

Here we have Mr. Nice Guy, the quiet man from the southern provinces, with his "Tiger Tail." Ron never pushes to the front but makes his presence felt when out on the flight line!



tiger tail

BY RON CHIDGEY

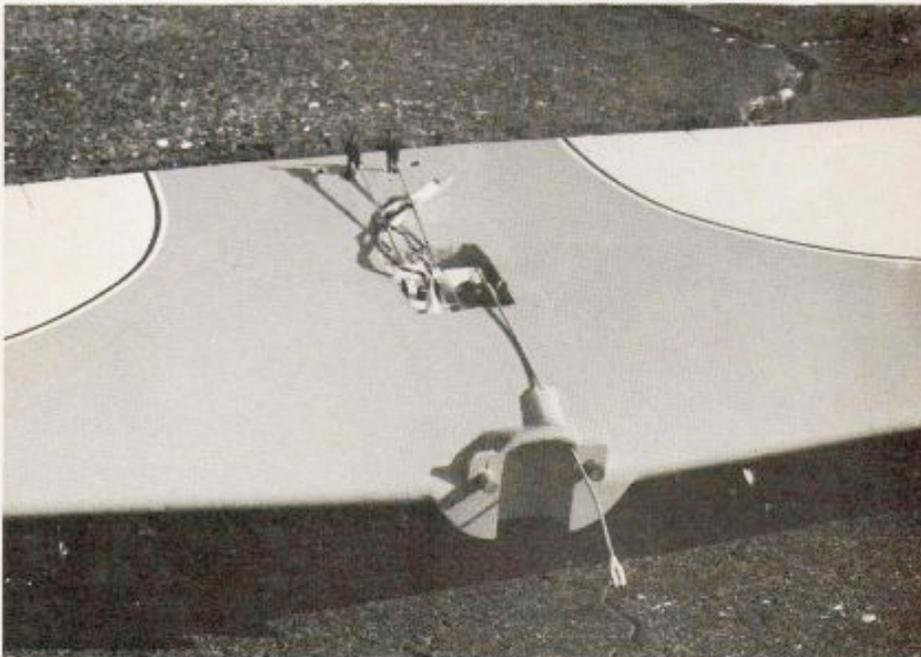
Continuing M.A.N.'s policy of always presenting the Nats winners, herewith the 1971 National Pattern winner. Good-looking, very efficient Stunter performed flawlessly under the masterful hands of our gentleman from the South.

• In opening this discussion of the "Tiger Tail," I guess I'm supposed to give you a sales pitch that will convince you to build one. I'm really not too sure if this is a good idea, since your flying will probably improve and us old folks don't need any of that! It gets tougher to win every year. And besides, "Tiger Tail" really has only two things of any importance going for it—It's *ugly* and it's *honest!* The "ugly" part helps, since everyone *knows* ugly airplanes fly better, witness Quik-Fli, Daddy Rabbit, and Cutlass! One of my grammar school drop-out friends once



A look inside the "Tiger Tail" shows compact arrangement for all the electronic goodies.

View of the wing with aileron and retract servo installation. Note nose wheel well-section.



remarked in a kidding session "It's ugly enough to be called a trainer." The only reply I could manage was "Pretty is as pretty does."

Which brings us to its most important attribute: "Tiger Tail" is a completely honest airplane. Honest! I have built six of them over the past two years, one with fixed gear, and they have all flown almost identically, being completely predictable in their flying characteristics. I think this thing of "honesty" or "predictability" is the single most important factor a competition airplane can bring to the party. It far outweighs most

other differences in design and styling. Needless to say, it is very disconcerting to have your airplane do something completely uncalled for in the middle of a heated contest.

If the quality of our flying has improved over the past four or five years, and I think it most certainly has, it is primarily due to 1) better radio equipment, 2) better engines, and 3) retractable landing gears. Airplane design (or style) may have made a marginal contribution, but it is a secondary factor. There are several "vintage" designs, given the benefit of our really good

radios and engines and modernized with retracts, that could win today as easily as they did yesterday. In fact, I think we sometimes design ourselves into a built-in handicap in an effort to be different. I guess my philosophy has been to strive for good flying characteristics first and aesthetics second. A good competitive design should certainly minimize the work the pilot has to do. You will be surprised how good a "conventional" type like "Tiger Tail" begins to look after you have won a few first places with it. I know that last

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Close-up of the cockpit canopy and the reason for the "Tiger tail." Note the excellent finish of the plane which is a Chidgey trademark!

