

FUNZONE

BY TYRONE PARKER

Fun Zone is compact, light and agile. With an O.S. .25 SF ABC, vertical performance is rapidly out of sight, and at 2-1/2 pounds with 450 square inches of wing area, slow flight characteristics are excellent and predictable. The plane has no inherent personality and will respond immediately and exactly as directed.

Begin construction with the wing. Cut sub-leading edge, spar, spar joiners, T.E. joiner and ribs to shape as shown on plan. CA spar halves together and attach joiners. CA trailing edge joiner to 3/8 x 1-1/2 inch trailing edge stock. Attach aft halves of W-1 ribs and W-2 tip ribs to spar and, taking care to keep it straight and even, attach trailing edge to ribs. Add remaining W-2 aft halves. Attach front W-1's and tip W-2's to spar front. Attach left and right sub leading edges, then add remaining W-2 fronts. Use a sharpened 1/8-inch diameter brass tube to punch left wing ribs and spar tip to accommodate 1/8-inch diameter nylon

antenna tube. Install antenna tube. Bevel sub-leading edge top and bottom to wing rib contour and attach leading edge sheeting. CA the 3/16-inch leading edge in place, round and sand smooth. Check that trailing edges of ribs are recessed 1/16-inch down from T.E. top surfaces. Trim T.E. sheeting to fit around T.E. joiner then CA in place. Attach center sheeting, cap strips, and fillets.

Using a balsa stripper or straight edge, cut

one inch from the trailing edge along its full length. Cut the ailerons from the strip you have removed. CA tip pieces back to trailing edge and attach 3/16-inch light balsa wing tips. Notch center T.E. section to fit aileron torque rods. Install torque rods and CA T.E. center section back in place. Slot and drill

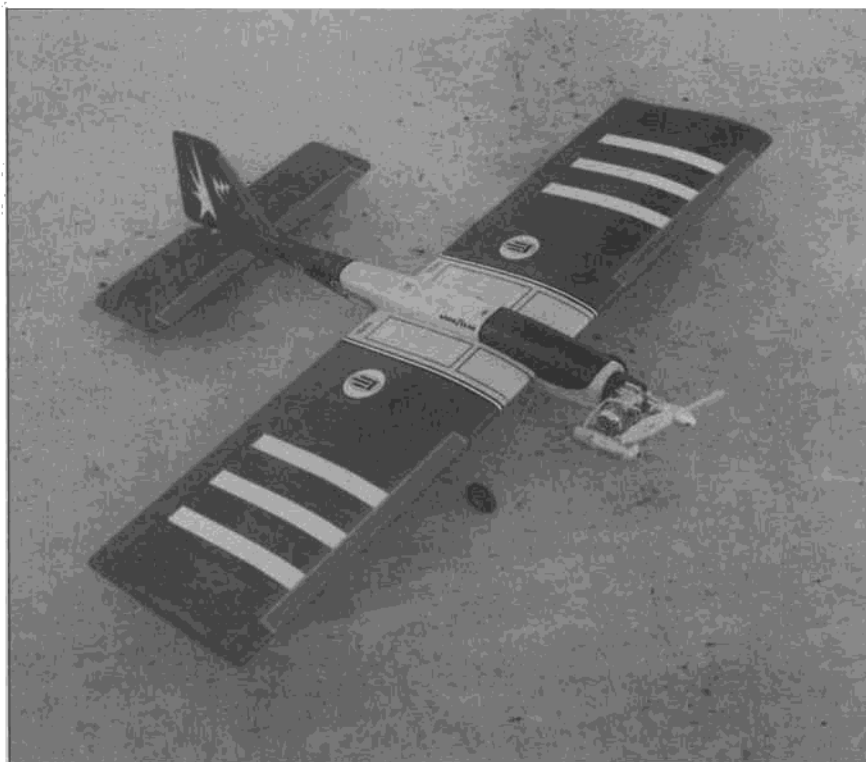
sides, CA tail ends together. Form landing gear from 1/8-inch diameter music wire. Cut L.G. mount front and back plates from 3/32-inch ply. Cut core from 1/8-inch lite-ply and trim to fit around gear. Laminate L.G. mount plates and core with CA. Notch fuselage bottom longerons to fit and CA landing gear mount in place. Trim front and back 3/8-inch balsa triangle L.G. mount braces to fit and CA in place.

