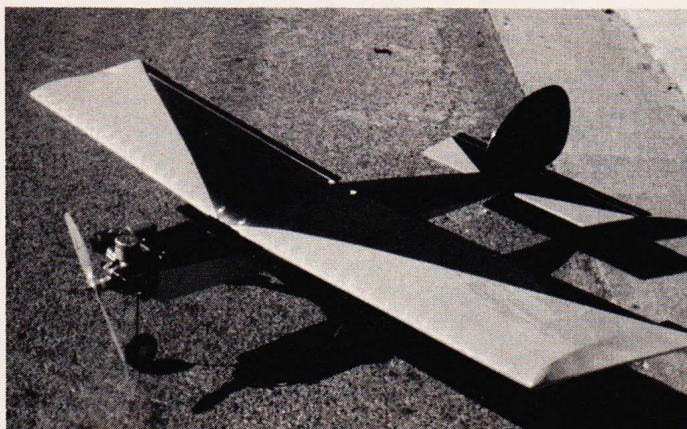
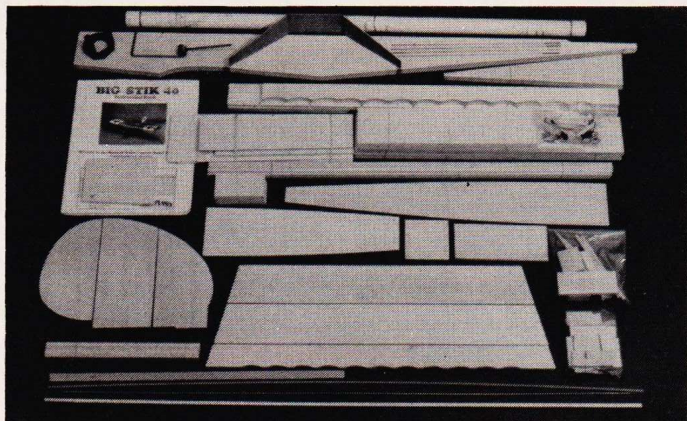


# RCM PRODUCT REVIEW

## Great Planes BIG STIK 60



**T**he Big Stik 60 looks a lot like the Ugly Stik designed by Phil Kraft in the early 60s. The Big Stik 60 is designed to be built easily and used as an aileron trainer or fun fly type plane. This plane can be built as a tail dragger or tricycle geared plane and can be powered by either 2 or 4-stroke engines.

The kit comes packaged in a box that measures 4½" x 7" x 48". Opening the box revealed a very neatly packaged kit. The hardware was in a plastic bag and the landing gear was wrapped with paper to protect other parts. Parts can be identified by reading the instruction manual.

### Construction:

Plans are printed on both sides of one 57½" x 36" sheet. Instructions are in a 26 page booklet that has step by step instructions plus lots of photos that have parts labeled to help the builder better understand the construction procedure.

Parts were excellent quality. The wing ribs are die-cut and simply fall out if gently touched. Most parts are preshaped and fit very well. This kit comes complete with engine mount, nose gear, aluminum main gear, and even a prebent tailwheel wire if you desire to build a taildragger.

## SPECIFICATIONS

Name .....	BIG STIK 60
Aircraft Type .....	Sport
Manufactured By .....	Great Planes Model Mfg. P.O. Box 721 Urbana, Illinois 61801
Mfg. Suggested Retail Price .....	\$79.95
Available From .....	Retail Outlets
Wingspan .....	67½ Inches
Wing Chord .....	14¼ Inches
Total Wing Area .....	930 Sq. In.
Fuselage Length .....	54 Inches
Stabilizer Span .....	23½ Inches
Total Stab Area .....	137½ Sq. Inches
Mfg. Rec. Engine Range .....	.50-.61 2-stroke; .80-1.2 4-stroke
Recommended Fuel Tank Size .....	14 Oz.
Recommended No. of Channels .....	4
Rec. Control Funct. ....	Rud., Elev., Throt., Ail.
Basic Materials Used In Construction:	
Fuselage .....	Balsa & Ply
Wing .....	Balsa & Ply
Tail Surfaces .....	Balsa
Building Instructions on Plan Sheets .....	No
Instruction Manual .....	Yes (26 pgs.)
Construction Photos .....	Yes

