

EEE-Z-FLI WET 'R DRY

The "Ol' Man" comes up with a neat scale-like amphibian, utilizing his unique EEE-Z-FLI construction.

BY AL WHEELER

An amphibian may not be the most desired project for desert dwellers, but for those with access to patches of wet stuff, water flying can be a lot of fun. The Wet 'r Dry is an all-around fun airplane and one that is surprisingly agile for a non-aerobatic type. Both ground and water handling are good, with more than adequate rudder control in both configurations.

The O.S. .35 FP has adequate power with enough left over for a roll or loop now and then. The entire flight envelope is best described as docile with no departures from normal flight. The only difference from an engine-in-the-nose airplane is a tendency for the nose to come up if rapid power reductions are made; with power on, the high thrustline will pull the

nose down, a characteristic that is compensated for in the rigging and is entirely within the normal trim range. Flare and landing are normal, with wheel landings three-pointed and water landings flown on in a level attitude using a touch of power. (Tail-low water landings tend to start a porpoising action.)

In keeping with the EEE-Z-FLI philosophy, Wet 'r Dry is not a difficult building project. The plans leave little to the imagination, and the materials needed are all readily available.

So, why not build something that will let you get your feet wet, learn a new landing technique and widen your choice of flying sites? Roll it or dip it with the EEE-Z-FLI Wet 'r Dry!



Ain't she pretty? Model's generic design lends itself to all sorts of attractive color schemes, from WWII military to contemporary civilian as seen here. With the exception of the painted engine nacelle, the prototype Wet 'r Dry was covered entirely with Top Flite Super MonoKote, the author's preferred material for all of his EEE-Z-FLI projects.

CONSTRUCTION

Begin by splicing the fuselage sides out of 4-inch wide sheets of 1/8-inch balsa. Install doublers D1, D2 and D3 as shown (be sure to make a left and right side), leaving spaces for bulkheads B1, B2 and B3. Glue bulkheads B2, B3 and B4 to one fuselage side; when dry, glue the remaining side in place, using a square to keep everything aligned. Fit B1 into the groove at the front edge of the fuselage sides, align and cement in place. Fit and install the 1/8x1/2 doublers between B3 and B4 at the top of the fuselage and down the inside of the windshield slant.

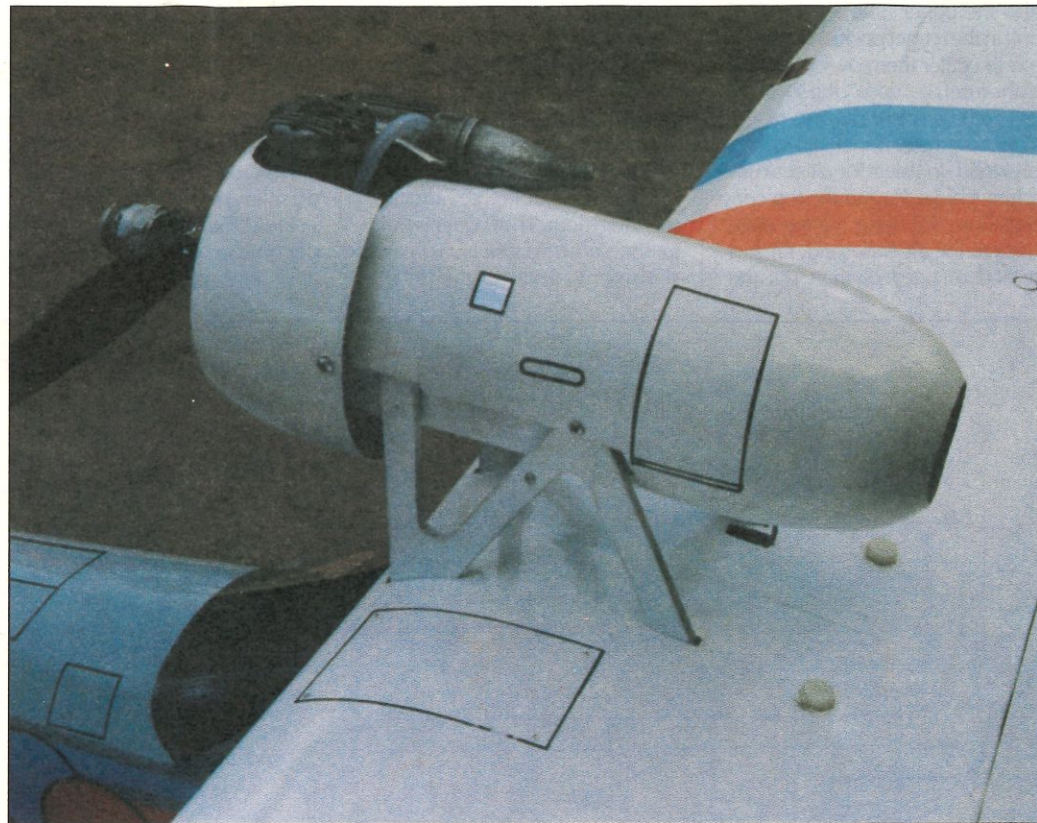
Install BA and the 1/4 square stringer between it and B1. Skin the top with 1/16 balsa (wet it if needed). Invert the fuselage on a level surface and fit and install the forward and aft keels. Install B5, gluing it to the fuselage sides and the keel. The fuselage sides will have to be pulled in to install B5; be sure the curves are even. When the joint is dry, pull the rear edges of the sides together. Be sure the bend is the same on both sides. Don't build a banana!

