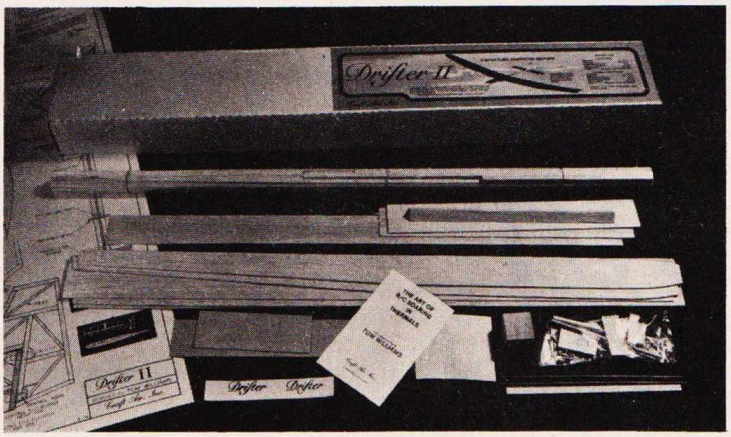
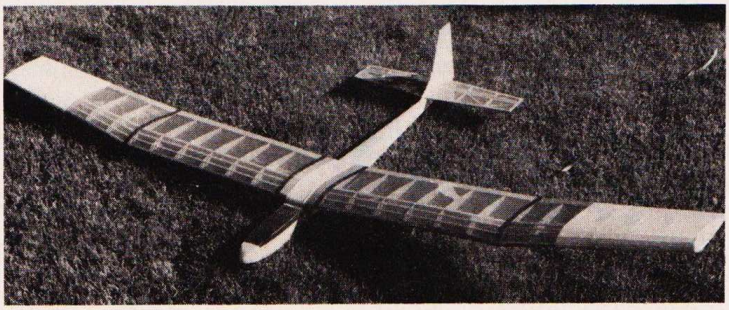
RCM PRODUCT REVIEW

Craft-Air Inc.
DRIFTER II





SPECIFICATIONS

Name	DRIFTER II
Aircraft Type	Competition Sailplane
Manufactured By	Craft-Air Inc. 20115 Nordhoff St., Chatsworth, CA 91311
Mfg. Suggested Retail Price	$19.95
Available From	Both Mfg. & Retail Outlets
Wing Span	2M/72 Inches
Wing Chord	18½ Inches
Total Wing Area	573/635 Square Inches
Fuselage Length	38 Inches
Stabilizer Span	20 Inches
Total Stab Area	80 Square Inches
Mfg. Rec. Engine Range	.049
Recommended Fuel Tank Size	w/engine
Recommended No. of Channels	2
Recommended Control Functions	Rudder & Elevator
Basic Materials Used In Construction:	
Fuselage	Balsa & Ply
Wing	Balsa, Spruce & Ply
Tail Surfaces	Balsa
Building Instructions on Plan Sheets	Yes
Instruction Manual	No
Construction Photos	Yes

RCM PROTOTYPE

Radio Used	Kraft 3 ch. KPS 12 servos
Engine Make & Disp.	Cox
Tank Size Used	N/A
Weight, Ready To Fly	18.5 Ounces
Wing Loading	4.26 Oz./Sq. Ft.

SUMMARY

WE LIKED THE:

Two kits in one — 72" wing & 2 meter wing. Excellent plans with full instructions. Quality of wood very good.

WE DIDN'T LIKE THE:

Die-cutting was not so good.

The Drifter II kit immediately attracts your attention because of the two choices you are given upon reading the label on top of the attractive box. You have the option of building your next sailplane with a 6' wing or with the optional two meter wing. As you open the box you are introduced to a set of surprises, the first of which is the sheet of rolled plans. Not only are they rolled but they are rolled with the printing out. Unroll them on your building board and they stay there smooth and flat, no need looking for a set of lead weights to keep the four corners from exploding back into the original roll. Second, the quality of the wood was excellent and, as the front of the box indicated, "absolutely nothing needed except glue, covering, and radio."

