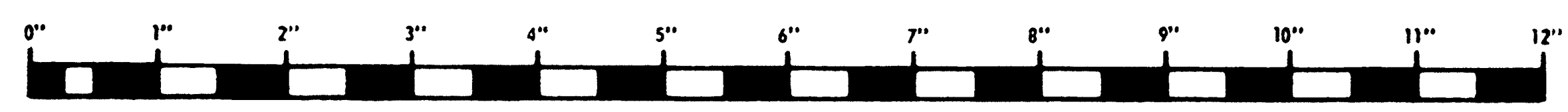


SAMM Plan SM-34

FANTOM FOAM STUNTER

DESIGNED & DRAWN BY MICHAEL STOTT
TRACED BY CLARK ROSS

WINGSPAN 16.0"
WEIGHT 47 OZ.
ENGINES 35 - 40



FANTOM

Foam Stunter

BY MIKE STOTT

Quite a combination. . . an enterprising young modeler and a foam-built stunt model. Mike is 17, started his foam wing business two years ago. See Foam-Flite ad on page 32. SAMM is really proud of young people like this, and we encourage others to take up such constructive projects.



Mike Stott says jet-type stunt jobs attract more attention and get more appearance points. This fully sheeted stunt-fighter with jet pods has many unusual features. His Fox 35 is muffled. Likes it that way.



WHY USE FOAM? This may be one of your first questions. The answer is easy. Foam simplifies construction. It eliminates warps, is stronger, cuts down vibration, is much faster to build. How many times have you opened your car trunk and seen that hole in your wing? Well this will not happen if you use a Foam-Flite wing covered with Sig balsa. They are easier to transport and above all they fly better.

It seems that the trend at the Nats has been to bigger jet type aircraft. I also saw at contests in this area that the bigger the plane the more points it got. I will not say this plane flew right off the board. It had to be trimmed out in the field like most new designs. Jim VanLoo came up from Sioux City, Iowa and gave me some pointers and helped me trim it out. This time it flew nice and smooth, no wobble at the corners. It still had a tendency not to turn sharp on top of the hour glass. So home I went again and put more control in it. This seemed to solve the problem. The squares were out of this world. It out-flew all of my other stunt ships.

By now it was time to get ready to go to the 66 Nats. Wednesday I qualified fourth in my circle to fly in the finals Friday which I took tenth place in Sr. Stunt. The plane was worth a lot of impression points on the ground and in the air. It got nine originality points at the Nats from George Aldrich who must have been impressed with it.

CONSTRUCTION. Wing construction can be simplified by using a Foam-Flite wing core planked with Sig's 1/16" balsa wing skins. Wings are complete with an eight page instruction booklet. If you are a "do-it-yourselfer" you can use the foam wing templates on the plans and cut your own wing from Sig's Flite-Foam and cut out your own bellcrank and leadout holes. For easiest assembly, individual 1/16" balsa sheets should be trimmed and edge-joined with conventional model cement prior to applying the balsa skin to the core. Apply the skins to each foam wing core before joining wings together. Use new type foam bonds such as SIGS FOAM BOND, Core Grip and etc. White glue or epoxy can be used (with some additional weight). If white glue or epoxy is used put planked core back in shell and weigh it down. Let dry 24 hours.

Install bellcrank assembly at this time into inboard wing half. Use epoxy glue. Have bellcrank and lead outs attached to 1/8" plywood bellcrank floor. Line bellcrank hole with 1/16" balsa.

Now join the wings together with epoxy glue. Be sure the bellcrank assembly opening is completely lined

(ghost to page 27)