Fit and install the rear fuselage filler block and the triangular strips from B4 back past B5. The fuselage bottom from B5 aft can now be sheeted with cross grain balsa. Run an extra bead of cement along the inner joint.

Install the three 3/16 balsa doublers that support the tail wheel assembly. When dry, install the tail wheel assembly and the pushrod to the rudder servo. The fuselage top may now be sheeted with 1/16 cross grain balsa.

Sheet the hull bottom from the step aft; use 1/16 medium balsa with the grain running lengthwise. Be sure to sand the keel, the chine line and B4 and B5 to the proper angle first. Follow up with an extra bead of cement on the inside of all joints.

I laminated the nose block from eight pieces of 1/2-inch soft balsa (sawn to provide a hollow interior) with 1/4-inch balsa side pieces. The block is carved and sanded to shape and then glued to the front of B1. Sand the keel, bulkheads and chine line with a block first to provide a good seat for the bottom sheeting, then sheet the bottom with the grain running lengthwise. Allow the extra width for the splash rails out-



■ TOP: Engine nacelle is made mostly of plywood and hardwood; cowl and rear fairing are from soda pop bottles. Nacelle holds the engine (in this case, an O.S. .35 FP), fuel tank and throttle servo. ■ ABOVE: For land operations, the author recommends removing the tip floats (each is held on with two screws). Landing gear can be retracted manually for water flying; the front strut leg pivots in a tube, and the rear drag link fits into one of two holes in each side—the lower hole for gear down, the upper hole for gear up. Tail wheel also gets replaced with a water rudder for water flying.

board of the chine line—an additional 3/4 inch will provide sufficient material for final trimming. The rails extend back to the step and taper into the hull side at B1. The forward ends of the bottom sheeting may extend past B1 and feather into the bot-

tom of the nose block. Using Dap spackle and a wet finger, form a fillet between the fuselage side and the top of the splash rail.

Using epoxy, install the 1/8 plywood landing gear support doublers (D4, D5 and D6) on

the inside of each fuselage side, as well as the 3/16 plywood wing bolt plates—don't forget the triangular supports underneath. The wing bolt holes will be drilled later, after the wing is framed up.

Drill the landing gear strutholes;

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also the upper hole for the drag link in the retract position. Using a rod to center them over the holes in the fuselage, epoxy the six outer 7/8-inch diameter discs in place. You now have inner and outer plywood doublers for all gear entrance points. Round the top corners from the wing trailing edge back to the aft end, sand, fill and resand as needed, then put the

fuselage aside.

