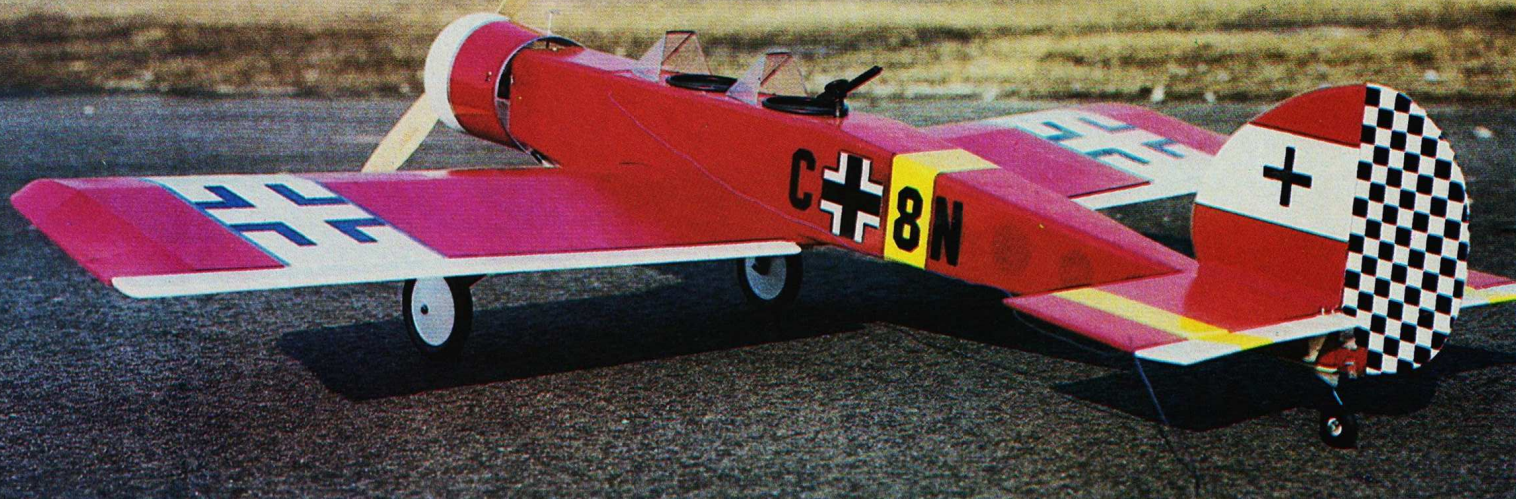




color photos by A. PALERMO

Sweet 'n Low Stik

FROM MIDWEST PRODUCTS

—by CHRIS CHIANELLI—

FOR THOSE of you who have read any of my Field & Bench reports in the past, you already know how highly I regard the word "fun." Enjoyment really does mean quite a lot to most fliers. We build our models and go out to the field because it pleases and relaxes us. For the most part we live up to our own standard when it comes to the type of model and type of flying we choose, and we really don't care to impress anyone. After all, there's enough competition in the real world and, for me at least, the R/C world is a bit of a fantasy wonderland.

The subject of this F&B is an exact-scale model of a WW I flying Wiener Schnitzel that took me two years to complete—well, not quite. Actually it's Midwest Products Sweet 'n Low Stik that took me a week and a half to complete. To my knowledge this is the only low-winger in all of Stik-dom. I can remember modifying little Stiks to a low-wing configuration with great results. Well now Midwest has done that for me, only in a Sweet Stik size version with a 54-inch wingspan and 600 square inches of wing

area, calling for a .40 two-stroke.

The Sweet 'n Low Stik has all the fun flying characteristics of its brothers and sisters and that's great. Yet there is another realm of fun that these models lend themselves to quite nicely. That's being the "stand-way-off, sorta, kinda scale-like

few pieces of balsa that were a little hard but they were still very usable.

Midwest includes a locator sheet for all die-cut parts, which makes finding the needed part very simple. Also included is much of the needed hardware.

CONSTRUCTION. The fuselage side

The low-wing brother in the Stik family tradition of great flying aircraft!

treatment." To convert my Stik to a Schnitzel, all I did was add Halco gear with Williams Brothers* wheels, and stick the bottom half of a bleach bottle around the engine. With very little work you can give this, or any sport plane, a whole new look and end up with something a little different. Just use your imagination.

THE KIT. In terms of the kit and building, the Sweet 'n Low is Stik-style all the way so I'll only hit on a few points.

