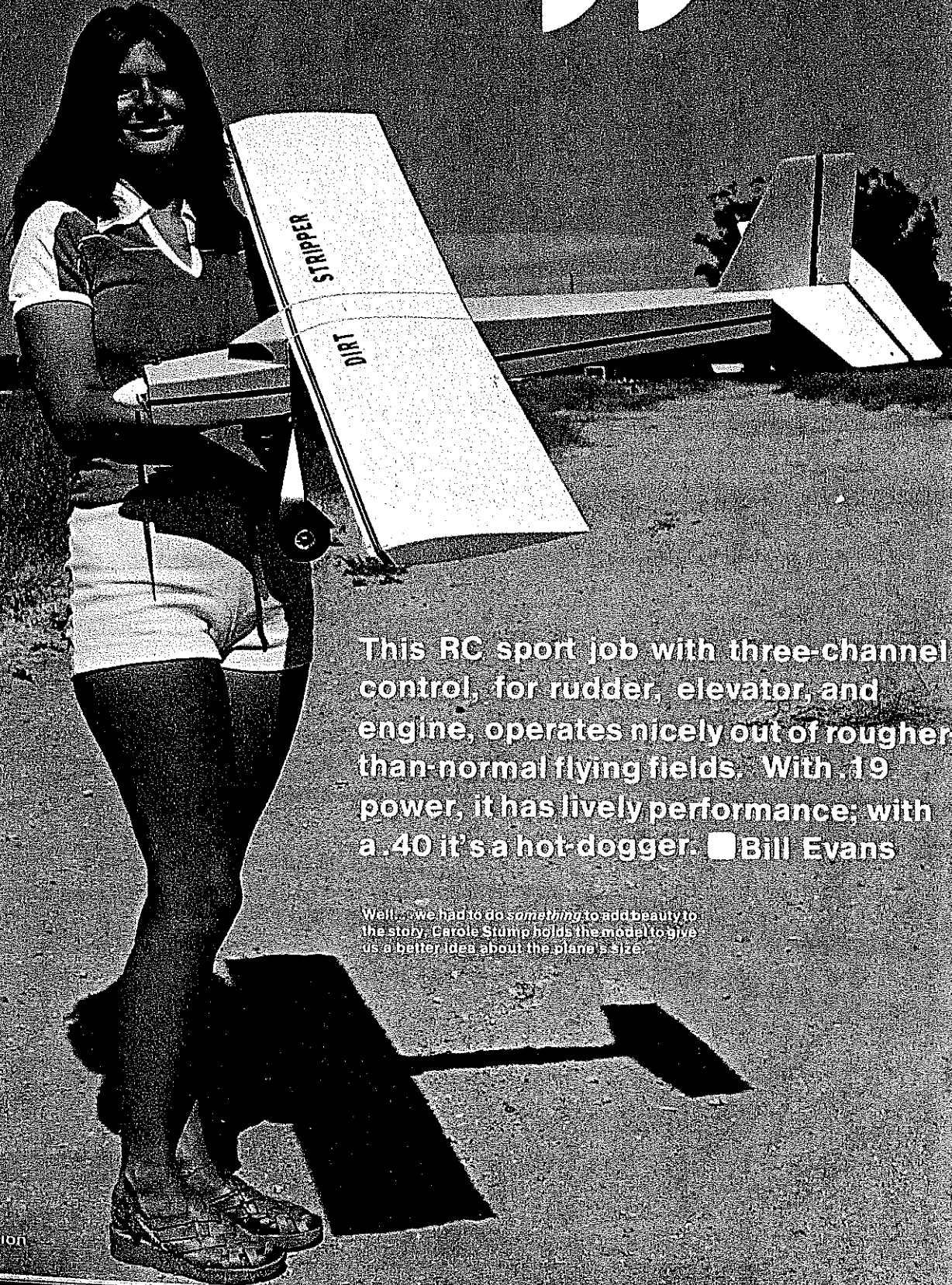
