

RCM's Wayfarer, built from the Svenson kit. Yellow K & B Super Poxy fuselage, white Solarfilm wings and stab, DJ's Multi-Stripe trim.

RCM TESTS THE SVENSON

WAYFARER

TEST REPORT

Product Test: Dick Kidd



Photography: Don Dewey

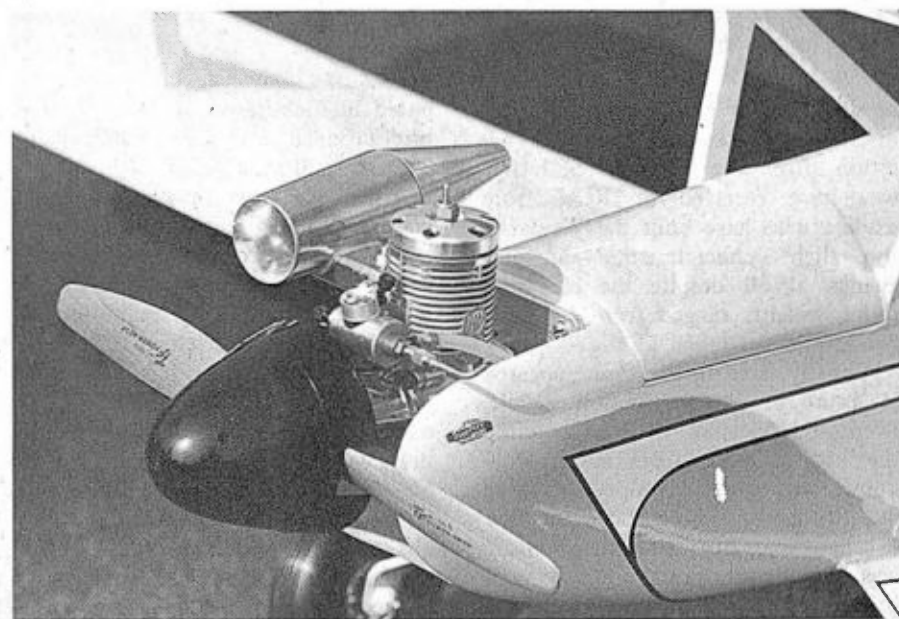
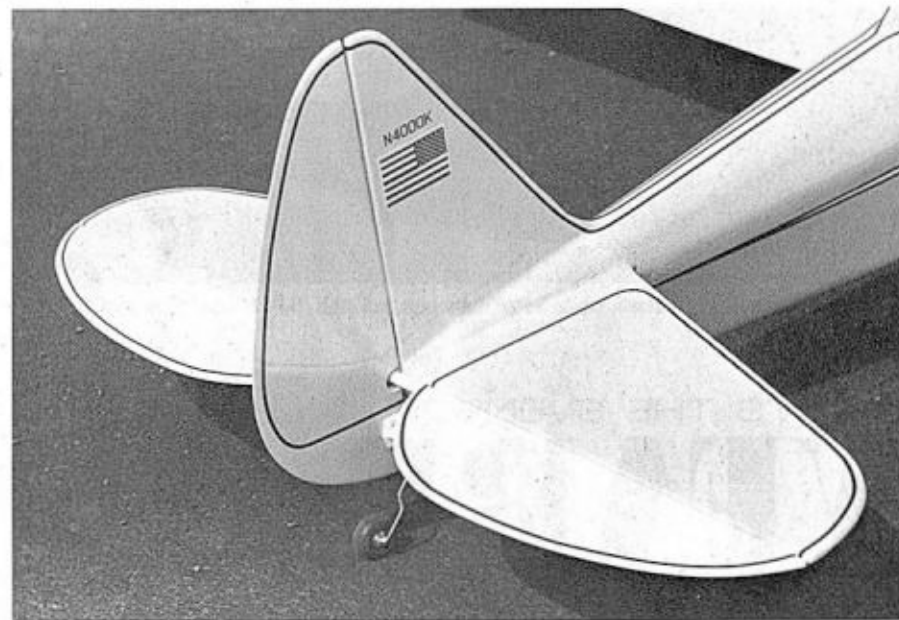
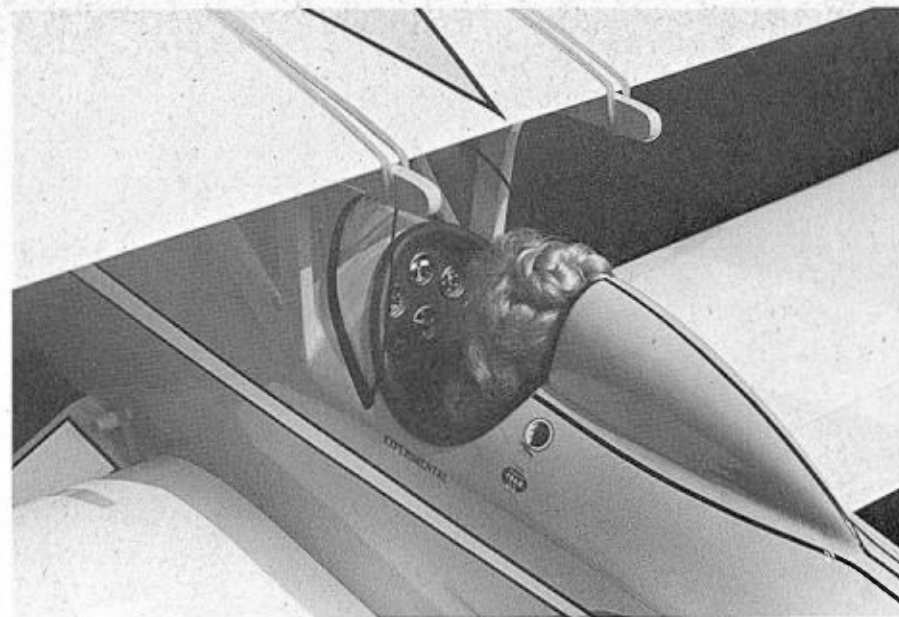
The Wayfarer biplane was designed by RCM's editor, Don Dewey, and first appeared as a construction article in the February 1972 issue of RCM. This .40 to .60 powered biplane quickly proved to be the best selling plan ever presented in the pages of this publication. From the standpoint of flying characteristics, it is capable of all of the pattern maneuvers with a degree of in-flight realism that had to be seen to be appreciated. Yet, the aircraft can easily be handled by the sport flyer and draws attention from every other flyer and spectator on or near the field. One of the most outstanding attributes of the Wayfarer is its slow flight characteristics — it can

