

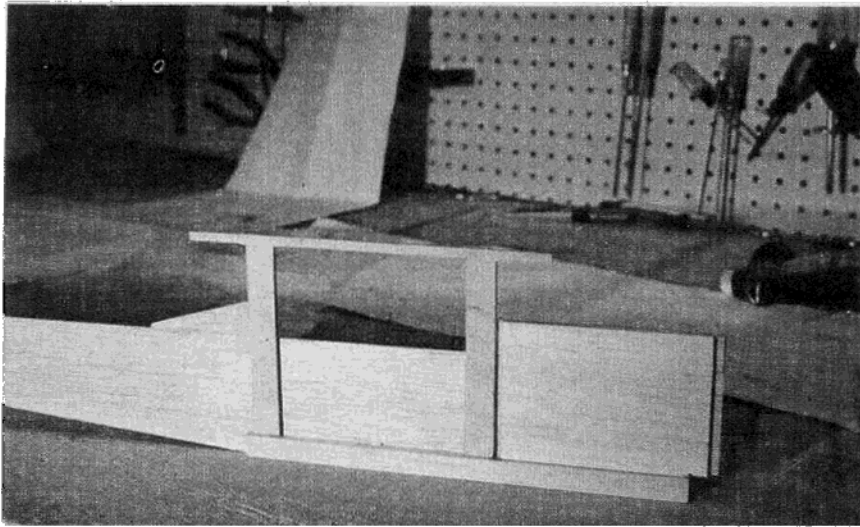


ALMOST SORT-OF-GENUINE
STAND-WAY-OFF SCALE OF

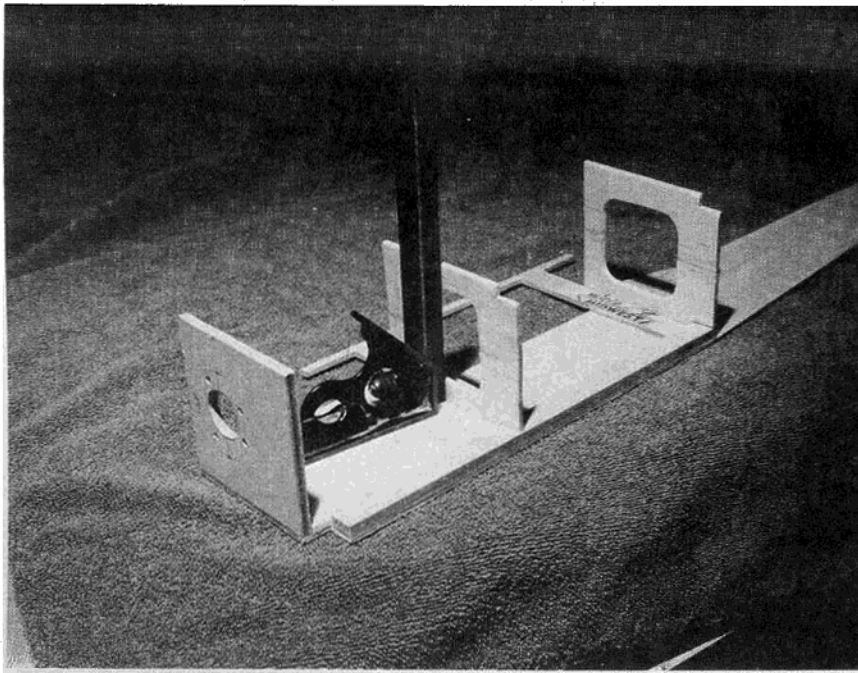
REAL

THE
THING

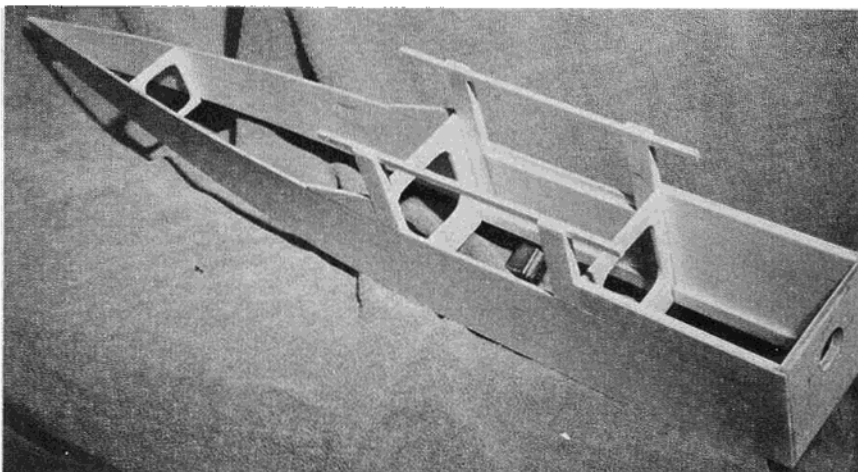




The basic fuselage side with doublers, bottom stringer, ply cananes and spruce wing rail in place.



