RCM radio control MODELER

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THE WORLD'S PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST

POLE STAR
LATEST OF THE SIMITAR SERIES
By Bill Evans

SCHNEIDER SPORT 320
84" SPAN FOR WHEELS OR FLOATS
By Tom Strom Sr.

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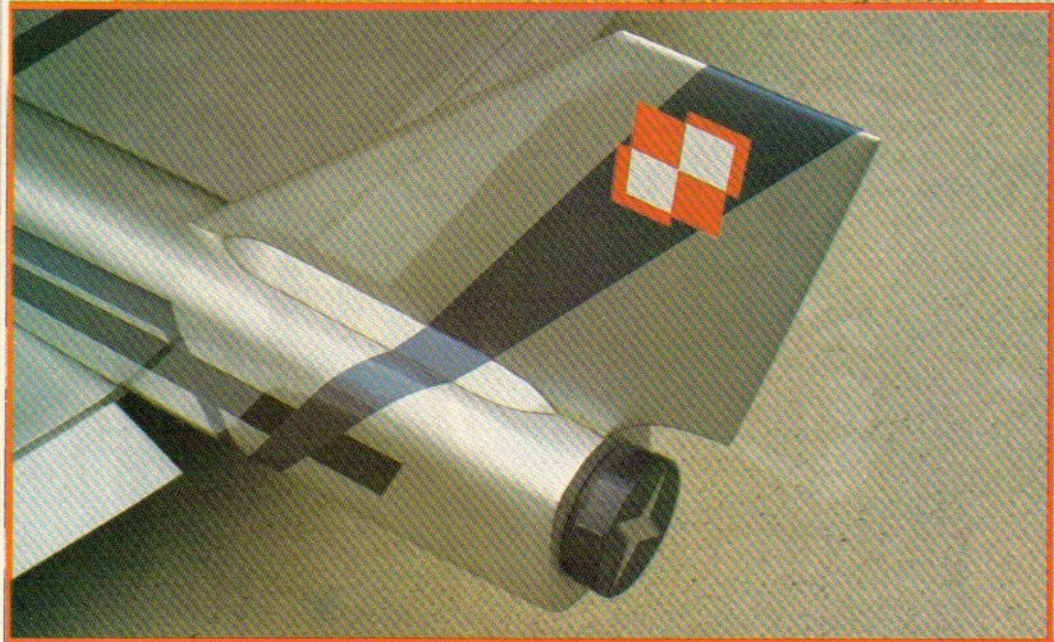
POLE STAR



Detail of aft section, note 1/2'' triangle at base of vertical.

Looking for something different; something that builds really quick and flies great? Well, look no further, this one's got it all!

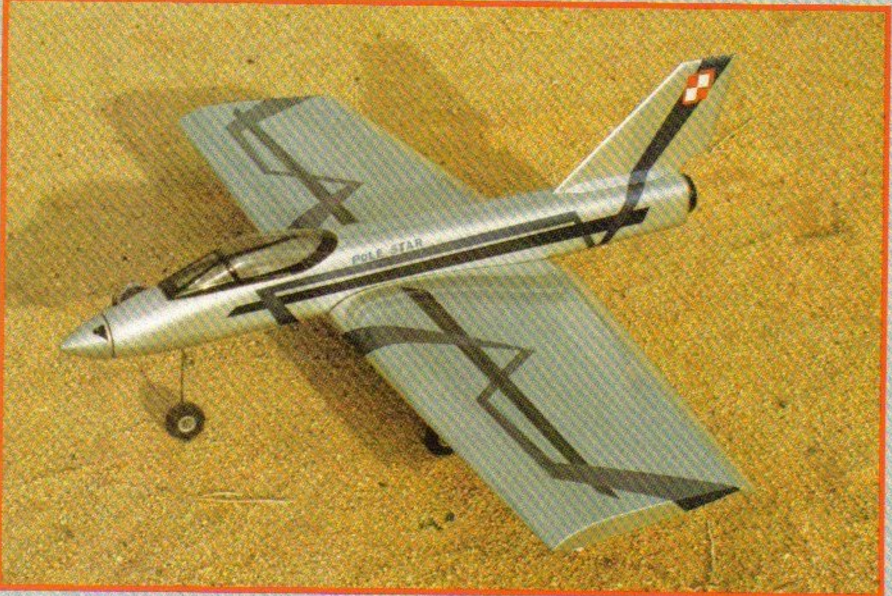
By Bill Evans

Front end treatment, it's a Sig Cobra canopy.

