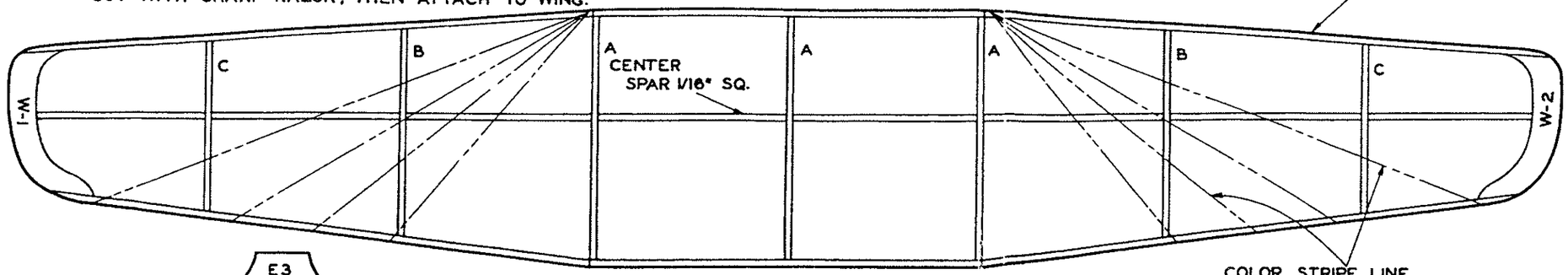
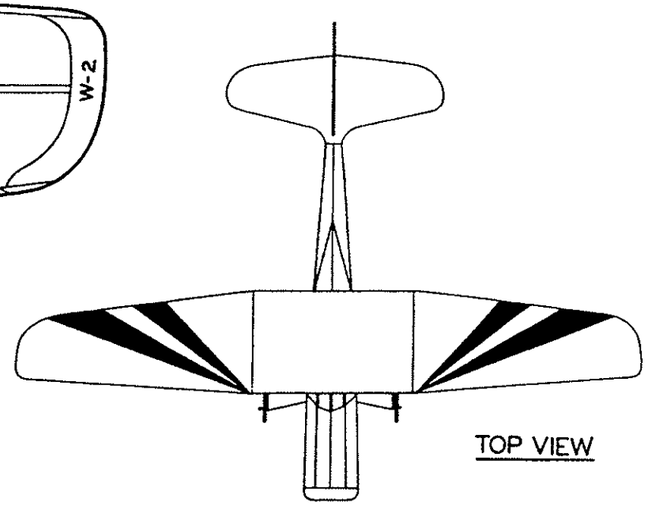
TRACE DESIGN STRIPES FROM PLAN ONTO TISSUE. CUT WITH SHARP RAZOR, THEN ATTACH TO WING.

NOTE: COLOR STRIPING IS OPTIONAL

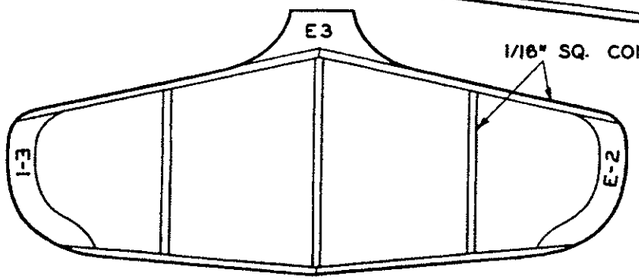
LEADING EDGE 1/16" SQ.



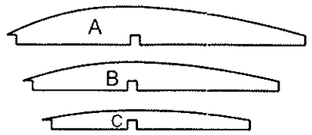
COLOR STRIPE LINE (BLACK TISSUE)



TOP VIEW

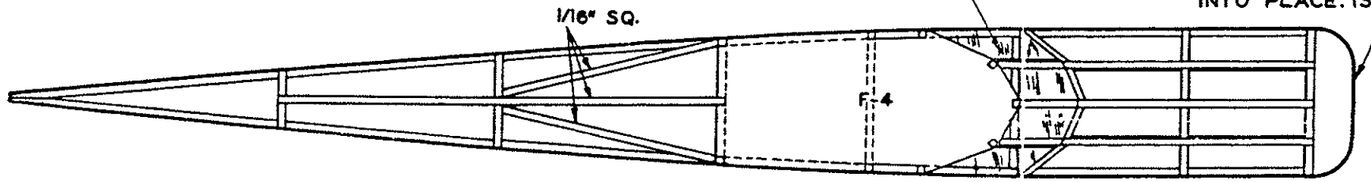


BUILD ELEVATOR DIRECTLY OVER PLAN. WHEN DRY TRIM OFF CORNERS WITH SANDPAPER.

