CARL GOLDBERG MODELS INC.

Tiger 60

Reviewed by: Dick Sutton – Manassas, VA, USA

Specifications
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* Wing Span: 70 in
* Wing Area: 855 sq in
* Length: 56 in
* Weight: 6.6-7.5 lbs
* Engine: 2-stroke .45-.65
  4-stroke ..65-.80
  OS .60 FP used
  Saito .91 used
* 5 Servos required

The Goldberg Tiger 60 arrived in a HUGH box (57 in x 8" x 5"). The kit is very well packaged with the fin parts in one bundle, the stabilizer parts in another, etc. The hardware packages grouped according to function, and the canopy well protected from scratches or rubbing against other parts. Plans consist of one large rolled sheet (very well done) and an excellent instruction book with many drawings per page detailing the building process including a complete parts list and balsa sheet layout drawings for each assembly phase. It should be pointed out that the sheet layout drawings are essential (as the sheets are not well marked) and the builder is well advised to read through the instructions and locating all required parts prior to actually starting the building process for this section. The ply and balsa provided was of very good quality and the parts cleanly separated from the sheets.

The building proceeds very conventionally: tail feathers, wing, and fuselage. Each major section (stab, fin, wing, and fuse) requires the builder to construct certain 'shaping' tools provided in the kit. These are clever and greatly simplify the building and sanding required. These should be assembled before proceeding through the section.

The wing construction is the basic D-tube arrangement and is built upside down over the plans. Take special care when building the wing to ensure that the rib alignment tabs don't get broken off during the assembly. They are already lightly scored to facilitate easy removal when the wing is finished and I had to lightly re-tack several during construction. Also beware that since the wing halves are upside down, make sure that you correctly orient the parts being attached (i.e. don't put the wing tips on inverted). I followed the directions and used thin CA on the wing nylon reinforcing tape. I wish that I had elected to use thinned epoxy to apply the tape since the CA fumes nearly asphyxiated me! The main landing gear is mounted in the wings and I beefed up these areas with lite ply and epoxy. This improvement has worked very well. I also like the use of two aileron servos as they reduce the chance of flutter that has been a common complaint on the smaller Tiger 2 version.
The fuselage utilizes interlocking parts and is assembled and aligned with rubber bands. When a satisfactory fit is achieved, the parts are secured with CA. The technique works well, however, the instructions don't always tell you when to glue the parts. Again, reading ahead provides some clues.

Initially, I chose to power the Tiger 60 with the OS .60FP and a 12 x 6 Zinger wood prop. The engine installs easily on the engine mounts provided in the kit. Don't forget the 3 degrees of right thrust that must be included. In addition, since this plane is not cramped for space, be sure to pack the fuel tank in a generous amount of foam so that it can't move around in the compartment.

The completed plane was sanded then covered in Dark Red Monocote with white Monocote trim as shown on the box cover. The "hockey stick" trim was cut out using a heavy cardboard template. The base color was applied and the trim (white hockey sticks) were applied using water with a drop or two of dishwashing detergent and then allowed to dry overnight. The trim was then sealed with the iron set to a low temperature.

The final assembly consisted of attaching the canopy (with RC56 glue), installing the radio equipment, and setting the recommended control surface throws. Again, Goldberg provided clever little gauges for accurately setting the control throws. The plane balanced without the addition of any extra weight by positioning the battery and radio appropriately.

The new OS 60FP was broken in on the plane at the field with a couple of tanks of fuel. The OS 60FP with the 12 X 6 prop is BIG, watch those fingers if you are not used to flying planes with this size prop!. I adjusted the idle, double checked the control surface directions, and taxied out. As I applied power, the Tiger 60 accelerated and tracked straight down the runway. The wide-tracking, wing mounted landing gear are a treat. The Tiger lifted off very gracefully. Rolls are axial, stalls are straight ahead and gentle. Inverted flight requires only a little down elevator. Landings are the best part: even a first time low wing flyer will look good landing this airplane. Again, I think that this is due in part to the wide stance landing gear and the superb flying qualities of the Tiger design. This airplane is a very relaxing Sunday Fun Flying airplane.

I have subsequently replaced the OS .60 FP with my Saito .91 four stroke. This combination appears to be a perfect match. You just can't look bad flying this plane!

Hits:

* wide-tracking landing gear,
* 2 aileron servos reduces the chances of flutter,
* 'bigger' seems to fly better.

Misses:

* for many an OS 60FP may not have enough 'umph' (I have now installed my Saito .91),
* with the landing gear on the wings, a cradle is required for transportation of the fuselage.