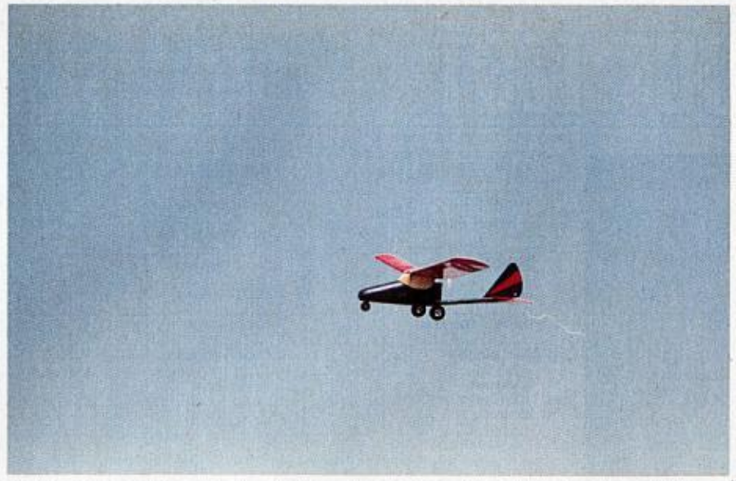

The Scooter makes a fly-by during a Sunday session at the RC Bees field.

RCM SCOOTER

Looking For A Change Of Pace?

This .049 Powered Sport Ship Will Fit The Bill

BY DICK TICHENOR

Are you looking for a change of pace? Do you want a plane that doesn't look like all the others at your flying field? Would you like a bird that's economical to build and fly?

We did, and the Scooter Mk .049 is the result. There were other requirements, too. It should be simple and fast to build. The fuselage isn't built as quickly as a simple box job but then it doesn't look like a box. The construction photos show that it is easy, however.

Most important of all, it had to fly well. The first flights were powered with a Cox .049 Baby Bee and it flew pretty well, about the way it was intended. The test pilot was our picky Fearless Leader who believes in destructive testing before he endorses anything. The Scooter survived his wild gyrations but he handed me a Cox Medallion .049 and insisted that we try it his way. The front rotor mill does give it more pep and allows it to do more jazzy maneuvers while the Tatone tank mount provided about twice the duration of the Baby Bee tank.

When properly trimmed out the Scooter is very stable and will fly hands off - - - in fact, we got it into weird situations several times and it promptly straightened itself out. Carl Maas was kind enough to fly the Scooter for our photos. He's almost as mischievious as Dewey! He could fly it inverted for only a few seconds but he could do three snap rolls faster than you can snap your fingers three times. We giggled a lot when he performed the Lomchevak. To show us that it wasn't an accident, he did it several times.

As with any small airplane, keep the Scooter light, and use soft light weight balsa. Our Scooter is covered with Solarfilm — use your favorite covering material. Also, use the lightest weight wheels that you can find.

The Scooter should balance slightly nose down with your fingers under the front wing spar. There is plenty of room for the receiver and battery pack forward of the servos or you can install the receiver directly above the servos if that's what it takes for proper balance on your model.

We liked the RCM Scooter Mk .049 so well that we have almost finished an RCM Scooter Mk IV with a K & B front rotor .40. More about that later. Anyway, here's how we did it.

Our construction sequence uses two sets of parts. One set was built to completion and flown. The second set was completed on the right hand side and partially completed on the left side to illustrate how the parts go together. Follow the numbered photos for the proper construction techniques.

(1) Fuselage parts showing the first stage of assembly.

(2) Two views of the first assembly stage.

(3) The 3/32" side sheeting is fitted next.

(4) The 3/32" nose sheeting has been wetted with water, formed around a bottle, held with rubber bands and allowed to dry. After sanding to final fit it is glued to the front of the fuselage, and held in place with rubber bands.

(5) The aft fuselage is glued in place. The ruler and model clamp are to get the proper angle setting for stabilizer.

