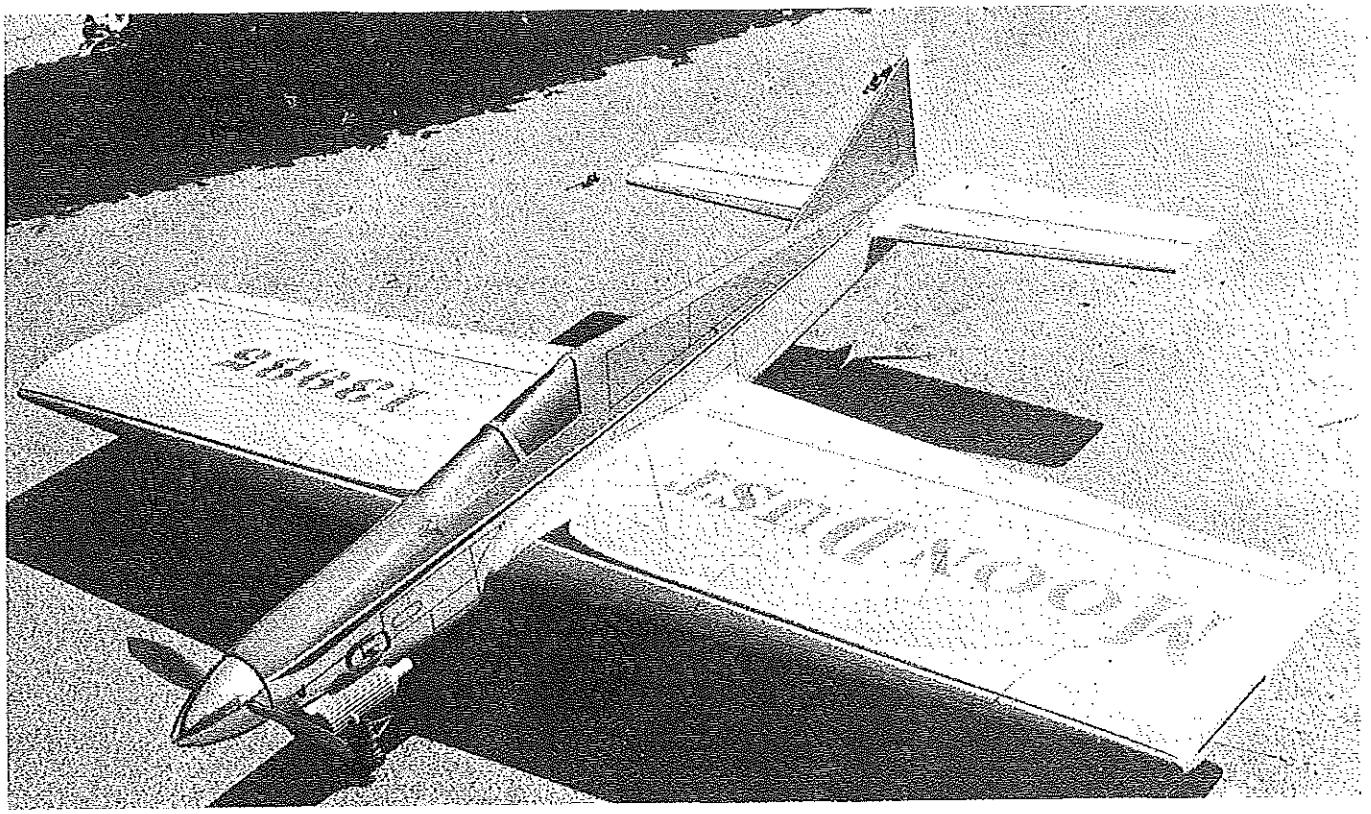


MOON DUST

By JACK SHEEKS

PHOTOS BY AUTHOR

Clean, out-of-the-rut lines are a feature of this model by the most prolific designer of control line stunt aircraft. Ship also features the choice of a sheeted foam or built-up wing. A .35 will do the job.

