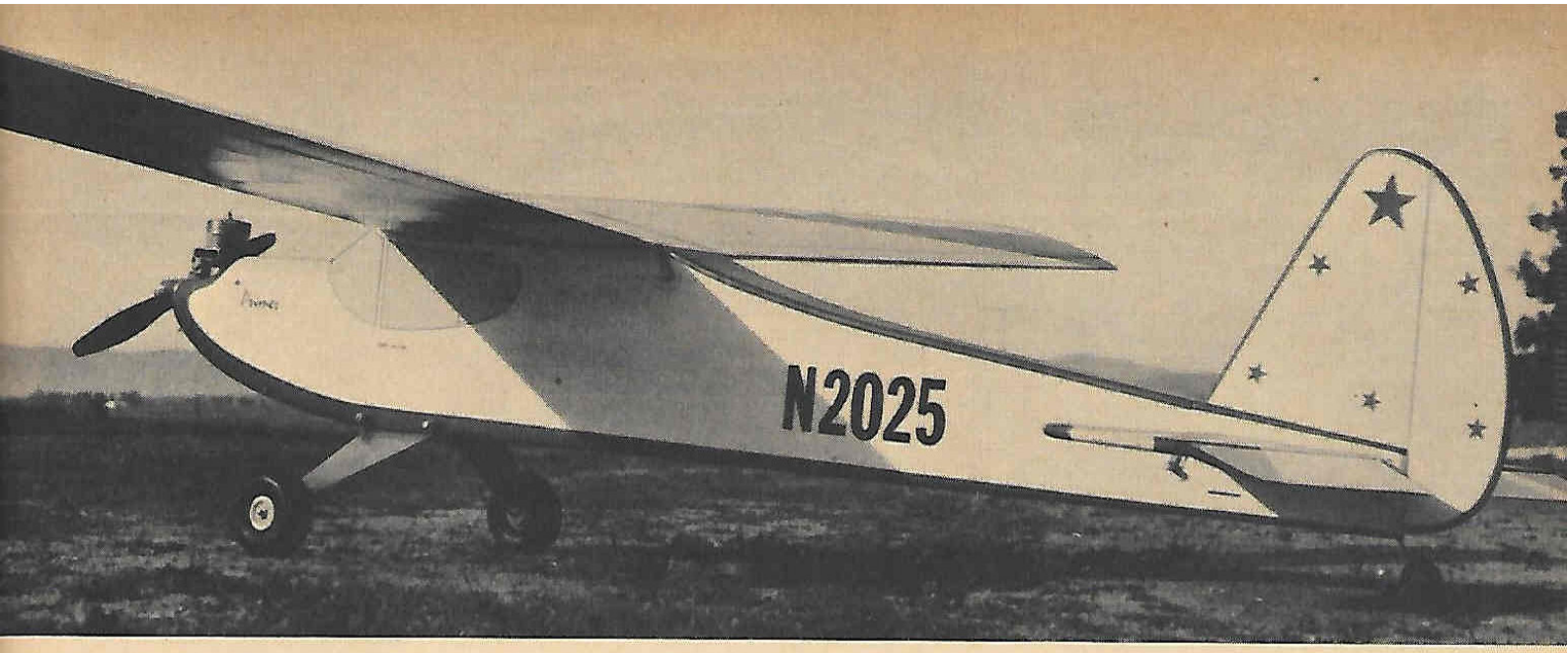
