



GUIDATO

**Easy-to-build
66-inch radio
control design
for rudder only
course flying.
Ideal for the
r/c beginner
using 2.5-3.5 c.c.**

By Brian Sichi

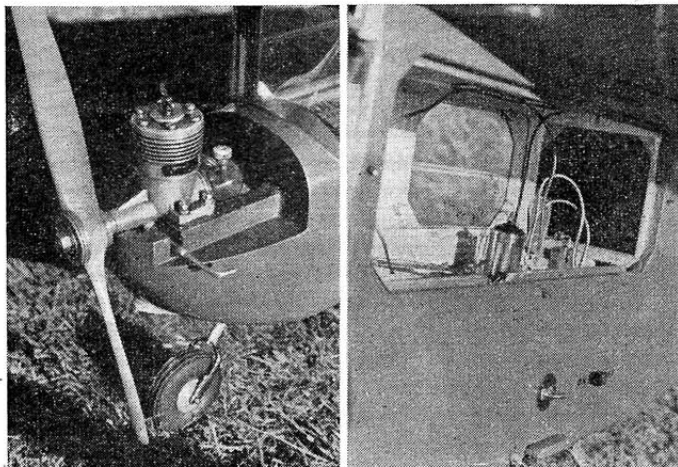
HERE IS A MODEL that makes no pretence of being fully aerobatic but fills the bill as far as most modellers are concerned for top class performance as a pure sport flier. The original with its D.C.350 is now a veteran flier up at Ayr in Scotland, and has proven time and time again that its robust design features are just what the average modeller needs for pure and simple course flying for fun.

Everything on this model has been designed for simplicity and serviceability. Radio equipment is accessible through the cabin side flap, the tricycle undercarriage takes all landing shocks, the motor is upright and fully accessible, the tailplane and wings quickly detach leaving the fin and control surface permanently fixed to the fuselage. For the man who wants to start radio flying, Guidato is ideal for quite a wide range of engines from 2.5 c.c. to 3.5 c.c.

Begin with the fuselage, making up the engine bearer assembly with F1, F3, to which are added the side frames with projecting longerons forward

of F.3 position. Join sides with F4, cross braces, adding wing and tail dowels and make arrangements to take whatever type of actuator is selected. The undercarriage fitting should be added before sheeting-in nose bays to F4 position, with $\frac{1}{8}$ sheet. Build up fin and rudder, adding to fuselage, then complete all incidentals before proceeding with the tailplane. Flat bottom makes assembly simple over the plan both for the wing and tail, wings being made in two separate pieces over the main spar and ribs R1 merely used as locators until the dihedral brace has been added for joining wings when they can be cemented firm. Add centre section and leading edge sheeting, wingtips, then cover overall with heavyweight Modelspan giving a liberal application of clear dope (silk would be preferable). For first flights, use low engine power to give extended hand glide performance just to check that wing and tail angles are suitable, then gradually increase the power and you will soon be performing those figure eights and spot landings and three point spot landings on the local flying field.

Heading shows designer with his red and yellow prototype. Note the spacious cabin and tricycle undercarriage. At right, close-up detail of the Davies Charlton DC 350 engine installation with upper cowl removed shows clean simplicity. Far right view illustrates receiver access through the side hatch. ECC Rx is used, with E.D. lightweight escapement but Guidato will take all commercial sets in its spacious cabin



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