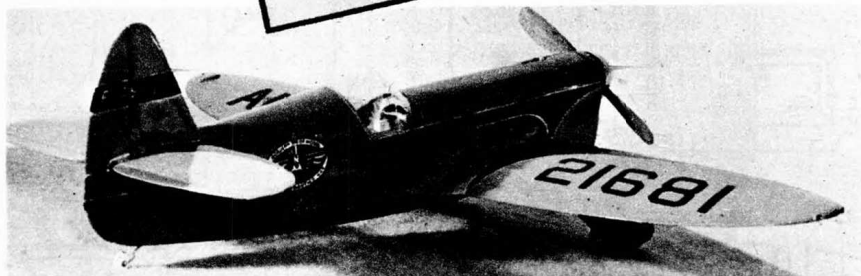
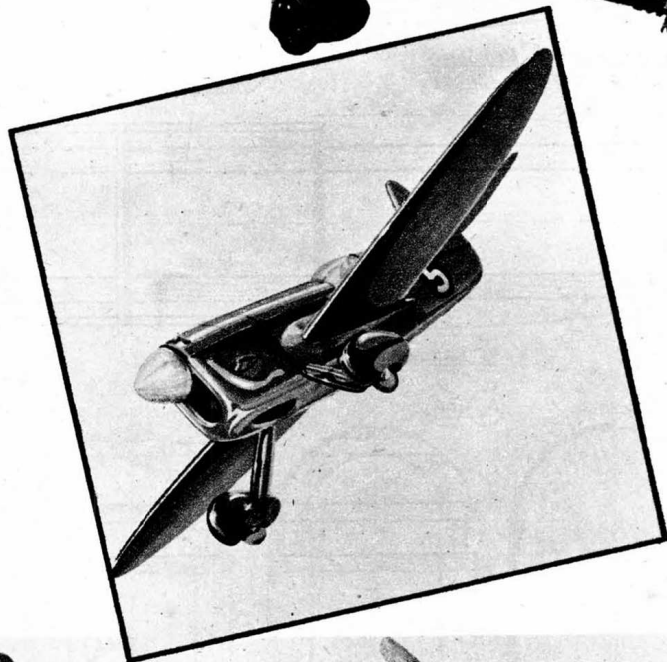
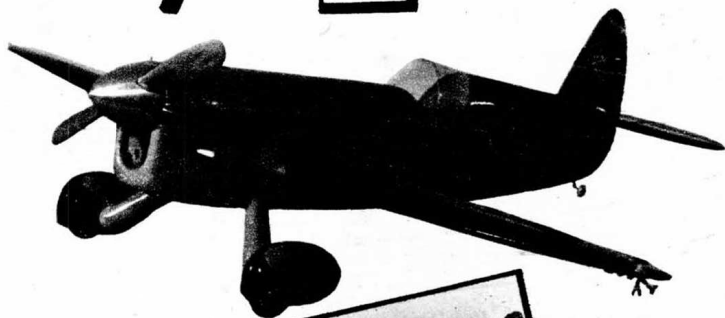


Fury Four

by J. S. LUCK

Latest in a long series of *Fury* models, first of which was presented in the August, 1944, issue of this magazine.

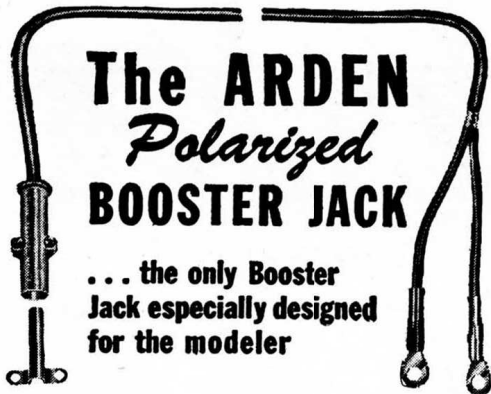


PLANS are given here for the latest version of this seasoned old campaigner. Since the first *Fury* (*Mark I*) was published in *MAN* more than two years ago the design has been subject to no less than three subsequent revisions, each one an improvement in general efficiency and construction method. The *Fury, Mark IV*, is to be the last descendant in this line of sport model control liners. (This last remark was made lest the reader anticipates breaking a speed record—the *Fury* never was designed for that.)