Welcome to the Simitar Squadron and forward to the Twenty-First Century. Yes, we are the fortunate ones. For countless centuries man has looked to the sky with visions of mastering the art of flight; and we, in our time, merely the blink of an eye in terms of man's time on earth, have witnessed astounding progress. Including flight!

From that moment at Kitty Hawk, when it became a reality that man could fly; aircraft development has raged at a staggering pace. Throughout the years, improved performance to fly faster, higher and farther has been the key thrust of those involved with the progress of flight.

The performance of the Space Shuttle makes it possible to go into space and return. The Concorde's performance as the fastest people mover is incredible; and the performance of the SR-71 Blackbird makes it possible to travel from coast to coast in 68 minutes and 26 seconds. Ever think about it? None of the above have conventional mounted stabs! Why? Because it takes a flying wing type ship to do the job. Wonder why the Wright's didn't use an aft mounted stab?



Top shot, silver and blue, bottom of wing is solid blue.

Many times it has been said to me, "Why do you fly Simitar Series aircraft? Must be because you designed them." My answer is performance.

Yes, performance. First, no stall...reduce power and gradually feed in up elevator and as it slows down the nose will automatically drop a bit, this reduces the angle of attack, therefore, no stall. Next, the wide speed range...no matter how much power you put to a ship of the Simitar Series, it goes faster (no Dutch Roll). It also slows down to a crawl (effect of no stall) and sets down like a hang glider. Finally a Simitar is directional in flight, in that it will remain in any attitude it is set in, blip a little left aileron and it will hold in a left turn, barring severe winds it will do 360's, one after the other.

Though Simitars operate on the concept of a flying wing, they don't really look like a flying wing, neither do they appear to be conventional in nature. So, what are they? Aircraft of the Simitar Series!

Had enough of the thirty year old state of the rut designs which require constant stick commands and take weeks to assemble countless parts? Need a ship that is new and different? Then maybe you want the new look, easy to build and exciting to fly, advantages of a Simitar!

Join the Simitar Squadron and become a Simitar pilot with a cause and identity. I say identity because of the recognition that all Simitar pilots enjoy; because we are unique and different.

Homer Gibson, of Ripon, Wisconsin, is a true example of being recognized. Homer, is a Simitar pilot, photos of Homer and his Simitars have been seen in the magazines. On his next birthday, Homer will be eighty, he says he doesn't have time to go slow.

Project Pole Star

Development of the Pole Star happened in a week. The thought of a new ship,

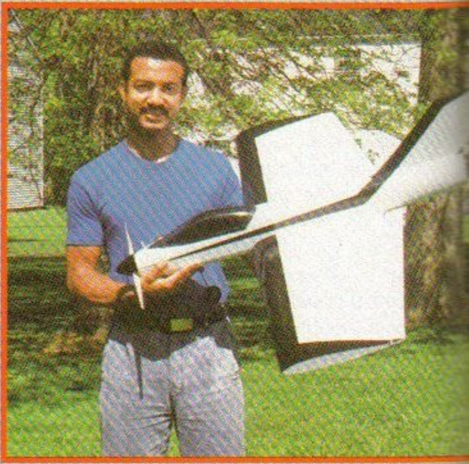
Teaser photo of Simitars to come. Left is Pole Star 40-60, next is Pole Star X (dubbed EPO, expert pilots only, by the Milwaukee Sqdn.), Pole Star Twin (pair of K&B 45's), and the Navy marked is the Pole Star FBI (Flies By Itself, it's 80" and flies like a free flight).