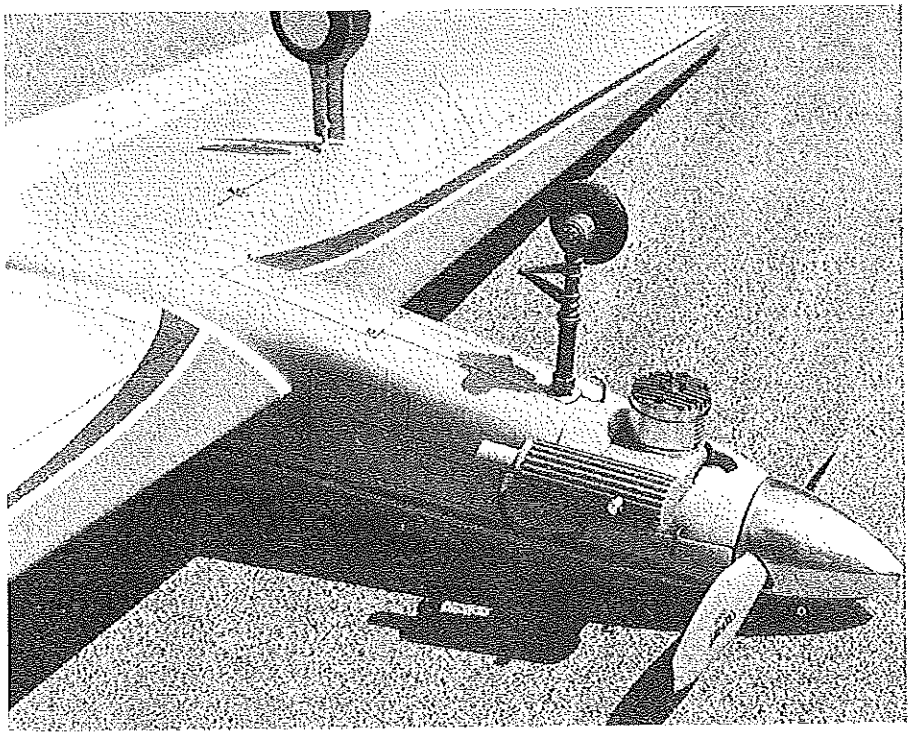
● What do you do when you have a Custom stunt engine and nothing to put it in? No, you don't punt . . . you draw a ship around it!

Big Art Adamison had reworked a new OS 35 engine for me and we were hot to trot to use it. This man really knows engines, and if you need a good one, write him at 22454 Fairfax, Taylor, Michigan 48180.

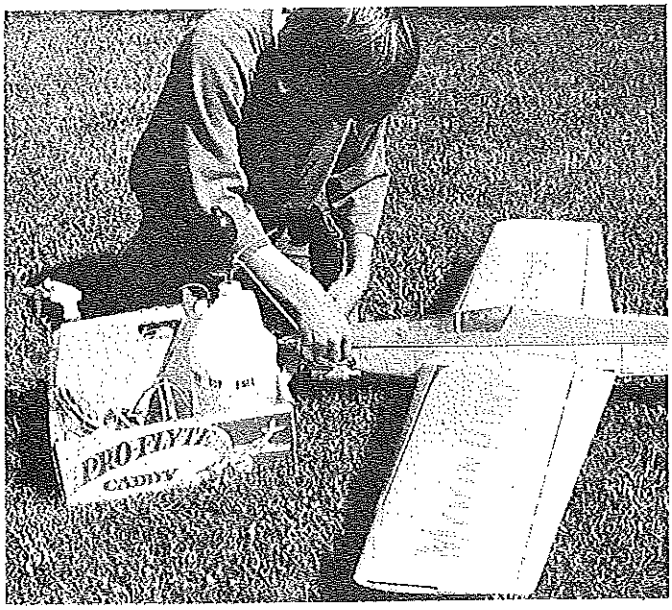
Anyhow, I couldn't see just letting this jewel sit around gathering dust, so I wrote to Foam Flite, got a very fine wing, got the drawing board dusted off, and began. The basic design you see was snitched from a homebuilt aircraft we spied in a magazine. It was changed somewhat in order for it to conform with stunt moment arms, but the final result wasn't too shaggy looking, so I'm told.

