

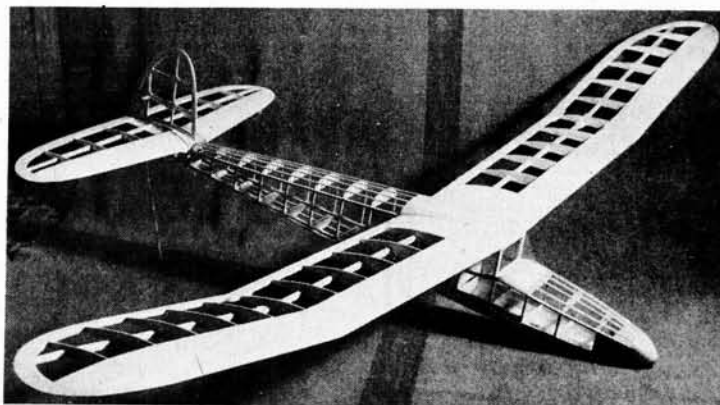
# THE "CHIEF"

Radio Controlled A/2 Nordic



(Above) Span is 64"; length 39"; total area 515 sq. inches; weight 14.5 oz. Slope soaring winner. (Right) Structure is simple and straightforward. Plans may be scaled up four times with dividers. (Below) With lightweight R.C. installed, design is a natural for R.C. soaring. Note 3 tow hooks.

By Bill Dean

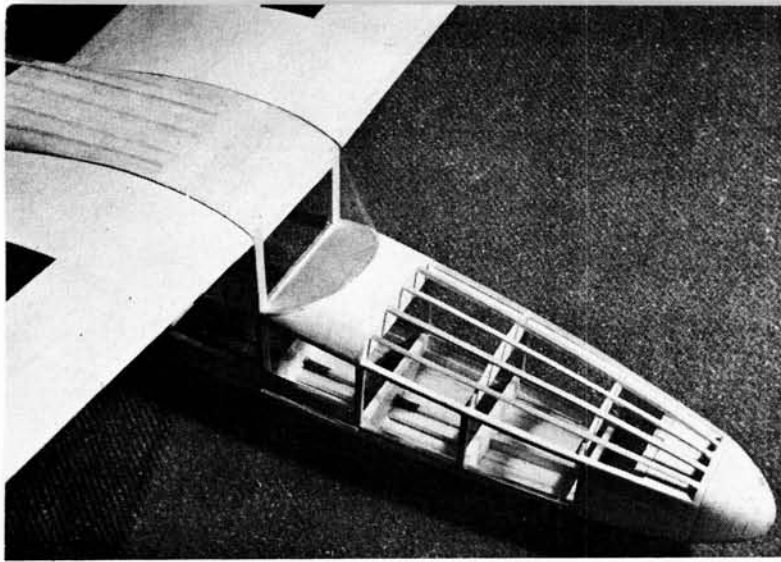


► The "Chief" was designed some years back as a Nordic type towline to meet the A/2 specifications then in existence. The basic design did amazingly well in competition, and took many firsts in England and on the continent.

