

We won't admit to having become a creature of habit — but, it was about the beginning of the flying season three years ago that we blossomed out with a small .020 type R/C sailplane. Looking back to the Spring of '61, I recall that our Nomad took about a week to get ready for the field... so did the Gulliver.

Since '61, we've given much thought to a "new model" of this favorite size fun plane. Any successor would have to be similar where it counted, e.g., performance, size, and ease of construction. It would also have to correct some of the minor weaknesses which we couldn't foresee until after a few thousand modelers gave it the acid test. To complete the "successor", an all-new design would be used.

Gulliver has already rewarded me with all of these attributes. During construction I timed the assembly of the pod and boom. It was completed (though I'm not sure all the cement was dry!) while watching a half hour TV show (...I must admit I don't remember the plot!).

The boom is strong enough to be used during the off-season for batting practice and the pod is equally determined to survive, for it has been introduced to every stone, clump, and stubble at our field. The pictures — with the exception of the pod close-up — were all taken after two days of continuous test glides and flights. It has since become intimate with a scrawny tree — Gulliver winning by a shake-down — and been blown to earth quite undelicately when the wind abruptly shifted 90 degrees at launch and the engine quit.

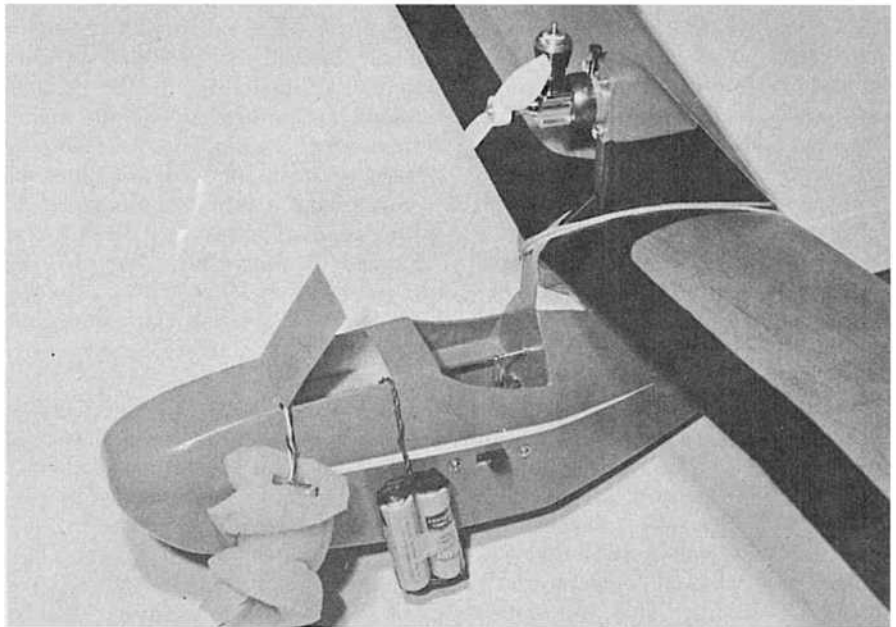
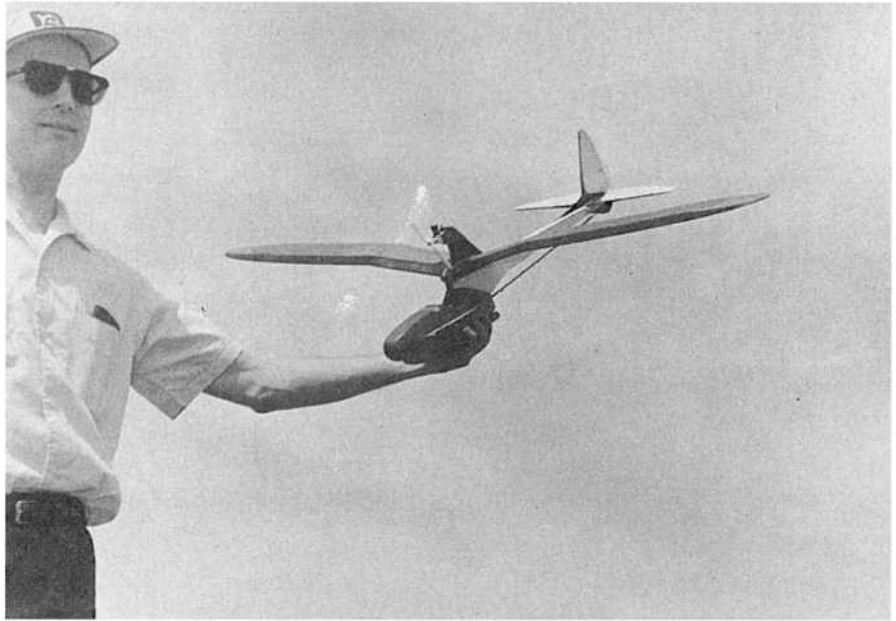
Even with all of this extra beefing, plus a wing which is almost two-thirds sheet covered top and bottom and three unneeded coats of pigmented dope (changed my mind on color schemes too late), the Gulliver weighed in at only ten and one half ounces. Under normal building conditions (Ed's note: "What's that, Uncle Ted?) it should weigh in at nine or nine and a half ounces.