be slowed down to a walk with no fear of stalling or sudden snaps. In addition, from the hundreds of letters we have received at RCM from readers who have built the Wayfarer, the flight characteristics did not change at all despite the fact that flying weights ranged from 5 to 8½ lbs.

Shortly after the Wayfarer appeared in print as a construction article, Svenson Models of Belgium acquired the kitting rights from RCM. Well-known throughout Europe, and more recently in the United States, for their excellent lines of quality kits, Svenson was almost a year in the preparation of the Wayfarer which would be distri-

buted in the United States by Tenco-International, P.O. Box 1987, Palm Springs, California 92262.

When we were notified that the Wayfarer kits had arrived on the dock at the Port of Los Angeles, we asked that an entire case of kits be delivered to us in an unopened condition. A shipping case consisted of ten complete kits and, since this kit prominently displayed the name of RCM's editor as well as that of this publication, we intended to be quite critical of this particular kit. In addition, we wanted to see a random sampling of kits to ascertain that quality control standards were maintained on a box-to-box basis.



I.M. Instruments, DJ's Multi-Stripe and a potent H.P. .40 to pull it all along . . .

Tenco-International obliged us by delivering a factory sealed and unopened shipping case consisting of ten Svenson Wayfarer kits. We went through each kit, piece by piece, and found that each and every one of them contained an excellent assortment of wood, in fact, balsa that was so white it looked almost as if it had been bleached. This type of wood is characteristic of Svenson kits and its origin is unknown to us at this time. However, we do understand that the color of balsa is dictated, in a large part, by the mineral content in the ground in which the tree is grown.

The Svenson kit of the Wayfarer consists of highly detailed plans, complete instructions in several languages including English, all necessary hardware including wheels, fuel tank, all hardware fittings and control horns, bellcranks, and the like. If we had not seen previous Svenson kits, we would have been completely astounded by the inclusion of the fuel tank and wheels in one of today's kits! However, this is standard practice in Svenson's top line offerings.

The die cutting in the ten kits we inspected were of the absolute highest quality and were accurate and identical from sheet to sheet. In fact, the plywood die cutting was so sharp that when a plywood sheet was lifted from the box the parts fell out of the sheet! As previously mentioned, the wood selection was excellent with the exception of a few stringers and the strip stock used in the horizontal stabilizer. This was extremely soft by American standards and, while typical and acceptable in Europe, was too soft for our use. We would recommend that you replace these few pieces of strip stock or use a 1/4" sheet stabilizer, the latter being a modification that we have made to the Wayfarer since its appearance in RCM. While the built-up open structure of the stabilizer looks nice if covered with a transparent plastic film, it is somewhat weak and you would be better served by replacing the stab with a 1/4" sheet unit.