The stabilizer and elevator are of conventional 3/16 sheet balsa construction. The fin is made of 3/16x1/2 medium hard balsa and skinned with 1/16 sheet. The leading edge is formed by pulling the skins together and cementing them. The rudder is built in the same manner, with the skins cemented together at the

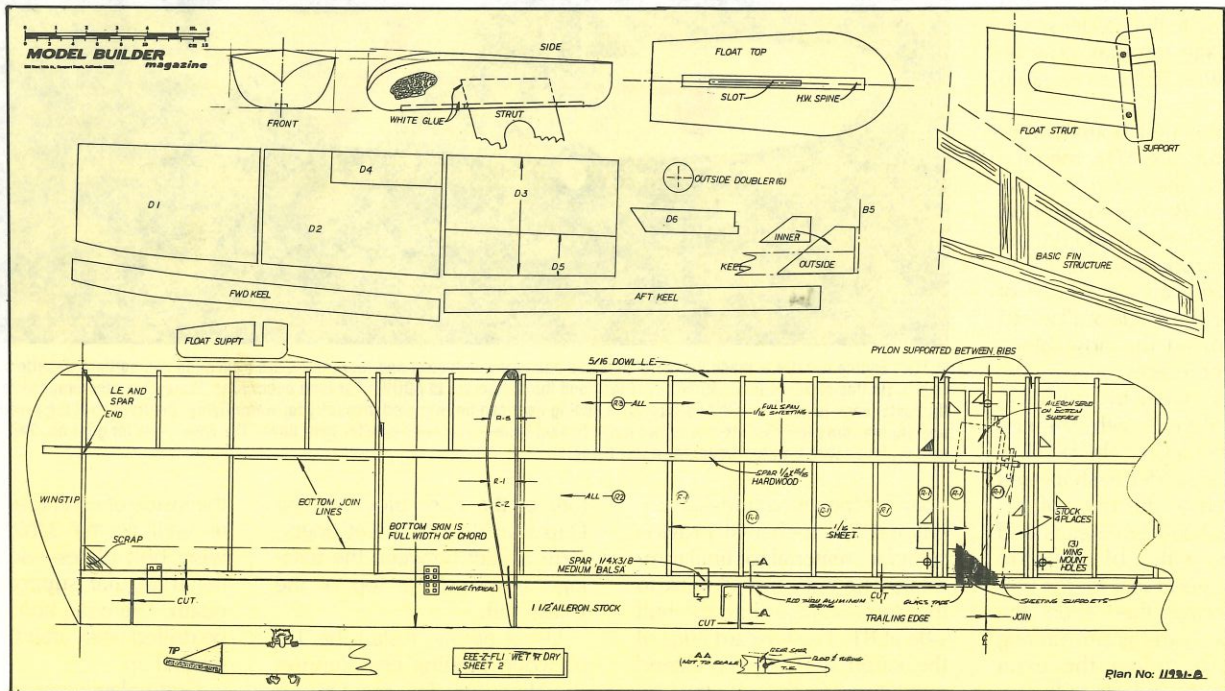
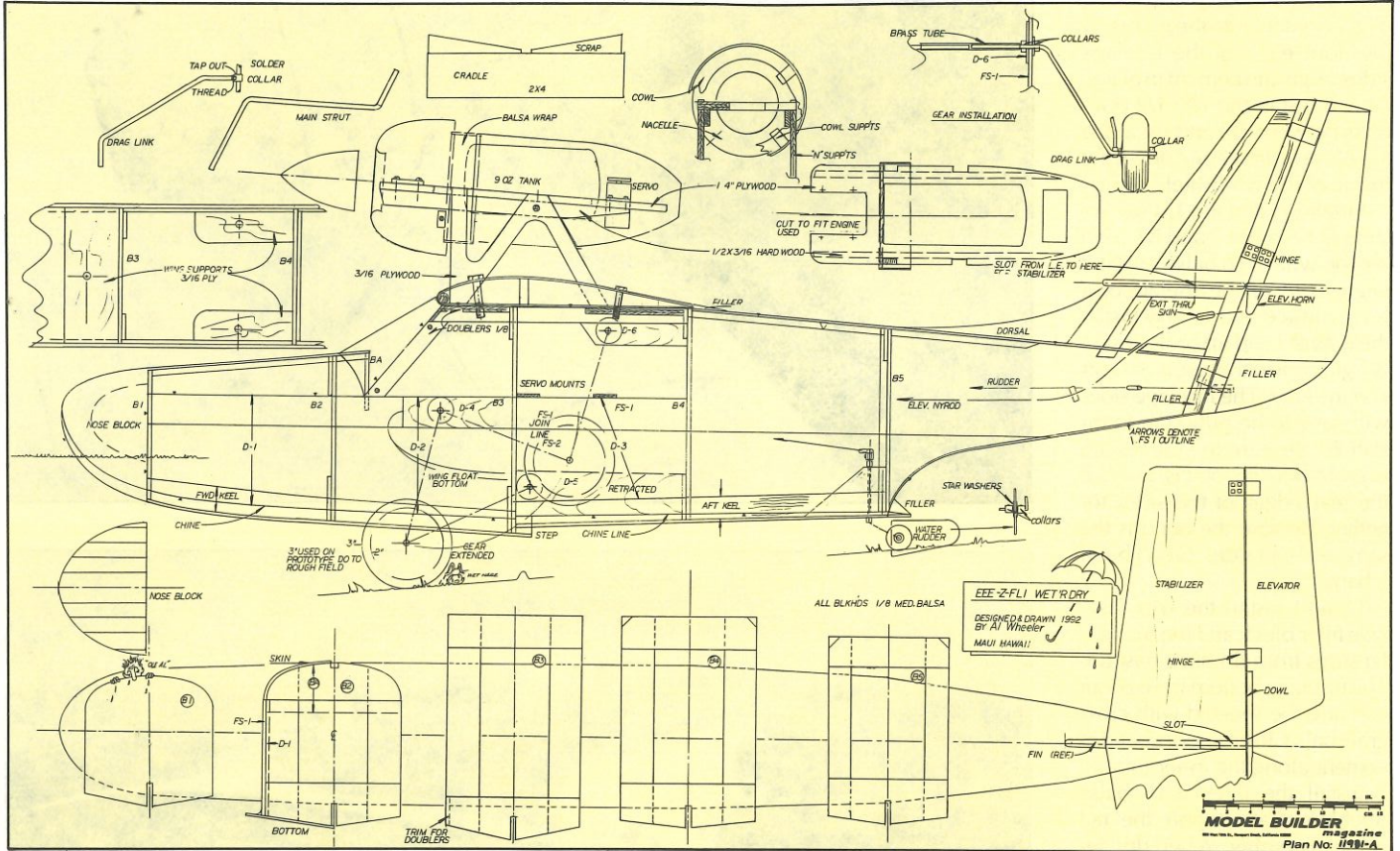
trailing edge. Mark and cut the stabilizer slot in the fin, being careful to assure a snug fit.

