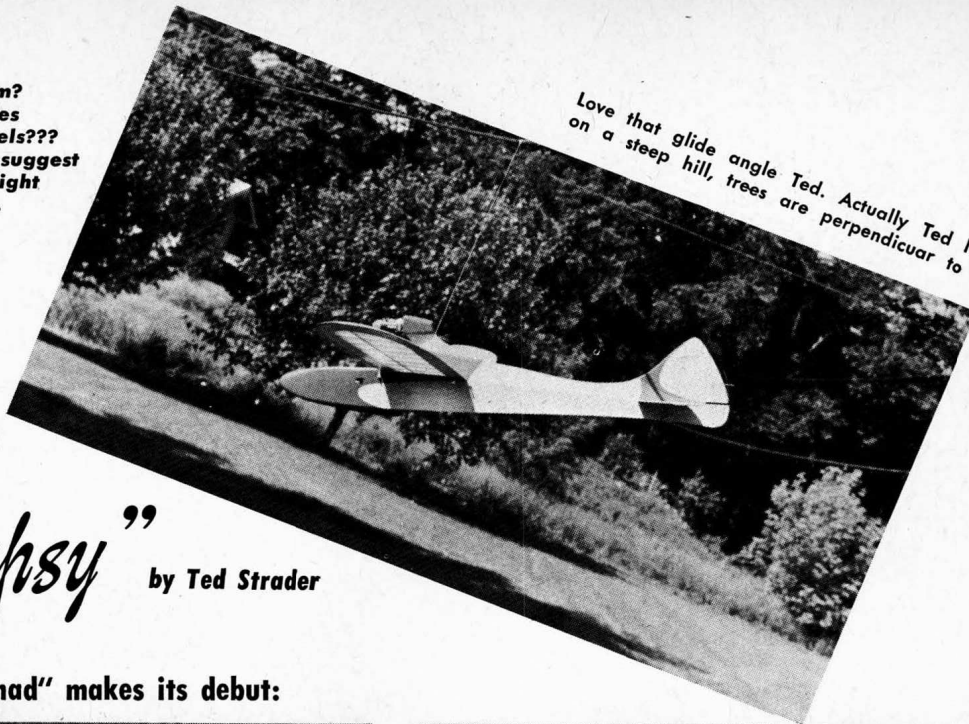


You've got a weight problem?
 You say your "Nomad" glides
 like a stone with 10 channels???
 To cure this condition we suggest
 the "Gypsy" . . . and a slight
 reduction in freight hauled.

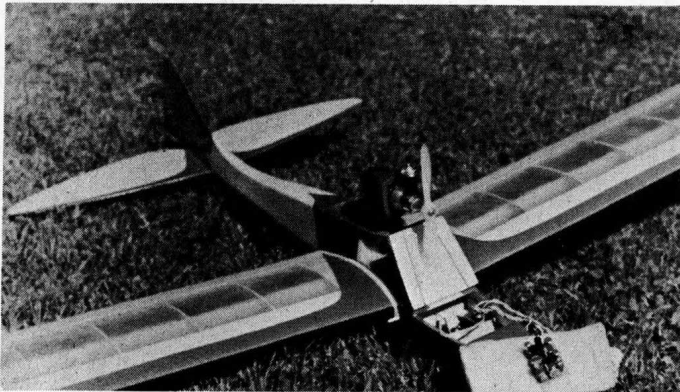
Love that glide angle Ted. Actually Ted lives
 on a steep hill, trees are perpendicular to it.