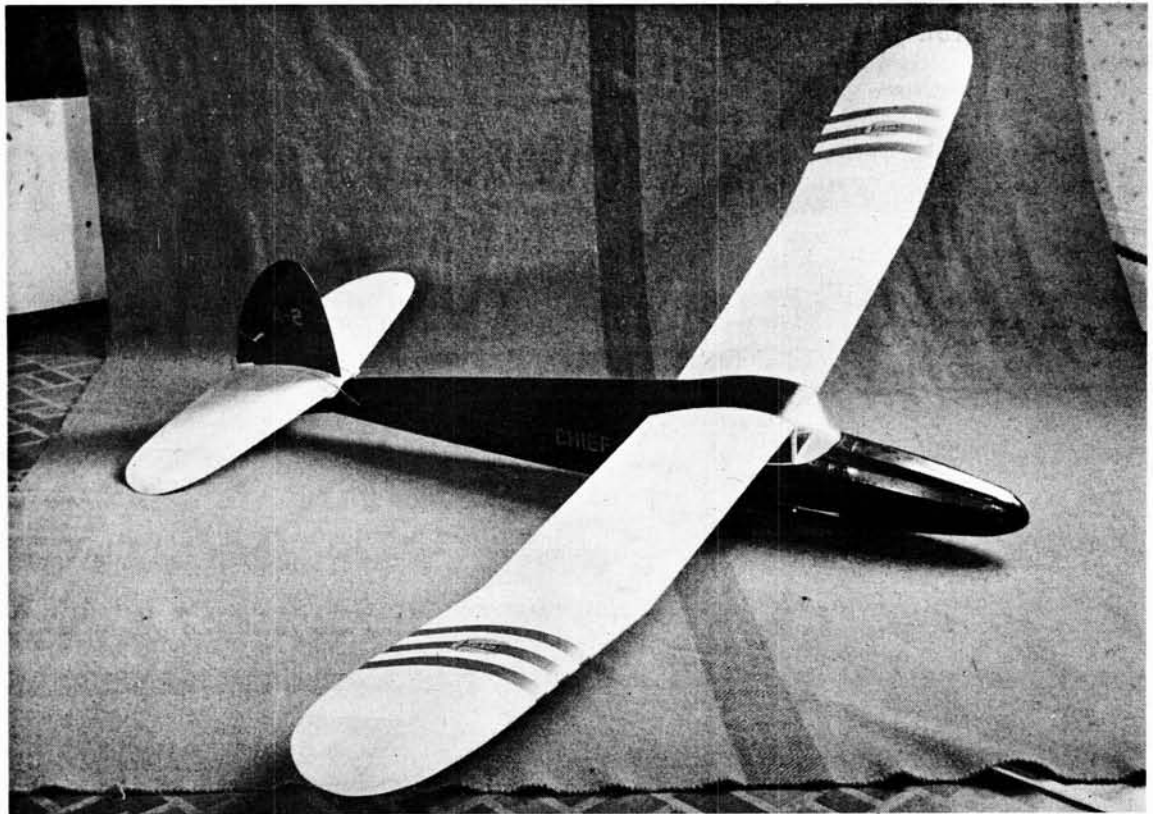
It is an ideal design for radio controlled soaring as the fuselage is roomy enough for most of the lightweight R.C. equipment available today. Batteries and radio replace the ballast, so the increase in weight is not a great deal. Proportions are well suited to R.C., and the design is stable and easy to handle on the towline. It is an ideal project for the newcomer to R.C. flying, as a soarer is much more forgiving than a hot powered job.

As an A/2 without the R.C., it will give you a great deal of experience in flying this exacting event. The design features an auto-rudder, which allows the model to tow straight on the line, and then wheel into turning flight as soon as released. Plug-in type wing panels are used which knock free on impact. A one-piece wing may be used, if desired. Dethermalizer is pop-up stab type.





(Left) Nose compartment is ideal for radio control installation. (Below) The completed "Chief," unusually stable on the tow, easy to trim out as Nordic A/2 or with R.C. for controlled soaring.



Two plan plates are shown, drawn  $\frac{1}{4}$  scale. Both Nordic A/2 details and R.C. installations are shown, as well as auto-rudder, dethermalizer details etc. The photos and text give a wealth of detail which we hope will make assembly easy. The basic lines of the "Chief" are graceful as well as functional, and ample in strength. Fuselage framework is basically  $\frac{1}{8}$ " x  $\frac{3}{16}$ " and  $\frac{1}{8}$ " sq.'s with formers top and bottom. R.C. versions could use  $\frac{1}{8}$ " x  $\frac{1}{4}$ " longerons. The only tools required are long nose pliers, steel pins, small saw, sandpaper, model knife or razor blades etc.