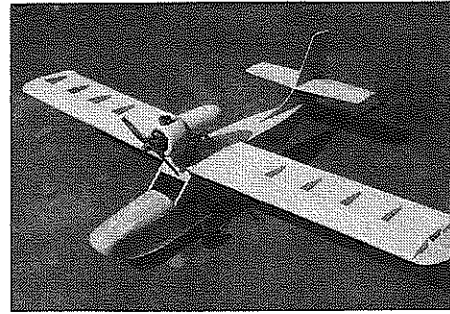
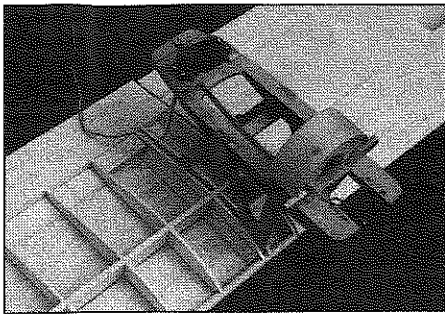
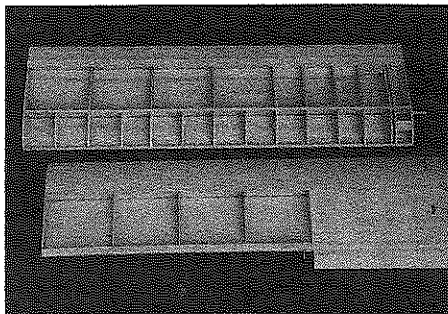
Trial fit the fin to the fuselage top. Mark and cut the slot in the top skin to fit the forward fin spar and the Nyrod. Install and trim the dorsal as required for a good fit.

Hold the elevator Nyrod under hot tap water and form it the approximate bend required to

exit the side of the fin. A little fishing and some re-heating and bending may be required to get it to work. Once installed, cement it firmly to the fin skin and up through the bottom rib to the fin interior as far as possible.

