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DESIGNED by Dick Scalf, owner of My Hobby Shop, the Quickey 300 was intended for an event planned as an alternative to Q-Tee racing. At our 4,500-ft. elevation here in north central Arizona, flying the Cox Black Widow-powered Q-Tee is rather difficult, and racing almost impossible, if there's any wind at all.

Dick adhered to the Q-Tee racing concept (one design/one engine), with the pilot's ability and luck, not the cost of the plane,

determining the winner. The Quickey 300 was also seen as a low-cost model for the beginning RC Pylon Racer. The plane, covering, and engine comes to about \$100—even less if it's mass produced by a club. All you need now is to add is a three-channel radio.

Flying the Quickey 300 with a Control Line engine is guaranteed to keep you on your toes. On the other hand, as many of our club members have discovered, using an RC engine and throttling it back a bit turns it into a true fun

flier. When you've finished a race and want to use up that extra fuel in the tank before landing, a few minutes of hotdogging is heartily recommended.

If you're an intermediate builder/flier with a couple of slow-flying learner airplanes under your belt, you might try a Quickey 300 to sharpen up your reaction time and learn a few three-channel acrobatic maneuvers. Add a tail wheel to make taxiing a little easier.

Quickey 300 was designed as a Central Arizona Modelers, Inc. (CAM) club project: kitting, building, and flying. Participating members got together in the president's garage. After cutting out all the parts for



Not an official AMA event, Quickey 300 is a local-area Pylon Race designed around this versatile three-channel RC model and using the fewest rules possible. The airplane also makes an excellent sport flier and can be flown with a CL engine. ■ Paul Denson

QUICKY

each plane using jigs designed by Dick, they formed an assembly line to build the fuselage. A fuselage was passed from worker to worker, with each adding a part in turn. The thick and thin varieties of UFO, set with Kick-It, provided instant gluing. (Both products are made by Satellite City.) At that point our fuselages were almost ready to fly—i.e., ARFs.

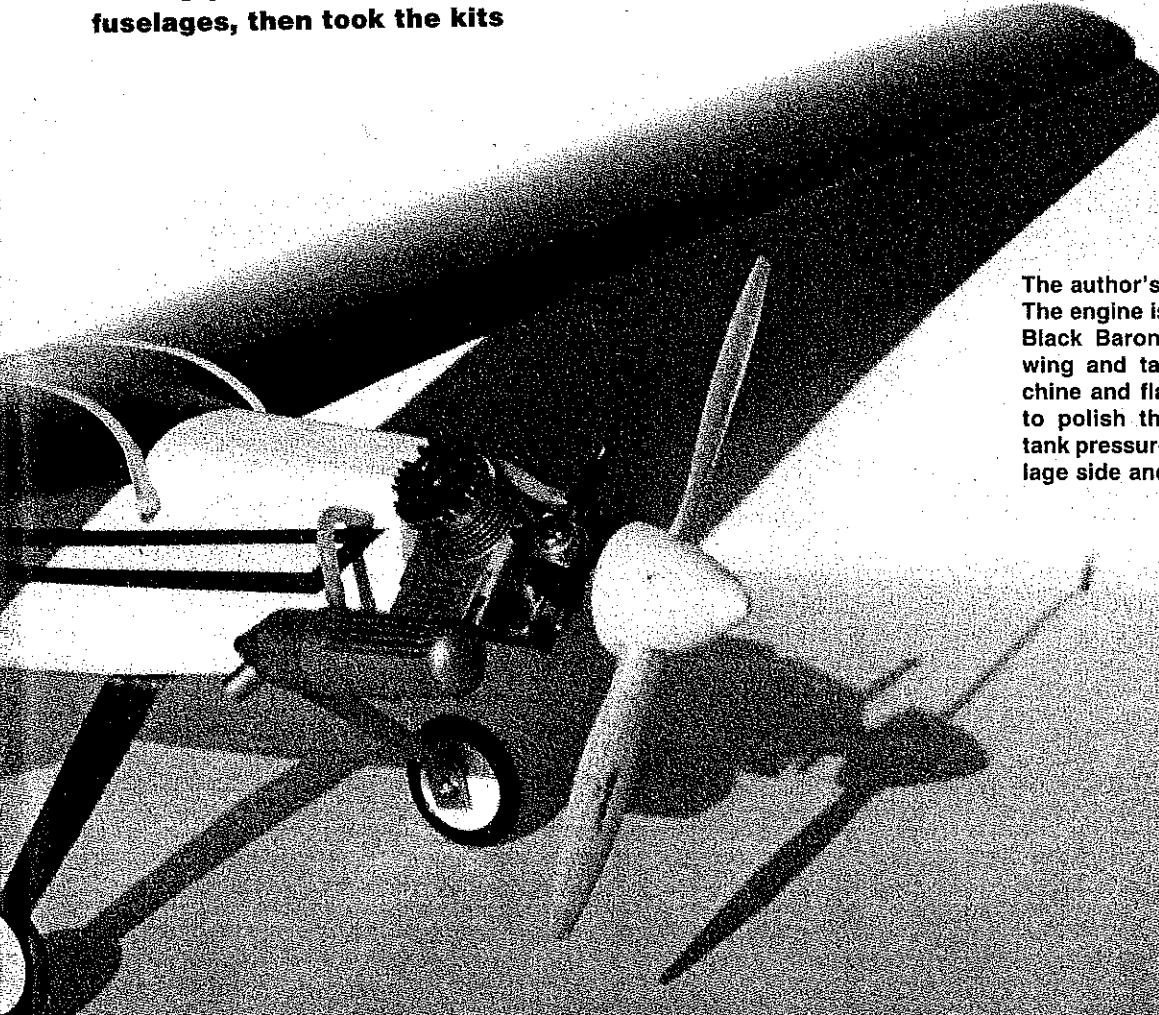
We packed the hardware, pushrods, wheels, and landing gear inside the fuselages, then took the kits