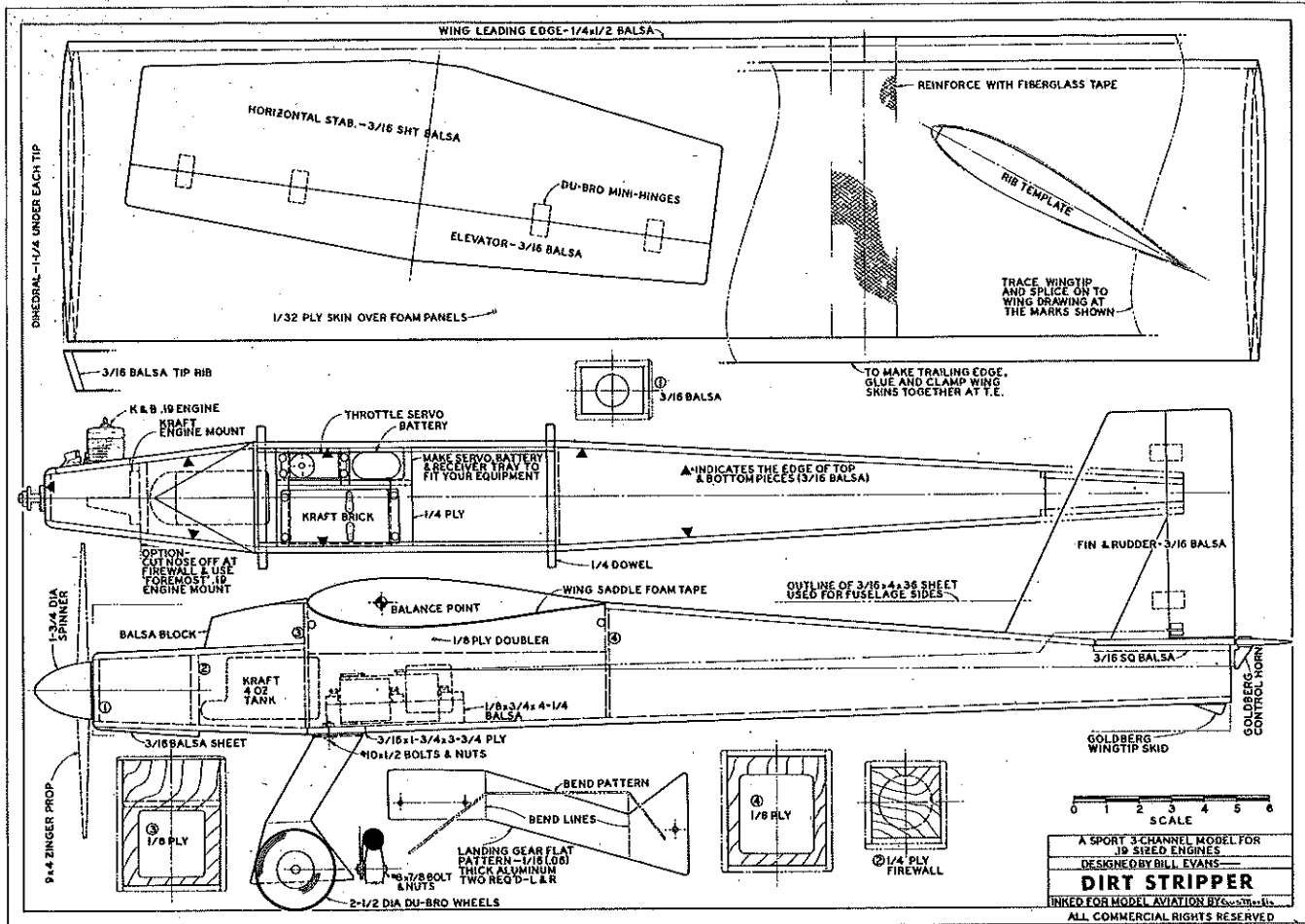


