

CARE

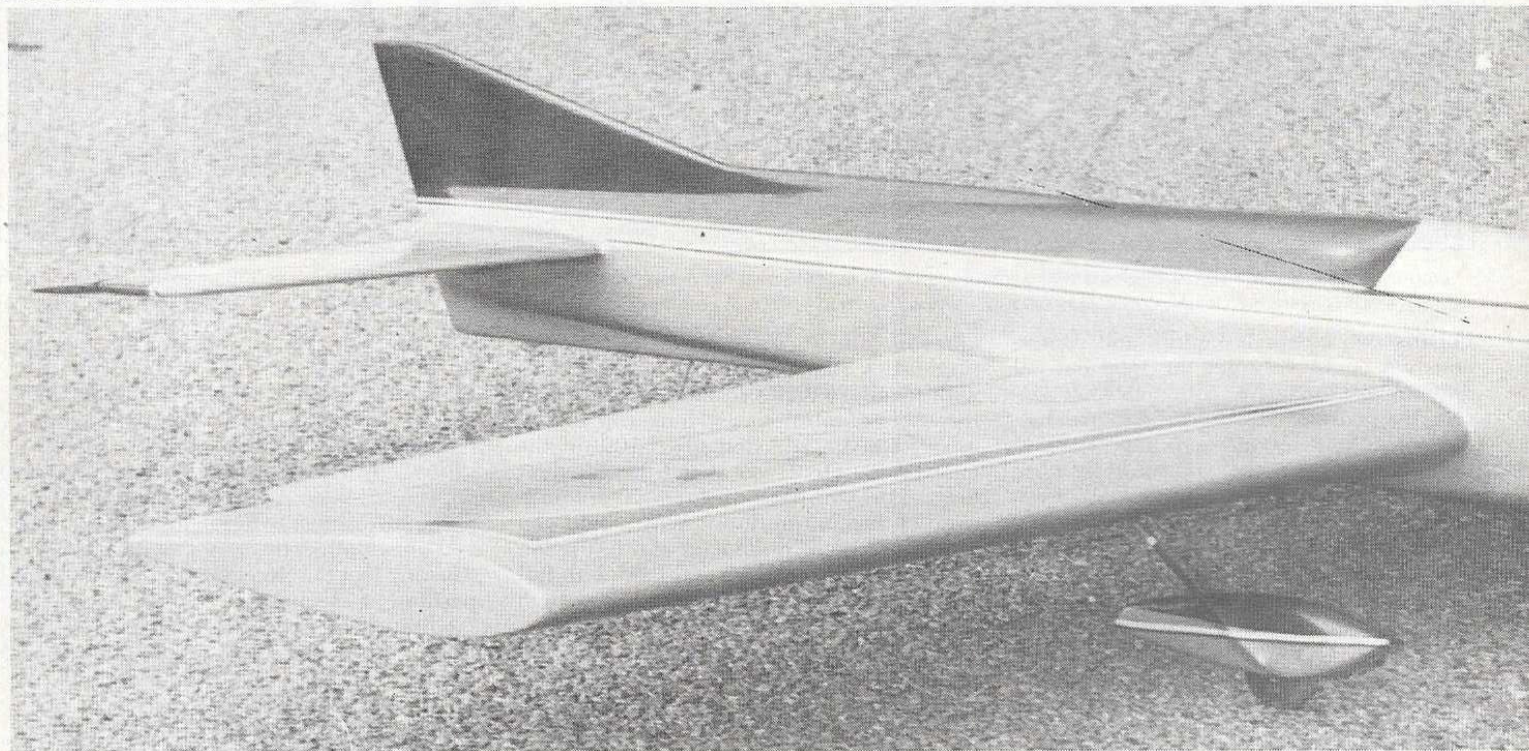
A very capable stunt machine for .35 engines. Durable and able for practice or active competition/**Jack Sheeks**

With the name "Care" on the wing of a fine little stunter like this you can imagine the many different and varied remarks I receive. So with each and every different comment or giggle from the gallery, I try and think up a different meaning for the word "Care". Such as "Coranaries Are Real Exasperating" or "Combat Aircraft Rarely Escape". Sometimes I tell them that it is

this we have to turn time back to the '76 Nats at Dayton where I observed some of the finest running OS .35's I have ever seen. Some of them were Adamission .35's and the rest were engines by Mother. For those of you who haven't had the opportunity of meeting this gentleman his name is Rene Mechin, but to his friends he is known as Mother. Anyhow these engines stuck in my

