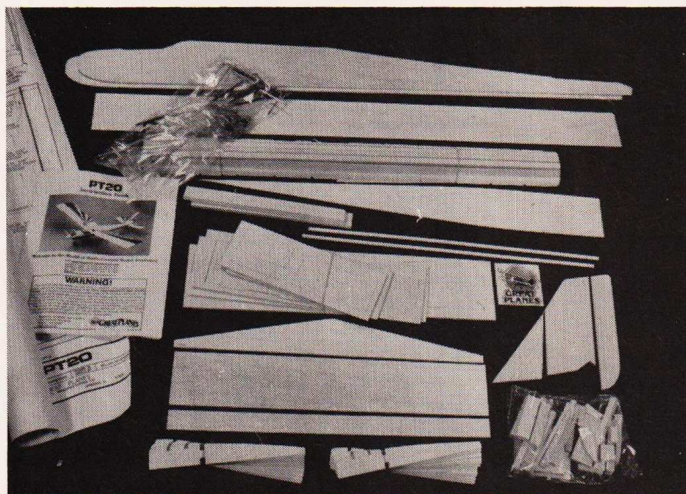


RCM PRODUCT REVIEW

Great Planes Model Mfg. Co. PT-20



The PT-20 (Perfect Trainer 20) is one of the most recent kits produced by Great Planes Model Mfg. Co. The designer's objective was to create an ideal model for the person with little or no experience in building or flying R/C models.

The most prominent construction features are illustrated by photos on the sturdy, colorful, box. All wood parts are neatly packed in the box to prevent damage, and all hardware and small wood parts are in plastic bags. A complete parts list is on the back of the instruction book.

Construction:

Okay, now let's get to work! The first step, of course, will be to thoroughly review the plans and instruction book, as well as the contents of the kit. The 41 page instruction book is certainly one of the outstanding features of this kit. It contains **116 photographs**, plus many drawings, to illustrate each step of the construction. Sections on covering, radio installation and operation, flying and troubleshooting, a list of tools and additional items needed to complete the plane, and even a glossary, are included. In short, it is an excellent book for beginners.

The detailed 55" x 34" plan sheet has full size drawings of the fuselage, wing, and tail, as well as three different engine installations and two different radio servo tray

SPECIFICATIONS

Name	PT-20
Aircraft Type	Trainer
Manufactured By	Great Planes Model Mfg. Co. P.O. Box 721 Urbana, Illinois 61801
Mfg. Suggested Retail Price	\$44.95
Available From	Retail Outlets
Wingspan	52 Inches
Wing Chord	9 7/8 Inches
Total Wing Area	510 Sq. In.
Fuselage Length	39 Inches
Stabilizer Span	18 1/2 Inches
Total Stab Area	102 Sq. In.
Mfg. Rec. Engine Range	.15-.20 2-stroke; .20-.40 4-stroke
Recommended Fuel Tank Size	4 Oz.
Recommended No. of Channels	3-4
Rec. Control Funct.	Rud., Elev., Throt., Opt. Ail.
Basic Materials Used In Construction:	
Fuselage	Balsa & Ply
Wing	Balsa & Basswood
Tail Surfaces	Balsa
Building Instructions on Plan Sheets	No
Instruction Manual	Yes (41 pages)
Construction Photos	Yes

RCM PROTOTYPE

Radio Used	Futaba "J" Series
Engine Make & Displacement	K & B Sportster .20
Tank Size Used	4 Oz.
Weight, Ready to Fly	60 Oz. (3 Lbs. 12 Oz.)
Wing Loading	17 Oz./Sq. Ft.

SUMMARY

WE LIKED THE:

Strong, simple construction; quality materials; smooth, stable flight characteristics; instruction book.

WE DIDN'T LIKE THE:

Servo location in radio compartment (see text).

installations. Since radio and engine installation will vary slightly, according to the brand selected, these items should be on hand before starting construction.

The quality of all wood parts, as well as their accuracy and proper fit, receive an excellent rating. All balsa parts are sawed and sanded to proper outline and the wing leading and trailing edges are preshaped and notched for the ribs.

