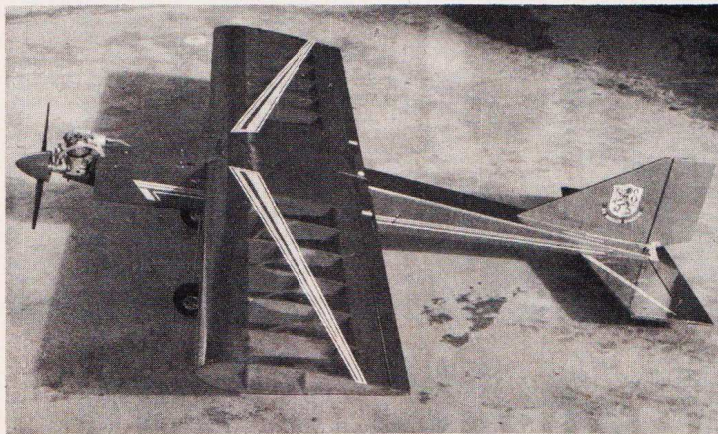
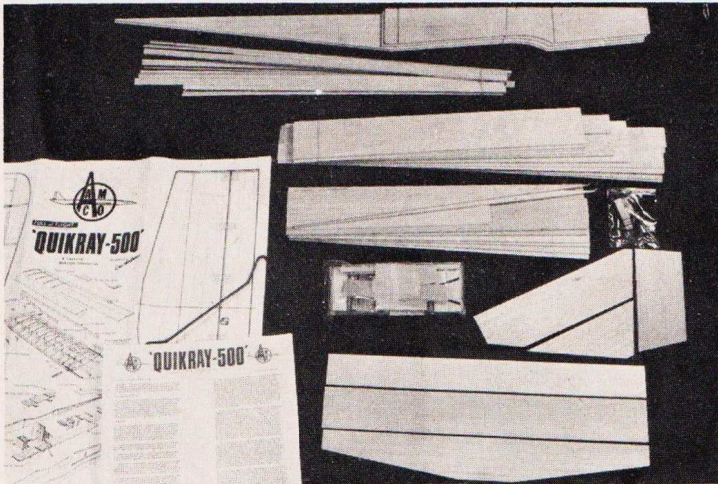


RCM PRODUCT REVIEW

Aamco
QUIKRAY 500



SPECIFICATIONS

Name	QUIKRAY 500
Aircraft Type	Pylon Racer, Sport Flying
Manufactured By	Aamco U.S. Rt. 1 & North St. Topsfield, Massachusetts 01983
Mfg. Suggested Retail Price	\$49.95
Available From	Both Mfg. & Retail Outlets
Wing Span	50+ Inches
Wing Chord	10 Inches (Avg.)
Total Wing Area	503 Square Inches
Fuselage Length	43 Inches
Stabilizer Span	18 Inches
Total Stab Area	108 Square Inches
Mfg. Rec. Engine Range	.19-.45
Recommended Fuel Tank Size	8 Oz.
Recommended No. of Channels	4
Recommended Control Functions	Rud., Elev., Throt., Ail.
Basic Materials Used in Construction:	
Fuselage	Balsa & Ply
Wing	Balsa, Ply
Tail Surfaces	Balsa
Building Instructions on Plan Sheets	Yes
Instruction Manual	Yes (1 page)
Construction Photos	No, Isometric drawings

RCM PROTOTYPE

Radio Used	Kraft
Engine Make & Disp.	O.S. 25
Tank Size Used	6 Oz.
Weight, Ready To Fly	51 Ounces
Wing Loading	14.6 Oz./Sq. Ft.

SUMMARY

WE LIKED THE:

One piece wing and the way it builds flat on work board. Parallel sides on fuselage. Ease of construction.

WE DIDN'T LIKE THE:

Instructions are lacking in some areas.

The fuselage sides were very neatly cut from balsa as were the Box-Lok doublers which matched the sides perfectly. The doublers were routed to take the ply formers. When the formers were cemented into these notches, they locked the fuselage into a very strong box configuration.

One of the surprises mentioned on the box cover was the tail end of the fuselage, it did **not** taper. The sides are parallel from firewall to the rudder, elevator hinge line. The fuselage is very strong, light and easy to build. The all-balsa empennage was fabricated from 1/4" sawed balsa sheet. It was necessary to do some edge sanding before gluing the parts together to make the full piece. The rudder and elevator were cut to shape but were not sanded to taper. The whole empennage was edged with balsa strips to keep the sheet balsa from warping in the future. The hardware was quite complete down to blind mounting nuts and machine screws. There were no unusual or special accessories used and adhesives were standard.