For the most part the die-cutting was quite good, as was the balsa. There were a

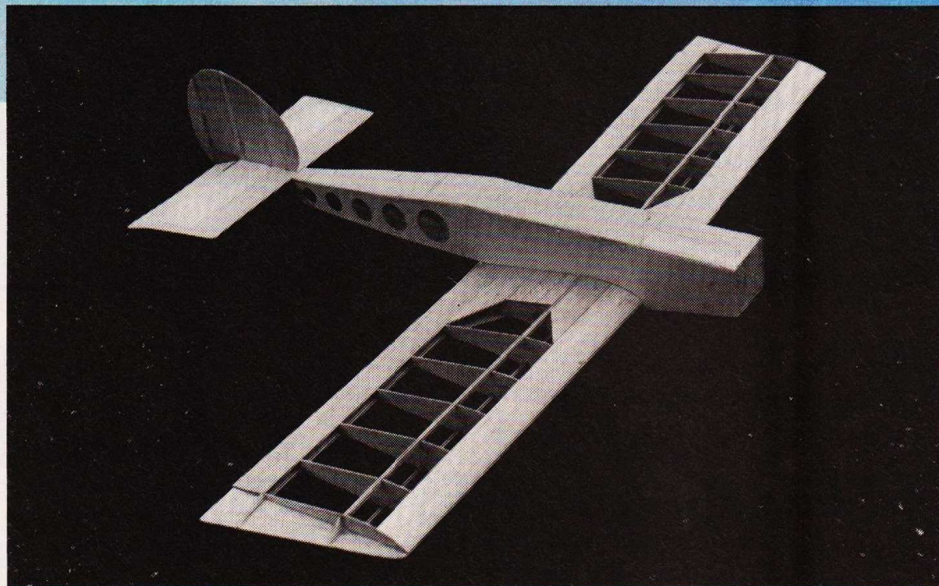
are light plywood with bays cut out behind the wing saddle. The fuselage is a typical box construction with formers, longerons, top and bottom sheeting, etc.

I attached the Halco gear by gluing a 1/4-inch plywood plate to the tank compartment floor and bracing it with triangle stock. I used 1/4-20 nylon bolts to hold the gear in place.

The wing is built over the plans in one piece, using a hinged board to give proper dihedral, or you can build the halves separately, as I did, and join them later.



Top: The Sweet 'n Low Stik gained top marks in the flight evaluation. Right: In skeletal form the model displays good engineering technique. Below: The Enya 60 four-stroke sound put the model in another era long past.



heavy with the .60, even with the battery installed behind F3 through a hatch I made in the bottom of the fuselage. If you use a .40 two-stroke, this will be no problem and, even with the tail weight added to compensate for the .60, my Stik was still under 6 pounds. This is partly due to the fact that I built the entire plane with Zap, Zap-A-Gap, and Slo-Zap from Pacer*. After all the trimmings, wheels, and radio gear were installed, she was ready to go.

FLYING. On the day I drove to the offices of *M.A.N.* to test-fly the plane, the weather was, to say the least, bad freezing rain and all. Even Louis "You must be brave, my son, and fly" De-Francesco could not get me out there. So I had to leave my Stik in the very capable hands of Dan "I'm no glory seeker" Santich to fly at a later date. Dan, it's all yours:

"If you have flown a model solo for any length of time, you should have no problem at all with this airplane. Takeoffs are direct and straight away. Once airborne the Stik is a solid flying model with no bad

manners. I purposely tried low-level stalls, loops, rolls, etc., and the Stik flew right on through with almost effortless abandon. Throttled back, it's as gentle an airplane as I've ever seen and landing was almost unbelievably easy and a three-pointer at that.

"In summary, this is a great flying model that will sharpen your flying skills without jumping up and biting you. I highly recommend the Sweet 'n Low Stik to anyone in search of a flying kick in the pants."

**The following are the addresses of companies mentioned in this article:*

Midwest Products, 400 S. Indiana St., Hobart, IN 46242.

Williams Brothers Inc., 181 Pawnee St., San Marcos, CA 92069.

Coverite, 420 Babylon Rd., Horsham, PA 19044.

Enya Model Engines, Altech Marketing, P.O. Box 286, Fords, NJ 08863.

Tatone Products, 1209 Geneva Ave., San Francisco, CA 94112.

Pacer Technology & Resources, 1600 Dell Ave., Campbell, CA 95008. ■

Both methods are outlined in the instructions. All in all, it was clear sailing through-out assembly.

I covered the Sweet 'n Low with red Super Coverite*. This stuff goes around corners fantastically. It's light, strong, and has a nice weave, which lends itself to the antique look.

I installed an Enya* .60 four-stroke on a Tatone* pre-drilled mount. Tatone is making pre-drilled mounts for all the popular four-strokes. They save a lot of hassle and are very reasonably priced for an aluminum pre-drilled mount. The Enya .60 already has a reputation for being very powerful and, after the flight performance, proved to have plenty of power to meet a future flying qualification of my Stik that of being a floatplane.

The Sweet 'n Low did come out nose