Bipe was larger still, with a 28-in.-span top wing and 24-in.-span bottom wing. Both the New Bipe and the Super Bipe were capable of inverted flight and could execute most maneuvers.

Plans for all three Bipes, as well as for most of the other deBolt (Dmecc) Control Line designs—the Stuntwagons, All Americans, and Speedwagons—are available from Fran Ptaszkiewicz, 23 Marlee Drive, Tonawanda, NY 14150. His price for the full-size plan of the New Bipe (as printed at small size with this article) is $6.00; order direct from Fran Ptaszkiewicz.

The original plan for the New Bipe is intended to serve as a basis for your own interpretation. Since this model was configured for a Drone Diesel swinging a very large propeller, the landing gear is longer than necessary for most modern engines. Also, you may want to center the fuel tank on the needle valve so that the engine will feed uniformly when the model is inverted or upright. A side-mounted cylinder might work best for full Stunt flying.

The Bipe '89 interpretation adds a sport application, as shown in the modifications to the fuselage for the upright engine and tuned pipe. Being identical to the original, the wings and tail surfaces are not detailed—although an alternate wing cross section is shown for stock shapes. The model is well suited to the tuned pipe, which nests neatly in the space under the top wing. "Pappy" deBolt will probably be pleased with the good power and speed potential of the piped Bipe.