ABOVE: Firewall and two bulkheads glued in place using straightedge for alignment.
BELOW: The fuselage, ready for top and bottom sheeting.



Let me say at the outset that this design represents yet another attempt by RCM to bring to you, our readers, historical data concerning aircraft designs that have virtually been forgotten in the course of writing aviation's history. No effort was spared on the part of the research staff of RCM to ferret out every available detail of the one and only full-size Real Thing.

Our long search in tracking down sketchy rumors concerning the origin of the original aircraft ended in the hills of Kentucky where the rotting hulk of the full-size aircraft had come to an ignominious end as a chicken roost behind a farmers dilapidated barn.

The history of the Real Thing, as the story goes, is that it was built in those very hills where it had finally come to rest, and was used during the days of Prohibition by the moonshiners as an aerial observation post for spotting the impending arrival of Federal Revenue officers. Working with the rotted remains, our intrepid staff reconstructed in minute detail this almost-sort-of-genuine stand-way-off scale R/C model of The Real Thing, one of the forgotten aircraft in aviation's history. The design of the model is by Bob McVickar with the prototype having been built by Paul Bender. The RCM drawings are by Jonathan Bull, one of the few surviving Kentucky mountain men who had actually witnessed the early flights of this magnificent aircraft.

CONSTRUCTION

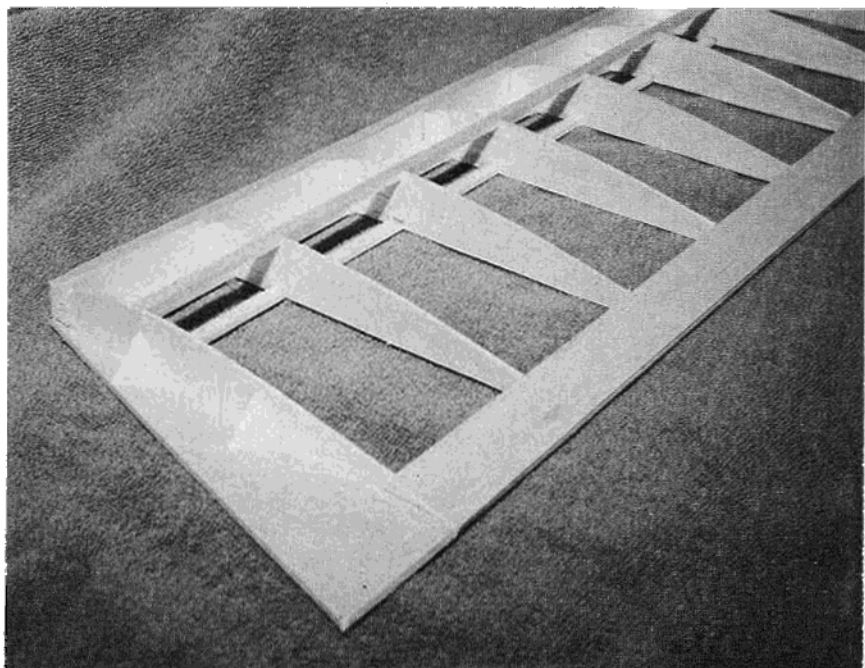
We have tried to include as many details on the plans as was humanly possible due to the complexity of this competition scale aircraft. In order to aid you in the construction of this model, the following is a step-by-step construction sequence:

1) It is necessary to build a wing, tail, and fuselage.