## RCM PROTOTYPE

Radio Used .....	Kraft 7C Series 80
Engine Make & Displacement .....	Super Tigre 60
Tank Size Used .....	SS-14
Weight, Ready to Fly .....	7 Lbs. 12 Oz. (124 Oz.)
Wing Loading .....	19.2 Oz./Sq. Ft.

## SUMMARY

### WE LIKED THE:

Ease of building, flight performance.

### WE DIDN'T LIKE THE:

Plans printed on both sides of one sheet.

The fuselage is built by laying the sides down on the plans to mark the position for bulkheads and doublers. By following the step by step instructions, you will be well pleased with the final product. The wing is built by adding the ribs to notched leading and trailing edges which are pinned directly over the plans. Wings are not this reviewer's favorite things to build but this wing was so-o-o easy. Total construction time for the wing was only 2 hours. The tail surfaces are solid 5/16" balsa and are easy to build since it means gluing 2 pieces for the stab and three pieces for the vertical fin. Total time for building this plane less installing equipment must have been around eight hours. The ease of building this kit is a real plus. All parts fit with either very little or no trimming at all.

No special tools are required to finish this model. Your regular glues will do nicely and with a little sandpaper you can have a very clean looking plane.

### Covering:

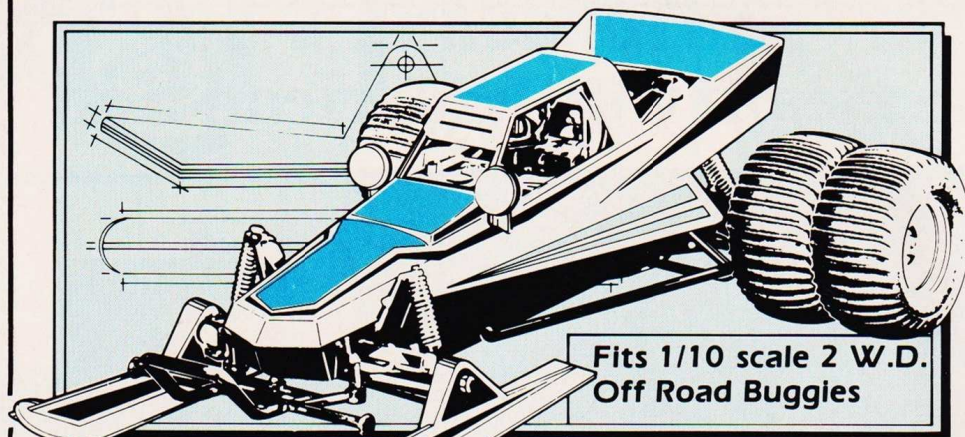
Covering was done with MonoKote which the kit manufacturer recommends. By covering with MonoKote you keep the wing loading down and any repairs can be easily accomplished.

### Engine:

A Super Tigre G60 FI ABC was used with the standard Super Tigre muffler. Plans call for a 12 to 16 oz. tank. We used a Sullivan SS-14 since that's what we had on hand.