The plan sheets are reduced to 1/3 the size of the original 42" x 30" tracing. If the reproduction is to be used for construction, it must be enlarged three times, either by photostatic means (never very satisfactory and rather expensive) or by drawing a grid of 1/2" squares over the entire page and redrawing onto a sheet of 1-1/2" squares.

FUSELAGE—Start by cutting out and assembling all the 1/8" medium balsa formers. Then, after the 1/2" x 1/8" pine main longerons have been pinned down over the plan, cement in formers B/B to J/B. Lay in the 1/4" square rock-hard balsa bottom longerons and tail piece and allow to dry thoroughly while still pinned down. Make firewall and attach the 1/2" x 3/8" hardwood motor skids properly positioned for the motor to be used—the plan shows the arrangement for a *Rocket* motor. Cement firewall to the now dry structure. Perhaps it is best to pin the assembly down again with firewall projecting over the edge of the board. This will keep things shipshape and square while the 1/8" soft (almost mushy) sheet bottom is applied and the tail wheel made up and secured to J/B with J. When dry (takes at least 48 hours), turn right side up, and cement in formers D/T to J/T, the 3/16" x 3/4" tail piece and stabilizer platform K. Lay flexible 1/16" sheet over upper portion of fuselage from D/T back. The sheet should overlap the main longerons by 1/8" and the edge should be trimmed straight and square to facilitate butting up the side sheeting without a gapped seam. The hinged section may now be built over formers A₁ to D, and fitted in place with hinges made up as shown. The 1/8" sheet fuselage sides cannot be applied until the flying surfaces have been made and control mechanism installed.

FLYING SURFACES—Cut out the wing ribs from 3/32" medium, slot for spars, then drill for control wires and tip switch leads. Spars are made of very hard 3/16" x 3/16" and 3/16" x 1/4" tapered down to 1/8" x 3/16" at tips. After leading and trailing edges have been made and slotted to receive ribs, assemble the wing over the plan by pinning down the bottom spar and trailing edge and letting in the ribs. Note that the T.E. should be jacked up with small shims of 1/16" sheet under the lower forward corner so as to comply with undercamber



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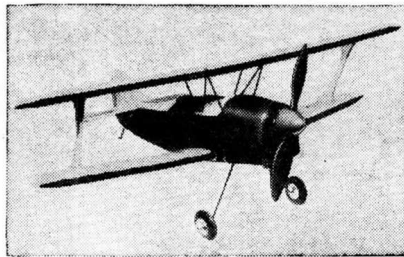
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Fury Four

contour. Sheet the leading edge, top and bottom, and fit the capstrips. The entire wing may be sheeted if desired—this was done on the prototype and added just over an ounce to the total weight. Leave the center section clear where it passes through the fuselage. Slip both wings into the fuselage and cement in the 1/8" 3-ply dihedral gussets and bellcrank platform. Make sure the platform is securely glued—there is a pull of perhaps 15 lbs. on it when flying. Cement the spars to formers B/B and C/B checking alignment and incidence of wing, which should be such that L.E. is 7/16" closer to the thrust line than the T.E.

The plans show a small ignition switch fitted to one wing tip. It is wired in series with the ignition, primary circuit and may be used as the main ignition switch, if desired. The switch can be used to cut the motor while the model is in flight by having an assistant hit the trip wire with a very thin stick.

The stabilizer outline and elevators are cut out from 3/16" hard sheet and the stabilizer assembled with 1/16" x 3/16" ribs; cover with 1/16" soft sheet, and

sand to section shown. When elevator has been sanded to shape and the crank securely cemented in place, it may be hinged to the stabilizer and the whole assembly cemented to platform K. The fin and rudder are assembled, secured to the stabilizer and the soft balsa fairing carved to follow fuselage contour.