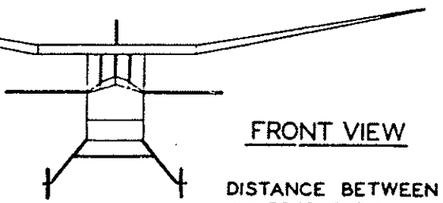


CABIN WINDOWS MAY BE COVERED WITH CELLULOID OR CELLOPHANE

CEMENT NOSE BLOCK LIGHTLY ONTO ASSEMBLED FUSELAGE, SAND TO SHAPE, REMOVE, AND GLUE BALSA NOSE PLATE F-8 INTO PLACE. (SEE SIDE VIEW)

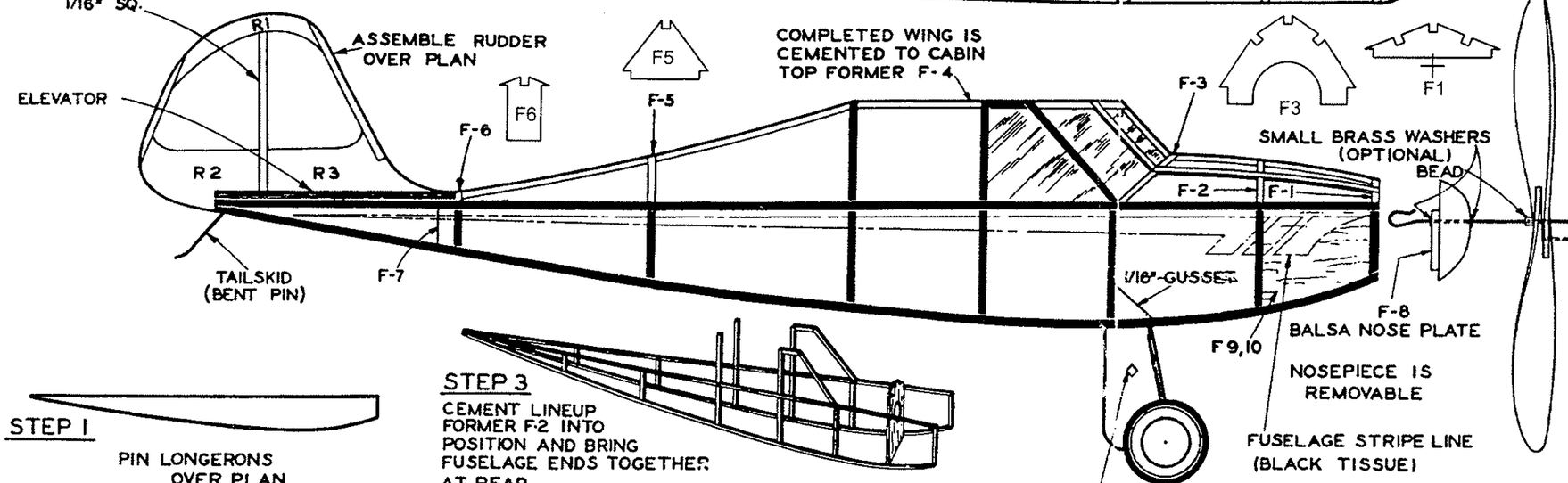


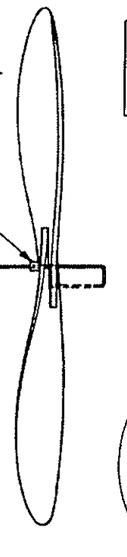
DIHEDRAL IS 1" UNDER EACH TIP.

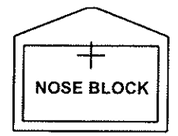


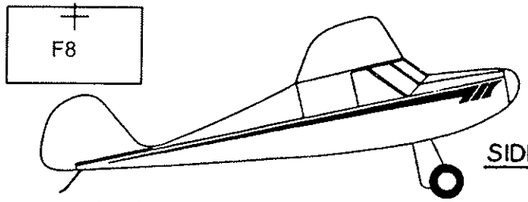
FRONT VIEW

DISTANCE BETWEEN AXLES IS 2-3/8"

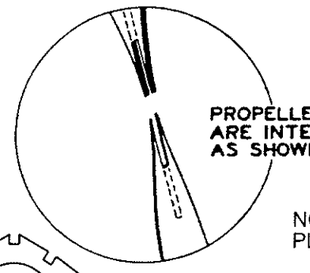








SIDE VIEW



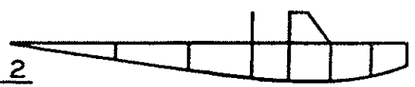
PROPELLER BLADES ARE INTERLOCKED AS SHOWN.

NOTE: UNSHOWN PARTS ADDED TO PLAN 5-28-03 BEST GUESS FORMS

STEP 1

PIN LONGERONS OVER PLAN

STEP 2



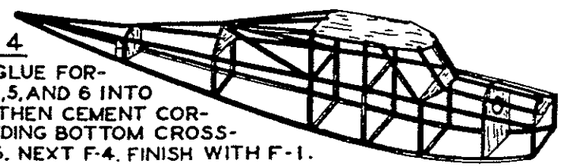
CEMENT ALL UPRIGHTS IN PLACE

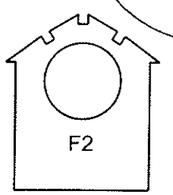
STEP 3

CEMENT LINEUP FORMER F-2 INTO POSITION AND BRING FUSELAGE ENDS TOGETHER AT REAR.

