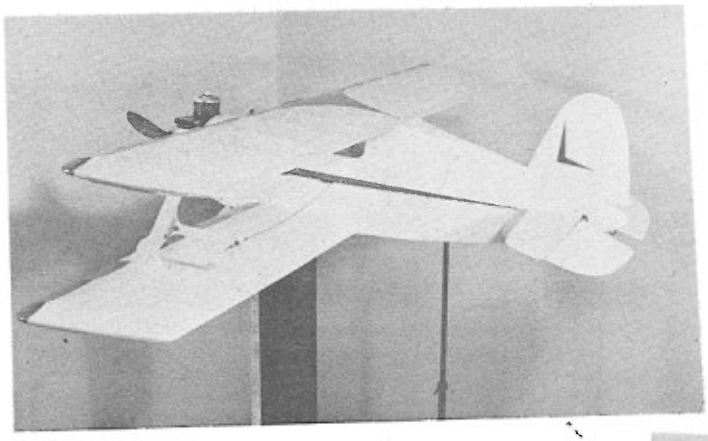


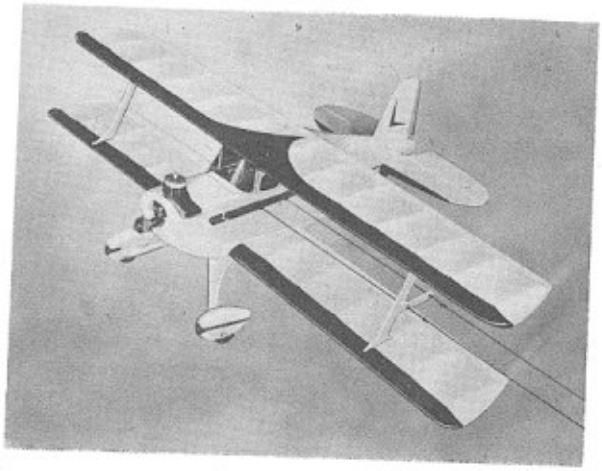
At rest, the Coon Dog looks like a peaceful, slow-moving ship. But spin the prop and start that engine and you'll soon find it otherwise!

COON DOG

If you don't have a Madewell or Triumph .49 engine as suggested by the author, a Fox or Torpedo .35 will supply the needed power for maximum flying fun!



On the ground, Coon Dog purrs like a kitten, tame enough for Sherry Squier to hold. But in the air—watch that wildcat!



CERTIFICATION OF COON DOG

I certify that I have made five flights with a standard COON DOG, powered by a Madewell, .49, and have executed the following maneuvers: Inside loops; outside loops; inverted inside loops; inverted outside loops; sustained inverted flight; wingovers; inverted wingovers; horizontal eights; and vertical eights beginning at the top, at the middle, and at the bottom. I've flown quite a few hot stunters in the last few years, but Jack Macy's COON DOG was a new experience. Fellow modelers, I assure you Jack's latest canine is the most trigger-happy demon I've ever gotten mixed up with.

Charles E. Martin

CHARLES E. MARTIN

Here's a bipe stunt control-liner which offers real sport to the experienced modeler

BY JACK MACY

● A few months ago, we had a terrible suspicion: that we weren't getting enough fun flying the control-line jobs we had on hand. Giving the matter deep thought, we finally decided that, by jing, we would design a ship that would keep us on our toes! In short, we would produce a real mean one.

Well, we fooled around with various ideas, but none of them seemed capable of being as ornery as what we wanted—until we got working on "Coon Dog." and as our "Coon Dog" took shape, we began to have a hunch: this was the critter!

First take-off convinced us—at least for a couple seconds—that we couldn't have been more wrong! The ship clambered lazily into the air with all the nastiness of a DC-3. We relaxed disgustedly, all set for another milk run.

Then we got a shock! Our "Coon Dog," having arrived at cruising speed, suddenly bared her teeth and went wild. We got a safer grip on the handle, and began cautiously feeling out this vicious animal on the ends of the lines. Our original disappointment vanished—here, without any doubt, was a real mean one!

Well, that was fine, but would she stunt? She would. She tried to tear our arm off, and she scared us half to death, but she proved she could do just about anything in the book. She also proved we needed a lot of practice in order to get the most out of her.

For some reason we haven't figured out yet, her landings are just as tame as her take-offs. She touches her little 2" wheels and **stops**, with less bounce to the ounce than anything else we've ever flown. But we assure you that her take-offs and landings are her only docile moments.

