

An FM Product Review:

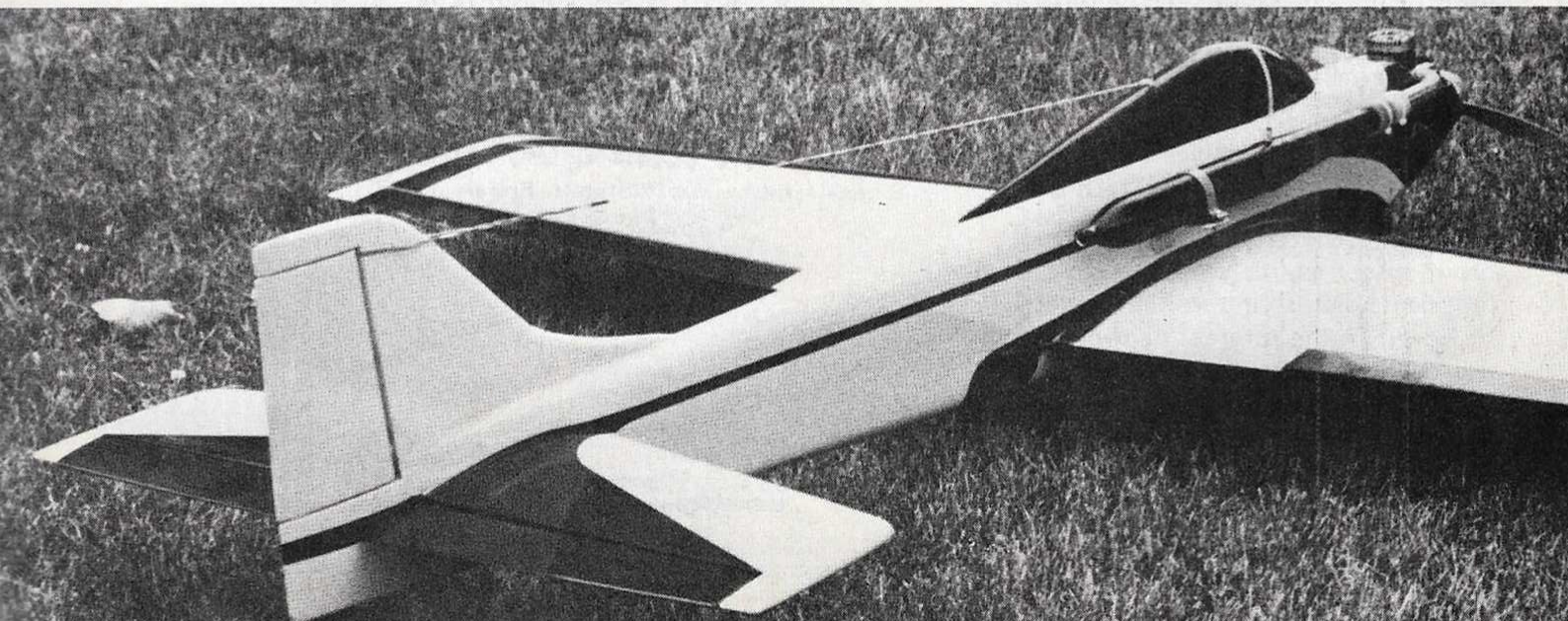
Bridi's Deception

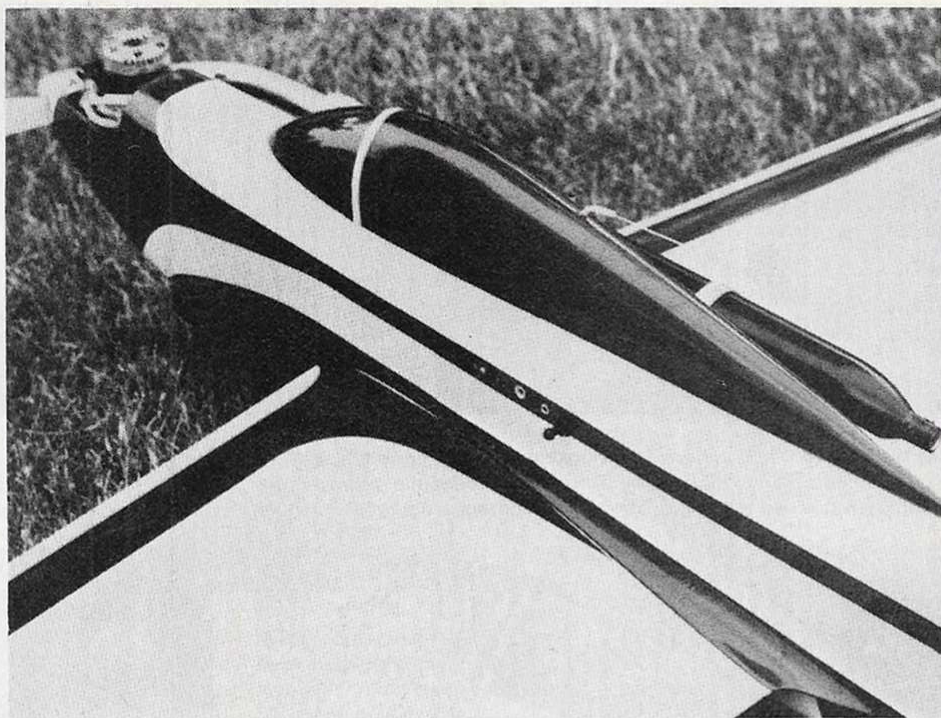
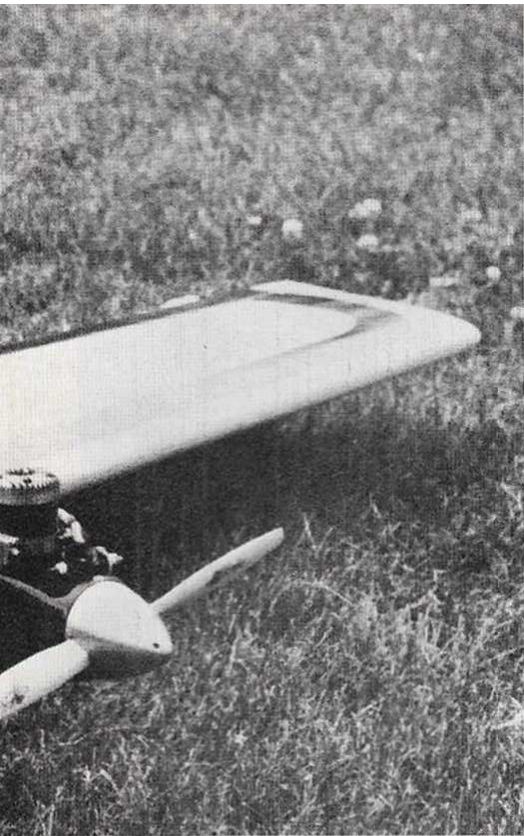
This Jim Kimbro designed ship is one of the new breed of *big* Pattern ships designed for piped .61 engines/**Duke Hoeckele**

