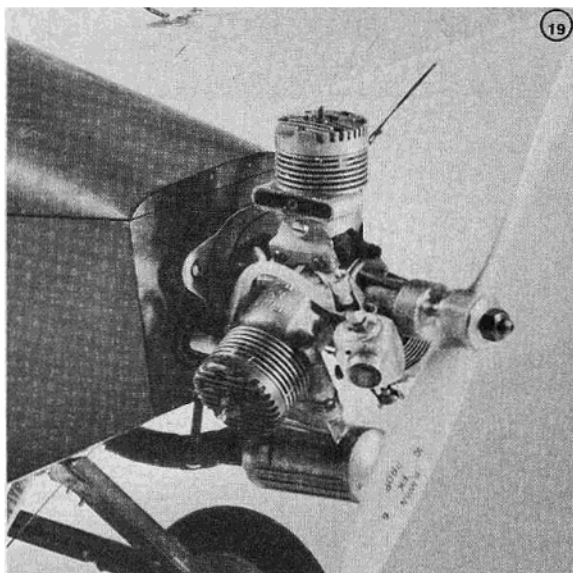
1. Fuselage framework, with front section plywood covering applied. 2. Top view of the fuselage aft section, showing 1/4" sheet balsa reinforcement. 3. View of fuselage framework, showing the use of balsa locking braces. 4. Close-up for front fuselage section, showing plywood sides, and 1/4" sheet balsa wing mount reinforcements. 5. The underside covering should be added last, secured with pins and scrap balsa stock while glue dries. 6. Externally mounted 3/32" plywood rib, part of wing holding assembly.



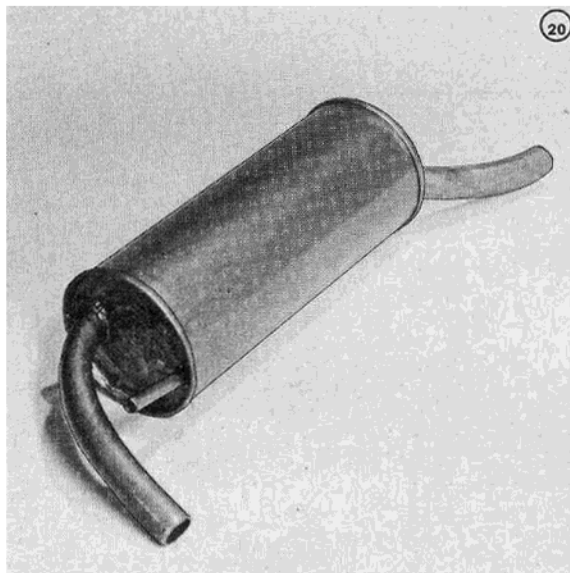
7. Another view of the fuselage framework, showing the landing gear mounts and braces. 8. Top view of covered fuselage showing cockpit and pylon. 3/16" balsa cockpit bottom is added later. 9. The tail wheel support. Front struts are inserted into tubing inlaid in the vertical braces, rear fastened with screws. 10. Landing gear detail; made from 1/8 and 5/32" wire. Wheels shown are homemade, but William's Bros. 5 inchers fit and look just right. 11. Optional landing gear assembly, of plywood and metal, as used on one of the prototypes. Outlines shown on plan for wire struts with wood added to simulate all wood struts. 12. Stab and fin, in the nude! Tube and pin full length hinges as shown were used on the original; optional Du-Bro hinges shown on plan.