Plans may be enlarged to full size by pacing off key dimensions from a reference line four times, using a pair

of dividers. These are easily obtained and a very inexpensive pair will do very well. Sheet parts may be carboned onto balsa, or traced onto vellum and rubber cement to the sheet, cut to outline and then strip off the vellum. Rubber cement rubs off easily. You may wish to protect the plans with wax paper. This is optional, saves the plans but is not too good a mixture with the cement joints.

**FUSELAGE:** Parts F-19 and F-26 are cut out first. Select four very hard  $\frac{1}{8}$ " x  $\frac{3}{16}$ " for the longerons. Test for similar bending characteristics. Lay-out one fuselage side, cutting a pair of each  $\frac{1}{8}$ " sq. upright to insure both sides will be identical. Pins should not

penetrate the balsa, place on either side to hold tight to working surface.

The second side is now assembled above the first. Check for exact alignment of each member. Note that F-24 is on the left side only.

The wing tongues are now cut out and sanded smooth with fine sandpaper. The wing tongue box parts B1 and B2 are also cut out and joined with pieces of  $\frac{1}{8}$ " x  $\frac{1}{4}$ ". Assemble the tongue boxes, checking to insure the tongues make a good tight fit. Modify design if you wish, for a one piece wing.

F5, F8 and F8A are now cut to shape. Build up formers 1 and 2 flat on the plan. Note celluloid reinforcement on Former 1. (Continued on Page 47)

three view of the glider and shows the revised airfoil section. Subsequent test flights were quite amazing; the duration jumped to between 80 and 90 seconds.

It can be concluded that appreciable performance gains are possible for indoor gliders through the use of high aspect ratio wings in conjunction with airfoils having a low Reynolds numbers.

While the "wedge strip" airfoil was originally intended to be only a temporary "fix", it has proven to be superior to any other yet tested for high-aspect ratio indoor gliders.

Further work is presently being carried out to achieve high performance airfoils for indoor gliders. The effect of increasing the glide Reynolds number for the high-aspect ratio glider, (both by increasing the weight of the present size glider and by increasing the wing area to the maximum allowed), is also being investigated.

## THE "CHIEF"

(Continued from Page 10)

Slots in F23 units should line up with each other. The fuselage sides are now sliced apart with a razor blade. The box is now inserted through the side frames and slide out both side frames to provide a gap for the formers 1 and 2. Join these frames with the formers before cementing the tongue box in position. Reinforce these tongue boxes with sheet scraps cemented to B1 and B2. Run the grain of the wood across.

F6, F6A, F7 and F7A formers are now cut to outline. The lower cross-braces are cemented in position at F6 and F7. Now cement the formers in place, checking to see fuselage sides are parallel, between F5 and F8.

Pull in the side frames at the nose and rear and install braces F17 and F18. Hold till cement dries with rubber bands or tape. Cut pairs of the upper and lower cross-braces, and install. Add stab support K. Cut-out and install the remaining formers. Cement F20 and R8 in position.

K1 and K2 are now joined flat on the plan. When cement has dried, bend three tow hooks from wire and cement to K2. Insert this assembly into notches in F1 through F7.

The lower half of the fuselage is now planked with  $\frac{1}{8}$ " x  $\frac{3}{16}$ " strip, from F1 to F7. Carve and sand this planking smooth. The five lower  $\frac{3}{32}$ " sq. stringers are cut to approximate length and bent to the required curve before installation. This is accomplished by indenting with your thumbnail every  $\frac{1}{4}$ " along one edge, resulting in the strip arching slightly in that direction. Attach the center stringer first, sight and align before

adding remaining stringers. The upper  $\frac{3}{32}$ " sq. stringers extend from F6A to F16A. Start from the front with center stringer and align carefully. Plank between stringers with  $\frac{1}{8}$ " x  $\frac{3}{8}$ " in area between F6A and F8A.