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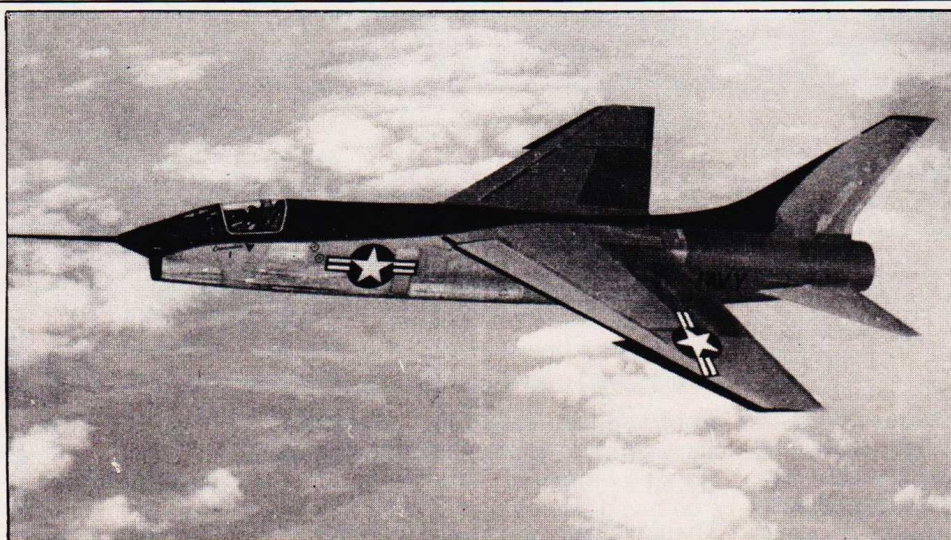
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(Actual model not available for photo due to magazine ad lead time.)

GEORGE MILLER'S

1/8 SCALE

## F-8 CRUSADER

Another precision scale kit designed by George Miller with a power to weight ratio better than one to one. The engine is straight up and the wing is removable. Fully acrobatic, stable, and forgiving. This kit can be ordered for the Byron, Force Air 1, or Dynamax (specify with order). Uses Spring Air Retracks #202 M. Has fiberglass fuselage and duct tube, foam wing cores, clear canopy, and all pre-cut wood. The building instructions consist of full-size plans and step-by-step instructions.

Span .....	50 in.	Length .....	72 in.
Weight .....	11 lbs.	Engine .....	77-90
Price .....	\$285.00	Freight .....	\$11.00

### CUSTOM R/C AIRCRAFT

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### Radio:

We used our old but still reliable Kraft KP7C Series 80 radio for guidance. This equipment is not small but it sure did look small in comparison to the space available. Installation was easy since the tube type pushrods were supplied.

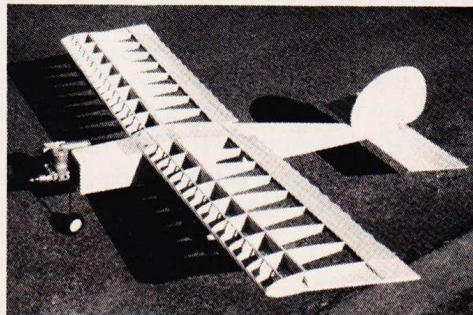
### Flying:

The plans specify where the C.G. is located and we located it in the middle of the range given. All control movements were adjusted to meet the manufacturer's recommended travel limits.

We expected no surprises from this plane but we were pleasantly surprised by its overall ease of handling. This was the first plane we have ever flown that needed no trim adjustments. We attribute this to the fact that the kit design is such that it would be hard to build it out of square. Loops and rolls were a breeze. Inverted flight required very little down elevator movement. Snap rolls were crisp and recovery is done by simply releasing the controls. Landings can be made on the mains without letting the nose gear touch if you like to do touch and goes.

The only problem we had was "on the ground." We found that with the .60 size engine, the load on the nose gear was light which made taxiing a sort of bouncy experience. Turning the main gear around solved this minor problem. With one of the heavier engines there would be no such problem.

To say we were pleased with this kit would be an understatement. The only thing that we could fault about the kit would be the recommendation to put a large 4-stroke on it for power. The extra weight of the 4-stroke would make the plane a very nose heavy craft and would require adding weight to the tail. A 120 4-stroke would make this an awesome performer. We used a Super Tigre 60 and found it had more than enough power to do the job required.



### Conclusion:

Anyone that is past the basic trainer stage could handle this craft. In the hands of an expert, it can do almost anything. Great Planes has produced a winner and we highly recommend it for its ease of building and its flying ability. □