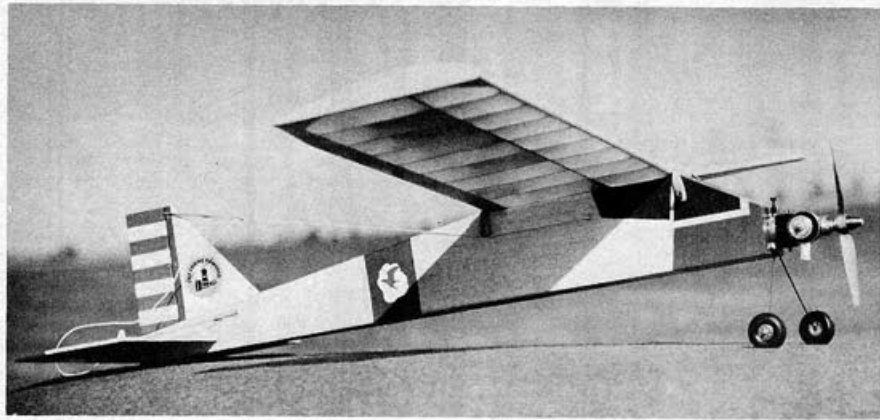


COIN- FOO

by DEAN SWIFT



**DOES THIS LITTLE 1/2A SPORT FLYER LOOK LIKE
A COUNTER-INSURGENCY FIGHTER TO YOU?
ME NEITHER, BUT IT SURE LOOKS LIKE FUN.**

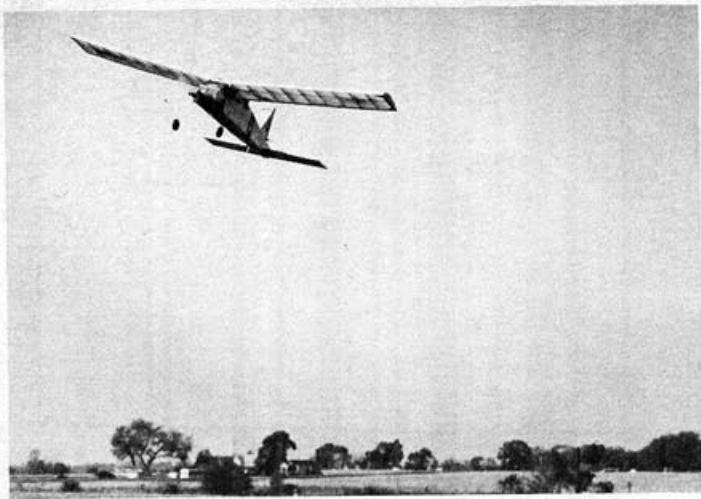
• In the beginning there was the "Fey-Foo" (loosely translated from the Chinese this comes off as the "Flying Tiger"). The Fey-Foo begat the Foo-Cruiser, the Foo-Cruiser begat the King-Foo and the King-Foo begat the counter-insurgency or "Coin-Foo." We have come full circle as the Coin-Foo is just a Fey-Foo with military markings.

All my previous Foo series designs featured a nifty yellow silkspan cover job trimmed with red dope. How original can you be? Finally, something in the old mind just snapped and I couldn't face another yellow airplane. Enter now the Coin-Foo, dazzling in white silkspan with military markings.

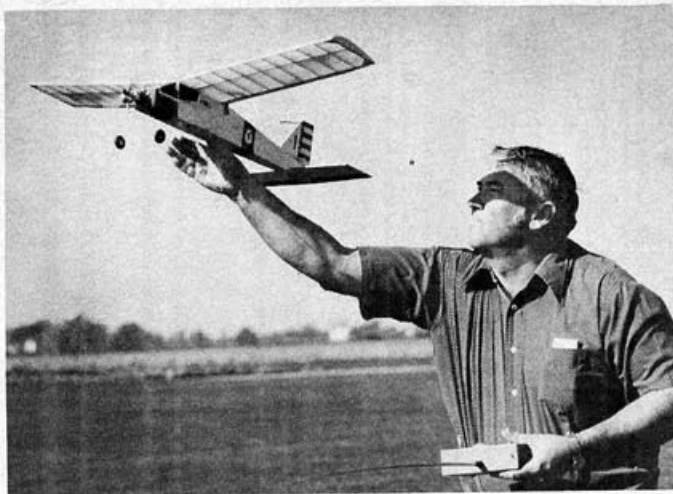
Most "informed" modelers are aware that the Foo series designs were high-speed, six-passenger, aerobatic cross-country tourers. The Coin-Foo is a military version of the same. Instead of six passengers riding in luxurious comfort, its payload now consists of 13 battle-ready soldiers, one officer with riding crop, a sub-compact staff car and a medium tank. On closer inspection you will note such features as the firewall-mounted landing gear. This forward position prevents nose-overs even when forced to land in dense jungle areas. Check again the boxy lines. These allow a spacious interior, which in turn provides adequate shelter in case the "lucky 13" are forced to fight a brushfire war in the Arctic.