TIGER TAIL . . . CONTINUED

gear temporarily and install nose wheel steering Nyrod and throttle Nyrod. Install elevator and rudder pushrod guides at rear of fuselage. Sheet bottom of rear of fuselage and add wing hold-down plate and 1/8" side braces.

Remove fuselage from the work bench and temporarily install the engine. Use a dummy wooden spinner back plate to locate and center the 1/16" plywood nose ring and glue the nose ring to the fuselage sides. Add the bottom nose block and corner fillers of soft balsa. Shape top block, nose blocks and bottom to outline shown on plans.

Cut the wing fillets to outline shown on the side and top views. Shape to a triangular cross section and glue in place. Fair into fuselage and add a small EpoxyLite fillet to blend the fillet into the fuselage. Block up the fuselage and carefully glue the stab and fin in place. Be certain stab is 0-0 with the thrust line (or top of fuselage sides) and fin is true with fuselage center line. Add the small block to shape fuselage above stab. Add a small EpoxyLite fillet around stab and fin, and you are done.

FINISH

My "Tiger Tails" have all been covered with Southern R/C's Skyloft spun bonded nylon and finished with acrylic lacquer plasticized with Flexall plasticizer. I follow to the letter the finishing method detailed in the Skyloft instruction sheet and have had no finishing problems. It is a fast system and is light. I think it contributes a great

deal toward holding the weight of my ships within the 7-7½ # range. I use Aerogloss clear to seal the wood, to apply the Skyloft and finally to seal the Skyloft. I use DuPont #308 lacquer primer (also plasticized with Flexall) and Martin Senour acrylic lacquer for the finish coats. This combination of products works well for me. Others may work equally well; I just can't vouch for them.

FLIGHT TRIM

Now we come to the part that really separates the winners from the losers. A lot of potential winners will stay just that, potential winners, because they quit too soon. They are so relieved to finally get the new bird in the air (and a little surprised that it really flies pretty good), and they never take the time to really trim it properly. Instead they let the airplane trim them out, adapting to the "ornery" things and idiosyncrasies and forever competing at a disadvantage. So do it right this time. Perform the following pre-flight checks before you ever leave the shop:

1. While not a critical adjustment, the engine thrust should be 0-0 with the fuselage centerline and also the side reference line (top of the fuselage sides).

2. Be certain the wing and stab are at 0° with the reference line. Measure this, don't just eyeball it.

3. Check the C.G. location. It should be 4¾" back from the leading edge. Don't be concerned about having to

add weight to properly locate the C.G. It is a small penalty to pay for having it right.

4. Balance the wing, or, better still, the airplane, about the roll axis. I use a 6 penny nail, cut to the right length, to balance the wing. Just push it into the soft tip, but don't seal it permanently as you will possibly have to make some fine adjustments later.

5. Set control surface throws as shown on the plans. You may like a slightly different feel than I do but this is a good place to start.

6. Now go fly . . .

After a few "get acquainted" flights you will want to fine tune the trim. If you will make two critical adjustments, and work with them until you get them right, you will have a good flying Tiger. I'm assuming now that the C.G. and wing and stab incidence were put right in the pre-flight checks. First, adjust the lateral balance and aileron neutrals until the ship tracks through both inside and outside loops with virtually no corrections. You should be prepared for a whole afternoon of nothing but inside and outside loops. After going through this exercise, you should be convinced of the value of lateral balance. A slight out-of-balance condition can really tear up your looping maneuvers since the normal thing to do is to compensate with opposite aileron. Then when the airplane is inverted, the out-of-balance condition and the aileron deflection are acting in the

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ule of maneuvers. America's most versatile modeler, Dick Sarpolus (we can't think of any event Dick hasn't tried) bested J&J's Ernie Weiss. Dick flew a Miss America with Webra 60 while Ernie used a Buzzard Bombshell.

Entire meet was the most postponed event we've ever seen. Rained out twice, it was finally held on a gray, windy day; 40 contestants placed scoring flights. Final event was a non-flying beauty affair won by Vince Bonnema and his fine Comet Clipper with a gorgeous silk finish. Entries included: Red Zephyr, Musketeer, Miss America, Super Dofin (judged largest and most unusual), Mercury, Playboy, Buccaneer, Zomby, Clipper, Sailplane, Bombshell. Congrats to all; we look for bigger and better events next year in this growing phase of R/C.

