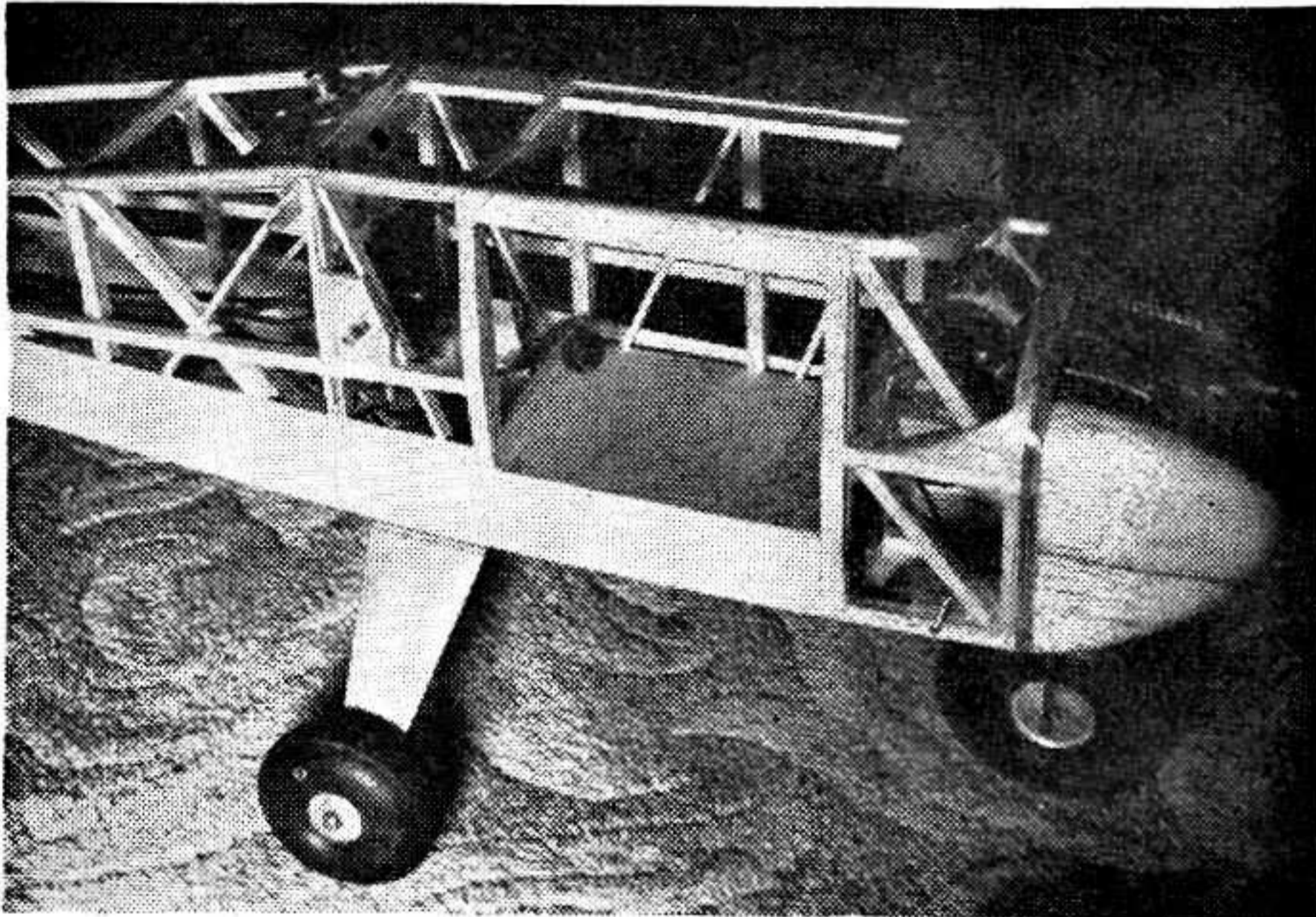


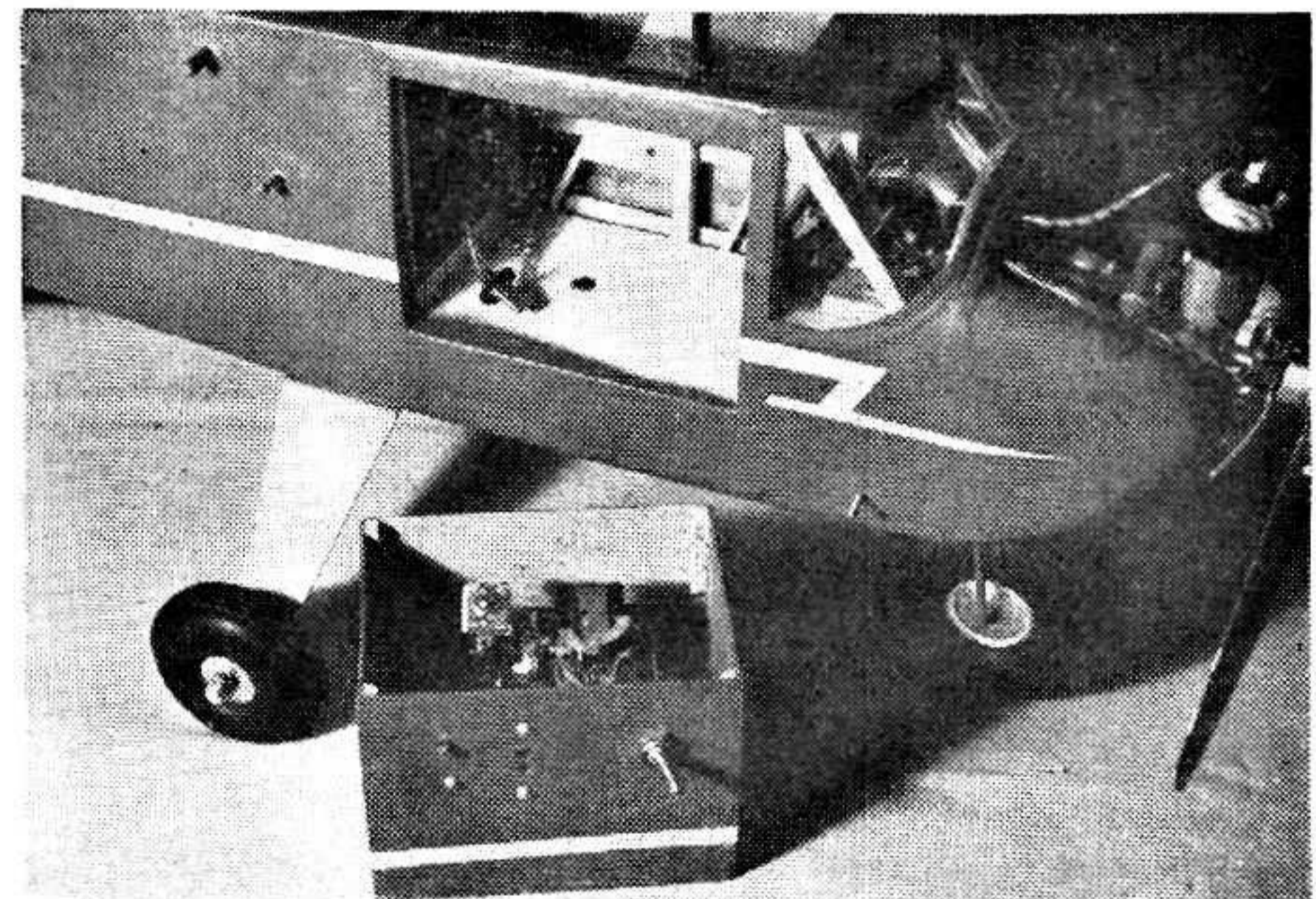
Top view shows timer at rear of wing. Ship is modified *Super Brigadier*



