

By Alex Bouknight

BASIC .60

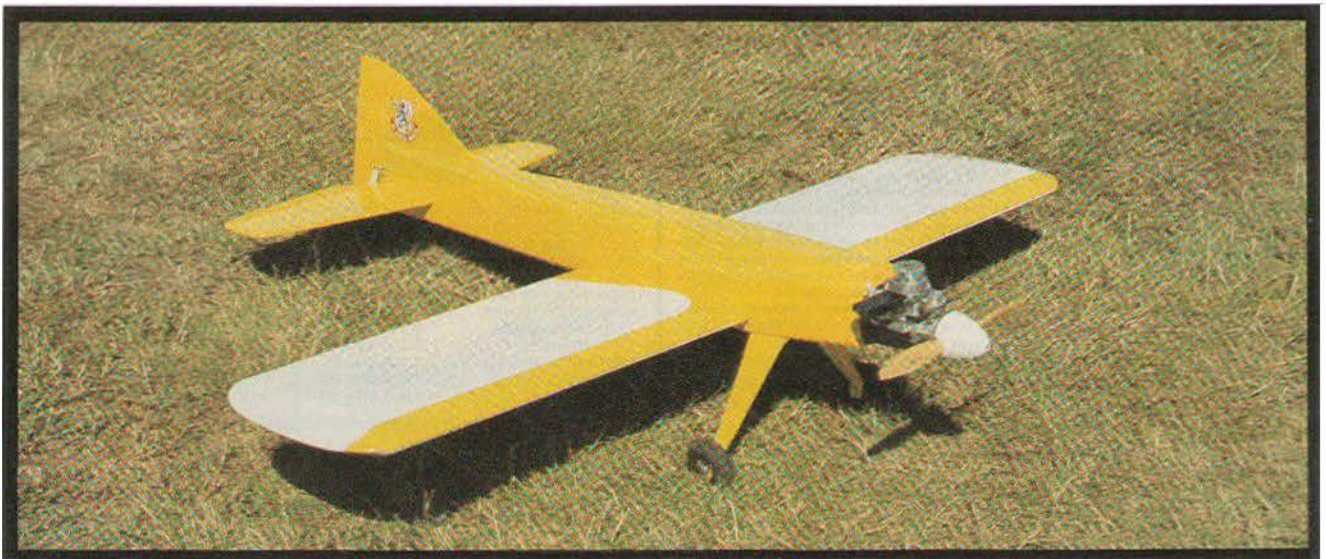


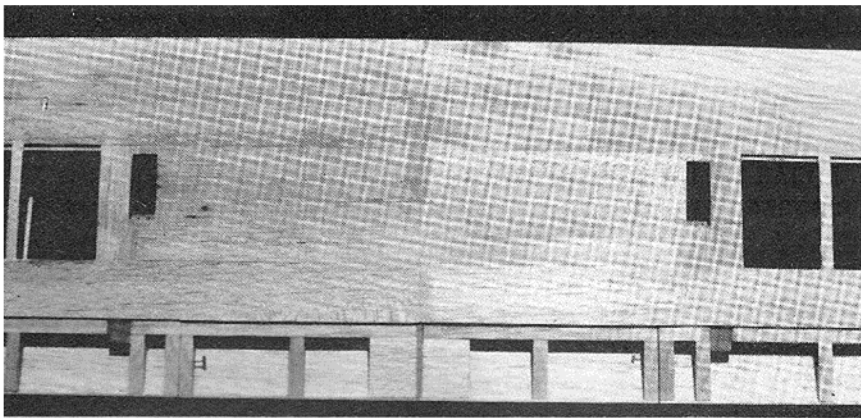
**A Rugged,
Quick Building,
High Performance
.60 Sport Flyer**

The criterion of any aircraft design rests on what specific objective the designer is trying to achieve. The goal of the Basic .60, as the name implies, is a basic general purpose sport type plane. I wanted something I could throw in the car on a moments notice, and go have some fun at the flying field without risking my primary bird everytime I wanted to go flying. There are times when you just want to go have some fun.

I wanted to keep the construction very simple, with no complexities such as fillets, turtle decks, canopies, or built-up stabs. This will keep the construction time down to a minimum and allow you more time for flying or working on your primary ship. It would be a great second aircraft while your pattern bird is resting or in for repairs, or could be used as a radio checker to test radios that have been crashed.

This is the low wing version of the





Bottom of wing showing cut-outs for aileron servos.

save some mistakes later on. The wing is a good place to start the construction. I always suggest the use of a wing jig to build the wing panels as straight and true as possible. These instructions will be sequenced with that in mind, although a good flat building board will work fine. Choose whichever method you are most comfortable with.

Prepare the 3/32" ribs with spar notches, jig holes, servo lead holes, and centerlines drawn on both sides. You will notice that the #1 rib is made from 3/16" stock and is full length. Use this same pattern for the tip plates that glue to the outside of the #10 ribs. Slide the ribs on the jig rods to the

BASIC .60 (LOW WING)

Designed By:

Alex Bouknight

TYPE AIRCRAFT

Sport

WINGSPAN

57 1/2 Inches

WING CHORD

12 3/4 Inches

TOTAL WING AREA

720 Sq. In.

WING LOCATION

Low Wing

AIRFOIL

Symmetrical 15%

WING PLATFORM

Constant Chord

DIHEDRAL EACH TIP

5/16 inch

OVERALL FUSELAGE LENGTH

49 1/4 Inches

RADIO COMPARTMENT SIZE

(L) 12 1/2" x (W) 3 1/2" x (H) 2 3/8"

STABILIZER SPAN

25 Inches

STABILIZER CHORD (incl. elev.)