As far as we could determine from the article, the ship hadn't been named yet. After pondering long and asking all who were interested, we settled on Moon Dust. Why? Well, my sons and I rooted for a race car with the same name at the local drag strip which we thought was a sharp looking car. The driver didn't win, but the name stuck with us over all the others. Well, it's better than calling it "Fred," isn't it? *(Ask Fred. wcn)*

The wood we found to build this ship wasn't the best, so it picked up weight rapidly. This is a "No-No" on stunt models. Some say that because of the balsa shortage that this wood was some they floated the good stuff over on! But you use what you can when you're rarin' to build. No sweat tho, cause the engine proved it would pull 60 ozs. very well. →



Engine is customized OS .35 by Big Art's (Adamisin) Custom Engines, 22454 Fairfax, Taylor, Mich. 48180. Shield on cylinder head improves cooling by forcing air through fins.



Mike Sheeks fuels up "Moon Dust" for a flight. Wing can be made with a foam core or with built up frame. It's sheeted either way.

Donna Sheeks poses with "Moon Dust." Wish more of our authors would have their wives hold the models. Sure improves mag quality!

Later, after a slight accident, the ship gained more pounds and a larger engine had to be installed. That's another story, and I never snitch on myself. We still don't know how much the ship weighs now . . . we're afraid to weigh it. Our scales are delicate, you know. Besides, most guys feel my scales won't weigh a ship over 42 ozs. That's one way to keep them light.

After going to a larger engine (46), we also used longer lines. This helps the heavier ships have more time and space to turn in . . . It also makes them fly smoother.

Mike Duncan now has the ship and puts in 20 to 30 flights a week with it and he doesn't look too bad with it either. But everyone who has flown the ship feels it would really be great if it were lighter. They're right too, for weight makes the difference between having a good stunter and having a great stunt ship.

So if you like the Moon Dust, think light while building it and we feel you will have a winner.

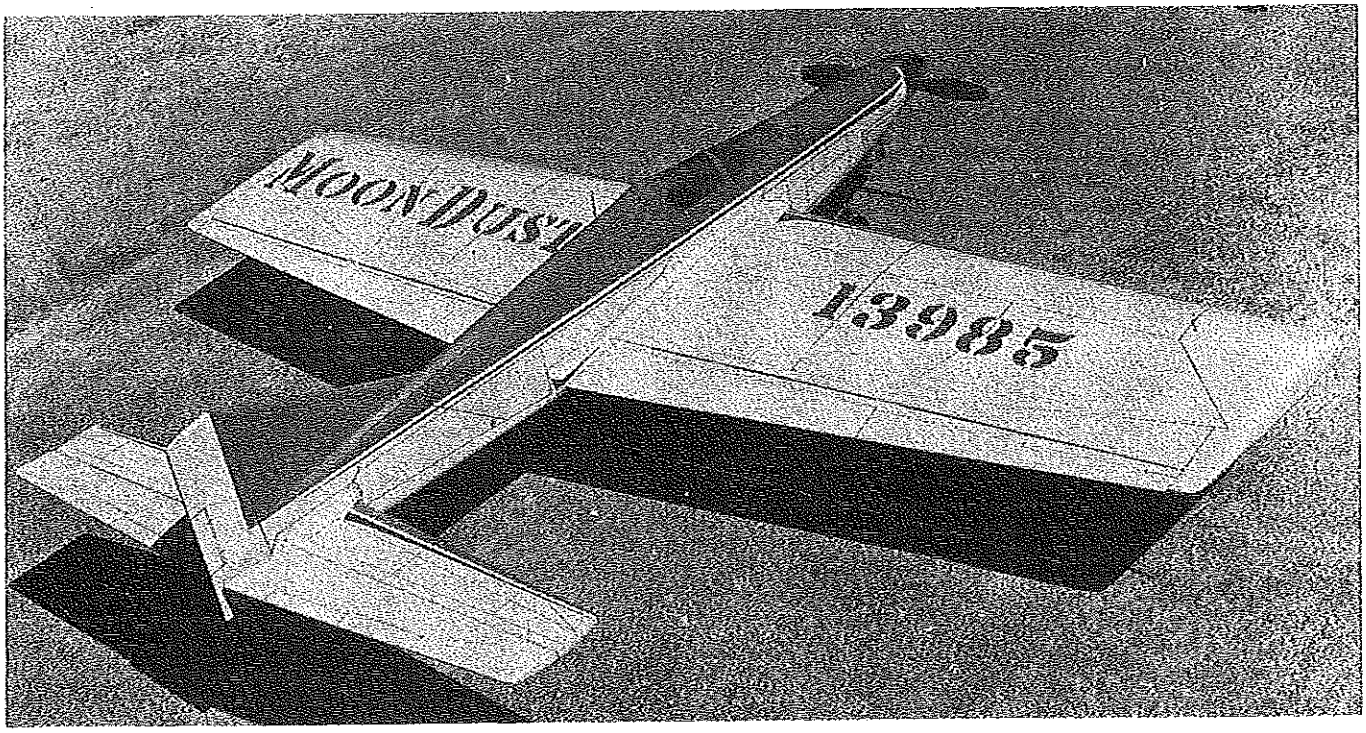
The construction of the ship is quite simple and is made even simpler by using a foam wing from Foam Flite. Their address is: 628 West 6th, Mankato, Minnesota, 56001.

