

By M. J. "BIGGIE" WILSON

• Once every year or so, Susan Schroder (lovely wife of your president/publisher), says, "Walter! Time to clean your workshop!" So Walter gets a shovel, Butch, Anthony, Karen, and some matches (not necessarily in that order), and off they go. Butch opens the window and starts throwing the big stuff, Walter shovels at a maddening pace (maddeningly slow that is), while Karen and Anthony stand outside to catch and sort. Engine parts here (they don't burn well), balsa scraps there, propeller halves here. "Hey! Look at that," says Karen, "it's gliding!" Walter has launched a pretty little thing; it looks like Butch has cleaned his brushes on the stabilizer, and Karen put her fingernail through the silk on the wing, but still, it *is* a pretty little thing. On the bottom of the fuselage it says, "made in Japan."

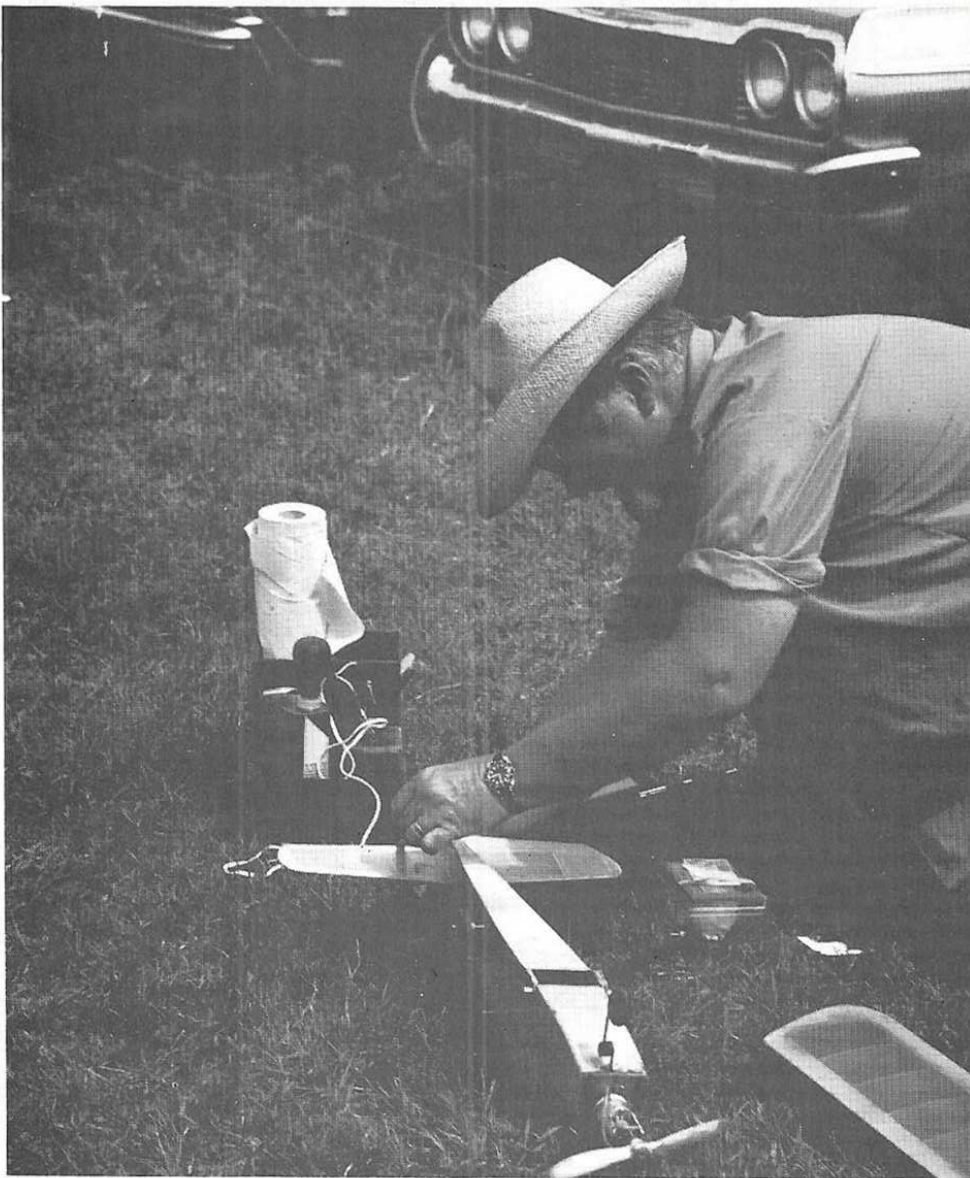
"Let's give it to what's-his-name," says Walter. "He likes Rudder Only." As I am "what's-his-name," I now own a Japanese R.O. (let's hope I have better luck than with my last Japanese R.O. It turned out to be a Kamikaze. MY fault, not the plane's). Since I am a lazy hobbyist, I go the simplest route possible.

I thank Mr. S. for his generosity, and go home to my bench. (*I* should have a shovel too, but my wife is more lenient and anyway my year isn't up.) I now painstakingly install the World Engines single-channel Digit Midget. It takes me a good ten minutes, but I say, you can't be too careful. I then called Mr. S. and said, "Let's go flying."

