



### Tech specs

Name:	Condor
Aircraft type:	Sailplane
Manufacturer:	Tissan Haifa (Israel)
Available from:	Hobby Stores
Recommended price:	£46 approx.
Wing span:	74"
Wing area:	555 sq. in.
Length:	43"
Tailspace:	18"
Area:	83 sq. in.
Weight:	25 ounces
Power:	.049 optional power pod
Channels:	2 channel std radio

**A remarkable 74" span soarer with power-assist option, built and tested by Peter Miller**

# Tissan Haifa CONDOR

**T**he Tissan Haifa Condor is a 74" span glider made in Israel. It is not the best kit in the world, merely the joint second best as the

Banana, reviewed some time ago in our sister magazine *RCM&E*, has to be the absolute best! The other joint second best is the Par-Par/Butterfly reviewed recently in *RM*.

Why is this one only second best? Well, they don't provide the glasspaper and sanding block or the dope and cement - apart from that it is just as good...

### Contentment

This kit is very, very complete. It is also incredibly prefabricated and the attention to detail should make any other kit manufacturer weep. All parts are pre-cut, that includes the spar webs and centre section sheeting which has to allow for a swept leading edge and a spar swept at a different angle. All holes are drilled, that includes two small holes at the base of the fin for you to thread the aerial through and the two holes in the edges of the front formers for the canopy hold down screws. The hinge slots are all pre-cut for you.

Now most kits that can be called kits have the formers cut out for you but have you ever seen a kit where the formers are chamfered to suit the taper on the fuselage? No, of course not, sometimes you are lucky if they even fit where they touch. These formers are chamfered **and** they fit. Everything fits!

The hardware is almost complete, only two EZ connectors are not supplied, a pity as most British ones are two tall but more on that later. The plans are fully detailed and very clear while the instruction book is wonderful, every stage is described with good clear drawings, right down to how to launch and fly the model. Makes a nice change from the

usual two pages of poorly written instructions one finds all too often.

I could go on but the building section will cover the extra refinements.

### And there it was - done!

Let's run through the fuselage assembly. It doesn't take long. Take the 1/8" ply base and glue the inner hardwood nose block (pre-drilled for nose weight) in place, followed by all the formers. Remember, they are chamfered so get them the right way round. The base is marked with lines for the

locations. Glue the 1/16th ply sides to the nose block and then work back gluing it to the base and formers. Glue in servo rail supports and the strips at the wing seating. Fit the Sullivan snake outers in place and then the rear top sheeting.

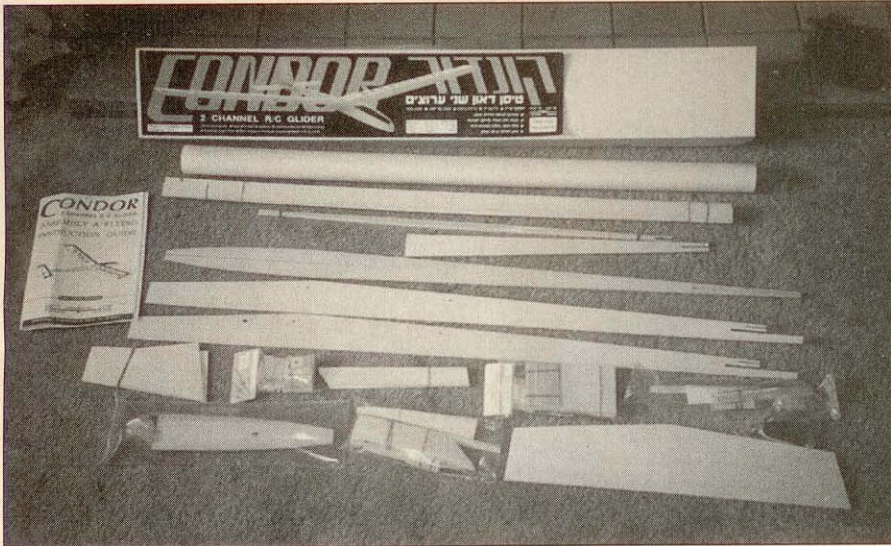
Now with some kits, if you are very lucky, you will get this sheet cut roughly to shape. This sheet is rebated so that it sinks into the fuselage for half its thickness. It isn't essential but, oh boy, it is quality!

You can now round off the edges of the tail surfaces and fit them. The instructions say

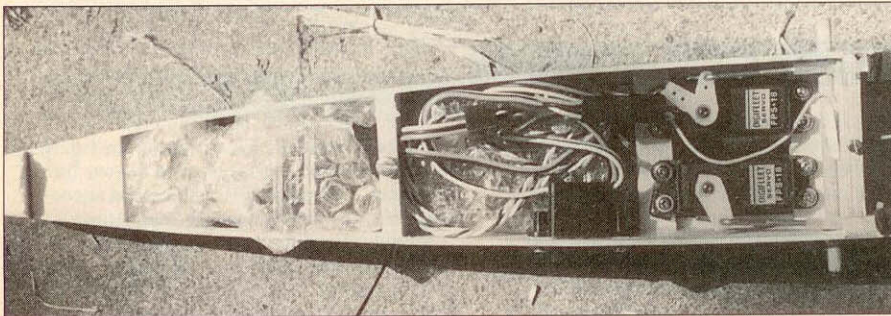


*A power pod may be used - this is the Cox unit with a Texaco .049 in place.*

# RM Checkout



Kit contents are totally complete except for covering and two small connectors.