Summing up her characteristics, we'd better emphasize that she's not the airplane for a novice stunt pilot. Even Charlie Martin, who's the best and the coolest stunt man we know, had a little trouble mastering this wicked critter.

But for real thrills . . . well, we're pretty sure you'll never get bored flying "Coon Dog." Not only that, but we can practically guarantee that, after each flight, you'll stop shaking as soon as you've had a cup of black coffee and ten minutes' complete rest.

Now if you're feeling brave, let's start on construction. The design is pretty conventional, and shouldn't give the moderately experienced modeler any

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COON DOG

(*Continued from Page* 11)

trouble. We used a Madewell .49 in the original, but a Triumph .49 or '51 would undoubtedly do just as well. If you don't have either, latch onto the hottest .35 you can find!

WINGS: Start out by making sixteen standard size ribs, per the plan (four each of ribs R2, R3, R4, and R7, which are identical), using 1/16" balsa. Then, using the same pattern, make twelve standard size ribs (four each of ribs R5, R6, and R8, which are also identical) of ⅛" balsa. R5 and R6 hold the interplane struts in place, and the R8's are the tip ribs.

The four R1's (two for each wing, one on each side of the center rib) are 1/16" balsa, but they are trimmed down 1/16" all around to allow for the 1/16" planking on the center section. Last order is for two center ribs, also of 1/16" sheet. These are the same as the R1's, except that they butt against the trailing edge brace and are therefore shortened as shown in the wing plan.

Note that all the ribs except the center ribs and R1's have 1" by 1/16" cut-outs at the rear to take the two halves of the 1/16" sheet trailing edge. Notch all of the ribs top and bottom for the ¼" spars, but make the notches in the four R1's and the two center ribs ⅜" wide to allow for the spar joiners, and only 3/16" deep because the planking does not cover the spars.

Assembly is the same for both wings. First, unless you have ¼" square balsa long enough for one-piece spars, prefabricate the spars by cementing the 1/16" plywood joiners in place. When dry, pin the bottom spar in position on the plan, and drop the ribs into place on it.

Now, insert the top spar and the leading edge. The leading edge is butt-cemented in the center, but no joiner is necessary here. When all the joints are dry, rock the wing back onto the bottom member of the trailing edge, which you have pinned on the plan, and cement it into position.

Next step is to flip the wing upside down and install the top member of the trailing edge. Then, cement in the 1/16" plywood trailing-edge joiner, which should be a fairly tight fit between the two R1's on each end. Plank the center section, top and bottom, taking care to have the planking flush with the spars and the trailing edge.

Install the wing tips, using the ⅛" sheet braces for rigidity and easy mounting. For wing weight, bolt three 1" flat washers to the right tip-rib of each wing. Cover both wings with silkspan.

FUSELAGE: Now let's get going on the fuselage by building up the fuselage sides. You'll need two widths of 3" wood plus a ¾" sliver, because the fuselage is 6¾" deep. Use full-width wood for the two top sections, and the ¾" piece for the bottom curve. Edge-cementing is adequate, because the bulkheads and doublers will provide plenty of vertical strength after assembly.

Now cement the 1/16" plywood doublers to the fuselage sides, and allow to dry thoroughly. Determine the motor mount spacing for the engine you're going to use, and make appropriate motor-mount cut-outs in bulkheads F1 and F3, which are plywood. Since F3 is slanted, the cut-outs will have to be ¾" deep for ⅝" mounts. Attach the landing gear to F3 at this point, using channel clamps or J-bolts.

ASSEMBLY: Begin assembly by cementing bulkheads F1 and F4 in position, preferably jigging up one side first to insure squareness. Slide F3 into position against the gear edges of the doublers, and put pieces of 3/16" square balsa behind it on both sides, down as far as the bottom wing cut-out. Slip the mounts into position and cement generously. Don't install F2 until after you've installed the tank.

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COON DOG

(*Continued from Page* 28)

Install your bellcrank mount, with bellcrank, pushrod, and lead-outs attached, and run the lead-outs through the left fuselage side. It's best to use oval eyelets in these fuselage holes. Position and cut pushrod holes in the rear bulkheads. Cement bulkheads F5 and F6 in position.

