

The Model of the Year entry. The Tissan Banana 2000 By Joshua Weston



The model box states "THE PERFECT FIRST R/C MODEL – beginners two channel r/c model aeroplane – 10 hours assembly". Well, there is no doubt that I am a beginner with ten hours of available time, but a perfect first model?

My name is Joshua Weston, I am 14 years old. My only experience in building kits is I have built several plastic scale model aeroplane kits, and one rubber band model aeroplane that actually flew, as part of a science extension at school.

A friend of my Dad, Mr Richard Solomon, asked if I would be interested in building a kit, which he believed to be a "Perfect first R/C model". He said that this would be a great introduction to the sport, and he asked if I would write this review. You don't have to be a rocket scientist to work out my answer, so.... here goes!

The Banana is a 100cm span balsa construction model, rudder and elevator control with a 0.8cc glow plug engine. The kit comes complete with the following items:

All balsa, dowels and ply parts required for the aircraft.

A plastic jig.

A building board.

Clear plastic sheets to cover the building board after you stick down the plans.

Panel pins and even a small plastic pin to punch small gluing holes through the balsa.

Plastic gloves to use while using the glues.

All hinges and control horns, push rods tubes and push rods.

Sanding block and sand paper.

Solafilm and stickers.

Rubber bands and double sided tape.

Undercarriage, wheels and nuts and bolts.

Motor and motor accessories including anti-vibration tube, fuel tank, filling bottle, plastic hoses, glow plug battery starter and even a rag to wipe the model after use.

Assembly Instruction Guide and Flying Instruction Manual.

In fact the only materials required to complete the kit are:

2 channel R/C system.

Balsa cement and Cyano fast drying glue.

Dope for painting the fuselage.

Fuel.

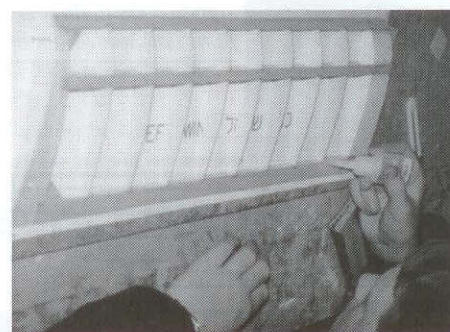
Fine sandpaper (My choice to make the construction easier).

Building tools such as a sharp knife, phillips head screw driver, pliers, scissors, a paint brush and Mum's iron. (Mum, it really was Dad who put the yellow glue onto the base of your iron)

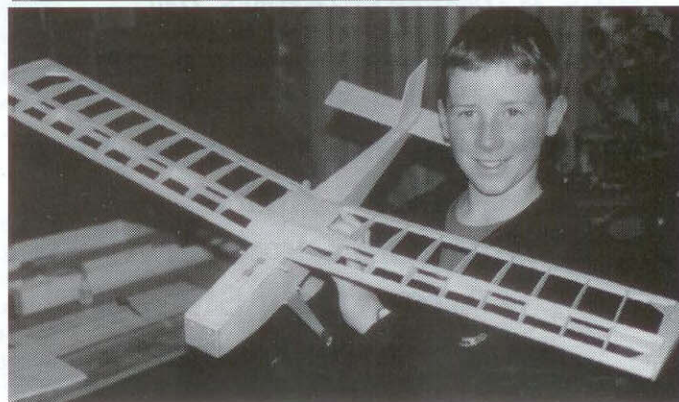
CONSTRUCTION

My dad suggested that I read the instruction manual and plans a couple of times before commencing construction. The manual was easy to read and understand, it has both words and drawings for each of the 26 steps of construction. The instructions even indicate what types of glues you should use at each step during construction. The kit's parts come in plastic packets labeled from 1 to 9 and each construction step in the instructions, indicate in which packets the materials would be found.

The rudder and elevator were made of solid balsa sheets, which were pre cut to size. The base pieces were even complete with the slots for the hinges cut. I followed the instructions by punching

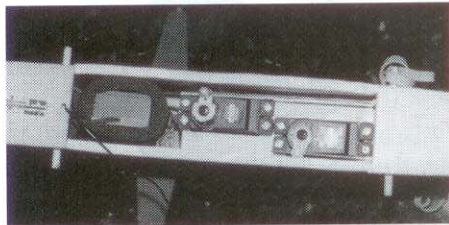


*The smile says it all
as Joshua builds the
Banana*



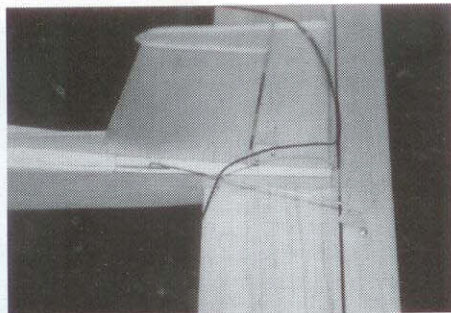
the glue holes into the timber using the pin supplied in the kit and gluing the hinges into position. The finished elevator and fin / rudder were rounded off and given a light sand.

