

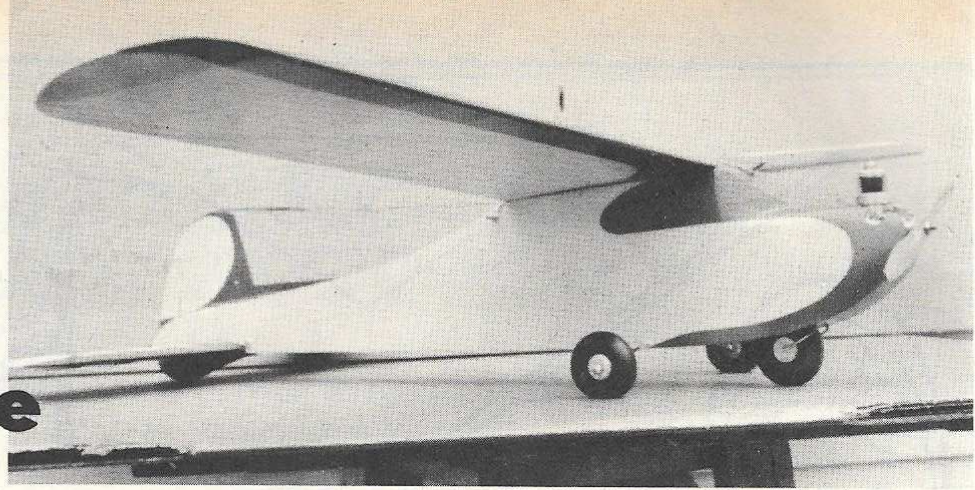
1 1/2 Wave

By HARVEY A. THOMASIAN

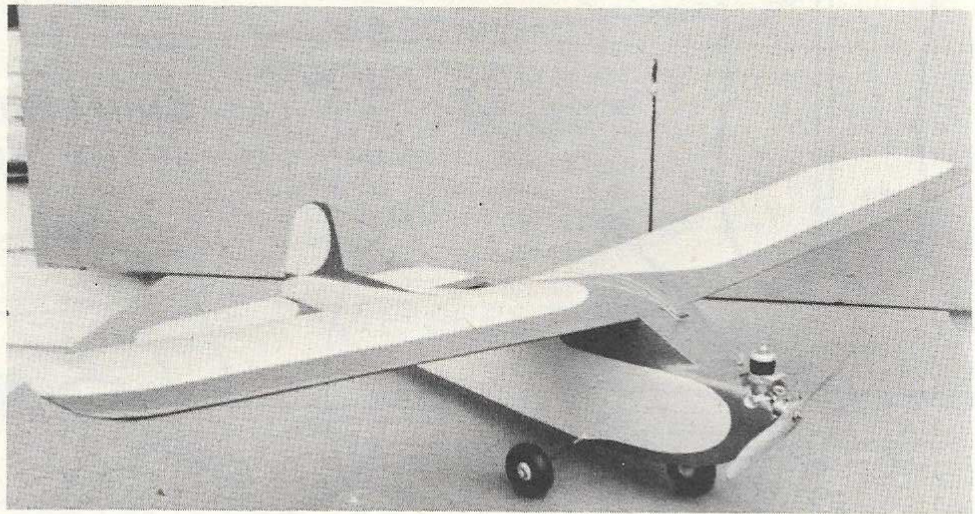
▶ The 1/2 Wave began as a small radio job designed to duplicate the flight characteristics of larger radio controlled ships. To this end we have built into the ship good stability, both directional and longitudinal, excellent wind penetration, and maneuverability.

The ship is of robust construction—take a glance at the plans—and will take all kinds of beating without falling apart. The construction is conventional in most respects and sufficient information is given on the plans to enable one to assemble the ship with ease. Each piece of balsa is a common size obtainable in all hobby shops.

There is sufficient room in the fuselage to accommodate any of the smaller



Shown here with an .065 engine for power, this little ship has soundly worked out features, such as short coupled tricycle gear which allows the plane to ride quickly on rear wheels for steering on take-off. Below—It is impossible to bash this nose wheel! Fuselage is of sheet balsa construction.



This is one of the finest small RC jobs yet published. Because various experts who have seen it fly recommended that MAN print plans, you can bet your boots it is a real performer. Hot .049's to .065's.



Author with a Mac Diesel-powered version, as shown on the plans. Proportions are right.

receiver units on the market now. Our ships have been flown with the Lorenz and the North American two-tube receivers. The North American job is shown on the plans.

Much fooling around was done with landing gears before the one shown was chosen. Inasmuch as the nose wheel is mounted on a trailing link, there isn't much possibility of its bending back. Its semi-retracted position prevents nose-overs in deep grass common to long dangling type nose gears. The moment arm between the nose wheel and main gear is short, minimizing the effect of leverage and permitting the ship to be steered by rudder during take-off. The main gear is located under the center of gravity to lessen a nosing down tendency from thrust during take-off, and shortens the take-off run.

The radio receiver is mounted solid to the ship, and no difficulties have been experienced here, although it would be wise to check the wiring occasionally for cracks from vibration. The Sigma 4F relay is mounted solid to the ship on the pine relay block, and has worked

out well in this position.

Each wing half is built complete on the plans, including leading edge sheeting and cap stripping. This eliminates the addition of parts after the section has been lifted from the plans and thereby prevents warping. Only the center sheeting, rib, and dihedral braces are added later. There is no construction on the underside of the wing as it is flat and most of its strength belongs in the upper curved surface, anyway. Do not forget the 1/16 in. negative incidence in the wing tips. It would be wise to watch this during covering and doping. The left half wing is constructed by oiling the opposite side of the plans and working from it.

Escapement installation follows conventional practice. We used the reliable torque rod method of rudder control as it is easy to adjust and maintain. The forward position of the escapement keeps the CG forward and allows easy inspection and adjustment. Incidentally, the aluminum tubing at the forward end of the torque rod is cemented into (Continued on page 49)

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that

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1/2 Wave

(Continued from page 16)

the notch in Former F. This arrangement is sufficiently secure if the tubing is sanded before cementing. Don't forget to file a notch in the rubber winder bushing.

The McCoy .049 Diesel is used in our latest 1/2 Wave and has proved to be the best engine for it. The Diesel's flexibility permits more latitude in adjusting. Our Diesel works swell with a Kaysun 7x4 prop. Plans show the Diesel installation.

Try to balance the ship close to the position shown on the plans, and check all surfaces for proper alignment. Also take a good long look at the radio gear.

The writer believes firmly in flying with radio ON during the first test hop. Free-fighting is postponement and a waste of time. The plane can bang up just as badly in free flight, and if you've flown radio before, you might prevent the pile-up. Check the ship for maladjustments by hand gliding before firing the engine.

Another failure of modelers is launching with insufficient power to keep the model airborne on the first flight.

The rudder movement shown on the drawings is for a starter. Adjust the throw accordingly and the 1/2 Wave will dive, spiral, loop and roll with any of them. Last, but not least, remember what we said before: the 1/2 Wave has excellent wind penetration, so don't let that small breeze keep you from flying.

Editor's Note—The Lorenz two-tuber (MAN, February, 1953) is ideal for this airplane. Reports indicate that this receiver is most widely used throughout the country. Parts packages by several manufacturers.

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