to My Hobby Shop. The folks at the shop completed them with a wing and a roll of Black Baron covering, then put them up for sale to the club members.

Though we had the full cooperation of a hobby shop, that isn't necessary. Any club could make the ARF fuselage, cut out the empennage, and purchase the wings and landing gear from Sig. Each member could purchase the remaining

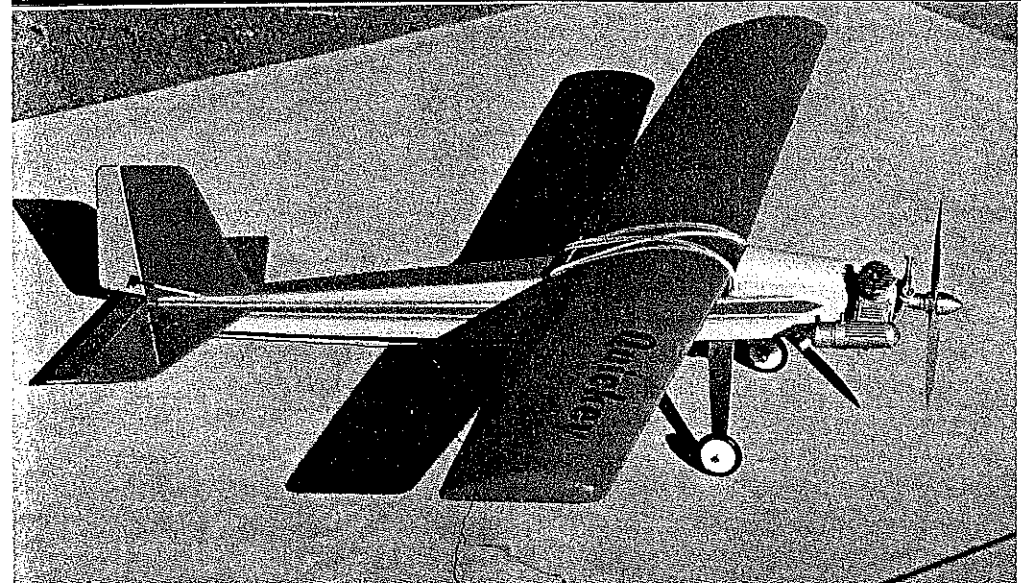
hardware wherever he desired.

