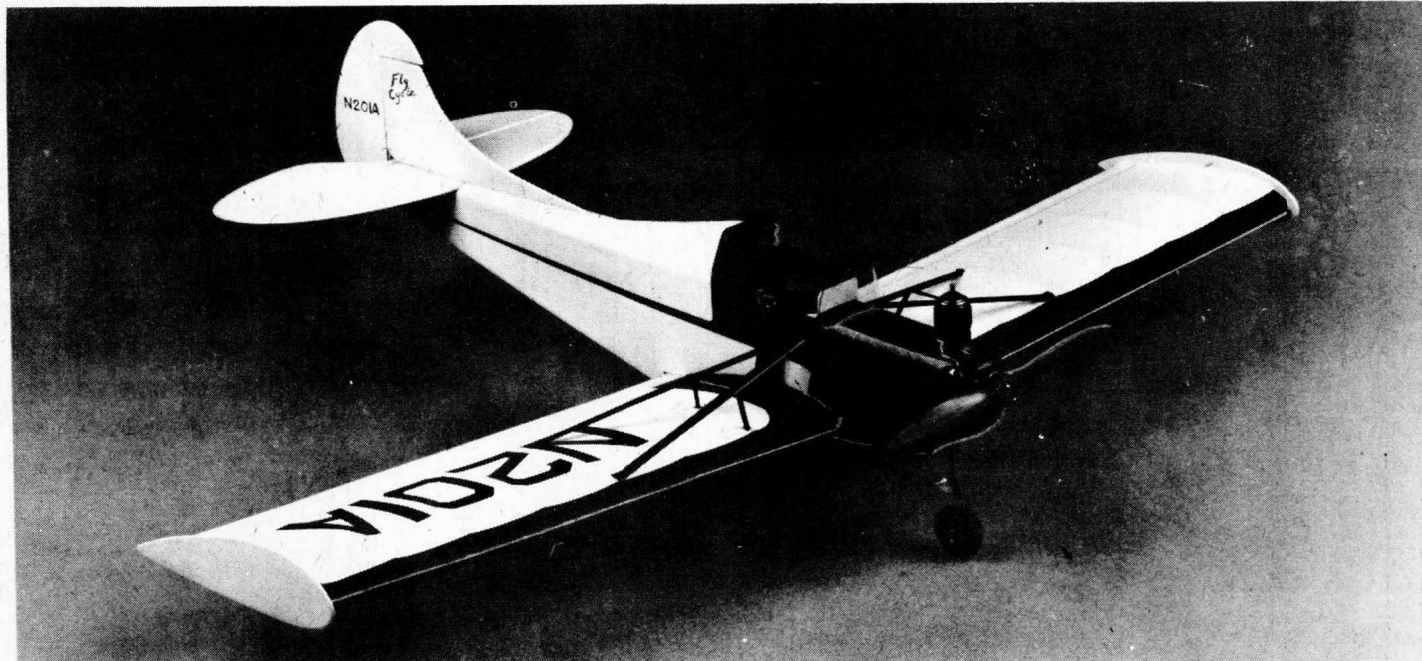


FLY-CYCLE

by Dale Munyon



● Contrary to what you might think at first glance, the Fly-Cycle is not a model builders "pipe dream"—it's an actual full-scale aircraft which we have modelled from real life. Among the many unusual features of this craft are the unique control-column-handle-bar and the outside seating. The pilot has to straddle the fuselage to fly the airplane.

Our Fly-Cycle is the second which we have constructed. Our first was a $\frac{1}{2}$ A free-flight model which proved to be highly successful. This second one was built at the request of FLYING MODELS. It's a control-line scale model for .099 to .199 engines and is scaled 1" to 1'.

In deference to stunt model fans, we've omitted the dihedral on the plan. If you desire to maintain scale, or fly the model free-flight with a $\frac{1}{2}$ A engine, it is possible to cut the wing apart in the center and add a $\frac{1}{2}$ " to each wing tip. We leave this to your personal taste.

One other note, if you plan to build the model for use with larger engines, .14 on up, we suggest making the sides from $\frac{3}{32}$ " sheet. You can dispense with the longerons and cross-braces which are shown on the side view. You should, however, install the $\frac{3}{32}$ " diagonal stiffeners on the inside of each fuselage side. Construction from this point on follows the same pattern for both model types.

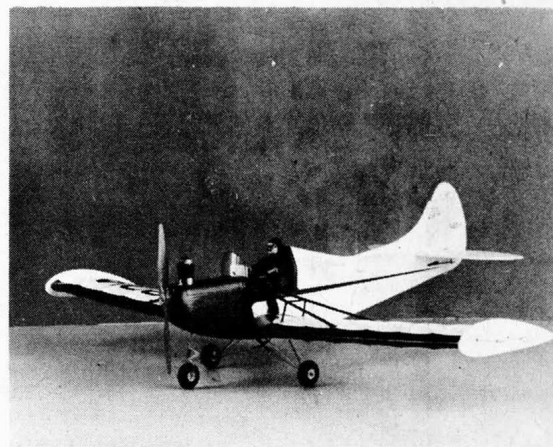
FLYING MODELS for August 1956

FUSELAGE: If you decide on the built-up method of construction, cut out the fuselage forward sections (F-S) and assemble the two sides, one on top of the other, using $\frac{1}{8}$ " square balsa strips. When dry, separate the sides and join them together with cross-braces and formers as noted. Note that the engine bearer cutouts are for installation of a Cub .099—change this to suit your engine if necessary. Beam mounting is accomplished by moving former B forward until the engine is in the proper position. Engine bearer cutouts are not necessary.