All parts contained in the Wayfarer kit fit to perfection and no modifications were necessary. The instructions were complete and the kit can be built

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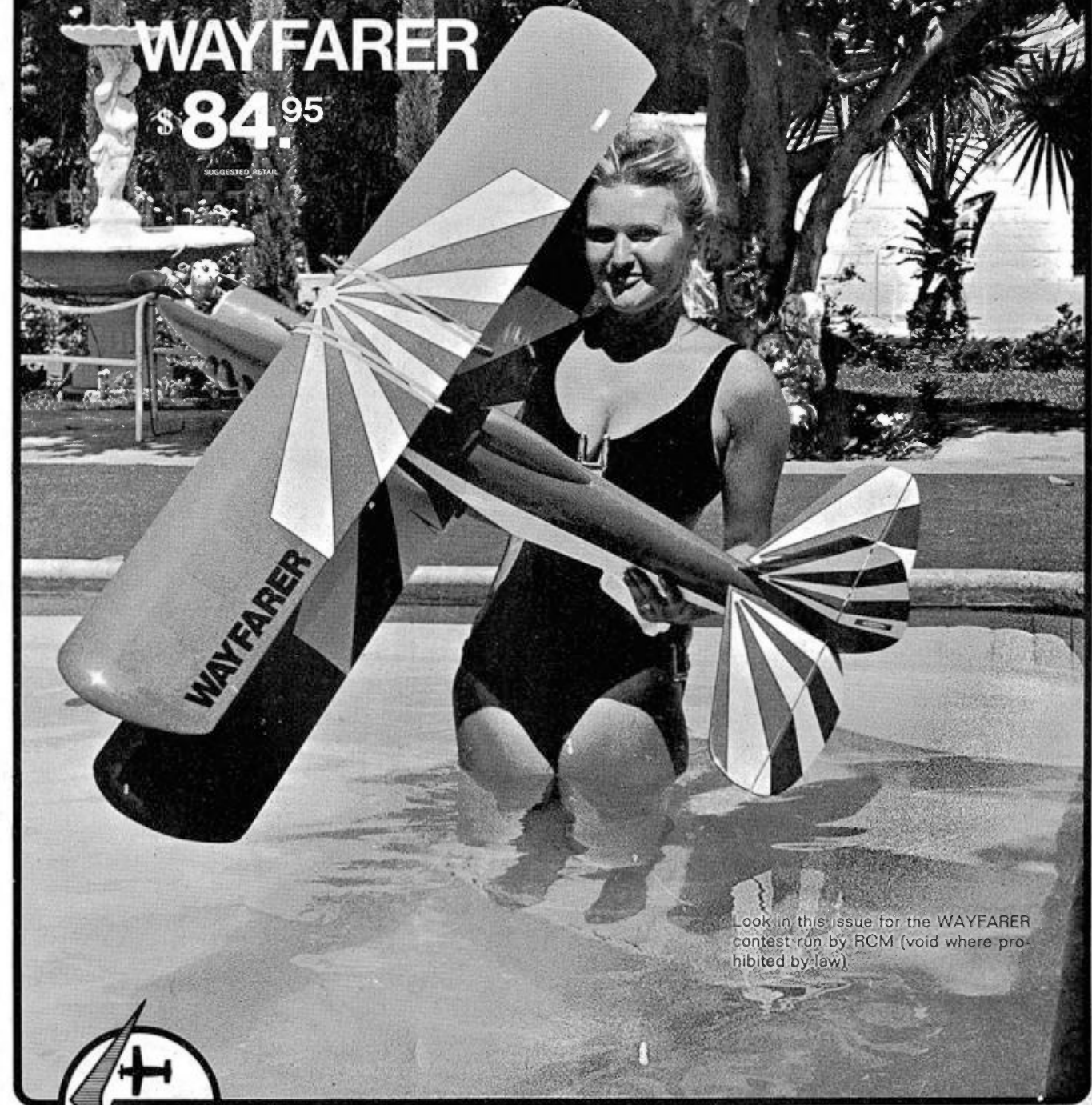
EXPENSIVE ?

NOT REALLY, when you consider what you get when you buy a SVENSON-kit: not only prime-quality balsa and plywood prepared parts, but also the most luxurious accessory packages ever offered with any kit: call in at your dealer and find out for yourself. If your dealer does not carry SVENSON-kits yet, drop us a line and we'll get in touch with him.

WAYFARER

\$84.⁹⁵

SUGGESTED RETAIL



Look in this issue for the WAYFARER contest run by RCM (void where prohibited by law)



TENCO-INTERNATIONAL

301 Tamarisk Road - Palm Springs, Ca 92262 (714-325-6839)
Mailing address: P.O.B. 1987, Palm Springs, Ca. 92262

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in approximately two weeks of evenings by a builder with average experience. When completed, we covered the wings of our Wayfarer with white Solarfilm and used three coats of K & B Superpoxy primer over the bare fuselage and struts followed by two coats of K & B Superpoxy yellow enamel. The all up weight of our prototype was 5½ lbs., and it is powered by a HP .40 RC engine. For general sport flying a conventional front rotor .40 is adequate while a .60 will provide absolutely spectacular performance in the vertical maneuvers.

The Wayfarer has a 52" span and approximately 800 square inches of wing area. The fuselage length is 43". Price of the Svenson Models kit is \$64.95 – quite reasonable considering the high quality of the kit and the fact that virtually all needed accessories are

included with it.

We are highly impressed by this Svenson kit and recommend that you see it at your local hobby dealer. Tested, Approved, and Recommended by RCM.