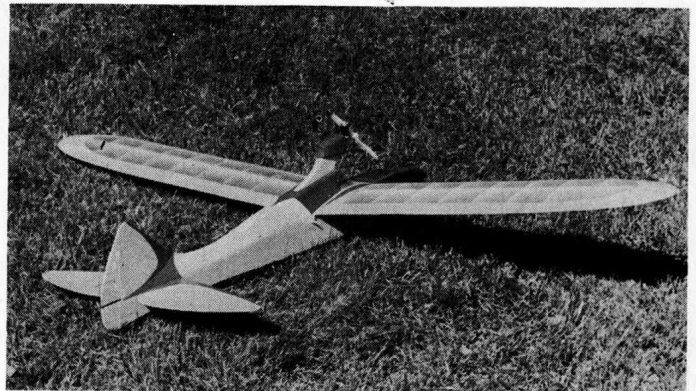
R.C. POWERED SOARER:

The "Gypsy" by Ted Strader

Big Brother to the "Nomad" makes its debut:



Under the hood: Foam padded receiver is ex-humed. Not to be confused with "wreckage".



With sheet tail and "V" dihedral construction is extremely simple by soaring R/C standards.

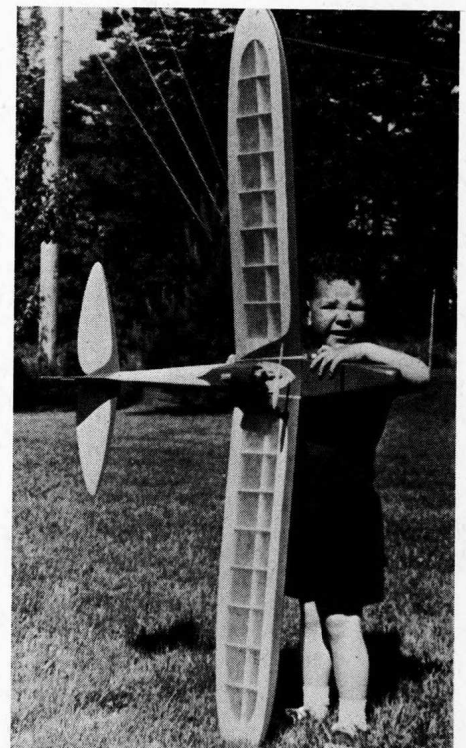
Spruce spar beefs it up for slope soaring jolts. 'Tis a pretty thing, ideal as an R/C trainer.

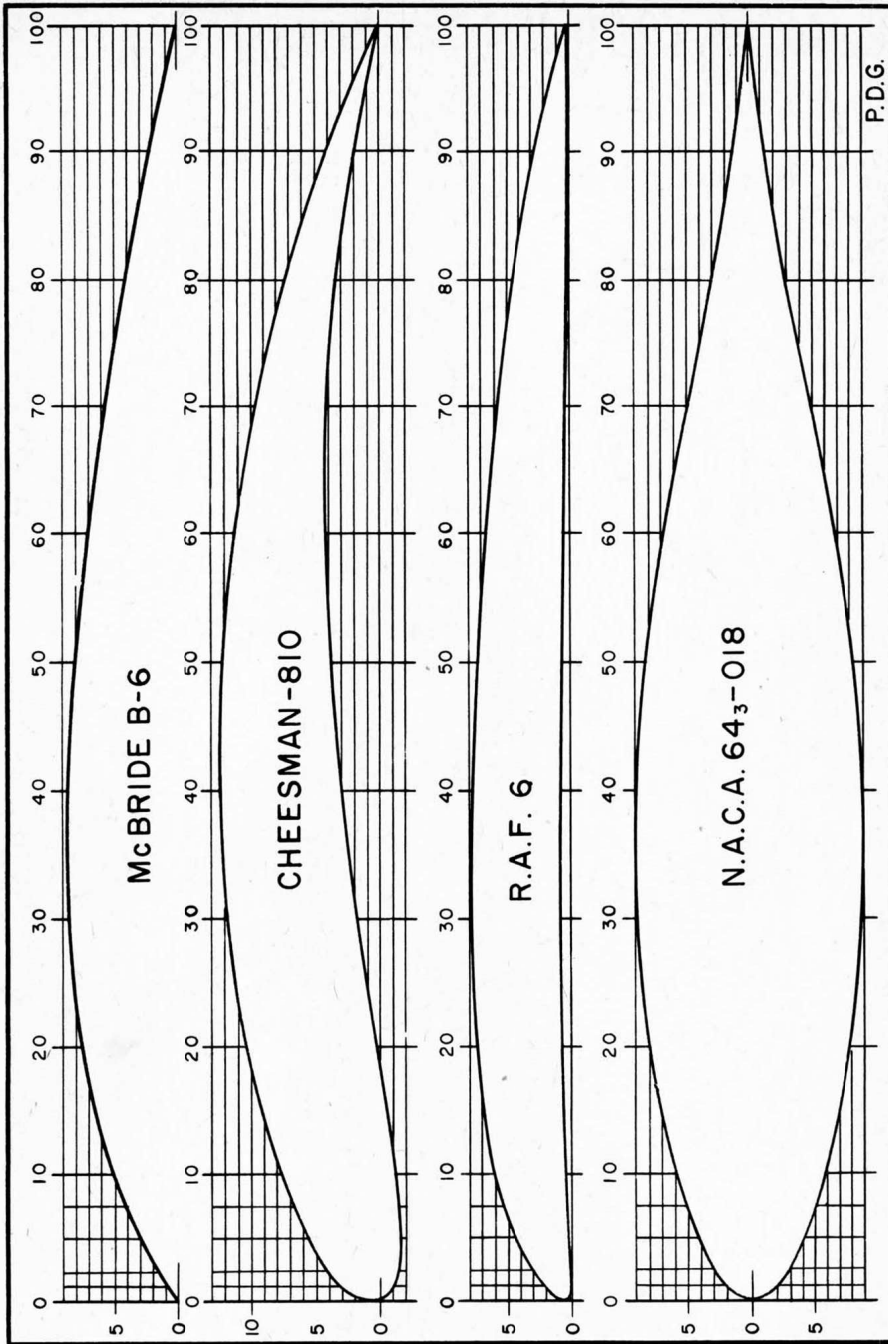
Full Size "Special Edition Plans" Available