The kit is set up for the 72" wing; the two meter wing may be attained by expanding each center section 3⅝". The materials for the two meter wing must be purchased additionally, they are not included in the kit. Sizes and dimensions of the extra wood are given on the plans.

Construction:

All of the instructions are written across the top of the plans which are 45" long by 35" wide. As you build the wing sections, just elevate your eyes slightly and there it is, the easily followed step-by-step details. When the wings were finished and the plans pushed up on the workbench to start the fuselage and empennage, it was disconcerting to see the instructions disappear over the top edge of the workbench. At this point, the instructions were neatly removed from the top of the plans, folded in half and construction with complete directions was continued.

The next surprise came when we discovered the manufacturer really meant it when they said nothing else was needed. In addition to the standard sheets of balsa wood, sticks of spruce and balsa and pieces of plywood, the ever present little plastic bags of goodies which contained pushrod wires, clevises, hinges, horns, towhook, and servo mounting materials were also included. It is really a complete kit. Not only is the kit easy to build, they did not sacrifice good technique for ease of building.

We are prejudiced by building old timers and really do appreciate the turbulator spars forward of the main spar. At slow speeds it is necessary to use either turbulators or increase the angle of attack to keep the plane in the air. Birds with their movable wings can increase the angle of attack but it is rather difficult to do that with a model in flight. This turbulated air over the top of the wing seems to give more lift to the wing at slow speeds and has relatively little effect at high speeds.

Covering:

The covering applied was transparent and opaque MonoKote.

Engine:

The Drifter II may be flown with a power pod which is well detailed on the plans. It uses a Cox tank mount engine such as the Baby Bee or Golden Bee .049.

Radio:

The radio used was a Kraft 3 channel with KPS 12 servos. For this particular radio no difficulty was encountered space-wise. The battery and receiver were located in the forward compartment and the servos were located at the Center of Gravity under the wing.

Flying:

Drifter II is advertised as being easy to fly and we concur. On the second flight from a high start, we were snared by a grand daddy type thermal and finally chickened out before it became

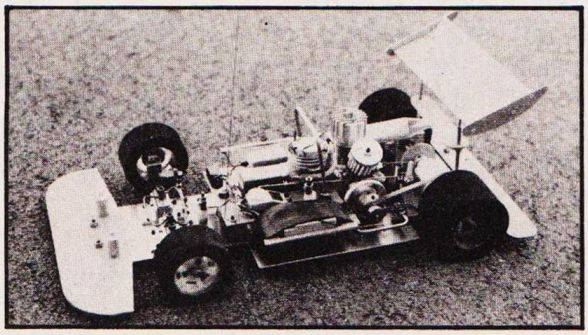
. . . . just a speck in the sky --- specks have a way of getting lost. We were pleased that the flight terminated safely back at the field — elapsed time twenty minutes.

The first flight of a new plane is always a short tour around the field at an altitude low enough for close observation so we may make trim adjustments, learn flying and turning characteristics, and see how she behaves on the high-start or winch. Drifter II passed the first flight tests with flying colors.

Conclusion:

Whether you build her for weekend sport flying or have intentions of using her in competition, we think you will find her a great machine of the highest quality with a very reasonable price tag. □

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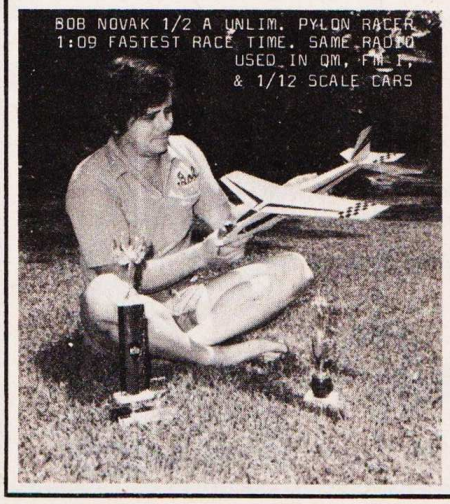
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