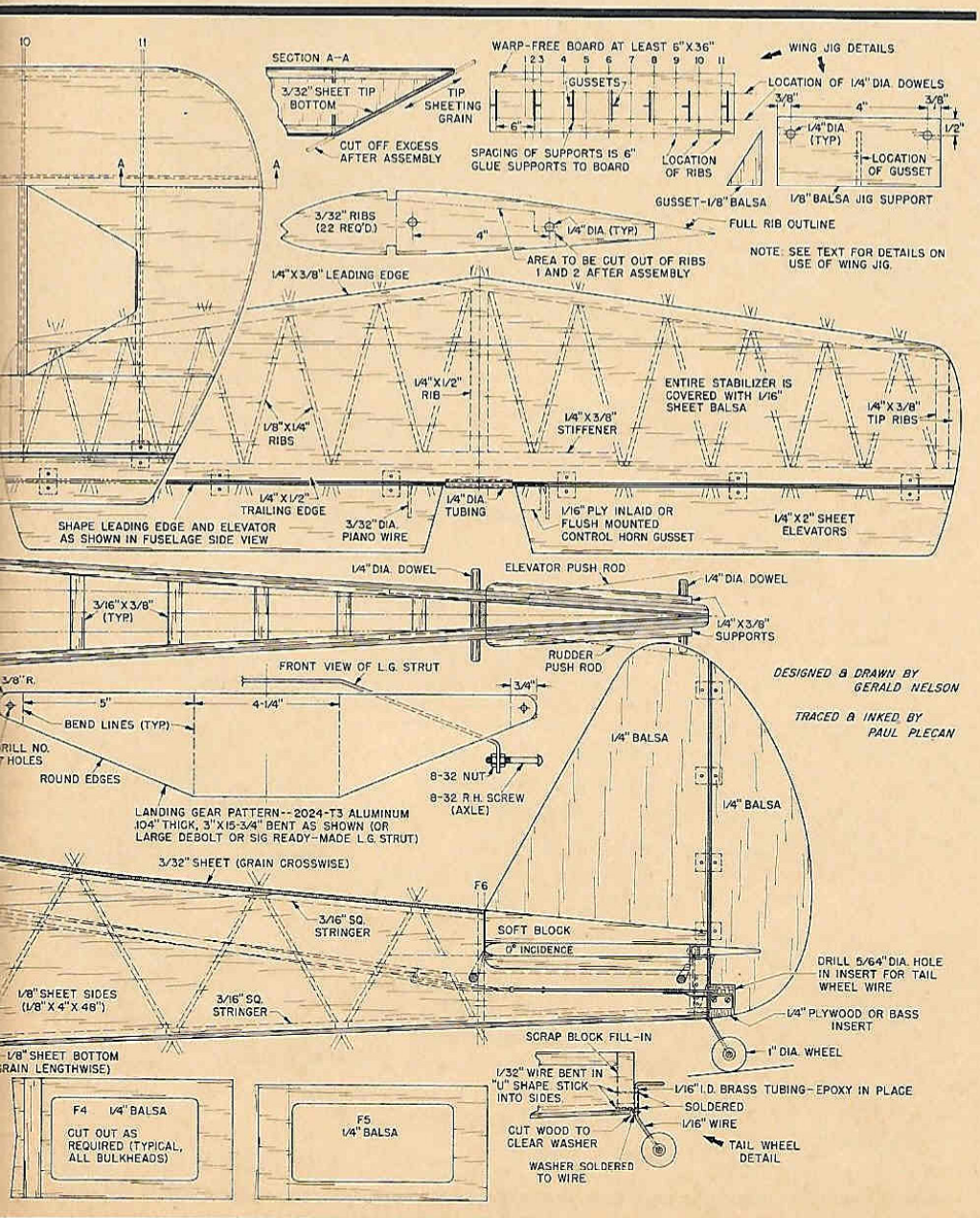