With the fin permanently installed on the fuselage, slide the inner control rod through the Nyrod; if it seems stiff at the exit





■ **LEFT:** Wet & Dry's wing construction is typical EEE-Z-FLI—fully sheeted bottom, sheeted leading edge and center section on top. Right-hand wing panel (top) shows the two closely spaced ribs one bay out from the center; the nacelle N-struts fit between them. Left-hand panel (bottom) has been finished and the openings for the N-struts made. This type of wing construction is very stiff and resists any corrective warping, so make sure you build 'em flat! ■ **CENTER:** Here's a view of the engine nacelle under construction. Main plate is 1/4-inch plywood, cut out as needed to fit the engine and fuel tank. N-struts are 3/16 plywood. Before being installed in the wing, the entire nacelle assembly gets treated to a fuelproof finish such as K&B Super Poxy. ■ **RIGHT:** All framed up and ready for cover. It would be a good idea to mount the radio gear as far forward as possible, to offset the fact that the engine is located fairly close to the CG. Prototype model needed 4 ounces of lead in the nose to balance.

bend, heat it at the area of the curve. The fore and aft movement of the rod is less than 1/2 inch, so the bends will remain in the same general proximity and will operate quite freely. Trial fit the stabilizer, correcting the slots as required to make it level, and trial fit the rudder and elevators.

Wing construction is typical EEE-Z-FLI with minor variations in the center section to accommodate the engine pylon. Begin by edge-gluing sheets of 1/16 balsa as required to form the bottom wing skins. Working on the plan, mark the spar and rib

locations on the bottom skin. With the skin on a flat surface, cement the spars in place, making sure they are vertical to the bottom skin.

Install all of the ribs, assuring a good fit between the spars; take extra care in locating the two R1s that support the engine pylon. Glue the 1-1/2 inch wide trailing edge stock to the top surface of the bottom skin; be sure it is up against the rear face of the rear spar but *not* cemented to it. Now cut the aileron section loose from inboard of the outer rib to the wing centerline; also,

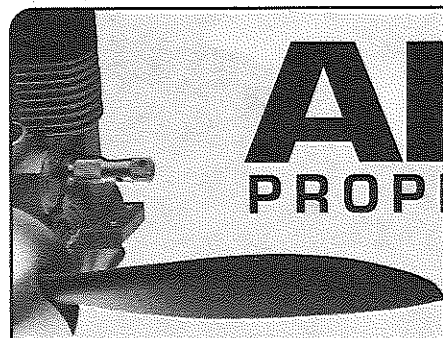
cut the aileron portion loose from what will be the fixed trailing edge section at the center.

Cut a slot in the inboard trailing edge section to accommodate the aileron torque rod and tube. After cementing the rod and tube assembly in place, glue the center trailing edge section back to the wing, cutting away wood as needed to allow the torque rod to move freely.

Using a 5/16-inch diameter round file, make circular notches in the ribs to accept the leading edge dowel. It's easy to file parallel to the leading edge of the

bottom sheet, doing several ribs at a time. Make the notches so that the dowel will rest on the bottom skin when installed. When satisfied, cement the dowel in place. Glue all of the various reinforcement pieces into the wing center section as shown on the plans and sheet the top with 1/16 balsa, from the center rib to the outboard R1 rib, and from the forward face of the rear spar to the centerline of the front spar. Assure good glue joints at all ribs. Be sure to measure and mark the location of

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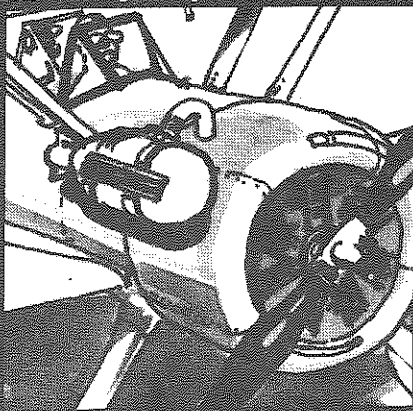
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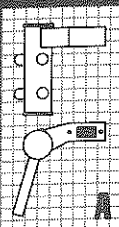
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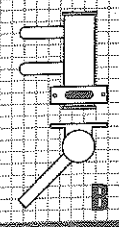


**Then why leave your muffler
outside the cowl!**

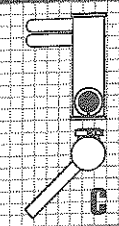


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WET 'R DRY continued from page 49

the gap between the two pylon supporting ribs on the outside of the sheeting, as a portion of this will be cut out later.