# Dirt Stripper



This RC sport job with three-channel control, for rudder, elevator, and engine, operates nicely out of rougher-than-normal flying fields. With .19 power, it has lively performance; with a .40 it's a hot-dogger. ■ Bill Evans

Well... we had to do *something* to add beauty to the story. Carole Stump holds the model to give us a better idea about the plane's size.



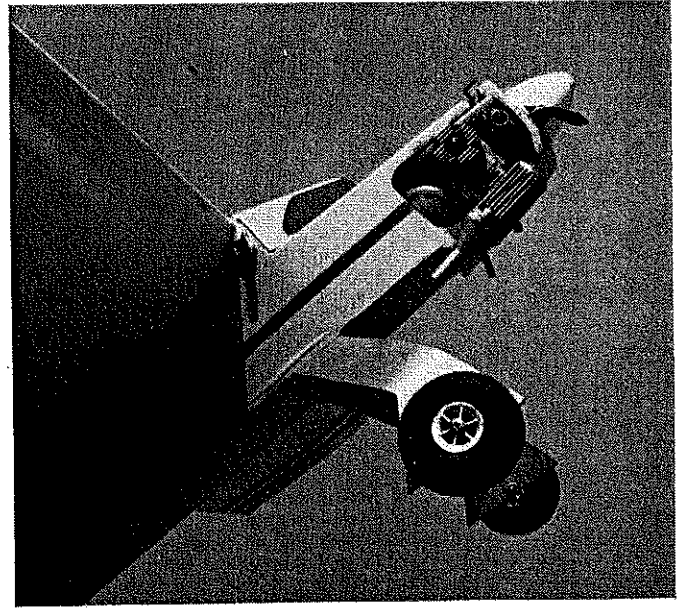
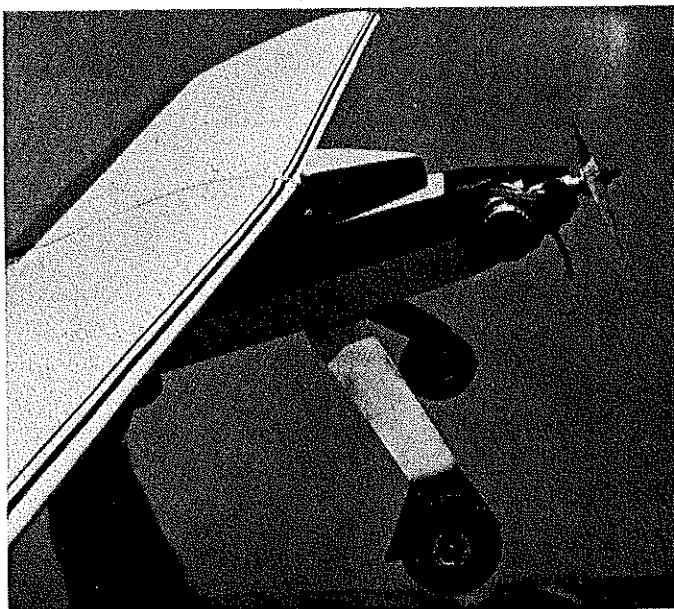
THOUGH we now have more and better RC flying fields as a result of a greater number of well organized RC clubs, over-crowding is a problem at many fine and well organized flying sites, simply because clubs are growing by leaps and bounds—fed by an influx of new RC enthusiasts in great numbers. This overcrowding has driven many fliers to search for and fly at many undeveloped fields, the majority of which are so rough as to make landings and takeoffs tough for ships that are designed to operate off of the more normal

smooth surfaces.

For a long while a group of fliers have been using an unimproved dirt strip in the west end of San Fernando Valley, which is located northwest of Los Angeles. Operating off the dirt strip has been tough on props, and the rough dirt runway, with chuckholes and rocks, requires a sturdy craft with large wheels and a long landing gear to provide necessary ground clearance.

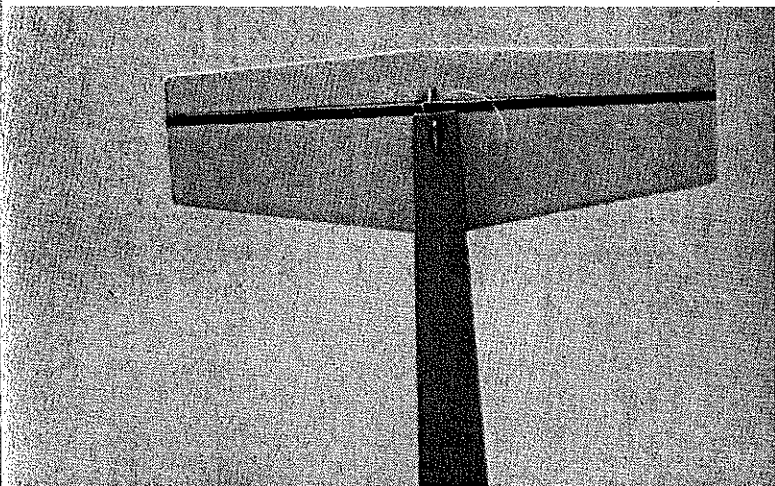
The Dirt Stripper was designed to fill the requirements of the site, and was so named. Be-