At last, someone's come up with a multi type radio controlled airplane not meant to win the National Championships, but, instead, make flight after flight. Gerald Nelson is his name; see article for plan data.



Our Primer concept provides the beginner and sport flyer in R/C with an aircraft that is easy to build and fly. It is not intended for the needs of the advanced contest flyer.

We don't claim this to be a completely new design. Consider it sort of an updated Smog Hog or Live Wire Cruiser with the better parts of other favorites, too. No matter what you might come up with in a high wing cabin model, it's sure to resemble some previous design. Let's look at Primer as a modified high winger featuring easy construction, lots of wing area, full span ailerons, and a simple two-wheel gear.

Why not a trike landing gear like the experts use? Well, they employ three wheels to obtain maximum points for such ground maneuvers as touch-and-go and taxiing. We are not concerned with max points for any maneuver. Primer is for those who want to get their model into the air, then down in one piece without too much effort. If we can do some of the advanced maneuvers, fine. If not, let's not worry.

The two wheel gear shown permits excellent takeoffs into the wind. Crosswind would be a different matter, so avoid it. We imagine many flights will be hand-launched, especially if you operate from a rough grass field. Because of its large wing Primer is quite stable so hand-launching is not difficult.

Because of its sturdy 2-wheel gear Primer will be able to fly again immediately after most landings . . . and that's not always the case with trike gears. The model's fiberglass reinforced nose can take a lot of abuse—more than a nose gear can.

Tailor the amount of rudder action to your own taste. I suggest only a small amount of "throw." While the plane won't be too lively, it will be much easier to control. If you must have snappy maneuvers then work with a high performance powerplant such as the ST 51 or 56, or a Merco 49 or 60. With a good engine and the full span ailerons you have control for advanced maneuvers. If it becomes too much for you then throttle down a (*See pg. 64*)

Receivers

(*Continued from page 26*)

for use with two 1½V dry cells and an escapement. Tuning via glow of tiny built-in lamp bulb. Four transistor circuit utilizes transformer coupling between AF stages; super-regen. Ideal for the very smallest R/C planes; with matching "Mini" escapement and two slim pencells, total is 1.65 oz.

Set makers often omit transistor types from their circuits (many use special ones not available on general market). Also not specified in some cases are certain key resistor values that may have to be tailored to each receiver.

Sensitivity figures vary so greatly due to different methods of measurement these have not been included in the Spec Table. Most of the figures shown are furnished by the makers. Current with tone on for relayless receivers depends upon resistance of the escapement, hence can vary from our figures.

Primer

(*Continued from page 53*)

a bit and go back to the rudder for steering.

Elevator action can also be adjusted as desired. More throw, more fun, but also, more work. Again, I suggest as little throw as possible. Full-up elevator should give a medium size loop. And about the same amount of down travel as up.

Should the Primer be your first attempt at a multi channel job, don't use an engine over 45 c.i.d. Even a 40 will do. While you won't get a VTO takeoff with a 40 or 45, the climb will be more than adequate. Landings are easy.

All right, you stunt-happy types: With an ST 56 or a Merco 61 and a full house radio system, either proportional or reeds, you can have a delightful time with this design and do all the AMA stunts. By moving the CG aft some you get the maneuvers by cutting down on stability. Snap rolls, inverted spins, for instance.

Yes, you could install a trike gear. If you do I would recommend deBolt's unit. It will fit into the nose easily. Relocate the main landing gear to 50% of the wing chord. Set length of landing gear wires for least amount of prop clearance you can get by with. This because a high wing model on tricycle gear has a tendency to tip over in cross winds due to its high center of gravity.

The Primer as shown weighs 4.5-lbs with a Lee 51, but without any radio equipment. With a 10 channel Orbit Superhet and Bonner Transmite servos and associated parts, she weighs 6.5-lbs ready to go.

Our prototype Primer was made of very hard balsa, had lots of fiberglass and enough paint for any two such models. As a result it weighed almost 8 pounds, including a half-pound nose weight. It flew fine with a Dean 10 channel and ST 51 engine. Even that heavy the model did recognizable vertical eights. Its glide was very flat and amazingly slow. So if you want to throw in some extra plywood braces or use hard & heavy wood—go right ahead.

Note: For data on Primer plans and/or kit, contact Gerald Nelson at 8638 Patterson Pass Rd., Livermore, Calif. 94550.