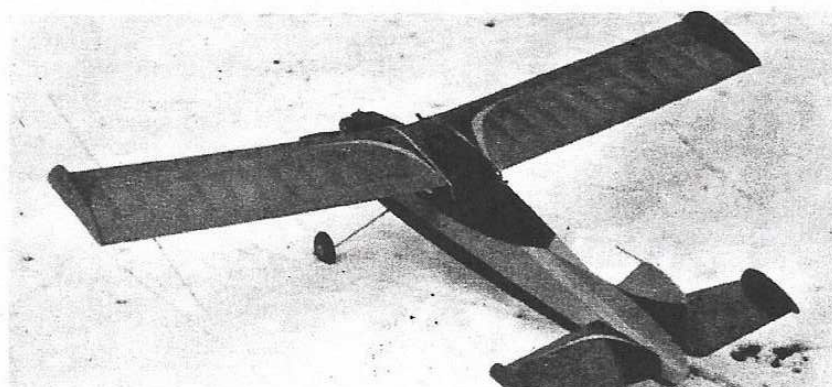


"PANIC"

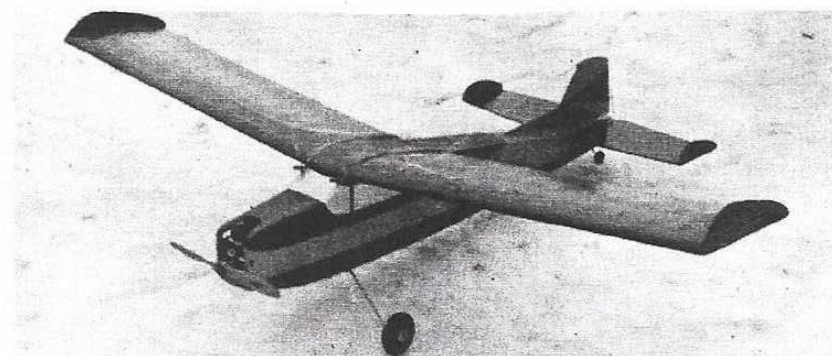
A responsive single channel R.C., fine as a training craft. Simple, functional and rugged, good penetration — .09 to .15.



A good foul weather flyer, rugged, serviceable. Earlier version had a sparless wing.



The wing construction is as simple as practical, has flat bottomed airfoil section.



Good directional control, easy R.C. and engine access. Painted cabin for strength.



Color scheme striking, elongates appearance. Semi-cowled engine, 1/4 scale plans.



The gear is shock-mounted, adequate in design.

Paul DelGatto

► In this era of six and eight channel R/C equipment, the "Rudder-Only" model would seem out of place. However, the multi-channel R/C fans have more to think about in the way of radio gear and accessories. The result is that flights are fewer and further between.

To the modeler whose primary enjoyment is an afternoon's flying fun, "Panic" is the answer. Easy to slap together, rugged enough to stand the abuse of constant flights and maneuvers, and yet pleasing enough to warrant the admiration of other model builders. As a performer, this trim little craft measures up to the best that we have seen.

We chose to use a flat bottom wing airfoil section with this model. From a performance point of view a symmetrical section might have been better; however, less experienced model builders just getting started would be a little handicapped by this.

"Panic" is designed to do most of her own flying, you don't have to be
(Continued on Page 37)

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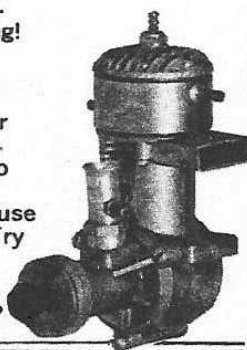
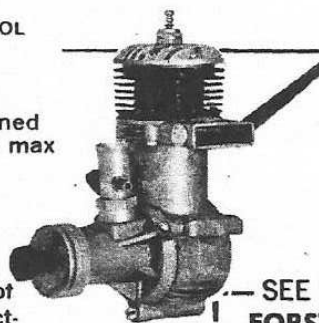
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PANIC

(Continued from Page 19)

on the button all the time. It's trim lines and fairly thin flat bottom section does provide it with reasonably good penetration qualities even in moderately gusty air.

The model shown in the photos is our second version. The first, at this time of writing, has gone over 100 flights and one new wing. This earlier design had a sparless wing and less fuselage reinforcing up front. The fin area on this improved model was also reduced a hair, so that its response to maneuvers would be more rapid.

The use of a full depth spar, notched halfway to receive the ribs, virtually eliminated the warping tendencies that were apparent in the first sparless wing, proving that simplicity can sometimes be carried to far. Wing twist and bending under the strain of maneuvers was also another trait which was apparent in our first wing, and better controlled with the new wing.

For a radio model the construction time is not even worth mentioning. As a point of interest we spent as much time applying an attractive finish as we did in building the model. Cost of building is also way down. Sounds good doesn't it?