sides having a fresh, different appearance, and being very fast to build and easy to fly, the Dirt Stripper has several other good features incorporated in the design: (1) fairly small—only 50-in. span; (2) sturdy 3/16 sheet fuselage construction, using no longerons, and only two formers—in addition to the firewall; (3) an almost indestructible 1/64 plywood sheeted foam wing; (1/16 balsa may be used) (4) a truly effective power-plant range from .19 to .40 (with a Veco .19, it has performance-plus; with a K&B .40 at full

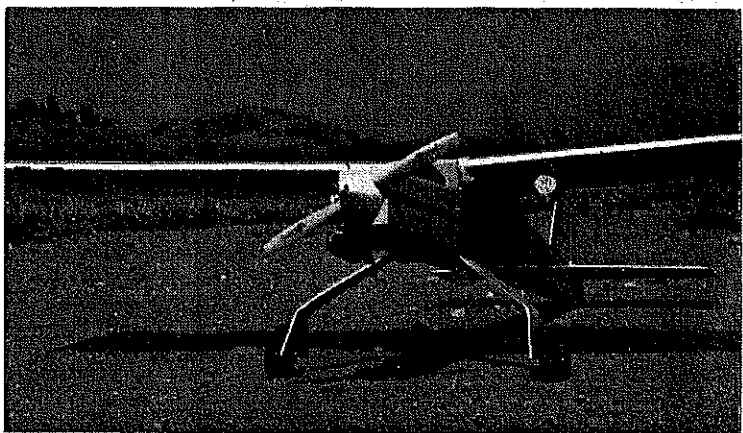


Front end details show the difference between the .19- and .40-powered versions. We used a Fourmost engine mount for the K&B .40—it really makes for a sharp appearance with no building effort. Rugged, long main gear legs and the big wheels are notable features. For the rough terrain these models are flown from, the tail-dragger gear was far superior to trike. Wing placement, "cabin" disguise the basic-box fuselage.





A look underneath, at the back end. Note the solid tail skid. Now, here's a really good trick: The antenna is routed out of the same opening as the elevator pushrod—and it's threaded through the elevator horn!



It looks like it's sitting on the surface of the moon! The rough and rocky terrain requires the extra-long, extra-strong main landing gear legs. See how much prop clearance Dirt Stripper has? Even with that much, we don't normally use a tail-high takeoff run—keep the tail down and leap off the ground in 15 or 20 feet with the .40-powered version. The .19-powered ship is also a very lively performer.

throttle, it has rocket-like performance); (5) aileron-like performance with only rudder, elevator, and engine control (good for those who wish for four-channel performance from a three-channel radio).

The three-channel Dirt Stripper, with only rudder, elevator, and engine controls, delivers tight

consecutive inside and outside loops, snap rolls, spins, four-point rolls (with practice), and inverted flight equal to upright. These flying characteristics are made possible largely by the use of a fully symmetrical airfoil, and by reducing the dihedral to an absolute minimum.

As shown on the plans, there is a choice of

fuselage configuration for .19 or .40 engines. The new Fourmost engine mount for the K&B .40 works great, and was incorporated into the .40 fuselage variation.

With regard to anyone who may have a belief that a tricycle gear would be better for rough fields, our tests with a trike gear resulted in a heavy percentage of broken props and aborted takeoffs. The two-wheel tail-dragger gear proved to be superior for the purpose of prop clearance, and the high angle of attack of the wing (while on the ground) resulted in short-run takeoffs of 15 to 20 feet.