(6) The rear cabin fairing parts are glued in place.

(7) We used a couple of 4-40 J-bolts to secure the nose wheel strut. Use soft wire and epoxy if you don't have J-bolts — be sure that the front former has plenty of epoxy or white glue to hold it securely.

(8) The main landing gear retainer is grooved to fit over the 3/32" diameter wire. Stick it in with a generous amount of epoxy or white glue. The bottom sheeting on the rear fuselage is now glued in place. The bottom hatch can now be fitted.

(9) Bevel the top and sides of the front cabin for the windshield. We bent .010" butyrate sheet around, held with our fingers

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Dick Kidd and Carl Maas hold the original Scooter prototype as RCM's editor gets ready for the first test hop.

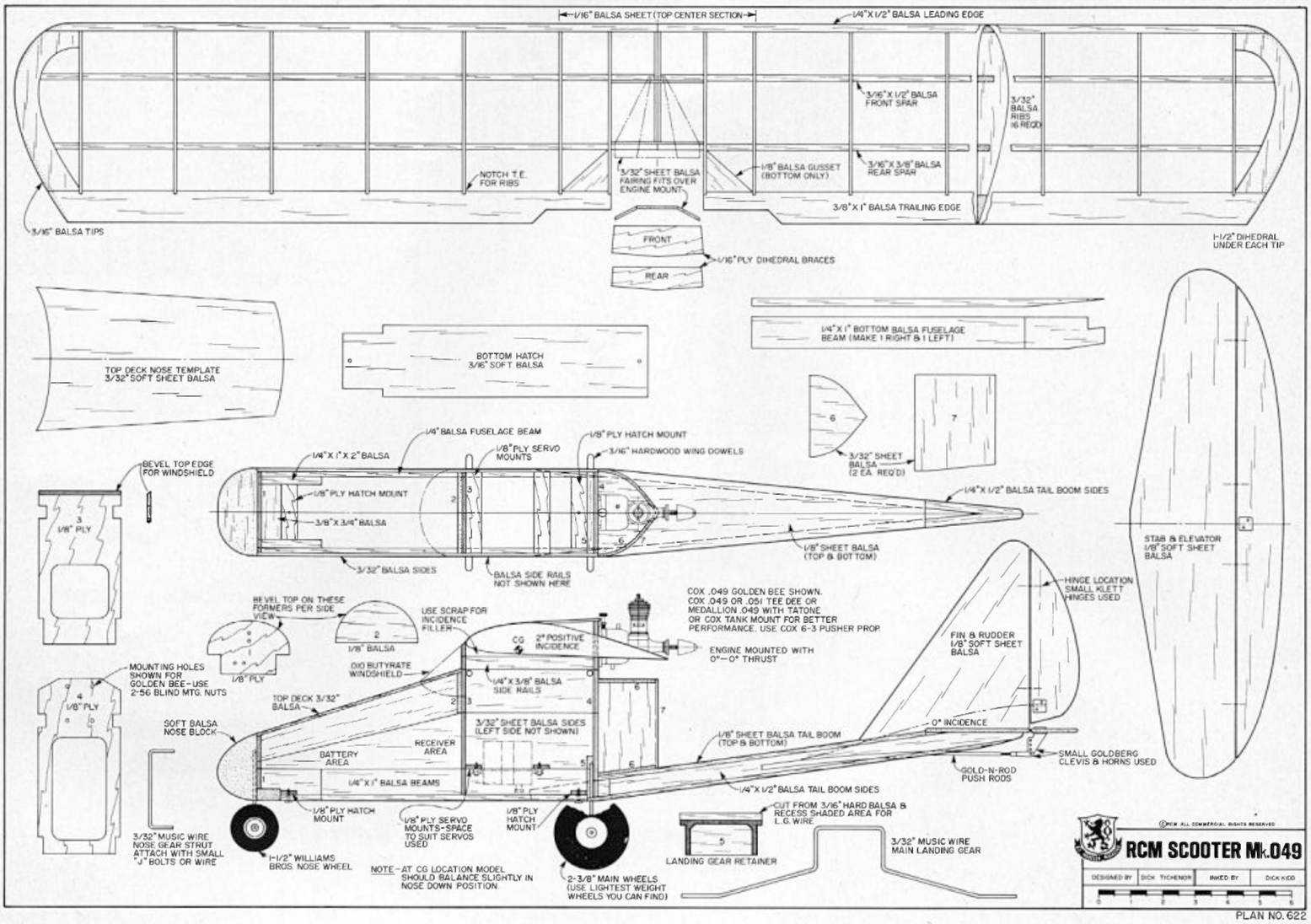
At left, the .049 powered RCM Scooter takes off for another flight. Takes off quickly on a smooth field, but can be easily hand-launched for cow pasture flying. Any Cox .049 engine works well.