Enough nonsense, let's be serious for a minute. The Coin-Foo does have three good things going for it. Good Thing No. 1: This little turkey is dead simple to build. Consequently, construction time is minimal—and no one seems to have "enough time" anymore. So if you just tried cleaning the gunk off your 1/2A foam ARF with gasoline and all you have to show for it is an extra radio and a handful of mush—don't despair. Coin-Foo is closer than you think. Good Thing No. 2: Coin-Foo expands your available flying time. A normal evening's R/C fly-





Screaming across the Iowa countryside, COIN FOO is off on another tactical mission . . . perhaps for the CIA?



Big man, little airplane; the author shows perfect launching form. Note the National Free Flight Society decal on the fuselage!

ing goes something like this—drag the 8 lb. beast out of the basement. Stuff assorted pieces in your car. Drive 10 miles to the field and assemble assorted pieces. Fly two quick flights. The sun sets. Reversing the above procedure puts you back in the basement cleaning up the mess an hour later. Your children are in bed and the wife is glaring at you. At this time the moon sets. With Coin-Foo you can wait till the sun sets, carry it out of the house in one piece, walk to the corner school yard and fly four or five times during the twilight. While walking home clean it with a quick swipe of your ever-present rag and hand glide it down the basement stairs. Now go sit on your old front porch and watch the moon rise. Good Thing No. 3: The Coin-Foo performs well. With those large control surfaces set for minimum movement the response is gentle and stable. In fact, Coin-Foo will free-flight, as two local builders have proved by launching with the receiver switched off. If this happens to you don't think you're going to "luck-out" with a simple crash. This bird requires running shoes to recover under switch-off flying conditions.

On the flip side of the coin, if loops, snaps, etc., are your bag just move those clevises in on the horns and have at it. Hang on!

Well, that's about the story on this little hummer. I have allowed myself to ramble on with the introduction as building instructions are short. For what it's worth, here is what I have to offer concerning construction.

Fuselage: A couple of items are worth pointing out. Notice the fuselage bottom from the trailing edge of the wing to the firewall is $\frac{1}{16}$ " plywood. This lends itself to mounting equipment with servotape better than $\frac{1}{16}$ " sheet balsa. Also adds extra strength to the front end should you ever assault the ground. The landing gear is trapped between the recessed rear of the fuel tank and firewall if a reed-valve Cox engine is used. This is a quick



Small quiet engine and compact airplane; an ideal combination for local schoolyards.

and easy method of mounting engine, tank and landing gear, usually a time-consuming process on most R/Cs. With the landing gear far forward (jungle landings, you know!) takeoffs are touchy. If you really must take off it is wise to bolt a dural landing gear to our trusty $\frac{1}{16}$ " ply bottom. Position the gear at the wing leading edge or slightly to the aft.

Coin-Foo have been flown with various engine, tank, three-channel radio, and landing gear arrangements. The arrangement shown on the plans is the simplest. No removable access hatch is required as the batteries can be wrapped in foam and pushed into the nose through the opening in the leading edge bulkhead.

Wing and Tail: Although the wing structure might look a little light it is more than adequate if built as shown. Be

sure to install the $\frac{1}{8}$ " sheet doubler, webbing and gussets at the center rib. Note the short taper cut at the trailing edge near the tips. Sand a bit of washout on the underside of this taper at each tip.

Only one point to make on the tail surfaces and that is not to omit the $\frac{1}{8}$ " x $\frac{1}{4}$ " strip edging shown. This strengthens these surfaces considerably and resists warping.

Cover and trim to your liking. It would probably be wise not to use an iron-on covering on the wing. This wing develops a lot of its strength through the tautness of the covering material, which iron-on's don't provide.

Flying: This is a litany that never changes. Check for warps and remove as required. Make sure wing and stab incidence settings are per the plans. Most important, balance with the center of gravity as shown. Keep surface throws $\frac{1}{4}$ " to $\frac{3}{8}$ " in either direction for initial flights. After you get the feel, set the surface throws up as desired for increased aerobatic performance. The Coin-Foo makes an excellent trainer and several beginners have used it for their first venture into R/C. Beginners should keep the surface throws limited and make doubly sure the center of gravity is as shown—or slightly ahead of that shown—on the plans. All-up weight varies with equipment used. Average is about 17 ounces. I have seen lows of 14 ounces to highs of 19 ounces. With a hard-running engine, performance can be quite zippy.

At this point there is nothing left to do but fire up and have at it. Make sure all switches are "on" otherwise you will be changing hobbies quickly from R/Cer to cross-country runner. To close on a positive note I would like to say (exposing myself to accusations of being trite) . . . ah . . . er . . . uh . . . oh well, here goes—happy landings!