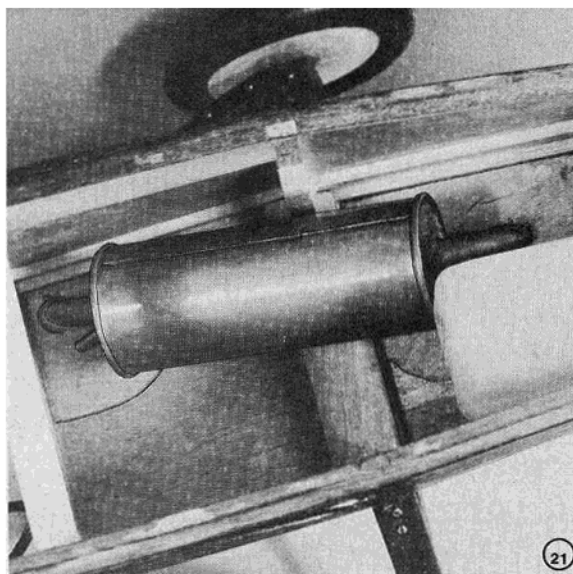
13. Fin and horizontal stab union. 14. The wing during construction. The arrow shows the blocking up of the trailing edge assembly. Note also the angle gauge on the root rib. 15. The ailerons are built as an integral part of the wing, then cut away and finished, as shown. 16. Installation of the aileron pushrod guides. First a piece of music wire is pushed through ribs, then hole is enlarged with drill bit. 17. And please, cover it with silk, none of the plastic iron-on coverings. The area under the stab and under the tailskid rubber band are uncovered. 18. Dummy cylinders from old engines are attached to the actual engine to simulate old time three cylinder job.



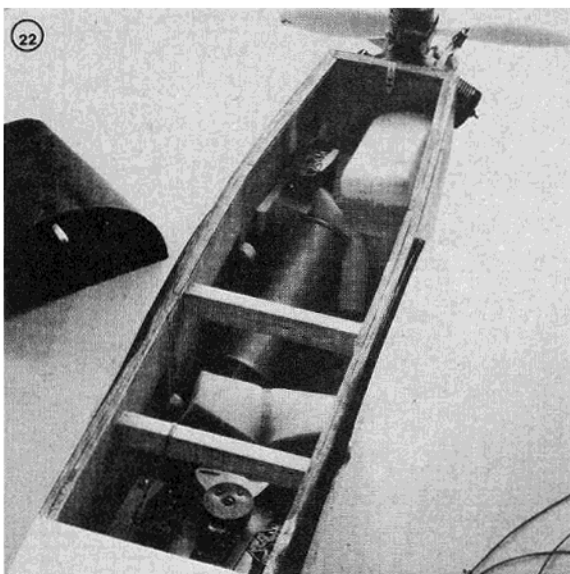
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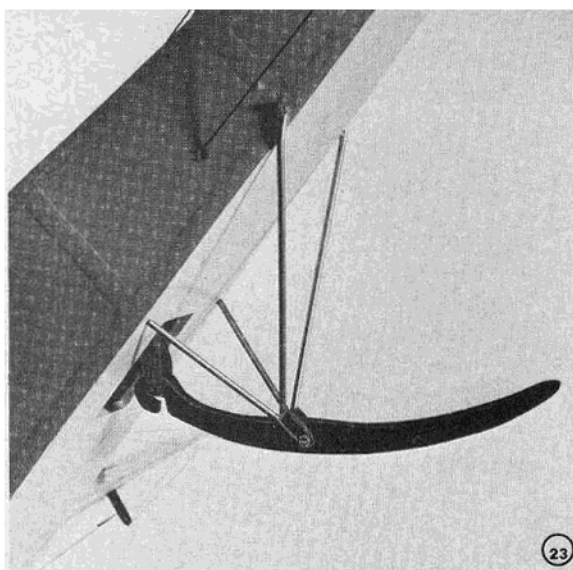
