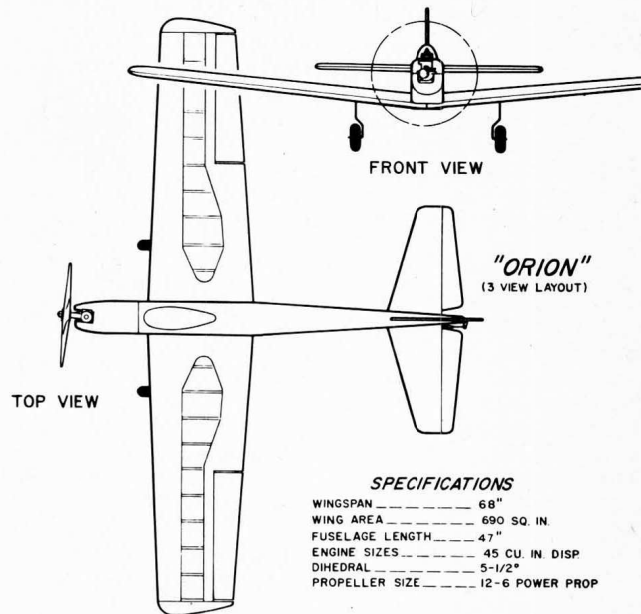


FM EQUIPMENT DATA:

Intended to acquaint you with the many statistical facts and figures, features and potential of the many new and varied products available. It will serve as an aid in determining your needs, and planning of expenditures.

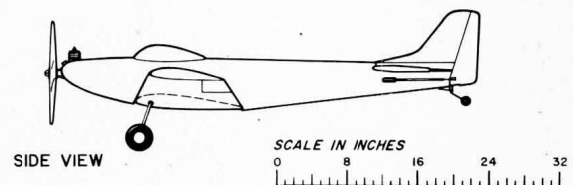


At left: Assembled fuselage and tail, flanked by one-piece siding, celluloid canopy, engine mounts, shaped and hollowed fuselage block.

WINNER of 1960 R/C World Championship

ORION

TOP FLITE



Below: The kit contents. Hardware visible lower left.

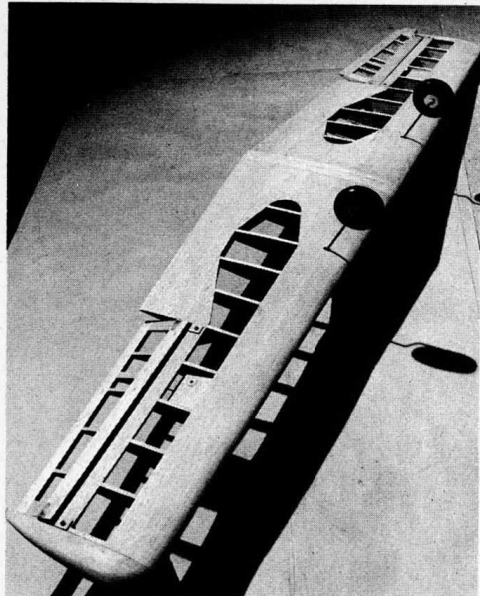
► To lift the lid on this kit is truly an experience. When first we gazed at the innard's of the new Top Flite "Orion" kit version of Ed Kazmirski's World beater, we were at a total loss to find a fault.

Kit design has come a long long way, and it is designs such as this that set the pace.

Designed for multi channel only, for .45 displacement mills, the "Orion" kit seems to be a study in things done well, and completely. The price is \$27.95, and may strike most as more costly than any kit they have tackled to date. There is a reason. To see its content, the physical size of the craft, grade of wood, fabrication, plan detail, molded nylon hinges and the like, you may well wonder if it is underpriced.

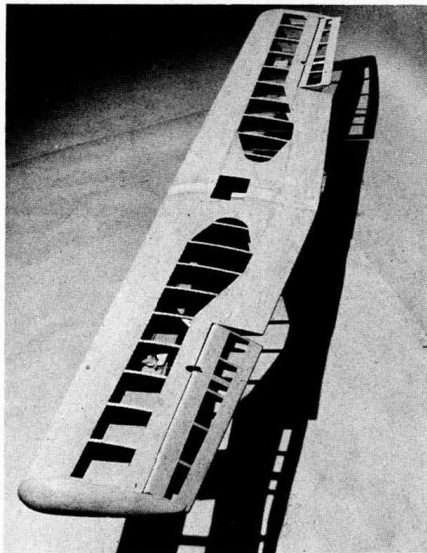
It was our feeling upon close examination, that we would build this





Gear in two pieces, ruggedly mounted. Note it is of $\frac{3}{32}$ " diameter piano wire, unusual size.

Photo below: Note the attention to strength, aerodynamic cleanliness. Center servo compartment, aileron motion visible. Made to last.



Top Flite's "ORION" Multi R.C.

kit up, without replacing one scrap of wood. Warp free, fine in texture, finish and die-cut crisply. Parts removed with ease from the die-cut sheets.

Contents within are displayed in the photo. All die-cut parts were removed from the sheets for clarity of content, and received nothing more than a single whisk of fine sandpaper.

Two 35" x 45" plans, are printed single side, display side view full size; top view; cross sections; left and right wing panel; rib section; R.C. installation drawings; aileron linkage details; spar sections; three view; isometrics; gear details and other helpful aids.

Span is 68", 690 sq. inches, and a fuselage of 47" overall. $5\frac{1}{2}$ degrees dihedral, .45 power recommended.

A large bubble canopy is provided, three color decals, an eight page assembly and operating manual, a $1\frac{1}{8}$ Power Prop, and $\frac{3}{32}$ " diam. piano wire formed gears, stand out among the contents.

Not glimpsed at first, but welcome indeed are the *one piece* die-cut fuselage sides, $5\frac{1}{2}$ " x 36". Four other sheets 4" x 36" are also included, an unusually wide width.

A group of wire, cable and tubing lengths are included, as are ten assorted blocks and hardwood parts. Top fuselage block is shaped, hollowed, $3\frac{1}{2}$ " x 27" in dimension. Fifty nine die-cut parts, as well as 121 balsa die-cuts all told. Add to this eighteen 36" lengths of strip and shaped parts, thirteen shorter lengths, and 132 pieces of hardware.

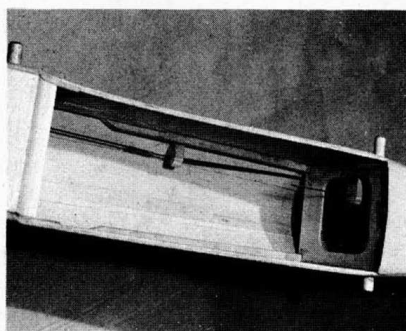
This hardware has to be seen. It is packed in two plastic envelopes, and contains molded nylon bellcranks and aileron hinges, as well as enough nuts and bolts to wear out your tools.

As the accompanying pix disclose, structure is clean and conventional for this type of craft. Experienced R.C. flyers will welcome it. The low wing design is reportedly smooth and fast in flight, and as "World Champ", it certainly can perform.

Actuated controls: Rudder, aileron, elevator, engine speed. Tailwheel is steerable, fitted with a friction brake. Good R.C. gear access, short nose and long tail moment.

This design may well become a standard. It should be around for a long time to come.

At left: End of an "Orion". Nylon tailwheel bracket, rudder horn, stab structure visible.



With wing removed, fuselage interior's roomy. Note controls, doublers, dowels, and top block.

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