

# SUPER PLAYBOY

By AL NOVOTNIK & DIXIE CUTRONE. . . How's this for large scale? The famous Cleveland model with a nine-foot wingspan. A real floater!



• One of the most popular free flight models of days past was probably the Cleveland Playboy, originally built as a free flight Class C version, powered by such engines as the Ohlsson .60, Super Cyclone, etc. Then there were the smaller versions; B-size, then A-size, and not too long ago a small 1/2 A. There were even CO versions. Then there were the electric versions. So with all these examples behind us, Dixie Cutrone and I thought why not a big one? So the Super Playboy was born. The Super Playboy, the ultimate in old timer R/C flying. We had thought a R/C version this size would be a super flier, so the challenge was to build one that was S.A.M. legal for a .60 two-stroke or the popular .90 four-stroke.

Presented here is prototype. A new one is under construction with a few modifications to save a little weight.

The Playboy is a very straightforward model to build and would not be a difficult project for the newcomer in R/C. As a trainer for R/C, it is an excellent flyer giving plenty of time to think as it is a real floater. In fact, it really doesn't like coming back to the ground. The one thing that you have to remember is that the model is rather large (big is the word). It has a 112-inch wingspan. It's nice to have a friend with a van to transport it to the flying field. This original model is powered by an O.S. .90 four-stroke and performs very well.

The best way to get started is to send in a

few bucks for the full-size plans, see page 106. When the plan arrives, create yourself a lumber list and then proceed.

One of our main concerns when building the model was the pylon construction, which was redesigned from the original method. The pylon is cut from 1/4 aircraft ply with lightening holes cut in. It is now laminated on both sides with 3/16 sheet balsa installed at 45 degrees. You'll notice that the pylon is epoxied on the sub-firewall and the rear bulkhead with triangular stock on both sides. The main mounting plate is fastened between the fuselage sides. The wing mounting plate is keyed into the pylon and epoxied in place. A piece of 1/2 triangular stock is cemented under the mounting

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With a wingspan of more than nine feet, the nine-pound weight of the Super Playboy was relatively inconsequential. With care, it can be built much lighter without sacrificing strength.

plate and to the pylon. The main plate also serves as the servo plate.

Start construction of the fuselage as you would start a stick model. Lay a piece of wax paper over the plan and begin by pinning the 3/8 square balsa longerons in place. The vertical braces are cut to size and glued in place. With one side finished, make a duplicate for the other side. With the two sides built, start the fuselage assembly cutting the cross braces and gluing

them in place. The 1/8 plywood pylon floor is epoxied in place between the vertical braces, sub-firewall, and the rear plywood bulkhead. Set the pylon in place and make sure it is square with the fuselage. The triangular braces are secured in front and against the rear ply bulkhead. Add the cross braces on the top of fuselage around the pylon. The fuselage stringers are added and the 1/16 balsa front sheeting installed. Fit the access door on the bottom of fuselage and

epoxy the firewall in place. The landing gear is secured to the firewall with metal clamps and the aluminum mount for the engine installed.

The platform for the stab is secured in place along with the sub fin. The last thing to do is put the platform on top of the pylon for the wing. This must be located square to the pylon. For added rigidity add a piece of triangular stock on the bottom side of the platform epoxied to pylon. This about takes care of the fuselage construction.

The wing and stab are straightforward and present no problems. One suggestion would be to install fairly long dihedral braces in center section of wing at least two ribs long on each side. These should be made of 1/8 plywood. (See plan.)

The tail feathers on the prototype were made removable for easy transportation. They can be held in place with rubber bands or secured in place with nylon bolts. Use your favorite method of fastening the stab and rudder. The rudder and vertical fin are constructed of balsa. Cut out the rudder area and install hinges per manufacturer's instructions. The elevator outline is shown on the plan but not a method of construction. It can either be built up construction or sheet stock. Make certain you put in a plywood support for supporting the control horns on both elevator and rudder. Don't leave the gussets out either on stab or wing. They add a lot of needed strength. All the wing tips, stab tips, rudder tips, and sub fin are cut from 1/4 sheet balsa.

The wing on the prototype was built as a one-piece structure, and I strongly suggest

that it be built in three pieces. The center section and the tip panels can be made removable (plug-in type). The spars are cut from hard balsa.

When all parts are fabricated, trial fit all the components for final fit. The prototype used cables for rudder and elevator control, but pushrods can be used if you so choose. With all controls and radio equipment installed, the time has come to cover the Super Playboy. We used WorldTex to cover the entire model. It goes on extremely easy and is very easy to work. The trim was painted on, the logo and AMA number decals were put on, and the entire structure was given a light coat of clear polyurethane to seal the structure.

With the Super Playboy trimmed and ready to fly, we had only to wait for the perfect day to fly. Well the day came and the big Playboy was loaded into the van for transportation to the flying field. With a one-piece wing, you need a van. A check on the batteries on both the transmitter and flight pack were made to make sure we had a full charge. We filled the tank with four-cycle fuel, checked all the surfaces to make sure they were moving in the correct direction, and were about ready for flight number one. Oh, yes, one more thing before that happens! A few photos just in case there is no second flight. With that done, we're ready. . . .

Clip the battery to the glow plug, a couple flips of the prop, and the .90 comes to life. The radio used was a Futaba four-channel which has proven to be extremely reliable in other models. Dixie was pilot for



A real floater, the Super Playboy is tough to get out of the air. It's easy and forgiving and would be a good trainer for learning to fly radio control.

the inaugural flight. The throttle was eased forward and in a few short feet, the Super Playboy was airborne. No trim adjustment was necessary, and the Super Playboy flew as graceful as a big bird. Once at altitude the throttle was eased back and the graceful bird soared through the air with the greatest of ease. The Super Playboy is a very easy and forgiving model to fly. This could be an ideal plane to learn to fly R/C with. The one thing it doesn't want to do is come back

down; it likes to fly, and it does not do loops, rolls, or inverted flight.

The flying weight of this model was a shade over nine pounds. This coupled with a span of over nine feet is no problem at all. I'm sure the next one will be lighter, but I doubt if it will be a better flyer.

So go get your plan, wood, etc. and start building and having a great time flying the Super Playboy.

Any interest in a Super Duper Playboy? •