7 1/4 Inches (Avg.)

STABILIZER AREA

165 Sq. In.

STAB AIRFOIL SECTION

Flat

STABILIZER LOCATION

Mid Fuselage

VERTICAL FIN HEIGHT

5 1/2 Inches

VERTICAL FIN WIDTH (incl. rud.)

8 1/2 Inches (Avg.)

REC. ENGINE SIZE

.45-.60 (2-stroke)

FUEL TANK SIZE

12-16 Oz.

LANDING GEAR

Conventional

REC. NO. OF CHANNELS

4 (5 servos, 2 ail.)

CONTROL FUNCTIONS

Rud., Elev., Throt., Ail.

BASIC MATERIALS USED IN CONSTRUCTION

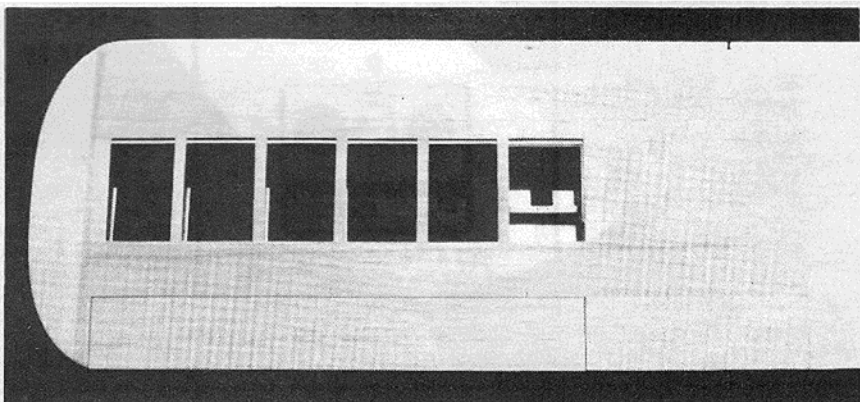
Fuselage Balsa, Ply, Spruce

Wing Balsa, Ply, Pine & Spruce

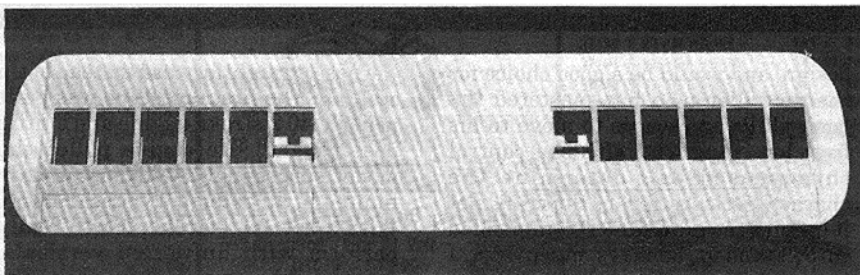
Empennage Balsa, Ply

Wt. Ready To Fly 112-128 Oz. (7-8 Lbs.)

Wing Loading 22 1/2-26 Oz./Sq. Ft.



Top of wing showing aileron servo bay.

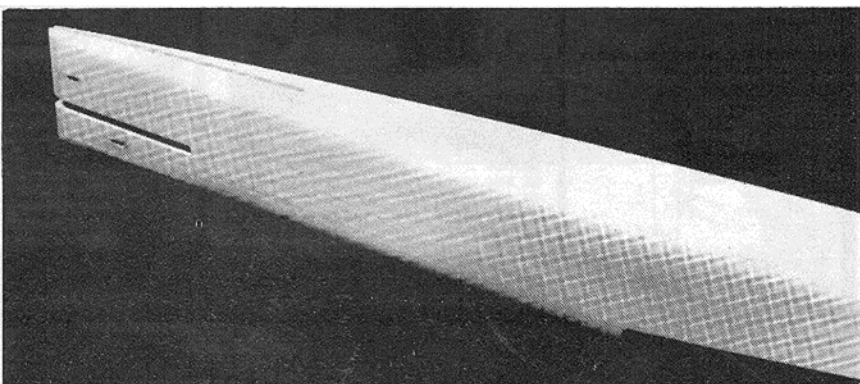


Top view of complete wing structure ready for fiberglass reinforcing at centerline.

plywood bulkheads. The elevator halves are driven with a Y pushrod so each side may be fine tuned during the trim sequence.

Read through the entire construction sequence to get a feel for the project before you start. This could

correct spacing and adjust the dihedral if your jig allows you to build both panels at the same time. Prepare two 1" triangle leading edges by notching for the rib locations and drawing a centerline on the back surface. Pin into position on the ribs.



Vertical fin slot is cut into 1/4" sheet balsa top block. 3/16" sheet balsa sides are then glued to top block. Note pushrod exits.