Recent statement in R/C News indicated Chuck Gill Models as exclusive distributor for Hobbies Unlimited's New Ruler; this should have read "exclusive East Coast sales distributor." Tom Cope, of Hobbies Unlimited, corrected us and went on further: "Strangely enough, I initiated the kit project because I thought the 'Old Timer' fliers needed a really quality kit available to them. However, as it turns out, the R/C fliers have been amongst the most interested customers. I have yet to try R/C'ing an Old Timer but it ought to be real fun plus a good way to hang on to those scarce ignition engines. Doesn't look like I'll be getting the chance soon since I've just been elected National Director of the Model Engine Collector's Association. Some day though I'll break out that ol' Micro-Avionics crystal set and put it in an OT. Incidentally, I think you could come up with a good article, and do the modelers a service, if you would publish some advice on shielding the radio gear from the engine ignition." We're working on just such a problem but perhaps some readers have a way that has worked for them; let us know.

Closing Old Timer item: Remco, P. O. Box 22414, Denver, Colorado 80222, has a limited number of Rocket 46 Engines that have been assembled from existing parts. These will be the Model 4610 which has a machined venturi with separate metal tank, not attached as the Model C. Timer will be open style which is not stock to this model that originally used enclosed points; an incomplete enclosed timer will be sent in case you can scare up missing parts. Price for these new Rockets will be \$30.00, less coil, plug and condenser. Some piston, wristpin and con rod assemblies are available at \$8.00 for Rockets; includes honing to your cylinder. Same concern has Anderson Spitfires at \$45 and Super Cyclones at \$38.50, both complete. We have both these engines and have been well satisfied with Remco's deliveries and workmanship; might be just what you need for 1972's Old Time R/C.

So the holidays are over; get busy — Spring is coming! ■

Tiger Tail

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same direction!! It is sometimes difficult to tell whether it is balance or an aileron or wing warp, but in general, if you must correct part of the loop with ailerons in one direction and part in the opposite direction, it is balance. If you must correct with the same aileron direction through the whole loop, it is a warp condition. It is a simple matter to correct on out-of-balance condition, but warps are a problem. A warped balsa sheeted foam wing is warped forever (of course, if you

build it true, it's true forever). Ailerons can sometimes be straightened with a little steam and pressure. The effect of a very slight aileron warp can be reduced by raising both ailerons a couple of turns on the clevis giving a slight wash-out to the trailing edge. Make adjustments slowly, carefully thinking each one out, and you will be pleased with the results.

The second critical adjustment you will want to make is aileron differential. Some flyers determine the amount of aileron differential required by pulling the airplane up into a climb and doing a split "S." If the nose pulls off heading, they add differential until it tracks straight. This requires an excessive amount and usually results in rolls that are somewhat "barrel roll." I prefer to set the differential by the airplane's behavior in the rolls, especially the four point. Use as much differential as possible without the nose yawing off heading when you rapidly roll from upright to knife edge. The important thing is to not compromise the high speed rolls and four point too much for the sake of a few turn around maneuvers. The best way to adjust aileron differential is by bending the aileron horns —forward to increase, back to decrease. The differential shown on the plans should be about right, but do make the in-flight checks before considering the airplane trimmed.

Now, go win! ■

M.A.N. at Work

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of making up a magazine with its resultant hassling of the staff, wrestling with the production problems, fighting the fact that most of (actually all of) the magazine in artboard form was suddenly lost in the mail. Wasn't lost, actually; "delayed" would be a better word for it took only eight days for an *air mail, special delivery* package to get to Columbia, Missouri! Nothing like having a complete magazine suddenly disappear to make one paranoid — only alternative was to miss an issue or get one together in four days. In this case, getting together would have been a completely from-scratch issue, because the only thing that could be recaptured from the lost issue was the type. Nothing else could be replaced—the original artwork, all the photos, most of them without negatives, were gone. It was a *complete* mess. We survived, though, and the post office still cannot offer any explanation as to what happened. Now each time we mail an issue, we sit in dread, but have covered our tracks somewhat as we now have all negatives for photos as well as repro copies for the artwork — it takes a near-disaster to make one suddenly protect his flanks—and hopefully ours are protected, now.

Also in this "nothing month" Anthony and I have completed still another soaring glider and have successfully flown it—flown only because fellow club members Sal Manganaro and George Plumer gave their all to tow the EZ Juan into the air.

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Touch and . . . ?

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ioned by beveling the spars as shown on the plan.

Control System: The bellcranks and control horns are made from Top Flite three-inch nylon bellcranks. The nylon is easily cut with a knife or razor saw and can be worked very much like hardwood. The popular metal bellcrank is not recommended because it will wear out in a relatively short time with the type of use it gets in a