Sheet the upper leading edge from the rear face of the main spar to just past the top of the leading edge dowel, notching the inboard end to clear the section already sheeted to the spar centerline. Assure a good joint with the spar, all ribs and the top of the leading edge dowel. Tape the sheeting in place until the cement sets.

Trim and sand the top and bottom skin to blend with the leading edge dowel in a smooth curve. Inboard of the third rib from the tip, cut a slot and install the 1/8 plywood float attachment fitting; use adequate cement next to the rib and around the bottom skin. Make the wingtip and wingtip brace of 3/16 balsa and glue in place. When dry, sand the tip to fair into the leading and trailing edges.

Prior to joining the wing halves, sand each root rib to mate flat with each tip elevated 3/4 inch at the outboard rib. Using a pointed tool (a compass point is good), punch a series of holes through each root rib to allow better epoxy penetration. Join the halves with an ample amount of epoxy. Sand the joint line smooth and apply fiberglass tape and epoxy. Sand the entire wing in preparation for covering.

Cut the tip floats from foam. Groove the top to accept the 3/8x1/4 spine and slot the spine and the foam to accept the 1/8 plywood strut. The spine and strut are both installed on the float with any adhesive compatible with foam.

The completed float may be sealed with your choice of material—Dap spackle thinned to a brushable consistency with enamel thinner works well. Finish by painting with enamel spray paint. Installation is made with two #3 self-tapping screws. This installation is satisfactory for all water operations; however, the floats should be removed for hard surface flying, as they are not stressed for the side loads encountered in groundloops and other unthinkable ground handling surprises.

The engine pylon assembly may appear difficult at first, but it's actually quite simple. Make the N-shaped supports carefully, as

they determine the upthrust angle of 4 degrees. The notches in the 1/4-inch plywood nacelle plate must space the N-supports at the same width as the openings between the R1 ribs. With this dimension correct, the N-supports may be epoxied to the plate.

Install the engine bolt blind nuts, the nacelle bulkhead, the 1/16 skin wrap, the throttle servo and the fuel tank. With the engine mounted, route the Nyrod from the throttle servo. The engine cowl is made from a two-liter soda bottle bottom; the nacelle covering is from a small pop bottle with the neck section facing aft.

Place the nacelle N-supports on the top of the wing with the front legs just behind the leading edge dowel and lined up with the gap between the support ribs, which you should have previously marked. Mark and cut the openings so that the nacelle legs fit between the ribs and seat squarely on the bottom wing skin. Remove the engine pylon until after the wing is covered.

The entire model can now be covered using your choice of material. All of my EEE-Z-FLI efforts have been covered with Super MonoKote, due to its consistency in adhesion and shrinking, and also the ease with which trim cut from MonoKote can be ironed on. Cut the covering from areas to be cemented. The pylon struts and engine plate were painted on the prototype.

Once covered and trimmed to your liking, go ahead and do the final assembly—install the radio, drill and tap the wing bolt holes, hinge the control surfaces, etc. Pay particular attention when you install the stabilizer; make sure it is level and square fore and aft. Use ample cement here, as this is a critical joint.

To install the main gear, first put on a wheel collar, slide it on as far as possible and insert the gear through the hole in the hull. On the inside, install another wheel collar and the section of 5/32-inch brass tube. Install the opposite leg with the collars and slip it into the brass tubing. The legs will almost meet inside the tubing; this stiffens the joint. Center the legs and tighten the collars so there is no side play. Slide the drag links over the axles on the main legs and install them in the holes provided, also with a collar on the outside and another on the

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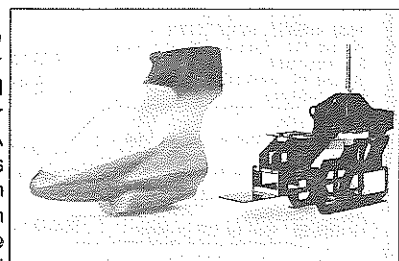
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inside. Tighten these collars to eliminate all side play.

To retract the gear for water operation, take off the inner drag link collars, move the links to the upper "retract" position holes and reinstall the inner collars. You now have an operating landing gear, one that has worked well on the prototype. For water operation, remove the tail wheel, install a wheel collar, a washer, the water rudder, another washer and the outside wheel collar, and you will find you have positive water steering.

