



A sophisticated and impressive 7AC Scale model

Extra EA by Mark Fineman

-500

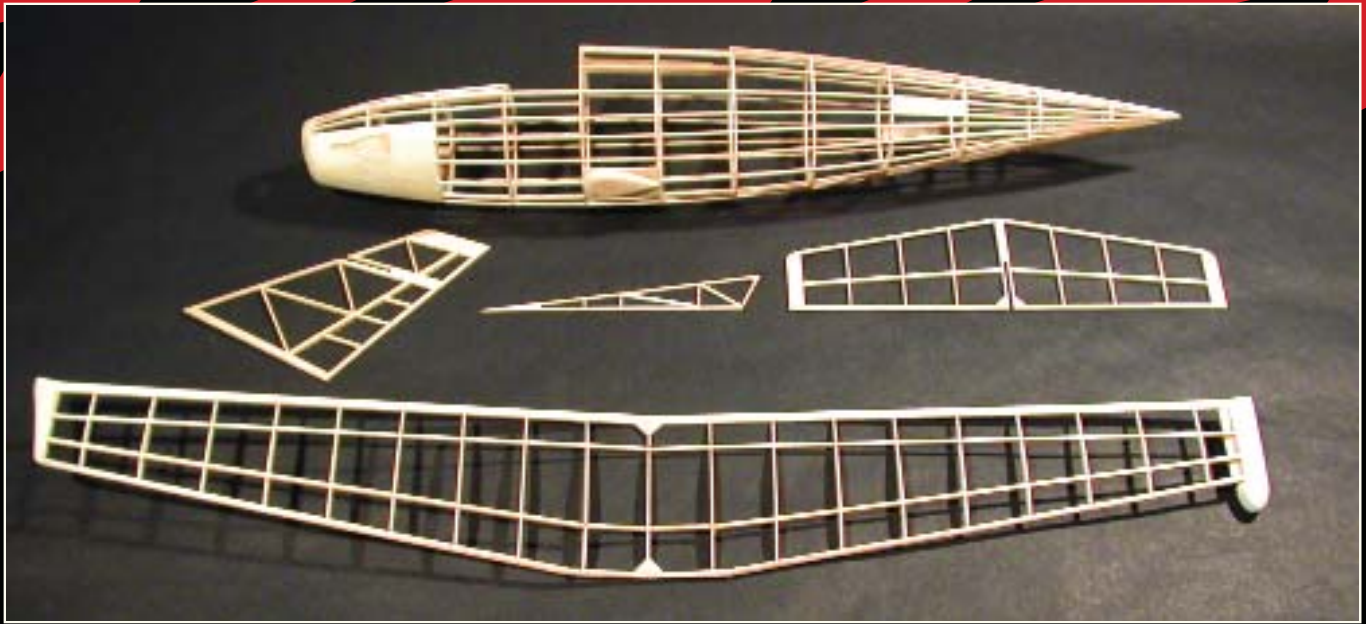


The Extra takes off in a fast, left-hand turn and quickly climbs out. This is followed by a gentle right-turning glide.

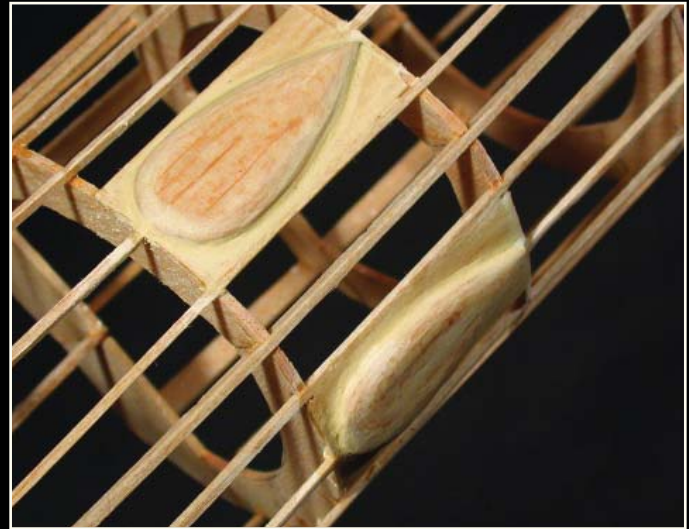
THE EXTRA EA-500 is an aircraft that begs to be modeled. This high-wing cabin monoplane is so sleek and so beautiful that it makes the usual strut-braced types look clumsy by comparison.