In planning the Quickey 300 event we held to the fewest rules possible. Only unmodified O.S. FP .20 RC or Control Line engines are used, and they must wear a muffler. Props are stock 8 x 6. Landing gear and wheels are required. Minimum weight is 2¼ lb. Standard 15% fuel is used, with one to 1¼ oz. of fuel

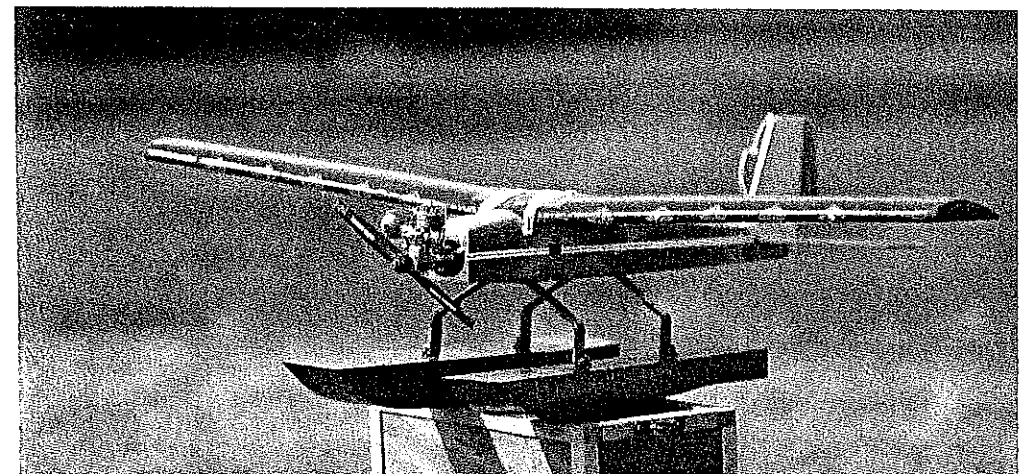


The author's prototype ready for flight. The engine is mounted 45° to the right. Black Baron metallic blue covers the wing and tail. A drafting erasing machine and flat-ink eraser tip were used to polish the landing gear. Note the tank pressure tubing that exits the fuselage side and attaches to the muffler.

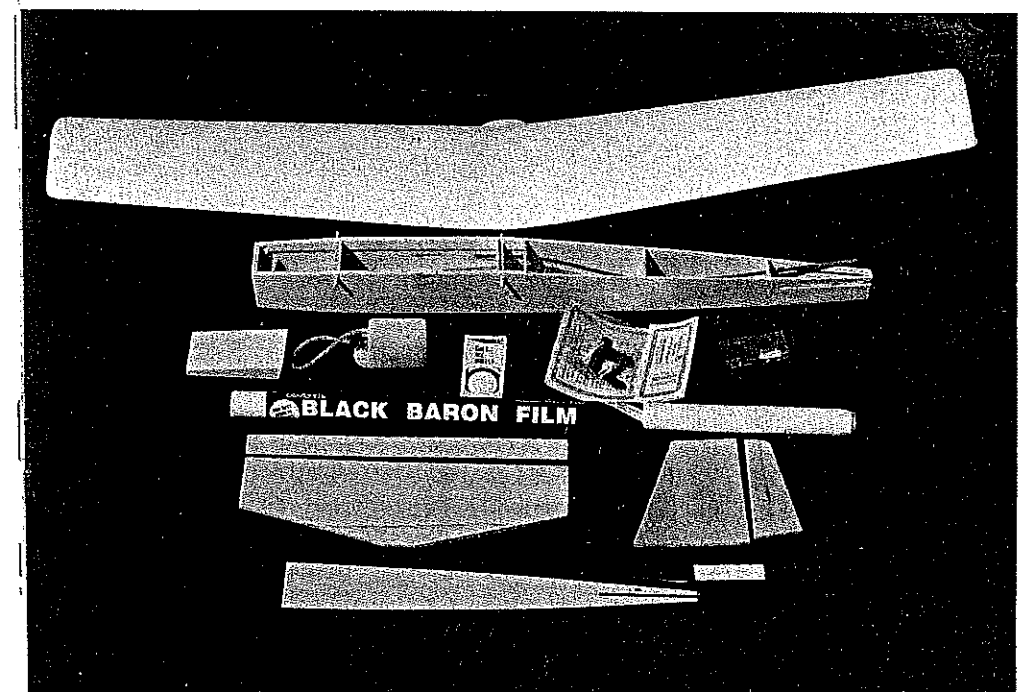
KEY 300



One of designer Dick Scalf's Quickeys before it bit the Iron-hard Arizona red dust.