PHOTOGRAPHY: DUKE HOECKELE

I have no idea why designer Jim Kimbro named this airplane what he did. But, as far as I'm concerned, the most deceiving thing about it is that the ship is so much more impressive looking in reality than any of the photos of it reflect. I was also looking for a new pattern ship with a wood fuselage and foam wings and for some reason assumed that the Deception had a glass fuse. It does not. In fact the quality of the wood that Joe Bridi has supplied for this kit is definitely better than average. The rest of the kit is very complete with all of the small parts put into plastic bags and referenced very well on the parts list sheet. It also includes a Bridi motor mount and all of the necessary hardware for a fixed gear aircraft. The canopy section is a piece of molded epoxy-glass that is attached to the wooden fuse and that can be cut and altered to accommodate a rear-exhaust engines tuned pipe.

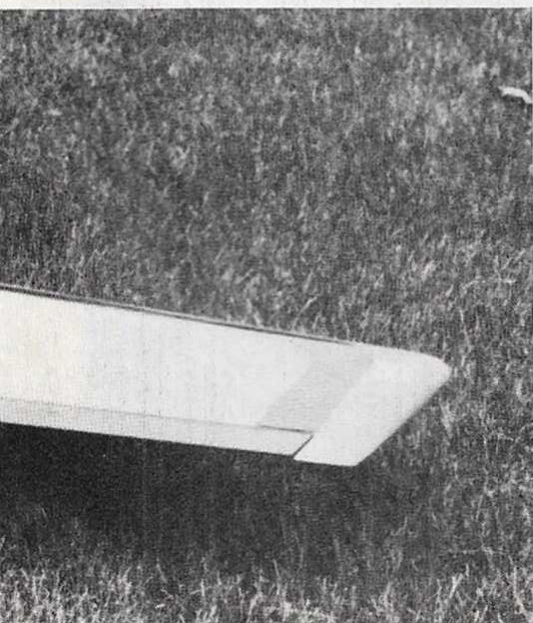
Upon unrolling the plans, you'll immediately realize that you've got a *large* pattern





The Deception, designed by Jim Kibro and kitted by Joe Bridi is a handsome Pattern ship from any angle. Although only the tail moment is longer than on a "regular" ship the illusion is one of massiveness.

ship on your hands. Actually in wing span it is about the same as a Dirty Birdy or UFO but the fuse is about four or five inches longer than the Birdy, and, because of its design, gives the impression of being a very massive airplane. The length is accounted for by a very long tail moment which, it is claimed, makes the elevator response much smoother. The ship also has an ample amount of side area distributed nicely for holding it in "edge" maneuvers. In fact, if you look at the fuse from a top view you'll see a very nice airfoil shape which was obviously quite intentional on the part of designer Jim Kibro. He has also put the rudder completely above the elevator which we're told should result in cleaner point rolls. Leave it alone and don't change the design of the tail feathers. It works. Before I built the ship, a few folks who looked at the plans suggested that the rudder should be changed to extend below the elevator like in a "normal pattern ship". Don't do it, enough said.



I am not going to go into the building procedures step by step as the instructions are very complete. The fit on all of the parts is good and, even though the fuse looks a bit complicated on the plans, it goes together fast and is solid. If you're going to put a rear exhaust engine with a tuned pipe in the ship, this is the time to plan for it—before you build the fuse. This subject airplane is using a side exhaust, HP .61 Gold Cup which I'll cover in a little bit.

In building the foam wing, I prepared the skins in my normal manner using masking tape and white glue but when it came time to adhere the skins to the foam, I decided to use HobbyPox II glue rather than the contact cements that I usually use. The drawback to using the contact cements for me has always been problems with the wood to wood adhesion on the leading and trailing edges and at the plywood gear plates. If you decide to use the HobbyPox II method to adhere the skins, everything will stick to everything and you have the added advantage of making the foam under the wood impervious to anything you might use over the wood. Since the main strength of a foam wing comes neither from the foam or the wood, but from the bond between them (stressed skin) the epoxy bonding method makes for a very strong wing. It is also surprisingly light. Just put a thin coat on the wood surface by scraping it on with an old playing card. Do both the top and bottom skins of one wing panel then put a skin, the foam core and another skin back in the original blocks. Now do the other panel and pile them all up. Now put a flat wooden board on top of the pile and put plenty of weight on. Not you, the board. Now you can slide the skins around slightly to make sure that everything is aligned and then put some clips on the leading and trailing edges. Let it sit overnight and the next morning you'll have a beautiful, strong and light pair of wing panels.