CONSTRUCTION: Begin by cutting the fuselage sides to the correct outline shape. Key dimensions are sup-

plied on the drawing, and the few remaining required ones can easily be scaled off. The functional straight line qualities of the fuselage make this very easy.

Once the fuselage sides are blanked out, cement the $\frac{1}{8}$ " plywood nose doublers in place, on each fuselage side. The nose doublers extend from the nose and butt up against F-3. The formers are then cemented between the fuselage sides and all additional required bracing is added to the fuselage.

Complete the entire bottom as shown, and bend the $\frac{1}{8}$ " diameter wire landing gear to shape. The landing gear strut is bolted to the $\frac{1}{8}$ " plywood landing gear mount, using metal straps which can be cut from tin can metal.

Install all radio gear in the approximate position indicated. If you plan to use the C. C. RX-1 receiver, the battery compartment should be far forward, as indicated on the plan. In fact, it's not likely that a heavier receiver located as shown, would materially affect the location of the batteries.

Once all the radio gear has been installed, complete the top of the fuselage and install the engine mounts.

The tail surfaces are cut from $\frac{5}{32}$ " medium sheet balsa. If this is not available locally, $\frac{3}{16}$ " sheet balsa sanded down will do just as well. Hinge the rudder as shown with stitched cloth tape.

The wing construction is very simple

and straightforward. In fact, a little scouting around to some of the better stocked hobby shops should lead you to some shaped leading and trailing edge stock, which can be utilized for construction.

The one less conventional feature of the wing construction, is the notched full depth spar. The spar is made in two sections, and spliced at the center for the proper dihedral angle.

Begin construction with one side of the wing, keying all the ribs into their respective notches and then adding the shaped and notched leading and trailing edges in position. Having completed one side, repeat the same procedure for the other side.

Having assembled both halves of the wing, bevel the wing leading edges and trailing edges for the proper dihedral angle and join the panels together with the plywood dihedral joiners. The center-section of the wing is planked on the top and bottom with $\frac{1}{16}$ " sheet. Add the wingtip sheet gussets. The tip plates are best added after the wing is covered, but prior to applying the finish.

COVERING AND FINISH: Our entire model with the exception of the tail surfaces was covered with light weight red silk. Once the wing was covered, the end plates were cemented firmly in place. Water shrink the covering to remove any excess wrinkling or sag-

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PANIC

(Continued from Page 37)

ging which may have occurred in covering.

Start adding a finish by applying at least four coats of clear fuel-proof dope, smooth-sanding between each coat. For a color trim finish we decided on a scheme which was somewhat elaborate, to jazz it up. A good looking model makes flying more fun in our opinion. If you don't particularly like our color scheme, then try something original.

FLYING: Before attempting any flights, it would be best to check out all the surfaces to see if they are free of warps and that everything is in proper alignment. Test glide the model until you are satisfied that you are obtaining a satisfactory descent pattern. If it happens that you have a slight stalling tendency, then shim up the wing trailing edge as needed to compensate for it.

Check out the radio equipment, making sure that everything is operating

properly before attempting any power flights. Begin power flight testing with half a fuel tank at best, and allow the engine to run a trifle rich. This will afford you the opportunity to get acquainted with the model.

With each successive flight modify trim to get the best results. It won't take many flights to get everything down pat, just the way you would like it.

BILL OF MATERIALS

(Balsa unless otherwise specified)

- (1) $\frac{1}{8}$ " x 3" x 36" (med.)Wing center-section planking
 - (5) $\frac{3}{32}$ " x 3" x 36" (hard)Wing ribs, fuselage top and bottom
 - (2) $\frac{1}{8}$ " x 1" x 36" (very hard)Wing spar
 - (4) $\frac{1}{8}$ " x 3" x 36" (hard)Fuselage sides
 - (3) $\frac{3}{32}$ " x 3" x 36" (hard)Tail surfaces, fuselage formers, and wing end plates
 - (2) $\frac{11}{16}$ " x $\frac{3}{4}$ " x 36" (hard) Wing leading edge
 - (2) $\frac{5}{16}$ " x $1\frac{1}{4}$ " x 36" (hard) Wing trailing edge
- $\frac{3}{8}$ " sheet; $\frac{1}{8}$ " plywood; cloth tape hinging; $\frac{1}{16}$ " diameter wire; .049" diameter wire; $\frac{1}{8}$ " diameter wire; $\frac{1}{4}$ " diameter dowel; small brads; tin can metal; nuts and bolts; $\frac{5}{8}$ " thick hardwood; $\frac{1}{16}$ " diameter dowel; rubber; .09 to .15 engine; $\frac{1}{16}$ " x $\frac{1}{4}$ "; $\frac{1}{8}$ " x $\frac{3}{16}$ "; wood screws; fuel tank, $2\frac{1}{2}$ " diameter wheels; retaining washers, $\frac{1}{8}$ " diameter aluminum tubing. ●

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