Warren Quinn flew his Quickey 300 as a floatplane. Microlights lining the wing leading edge light up in flight. Photo by Rick and Hir Starling, Image "1" Photography.



The Central Arizona Modelers cooperated with a local hobby shop to produce the Quickey 300 kits. Club members built the ARF fuselages, added hardware, pushrods, wheels, and landing gear, then had the shop add the wing and a roll of Black Baron covering. Note also the engine mount, tank, and clevises.

added to the 4-oz. tank for a race. We have found this to be sufficient to start the models and carry them to the starting line and through 10 laps. The planes may be raced with engines in either RC or Control Line mode.

The pilots fly from inside a course made up of three pylons in the shape of an isosceles triangle (that's a long, skinny one with equal sides). The base is 100 ft., the two remaining sides 400 ft. The start/finish line is 100 ft. from and parallel to the base.

Handlers place three planes, with engines running, on the starting line facing the vertex of the triangle. At the flag the models are released, with the pilots aiming them so as to make a left turn around the vertex pylon—and the race is on. Lap counting begins as the planes cross the start/finish line. The planes take the base pylons in a single large, sweeping turn, zoom up the back stretch to the vertex pylon, then repeat the process for nine more laps.

Cutting inside a pylon is punished with an automatic third place and the loss of two points. If two pilots cut a pylon, they tie for third place. A pilot who makes two cuts receives zero points. Three points go to the first-place finisher, two to second place, and one to the third model to cross the finish line. There are three judges, one behind a barricade at each pylon.

Quickey 300 is not an official AMA-class event. In my judgment, a third servo should be used as an engine cutoff or throttle servo for safety and better control of the model when it's in the air.

Construction. Begin by kitting all the parts. Cover the plan with waxed paper.

Position the right fuselage side over the plan, and pin it firmly in place. Mark the former locations on both fuselage halves. Glue the 1/8-in. Lite Ply doubler to the top of the fuselage. Install F-1 and F-2, using a T-square to check that they are perpendicular to the right side.