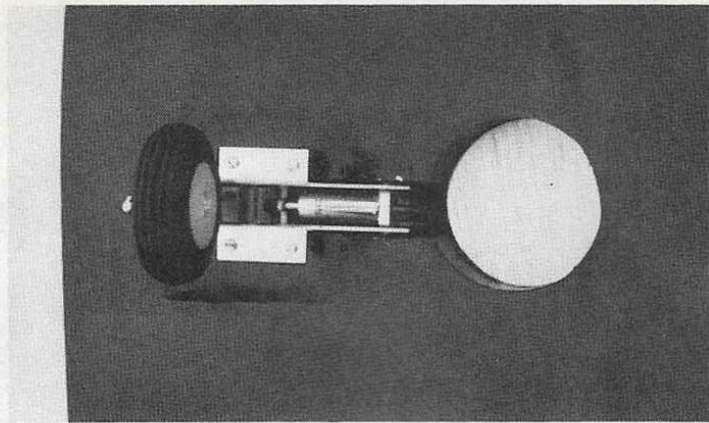
The engine that is in my Deception is an HP .61 Gold Cup with a Mac's Mufflers

Header and the HP muffled pipe. My son Bob has been using the .40 version of this engine in a small Curare from Hobby Barn and everyone is very impressed with the power and r.p.m. that he has been getting with the HP pipe. The first thing that strikes you about this engine is that it is pretty. The black case color is actually a coating on the metal that HP says helps to dissipate heat. The gold head just plain looks good! I'm not an engine man so I'm not going to give you a lot of statistics, I'll save that for someone who really knows. But I am a modeler who knows what he wants from a Pattern engine—power, r.p.m. and easy, reliable starting with a good idle and easy transition from low to high throttle. Parts availability is also high on my priority list. Parts are readily available, if not from your hobby shop then directly from the distributor, Midwest Model Supply Co., P.O. Box 518R, 1354 Naperville Dr., Romeoville, IL 60441. When we needed some parts for the HP .40 Gold Cup, there was never any problem and delivery was fast. The engine starts with ease and the idle and throttle response were excellent from the first tank of fuel. With an HP pipe and a Mac's Muffler's header using a Zinger 11x7½ prop the engine turned 15,000 r.p.m. on its second tank of fuel. We were incredulous to say the least and checked the r.p.m. reading again with two other tachs. The readings were the same. The pipe length has not yet been played with as the engine is still too new and not completely broken in. But with numbers like that it pulls this 8½ pound Deception through all of the vertical maneuvers with incredible ease.

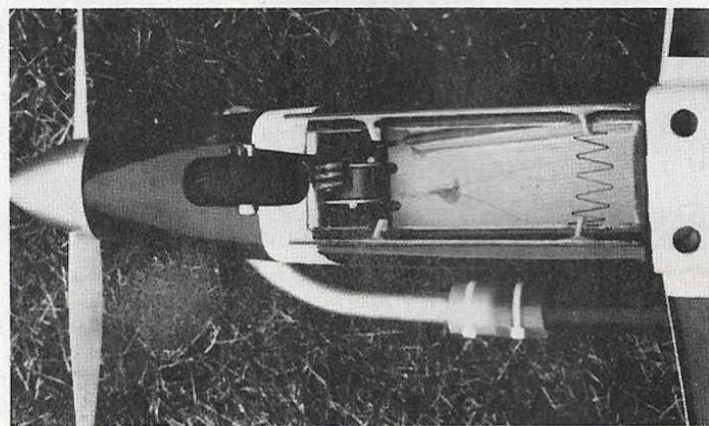
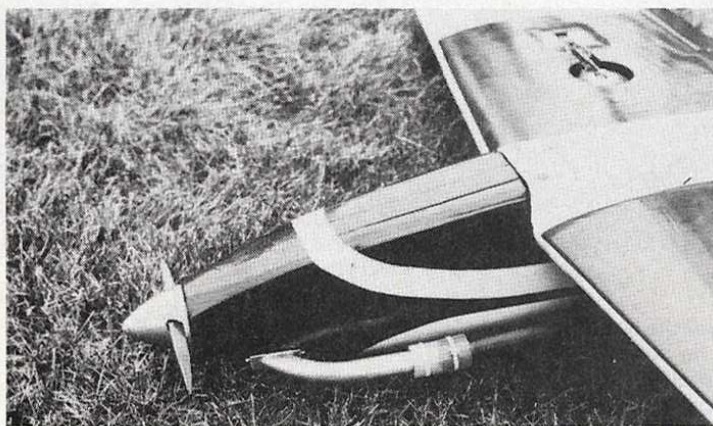
I also decided on retracts for this airplane and, because of its size and weight and the fact that I fly mostly on grass fields, I used Sonic System's Turfmaster retracts. This pneumatic system uses two air cylinders per gear. One moves the gear and the other controls a locking bar that guarantees that the gear will stay down when you need it down, even on the roughest fields. The system



The HP .61 Gold Cup is not only good looking, it's a real powerhouse. Note the Robart pumper and return valve. The engine needs either pressure or a pump (above). A view of the nose's bottom with nosegear doors closed could



give you whole new pattern ideas. Inverted engines and top retracts. The Sonic Systems Turfmaster retracts are really tough. The nosegear doors close automatically using a simple system from Delp's Products.