We met at the Baychester Club field in Somers, N.Y. (a ten minute drive). After a good deal of trouble with the engines (plural because of TWO 049's geared to one prop), we decided to launch. At no time did we have BOTH engines going. If the starboard engine started, the port engine coasted, and vice versa and so on.

Mr. S. gave what we call at perfect hand launch. (A pleasant surprise, since he is famous for another kind of hand launch which is laughingly called the VERTICAL DIVE, or, more simply, "THE WIPE-OUT CHUCK.")

I was astounded and thrilled at the stability of the MIJ (Made In Japan) in flight. It was so stable it could have been on *rails*. The balance was perfect, but it wasn't climbing! Only one 049, dragging the other, was not enough to employ the natural climb tendency which a rudder-only plane must have to survive. With a slow climb, a rudder-only can be made to do loops, split-S's, Immelman's, etc. Without a climb, the pilot is afraid to give any signal as the plane falls off on a turn, and at three feet of altitude and "fall off" would be



All it needed was just a bit more right, two or three turns on the Kwik-Link and it was right in

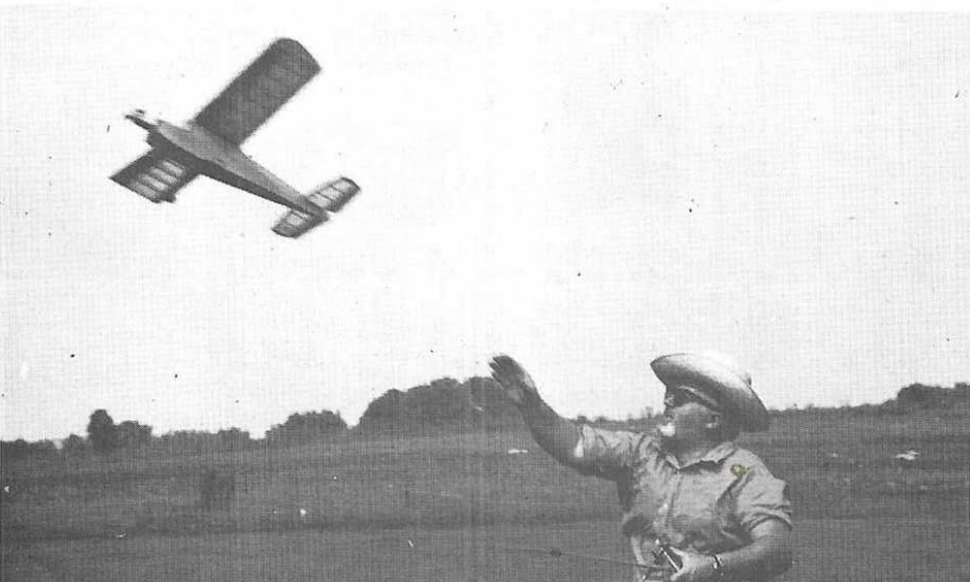
the groove . . . it's nutty, but Biggy gets the biggest kicks from his rudder-only birds, not multi-