**Materials:**

- One 20 x 50-in. sheet 1/64 plywood (or equivalent 1/16 balsa).
- Three 3/16 x 4 x 36-in. balsa.
- Two 3/16 x 3 x 36-in. balsa.
- Plywood for firewall and bulkheads.
- (Foam wing cores are available for \$10.00 from Soaring Research, 19216 Calvert St., Reseda, CA 91335. Plywood 1/64-in. wing sheeting also is available for \$8.00, which includes shipping. CA residents add 6% sales tax.)

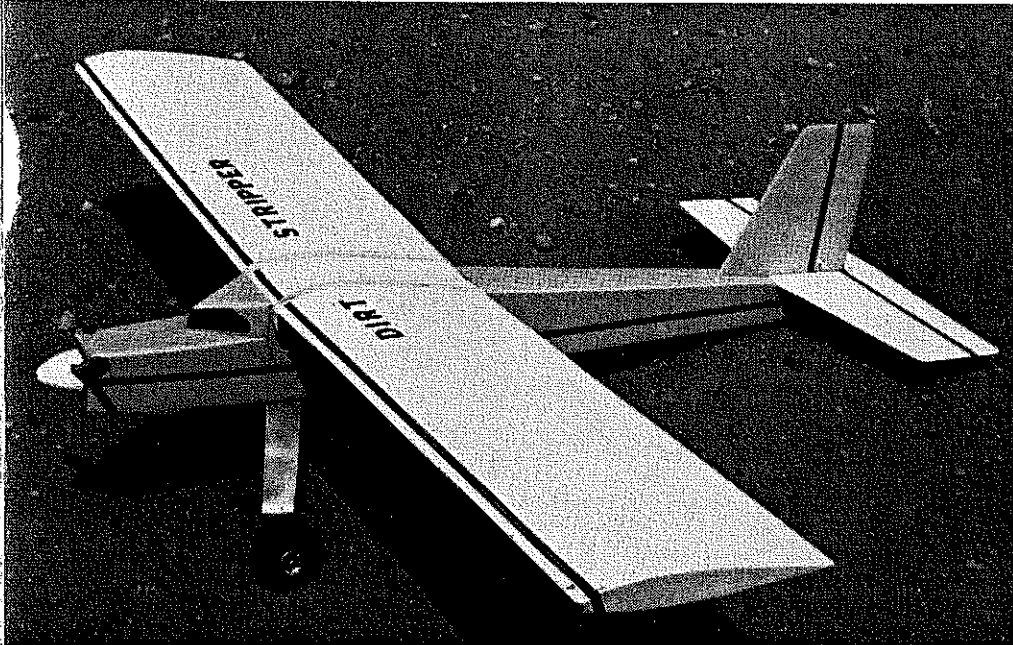
**Construction:** Glue and pin 1/4 sheet leading edge to foam cores; set aside to dry.

Cut fuselage sides (plus bottom and top) and wing saddle doublers from 3/16 balsa sheet. Cut firewall from 1/4 plywood and formers from 1/8 plywood. Pin fuselage bottom to flat surface. Glue and pin left and right fuselage sides against fuselage bottom. Glue in firewall and formers. Epoxy in firewall corner stiffeners. Glue and pin fuselage top front (cow), fuselage top rear and 3/16 sq. stabilizer saddle stiffeners; set aside to dry.

Trim and sand wing leading edge, so that the sheeting will fit nicely over the leading edge. Apply contact cement to cores and sheeting (use a good water base type, such as Sig Core Bond); let dry per manufacturer's instructions (about 30 min.). Set wing sheeting in place, and apply to cores. Trim and sand wing sheeting; glue on wing tips.

- Cut and sand 3/16 tail surfaces to shape.
- Epoxy wing panels together.
- Sand fuselage to shape. Add nose block and windshield block. Make cut-out for engine in right-hand side of fuselage.
- Final-sand all parts. Cover parts with your favorite iron-on covering (original was covered with gray MonoKote and white Solar Film).
- Install engine, radio, and landing gear.

Happy Dirt Stripper landings.



Here's a better look at the K&B Veco .19-powered version. Yes, we really fly from this ground! This model uses rudder, elevator, and engine control for its three channels.

Profile of two Dirt Strippers. Note that the .40-powered model in the foreground has no rudder control—it uses ailerons, instead. The very shallow dihedral is quite apparent here.

