

GMP CRICKET

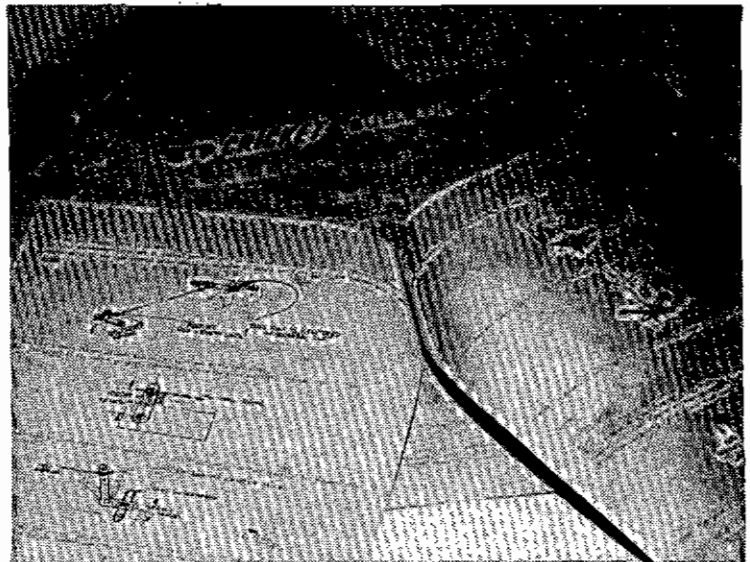
DESIGN BACKGROUND



GORHAM MODEL PRODUCTS has, for many years, believed that there has been a need for a small R/C helicopter which would be quiet, economical and low cost. However, there have been many attempts to achieve this and the biggest problem that has been encountered has been that the stability of the small helicopter seems to have reduced with its size, and the .19 or .25 powered helicopter has mostly been jerky and jumpy in performance. Not the best characteristics for the beginner. We pondered this problem for over a year and we decided to put all our thoughts down on the drawing board to see if we could come up with a product that would not only have all the advantages of a .25 powered, but would eliminate the major disadvantage of jumpy or jerky performance. We concluded our final engineering prototype design in November, 1979, and test flew the first helicopter. Even though we expected so much from it, we were still amazed at its performance. This helicopter is not only simple, low cost, few parts, light weight, etc., but also possesses an extraordinary stability. It is literally true to say that you can take your hands away from both sticks in the hover. Then, provided that there is a slight forward trim and an excess of thrust over weight, "Cricket" will then gracefully take off into forward flight and do all sorts of extraordinary, but stable, maneuvers such as right and left turns and pirouettes for as long as you wish (or as long as the fuel lasts!) Even more significantly for the beginner, even if the fuel runs out while "Cricket" is flying the amount of damage is much less than with all previous helicopters - sometimes less than \$25 after falling more than 50 feet!

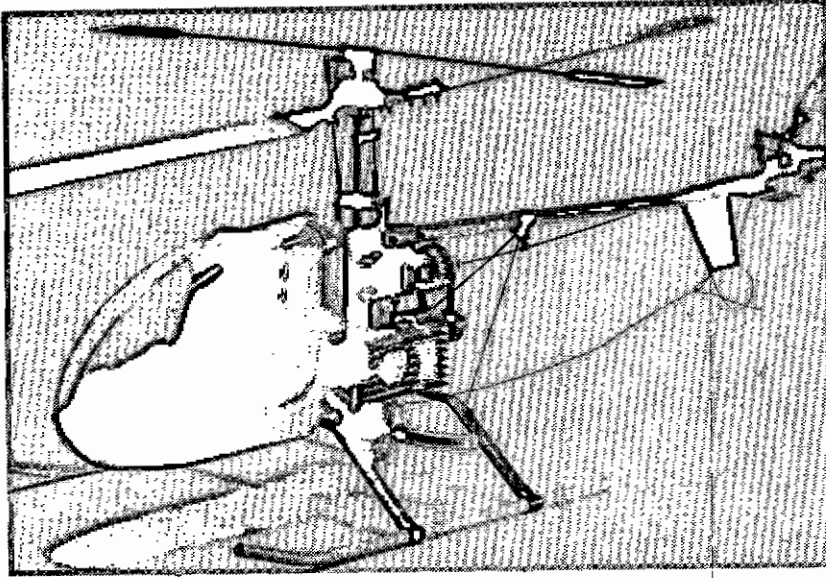
The handling of "Cricket" in the hover, too, is very predictable with none of the slow time response which one associates with the simpler helicopters.