The area of the fuselage from F5A to F6A is now planked with  $\frac{1}{16}$ " sheet cross-grain. Trim flush with the fuselage sides but do not sand at this time. Cover area of fuselage just forward of the cabin with stiff paper or other material as shown. Attach the celluloid, allowing to dry on center before bending around. Hold in position while the cement sets with pins. The nose blocks are now installed, lightly tack-cemented in position for carving, then removed and hollowed. Dethermalizer fittings and auto rudder linkages are fitted after flying surfaces are completed. Radio installation should be handled as needed for the unit of your choice as the fuselage takes shape. Receiver removal, battery locations and removal etc., should be considered as you assemble your model, and these needs will vary depending on the equipment installed. (See suggested access on plan.) Bear in mind though the balance remains the same, batteries can be used to replace the ballast, and other weight should be balanced out under the C.G.

**WING ASSEMBLY:** The lower front and rear wing spars are joined at the correct dihedral angle, (flat on the plan). Brace with W12 and W13, and when dry, flip assembly to gusset other side. All wing ribs are now cut out, with care taken to make sure the slots for the wing tongues are accurate. Trim away the small tab at the rear of each rib. This is to aid assembly only.

**LEFT WING—INNER PANEL:** Block up the front spar  $\frac{1}{16}$ " and the rear spar  $\frac{3}{32}$ " and bracket with pins over the plan. Notch the trailing edge for the ribs and shim up as indicated. Cement it in position, align carefully. Cement W14 in place. Ribs W1 and W3A are now installed, at an angle. Check with a template. The leading edge is now attached, and W12 pieces cemented to the upper spar, and the latter cemented into the rib notches. Position the W-11 gussets. Wing tongue is next cemented in place and braced with scrap strip at the W1 and