▶ "What do you do for an encore?" This is a favorite query in show biz often asked after a successful performance or sometimes during the booking of an act. It wasn't long after our little "Nomad" became an established star that we began hearing this same

question. There was more substance to the questioning than just a desire for an encore. A great many modelers who built the *Nomad* . . . many taking their first successful steps into the fascinating field of R/C . . . asked us

(Continued on Page 34)





AIRFOILS—for your file

► The "McBride B-6" needs no introduction. It's widespread use as a wing section on indoor models is ample evidence as to its popularity. The only other single surface so favored is its sister section the B-7. The major variation being the curvature from the wing leading edge to the point of maximum camber. Anyone utilizing a single surface for indoor or outdoor rubber powered models, would do well to consider the B-6.

The "Cheesman-810" is perhaps one of the few popular laminar flow sections around. Considered by some experienced modelers as superior to the N. A. C. A. 6409 for rubber powered models. Our own slight experience has been good with it, even with Nordic gliders.

The "R. A. F. 6" is really an old time section and one that is often neglected,

perhaps more because of age than its characteristics. However, this section is worth considering for Free-flight contest or sport designs. Particularly if a high rate of climb with good recovery is desired.

The avid stunt designer and flyer will particularly welcome the "N. A. C. A. 64-018." For relatively slow, precise maneuvers it would be pretty hard to beat, except with an airfoil development in the same family such as the 63-018. Structurally it poses no problem that we can see.

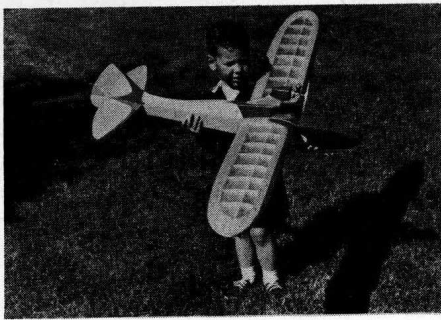
R/C experimenters in model design looking for a desirable thick section, please note. It should offer excellent possibilities in a multi-design, where smoother, less violent maneuvers are desired in contrast to the characteristics of many thinner airfoil sections being used. Put them to good use. ●

THE "GYPSY"

(Continued from Page 15)

if we'd bring out a slightly larger sail-plane which would be as easy to build, yet carry a little greater payload and use a greater range of engines. . . . With hat in hand we offer the "Gypsy" and hope it answers some or all aspects of the question relating to an encore!