Plank the cockpit area with $\frac{1}{16}$ " sheet and install the $\frac{3}{32}$ " sheet and piece E. Install all of the stringers and diagonals and then cut and carve the headrest from a soft block of balsa. This can also be made from $\frac{1}{16}$ " sheet, as shown on the plan, to save weight.

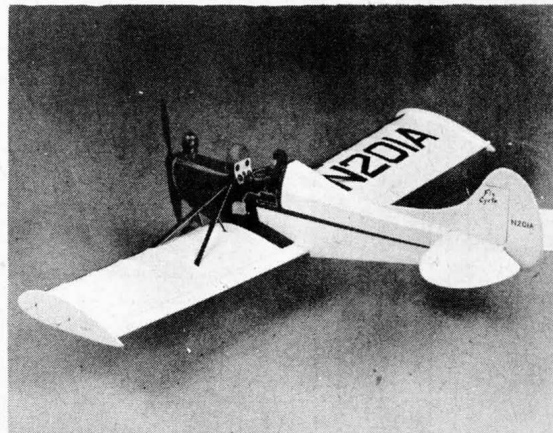
Install the engine and tank assembly. Make sure that you provide for the filler and overflow tubes so that excess fuel will not flood the inside of the model.

Temporarily mount the cowl blocks. Carve and shape them so that they clear the engine. The upper cowl block should be made so that it will remove. Note that the landing gear mounts through the lower block. After shaping the block, remove it from the model and push the gear through in the proper location. Use small U-shaped



A realistic model of a modern ultra light plane.

Dihedral is omitted for stunt fans—ship loops.





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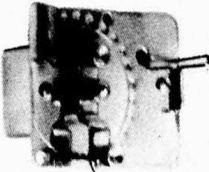
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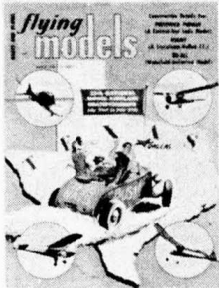
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FLY-CYCLE

wires staples to help hold the gear in place. The cowling can be permanently attached as soon as this work is finished.

TAIL SURFACES: Both the rudder and stabilizer assembly are made from medium-hard 1/8" sheet balsa in the conventional manner. Cloth hinges are used in conjunction with a 1/8" dowel to hinge the elevators. Install a small horn to complete the assembly, then cement the rudder to the elevator.

WING: This is made in the conventional manner. Before covering the centersection it will be necessary to install the landing gear and bellcrank assembly. Note that the gear is lashed to the spars and landing gear braces with thread. Use a liberal amount of cement to secure the assembly. Bind and solder the lower ends of the landing gear struts as shown and install the neoprene tubing "shocks."

After you have completely installed the control system, cover the wing with heavy grade model tissue. If you cover wet, it will be necessary to add the tip plates immediately after covering since shrinkage will pull in the tip ribs. The eyelets, through which the leadouts pass, can be installed last.

FINAL ASSEMBLY AND FINISHING: Install the wing and hook up the pushrod. Once this is working smoothly, cover the fuselage.

Apply at least five coats of clear dope to seal the covering then apply about eight coats of white dope. We suggest that you use fuelproof dope to eliminate future problems.

The red trim is added last as are the black wing walks and trim lines. Use a ruling pen with thinned out black dope. Once the model is completely finished, rub it down to a high gloss using rubbing compound. The wing struts, shin guards are added last. Finish them before attaching them.

Complete the model by attaching the

wheels, handle-bar control and decal numbers. After this is accomplished, you can add one or two coats of clear dope to add a final touch. This coat should also be rubbed down to a gloss.

FLYING: Test flights should be made during calm weather on short lines—about 25 feet. The line lengths can be increased as experience is gained. We suggest keeping the engine on the rich side while using shorter line lengths.

For those of you who make a dummy plot we offer one last word—make sure that he is securely fastened to his seat. 'Twould be sad, indeed, if he were to part company with his Fly-Cycle in the midst of an outside loop! Oh . . . you're going to equip him with a chute. Yes. Umhmmm. We understand.

BILL OF MATERIALS (Balsa unless otherwise specified)

1-1/16" x 3" x 36"	Planking, formers
1-3/32" x 3" x 36"	Ribs, formers, seat
1-1/8" x 3" x 36"	Fuselage sides, stabilizer, elevator, rudder, tip plates, ribs, planking
1-1/16" x 1/8" x 36"	Stringers
4-1/8" x 1/8" x 36"	Longerons, cross-braces, stringers
1-1/8" x 1/4" x 36"	Wing struts
1-1/4" x 1/4" x 36"	Leading edge
1-1/4" x 3/8" x 36"	Wing spar
1-1/4" x 5/8" x 36"	Trailing edge
1-1/4" x 3/8" x 10"	(hardwood) Engine bearers

3/32" or 1/8" plywood; balsa blocks; cement; cloth hinges; 2/2" bellcrank; 1/32" piano wire; 1/16" piano wire; soft copper wire; solder; thread; three 1/4" diameter wheels; pins; neoprene tubing; brass tubing; white fuelproof dope; decals; black fuelproof dope; clear fuelproof dope; decals; model tissue; .099 Cub, or similar, engine; propeller to suit; fuel tank; elevator horn; 1/8" diameter hardwood dowel.