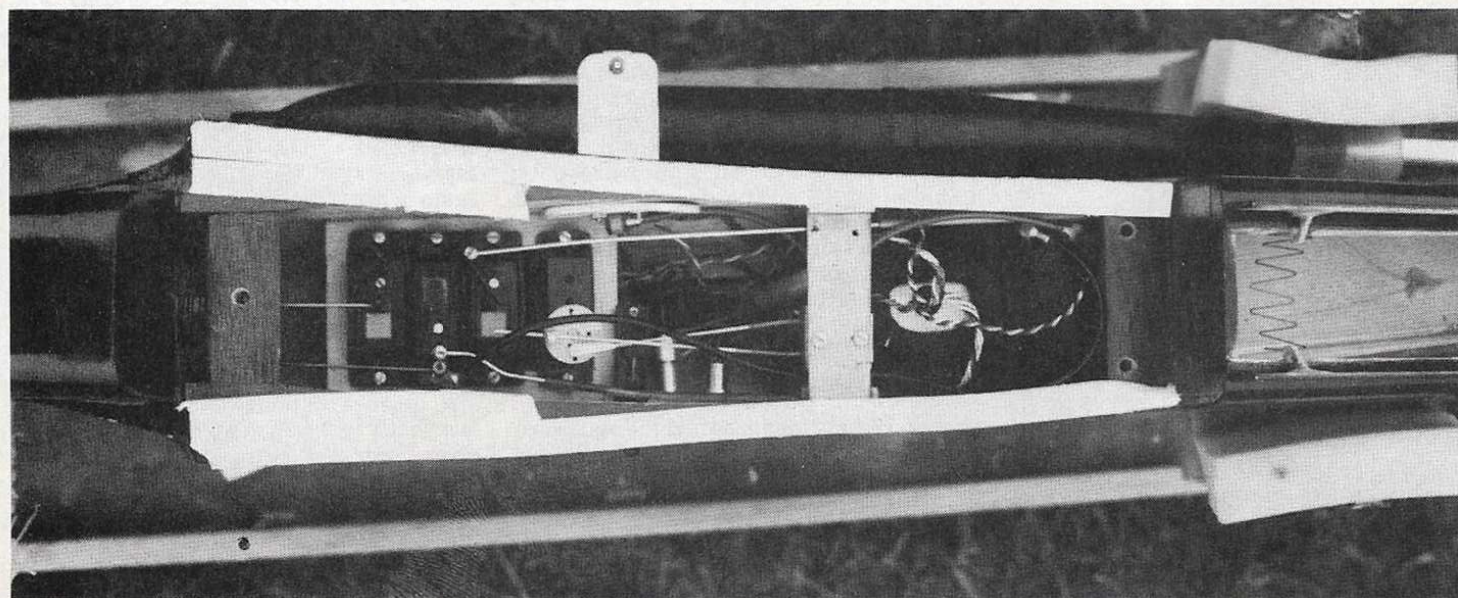
comes complete with all of the necessary tubing and hardware. When you first open the package and see the very comprehensive instruction book, you will get a worried look on your face. Have heart, it's really not difficult to install and the little extra work involved is really worth it when you can fly these heavier and larger Pattern or Scale aircraft off of grass without having to worry whether the nose gear will collapse. These are available through your dealer or from Sonic Systems, 9 Salem Drive, Whippany, NJ 07981. The list price for a three wheel system of Turfmasters is \$119.95.

The radio I used is my old reliable Millcott

Specialist single stick. I am now in my third season with this unit and it has always operated flawlessly. This was the first radio to use the exponential rate to good advantage and features servo reversing, adjustable rates, elevator, aileron and throttle buttons, channel mixing and one or two other switches I'm still afraid to throw. Seriously, after two years of flying and much abuse, as I'm not the world's greatest flyer, the entire unit still functions beautifully. The only thing I do to it is routine maintenance on the servo pots which should be done on all radios anyway. Hugh Milligan is to be congratulated on this fine radio. For more info on it he

can be contacted at Millcott Corp., 177F Riverside Ave., Newport Beach, CA 92663.

To sum it all up, the Deception kit by Bridi is a good "9". The design by Kimbro is a fine one and the whole package of airplane, HP .61 Gold Cup engine and Millcott radio is a real winner. The Deception flies just like it's supposed to. It is very smooth, not super fast (which I like), has a constant speed capability up and down, rolls on line when trimmed well and slows down nicely for landings. What started out as a disappointing look at a photo in a magazine turned out to be a very bright outlook this flying season. Come to think of it, the name is appropriate.





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CONTENTS

The Deception	33
R/C News	38
Field and Bench	42
Model Aqua News	45
M.A.N. at RHOM	48
New Items	68
Hints & Kinks	51
Super Cirrus II	55
Engine Review Round-Up	64
Understanding Your Model Airplane Propeller	52

Pretty Diane Suszynski holds Jim Kimbro's Deception. Location, Bringale Terrace Park in Vista, California—photo by Ed Suszynski.

THE DECEPTION . . .

BY JAMES R. KIMBRO, JR

Don't let its smooth, even lines, its quiet on-field demeanor deceive you or lull you into a false sense of security, as The Deception in the right hands is an all-out pattern competitor that can do it all for you at any contest. It's a real winner! Story begins on next page!

rolls around the thrust line, I felt that the wing and stab's being the same distance would help the aircraft to roll better. Next, I decided on the length of the nose moment. I drew the nose ring on the plans, and decided how long I wanted the fuselage to be. I drew the trailing edge of the rudder on the plan, and was now free to draw the side view of the fuselage in any shape that was aesthetically pleasing to me.

I turned to the top view of the fuselage. I feel that, when looking at the fuselage from the top, you should see a smooth flow from the tip of the spinner to the trailing edge of the rudder, much like an airfoil. If the fuselage is in the shape of an airfoil, it should help hold the aircraft in the knife-edge position.

After this came the fin and rudder. The rudder on the Deception is a departure from the norm: All of the movable part of the rudder is above the stab. I have built Deceptions with a full-length rudder and with all the rudder on top. Although the full-length rudder works fine, I found that, when full rudder was applied in level flight and held, it induced a rolling tendency. With all the rudder on top when full rudder is applied and held, the only thing that happens is that the aircraft will sideslip through the air and have no roll tendencies whatsoever. I found this to be extremely advantageous in the point roll maneuvers because when you finish the maneuver, you can hold in the rudder used on the last point until calling complete, thus eliminating the fishtailing effect some aircraft exhibit when finishing a point roll.

The fin is fairly small in comparison to some pattern airplanes. In my experience, I have found a smaller fin and larger rudder



Happy author with his Deception, which helped move him up through the pilots' chairs!

THE DECEPTION

to be the best combination.