Walter Extra, the inventive designer of many successful aerobatic airplanes, created the eye-catching, high-tech EA-500 for the well-heeled end of the general-aviation market. A Rolls-Royce turboprop engine, with the performance one would expect from such a thoroughbred, powers the luxurious pressurized aircraft.

The rubber-powered model of the EA-500 has the same general proportions as a P-30 competition model: a 30-inch wingspan and a 9¹/₂-inch, commercial plastic propeller, although a hand-carved propeller is also being contemplated.



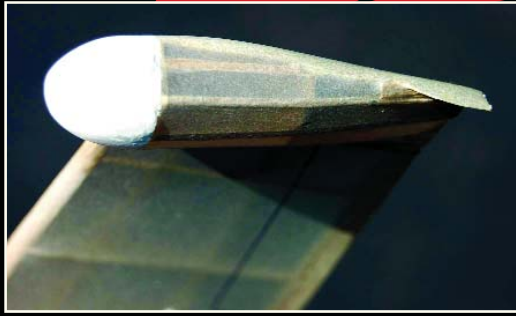
Unlike traditional solvent-based glues, cyanoacrylate will not shrink and thereby alter the dihedral angle. Small triangular gussets can be added at the LE and TE joints for extra strength.



The nose and landing-gear locations are filled between the stringers with $1/16$ sheet balsa, from Former A to Former C, below the main side stringer. The sheeted nose will add weight where it is most needed and provide a smooth surface for adding structural details.

Right: The radar pod on the left wingtip must be kept as light as possible. A small, circular former is glued into the notched end of the LE, and then a thin-foam or light-balsa wingtip is attached, followed by some stringers below it.





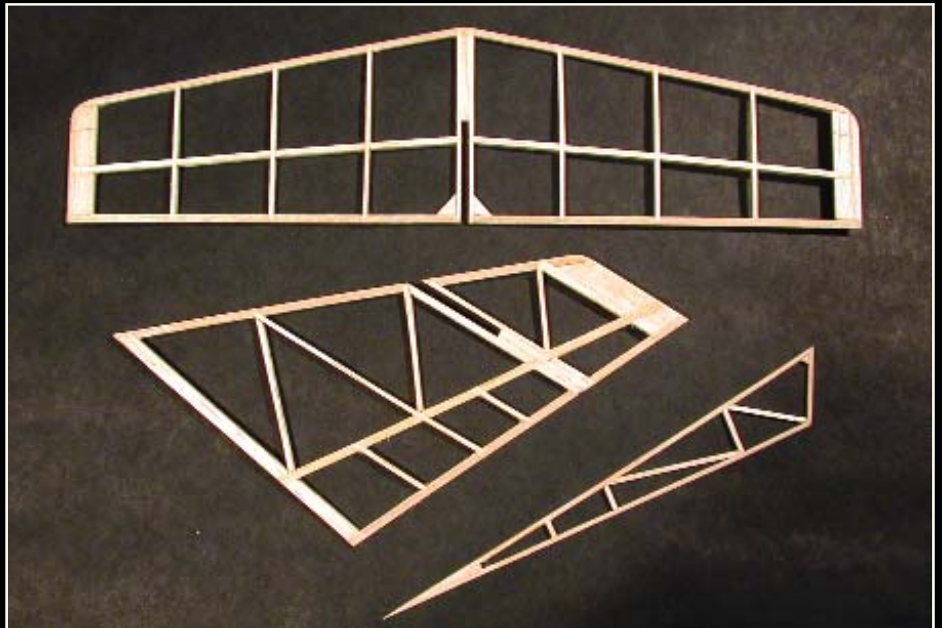
The radar dome is a turned piece of balsa (it could also be carved), hollowed out and glued to the former. A counterweight is required in the opposite wingtip.