RCM SCOOTER MK. .049
Designed By: Dick Tichenor

TYPE AIRCRAFT
1/2A Sport
WINGSPAN
40 Inches
WING CHORD
6¼ Inches
TOTAL WING AREA
240 Square Inches
WING LOCATION
High Wing
AIRFOIL
Flat Bottom
WING PLANFORM
Constant Chord
DIHEDRAL, EACH TIP
1½ Inches
O.A. FUSELAGE LENGTH
26¾ Inches
RADIO COMPARTMENT AREA
(L) 10" X (W) 2-3/16" X (H) 3"
STABILIZER SPAN
16 Inches
STABILIZER CHORD (incl. elev.)
3⅞" (Avg.)
STABILIZER AREA
62.8 Square Inches
STAB. AIRFOIL SECTION
Flat
STABILIZER LOCATION
Top of Tail Boom
VERTICAL FIN HEIGHT
5⅞ Inches
VERTICAL FIN WIDTH (incl. rudder)
5" (Average)
REC. ENGINE SIZE
.049-.051 Cubic Inch
FUEL TANK SIZE
Tatone or Cox (tank mount)
LANDING GEAR
Tricycle
REC. NO. OF CHANNELS
Two
CONTROL FUNCTIONS
Rudder and Elevator
BASIC MATERIALS USED IN CONSTRUCTION
Fuselage ..... Balsa and Ply
Wing ..... Balsa and Ply
Empennage ..... Balsa
Weight Ready-To-Fly ..... 24 Ounces
Wing Loading ..... 14.37 Oz./Sq. Ft.

The Scooter flies by the water tower at the RC Bees field. A Cox Medallion .049 gives the little bird enough power for spins, snap rools, and Lomchevaks, as demonstrated by Carl Maas. Despite Carl and old Fearless, the Scooter remained intact.

FULL SIZE PLANS AVAILABLE — SEE PAGE 166



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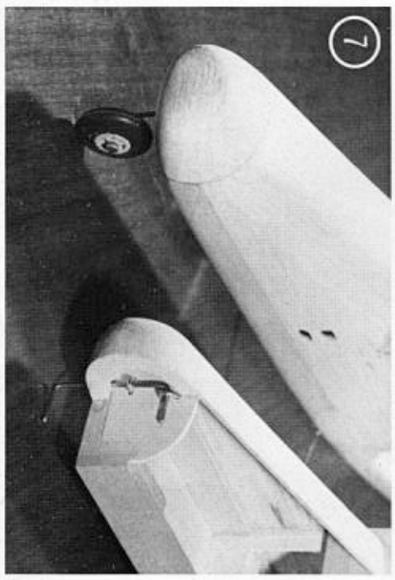