At this point the tie rod between elevator crank and control plate should be fitted and the entire control assembly adjusted and checked for desired elevator movement.

SHEETING—The remaining skin is now applied to the fuselage. Soft 1/8" sheet is used and when dry is sanded to a slight camber—this takes away that objectionable "slab-sided" appearance and gives the fuselage better form. Wing fillets are next added. These can be made most easily with plastic wood or similar mastic, but by careful tailoring with soft balsa beautifully realistic fairings can be made. Use stiff drawing paper as a pattern and trim it to a perfect fit from T.E. to about the 30% chord mark. Transfer pattern to flexible 1/16" or 1/32" sheet and cement in place. From the 30% point

to the L.E., carve and fit soft balsa blocks and sand down completed fairing until it blends into wing and fuselage. Incidentally, this type of wing fillet adds a great deal to the strength of wing root joint.

The fuselage is completed with the addition of the canopy and landing gear. The canopy can be made of celluloid which has been plasticized and stretched over a wooden form (*Cellumold* is one excellent commercial plasticizer), or it can be built up with tailored pieces of plastic over a frame. The landing gear is bent from 1/8" or 5/32" music wire and the fairings added. The wheel pants look pretty but are inclined to be a nuisance unless the ground is very even—they were made detachable on the prototype and are merely pinned on for show purposes.

COWL—This is functional as well as ornamental; the sides, which must be firmly cemented to the motor skids, supply all the bracing necessary. Its shape and internal details must be designed to cool the racing motor, feed the hungry intake tube and yet allow access to the needle valve and timer arm. The cowl shown on the drawing was designed for a *Rocket 46*. Note that it has a large opening directly in front of the cylinder; a deflector plate which covers the entire inside width of the cowl and serves to direct the air downward from behind the cylinder fins and through the opening in the bottom of the cowl.

FINISH—If the ship is entirely sheet covered, the most satisfactory way of getting a beautiful high gloss is to apply two coats of enamel over the smoothly sanded and filled surface; otherwise, use pigmented dope in the desired colors (at least 7 coats) and polish to a gleaming finish.

FLYING—This has been covered with some detail in two previous articles which appeared in the March and April issues of *MAN* so here it is sufficient to caution against the danger of impatience overruling discretion. Take time; feel the model out; make careful adjustment; and above all check control lines and mechanism before each day of flying. The ship is maneuverable, fairly fast (92 fps clocked with a *Rocket* motor) and will take the rigors of an *Atwood Champion* if need be. With a *Champion* or similar hot motor, somewhere in the neighborhood of 100 to 135 fps can be confidently expected. The *Fury IV* shown in the photographs has now been equipped with a *Champion*. A rough check of the speed was 126 fps (just over 85 mph)—not bad, huh?

Finally—all the *Furys* have been flown with large Class B motors. The reader without a Class C powerplant need have no fears that the smaller motor will fail to get her off the deck; but if a Class B is to be used it would be advisable to save as much weight as possible. This can be done by substituting stringers for sheet on the fuselage, lightening (or even omitting) the cowl and leaving off the heavy wheel and undercarriage fairings. At that, the ship will behave as well as any and a heck of a lot better than some. Here's to thrills, speed and many happy landings!

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1/16x1/2.....5.5c	1/4x1/2.....2.5c
3/32 sq.....10.5c	1/4x3/8.....2.5c
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3/32x1/2.....5.5c	1/4x3/4.....4c ea.
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3/8x3/16.....7.5c	3/8x1/2.....5c ea.
3/8x1/4.....6.5c	3/8x3/4.....6c ea.
3/8x3/8.....4.5c	1/2x1/2.....5c ea.
3/8x1/2.....3.5c	1/2x3/4.....6c ea.
3/8x3/4.....3c ea.	1/2x1.....2.15c
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1x3x3.....4c	3x3x6.....19c
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11" 10c	50c
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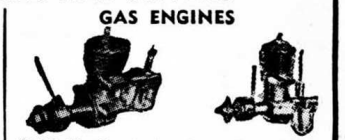
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