In the meantime during a conversation with Bobby #1 Hunt it was decided that the new bird had to have one of his super-duper A#1 Master Flite wing sets with the stab and elevators to match. Well, when this wing set arrived, the only thing it lacked was an elf to put the halves together and hinge the flaps and elevators. If I could talk Bob into doing this also, we would be known as "gentlemen

PHOTOGRAPHY: JACK SHEEKS



named after the many Care packages received from modeling friends over the years, but what it really stands for is a small tribute to the many people who cared enough while I was ill to let me know they were rooting for me. And that's what this world is all about isn't it? Caring?

Enough of that mushy stuff. What you want to know is does it fly? And does it fly well? You might want to know if it is worth modeling. Well, up to this point in time the craft hasn't been in competition, but I feel it will certainly hold it's own. It grooves very well and turns a crisp corner and with these two aspects all that is left is to trim it to fly your way.

The little ship was originally designed around an engine and a wing set. To clarify

mind and over the long winter months the phone conversations get longer and longer. During one of our many bull sessions with a very good friend and excellent modeler, I asked Bill Eybers if since he knows Mother better than I, would he put in a good word with him, and see if he would build me one of his super 35's. You see he isn't in the engine business. In fact I think I begged. I had decided on a .35 size ship as the .46 engined birds are getting so huge that after two visits to the field in my Chevy trunk it makes you think the model went through the Star Wars. Of course most don't think I'm the most gentle soul with models as it is, but then I'm no brain surgeon either. Anyway Bill must have talked real sweet as Rene did a fantastic job on my engine.

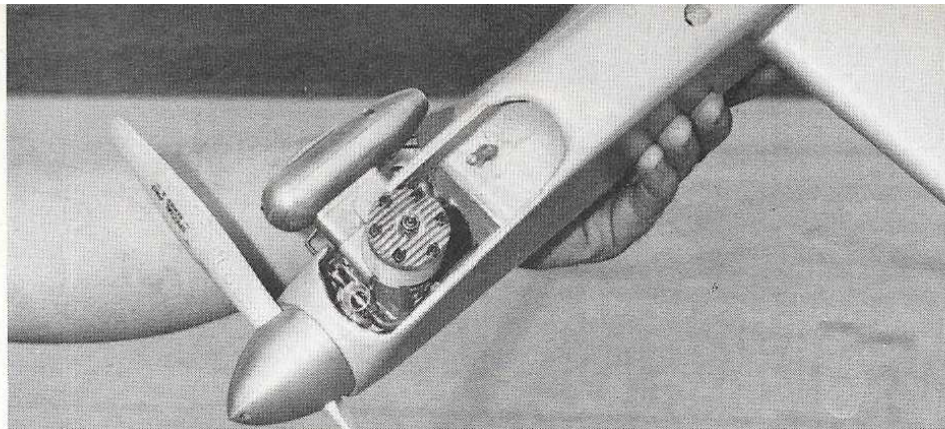
of leisure" builders. Actually it is a very fine set of wings that is quite complete including the flaps already finished, landing gear blocks with removable covers and leadout guides. The stab and elevators were very well done also. This was really great for me as I am not in love with building flaps, stabs and elevators. They're worth looking into.

Anyway I drew a bunch of sketches, swiping anything that would be useful, before settling on what you see here. As you have noticed by now there is a slit or opening just behind the cockpit. This is one of my great deductions of 1964, pertaining to engine runs. Have you ever had a .35 that ran great until the last quarter of the pattern and then turn on like gang busters? You knew the tank was good along with the plug, fuel line and