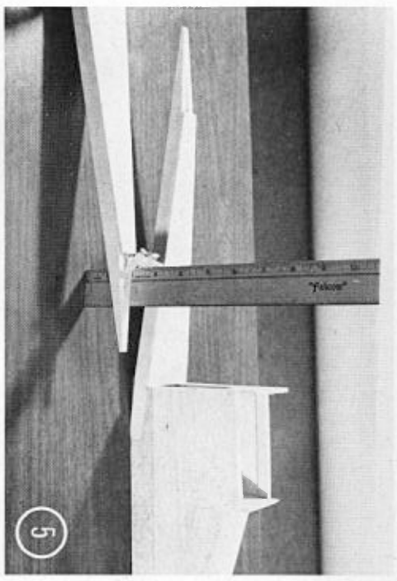

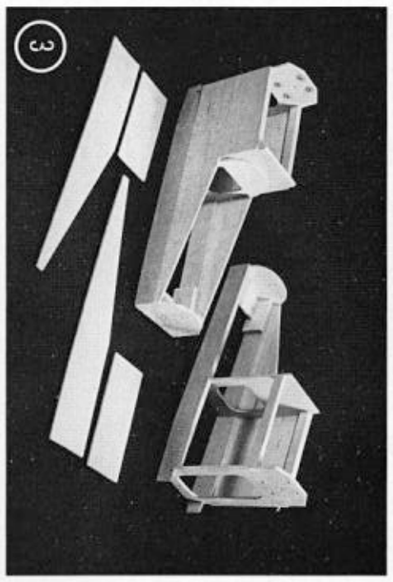

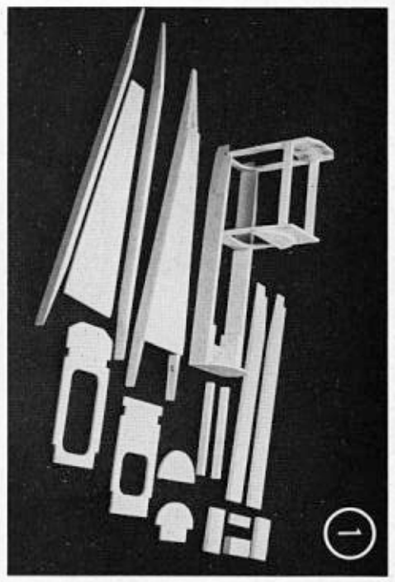

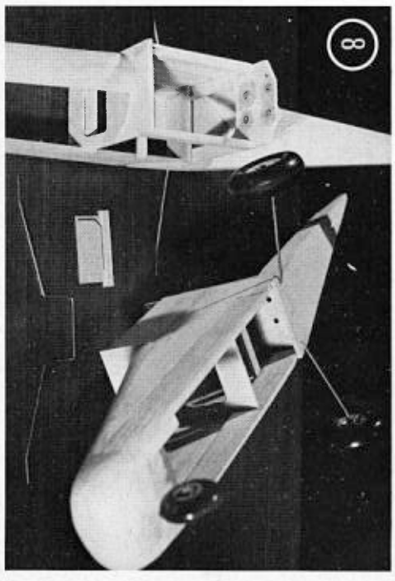

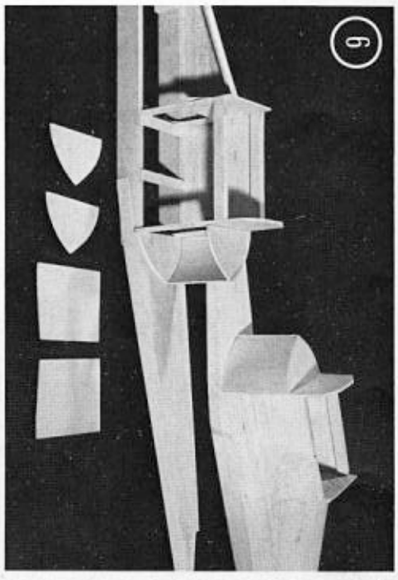

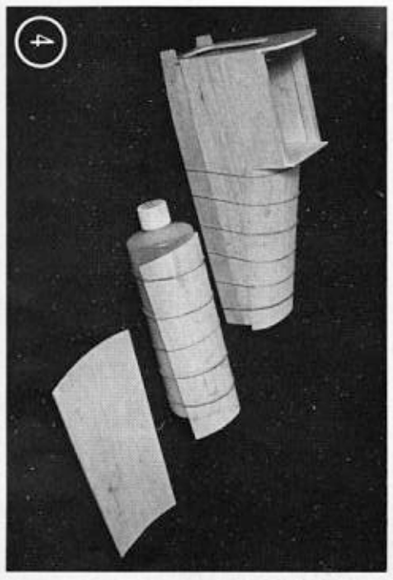

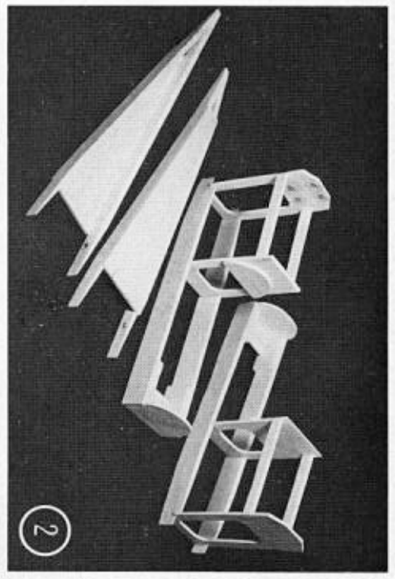

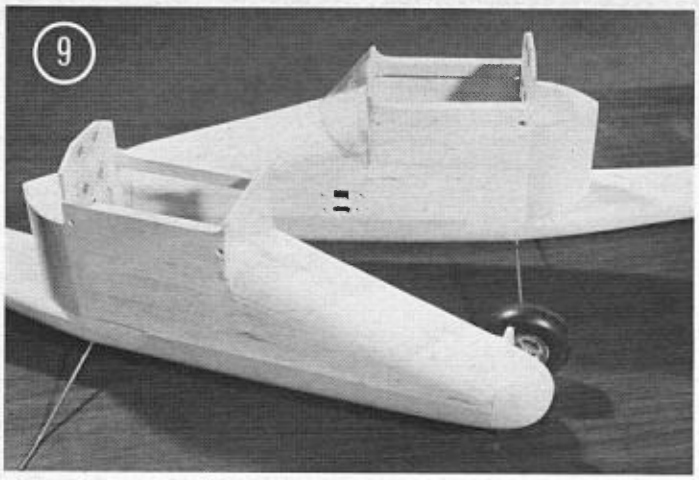
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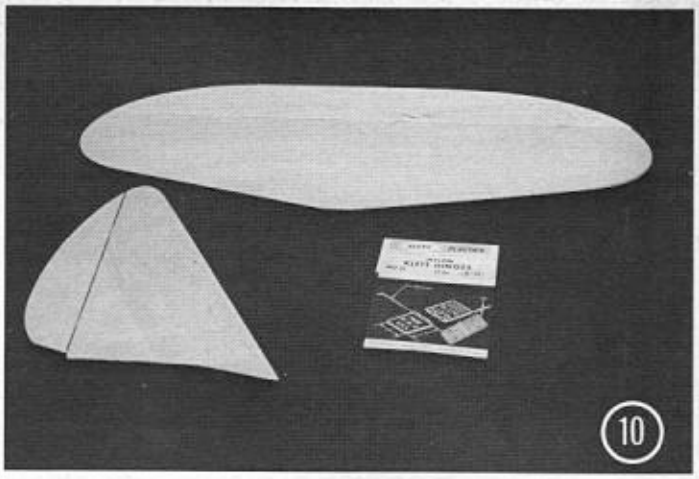
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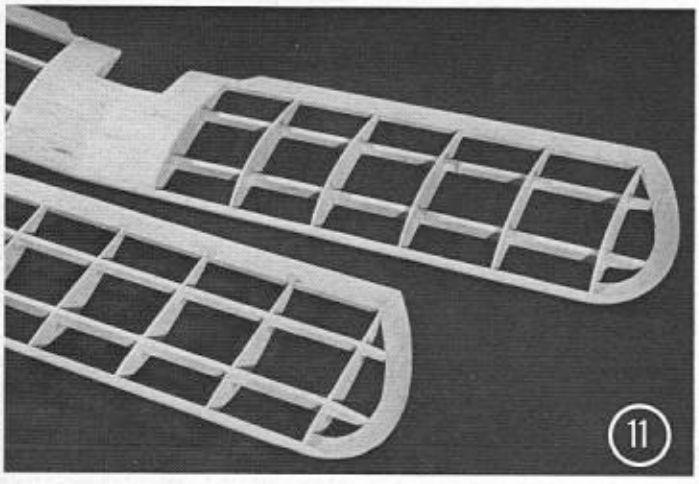
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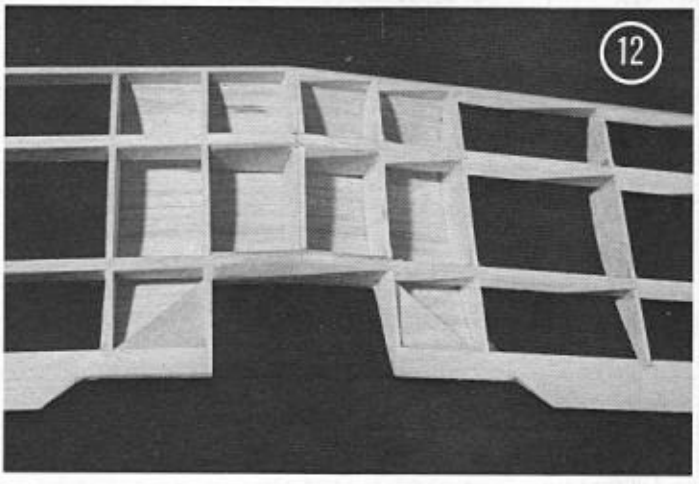
