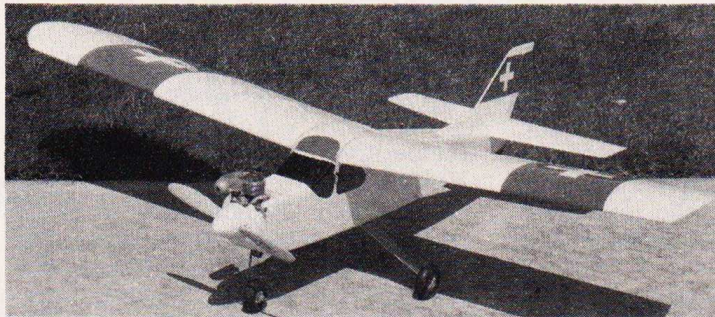


# RCM PRODUCT REVIEW

**Sig**  
**KADET JUNIOR**



**S**ig concedes, now that the big Kadet has ailerons, that there is still a need for a three channel trainer, one of reduced size, for owners of simpler radios --- a plane which is more compact, economical, and powered with a lower size engine. Kadets are not new to us. A number of years ago we built our first one; recently we built the aileron version. Needless to say, we were fascinated with little sister when it was first advertised and immediately set out to acquire a kit.

Knowing it was designed by Claude McCullough and executed by Sig, we were greatly pleased and not the least bit surprised by the quality look we found upon opening the box. We did wonder how they packed all that airplane in such an unusually trim flat box. It was all there, from the complete hardware set and excellent wood, to the well-detailed set of plans.

It is recommended that you unfold the plans, reverse fold the creases and allow them to lay flat for a couple of days to absorb a bit of humidity. Then they should be rolled, print side up and stored while you are reading and **studying** the 31 page building and flying instruction book.

#### **Construction:**

Now that you have read and re-read the instruction book, unroll the plans on your workbench and prepare for a surprise. You will see a feature that we, who do a lot of building, have looked forward to for many years. The wing is upside-down to the rest of the plans. This enables you to build the wing from the top side of the plans. Excess plans are either rolled at the back of the workbench or hang down over the back edge. For years we have fought the plans hanging down the front of the workbench covering all the drawers making them inaccessible. The remainder of the plans, in addition to the construction layouts, are covered with information, notes, and building instructions. They are full quality throughout.

## SPECIFICATIONS

Name .....	KADET JUNIOR
Aircraft Type .....	Sport
Manufactured By .....	Sig Montezuma, Iowa 50171
Mfg. Suggested Retail Price .....	\$39.95
Available From .....	Both Mfg. & Retail
Wing Span .....	48 Inches
Wing Chord .....	9 Inches
Total Wing Area .....	430 Square Inches
Fuselage Length .....	39 Inches
Stabilizer Span .....	18 Inches
Total Stab Area .....	100 Square Inches
Mfg. Rec. Engine Range .....	15-.25
Recommended Fuel Tank Size .....	4-6 Oz.
Recommended No. of Channels .....	2 or 3
Rec. Control Functions .....	Rud., Elev., Throt.
Basic Materials Used In Construction:	
Fuselage .....	Balsa & Ply
Wing .....	Balsa & Ply
Tail Surfaces .....	Balsa
Building Instructions on Plan Sheets .....	Yes
Instruction Manual .....	Yes (31 pgs.)
Construction Photos .....	Yes

## RCM PROTOTYPE

Radio Used .....	Kraft
Engine Make & Displacement .....	O.S. .25
Tank Size Used .....	6 Oz.
Weight, Ready to Fly .....	44 Ounces
Wing Loading .....	14.7 Oz./Sq. Ft.

## SUMMARY

#### **WE LIKED THE:**

Plans layout (see text). Landing gear mounting.

#### **WE DIDN'T LIKE THE:**

Nothing worth mentioning.

Very little of the kit is die-cut, only wing ribs and ply parts. Most of the balsa cutting is done by the builder. For instance, the fuselage sides are your building boards, all longerons, vertical spacers and doublers are glued to the pre-printed fuselage side thus assuring flat non-warped construction. When all has been glued on, then and only then are the sides cut from the balsa sheets. Most of the tail surfaces were also cut from printed sheet. The wing tips, which are on the sheet, were shaded in such a way to make the bevel cut automatic and, amazingly enough, they are mirror images thus preventing two lefts or two rights.

The fuselage was a snap to assemble, the ply formers fit into grooves made by spacing the doublers. This rigid box construction kept everything at right angles to the building surface. The aliphatic working glue used was Sig-Bond and the epoxy glue was Sig's Kwik Set which sets up in 4-5 minutes; these are both excellent adhesives. Pay close attention to the plans and instruction book, they are very explicit as to where to use aliphatic glue and where to use epoxy.