The plans for the fuselage looked complicated, but each part was labeled with a number and the instructions told me which way the numbers had to face. The plastic jig was used to stick the formers to the sides of the fuselage at the marks drawn onto the balsa. After the first three formers were "Cyanoed" into position the topside of the fuselage. The jig was now used to hold the fuselage sides at the back, whilst the other formers were glued into position. Once this was complete we checked the angles of the formers and fuselage alignment to the plan, and were happy that



Tandem mounting of the servos in the fuselage. Foam shock absorber for the RX is also supplied.

Simple all sheet balsa tail surfaces and simple pushrods. Nothing too complicated for the beginner.



The 0.8cc engine simply bolts to the front bulkhead.

they all fitted very well. The jig stayed into position while the tailskid was fitted to the fuselage. The push rod tubes were fitted into the holes provided. Then the top and bottom of the fuselage was glued into position (The supplied plastic gloves came in handy during this stage of the construction).

The fuselage was now finished, so I now sanded it as instructed. I installed the dowels to hold on the wings and undercarriage. The servo board, fin and elevator were installed next. There were slots pre-made into the fuselage where these parts fitted perfectly. I simply pushed in the parts to the marks on the balsa and zapped away.

The instruction manual then stated that the fuselage had to be given 6 coats of dope, with only a light sand in between each coat.

This was not particularly difficult, however Mum said she can still smell the dope in the curtains from the first coat, so the other five coats were applied in the laundry.

The wings were made next, by cutting the plans up and sticking them to the building board, and then covered with the supplied clear plastic to stop the balsa sticking to the paper plan. Each piece of balsa was labeled or had a coloured end. I followed the plan by pinning the balsa strips to the board, being careful with the colours. Next I inserted the ribs and stuck them into position. It was not necessary to cut or sand any piece during this stage of construction.

Following the same method, I completed each wing. Now they are complete it is clear why they colour the ends of the balsa leading edge and trailing edge. The finished end of each wing root is at such an angle that the two wings join together without gaps, at the correct dihedral and without sanding or cutting.

The wings were sanded next. This was probably the hardest part of the construction so far because it is difficult to hold the wings while sanding, and they require quite a bit of sanding at the wing tips.

The wings were joined with balsa cement using the supplied ply-joining piece.

We covered the wings using the Solafilm supplied with the kit. Care should be taken cutting the film as the exact amount only is provided (no more, no less). At this stage I asked "the ironing lady" (my Dad) to lend a hand and between the two of us we managed to cover the wings. Another trap that we fell into, was not removing the Solafilm's protective cover (Doh). At first we thought that the film was ruined but with a little care and a lot of luck, we removed the film from the wing, removed the plastic film, then re-attached the film to the wing. The wing was checked for warps and we raised the trailing edge at the wing tips a little (as suggested by Mr Solomon).

We purchased a simple two channel radio. The servos fitted perfectly into the timber frame in the fuselage and even the screw holes were the exact dimension. Pushrods and control horns were installed and each fitted exactly into their places. Lastly we fitted the radio receiver and batteries using the supplied protective foam.

The motor, fuel tank, hoses and propeller were installed next also using the supplied protective foam. Again, all materials were supplied for this part of the kit. Within minutes our model aeroplane was finally finished.

We turned the model over and suspended it at the centre of gravity. The model hung upside down and flat as indicated in the Assembly Instruction Guide. There was no need to add any weight to the model.

The engine (a Cox Hobbies 0.8cc, assembled by Tissan Halfa) instructions said that the motor should be run-in using three tanks of fuel, setting the needle valve one half turn past the best position. This was done in our backyard.

I was surprised with the noise of the motor in our backyard, and was also surprised to find that during the running in of the

WINGSPAN

9C CLARKE ST. LILYDALE. 3140.
(Opp. Southern Seas Mural)
Phone Charles Fisher on (03) 9735 3466
Helping beginners is our speciality.

