

A Kraft 7C MK IV radio was used for guidance, with KPS 28 servos for the elevator, throttle, and cable operated rudder functions. Some pre-planning will prevent embarrassing space conflicts at this point. An SR 1200 mAh battery pack was used for added flight time.

I installed the Kraft 14 ounce fuel tank over the wing to prevent center of gravity shifts from the start of the flight to the end. This may be too long of a fuel draw for some engines and a Robart pump may be required for a steady run.

The all-up weight of my *XLT* was nine pounds five ounces. I could have saved a bit with lighter retracts and wheels and may try to retro-fit a set of B&D air units with Golden Gate's MK wheels in the near future. Every ounce counts at this point.

Flying

This is the best part. Rich Tower confiscated the O.S. .61 for break-in purposes. Rich is a wizard when it comes to things mechanical and especially engines. he was my "Boss Wrench" during the control line stunt days and built the engines for all of my planes. Rich will soon come on board at FM as our engine columnist.

With the well tested engine snugly back in place, the first flight ritual began. This actually begins about a week before testing of any "serious" airplane. The symptoms are loss of appetite, insomnia and a general lack of awareness about day to day things. The time is consumed with worry, checking and re-checking of the on board systems, worry, watching the developing weather patterns on the late news and the late-late news, worry, cycling of batteries, worry, range checking, worry, engine run-ups, worry and more worry. Stoking this state of nervous anxiety was the awareness that Dean Pappas was sharing these jitters at the same time since he would put his new *Maya* up for the first time right along with my *XLT*.

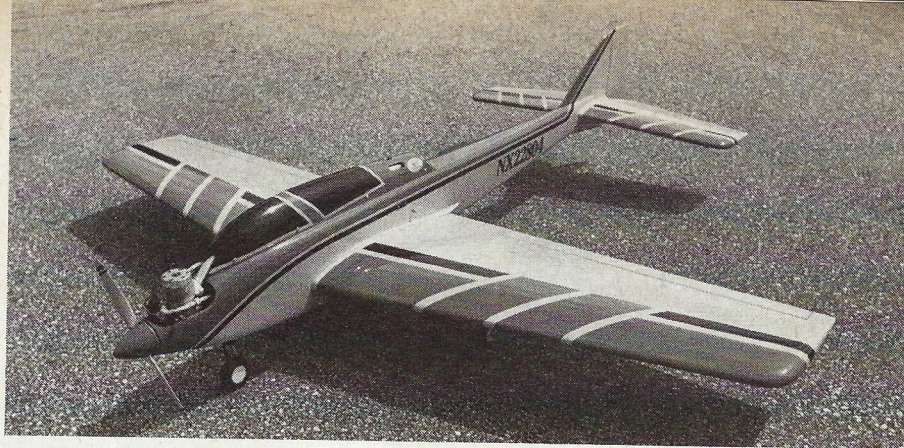
The last pre-maiden flight ritual to be dispensed with is the photography for articles, scrapbooks, etc., and then there are no more excuses. Hundreds of hours of effort and a considerable outlay of the cold hard stuff... enough! Fly! And, fly it did. The takeoff roll was extremely short, with smooth straight lift-off. Click, and the gear are coming up. Oh wow! Does this thing fly great! A few passes and one click of up trim and she's ready to begin the pattern.

The *XLT* went on to impress not only yours truly, but the whole of the Hackensack Swamp Rats pattern contingent who were on hand for the occasion (Vultures!). The loops tracked straight and true, the rolls were effortless and the point rolls showed only the slightest trace of pitching in knife edge. (We later found that careful application of the rudder would prevent the pitching.) Stall turns were a breeze with that large rudder and the best part was the slow, graceful landings.

The proof of the pudding is in competition and I hope to campaign the *XLT* for the 1985 season. There are many *XLT*'s on the eastern circuit and they have done more than their share of trophy taking.

Summary

The Bridi Aircraft Designs' *XLT* is a very big and graceful pattern machine that is competitive at any level. It requires a bit of building expertise to achieve the desired weight and alignment, but no more than any other



A combination of Hobbypoxy paints and filler plus Sig Skybrite primer provided a handsome finish for the *XLT* (above). Truthful moment #461 (below). Ricky Constable holds for run-up prior to first flight.



serious pattern design.

Certainly no pattern ship flying today has any more of a heritage than this Joe Bridi design.

I'd like to take a moment to thank Dean Pappas and his dad, Jim, for the last minute help with the final preps and also Rich Tower for his efforts "under the hood."

See you on the circuit.

Post Script

I had hoped to fly the *XLT* with Kraft Systems' new KP7KB R/C unit. The set didn't

arrive in time for that, unfortunately, but I'll retrofit the *XLT* for a future flight test with this unit. Bob Aberle will get a chance to evaluate it first, however, in one of his very complete system reviews. Look for it in the not too distant future.

Kraft Systems informed me that they still have a supply of the Multicon Electric Retracts in stock and will have a sale on them in the very near future. For further information, write to Kraft Systems Co., P.O. Box 1268, Vista, California, or call them at 619/724-7146.



Comparing notes at a recent Pattern contest held at Warminster, PA, Bob Hunt (L) and Stu Chale (R) pose with their respective *XLT*'s. Both are competing with these planes in the Advanced category.