The windshield is installed with two #3 self-tapping screws on each side. The top edge is retained by the wing leading edge. Ease of windshield removal is required for access to the inner main landing gear collars.

FLYING

Full elevator travel should produce 1/2 inch up and 1/2 inch down. Rudder, 3/4 inch right and 3/4 inch left. Ailerons, 3/8 inch up and 1/4 inch down. Recheck the balance; with the battery as far forward as possible, the prototype required 4 ounces of lead in the nose. *Never attempt to fly this or any other model in a tail heavy condition!*

With the rudder at neutral, roll the aircraft on the ground to assure that it tracks straight, and adjust the tail wheel if required. Taxi the aircraft around to determine how it handles and tracks and, if it seems normal, line up into the wind and go for it! The prototype tracks well and lifts off with a bit of up elevator. Trim the aircraft for level flight and you will find the control response is good in all respects.

Prior to landing, experiment with the power; remember that the high thrustline will tend to pull the nose down a little, and reducing power will let the nose come up a bit. Glide is normal, as are the flare and landing. Ground roll is straight without much of a rudder dance. As you get acquainted with your Wet 'r Dry, you will find that loops, rolls and their combinations are easily accomplished. You may want to increase control throws to suit your own taste.

Before flying off water, plug the drag link holes with a silicone-dipped screw or piece of dowel. Also check the bottom of the hull for damage—cracks, holes, loose covering, etc. It might also be wise to apply a bead of silicone around the windshield.

Water takeoffs are no problem. Add throttle with the stick back, use aileron and rudder to keep the tip floats out of the water and, as the aircraft comes up on the step (starts to level off in the water), ease off on the back pressure and find the attitude at which she accelerates best, let 'er run, add a little back stick and she'll come unstuck and fly.

Water landings are not the flared three-point variety. Use some power and ease the aircraft down to the water in a level attitude. Ease off on the power just prior to splash-down, rotating slightly so the hull touches down on the step.

Good flying, and whether it be circuits and bumps or patterns and dunks, enjoy your new EEE-Z-FLI Wet 'r Dry! **MB**

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A Full
3 Ft.
\$2.99

Yowling Yellow

Combo Pack

Outrageous Orange

FIRE LINE SILICONE FUEL LINE

HOT OFF THE PRESS! AEROTREND, the tubing people, have added to their fuel tubing line - NEW "FIRE LINE"!

The hottest new tubing in town. For the modeler who wants the most—to match his tubing to his plane, car, boat or helicopter—Aerotrend has brought out their new hot "FIRE LINE" Silicone Tubing. "FIRE LINE." Comes in 5 Glorious colors.

"FIRE LINE" is made of the same high quality silicone you have come to expect from Aerotrend ("Blue Line" tubing, Exhaust stacks, "Ultra Blue" and cream Couplers). It is highly heat resistant, thick, strong and very flexible. It stays on the fittings better and eliminates problems with cracking and pinholes.

By adding "fire line" tubing, Aerotrend now has available for you, the distinguished modeler, over 45 different styles, lengths or sizes available. You get a full 3 feet of you color choice per package...or 1 package of each color in our combo pack.

Everyone is thinking. (Smell the smoke) AEROTREND has done it again. A tubing you can trust. A name you can count on.

\$2.99 for 3-foot package, one color. \$13.99 for 5-pack combo, one of each color.

Standard Size - 3/32 I.D. x 7/32 O.D.

<table border="0"> <tr> <td style="width: 30px;"></td> <td>Stock #, Description</td> <td>Stock #, Description</td> </tr> <tr> <td></td> <td>1093/G Glaring Green</td> <td>1093/R Radiant Red</td> </tr> <tr> <td></td> <td>1093/O Outrageous Orange</td> <td>1093/Y Yowling Yellow</td> </tr> <tr> <td></td> <td>1093/P Passionate Pink</td> <td>1094 Combo Pack - One of each color</td> </tr> </table>		Stock #, Description	Stock #, Description		1093/G Glaring Green	1093/R Radiant Red		1093/O Outrageous Orange	1093/Y Yowling Yellow		1093/P Passionate Pink	1094 Combo Pack - One of each color	<p>Quality that's right on target!</p> <p>31 Nichols Street • Ansonia, CT 06401-1106 (203) 734-0600 • FAX (203) 732-5668</p>
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