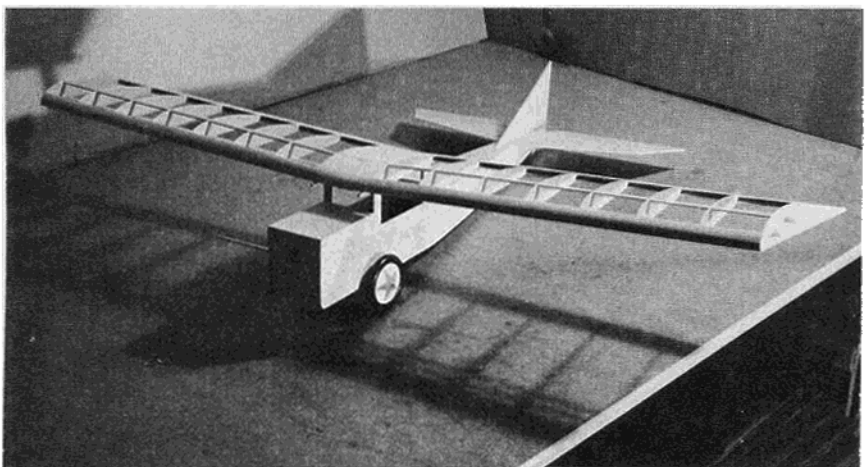
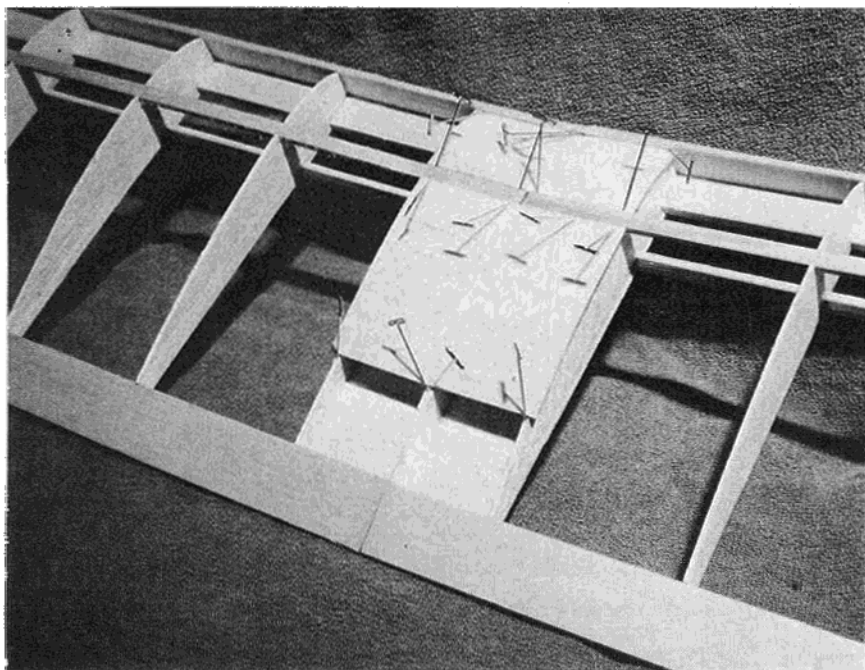
2) Build the front and back of the wing and glue a whole bunch of ribs in between, after pinning the leading and trailing edges to the building board with ten penny nails.

3) When dry, prop up wing to dihedral angle then cut and sand wing root until vertical.

4) Support both wings at correct dihedral angles, glue together, and glue the plywood dihedral brace to each side of the spar. Finally, glue in ribs W1 and sheet cover the top and



General wing construction. Note smooth, flowing graceful lines of completed framework, below.



bottom between W1 and W2.

5) Cut the tail surfaces from 1/8" sheet balsa and join the fin to the fin post and the elevator halves together with the wire elevator joiner.

6) Build the fuselage by gluing the 1/8" sheet doublers to the 1/8" sheet fuselage sides. Add the 1/2" x 1/4" bottom spar, 1/8" plywood struts, and 1/4" x 1/8" spruce wing rest.

7) Epoxy in place the plywood firewall and two formers F1. Mark the position of former F3.

8) Add the 1/2" x 1/2" balsa nose block, top sheet, bottom sheet, 1/8" plywood landing gear mount, 1/8" balsa strut fillers, head rest pieces, and epoxy the tail skid into the Vee at the rear of the fuselage.

9) Make up the hatch from 1/8" sheet and triangular strip and make certain it is a tight fit between the sides.

10) Pre-form the wire landing gear by taking a conventional steerable nose gear and straightening it out with your wire bender. Mount pre-formed wire landing gear with landing gear clips and sheet metal screws. Add Midwest or Kraft-Hayes motor mount and install Boondocker .09 engine or equivalent. Install any 2 or 3 channel radio system and make up all necessary pushrods.