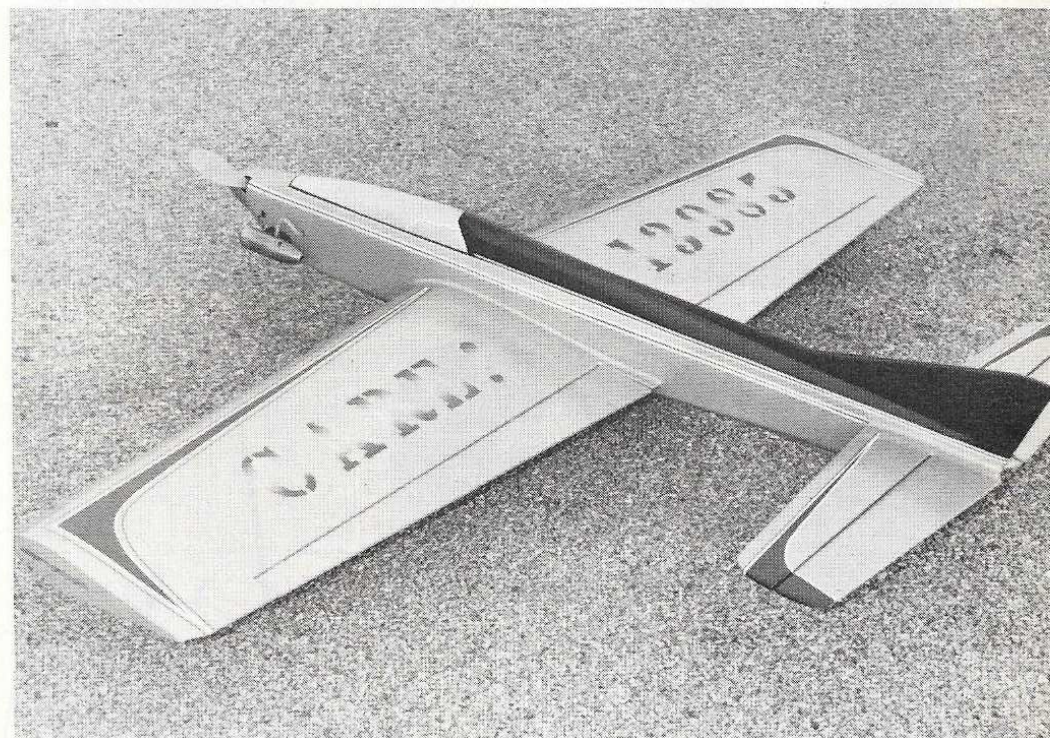
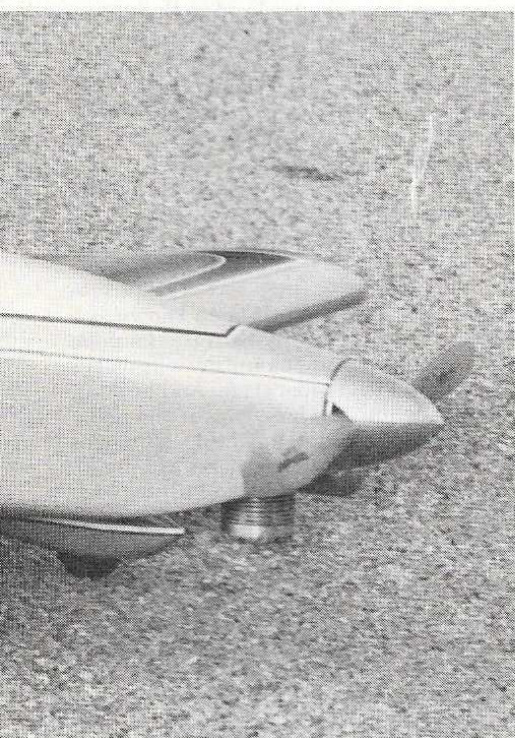
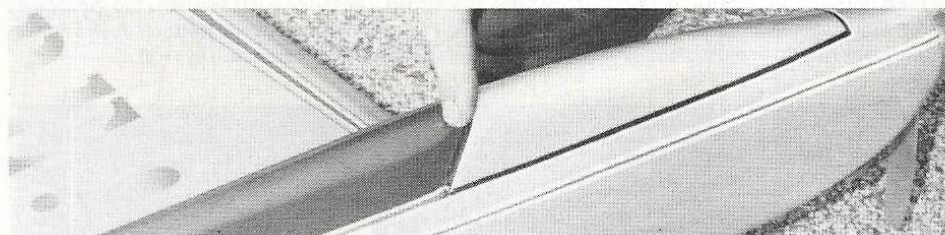
filter? Well I feel this happens because the crankcase of the engine finally overheats due to the lack of air circulation during flight. By venting this air out and away from the crankcase the engine runs cooler. Think about it awhile and you will conclude that the air can only get hotter unless vented. I'm not sure this will solve your problem, but my engine runs cool and very smooth. This works on my ringed engines also.

