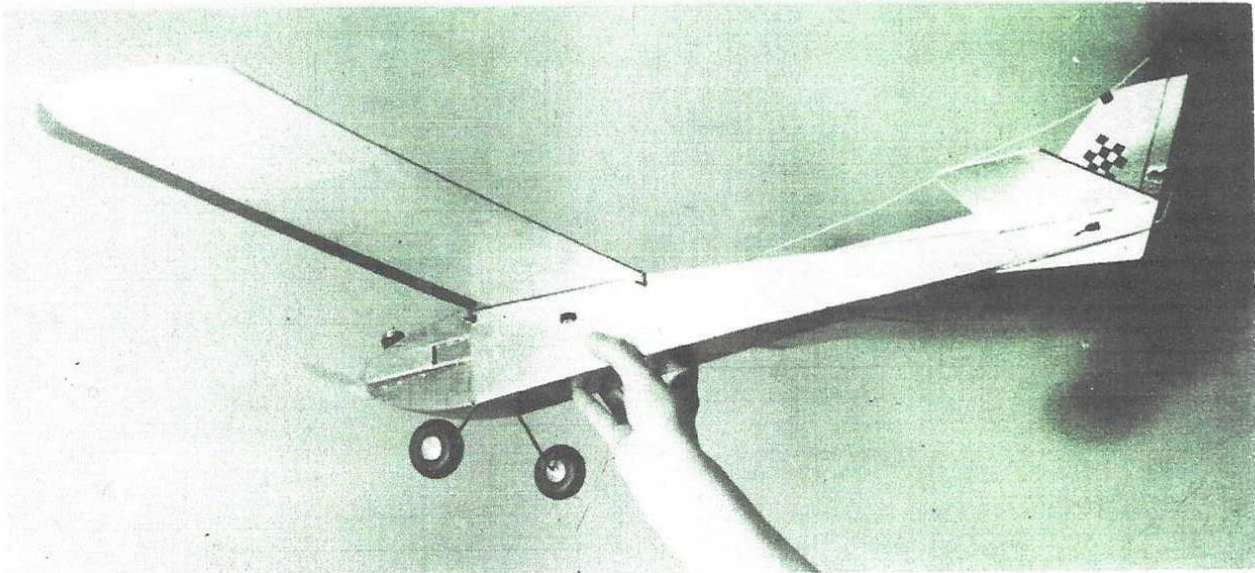


Cute, functional,
durable, best
describe this
single channel crate.

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A Simple Basic R/C Trainer

Full Size "Special Edition" Plan Available

EASY "I"

by Ted Strader

Design is described in text, photos, preceding article.

► To those of you who wish to start cutting balsa, we offer a few building hints for the "Easy I." Construction is straightforward and should offer no difficulty, if a little time and patience are employed.

The two fuselage sides are cut from medium grade 3" stock of $\frac{1}{16}$ " thickness. Mark all former locations and doublers. Score fuselage sides lightly where bends are noted, and check sides to be sure they are both exactly alike. Cement doublers in place. Cut out formers, alter to suit equipment and cement nos. 2 and 3 in place. Check alignment of fuselage thus far.

Cement $\frac{1}{8}$ " sheet floor in place between 2 and 3 and position T-1 in place. Draw fuselage sides together carefully and cement to T-1. Drill necessary holes in firewall to accommodate engine to be used and cement in place. Cement formers 4, 5, and 6 in place. Attach wire landing gear to no. 2 with "J" bolts, install escapement former
(Continued on Page 43)

Above: A good basic design for everyday flying. Avoids biting off more than you can chew.
Below: Long tail moment arm gives less violent response. Cost is low, maneuvers well.

