

Prop Saver, should be the name, for that engine on the pylon means you won't be snapping off props. Low slung design allows short trike gear.

# Driftwood



By PAUL J. PALANEK

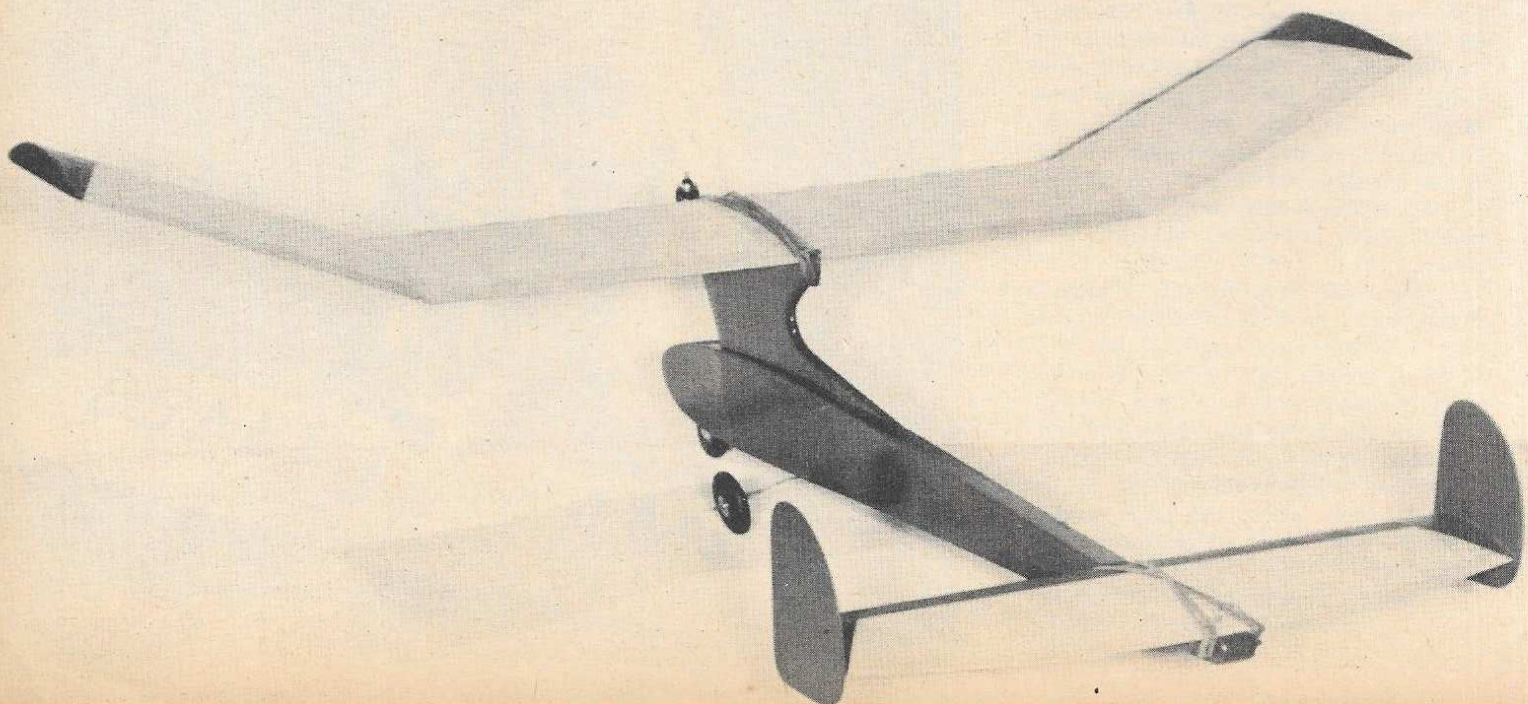
**So all pylons look alike—the heck you say! For everyday sport flying, here's a job that's simple, interesting to build. No loss in flying, either.**

► In Driftwood we tried for a different look in pylon configuration. The engine mounted 'way up the pylon means less broken props. The profile design of the fuselage with pylon and integral part results in a very simple arrangement. Build-time is reduced considerably. The fuselage lends itself nicely to concealing the nose wheel. Engine mounting permits a low slung design with a simple tri-cycle gear.

The Clark Y airfoil was used because Driftwood is strictly a sport flier. Correct balance is important. Take notice of the CG position. An angle of  $2^\circ$  positive incidence is built into the pylon with a  $1^\circ$  negative in the engine. With minor field adjustments, the above is necessary.

Total span is 42 in., resulting in 294 sq. in. of wing area. With careful trimming a Cub .074 can be substituted for the .049 shown. However, the .049 should be used since the model is intended for sport flying only. (*Continued page 51*)

Thanks to RC type landing gear, rear wheels near the CG, nose wheel producing slight nose down at rest, ship makes swell take-offs for sport.



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## Driftwood

(Continued from page 20)

The fuselage sides are 1/16 x 3 in. sanded sheet balsa, with the aft end carrying a frame work of 1/8 x 3/4 in. strip balsa. The pylon consists of three layers of 1/8 in. sheet stock cross laminated for maximum strength. Place the pylon between the fuselage sides, space with 1/8 x 3/16 in. strips. This will fill the void between the sides and at the same time space the pylon. Both gears are installed prior to mounting the pylon. A block 3/4 in. thick is used fore and aft. Both the wing and tail rests are next installed. Take notice of grain direction. The firewall is 1/8 in. ply, 1 1/2 in. in dia. For added reinforcement a wood screw is used to secure the firewall to the pylon. A fairing ties in the pylon, firewall and wing rest.

The wing selection is of conventional design, excepting the method of joining the spars. Extend the spars beyond the joining dihedral ribs, then lap cement them in place to the ribs. Build the outer panels with 4 in. dihedral. Twin rudders are shaped from 4 in. wide, 1/16 in. sheet balsa and mounted to a conventional lifting stab.

Both wing and tail surfaces are covered with light weight Silkspar in your choice of color. If you have followed carefully the angular settings mentioned earlier in the text, little further trimming will be necessary.

A good glide is first obtained, then a few powered flights for full familiarization, and after that—away we go!

END

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