POLE STAR

Designed By:
Bill Evans
TYPE AIRCRAFT
21st Century Simitar Series
WINGSPAN
50 Inches
WING CHORD
15 Inches (Avg.)
TOTAL WING AREA
715 Sq. In.
WING LOCATION
Bottom of Fuselage
AIRFOIL
ESA (Evans Simitar Airfoil, Semi-Symmetrical Reflexed)
WING PLANFORM
Double Tapered
DIHEDRAL
Flat on Top
OVERALL FUSELAGE LENGTH
38 Inches
RADIO COMPARTMENT SIZE
(L) 20" x (W) 2½" x (H) 2½"
STABILIZER SPAN
NA
STABILIZER CHORD (incl. elev.)
NA
STABILIZER AREA
NA
STAB AIRFOIL SECTION
NA
STABILIZER LOCATION
NA
VERTICAL FIN HEIGHT
7¼ Inches
VERTICAL FIN WIDTH (incl. rud.)
7½ Inches (Avg.)
REC. ENGINE RANGE
.40-.60 2-stroke
FUEL TANK SIZE
8-11 Oz.
LANDING GEAR
Tricycle
REC. NO. OF CHANNELS
4
CONTROL FUNCTIONS
Elevons, Throt., Nose Wheel
BASIC MATERIALS USED IN CONSTRUCTION

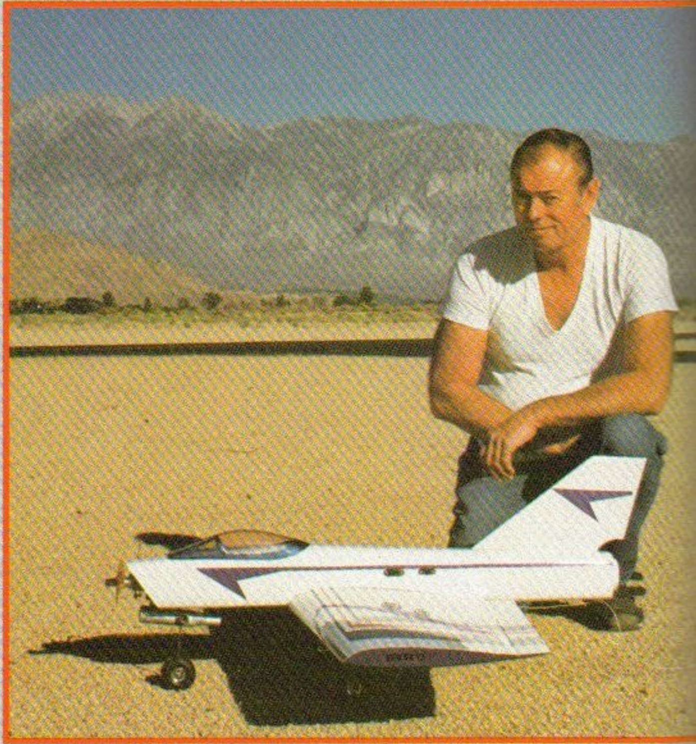
Fuselage	Balsa & Ply
Wing	Balsa, Ply & Foam
Empennage	Balsa (Fin)
Wt. Ready To Fly	97 Oz. (6Lbs. 1 Oz.)
Wing Loading	19½ Oz./Sq. Ft.

LEFT: Dale Rice, Ceres, California. His Pole Star is glassed and painted by Don Baker, It fairly rips with the Rossi 40. RIGHT: Stan McCray of Ledyard, Connecticut, used an OPS 60 and retracts in his Pole Star. Stan says he loves this baby, it will turn on a dime and leave change, his words are, "Go Simitar."



though ever present, was not foremost in my thoughts. I was concentrating on getting things in order for the 1990 Clearlake event and finishing a new pusher variant of the Simitar. I decided to mark the pusher with Polish Airforce insignias and was looking through one of my aircraft I.D. books for the

Matt Arnett of Lake Isabella, California. Green is great. Power is K&B Sportster.



Hank Bishop, of Bishop, California. His Pole Star has a Webra 60 and uses the Futaba 7UAF.

Squadron leader Steve Raskin, representing Australia's Northern Territory Simitar Squadron. Colors are hard to beat and easy to see.

Pete McCoy of Ceres, California. Glassed and painted, power is K&B 65 Sportster.

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