So much for the prelude ... if we don't get building, we can't do any fly in'. How's that for an astute observation?

Construction

Build the boom first by pinning

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GULLIVER

by TED STRADER

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down one side and cementing 1/8" x 1/2" strip pieces where shown. Drill out the upright strips to accommodate the torque rod. The latter can be installed at this point. Cement the other boom side sheet in place. Be sure that the first 1/8" x 1/2" strip which backs up former #3 is positioned so as to allow 3/32" sheet overhang. Former #3 fills this area when it is cemented in place.

When the boom is dry remove it from the work board and cement former #3 in place. Next, position, cement, and pin the floor piece in place, aligning it with former #3 and the boom. Now install formers #1 and #2, checking each for accuracy. Correct alignment is further assured with the installation of the keyed side pieces. Before cementing pod top and bottom sheeting in place, install your escapement. The linkage can be in the normal manner using a hairpin type bend in the torque rod, or as we show on the plans, by using the parts from a S.E.P. R-0 Control Coupler Kit.

The next step in the fuselage construction is to cement the nose block and wing rest in place, reinforcing as shown. Sand the structure at this point and then cement the dorsal fin piece, rear and pod skids, as shown. If you decide to cover the fuselage with paper, leave the dorsal fin and skids off until finished — then cement them in place before doping the model.

Wing construction for the Gulliver is straightforward. The only difference between a gull of this type and polyhedral is that the outboard panels angle down rather than up.

The center, or inboard, panels are sheet covered top and bottom. Pin down the bottom sheeting, position the spar and ribs, and cement. The center dihedral brace can be cemented to one of the panels at this point. Finish the panel which contains the dihedral brace by covering with the top sheeting so that the splice line of the material occurs toward the trailing edge. When this panel is dry, position it against the opposite inboard panel with the plywood pylon in place. Finish this panel by installing its top sheeting.

Outboard panels are constructed by pinning down the bottom leading and

trailing edge pieces, filling in the bottom root area sheet, and positioning the ribs and spar. If you so desire, construct the outboard panels so that the root area of each is along the edge of your workbench. In this manner the gull angle braces can be cemented in place before the top sheeting is applied.

After this has dried, install the top leading and trailing edge sheets and alter each at the tip where the two pieces join directly above live spar. Fill in the remaining top root area sheeting.

The outboard panels can be blocked up during the joining process when they are attached to the inboard section. We assembled ours in our lap ... it's that easy. We did call upon a few straight pins and a length of masking tape to hold the outboard panels securely against the inboard panels, however. Check each side — as per plan — to make sure both gull angles are the same.

The remaining parts of the pylon and power pod can now be cemented in place and sanded to shape.

The tail is a simple matter of cementing the parts together and checking them periodically for any signs of warps. If you wish, the entire tail assembly can be cemented in place. However, many modelers expressed a desire for a removable tail assembly to cut down fatalities upon landing in less-than-desirable surroundings!

Finishing the Gulliver is a matter of individual taste — ours was finished thusly: Silkspan on the entire fuselage with the exception of the tail, pod skids, and dorsal fin. The wings were covered with silk. Fin, rudder, and stab were left uncovered. To this, we added three coats of clear and then trim. Actually, the fuselage has three unneeded and unwanted coats of pigmented dope because we changed our fickle mind about the color scheme a bit late!

Wing and tail hold-down dowels can be added at this point. Radio equipment can also be installed and the engine mounted.

It may be interesting to know that the Gulliver is being ordered around by the same Citizen-Ship LT-3 relay less receiver which was used for the

entire life of the original Nomad. Two Eveready E91 alkaline energizers power the receiver and the Bonner SN escapement. A S.E.P. R-0 Control Coupler makes short and simple work of linking the escapement, torque rod, and rudder together. And, though it isn't necessarily a radio part, the power to get upstairs is supplied by a Pee Wee .020 swinging a 4" diameter 2" pitch prop.

Test glide your Gulliver a few limes to make sure the model is warp free and properly balanced. Balance as shown on the plans and you should be rewarded — as we have been — with some fine, trouble-free flying. The engine is mounted flat against the firewall so there are no additional thrust settings to worry about. Now it's just a matter of winding it up and letting 'er go ...