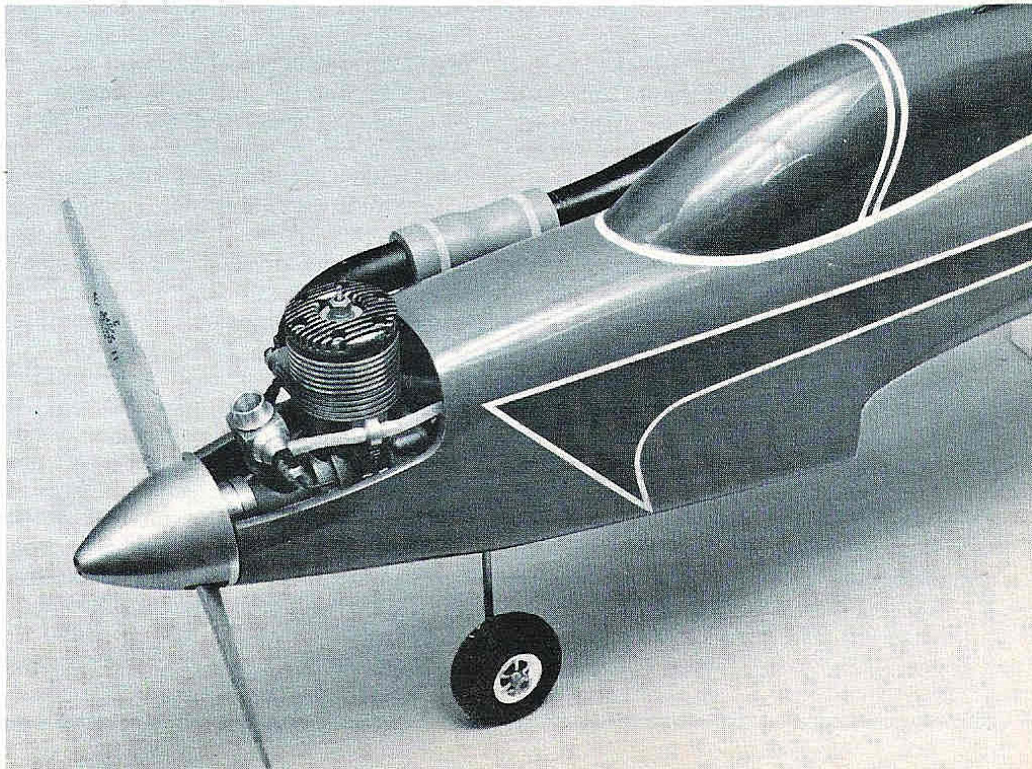
The canopy was the last thing to be decided upon; I prefer wooden canopies because finishing them is easier and less trouble.

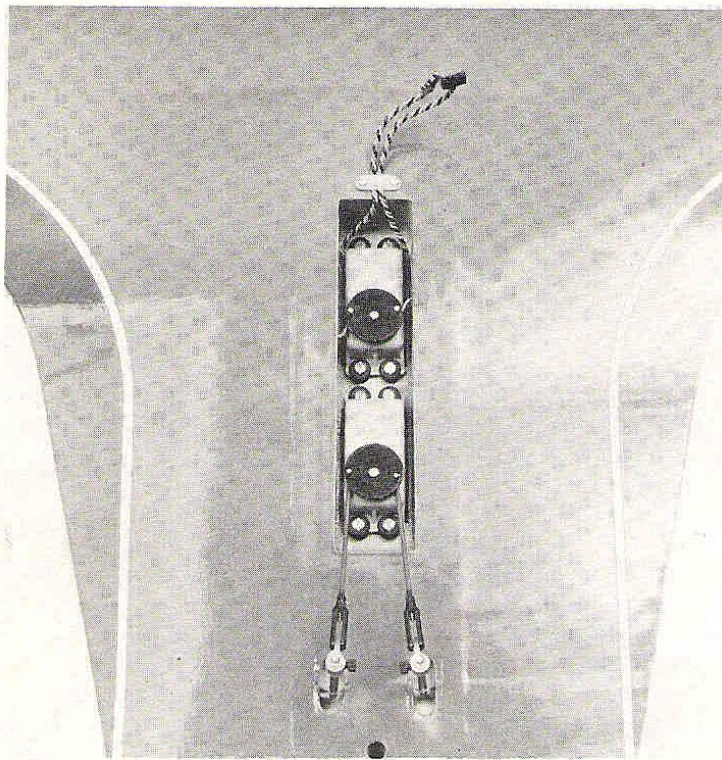
Now that I have explained to you the reason for designing the Deception, let me explain some of my building techniques.

I always start by building the wing. First, cut cores by using the templates and dimensions on the plans. Next, sheet the wing, using $\frac{1}{16}$ " balsa. I use Hobbypoxy Formula 2 epoxy to glue the skin to the wing. A thin coat of glue, squeezed on the wood, is all that is needed to hold on the skin. I have found this to be the best method of gluing skins, as the skin can't lift and the wing won't warp. Simply place the wing back in the outer cores and place on a flat surface with weight on top of them. After the wing is sheeted, cut the excess balsa from the root and tip. Now trim the leading edge. The leading edge should be the same thickness at the root and tip. This

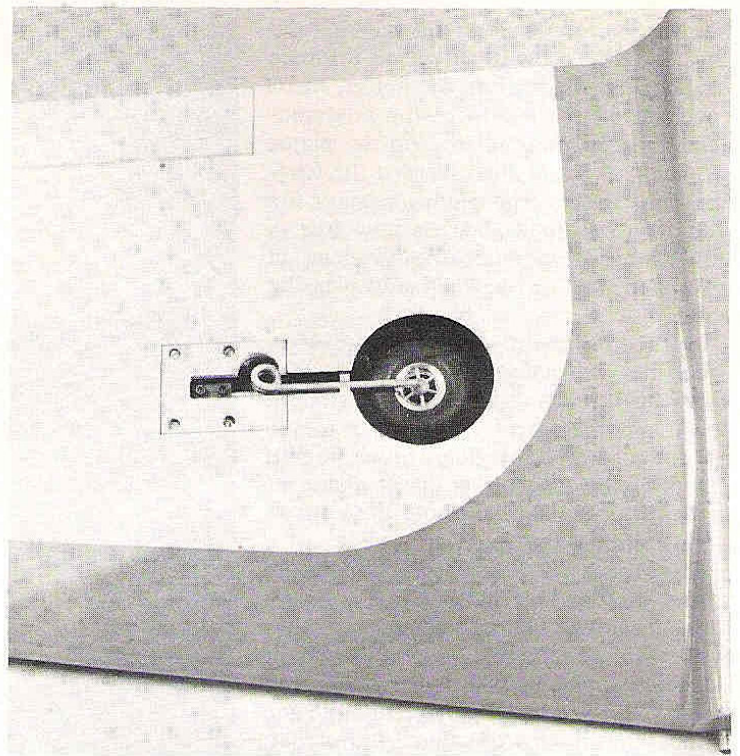
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Close-up view of the Rossi .60 installation plus tuned pipe—note the superb finish.

