



WHIZARD

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BY OWEN KAMPEN

● The "Whizard" is the direct descendant of a long line of ancestors including the "Whiz Kid" (RCM 12/66) and Ace's .02 powered "Dick's Dream". From them it has inherited its construction method and much of its general appearance and stability but there the family resemblance ends. Although it is a reasonably docile performer on an .049 Golden Bee with prop installed backwards and Ace single channel pulse rudder control, when fitted with a Cox .049 or .051 T.D. and a light weight two channel rig, it is instantly transformed into something else and the "something else" is DEFINITELY NOT FOR BEGINNERS! It is fast and responsive, and Right Now! Capabilities include loops (inside or outside) Cuban 8's, wild snap rolls, almost axial rolls and a really frantic spin rate. Throw in an experienced flyer and it goes inverted with ease. Perhaps its most surprising characteristic is its wide speed envelope with flat out velocities in the 50+ mph range, coupled with a slow gentle glide that is something to behold.

Wheel landings or 3 pointers are a delight, for the long stiff gear handles grass fields with no tendency to nose over. Hand launching is the easy way to go but if regular take offs are your thing be sure to add a fairly large steerable tail wheel and consider bending the landing gear back nearer the C.G.

All of the foregoing is true yet somehow does not begin to convey what this small one is really all about and you can't really know that until you've tried it. The hard to describe element is joy. The joy that comes from experiencing the snappy response of a really groovy plane, knowing that it does not represent a winter's work or a monthly car payment. The net result is that the several flyers in our area who have gone this route have found themselves flying with an "elan" they did not know they possessed. No-name gyrations are the order of the day and several of their big thirsty birds are now sitting on the sidelines, watching their owners knuckles return to their former color and their set jaws soften to smiles.

Now for some general construction notes with a few specifics thrown in to make this easy job easier. A quick look at the plans will establish the basics of the expanded foam wing which is assembled from an Ace tapered wing set plus a 5-3/4" straight center section. The addition of some Sig

1/4" x 3/4" trailing edge stock, a strip of 3/4" glass strapping tape and a covering of Top Cote or Solarfilm will result in the strong efficient wing which is responsible for much of the Whizard's fine performance. Be sure to use epoxy only on all foam construction. Five minute stuff works great and really cuts the waiting time.

First the fuselage formers are glued to the 1/8" crutch which assures accurate alignment. Then the sides are added. Cut and notch carefully and you can build the whole thing on your lap while watching your favorite program. In fact, the entire plane can be assembled in the time it takes to watch a couple of late shows. The wing saddles which form the cabin go on top of the crutch and help tie everything together. The heavy 1/8" landing gear wire is sandwiched between the front doublers and F2. As repeated hard landings can cause the gear to spread, you may want to wrap it with wire or heavy carpet thread across the bottom of the fuselage. **Note:** Although not shown on the plans, it is recommended that rails of 1/8" square balsa be added at the bottom of the fuselage sides between F2 and F3. This will give added strength to the floor at points of heavy stress. Another option is to add 1/2" triangular stock behind F2 on each side to absorb landing gear shock. All of these suggestions are preparation for some rather hard treatment but that's what all that "elan" can lead to.

Cover the fuselage with Solarfilm or Top Cote for a quick fuel proof finish. Do the same to the tail surfaces - - - no warps permitted!

Keep the R/C installation simple - - - NyRods work fine. Servos can be taped to the fuselage sides, or as a "brick" to the floor. I also used some mounting tape as a cushion for the wing.

The Whizard has been flown with 3 channels using a Cox or Jerobee throttle arrangement, and Tom Runge of Ace has tried a full house version with much success. However, the lighter weight of the twin servos will result in an all up weight of about 22 ounces which gives optimum performance.

A final word for those who are still with me. Through the years an occasional complaint has been received about a design that didn't live up to the claims made for it. On further examination it has been established that in each case major departures

were made in areas, moments, balance points, wing loadings and/or power loadings or in some cases problems stemmed from just plain careless building. You are welcome to take any of these routes if you so choose, but when the results are less than hoped for, **please don't blame the design.**

I can, however, literally guarantee results for those of you who make it as per instructions and include a little love and care along the way. The greatest joy of all is a joy shared, and the Whizard is a joy I'd like to share with you.

Make us both happy. □

**From
RCModeler
Jan. 1974**