The "Gypsy", in almost the identical form presented here, was originally scheduled as the main event and the Nomad destined to go as an encore. But, as so often happens with our designing activities, we twist things around and frequently present the successor first! To be quite honest, this month's design was finished on paper, tagged the *Nomad*, appraised as requiring more time than we had avail-



able to meet a story deadline and the design which finally became known as the *Nomad* was worked up first. That was two years ago and the whole bit is of little consequence except that I had to have something to write about . . . the actual construction story being so simple and mundane. (Sneaky way to stress the ease with which our hero can be built).

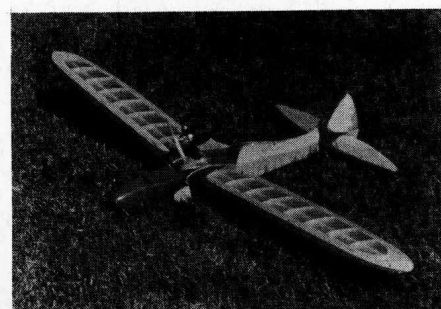
In all seriousness, many sailplane enthusiasts, whether they flew the earlier *Nomad* or not, expressed a great deal of interest in a model of similar simplicity, yet slightly larger size. Wider use of the more abundant variety of .049 and .09 engines as well as the large volume of receiving equipment which was too large or heavy for the rather limited *Nomad*, seemed to justify the *Gypsy's* creation. And, while the actual volume of available space is not excessively greater than the *Nomad*, the payload is considerably larger, making this ship more flexible.

Now that our "encore" has been performed, I'll bet that many, like myself, will install a relayless receiver and a simple escapement just like the majority used in the *Nomad*! I am using four pencil cells, rather than two. In other words, two sets of two pencil cells . . . I may snag a thermal and stay up for a few days! (I won't mention that I needed the extra weight for balance!)

Before we get down to the business of putting together, here are some answers to some questions you may have about the performance . . . especially when you ponder the wisdom of trying to tickle clouds with an .049 pulling a 60 incher!

Just prior to the maiden flight of the *Gypsy*, we had the same apprehensive feeling that preceded the maiden voyage of the .020 powered *Nomad*. Also similar is the fact that both were using engines which had been hand-

(Continued on Page 39)



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QUICK DRYING EASY TO USE	PINT OF GLUE WITH FREE DISPENSER
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THE "GYPSY"

(Continued from Page 35)

me-downs from earlier ships.

The .049 Baby Bee wasn't up to its maximum on the *Gypsy's* first flight and after about one minute it was hardly 150 feet high. I had just about convinced everyone at the field, including myself that I'd misjudged the combination of ship/power and would probably need an .09 to get the kind of performance we were after. Then one of the local brewmasters decided that the can of fuel I brought with me was the same one I'd totted around last year and mayhaps my jazzjuice had lost its zip. So we tried some of his camille No. 5 and re-adjusted the stinger on the bee. This seemed to turn the trick . . . it also may have been that the carburetor was getting cleaned out after a few months of stagnation.

Anyway, the second flight was more like what we had in mind. In fact one comment from the gallery was, "stick with the .049 . . . an .09 will put it out of sight!" True, an .09 would put it high in the sky in the wink of an eye. But for those who'd like to try for some endurance flights, the *Gypsy* can handle the added thrust. Those who like their flights lazy, calm, cool and collected should have a ball with a hot .049, a good relayless receiver, fresh batteries and escapement rubber, and a *Gypsy* on a warm afternoon.

OK gang, who's gonna be first on your block to build a *Gypsy*?