After drawing all this stuff up, I decided to eliminate the cowling as it never fits right anyway and if you do get a half way decent fit, it looks like a mess after five or six flights. It also makes the nose look smoother and saves a little weight. And as heavy as I build any help is greatly appreciated. Of course I never confess up to building heavy, I just wear lead socks in strong winds for ballast. The wood used in the construction of the ship was quite light but when it came to finish time we should have had Diet Dope, as it became a little fat like it's master.

When it came to testing time, our favorite TV repairman, Gary Alspaugh, volunteered to do the manual labor bit of pitting the ship if my body would just leave the TV for awhile. This sounded like a good deal to me since manual labor is no longer in my vo-



Jack's beloved OS .35, smooth as silk, ample, steady thrust. Tank visible, maple prop, clean all over. **Center-below:** Canopy ends here. And the engine vents heated air through cooling slot by Jack's finger. **Lower photo:** General lines are pure performance. Notice small (light) filleting, adjustable lead-outs.



cabulary. It took around six flights to trim the ship as it was a little hefty, but when the engine finished coming in, the ship flew like it was ten ounces lighter, and very smooth. Since I was using Chuck Delano's weights for balance, I decided to have him fly the bird also for another opinion. Chuck came to the center of the circle to make the exchange. This exchange was never made as I received 7 shots of static electricity from the handle to my right index finger. I looked around to give the handle away and there was no one there. I did spot Chuck heading for the car giving off a statement such as his batteries didn't need charging and blue flashes weren't his favorite color. After checking out the sky we found a severe storm coming in very fast. Believe me that

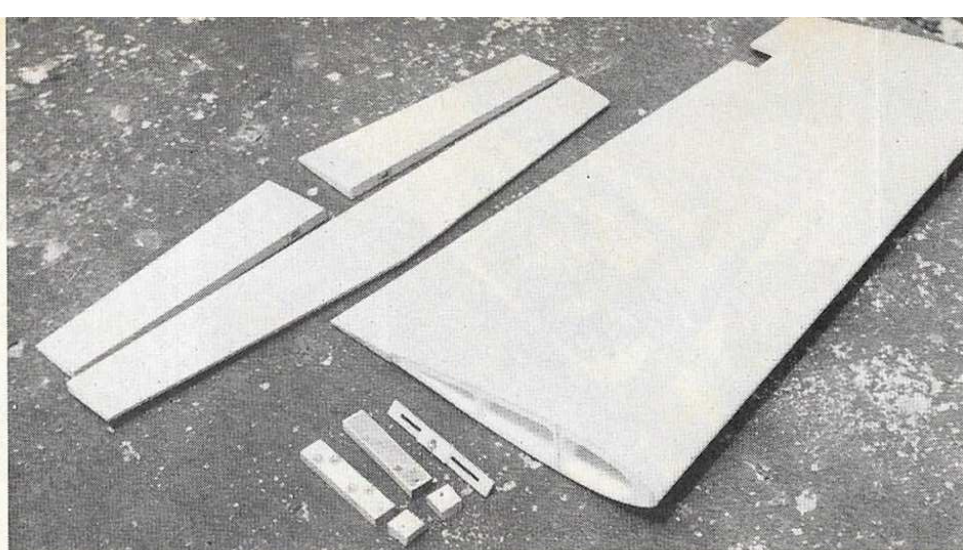
had to be the longest run I have ever experienced with a model airplane. When the ship finally belched it's last rpm, we ran for cover. We did find out that the ship flew very well in strong winds however. All in all everyone who has seen the design in and out of the air has liked the ship, so if you do also and feel like building one of them, keep on eyeballing.