Radio installation area is compact but presents no problems at all.

hinge the controls before this but they suggest a doped and painted finish, I used a film finish. You now assemble the snake inners and the fully pre-bent ends and install them.

Make up and fit the canopy, and use this to get the shape of the hardwood nose block. You actually have to round this piece off with glasspaper. Fit the front landing skid, which is aluminium, into the pre-cut slot, the rear 1/8" ply skid into its slot and here we find yet another touch of the attention to detail. This ply skid has a hardwood cap strip glued to it. I don't know why but it really finishes the skid off.

You now have a fuselage and you never touched a modelling knife. The wings are so easy to build, every slot is exactly the right size, everything fits, the ribs are all perfect, the webs are cut for the tapering thickness between the spars, the wood is all the correct grade.

The joiner tube mountings are a work of art in shaped hardwood but note that you have to read the instructions on these blocks as to which goes where and what way round. Another example of the pains that have been taken with the kitting: To protect the trailing edge from the elastic bands there are slots cut into the narrow edge. You insert pieces of pre-cut 1/16" ply into those slots - neat, invisible and very effective. You now have two wings. All you need to do is cover the model and fit the gear and you will have spent about 1- to 2 hours so far.

I covered the wings in Fibafilm and the fuselage and tail in Solarfilm.

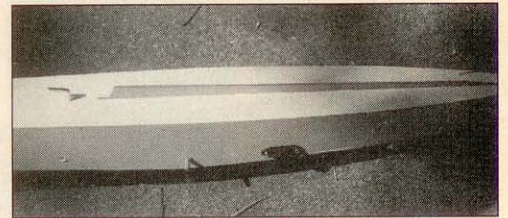
## Fitting the radio

Standard radio fits without any trouble using the servo rails provided. Of course, these rails are different lengths because the nose of the model is tapered - don't worry, they are marked FRONT and REAR. Heck, one British kit that I reviewed didn't even give you servo rails, just a roughly cut strip of plywood!

I had only one slight problem with the

installation. You need two pushrod connectors for the servos. The British made items have big 6 BA screw heads while the intended Dubro items use socket grub screws. I did not have any of these and the others are too tall. I fitted clevis adapters at the rear with clevises screwed on and made Z bends at the front end. You could find some 6 BA grub screws (look in your old wheel collets) and alter the British items or you could hunt out the Dubro parts.

With radio fitted we will now check the centre of gravity. How do you do that? Most kits show you where it is **supposed** to be and let you get on with it in your own way. Gadget pages are full of weird and wonderful balancing jigs. Tissan Haifa do the Job in the simplest and most accurate way. There are two small holes drilled in the fuselage sides. The kit provides a length of 1/16" piano wire. Slide the wire through the two holes, rest on two identical glasses. Add the nose weight provided until the model hangs level and the CG is in the correct place. Now that is sheer



All holes are drilled, all slots for skid, etc., are cut. Tow hook is in just the correct place.

brilliance - you may see it in other manufacturer's kits by the year 2000.

Unsurprisingly, the amount of steel discs provided was exactly right for my model...

## Flying

The box art tells you that it will take you about 10 hours to finish the model. I took seven, but then I wasn't hurrying, I was savouring the pleasure of perfection.

I first tried the model on the bungee, I had never flown off a bungee before but had witnessed some of the wild gyrations that can happen. It was a calm day but once I had pulled well back the model went up with no fuss or bother, any wandering could be corrected with ease and I had a lot of fun. Control is excellent and the glide is just beautiful.

Now laying a bungee out for one model is a pain and if the wind is in the wrong direction there just isn't room so I invested in a Cox power pod and fitted one of my Cox Texaco .049s. With the engine fitted, the model climbs very steadily and a reasonable height can be obtained but this launch method also allows you to find lift under power and then you really **can** get some height. Once the engine stops you can go searching for thermals or wave lift and have a ball!

I have only flown the model on three occasions at the time of writing and my best flight was about 15 minutes off a 3.5 minute engine run.

## Summary

Tissan Haifa kits are an experience that every modeller should enjoy but, be warned, you will never look at another kit without comparing it to these. The Condor is an easy to build model with a good performance that can be built by any novice who can read.

I cannot fault the kitting, I cannot fault the design, I cannot fault the performance. The attention to detail goes far beyond anything that would be considered normal for kits that, up until now, would have been called 'perfect'.