^ Cut firewall front and back plates from 1/16-inch ply and core from 1/8-inch lite-ply. CA firewall back to core and CA firewall core and back in place at fuselage front. Bevel firewall core and back to fit fuselage top and bottom contours. Trim triangle firewall braces to fit and CA in place.

~ Plank fuselage top and bottom with firm but light 3/32-inch balsa. Mark hatch outline onto fuselage. Cut hatch loose along sides with balsa stripper and cut front and back loose with X-acto knife. Cut H-1 and H-2 to fit and CA to hatch. Cut hatch hold-down screw

crush plate from 1/32-inch ply, inset flush with hatch top and CA in place. Cut hatch tongue from 1/32-inch ply and CA in place. Cut hatch hold down plate from 1/8-inch ply and CA to fuselage. Fit hatch into place, drill and fit hold-down screw in place. Slot fuselage tail bottom to fit Ernst small tail wheel bracket. Round fuselage edges around T.W. bracket and sand smooth. Tack scrap 3/16-inch balsa to fuselage top where fin will be fitted, round

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aileron torque rod ends, bevel aileron front edges, then sand complete wing structure smooth.

^ Cut fuselage sides from firm but light 3/16-inch balsa and take special care to get a good fit around the wing. Slide sides back off wing and CA 3/8-inch balsa triangle longerons to inside fuselage tops and bottoms. Slide sides back onto wing and CA in place. Bevel inside fuselage tail section and taking special care to maintain even curves on both

fuselage edges around this area and sand smooth. Round remaining fuselage edges and sand smooth. CA firewall front in place, round edges and sand smooth. Drill firewall for motor mount, throttle cable and fuel lines.

Cut tail surfaces from light 3/16-inch balsa. CA elevator halves to spruce joiner. Taper elevator and rudder to trailing edges with razor plane. Round leading edges and tips of stabilizer and fin. Sand all tail surfaces smooth. CA stab and fin in place, taking special care to keep straight and square.

Remove hatch, cut servo mounts to fit from 1/8-inch ply, CA servo mounts in place and add 3/8-inch balsa triangle braces under ends. Cut switch mount from 1/16-inch ply and CA in place. Install elevator, rudder and throttle control cables.

I covered the fuselage, tail surfaces and ailerons with tissue and two coats of thinned Sig Lite-Coat clear dope. I covered the wing with translucent Micafilm, added MonoKote trim sheet, stick on decals and sprayed on two light coats of Black Baron clear epoxy finish.

Bend tail gear from 1/16-inch music wire and attach 3/4-inch tail wheel with soldered washers. Thread a washer and T.W. bracket onto top end then bend top end over where it will fit between rudder control horn screws. CA T.W. bracket in place. Attach elevator to stab with EZ hinges, then rudder to fin. Fit elevator and rudder control horns in place. Attach ailerons to wing with EZ hinges. Install servos and radio gear. Secure wheels to main gear with soldered washers and epoxy gear into L.G. mount. Attach motor mount to firewall and install engine. Install

control cables. Install fuel tank. The simple rudder activated bomb drop shown on the plan has proven to be 100% reliable. Just be sure to taper the notch in the nyrod tube back as shown so your bomb will slip away without jamming. Balance plane slightly nose down at spar. While the rudder and ailerons are not especially sensitive, the elevator is 1/8-inch to 3/16-inch up and the same amount down should be sufficient. Check all your controls for smoothness and correct direction, conduct your range test and you should be ready for your test flight.

The prototype has proven itself to be a dependable, low maintenance aircraft. It's the kind of model you can toss into the back of your car, zip out to the field and have a good time. Hope you enjoy yours. **MB**