STEP 4

FIRST GLUE FORMERS 3,5, AND 6 INTO PLACE, THEN CEMENT CORRESPONDING BOTTOM CROSS-BRACES. NEXT F-4. FINISH WITH F-1.





"ZIPPY"

WING SPAN 12"	LENGTH 9-5/8"
KIT NO. A2	DESIGNED BY V.M. Kunkle

ZIPPY

Claude Powell handed out the *Zippy* plans at the Petersburg deluge. I have cleaned them up and added the parts that are not shown. There are however several problems with this post war Comet dimer:

1. The landing gear mount is unclear. The 1/16th sq cross brace implies there is no wire support. The wheels are most likely supposed to be held on by a pin. A much better system is to use the .025 music wire shown and add an upright to the fuselage to support it. A balsa or paper fairing can be added to look like the original.

2. The wing and stab are set at zero incidence and decalage. Set F-4 at 3 degrees to cure this. Modify the fuselage uprights to suit. Adding staple wire pegs for a rubber band hold down beats gluing the wing on.

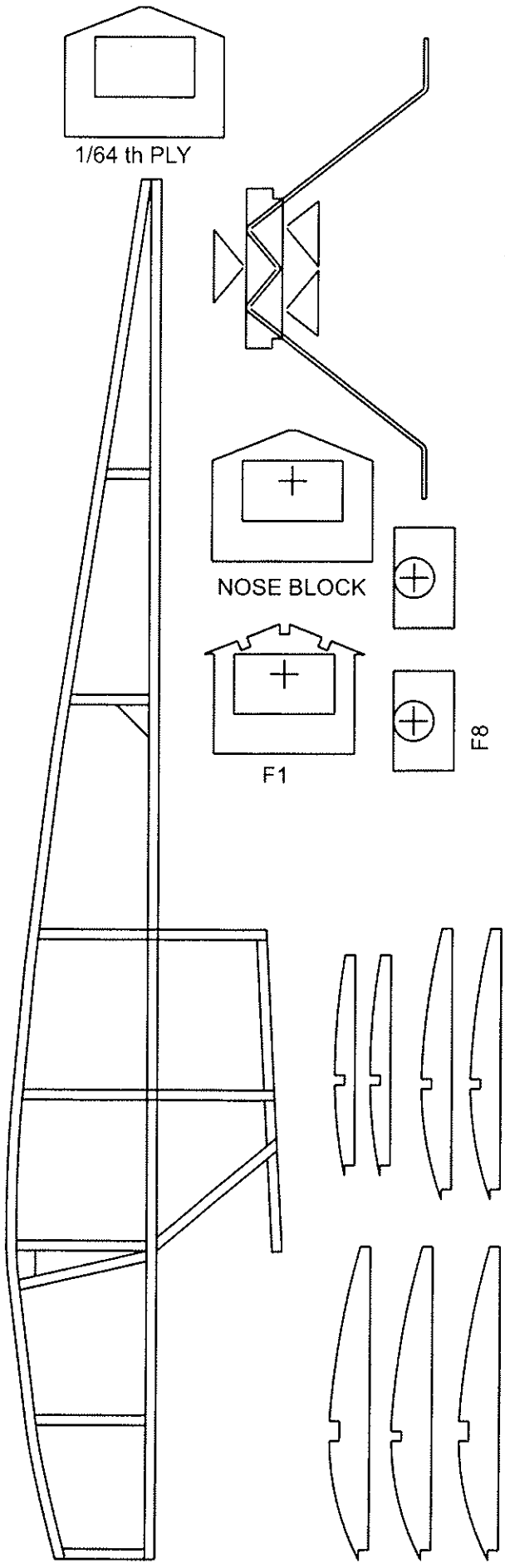
3. Formers F-1 and F-8 and a relatively high thrust line doesn't make thrust adjustment easy. Modified as shown with a 1/64th ply facing, it is stronger with more room for the rubber hook and thrust adjustments.

4. The cross pieces shown on the isometrics at the upper longerons interfere with the rubber motor. Eliminate them and add splices on the upright at their locations.

5. The rear motor peg at F-7 is too far aft and the fuselage is too constricted in this area. Move it forward to F-5.

6. The wing spar should be moved to the top of the rib to increase the bending stiffness.

7. Use an S-hook, clutch, and 4" prop with a peck thrust button. A NorthPacific "skeeter" prop would be ideal with a 15" loop of 1/16th rubber. Since I didn't have one, I used a 4" kaysun.

8. Use foam wheels not the 5/8" hard wood shown.

My version came out to be 8 grams, so I used a 15" loop of 3/32 Tan II. It flies fast- very "zippy". The first flights exhibited a slight dutch-roll. That slim rear fuselage I guess. I added the landing gear fairings hoping the extra area low would reduce the dihedral effect. Well a little more incidence in the wing slowed things down. I would increase the stab area by about 10% if I were to build it again. The plans show parts to build the original design. This page show the parts I modified per my comments above.