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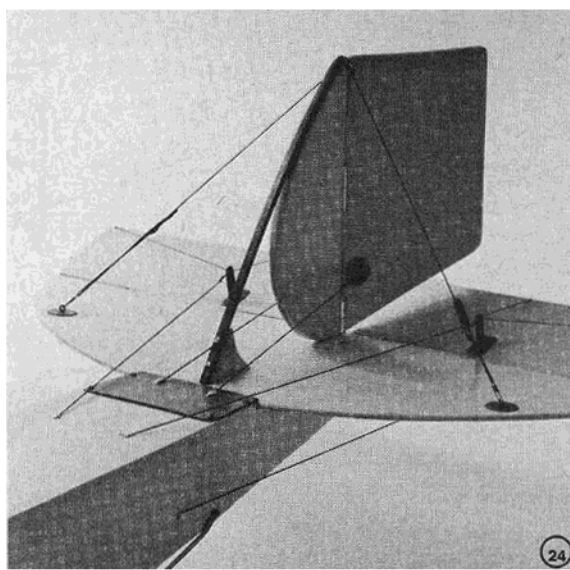
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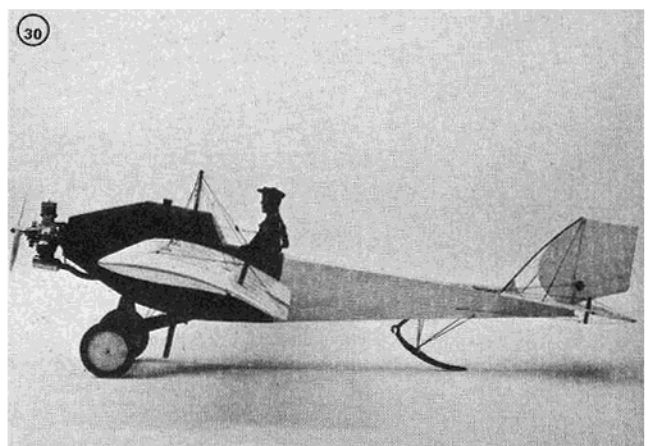
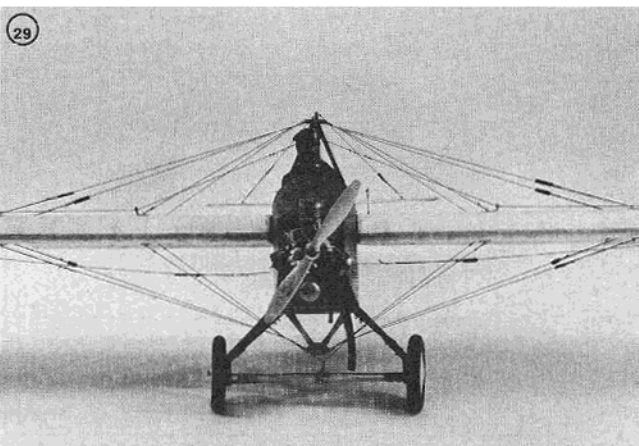
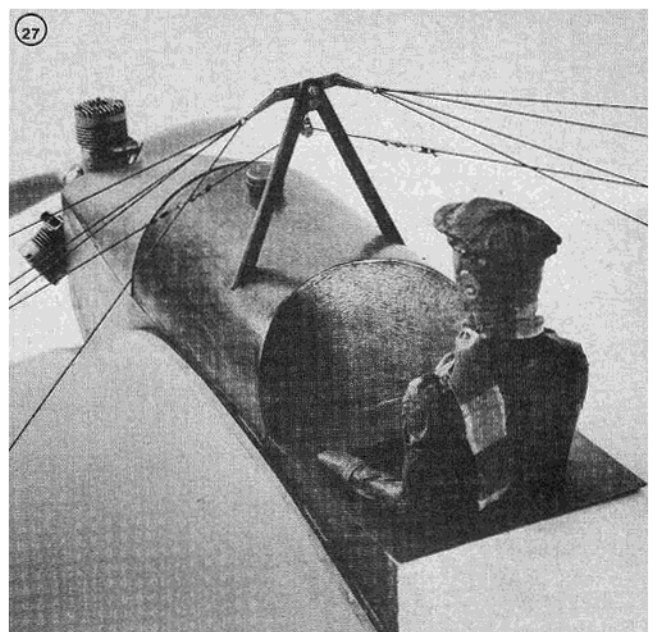
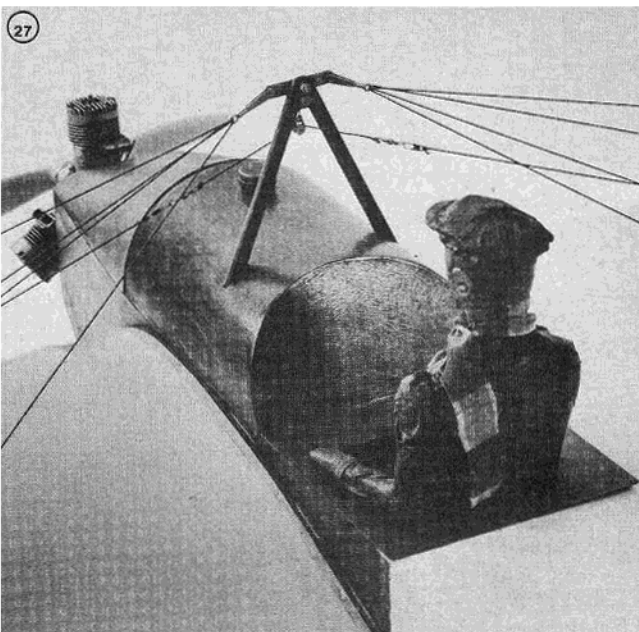
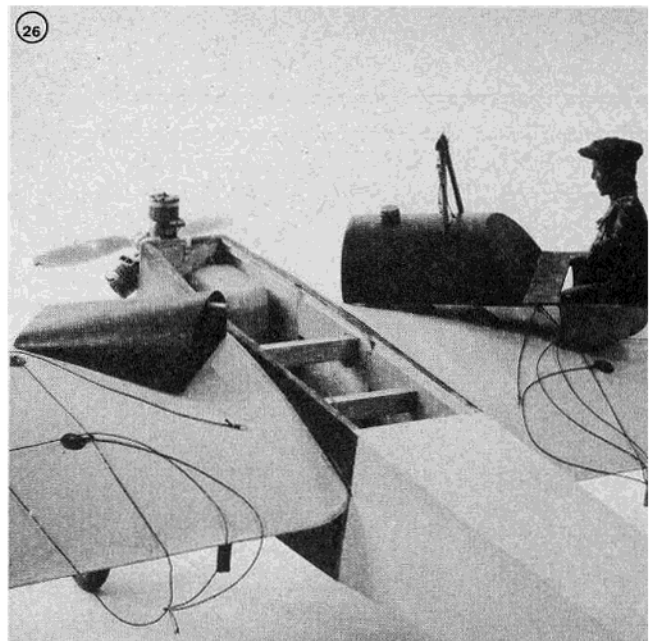
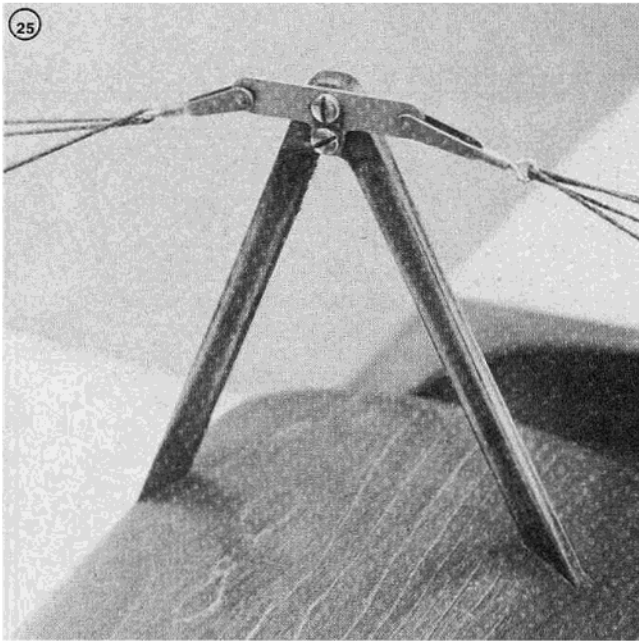


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19. Another view of the ersatz three cylinder engine. The cylinder in the foreground is the active one. 20. The muffler's muffler! Juice can be connected to engine muffler with silicone tubing. Outlet side in foreground, small tube is oil drain. 21. Installation of second muffler on the underside of model. 22. Throttle servo, tank, and second muffler in front of plane, also showing the servos for the other controls. Ample room all around. 23. Exact scale tailskid, including rubber band shock absorbers. 24. The empennage birdcage. Note the screws holding the horizontal stab and plywood hatch just forward.



25. Pylon top rigging details. Proctor Enterprises makes a complete line of flying wires and fittings which can also be used. 26. Wings in place, ready for installation of hatch/pylon, and flying wires. Once length of wires is adjusted, field installation is rapid. 27. Looking over the pilot's shoulder just as he says "Clear!" Antique Al is sculptured from hard foam and epoxy/alc mixture. 28. Front view showing rigging details and realistic look on pilot's face. 29. A three cylinder spider web just before it catches up with you. 30. Hard to believe, but this was state of the art in aerospace at one time.