FUSELAGE: Cut the two main side pieces from medium grade $\frac{3}{32}$ " sheet and check one against the other for accuracy. Cement the $\frac{1}{16}$ " sheet doubler pieces in place and allow to dry. Begin putting the sides together by cementing bulkhead number 3 in place and pinning the fuselage sides together at the tail. A good flat surface will be a big help in assuring accuracy at this point. Next cement number 4 in place and when dry, cement the sides lightly at the tail. Now bulkheads 5, 6 and 7 can be cemented in.

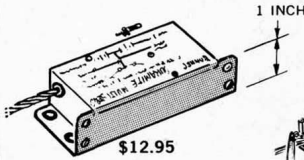
Once the rear portion of the fuselage assembly is thoroughly dry, cement F-1, and bulkheads 1 and 2 in place—in that order. Apply a little water to the outside of each fuselage side piece in the area between bulkheads 1 and 2 to facilitate forming the side to the upper outline of number 1.

Cut out the fin and stabilizer pieces and cement to fuselage assembly. Check these closely for accuracy and alignment. Next the two gussets which back up bulkhead number 4 are cemented in place and then the $\frac{1}{16}$ " sheet balsa pieces which cover the upper rear portion of the fuselage can be cut, fitted and then cemented in place. We use clothes pins to draw the fuselage in at that point where these side pieces join with the leading edge of the fin. With a very little bit of time and patience this bit of assembly can

(Continued on Page 43)

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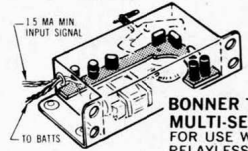
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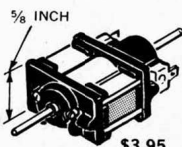
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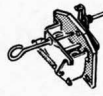
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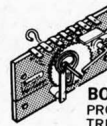
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THE "GYPSY"

(Continued from Page 39)

be easily accomplished, though it may look difficult before you tackle it. The idea here is to give the fuselage a somewhat flowing line while strengthening the fin in the process.

Next, the problem of torque rods and actuating devices must be considered. When decided upon, they should be installed now. Once this is accomplished, the bottom can be cemented in place. The $\frac{1}{4}$ " sheeting is installed with the grain running lengthwise. The $\frac{3}{32}$ " forward bottom sheeting is installed grain crosswise. Adding the top forward sheeting and the nose block is about as far as we go for the moment. The slots for the plywood keel piece can be cut. However, the keel is not installed until after the fuselage has been covered with either Silkspar or silk.

WINGS: The type of construction used for the *Gypsy's* wing is similar to the *Nomad* with two exceptions. First, there is only dihedral . . . no polyhedral. Second, there is a full-span spar of spruce. The spruce spar adds a great amount of strength at an absolute minimum of extra weight. This was done especially for those who may wish to take their *Gypsy* slope-soaring.

Each wing panel is made up of four sheet balsa pieces. Both leading edge pieces are identical . . . as are the trailing edge pieces. However, cut the pieces to be used on the top portion of each wing panel a little bit generous at the spot at the tips where the leading and trailing edges join directly over the spar. Because of the curvature of the airfoil section, each piece will have to be fitted at this joint line to make a good consistent splice.

Pin down a leading and trailing edge piece, position the spruce spar and then cement the ribs in place. Add the dihedral brace to the first panel. Cement the top sheet pieces in place and allow to dry. When dry, remove and begin building the other wing panel. Before adding the top sheeting to this panel, cement the plywood engine pylon core in place. Next position the first wing panel in place and cement all joining parts together. Block up the first wing panel 6" to give the required 3" of dihedral for each tip. Now the remaining top sheeting can be applied to the second panel.

The combination pylon and cabin is completed in the following manner. Cement the two $\frac{3}{16}$ " sheet pieces to each side of the plywood core and hold firmly in place with several clothes pins. Next cement and pin the two $\frac{3}{8}$ " sheet power-pod pieces into position.