Construction

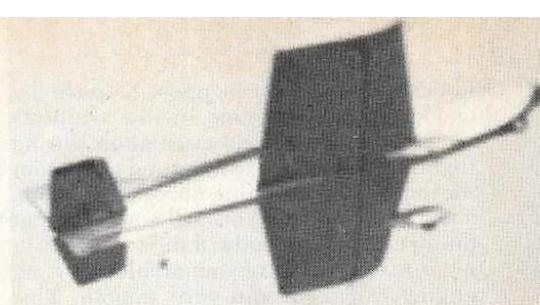
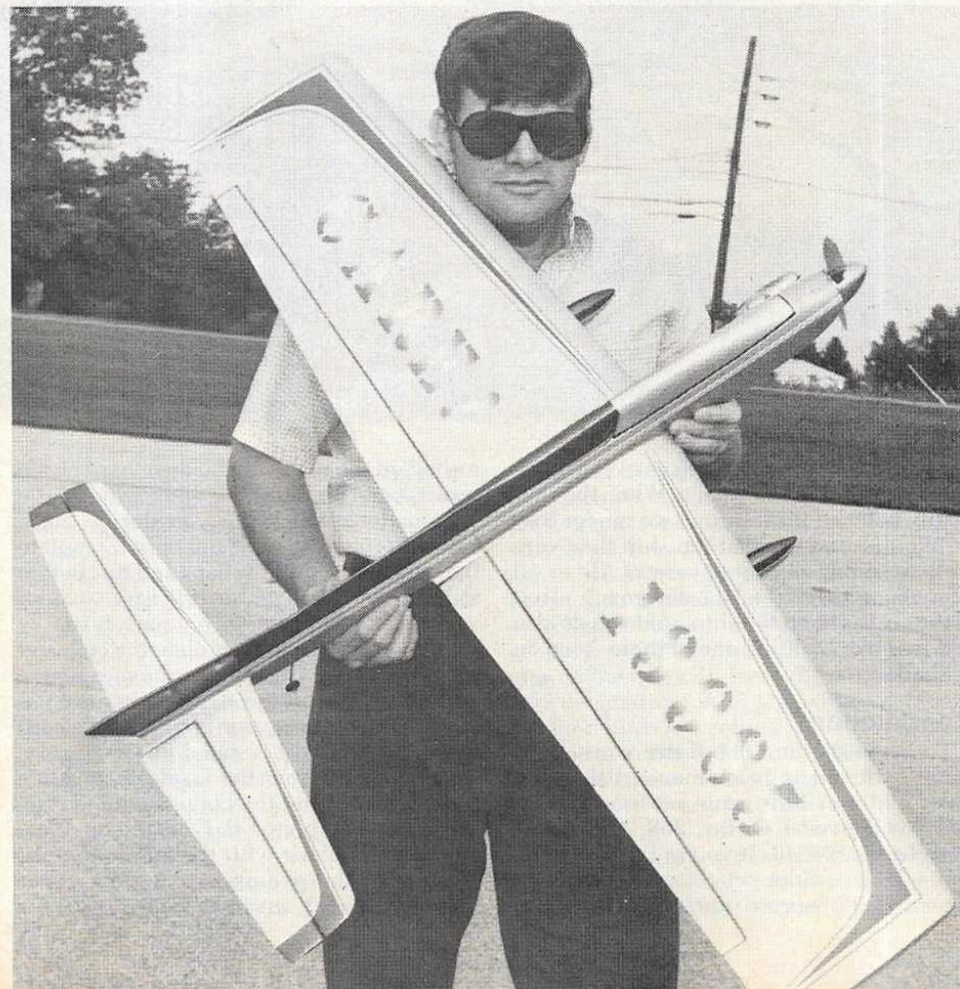
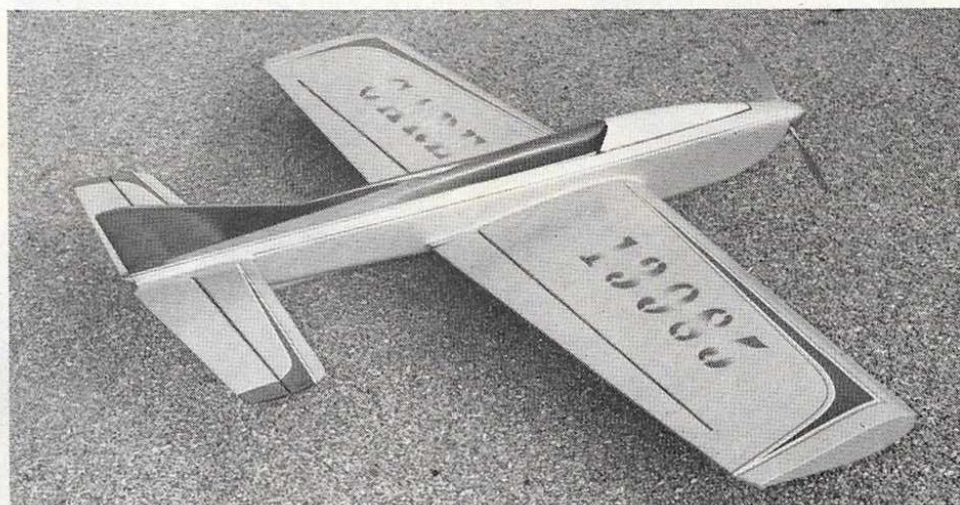
To begin the forming of this work of art and wonder, it is recommended that you order a Master Flite wing set from C.S.C., 205 Wood Ave., P.O. Box 268, Middlesex, New Jersey, 08846. If you're the energetic type which us older people are not, you can cut out your own core from the patterns fur-