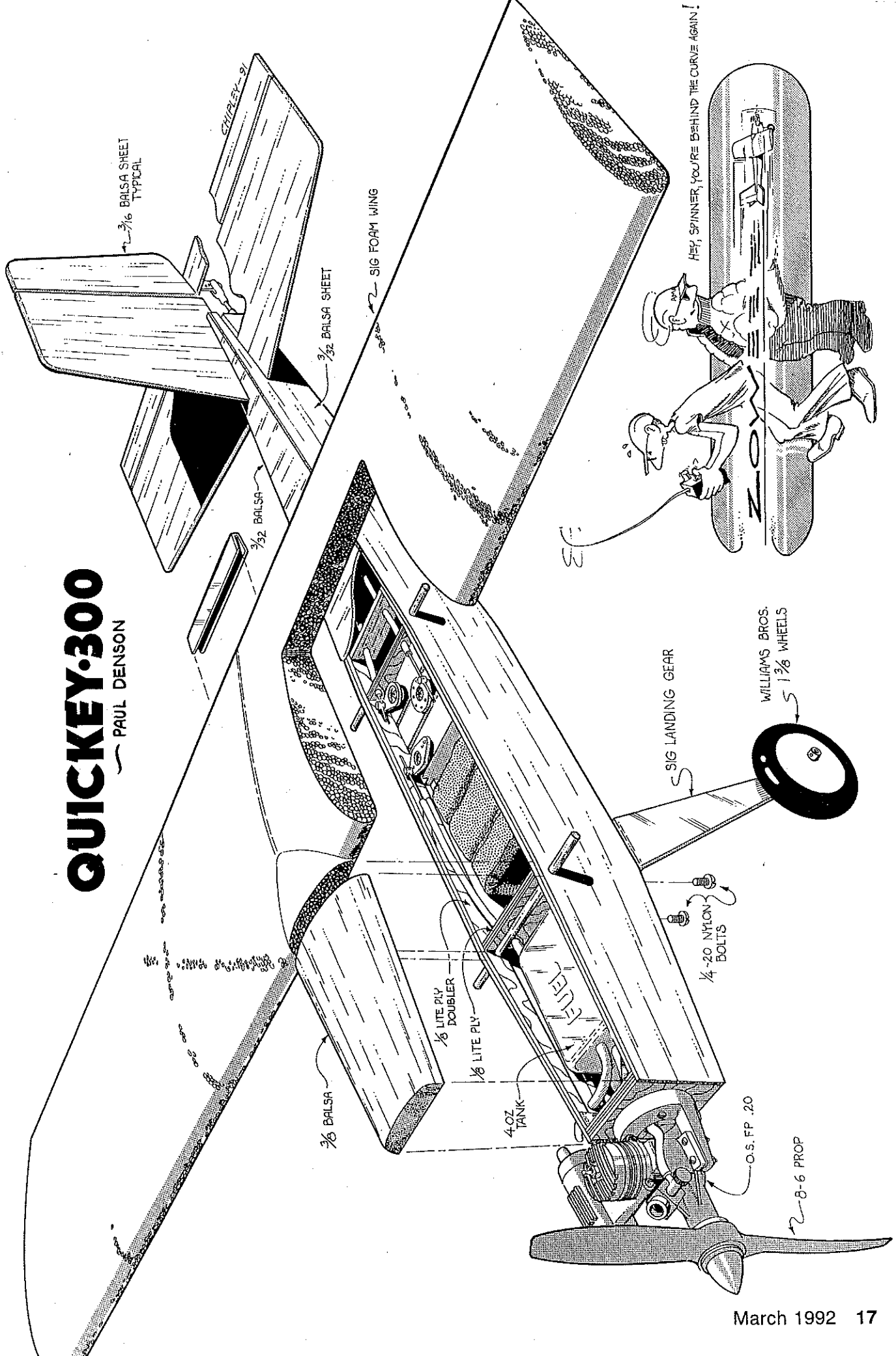
Glue the left side to the tops of the two formers. We used the thick and thin

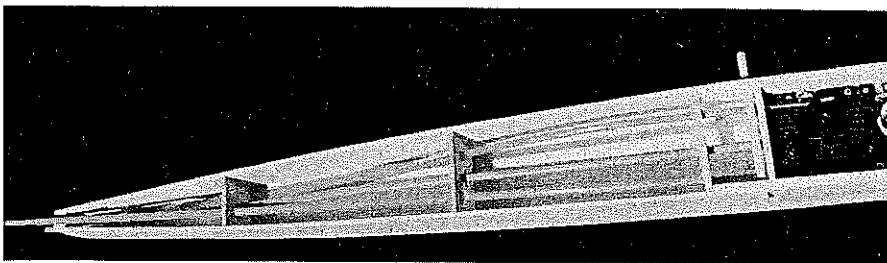


CAM members fabricating a Quickey balsa fuselage and empennage in president Rick Hosking's garage. Clockwise from Rick at left are Peter Rosenthal, secretary; Brad Ransom; Bob Haviland; Warren Quinn. Almost hidden behind Warren is designer Dick Scalf.