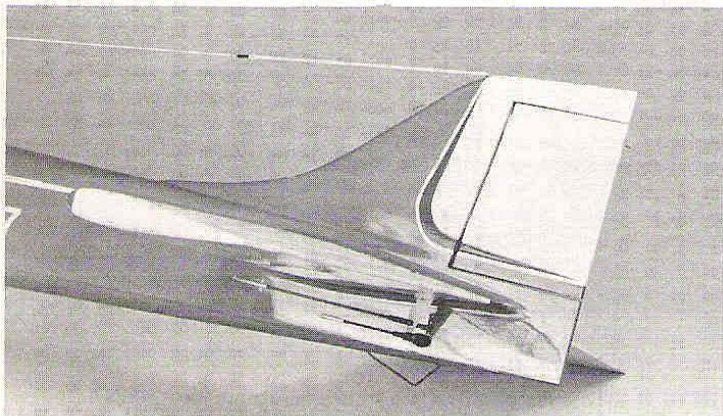




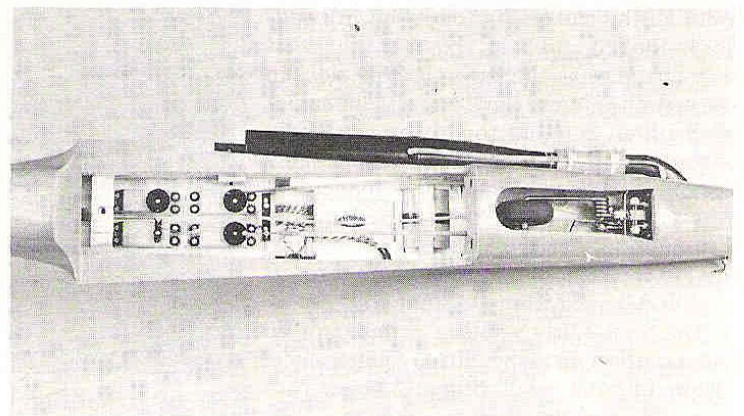
View of the center section of wing showing retract, aileron servos.



Tidy main gear installation uses Pro Line Retracts to advantage.



View showing radio installation, nose gear and muffler pressure.



Aft end, showing elevator, rudder hookup; small fin, large rudder!

THE DECEPTION . . . CONTINUED

PHOTOS: ED SUSZYNSKI

is very important, as the constant leading edge plays an important part in the locking-in of the aircraft. Trim the trailing edge, glue the leading and trailing edge on and sand to shape. Tack-glue the ailerons to the wing and sand to shape. I prefer to have the trailing edge on everything $\frac{1}{16}$ " to $\frac{3}{32}$ ". I have found that sharp trailing edges are sensitive around neutral, where blunt ones are very soft. Also, I don't round the trailing edge: I leave it square.

Pop the ailerons off. Now make the retract cutouts. The wing should be ready to glue together. I use 1" of dihedral under each tip. After you glue the wing together, it's now time to make the torque rods.

Cut the ailerons as shown on the plans. Glue the center of the aileron with the torque rod to the wing. Cut the hinge slots.

Glue the wing tips on. At this point, I once again tack-glue the ailerons on; this is so that, when you sand the tips, the ailerons will line up perfectly.

Make a cutout for the aileron and retract servos. The wing should be ready to cover.

It is time to build the fuselage. First, cut out the sides and bulkheads. Lay the top block on a flat surface. Draw a centerline down the top block and bulkheads. Glue the bulkheads in place. Hold the sides up to the bulkheads and bring the two together in the back on the centerline. Trace along the inside of the sides, from the third bulkhead to the back. This is so you have a reference line when gluing in the triangles. Glue the triangles in. I use Testor's model airplane glue to glue anything that is balsa to balsa; I find it strong and light, and it sands well. For everything else, like plywood, foam, etc., I use 5-minute epoxy. Now glue the sides on. Glue in the tank floor and the reinforcing triangles around the bulkheads. Glue the bottom triangles and bottom on. You are now ready to mount the wing. There are two methods—the three-bolt method or the "two dowels in the leading edge and one bolt" method. Either method works fine, and it is the builder's preference. Now tack-glue the $\frac{1}{2}$ " bottom block on. Build the bellypan and tack-glue it to the fuselage.

Bolt the engine mount to the fuselage and the engine to the mount. Taking the bottom nose block, hollow it so that the mount and engine have clearance. Glue the block to the fuselage. Glue the $\frac{1}{16}$ " plywood spinner ring on. Put the spinner on the engine and trace around the spinner. Remove the spinner, engine and mount. Tack-glue on the top nose block, shape and sand the fuselage.

Once the fuselage is sanded to shape, you can remove the top nose block, bellypan and $\frac{1}{2}$ " bottom block. Now you can make the necessary cutout in the $\frac{1}{2}$ " bottom nose block for the retract and wheel. Once this is done, you can final-glue the block on the fuselage.

Put the engine and mount back in the fuselage and hollow it to fit the engine, as necessary. Once this is done, final-glue the top nose block to the fuselage. At this point, the fuselage should be ready to cover.