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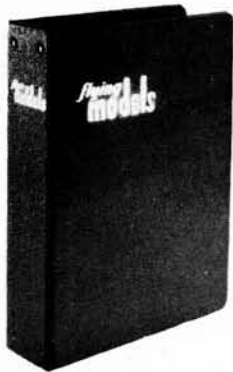
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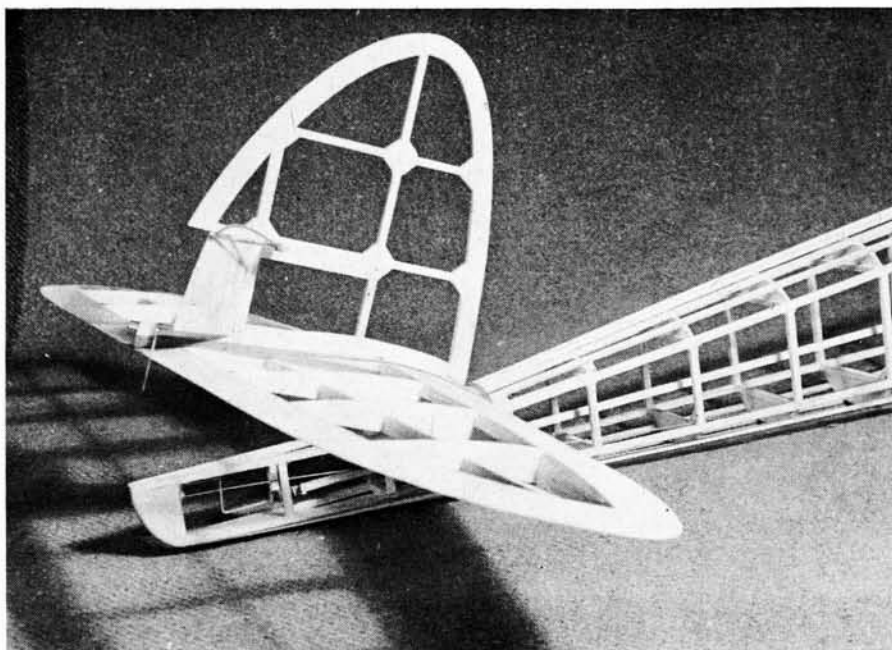
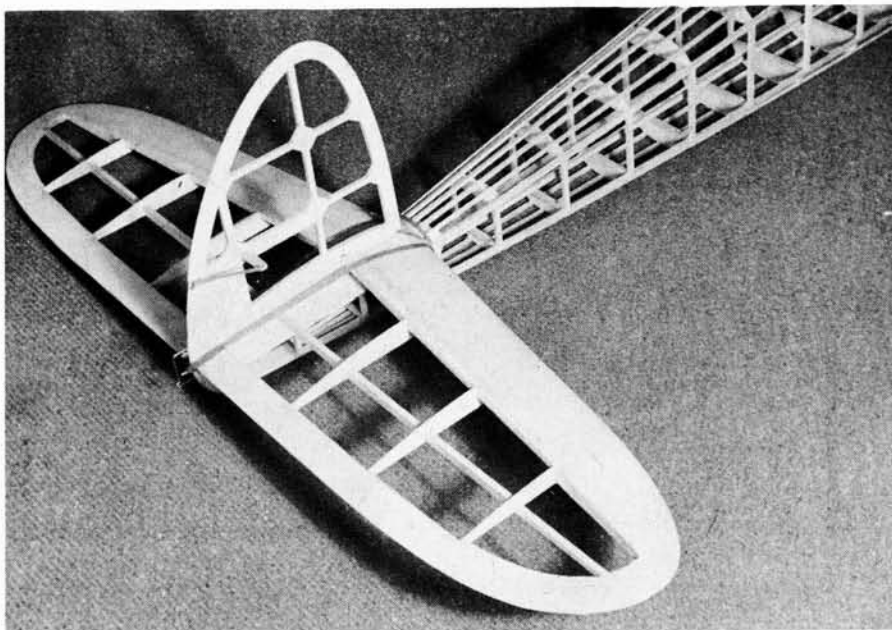
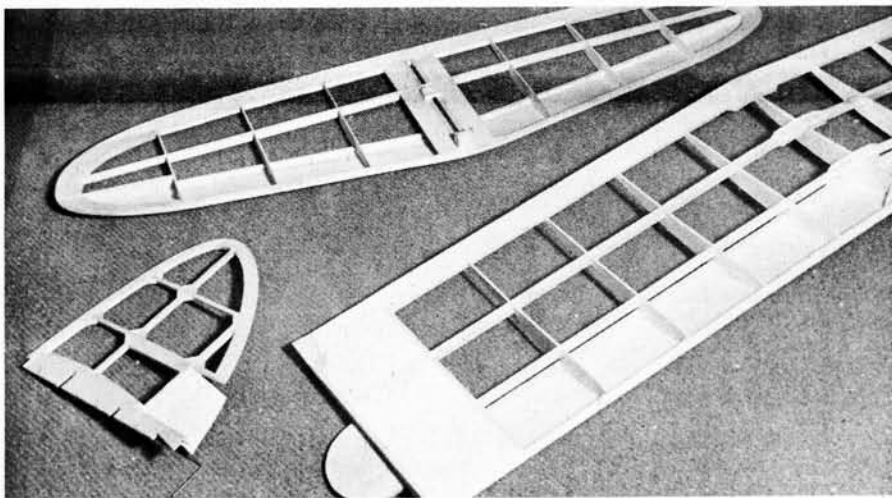
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W2 joints. The leading edge sheeting completes it.

**LEFT WING—OUTER PANEL:** When dry, remove the inner wing panel and block up till the spars parallel the work board. Spars are shimmed up as before, and pinned in place. Attach W6 to the front wing spar.