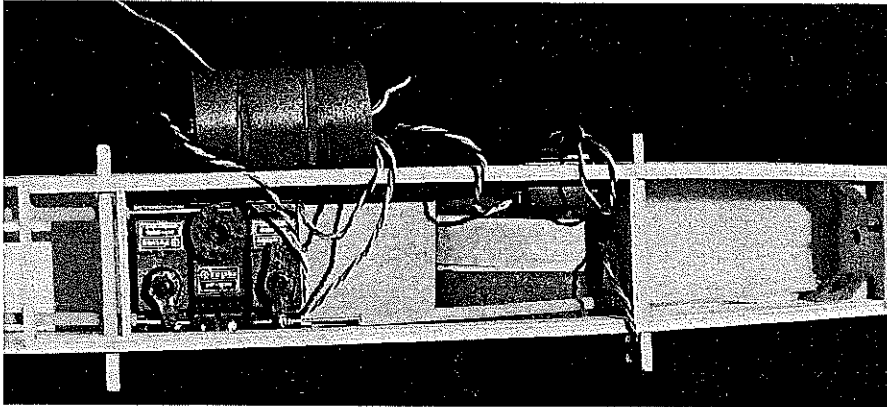
QUICKEY-300

PAUL DENSON

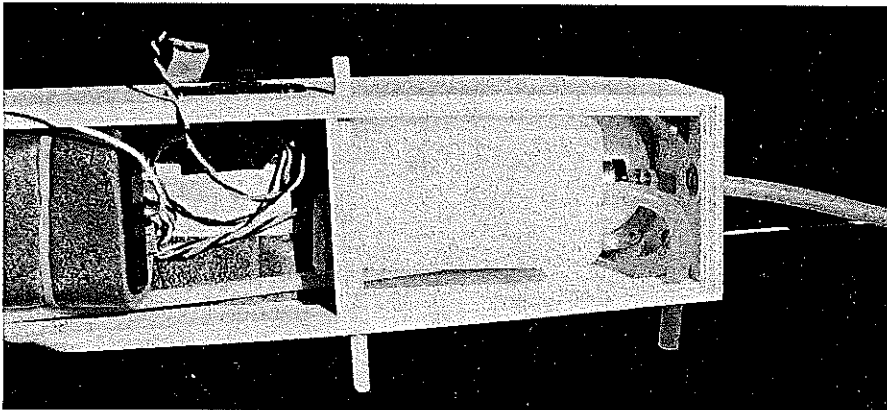




The antenna housing runs from the radio compartment to its exit point under the elevator.



The foam-wrapped receiver has been removed to show the battery pack (also wrapped in foam and secured with rubberbands) under the switch. Note the layout of the Futaba servos and connected pushrods. The piece of foam in the fuel tank compartment came with the kit.



The fuel tank is housed in the front compartment. The fuel line to the engine exits in the center of the firewall; the fuel tank pressure line exits through the fuselage side.

(standard) varieties of UFO throughout.

Pin the fuselage in place over the plan top view. Bring the sides together at the tail. Add the 3/8-in. tail post, which you have

tapered to match the fuselage sides. Use a T-square to make sure the sides meet directly over the plan centerline, then glue the tail post in place.



Dick Scalf, Quickey 300 designer and owner of My Hobby Shop in Sedona, Arizona, works on his airplane while a young observer, Steve Scott, looks on.

Insert formers F-3, F-4, F-5, and F-6. Since these were purposely made wider than necessary to allow for the slight bow in the sides, you may have to trim their edges a little to make them fit between the sides.

Have your clamps or masking tape ready. Bring the front fuselage sides together, fit the firewall between them, and glue and clamp it in place. Sheet the fuselage bottom with 3/32 balsa, applied cross-grained to the rear of the tank compartment and vertical-grained from there to the rear of the tail. Glue the sheeting in place.

Turn the fuselage over, and insert the 1/4-in. ply landing gear anchor. Spray a bit of Kick-It on the bottom sheeting, and apply UFO Thick to the landing gear anchor block. The block will adhere instantly when you lower it in place.

Apply beads of UFO Thick around the anchor block, and spray it with Kick-It. Our club members built the fuselage to this point.

We think a bit of engine control is the safest way to go with the Quickey 300. While it isn't a loaded bomb like Pylon Racers and Quickie 500s, it is a bit faster and heavier than the Q-Tee.

If your Quickey is a club project, now's the time to choose your engine type. An RC engine will require three servos; a CL engine, two. Both servo installations are shown on the plan.

Install the servo rails and the pushrods. Add the top sheeting at the rear of the fuselage.

Saw the tank hatch cover to shape, then block sand it to rough contour with 80-grade paper. Tack glue the hatch cover to the front of the fuselage. Fair it into the fuselage and the front of the wing.