Now is the time to build the stab. First, cut cores by using the templates and
(Continued on page 94)

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ly precut and goes together easily. Formers F3 and F4 are predrilled to receive the cabane and assure correct alignment. The sides are comprised of enough butt- and edge-joined pieces of $\frac{3}{16}$ " x 3" x 30" to keep five troops of Boy Scouts in hand-launch glider wings for a year. Again, directions on setting up the fuse sides are clear, and if a little extra care is used, the heavier, stringier, and stronger pieces can be used in the front. The fuse was assembled over the plans and, by the judicious use of a few saw cuts, several yards of masking tape, and some large "C" clamps, the required taper was forced into a stubborn pile of lumber. The thing really started to take on some shape after the top deck was added, $\frac{1}{8}$ " sheeting in front and $\frac{1}{8}$ " x $\frac{3}{8}$ " stringers aft of the cockpit. I did deviate from the plans at this point and added a $\frac{3}{16}$ " x $\frac{1}{8}$ " spruce cap to the top of each stringer, as I knew the balsa would be prone to damage, particularly in transport and handling. The $\frac{1}{8}$ " sheeting in the front of the fuse behaves well if soaked until soft and held in place with a good combo of masking tape and a pound of pins. The side stringer of $\frac{1}{8}$ " x $\frac{3}{8}$ ", tapered and trimmed front and rear, is the final touch that transforms the fuse from an ugly box into a homely box. This stringer changes the cross section into something with a round top, diamond sides, and a flat bottom, once covered. The bare fuse was sanded, covered with polyester coat lining, and given a few coats of clear dope. The coat lining is a suggestion from the "grapevine" and works well—the stuff is even shrinkable—I don't know how much—but I applied it dry, much as if using nylon, and then brushed it lightly with a heat gun until drum-tight. Its best features are that the stuff looks like fabric, takes dope and paint well, and is dirt cheap.

The fuse was finished with several light

coats of Perfect black enamel. Again, this looked to me like 1933.

At this point, we moved a small bench into the middle of the shop, placed the fuse on it, and proceeded to assemble, fit equipment, and add a few goodies which transformed an ungainly series of pieces into a flying machine. There was no problem installing the radio gear. A set of "N" struts was made up, and flying wires were added per the scale drawing in the kit. This really gave the old girl some class and, at that point, I started making full-scale sounds. Finally, all the details were finished, everything worked, and the thing even balanced correctly without—get that, WITHOUT—any tail lightener. I'll give the Suevia some credit for that, as well as giving it to the good wood selection in the kit.

On a Saturday in May, the sun finally decided to shine, and the old R/C Editor and I could get together for the usual picture-taking and test-flight initiation. As the saying goes, she flew right off the board, albeit with full down-trim and a lot of concern for the sound that 21 lbs. of errant model could make. When we appeared at the field, all activity for the day, except for that involved in getting the Gere in the air, seemed to stop. Enough help, advice, and warnings came from the "peanut gallery" to get a 727 pre-flighted. The Suevia had not been run extensively prior to going to the field, and it took a few minutes to get it going and to make the usual adjustments. As stated earlier, the friendly nature of this 25 cc is a pleasure and, despite the size, the roar is not of the cardrum-shattering type common to the average 60, even without a muffler. We did fly the model without a muffler several times, as a hedge against overheating, which probably wasn't necessary. The engine handled both a 20/6 and an 18/6 prop very well, with the

ship flying at scale speed, and full power required only for takeoff.

The first flight was a surprise in that the ship's tail came up in what seemed to be five feet, the ship was airborne in what seemed to be 15 feet, and it was 50 feet in the air before the edge of the field was reached. A punch or two of down-trim, back on the throttle, and now we had a black and orange thing of beauty. Since the initial flight, the elevator push rod system has been revised, and I'm going to go to cables in the near future. I'll probably reach a point someday where snap rolls, Cuban eights, and all that stuff will be attempted, but for now, gentle circles, shallow dives, and very, very slow rolls are enough. The thing will probably stay together O.K., but the size is still awesome. All controls are responsive, although turns within the county require judicious use of aileron and rudder. Looking at this gal cruise by on a sunny day, 25 feet in the air, about 75 feet away, causes a thrill that makes having slaved over 15 lbs. of parts worth the labor. Bud Nosen, you're a prince!

I stated earlier that one has to put building these large models into perspective, and that extra amounts of the usual talents expected of all model builders are called for. I must stress that, although the basic structures are simple, these models are NOT for the inexperienced; a few minutes' thought will make this clear. Just the matter of safety is a major consideration.

I will heartily recommend large models for the aging crew (of which I'm a member); these are helpful for nearsightedness (building and flying). After a while, they don't even look big and, as a final word, if you live in a cottage or an apartment, forget it! I've been building models for well over 40 years, and I'm sure this one contains as much balsa as all the others combined. Now for the J-3—my most difficult decisions will be—wheels or floats, clipped wings or standard? ■

The Deception

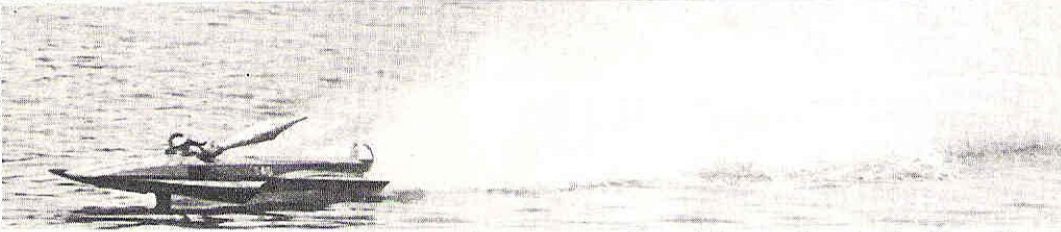
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dimensions shown on the plan. Next, sheet the stab, using the same technique as the wing. The stab is built in much the same manner as the wing. If you had no trouble building the wing, the stab should be a cinch; so I won't go into details on the building.

I have found that the aircraft flies best with no anhedral. I have had Deceptions "with" and "without" works best. So, don't mess up a good thing, just so you can say you have the "in" thing on your aircraft!

The fin and rudder are made from medium $\frac{1}{2}$ " sheet. I only round the leading edge of the fin, and taper the rudder from the leading to trailing edges. The canopy is made

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from a block. Cut the block to shape and then sand to shape. I hollow the inside of the canopy to save weight.

At this point, the entire aircraft should be ready to cover; I will discuss my finishing techniques. Although everyone has his preferences, I feel my method is as light and durable as any.