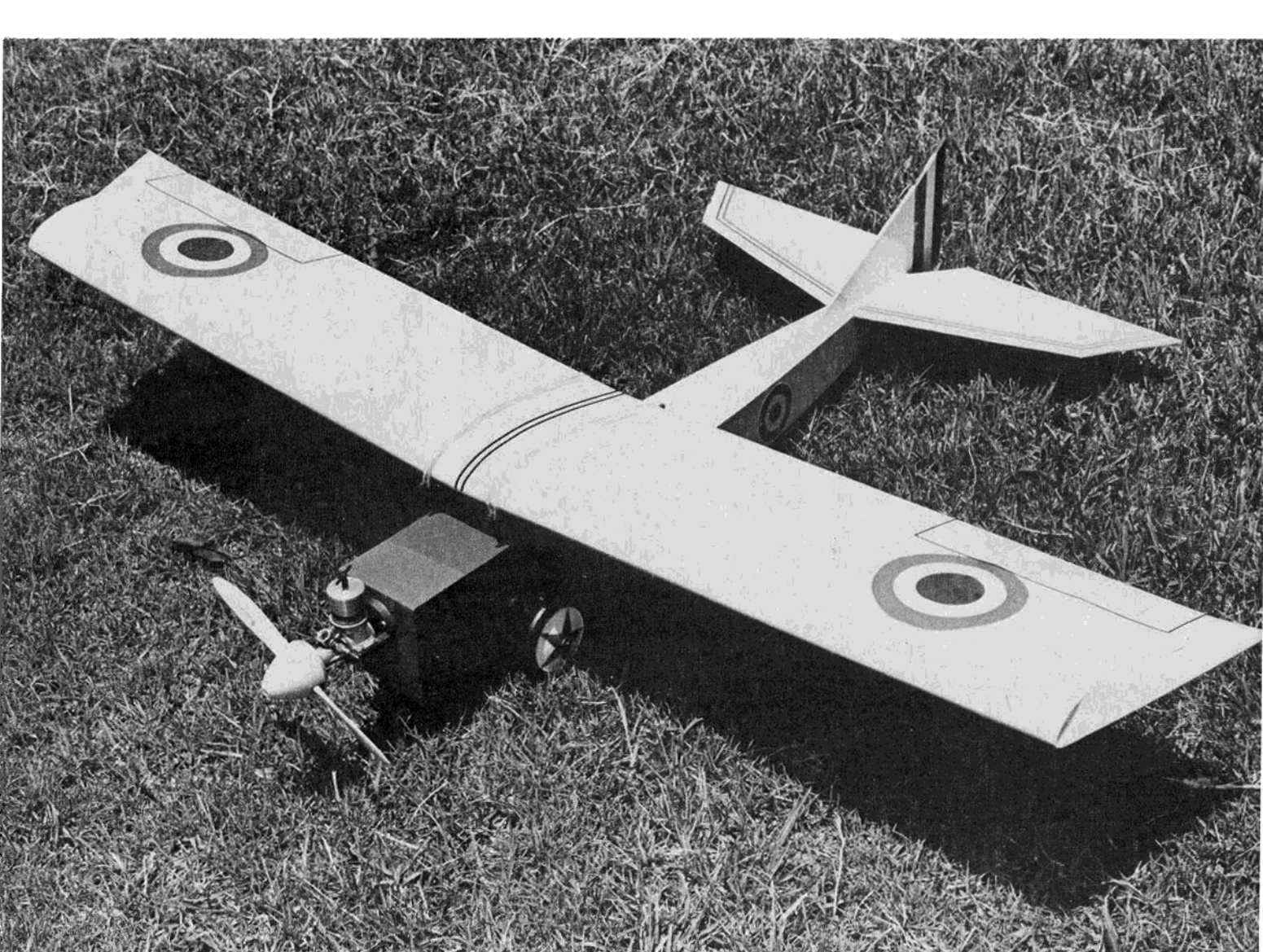
11) Remove the engine, engine mount, radio system and pre-formed landing gear. Sand the entire airframe to final contours and you are ready for covering.

12) Cover. Since it would be difficult to duplicate the covering on the full-size aircraft since it consisted of pages of a Sears catalogue stretched tightly over the framework, followed by several applications of Sheep Dip, we recommend the use of Solarfilm or MonoKote.

13) Glue the tail surfaces in place, engine mount and engine. Install landing gear, radio system and pushrods.

14) Mount the wing and check the balance point. The balance point should be between the leading and trailing edge of wing at the approximate position shown on the plans. If not, don't worry about it, it will just fly funny.

This completes the construction of The Real Thing. With an OS Max .10 engine the model flies quite well and will do inside and outside loops. It doesn't do those extremely well but since it won't do anything else either we thought we would mention it. What it does do is putt around and



ABOVE: The Real Thing --- ready to go.
RIGHT: Close-up of MonoKote trimmed Williams Bros. wheels. Close attention to detail necessary for scale points

glide a helluva' long way when the engine quits.

The Real Thing can be built and covered in three evenings or one weekend, looks cute, and can be flown by just about anybody. And, if the plans and instructions are too complex for you, arrangements have been made with Sureflite Products to produce a kit of The Real Thing which will be distributed in the United States by Hobby Shack and priced at \$9.99 including pre-formed wire landing gear.

So, if you are looking for something to beat Dave Platt's FW-190 in the next big Scale competition, try building the Real Thing. They're all going to laugh at you when you bring it out to the field, but one thing is for sure — they will all want to fly it! □