Notch the trailing edge and position after shimming as before. Cement the remaining ribs in place, then the leading edge. Gusset with W11 to leading edge and W3A. Join the  $\frac{1}{8}$ " x  $\frac{1}{4}$ " x 1" brace to the leading edge at W4. Cement on the two W10 laminations. W7 and W9 are now positioned as indicated. Position the leading edge sheeting as before, holding with pins till dry. W7A added at this point.

Once the cement has set, remove from the plan and insert  $\frac{1}{16}$ " sheet between W1 and W2 (underneath). Cover the top surface here with  $\frac{1}{16}$ " sheet. Cement W15 strengthener in place at

root of trailing edge, trim and sand to shape.

The rib assembly tabs are now trimmed off. Carve the leading and trailing edges to the required airfoil sections, and treat tip areas in the same manner. Assembly of the right wing panels are identical to the left. Check that the wing tongues fit snugly into the box. Shim with layers of clear dope. Sand the wing root section and mating areas on the fuselage for a smooth fit.

**STABILIZER AND RUDDER FIN:** Pin the rear stab spar to the plan. Notch trailing edge and position. T5 and T7 are now cut-out and assembled over the plan. All stab ribs are now placed in position and cemented. T1 ribs should be vertical, add T10, then T8 and 99 units.

Now add the leading edge and the upper front spar. Cut the two pieces of sheet to shape required and attach a

$\frac{1}{8}$ " x  $\frac{3}{16}$ " piece as indicated. When dry, remove from the plan and trim leading, trailing and tip edges to shape. Check all joints and sand lightly as necessary. Cement ply pieces "G" to the sides of ribs T1 and fill in between them with the G1 units.

Build the fin flat on the plan, pinning the outline R1, R4 and R6 in place. Braces are now inserted. Lightly cement the rudder R5 in place. When dry, remove assembly from the plan, trim and sand to sections shown. Now cut rudder free and hinge with silk. Cement ply horn in position temporarily (on R7) on the right of fin. Check for a snug fit of the fin in slot between T1 stab ribs.

**DETHERMALIZER:** Guide I takes the tail assembly locating peg to the fuselage. Cement in place, just behind support K. Cut timer anchor M and bolt timer to it so arm is vertical when cocked. Cut L in half and rejoin enclosing the timer, then cement units N to L and M. Cement the assembly into the fuselage as shown, with the timer arm projecting from the right hand side. Fill the spaces around the timer. Next, cut a curved slot in F24B to line up with the hole in the end of the timer arm. Bend B to shape and link to timer.

Temporarily cement the brass locking bracket to the stab. Make a mark on the fuselage where the hole positions, and drill hole in fuselage to receive the tubing. Link the retaining wire C to L with a length of  $\frac{1}{8}$ " sq., and bind with thread so  $\frac{1}{4}$ " of wire C projects beyond end of the fuselage with timer in cocked position. Bind the wires now firmly to the  $\frac{1}{8}$ " sq. and cement well.

Now detach the F25 units and bind wire J to the upper longerons. Coat with cement, then replace the F25 parts. A  $2\frac{1}{8}$ " long dowel is now cemented to F25 parts. Insert a pin in the trailing edge of R6 to retain dethermalizer rubber band. Check for good sliding fit with retaining wire in the tube. Tails surfaces should pop-up when timer arm snaps into forward position.

**AUTO-RUDDER:** Insert end of the wire E into the rudder and secure with silk as detailed. Attach the wire guides to the lower right hand corner of box sections from F7 through F15. Install tubing between F26 fuselage pieces. Drill hole for wire in Former 1.

Bend a small loop in length of wire. Push wire through the tube from the rear. Cement O to fuselage and pierce for wire D to pass through. With rear of D level with wire prong E, bend a loop to line up with spacer at Former 1.