If you would rather build your own wing, cut the rib patterns from plywood or aluminum, sandwich the correct number of pieces of 1/16th balsa between them, and carve the ribs out. Build the wing halves in two equal sections.

Place the ribs on the lower wing spar over the plan, pin and glue each one. Then glue the top spar into place. Make sure the rear of the ribs are blocked up so they are centered. Now glue the rear 1/16th balsa planking into place, along with the leading edge.

Next, build the second half of the wing, and when done, join the two panels in the center with the 1/8 inch plywood bellcrank floor. Install the bellcrank, lead outs, and push rod. Next, plank the entire wing, making sure there are no warps. Install the landing gear mounts in the wing with 5 min Epoxy.

Continued on page 68



Another view of "Moon Dust." Nice to see something that doesn't look like another modified "Nobler."

applications and five dollar annual dues to him, as well as your vessel registration forms.

Among the motions that passed at the elections was that covering the 50/800 Class Specifications. With a sigh of relief, I'm happy to report that the AMYA Specs will stand as written for another year to allow time for a committee to work over suggested changes.

The new class secretary for the 50/800 Class is John Ball. John is forming a rules committee, and has requested input from all skippers concerned with the class. I know John will serve the members of that class well, but he must be supported and communicated with. In some cases the motions which were voted down in the election had been made without even the common courtesy of informing the class secretary. Such a procedure is contrary to the health and well being of any association!

I was recently sent a copy of a hardbound book which addresses itself in a cursory way to the problems of model boating beginners. It is called MODEL SAIL AND POWER BOATING BY REMOTE CONTROL. Written by George Siposs, it is available from TAB BOOKS, Blue Ridge Summit, Pa. 17214. If nothing else, this volume points out the dire need for a good basic reference on R/C sailing to assist the novice. George's reputation and credentials place him in that exclusive category of individuals who take time out from their own modeling to assist others. He is not a model sail yachtsman and as such, gives only a once-over-lightly to the nuts and bolts of model yachting.

I was pleased to see AMYA prominently mentioned in the Chapter 10 coverage of Clubs and Activities, but was greatly disappointed to find that of the three national organizations for boaters, each gave a listing of local clubs *except* AMYA. Why it was missing I don't know, but since there are 37 AMYA clubs now, there is certainly rationale for including it in any subsequent editions.

The purchase price of $7.95 for the hardbound, convinces me to recommend the paperback, and to urge that the difference be put into an AMYA membership. Four issues of the Quarterly Newsletter will carry as much technical information as is available in the book.