To get the best possible alignment between the cabin assembly and the fuselage, place a piece of wax paper over the fuselage opening and up bulkhead number 4. Position the wing as-

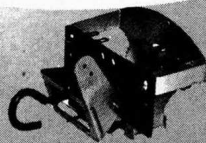
(Continued on Page 45)

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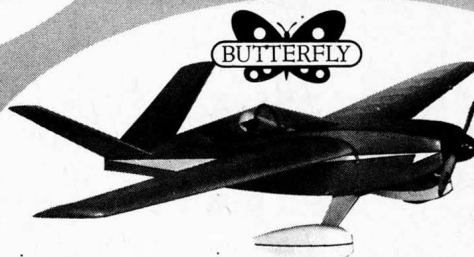
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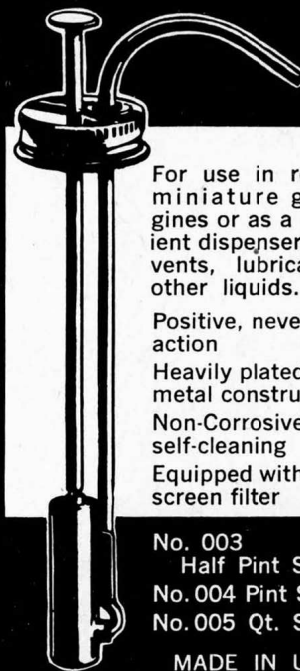
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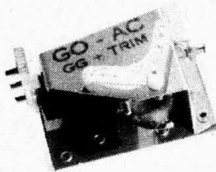
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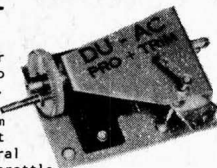
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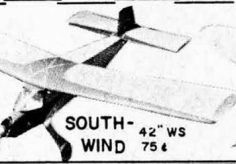
....AND HERE ARE SOME PULSE PERFECT PLANE PLANS



Gypsy 60" Sailplane
R-C or F-F for .049-.09
Full-Size Plans.... \$1.25

ALL UNITS AVAILABLE FROM—
Special Edition Plans

BOX 48 MASSENA, NEW YORK



NOMAD 48" WS 75¢ PER SET

EASY I 38" WS 75¢

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THE "GYPSY"

(Continued from Page 43)

sembly exactly as it will rest when the model is completed. Now cement the two number 4A bulkheads in place on either side of the pylon. Next, cut out the ¼" sheet cabin sides and cement in place. Cutting and cementing the two ¾" sheet cabin top pieces completes this phase. When dry, sand entire assembly, including where it joins fuselage. This will make the two parts join more smoothly than if built separately.

The addition of the two ¼" sheet pieces which form the lower windshield frame make securing the celluloid easier.

FINISH: Sand the entire frame to a smooth finish to eliminate any unwanted rough spots which may mar your covering.

Preparing the frame for the covering you plan will be the next step. We put paper on the fuselage and silk on the wings. This meant applying two coats of thin dope to the wing panels but none to the fuselage.

The heavy grade paper added

strength to the fuselage assembly as well as filling in the pores.

Three coats of clear, hot-fuel proof dope on the entire model gave us an adequate finish which was then completed with a bit of red trim on the leading edges of the flying surfaces and on the fuselage nose. The plywood skid was cemented in place before the nose was painted red.

About the last act was to install the rudder, wing hold-down dowels, the windshield, engine and necessary radio parts. Now we were ready to cautiously approach the field!

FLYING: If possible because of the absence of wheels, it's a wise idea to test glide your *Gypsy* in tall grass. If your model is warp-free and balances at the point shown, you should be rewarded with a slow, flat glide... good enough to delight the heart of any free-flight contest fan!

Though you may find, after a couple of power flights, that you need some slight engine adjustment, we screwed the .049 to the firewall with no side or down thrust and away she went. Chances are your model will perform in a similar manner. An .09 will probably require a degree or two of right

thrust to compensate for the increase in torque.

Make sure your radio gear is working well and has been distance checked. Otherwise you may find yourself waving bye, bye to your hard work as she plays tag with a thermal or two. Fire up the engine, turn on all switches, trip lightly across the field and let go—let go!... LET GO!!! Hope you enjoy your trip. Drop us a photo too. ●

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