Covering:

The fuselage, fin, and rudder were covered with metallic gold Solarfilm, the wing and stab with transparent cherry-red Solarfilm. The yellow, dark blue and white trim was from MonoKote trim sheets; the edges of the trim sheet were Glaskoted for protection from the fuel.

Engine:

The plans indicated the QUIKRAY 500 may be used for Quikie 500 pylon racing, AMA Sport Pylon events, for all around sport and

When a kit manufacturer goes out of his way to make sure his product is delivered to you intact, you appreciate it. When you open the box, you see (neatly folded on top) the plans, then directly under are layers of white tissue filling any empty spaces keeping the parts and wood from banging into each other during shipment. Not only that, but the plywood pieces and hardware were packaged separately in neat plastic bags.

All balsa parts pertaining to the same function, rudder, elevator, and fuselage, were sawed to shape and rubberbanded together. Spars and stick balsa were also banded together at each end to minimize warping; same for the sheet stock. There was good quality balsa throughout.

Interestingly, the capstrips, horizontal and vertical cross members for the fuselage sides, and stiffeners for the empennage, were die-cut from 3/32" sheets. Kinda reminded me of one of the pre-1940 Comet kits we built as kids in which we had to finish cutting out our spars and longerons from die-cut sheets. Actually, we had no complaint with these strips, in fact, it was soft enough to curve over the wing ribs perfectly as capstrips.

Construction:

There was one 36" x 45" sheet of plans and an extra long single sheet of 'general notes' which fill the bill as instructions. The wing was built in one piece and, as directed in the general notes, it was necessary to cut the two wing half pieces from the plans and pin them down on your work board side by side overlapping at the middle. Since the spars were only long enough for one half of the wing they were glued together end to end then doubled about 4" each side of center. The center wing ribs were notched for these doublers as well as the spars.

All wing ribs are the exclusive AAMCO airfoil which permits the bottom main spar and the trailing edge to lie flat on the work board while you construct and still gives you the advantage of a symmetrical airfoil.

QUICKRAY 500

...trainer flying, and for pattern flying. We decided to use it for sport and trainer flying so an O.S. Max .25 was installed. The engine used a stock muffler and a Kraft 6 oz. tank was placed in the easily accessible, hatch covered, compartment directly behind the firewall.

Radio:

There was more than sufficient room for the battery, receiver, and three servos to be mounted under the wing at the Center of Gravity. The Kraft radio used 4 KPS-12 servos. The aileron servo is mounted in the wing using bellcranks to transmit the movement to the ailerons. The pushrods to the bellcranks were very short because the aileron horns were on the inboard end of the ailerons --- an acceptable and uncomplicated idea which works well --- another of the surprises mentioned on the box cover.

Flying:

Even with the circular cutouts in the stab, it was necessary to add some weight to the nose. Had there been a .40 up front, we are sure the C.G. would have balanced out exactly where located on the plans. For us, it was 1/4" to 3/8" behind proper location, so we ballasted because we were particularly interested in having the stability forthcoming from proper C.G. location.

We couldn't have been more pleased with the handling of the QUICKRAY 500 and are sure that with a larger engine up front it would have performed as indicated on the plans in pylon racing or in pattern flying.

Conclusion:

It is not a plane for the beginner, either builder or flyer. The general notes are just that, not complete building instructions. For example, nowhere does it mention the thickness of the wing sheeting and capstrips. To the more advanced builder, it is obvious that the 3/32" sheets cut to the length of each wing half is the sheeting and the capstrips will have the same thickness. We were completely satisfied with the QUICKRAY 500 --- the way it builds, the way it flies, and the price. □

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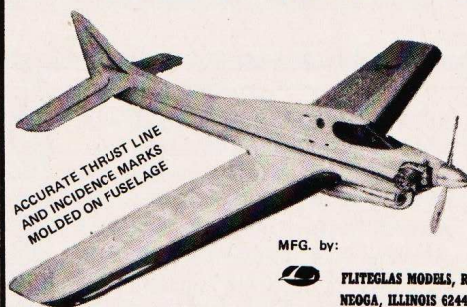


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