Make clip D from wire as shown and cement to fuselage as indicated. Push a small pin through longeron and lower cross-brace at F4. Loop rubber band from this to front loop in D. Gusset P is now installed. A small length of rubber stretched from F to rudder trailing edge, pulls the rudder over

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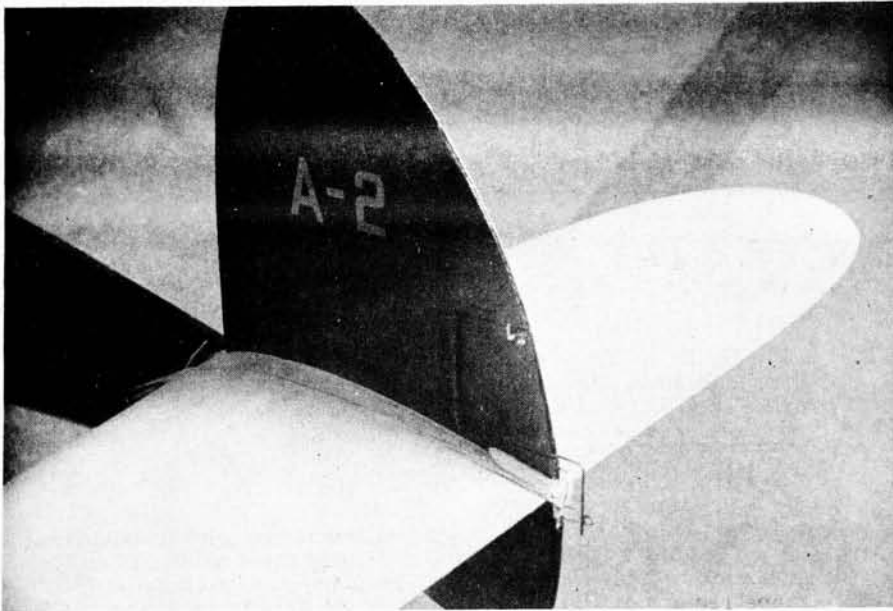
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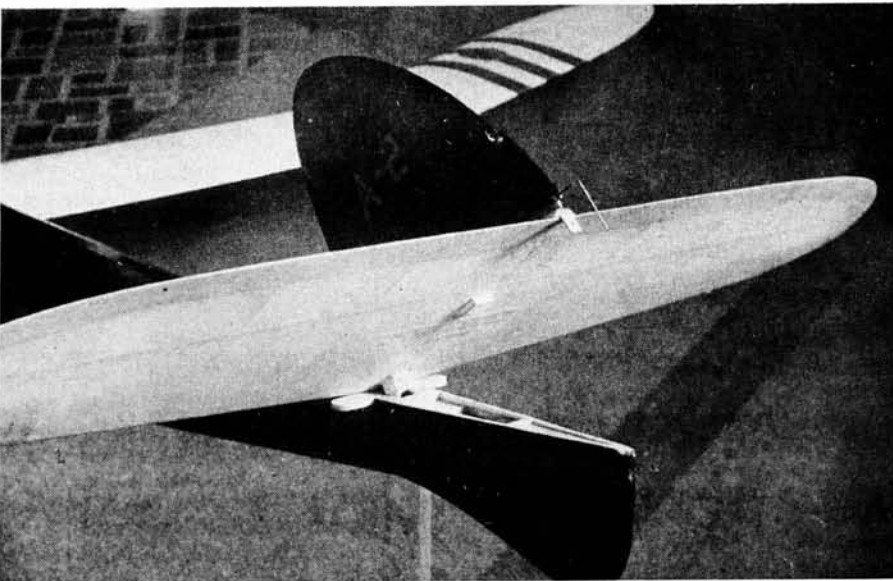
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This timer-operated tip-up tailplane will bring the "Chief" down out of even the strongest thermal.



when prong E is released, when D moves forward. Limit rudder movement with a bent pin.

**COVERING:** Start the covering with the fuselage sides, then cover the area behind the wing position, upper and lower, with one piece each. Use several pieces to cover the curved area in front of windshield. All sheet areas should be covered, including the noseblock, planking and under-fin.