Start by covering the wing, fuselage, stab, wing, canopy and bellypan with 3/4 oz. glass cloth. Instead of using resin to apply the cloth, I have found that substituting K&B's clear Superpoxy makes for a lighter and more ding-resistant finish. Note the ailerons, elevators and rudder are not glassed. I put only two coats of resin on the surfaces, as I have found that glassing them causes them to have a tendency to warp. Now that you have covered the aircraft, sand the edges with #150 garnet paper. Brush another coat of clear Superpoxy over the glassed areas. After the Superpoxy has dried, put a coat of K&B Superpoxy primer and brown micro-balloons over the glassed area. Mix the primer and balloons to a consistency so that you can brush it with no problems. All the clear and primer to this point has been brushed. I must warn you that, if you don't like to sand, this isn't the finishing method for you. Now sand the micro-balloons and primer. When you are finished sanding, the only primer and balloons you should see would be where the material has filled the glass grain and pin holes.

It is now time to final-assemble the aircraft. Start by making the wing fillets. The base of the fillet is 1/32" plywood, and the fillet is made from Southern R/C's epoxy and micro-balloons. This makes for an easy-to-work-and-sand fillet material. Next, glue on the bellypan and make the fillets. Now final-sand the wing and bellypan fillets.

Glue on the stab and fin and make fillets, and sand. Glue on the canopy, make fillets, and sand.

Now spray a coat of Superpoxy primer on the whole aircraft. Sand the primer and apply another coat. All the sanding to this point has been with dry paper. Final-sand the entire aircraft with #600 wet-dry paper. I sand it dry.

At this point, the aircraft should be ready to paint. Spray on the base color and trim. I like to put a coat of clear over the entire aircraft, for an added appearance factor. I wet-sand the entire aircraft with #600 wet-dry paper and then spray a coat of clear.

There you have my finishing method. The entire method uses nothing but K&B Superpoxy paint and primer. This way, you are assured of a finish where everything is compatible.

Now it is time to install radio, retracts and engine. When the aircraft is finished, it should weigh about 8 1/2 lbs. to 9 lbs. dry. I have flown Deceptions ranging in weight from 8 lbs to 10 lbs. dry.

Now that your Deception is ready to fly, make the necessary preflight checks. Make sure the surfaces are neutral and everything works in the right direction. Check the balance.

Let's go fly! After five to 10 get-acquainted flights, it is time to trim the plane out. First, trim it to track loops perfectly. If the plane is free of warps, it should take wing tip weight to make it track perfectly. I trim for loops by doing three insides in front of me, noting if the plane comes in or goes out. If the plane goes out, it needs weight on the tip closest to you; if it comes in, you need weight on the tip farthest from you. I have found that, if you trim a plane to do perfect insides, it will also do perfect outsides.

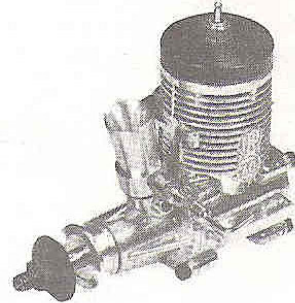
It is time to trim for rolls. I start by setting the plane up to do three rolls in 5 seconds with full stick deflection. We must check to see if the differential is right. I do that by flying the plane away from me and letting it climb at a 45 degree angle and roll inverted. If I roll it to the right, and the aircraft changes heading and, after the roll, is going right, this



HP ENGINES

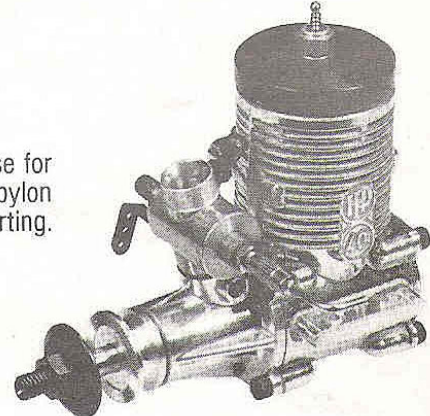
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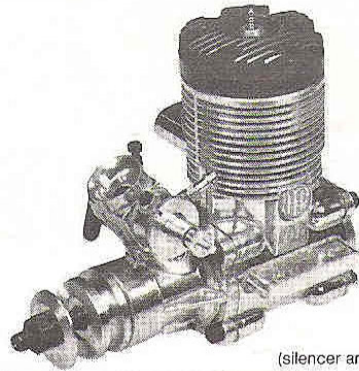


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means that the left or down aileron has too much throw. If the aircraft changes heading and is going left, then the right or up aileron has too much throw. I make all of my adjustments by drilling holes in the servo wheel. If you roll right, make all your tests to the right; if left, then, to the left. I have found that, if you can make the aircraft roll axial when going away from you, it will roll axial, whether it is level, vertical, or in any other attitude.

Now that your aircraft rolls axial, you can trim it to do point rolls. Start by flying along and giving full aileron roll to the inverted position. If the nose drops drastically, then the aircraft is nose-heavy and needs tail weight. When the center of gravity is perfect, the aircraft when rolled inverted should take only a slight amount of down to maintain attitude.

Next fly along and do a four-point roll. Note on the first and third point if the aircraft has a tendency to pull to the top or bottom of the aircraft. If it pulls toward the

top, this can be corrected by cranking up into both ailerons. If it pulls toward the bottom, this can be corrected by cranking down into both ailerons.

Once you feel you have your aircraft trimmed, go back and do the above steps again, making sure it is trimmed out perfectly. It takes 50 to 100 flights to correctly trim an aircraft. It is impossible to do it in one afternoon; it will take five to 10 flying sessions to correctly trim an aircraft. It may sound like a lot of work, but when you are done, you will have an aircraft that will do any and every maneuver in the book.

Well, I have given some of the thoughts, ideas, and reason behind my Deception. A lot of thought has gone into the aircraft over the past three years. I guarantee that anyone who builds a Deception won't be sorry. I only ask that you follow the plans and directions. If you make any modifications to the aircraft, and it doesn't fly right, don't blame me! ■