The Extra Aircraft Web site shows several color schemes. The author's model is finished in the first prototype scheme: aluminum base color with a distinctive red-and-black side stripe.



Photos by the author



The airfoil is a Rhode-Saint-Genese 30, which curves upward slightly on the bottom surface as it approaches the LE.

The tail surfaces are constructed from 1/16 sheet balsa. The fin and rudder must be strong to support the stabilizer.



The fuselage, wing, and tail surfaces were covered with white Japanese tissue followed by a light coat of aluminum dope—a mixture of clear dope and aluminum powder—sprayed, with an old-fashioned artist's atomizer.



Control-surface and landing-gear-door outlines were carefully drawn with a fine-tipped black Sharpie marker. The side windows are black tissue.

Extra EA-500



Type: FF Scale

Skill level: Intermediate

Wingspan: 30 inches

Wing area: 101.25 inches

Length: 27.75 inches

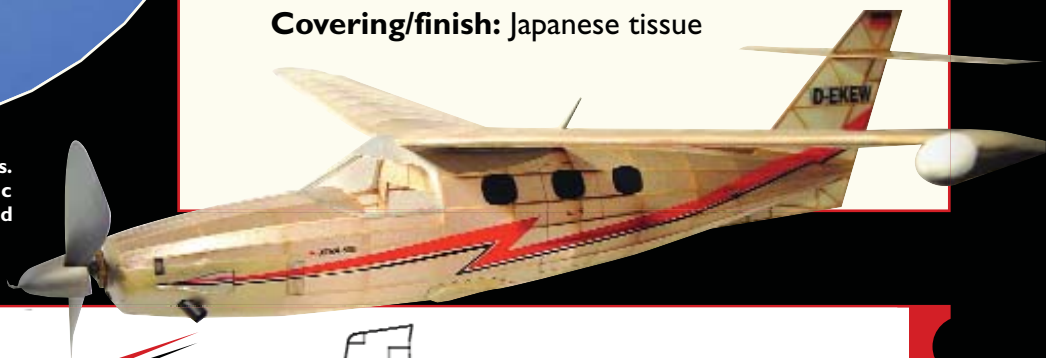
Weight: 1.8 ounces (without motor)

Motor: Two 26-inch rubber loops—one $\frac{1}{8}$ inch and one $\frac{3}{16}$ inch