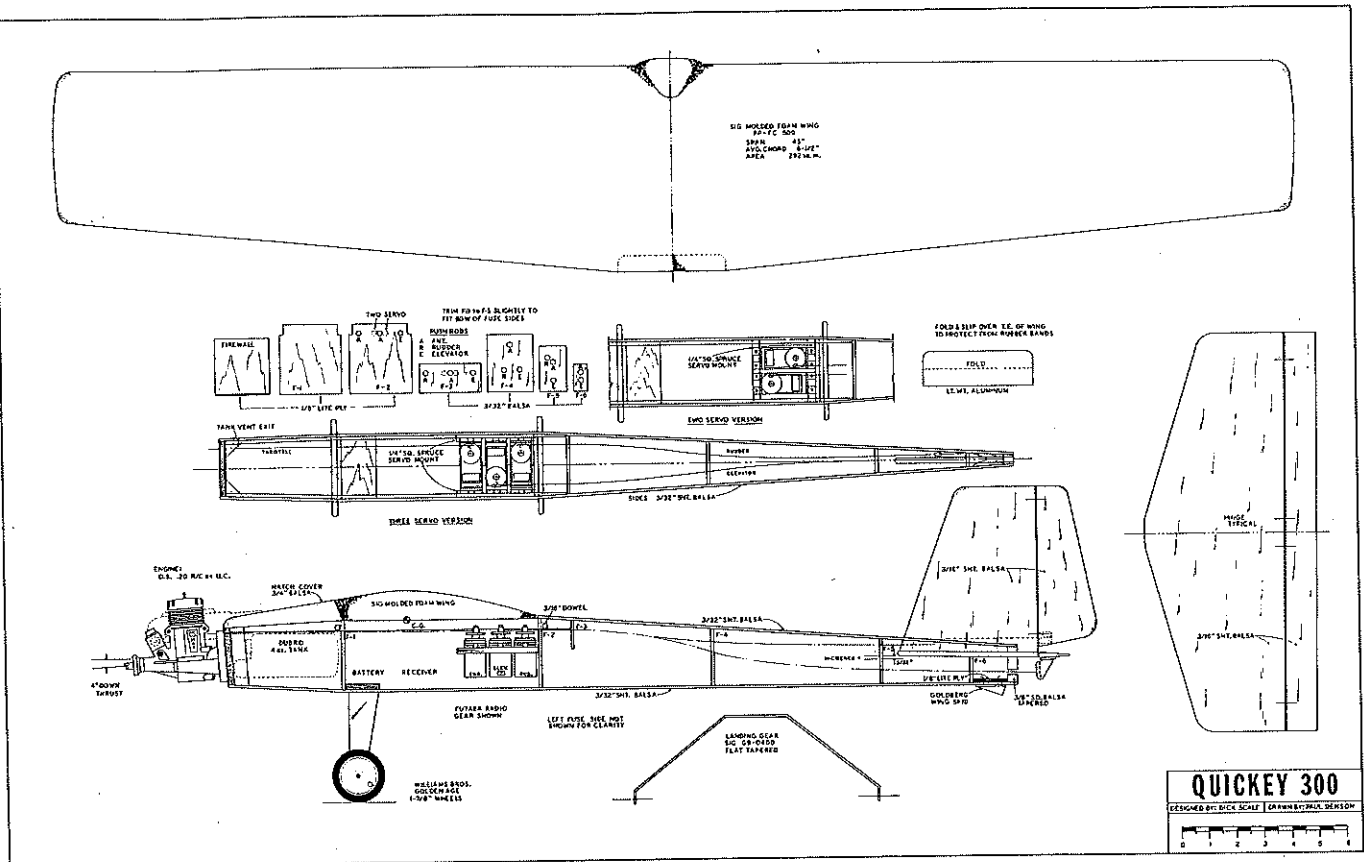
The hatch may be installed permanently after the tank and fuel lines have been added, or it may be made removable. We opted for the latter, since in an emergency an opening may be cut into the bottom sheeting so that the tank can be removed. For the removable hatch, install a lip on the hatch that hooks under a strip at the firewall, then fasten the rear of the hatch to an anchor block just above the front wing hold-down dowel.

Bend the Sig landing gear to shape over the plan following the manufacturer's instructions. Drill holes for two 1/4-20 nylon bolts, then drill and tap the ply anchor block. We drilled the wheels for 6-32 machine screws that were secured to the legs and used as axles.

Sand the surface and corners of the empennage.

Covering. We used Black Baron metallic blue covering on the wing and empennage. We sanded and filled the fuselage, then added three coats of white primer, sanding between each coat. This was followed by three coats of white Formula U polyurethane, with a 10-minute wait between coats.