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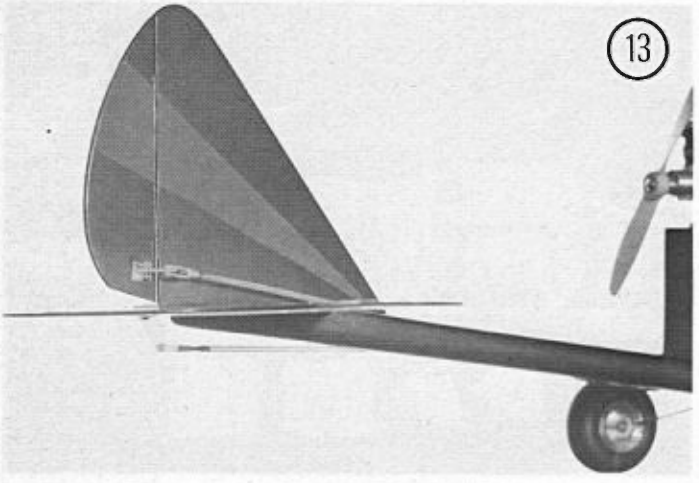
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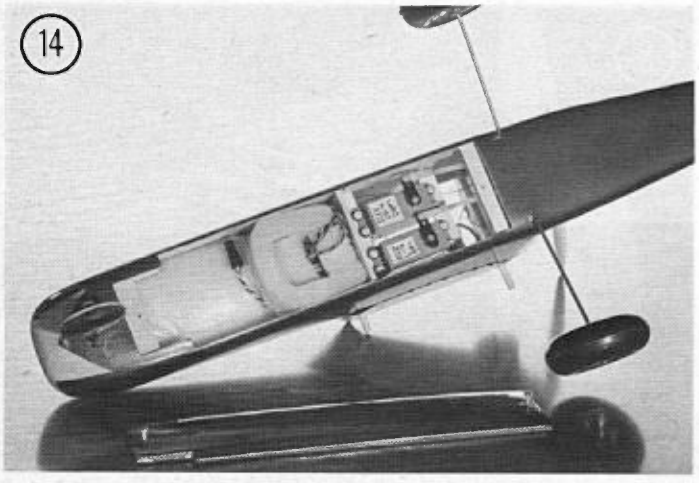
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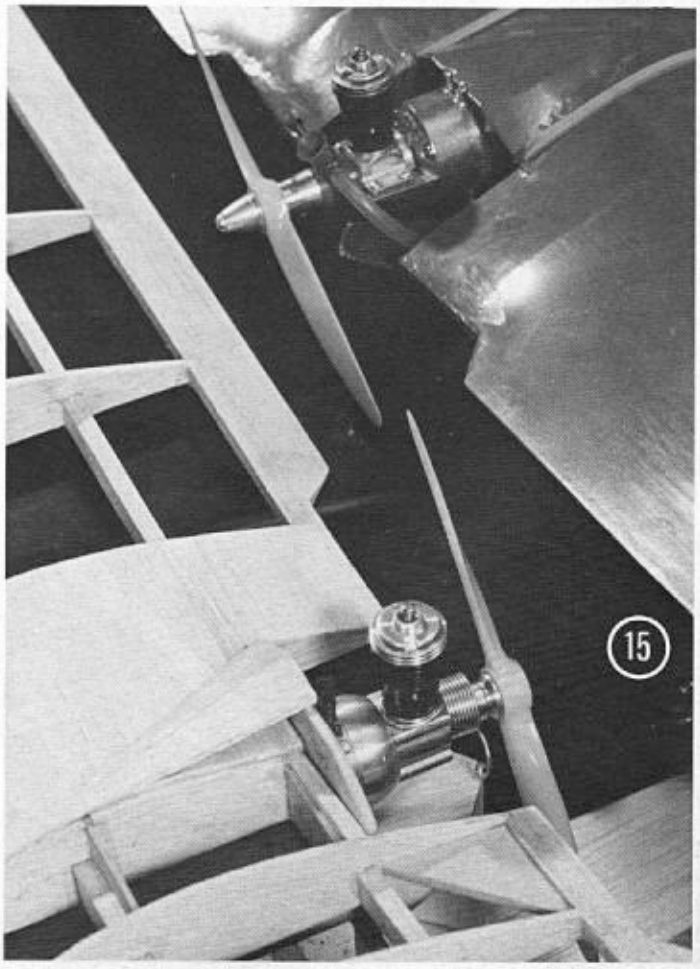
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. . . . and secured it with Hot Stuff. (Epoxy can also be used.) Stick on the nose block and round off the corners. Note the scrap balsa filled hole where the tail boom joins the front fuselage.

(10) The tail surfaces are cut and sanded from 1/8" sheet balsa. We used the small Klett hinges — Dewey prefers hinging these small jobs with Solarfilm — take your choice — both work.

(11) The wing panels are built on a flat board. Join the panels with 1/16" plywood spar splices. With one panel flat on your board, block up the opposite panel 3" for dihedral. (On the airplane that gives 1½" dihedral under each tip.)

(12) This view shows the spar splices in place.

(13) We used small Goldberg control horns, small Kwik Links, and Gold-N-Rod pushrods.

(14) The radio installation is the usual foam packing. The battery is up front in a plastic bag, next the receiver, followed by the KPS 12 servos. There is adequate room for larger servos. A Kraft radio is shown. If the installation shown is too nose heavy, put your receiver in the cabin above the servos — there is plenty of room.

(15) The 3/32" sheet wing fairing laps over the fuselage bulkhead - - - glue to the wing only. A Cox Baby Bee .049 is shown at the bottom. The Cox Medallion .049 on a Tatone tank mount gave snappier performance and longer duration. Cox 6/3 pusher props used with both engines. □