Spray the covering with water, allow to dry well. Next apply four coats of clear dope.

Undersides of the wing are tackled next, using special care to adhere covering to the undercamber. Use two pieces of material for each wing half. Next cover the inner portion of the upper camber of the wing. The tip panel is then covered out as far as W4. Another piece is used from F4 to F5, and still another to reach the tip. Water spray both wing panels, block up the

leading and trailing edges and pin and block till dry. Three coats of clear dope are now applied, and the wing again blocked up to prevent warping.

The stab is covered with two pieces of material, water sprayed and then given three coats of clear. Pin and block up as with the wing to prevent warping.

Remove F before covering the rudder fin. Apply two coats of clear, block up off plan once again.

Apply color dope sparingly to minimize the weight factor. A little color dope or tape striping will add to the appearance.

**FINAL ASSEMBLY DETAILS:** Mark off the correct balance point in pencil, on the underside of the wing, at the root. This should be 3 1/4" forward of the trailing edge.

Plug the wing panels in. Attach the tailsurfaces locating key H. Next, hold

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the tail in position and set the timer to actuate the retaining wire C. Stretch a length of rubber from the dowel ends and around the base of the fin.

Now remove the nose block and add lead ballast, while model is blocked or held at the balance point. When the

model assumes a level attitude, all is ready for first flight tests. In the case of a radio equipped version, the balance must be trimmed by placement of the equipment. Bring model up to weight rules (14.45 oz.) for A/2 flying, and add your name and address.

**FLYING:** Check all surfaces to make sure they are free of warps. Tape across center-section to hold wing panels on. Attach the tail surfaces, and make sure they align with wings as seen from the front. Keys G and H will hold fin setting always the same. Wing tips should have slight wash-out, as it was built in.

Test gliding your "Chief" is now attempted. As the C. G. position has been carefully checked, the correct trim should be a matter of adding or removing a small amount of weight. In some cases, a slight warp may require adjusting the stab incidence a  $\frac{1}{64}$ " plus or minus.

A building pin is now inserted between D and A to hold neutral rudder. Face into the wind, and gently launch the model from shoulder height. Release model slightly downward, rather than nose high, or a stall will develop. Glide should be about thirty feet or so, into the wind. Try to test again from some hill or rise, to better survey the flight attitude. Trim for a straight glide at this time. Attach an additional trim tab to the rudder fin or wing tip if necessary. When the auto-rudder is actuated, movement should be about  $\frac{3}{16}$ ". Limit this movement with a bent pin, and alter as dictated by flight tests on the tow.

**TOWLINE LAUNCHING:** See A.M.A. rules for towline launching data and other information. Launch by running into the wind, or use a winch or other shock cord device. In all but very calm weather, it is advisable to pay out the entire line length, and run to tow model aloft. After the first initial run, the model will climb rapidly, with little effort on your part. In breezy weather, walk toward the model if necessary to relieve strain on the wing surfaces.

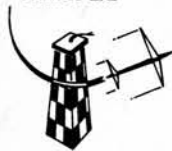
This design has proven itself highly stable on the line and may be brought almost overhead before releasing. As for the towline, light fishing twine is ideal, and a small piece of colored silk about 6" from the tow ring will help drag the line off at the point of release. This aids the timer visually also. Tie a 15" length of line to a model pin and tie a knot as it joins the towline 6" from the tow hook. As the towline falls free, the pin too is pulled and the rudder kicks over into glide circle position.

As you start to tow, your helper should release the model as soon as the model develops sufficient lift. Use front tow hook for testing, especially in windy weather. Use the middle hook as wind and experience permit. Maximum height is gained on the rear hook, though this is tougher on the wing and should be used with care. This hook may be used however, even in windy weather.

In conclusion, remember to use the auto-tow and dethermalizer at all times. Have helper check to see the auto-rudder is properly set for launching, and dethermalizer timer lock off before releasing. Happy landings! ●

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