To protect the fuel tubing from the paint,



we slit milk-shake straws, put them over the tubing, and painted away like fury. After the fuselage was completely dry, we added the metallic blue and white trim.

When gluing the empennage in place, we removed part of the covering to achieve a wood-to-wood bonding surface.

Add the engine, landing gear, and tail skid. Install the servos and connect them to the control surfaces. Rubberband the wing in place.

Flying. Balance the model at the center-of-gravity indicated on the plan. If you're using a CL engine, start the engine and have a helper point the plane away from other fliers and spectators. When you're ready, have him release the model into the blue.

Turns are made with a combination of rudder and elevator. Remember that when you're in a steep bank to the left, the rudder acts as an elevator, and the *up* elevator produces a left turn.

For sport flying, simply follow all the rules of standard RC flight. Since the prototype had three servos and no tail wheel, we flew it as a tail-dragger. After starting the engine, we carried the model out to the runway, set it in position, gave it full throttle—and were almost instantly aloft.

The Quickey flies pretty much like a standard three-channel aircraft. Barrel rolls are slow and large. Because of the dihedral, inverted flight requires a certain amount of skill. The model will execute nearly all the traditional three-channel maneuvers.

While this is no Sailplane, it will float to a relatively easy landing. When it's flown with a CL engine, landings are always

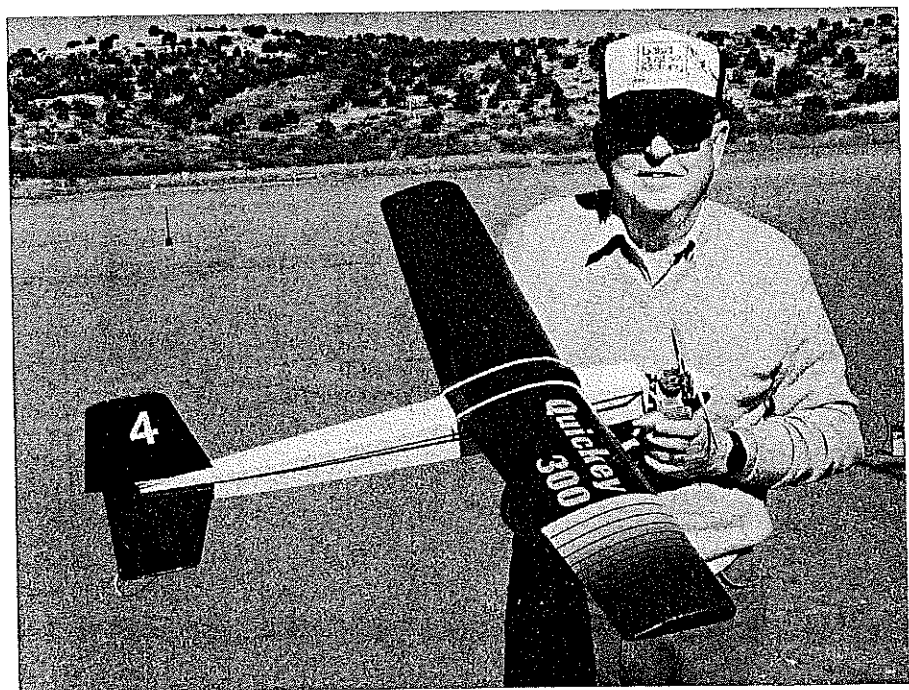
dead-stick—a snap for glider pilots. When flown RC, the model is landed conventionally. We've really enjoyed flying it.

One Quickey 300 has even been flown on water floats with no problems. The regular rudder was sufficient for taxiing around the lake; no water rudder was used. Needless to say, it was flown in the RC mode.

Eleven Quickeys have been finished to date, a few of them scratch-built by dedicated builders. Others are under

construction. Two have been rekitted because of unintentional contact with the red earth that is common where we live—the first after a midair, the second after a figure-nine maneuver. Of course, both pilots claimed a radio glitch.

If you decide to build one or a batch of Quickey 300s, our club would be very pleased to hear from you. Write us a note in care of *Model Aviation*. It's a good—and budget-pleasing—way to find out how much fun Pylon Races can be. ➔



Our author, Balsa Dust Factory "Head Sweep" from nine to five, shows off his Quickey 300.