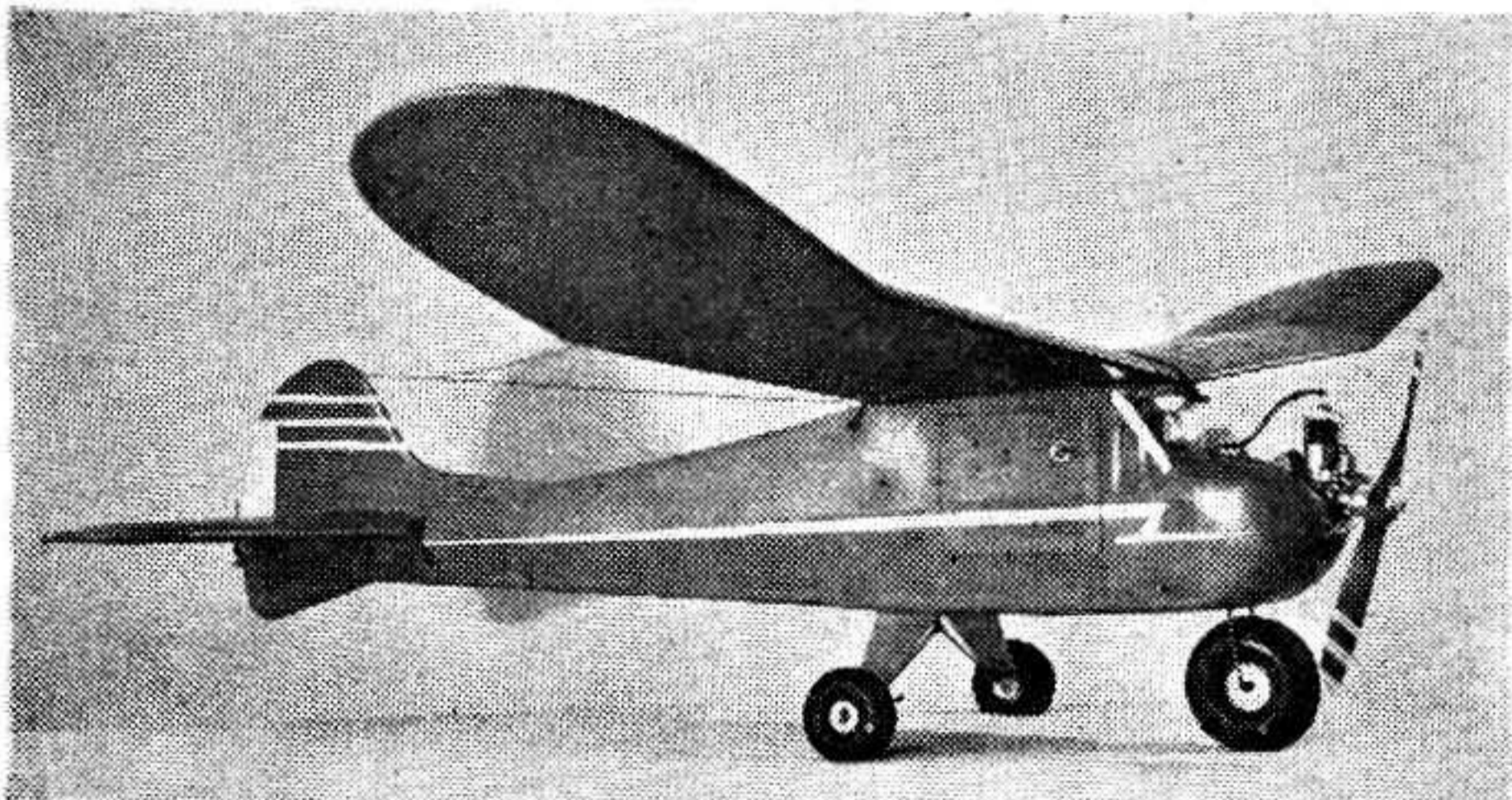
The author with an earlier R. C. ship, quite similar to the new job