Using cloth or whatever type of hinges you prefer, assemble the horizontal tail surfaces, making sure you've cut a slot in the stab for the fin extension. (See plan). Cement the tailskid to the underside of the stabilizer, and cement the entire assembly in position.

Next, hook up your pushrod to the Veco control horn. Install bulkhead F7. Cut a rectangular slot in the top stringer for the fin extension, and cement all the stringers in place. Cement the two ⅛" sheet members, F8 and F9 to the top stringer. These make covering the top section much easier.

Now mount the fin, after having cut and offset the rudder about ⅝". Slip the fin extension down through the slot in the top stringer into the slot in the stab, using plenty of cement for the joints.

Cement the tips of the fuselage sides together, and fill in the section aft of F7 with block balsa. Install the 3/16" square cross-braces on bulkheads F4, F5, and F6. Cover the stringer section with silkspan.

Now install the bottom wing only. Be careful to get it exactly in place. Install and cement cross-braces F11, F12, and F13, and top cabin block F10.

Then, install the engine, tank, and noseblock. Because of the fact that "Coon Dog" does murderous loops, we suggest a clank tank. Install bulkhead F2, the cowl block around the engine, the planking aft of F1 (fill the space forward of F1 with block balsa), and the side windows.

Now for the bottom of the fuselage, which is of very simple stringer-and-paper construction. Notch the noseblock for the stringers, but not the bulkheads. Install a ¼" x ⅛" center stringer **on edge.**

Because of the sharp curvature of the nose, it's best to multi-crack all of the bottom stringers from F11 forward. The two side stringers, equidistant between the center one and the fuselage sides, are ⅛" square. Cover the bottom with silkspan.

Next is the top wing, which has already been covered. Attach the lineguide to the left interplane strut, by means of two small bolts. Very carefully cut notches for the struts in the paper between the R5 and R6 ribs on both wings. Slip the interplane struts into position, but don't cement yet. Slip the top wing into position, and make sure everything is square. Now go ahead and cement the interplane struts and top wing in position.

Make the landing gear fairings and wheel pants, and install them. They are optional, but they add a lot to the appearance of the model. Our method was to bind and solder a short piece of 1/16" wire to the main landing gear wire, just above the axle. At the axle level, it bends backward, following the curvature of the pant.

Behind the wheel, it is bent 90° outward (toward the pant), forming a prong when cut off about ¼" long. Press the prong into the pant, and cement in position. The inside surface of the fairing is grooved for the landing gear wire. After fitting it on the landing gear, cement cloth tape over the grooved section. Cement the fairing firmly to the pant but not to the fuselage.

Now dope the model. After this has been done, the next and final step is to add the windshield. Our method is to fasten it only to the front cabin pillars. Since these are backed by extensions of the 1/16" plywood doublers, we fastened the windshield with the smallest of the modeling screws available at the hobby shop. Pin it first, experimentally, and then go ahead with the wood screws.

We forgot—there's one more step. Stand back and admire your handywork! GOOD FLYING . . . and if you have any questions or comments, drop us a line at Box 31, Waterbury, Vt.

BILL OF MATERIALS
(Balsa unless otherwise specified)

2—1/8" x 1/4" x 36"	Planking strips
6—3/16" x 3/16" x 36"	Stringers, bracing
5—1/4" x 1/4" x 36"	Leading edge, spars
1—1/4" x 1" x 36"	Landing gear fairing
2—1/16" x 3" x 36"	Ribs, trailing edge
5—1/8" x 3" x 36"	Ribs, formers, wing tips, fuselage sides, fin, stab, elevator, gussets
1—3/16" x 2" x 36"	Wheel pants
1—1/2" x 2" x 36"	Nose block, wheel pants
1—3/8" x 5/8" x 12" (hardwood)	Engine bearers
1—1/16" x 10" x 10" (plywood)	Nose doubler, tailskid platform
2—1/8" x 10" x 10" (plywood)	Firewall, formers, bellcrank mount, line guides

Cement; fuel-proof dope, clear and colored; 1/8" piano wire; 1/16" piano wire; assortment of small nuts, bolts and washers; Veco 3" bellcrank; Veco elevator horn; two 2" diameter wheels; solder; brass sheet metal; 1/8" brass tubing; 3/32" brass tubing; thread; celluloid; cloth hinge material; tin-can metal; .030" leadout wire; scrap balsa blocks; silk or Silkspan covering material; .35 to .45 engine; propeller to suit.