nished on the plans. If you are a hard nosed purist, you can build the wing with a little imagination. Whichever you decide make sure the wing is straight and light. Complete the wing with controls, flaps and tips before starting the fuselage, for if it isn't straight, you can hang it up for decorations. It simply won't fly right. Next, complete the stab and elevators making sure they operate smoothly. After all these little jobs are complete, vent and test your fuel tank. It's hard to get it out after it is glued in.

Now you can start the fuselage construction by cutting out the body sides and doublers from 1/16" plywood. Glue the doublers on the sides along with the motor mounts. Make sure the mounts are straight. After these have dried, cut and glue the body for-



Cut foam cores, or purchase a set from Control Specialties Corp. The tail group is available too. Note gear blocks, adjustable leadout. **Center shot:** Ship lends itself to exotic trim color. **At bottom:** Jack and his design. Flaps run along most of the span. Neat wheelpants add to the appearance. It flies well.



mers into place around the tank and to the body sides. I used a narrow tank on the original, but they are no longer manufactured so I made the formers for a normal width tank, such as a Veco. Align the sides and pull the rear of the sides together to a piece of $\frac{3}{8}$ " balsa. Be sure the fuselage stringers are in place before doing all this jazz. Tack glue the top and bottom blocks into place, carve and sand them to shape. Now cut them back off and hollow them as shown on the plan. The canopy and the nose section are coated on the inside with Hobbypoxy II as a sealer and fuel-proofer as it is the air escape passage from the engine. Set the fuselage on the wing, align it and epoxy the two together. Now bend the pushrod to length, solder it to the elevators and slide the stab and elevators into position. Solder the pushrod to the flap horn and align the flaps with the elevators by sliding the stab back and forth, then glue into place. Bush the pushrod so there is no flexing and install the tail wheel assembly. Now double check all alignments and glue the top and bottom blocks into place. Finish the nose section by using scrap blocks for fill and final sand all components. Install the rudder and the landing gear skirts.

After a short period of looking the structure over and patting yourself on the back for being able to build such a masterpiece, there comes a time that you have to finish the ship with some sort of paint substance. Now I have never been known as a fantastic finisher, mainly because the dope has a certain slight aroma and my wife makes static when I get to that stage. And besides, as stated before, I'm lazy. Now if you really want me to explain how this ship was finished, alright, but no remarks as I'm old. First sand the ship smooth and fill the knot holes with talc and dope putty. Using Hobbypoxy Formula II glue, spread a thin coat over one panel at a time of the model, scraping the excess off with a plastic playing card, leaving the wood feeling only damp. Do this all over the airplane excluding the hinges and wheels. After it has set up, sand the ship smooth again with #300 wet or dry paper. Next brush on two coats of Aero Gloss dope and lightly sand after it has dried. Now spray on a couple of coats of talc and dope as a filler and sand smooth when dry. Use one more coat of clear to seal the talc. Spray on two heavy coats of the base color or one coat of silver, then a coat of base color. We used metallic pea green, trimmed with dark metallic green, pinned with black and red stripes, with a silver canopy. Put all this trim on when the ship looks smooth to you in base color, then spray on enough coats of clear to seal and protect the finish. Wait a month, then sand with #600 wet or dry paper and polish with Dupont #7 white rubbing compound.

Since you are now the proud owner of a new stunt ship, be sure and pull test the new lines before flying it or you may end up with nothing connected to them but a crunchy kind of echo.