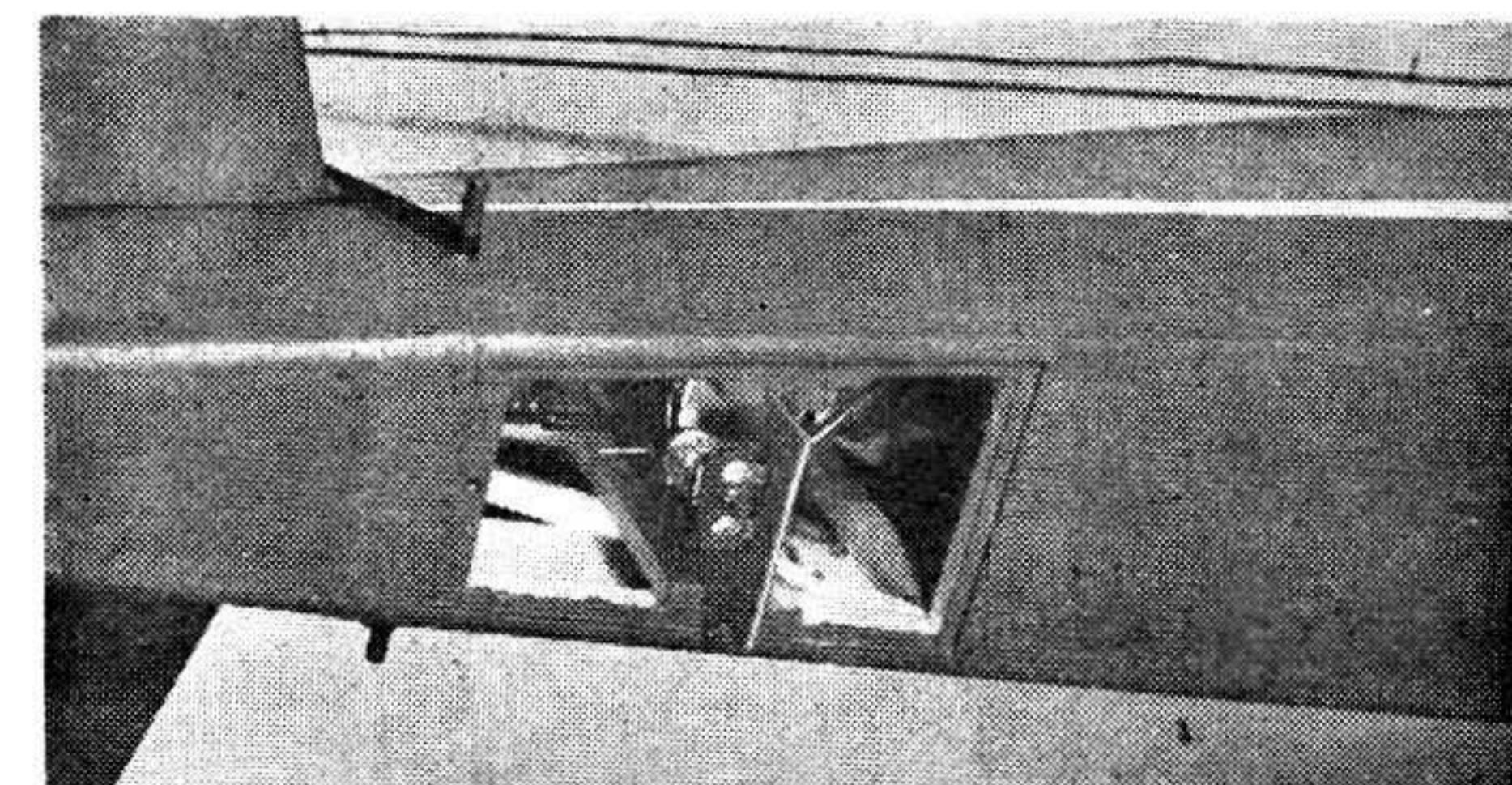
Note husky structure around receiver compartment, and tricycle gear



Pinked tape adds strength, improves appearance; radio box in foreground



Large nose wheel helps absorb rough landings. Ship is silk-covered



Escapement is mounted on plywood slide; plastic door holds it in

RADIO CONTROL IDEAS

THESE notes are written around my fourth radio controlled model which I call *XPR-4*. I have tried to incorporate in this ship all the things I found lacking in the three previous models. I have read all the articles in *M. A. N.* since I became interested in this phase of model building, and enjoyed very much the story of the *Citizen* and of Walt Good's *Rudder Bug*. All these articles have been of great help.

The *XPR-4* weighs 3 lbs. 14-1/2 oz., has a 58" wingspan and is powered by an *Ohlsson 23* with a 11-6 prop, which gives power to spare. The plane is a modified *Super Brigadier*, and is set to climb about 100' per minute, which is ideal for a plane with only rudder control. By having a slow engine rpm and a large propeller, slow flight is obtained; therefore more rudder can be applied under power and in dead stick landings you still have sufficient rudder movement for good control. I have found the tricycle landing gear best if you want realistic take-offs and landings. The front wheel, which takes a real beating in bad landings is a *Veco* of 3-1/2" diameter, while the rear wheels are 2-1/2" *Vecos*.

The *Aero-Trol* receiver was made simple to service by

by **FRED C. ULRICH** having the entire radio unit slide out of

the plane in a special radio box, which also carries all radio batteries and switches. All that is needed to hook it up in the *XPR-4* is to connect the antenna and push in one plug. Tuning can be done outside the plane, if desired.

I always wanted to see the movement of the escapement when installed inside the ship, so I used a plastic inspection cover at the bottom of the fuselage. The escapement slides out for adjustment, if necessary, and also for replacing the rubber.

For engine ignition and also for escapement use, the *Burgess #5370*, 4-1/2-volt battery gives fine results. Smaller batteries could be used, but the saving in weight didn't make up the difference in reliability.

The plane is ruggedly built and proved-out in testing, having landed square on its nose at least eight or ten times. At this writing, however, it is in perfect flying condition with twenty-three 5- to 10-minute flights on record. In the short time I have been flying radio control planes, and not knowing a thing about radio other than for use in models, I would like to encourage other builders to try one and have the time of their lives.

There are other suitable kits on the market.