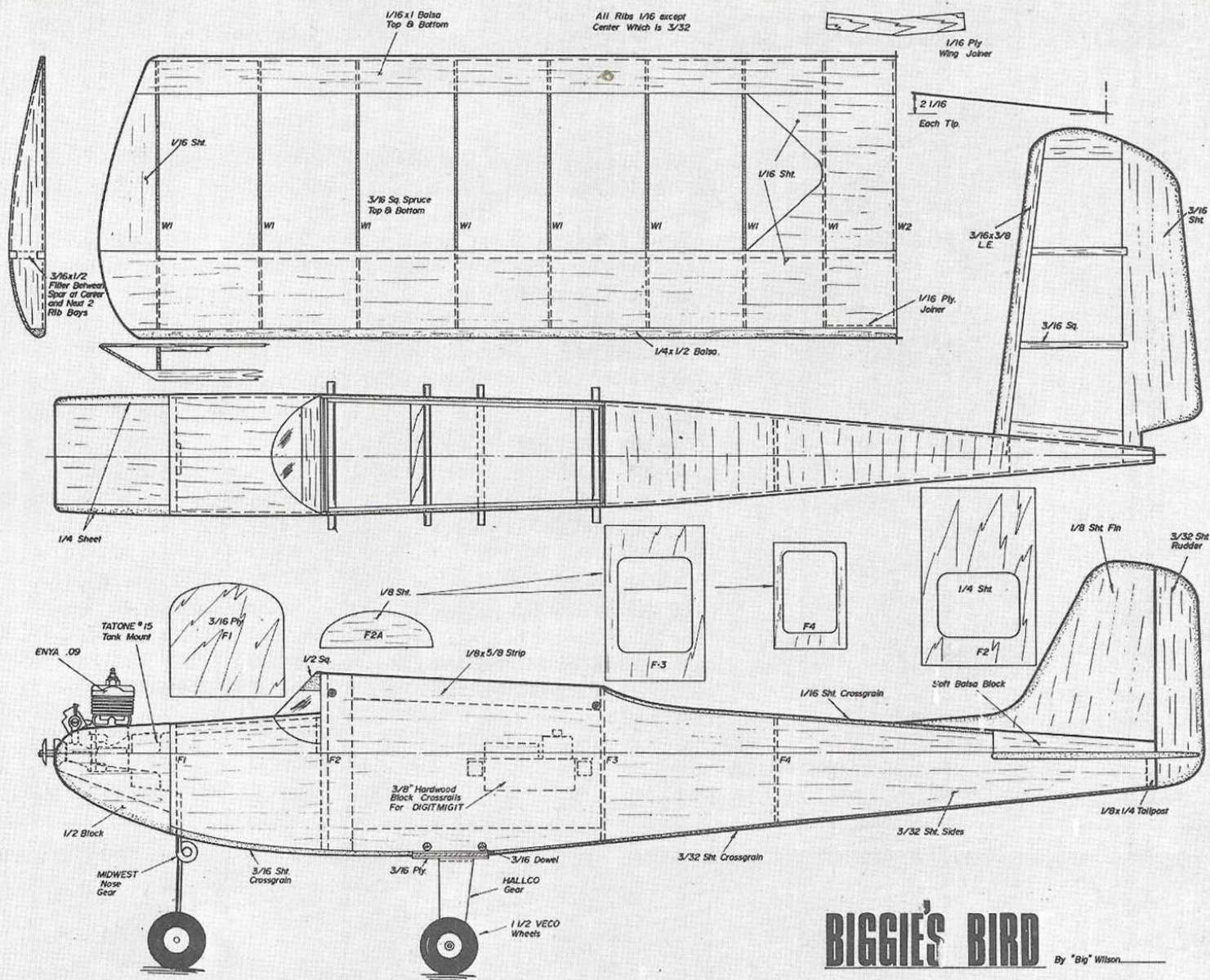
biggie's bird

The saga of MIJ (Made In Japan), a rudder only plane, after it left Polk's, Fifth Ave., NYC, to the Schroder attic, and on to the flying field under the aegis of NBC's Big Wilson!

Catch the form, the hat, the follow through, the climb-out of the MIJ. Note also the Digit-Midget

transmitter completely wrapped up by Biggie's rather large left hand . . . quite a combination!





BIGGIE'S BIRD

By "Big" Wilson

what we commonly refer to as a "cart-wheel" (which is fun for kids, but fairly damaging to a model airplane). The looming of the pine trees indicated to me that *some* signal was called for. I gave gentle right, the wheels touched, she bounced up, she fell off, the wheels touched, she . . . I was doing touch-and-go's with Rudder-Only!

Mr. S., in his wisdom, said, "We'll change the incidence. She'll climb." We shimmed the leading edge with a matchbook cover. She did touch-and-go's. We shimmed with a popsickle stick. She did touch-and-go's. We had the wing looking like a VTOL moveable wing. She did touch-and-go's.

I thanked Mr. Schroder for his diligence (he was still puffing from three separate hand launches) and returned to my bench. (Is something *moving* in that mess?) I found an Enya .09 under the sail cloth on the dune buggy under the Fantastic on my solder gun, and installed it.

The next day the MIJ was more than

than I could have hoped. In my short time in the model airplane hobby, I have flown escapement, two-channel (that Kamikaze), three-channel, and full house. I love it all. But most of all, I enjoy single channel. It is most relaxing. The plane must be 'just so,' as to fly itself, if I choose not to give it signals until landing is imminent. The MIJ will fly in perfect circles around our field by holding gentle right rudder. With the .09, she climbs beautifully. A hard right rudder and release sends her nose down. She gains speed, climbs out and is ready for a simple maneuver. I gave left full rudder, expecting some sort of Immelman (he might deny the relationship). Instead, the MIJ did a perfect and beautiful ROLL, and leveled out on top. This is FLYING!

I ran home, phoned W. S. He arrived with camera, and we had a great afternoon of flying. Butch was able to do split S's, rolls, Immelman's, etc.

The MIJ is straightforward — built light, but strong on the firewall, as the

nose gear is fixed to it, and tends to trip on a hard landing. I came in rather steeply one flight (as I do not like to go far to retrieve), and although W. S. was shouting "Give it UP", you and I know that with rudder-only, UP is really a challenge, and the firewall popped off, engine and all. However, thanks to Five-Minute Epoxy, we were shortly airborne. (Five minute epoxy takes me ten minutes . . . everything else takes me ten minutes. If anything takes me more than ten minutes, I don't bother with it.) Since I have been writing this for nine minutes, let me say that for the cost of some balsa, an .09, an R.O. system (I would guess you can spend less than \$75. and have proportional with the Digit Midget), you can have some of the finest, simplest, prettiest R/C flying imaginable. It might be a nice way to get your youngster started in R/C. Full plans are described in this issue of M.A.N. Good luck.

I'm having so much fun with the



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Biggie's Bird

MIJ I'm going over to the Schroder house
and stand under the window. I can hardly
wait to see what's next. . . . ■

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