In stock an extensive range of
VMAR ARF's
Ramrod, Discovery
Arrow, Ugly Stik
PC-9 large & small
Kyosho A/C and Cars

In Stock NOW!
Topflite FW190-D9
long nose at 1/7th scale

Check me out with stock items and accessories too numerous to mention. Good quality package deals available, drop in and enquire

PROMPT ATTENTION TO MAIL ORDERS

ALL MAJOR CREDIT CARDS O/K Bankcard, Visa, Mastercard, Amex

motor there was very large quantities of oil coming from the engine (all over my beautiful aeroplane). Luckily the kit comes complete with a rag to clean the oil off the fuselage.

Mr Solomon invited my Dad, younger brother and I to the Illawarra Model Aircraft Club to try out the Banana. We arrived at lunch time on a clear, sunny but quite windy day. When we arrived we were gobsmacked by so many beautiful aeroplanes both on the ground and in the air flying. This was a great day already.

Mr Solomon looked at the aeroplane and gave it the thumbs up, declaring it ready to fly.

- Number 1- Turn on Transmitter first
- Number 2- Turn on the receiver
- Number 3- Control orientation/ movements
- Number 4 - Range check on the radio
- Number 5- Full the fuel tank
- Number 6- Start Engine (after several anxious attempts)

Another person on the field launched the Banana for Mr Solomon and the Banana took to the skies (phew!). Mr Solomon proved that the aircraft flew into the wind hands off with only a couple of clicks of down trim. Mr Solomon pulled full back stick and the Banana promptly completed three or four concentric loops

with ease. The plane flew about for about ten minutes until the fuel tank ran empty. Mr Solomon said that this aeroplane would be too much of a handful for a beginner in these windy conditions, so he glided the Banana to a safe landing.

Later in the day I received my first flying lesson on Mr Solomon's old timer and all I can say is, wow its harder than it looks, still I can't wait for my next lesson.

CONCLUSIONS

The kit claims to be the perfect first model, which can be built in ten hours. Well, the kit was very well designed and I would agree that this was a perfect first model to build. The kit took me (with help from my Dad) about twenty hours to build, but this was probably due to my inexperience and the fact that I really tried to build it to the best of my ability. I was lucky to have the ability to have experienced assistance during the test flight of the model. Although the day was tricky due to the wind, and the kit was trimmed nearly perfect, straight out of the box. It still is a small winged model with a relatively high power to weight ratio (as explained by my Dad). I would have to be honest with myself and say that if I tried to fly the model on my own, we would have taken home a box of



Joshua gets his first R/C experience under the watchful eye of Richard.

balsa tooth picks.

After saying this I cannot wait until I have the skills to let the Banana loose in the skies and be able to take it back home to its spot in my bedroom cupboard.

Submitting Company : Tissan Haifa (Israel)
Phone: +972-4/8645076
Fax: +972-4/8660183

The Model Aeronautical Association of Australia Inc.

The M.A.A.A. is the Australian National organization for aeromodelling as well as the International representative. The executive represents aeromodellers to the Federal Government on the very important matters of air space and exclusive use of frequencies.

When the Federal Government regulates,

it is the M.A.A.A. that represents you.

Among the important functions the MAAA performs are:

- Providing comprehensive personal accident insurance for injury arising from involvement in aeromodelling*
- Representing Australian aeromodellers on the International Aeromodelling Commission of the Federation Aeronautique Internationale through membership of the Australian Sport Aviation Confederation, thus providing the right to enter World and Continental Championships.
- Providing low-cost loans to clubs for the purchase of flying fields and for the development of existing fields.
- Assisting clubs with obtaining legal advice on matters affecting flying field tenure.
- Promoting safe operation of model aircraft and in compliance with the Regulations of the Civil Aviation Safety Authority.

* Available only through participating affiliated State/Territory Associations.



To be an M.A.A.A. member you need to join an State/Territory affiliated club and that brings even more benefits.

What if you live in an area where there is no club?

If there enough modellers, why not form your own?

Or else, many clubs have country member affiliation at a reduced cost and that will make you an M.A.A.A. member.

Politicians respond to numbers.
To contact your nearest club call or write the MAAA secretary,
Ivan Chiselett, 1 Watson Ave.
Mont Albert North. 3129
Ph: (03)9897 1220. Fax:(03) 9897 1445
MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA Inc.

So, why join a club?

- **Get Help and Assistance**
Experienced flyers can help you along the way. Flying instruction is available at participating clubs.
- **Associate with like minds**
Share experiences, find out what's in, what's out.
- **Have third party insurance cover**
As an MAAA affiliated club member, you're covered against third party property damage and personal injury caused by your model.
- **Protect your investment in the hobby.**
Be represented by Australia's largest Sport Aviation group with representation in Canberra. R/C frequencies and flying fields are just two of the important issues that this representation protects.