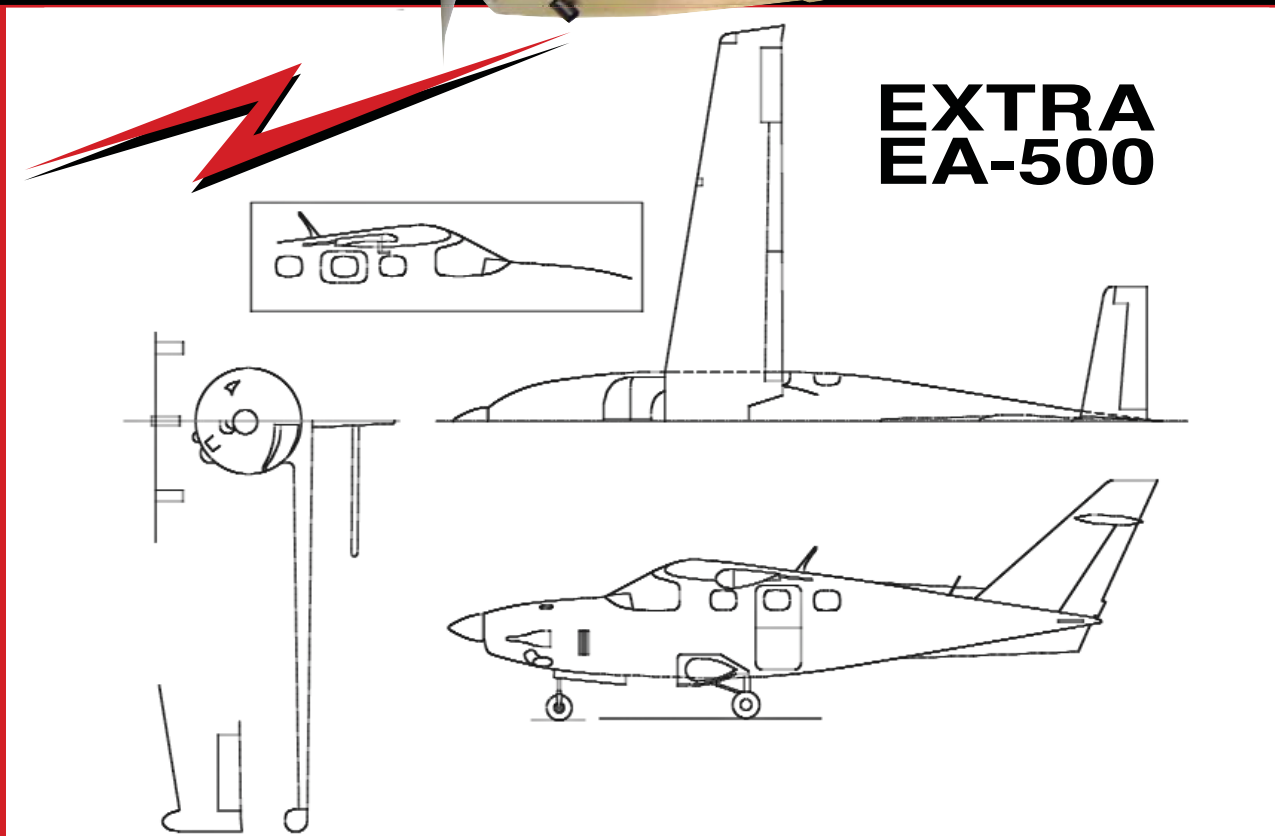
Propeller: 9 $\frac{1}{2}$ inches

Construction: Balsa sheet and stringers

Covering/finish: Japanese tissue



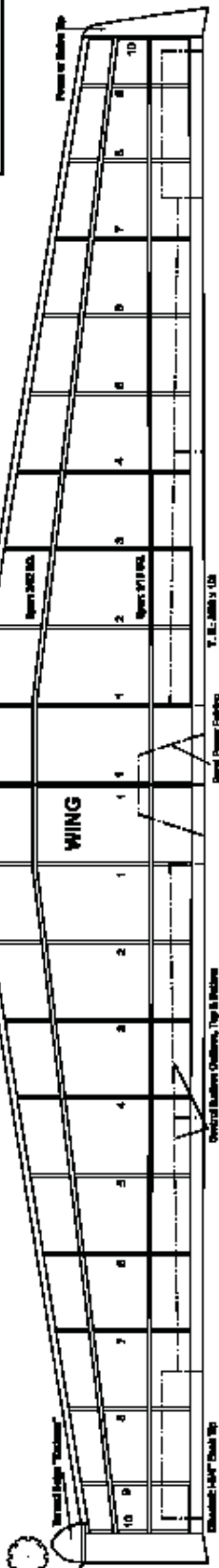
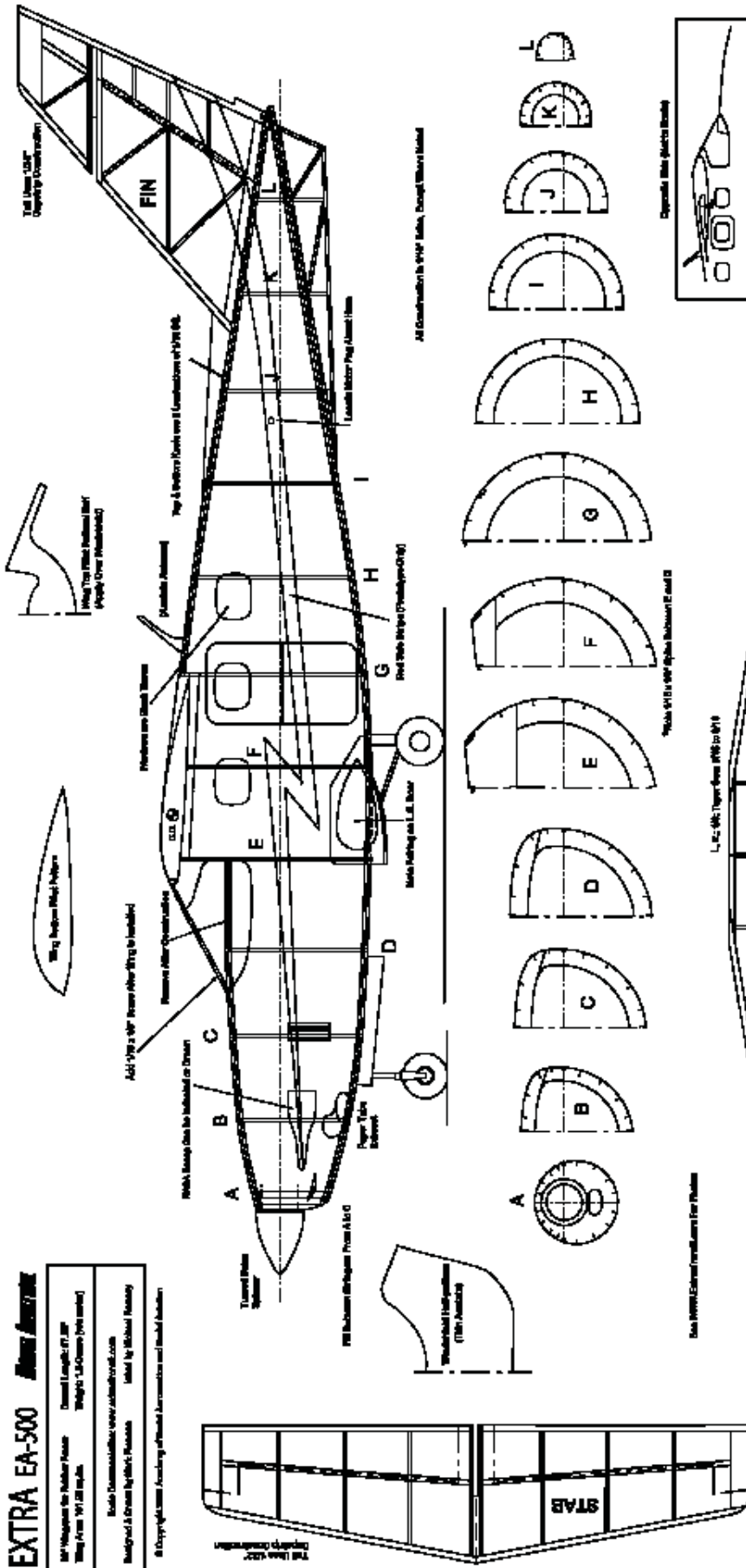
The best time thus far has been 75 seconds. The 9 $\frac{1}{2}$ -inch Peck-Polymers plastic propeller is satisfactory, but a hand-carved balsa propeller may be better.



EXTRA EA-500 *Model Aircraft*

Wing Span: 47.30"	Wing Length: 47.30"
Wing Area: 101.28 sq. in.	Wing Loading: 1.40 oz./sq. in.
Build Instructions: www.aircraftplans.com Download & Print: www.aircraftplans.com Contact: info@aircraftplans.com	

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PLAN # 1021

The EA-500's construction is quite conventional, with a few minor exceptions. The wing is built up from sheet-balsa ribs, and the fuselage uses the half-shell method of construction, which is probably familiar to most builders. A photograph of the framework is included for guidance.

