



Scale Pursuit Models E-Newsletter

Volume 6

T-34C Kits Now Available!!

We now have T-34C kits in stock. The kit come with all EPP airframe components, formed polycarbonate skins, generous hardware bundle, laser cut ply and other wood pieces, fiberglass cowl, vacuum formed canopy, adhesive (for gluing skins to airframe) and instruction manual with reference CD. We now accept credit cards so give us a call to place your order. At only \$1,095 this quick-build kit is a bargain compared to other highly detailed, molded kits.

Our first batch of kits are already on the streets and you can see a customer's on-line build on RCscalebuilder.com.

http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=13011&PN=1

We anticipate a turboprop powered build soon so keep watching our website for details.

The T-34C retracts are being manufactured by Robart to our specifications and will be available in a few months time. Work is progressing on the cockpit kit and this too will be out shortly.

APPENDIX C Center of Gravity

SCALE PURSUIT MODELS T-34C
TURBO MENTOR

Center of Gravity (CG)

Cut out the MAC percentage graphics below and tape onto the wing to assist balancing. Locate the 30% mark at 4 7/8" back from the LE taper. Initial flights should have a conservative CG of about 30%.

Wing Volume = 1.22 Cu.Ft.

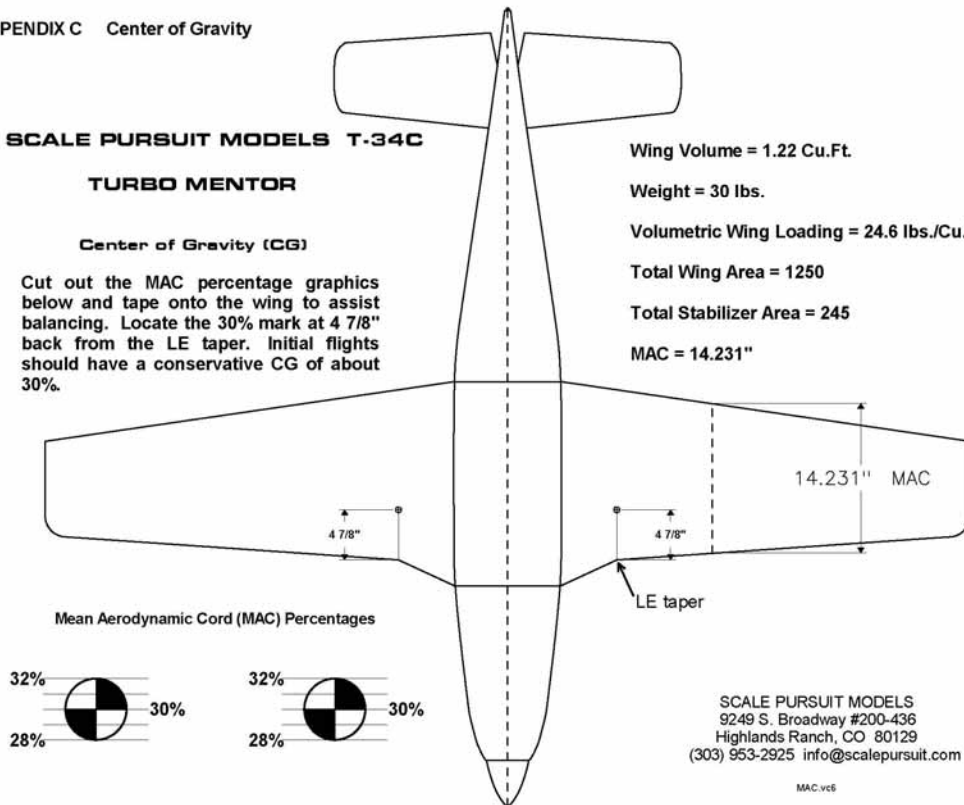
Weight = 30 lbs.

Volumetric Wing Loading = 24.6 lbs./Cu.Ft.

Total Wing Area = 1250

Total Stabilizer Area = 245

MAC = 14.231"



The website now has a .pdf download of the T-34C manual (all 200 pages worth – fear not, it’s mostly pictures) <http://scalepursuit.com/products.htm>

P-73 Stallion Update

Last year at Toledo we revealed Scale Pursuit Models' version of a sport model. This is not your typical sport model. We stuck to what we do best - the replication of real aircraft in miniature – we just did this on a model that did not have a full-size counter part. We wanted a design that looked as if the full-sized version was built in the late 1940s and was at the cutting edge of propeller-driven aircraft of the it's day. Sleek and performance oriented, the Stallion came to be (if only in our own minds).



Since Toledo 2008, we have refined the design, built a flying test model, crashed the test model, repaired it, flew it, crashed it, repaired it – you get the picture. Our first prototype was seriously damaged three times and each time repaired to a flawless finish by virtue of our construction materials and assembly process. These were not time consuming repairs. Sure, foam will break, but it is so simple to glue back together. Creased skins are discarded and they take with them the adhesive that attached it to the foam, making for a light weight repair. Fresh skins, new paint (no need to re-rivet) and we were back in the air. This repair process just has to be experienced to fully appreciate the value that our product delivers. How many crash chances do you get with an imported ARF? You'll get many more chances with our durable and easy to repair models. In fact, we believe that you may never need to replace the underlying airframe, only the skins that get cosmetically damaged from time to time.



We have completed all the skin molds for the P-73. We are building our second prototype that will incorporate Robart retracts. A manual will soon follow and we expect to have kits available by fall, 2009. We have decided to not offer the model with fixed, wire landing gear as we believe most would prefer retracts – it simply looks too good with gear tucked away.

The specification of the P-73 are as follows:

**Span: 84" Length: 67" Wing Volume: 1.04 cu.ft.
Volumetric Wing Loading: 20-22 lbs/cu.ft.
Engine: 1.8 2C, 35-50cc Gas Est. price: \$599**