Cyanoacrylate (CA) glues are recommended except for joints which take extra time for proper alignment. Here epoxy glue is suggested. If eye or lung irritation is encountered while using CA glue, "white" glue such as Elmers or Titebond may be substituted. Strength will not be sacrificed, though building time will be slightly increased.

The fuselage is of typical "box" construction with 1/8" plywood doublers at high stress areas, i.e., forward fuselage, top of fuselage below wing, main landing gear area, and tail area. The fuselage bottom, forward of the main gear, is 1/8" plywood. The result is a very strong, yet light, fuselage.

Before starting wing construction you must decide whether or not ailerons will be incorporated. The only difference in basic wing construction is the dihedral angle. All parts and detailed instructions are included for either version. If the wing without ailerons is selected, you may

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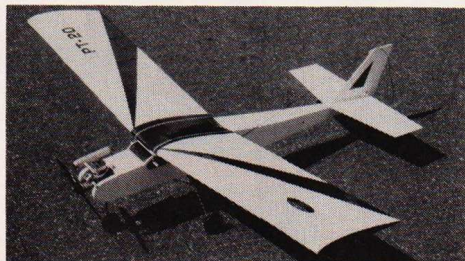
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PT-20



incorporate ailerons later, since that change is also included in the instructions. Wing construction is quick and easy, thanks to the shaped and notched leading and trailing

edges.

Tail surfaces are 3/16" sheet. Simply glue the parts together per the instructions.

Covering:

The covering material suggested in the instructions is Super MonoKote, so we selected white and metallic charcoal for our model. Covering instructions are provided in the instruction book as well as with each roll of MonoKote.

Engine:

The engine selected for this review model is the new K & B Sportster .20 R/C, No. 5600. This engine is very quiet and powerful, with excellent throttling capabilities. It also has the unique feature of a radial "spider" mount which accommodates nosewheel steering. A special nose gear to fit this engine may be ordered from Great Planes for \$2.00. A Sullivan SS 4 ounce tank fits easily in the tank compartment, with access provided by a hatch on top of the compartment.

Radio:

A Futaba "J" Series radio, using three channels, provides the control for rudder, elevator and throttle. With servos installed at the forward end of the radio compartment, per the plans, the receiver and battery pack must be placed below the pushrods. This may be difficult, depending on the amount of padding used. By placing the servos aft, there is plenty of unobstructed room in the forward part of the compartment, and the C.G. location will hardly be affected.

Flying:

The C.G. was at the proper location with no balance weight necessary. Control surface throw was set per the instruction book. After a brief taxi, to check steering sensitivity, it was time for the flight test. Three flights were made in quick succession with no problems whatsoever encountered. No "snap roll" tendencies were noted during stalls or steep turns, even with full up elevator. Take-offs and landings are the easiest we've made in

The Michigan Whirlybirds and The Romeo Skyhawks 5th Annual Helicopter Round-Up Fun Fly July 26, 1987.

For further information, contact: C.D., Dave Pinegar, 19300 Westphalia, Detroit, Mich. 48205 (313) 372-4665; or Roy Dietz (313) 839-4143.

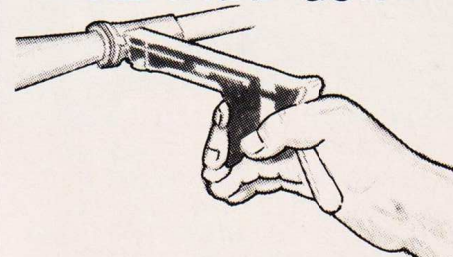
Scale Flyers of Minnesota, Inc. 3rd Annual SFM Championships August 8-9, 1987. Twin City R/C field, Minneapolis-St. Paul.

For further information, contact: Bill Cowette, 4075 Jersey Ave. N., Crystal, MN 55427.

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quite a while, thanks to the PT-20's stability. With a slight increase in control throw, loops and barrel rolls are simple. The engine performed flawlessly throughout these flights, though we ran out of fuel once and found out that the PT-20 also has an excellent "dead stick" glide.

Conclusion:

The PT-20, with its construction features, instruction book, and excellent flying characteristics, may be as close to a perfect trainer as it is possible to buy in its size and price range. It certainly qualifies as an excellent choice for a "first R/C airplane."

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