The model is intended for Flying Aces Club (FAC) Scale and modern civil scale competitions. Because FAC rules permit retractable landing gear to be portrayed in the "up" position, that was how the model was made. The plans also show the landing gear extended.

CONSTRUCTION

Fuselage: Lay out the top and bottom keels. Each consists of two $1/16$ square stringers, soaked for a few minutes in very hot—preferably boiling—water and then joined with 50-50 diluted white glue that is applied with a brush. The presoaking in hot water allows the stringers to bend to the fuselage's curved outlines.

Notice that the front top keel temporarily extends between formers D and E. That portion will be cut away after all the formers and stringers are in place. Allow the top and bottom keels to dry.

Cut all the former halves from $1/16$ sheet balsa. Former halves in the cockpit and nose area are built in two pieces for added strength. These are built directly over the plans.

Starting at the rear of the fuselage, glue each former half into position. Use a small metal triangle or other right-angle tool to repeatedly check to ensure that the former halves are at right angles to the building board. Some modelers prefer more elaborate building fixtures, but a right-angle tool and some patience work well too.

When all the former halves have dried, glue in the main $1/16$ square side stringer. Notches are shown on the formers where the main side stringer is located. Check repeatedly to make sure the formers are square.

Starting at the front of the fuselage, lay in the stringers from nose to tail, working out from the main side stringer. Small lines on the formers designate the location of the stringers. A $1/16$ -inch strip of sandpaper

glued to a $1/16 \times 1/4$ -inch length of hard balsa or basswood can be used as a notching tool. Sight down a stringer to make certain it isn't wavy, and attach it in place.

When all the stringers on the fuselage half are dry, carefully remove the structure from the building board. Add the corresponding former halves for the remaining side, working from back to front and checking alignment. Then, as before, add the stringers.

The nose and landing-gear locations are filled between the stringers with $1/16$ sheet balsa, from Former A to Former C, below the main side stringer. The sheeted nose will add weight where it is most needed and will provide a smooth surface for adding structural details, which include the NASA-style inlets.

The inlets could be drawn onto the covered fuselage, but more convincing inset inlets can be created with a little additional effort. Use a card template of the inlet shape, tack-glue it in place, and carefully cut around the pattern with a sharp hobby knife.

Glue slightly larger pieces of $1/32$ sheet behind the opening. Last, fill in the grain with fillerlike spackle or a mixture of dope and talcum powder, and sand smooth. Repeat for the other inlet.

Sheet fill between the lower areas between formers E and F is necessary to hold the bulged landing-gear doors, which are carved $3/32$ sheet-balsa shapes. This is also a good time to fill in the bays where the motor peg is located.

All the sheeted areas should be sanded smooth, filled where needed, and given two coats of sanding sealer. Sand with extra-fine-grit sandpaper between coats.

Flying Surfaces: The wing is straightforward, with the possible exception of the wingtip radar pod. For each wing half, lay down an LE and TE and then glue in the wing ribs.

The airfoil is a Rhode-Saint-Genese 30, which has a slightly upward curve on the bottom surface as it approaches the LE. You can omit this curve (by cutting the bottom of each rib flat). Raise each wing half $1\ 3/4$ inches, and carefully sand in the

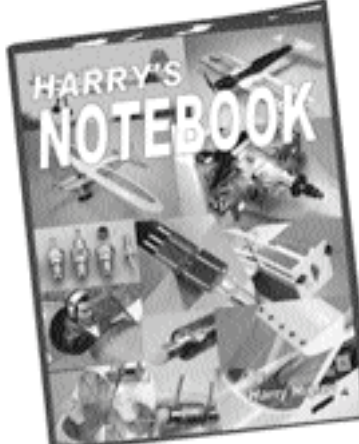
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