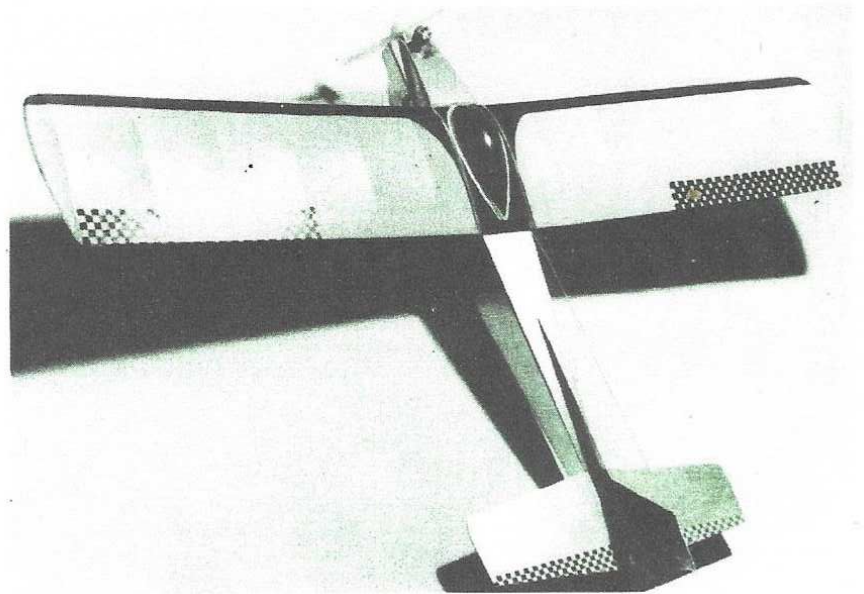


Photo at left: As simple as a wing should be, sheet fuselage, tail surfaces. Attach antenna to swept rudder. Select straight wing wood,

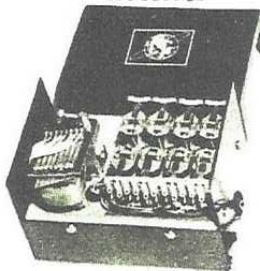
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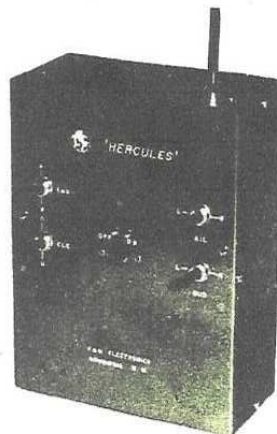
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EASY I

(Continued from Page 11)

and then torque rod. Sheeting, rudder, fin, stabilizer, skid, cheek cowls and dowels almost complete the picture. If you wish the top forward ¼" sheeting can be attached like a hatch for later use of the compartment between the firewall and no. 2.

When constructing the wings, the most important thing to keep in mind is to select straight medium grade stock. Pin the trailing edge, main spar, and bottom leading edge ¼" sheeting to plans. Cement ribs in place and then cement the front ¼" sq. spar in place. When both wing panels are completed block them up for proper dihedral and cement dihedral brace in place. Cement center-section top ¼" sheeting

in position and then add the upper leading edge sheeting. When dry, sand to a smooth finish. Add tips and you're ready to cover. We covered ours with heavy *Silkspan* and polished it off with four coats of clear butyrate dope. The fuselage was sanded down and two coats of clear plus two coats of pigmented dope applied.

A small commercial canopy was attached to the wing center-section, wheels secured, torque rod bent in place and yoke attached. Rubber to the escapement and receiver gear, plus a switch installed, engine bolted in place and we were ready. A small spinner on the prop added to the appearance.

Balance your model at the point indicated on the plans. Move equipment if necessary, to be sure that at this balance point, your ship does not rest even slightly tail heavy. We emphasize this in case it is your first attempt at R/C. We want it to be successful, therefore don't start off with a tail heavy ship, as that's one of the quickest means to a splintered end. If your plane has no warps and balances where indicated, you are ready for the tall grass test. Try a few glides with a moderate straight thrust. If she flattens out into a nice long straight smooth glide, with no tendency to balloon into a galloping attitude you're ready!!

Let her get about 25 feet above the ground before you try anything fancy and then for only an instant until you get the feel. Have yourself a ball!!

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