# NEW FUEL "Blue Flame"

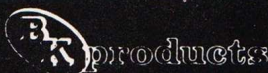
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## KADET JUNIOR

We would like to make two comments in regards to the wing construction, which is otherwise straightforward and poses no problems for the beginner or expert builder. First, the 3/32" balsa webbing was so hard that it was necessary to use an X-Acto saw to cut it. This brought about a wrinkling of the brow because we had always used soft, easy to cut balsa for webbing. When the wing was finished we were very pleased at the extra strength brought about by the hard webbing. The extra weight was negligible; this is a feature we are going to remember in future construction. Second, we added a triangular balsa brace between the outermost wing rib and the sheet wingtip. Located mid-way between the front and rear spar, this brace adds rigidity and keeps the wing tip from vibrating up and down when sanding to final shape prior to sheeting.

We especially liked the manner in which the landing gear mount was sandwiched into the bottom of the fuselage then doubled to the sides with 1/8" aircraft ply. If nylon bolts are used to secure the metal landing gear to the fuselage, no way could the mount ever be ripped out. In fact, were steel bolts used, we still have our doubts that it could be ripped out.

### Covering:

The wing was covered with white Super MonoKote and trimmed with red. The white crosses were white Trim MonoKote. The fuselage and empennage were painted. The balsa

Span: 43  
Length: 31  
Area: 305  
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was filled with two coats of Hobby epoxy Stuff which was sanded well between and after each coat. It was then primed with two coats of a new primer we located at the building supply center. The primer is put out by Rustoleum and is their white Automotive Primer. It dries ready for sanding in 30 minutes and covers as well, or better than, any primer we have ever used. The two coats, well-sanded, covered all indications of balsa grain that were not hidden by the Stuff. Unless you use fiberglass over the balsa, we don't think you will get better coverage than this method. Three coats of Pactra Formula U polyurethane polar white sealed it completely. Sand lightly with worn-out 600 wet or dry sandpaper. Rub with white compound and wax and you'll get a shine two feet deep.

### Engine:

The plans recommend that the engine be from .15 to .25. We used an O.S. .25 hoping we would be able to fly at half throttle most of the time yet have the power to get out of trouble if it was necessary. The muffler with pressure fitting is stock O.S. The location of the firewall in the fuselage insures the engine has 3° down thrust, no right thrust. The standard 4 oz. Sullivan tank is located just behind the firewall. A .15 engine is more than sufficient either at full throttle on two channels or, if the model is built light, with three channels. Beginners should fly .19 to .25 powered planes at half throttle after take-off until they are familiar with the plane and have more flying time.

### Radio:

The Kraft 3 channel radio with KPS 12 servos was located (almost lost) in the spacious radio compartment. The flight pack battery was positioned under the fuel tank and padded with white Sig foam rubber.

### Pre-Flight:

Also included in the kit, for the novice, is a Pre-Flight Check List which includes piloting tips for the first flight. Read it thoroughly, verify each item on the check list (**that goes for you experts too**) and you will have greatly improved your chances for success.

### Flying:

After going over the Pre-Flight Check List item by item, it was time. The engine was started and peaked to maximum then backed off a click or two to run a bit rich. Being chickens at heart, we taxied it around the field a bit (over 15 minutes) then with the 'old ticker' up in the throat we fed in full throttle. Fifteen feet down the runway she leaped into the air and climbed straight out to 100'. Only a bit of down trim was added to compensate for full throttle; this was removed when we cut the O.S. .25 to 1/3 throttle.

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Registration Fee is \$15 plus

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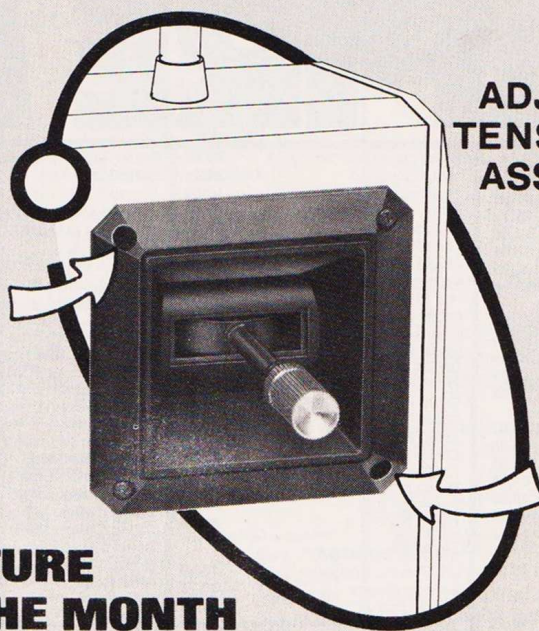
**Important:** When events are full, earliest postmark will determine acceptance. Complete information packet with schedule, contest information and hotel accommodations will be mailed upon receipt of pre-registration form and fees.

After a few trips around the field for show we then brought her in for a landing. When the power was cut, the Kadet Jr., floated in over the end of the field and flared to a perfect landing. The run-out brought her almost to our feet. Power was added at the last second to put it over by the field box. Other flights since have been just as pleasing. The plane balanced out exactly at the C.G. without the addition of weight. The 500 mil. battery was located under the tank as directed.

**Conclusions:**

We have commented many times that a novice flier should start with a plane that will fly by itself, as a free-flight does, and keep it around the field with the radio. The Kadet Junior comes as close to these recommendations as you can find in a kit. Learn to fly on something simple and forgiving, then progress upward as you gain the experience. □

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