George struck a responsive note when he urged beginners to obtain sails from reputable sailmakers. Then he goes right out in the next chapter and tells us to launch our boats with a string tied to the bow. "George, they're radio controlled!!!" My compliments to George Siposs on his attempt to fill the boating information gap. I was a party to an in-house AMYA project which tried to float an all-sail version last year, and ran into a dead end. George's book is the best and only one available. He has touched all the major bases which our sport offers in its widest application with a very general, broadbrush treatment.

* * *

Over the years, I've talked with a number of skippers who were interested in setting genoa jibs on their boats. All agreed that this would be little advantage on an all-out racing boat, 'cause what do you do with the bloody thing when you are not close-hauled? I would like to open these pages to a discussion and description of the genoa-fever. Seems as if we've all had it in one form or another. Drop me a photo of your boat underway and a sketch of your sheeting system, and we'll see just what clever tricks you fellows have under your hatches. At the present time we have a genoa on the cutting table for Keith Simons of Bermuda. Any of you other fellows try this madness? Let me hear about it.

Moon Dust . . *Continued from page 52*

Install the wing tips and the adjustable leadout guides now. While you're at it, cut the flaps from 1/4 inch balsa and install them with the flap control horn.

Set the wing aside now and cut out the fuse sides and doublers. Glue the doublers and motor mounts into place and weight or clamp them in order to keep them straight and get a good glue joint. While this is drying, cut out the stab, elevators and rudder. Shape them and install the hinges and control horn in the stab and elevators.

Saw out all the body formers, epoxy the plywood former behind the tank compartment, and align the fuse. Slide the stab into place with the rear push-rod connected to it. Now install the rest of the body formers, making sure everything is aligned.

Next, finish the tank compartment and install the nose gear. Drill for the engine you are going to use, then slide the wing into place, align and glue. Connect the rear push rod now and build the turtle deck. Glue all the rest of the blocks into place after they are hollowed. Build

the cowling and fit it to your engine.

After you have built the cockpit detail and have the canopy installed, glue the rudder into place.

Sand everything a final time and check and see if we have missed anything. We don't want it falling apart in the air, do we?

Now that you have this wooden delight built, it's time to start the finish. I won't go into how to do this because there are many different ways of doing it and most of them are probably better than mine. But I will pass on a piece of advice given to me by one of the modeling greats, Charlie Mackey. "It's not how much paint you put on that makes a good finish, it's how much you sand OFF." This is very true, so when you think it looks good, sand it one more time with 400 W/D paper, wet. Then shoot another coat on it. You'll be surprised how much better it looks.

Good luck with your MOON DUST and happy, safe landings. ●

WACO . . . . . *Continued from page 35*

on the Waco on floats turned out to be of Canadian registry. Many still fly the bush country up there.

While researching the SRE in "The Waco Story," by Ray Brandly E.A.A. 38963 (he is also the president of the National Waco Club) I ran across some very interesting facts. The first SRE model came out in 1940, powered by the Pratt and Whitney 450 h.p. Wasp Jr. engine. This ship had a cruising speed of 195 m.p.h., a rate of climb of 1,550 f.p.m., and a landing speed of only 55 m.p.h.! No five place, single engine aircraft has ever equaled that performance to this day. This includes some with retractible gear.

May many happy hours be yours while flying the SRE. ●

Choppers . . . *Continued from page 15*

toy helicopter. Also flown for demonstration at the meet, was John Simone's beautiful "Gazelle" by Schluter. The ship appeared to handle very smoothly, but unfortunately suffered a mishap when the throttle link disconnected. This minor crash was the only unhappy event of the contest.

"Hats off to MODEL BUILDER Magazine and the Camarillo Flying Circus for sponsoring a real great contest."

FINAL APPROACH

The text in this issue is rather short because of the number of pictures. Before I touch-down, however, I've got to tell you about "Big Ernie" Huber. As you probably know, he's out here on a Hollywood assignment, flying R/C choppers for a movie production. Some of the tales he tells, you wouldn't believe! But you *can* believe he really puts his choppers through the paces! During the Western States Championships, Ernie was demonstrating his stable of three (2