To summarize, "Cricket" is the perfect solution for the beginner who wants to start into R/C helicopters but doesn't want to commit too much money. It is also an excellent choice for the expert who wants to have something a little simpler, or a little less costly, to 'mess' around with in his own home or on weekends or when he goes away for a family vacation - to take with him. We think when you own a "Cricket" you will be amazed at its performance as we were. We believe this will be our very best selling R/c chopper for many years since it has now set a new standard for R/C helicopters which will be hard to beat. Quite apart from its design and manufacturing excellence, "Cricket" also comes with two extra features which will enhance its value to you over other similar machines. First, "Cricket" parts are manufactured here in California and the materials, tolerances and finishes are equal to those on full sized machines. Second, and also vital to your successful learning and flying, "Cricket" owners regularly receive a "Cricket" bulletin. This service bulletin covers all the problems which beginners have in learning to fly or in adjusting their machines and also updates owners on improvements and new accessories for their "Cricket". "Cricket" is fully backed by service and support.



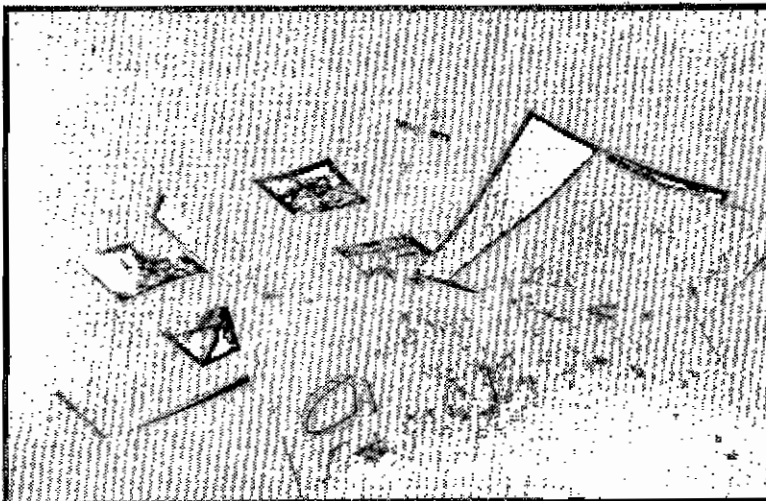
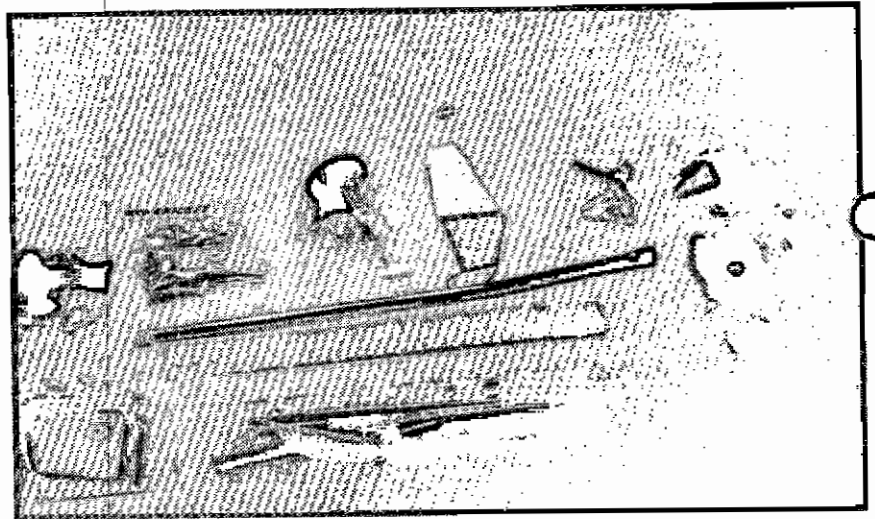
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THE BASIC KIT AND INSTRUCTIONS



Your 'Cricket' kit will make up into a very attractive R/C model helicopter. While it is small enough to fit in almost any spare space in the family car, or be carried on back of a small motorcycle, it is large in performance. 'Cricket' will fly in gusty winds which ground most fixed wing planes and other choppers. 'Cricket' can be flown in your back yard, on your front lawn or even in you garage (but keep everyone at a safe distance). 'Cricket' is easy to start, very quiet in operation, but has the flight capabilities of its larger brothers - and, in some cases, exceeds them.

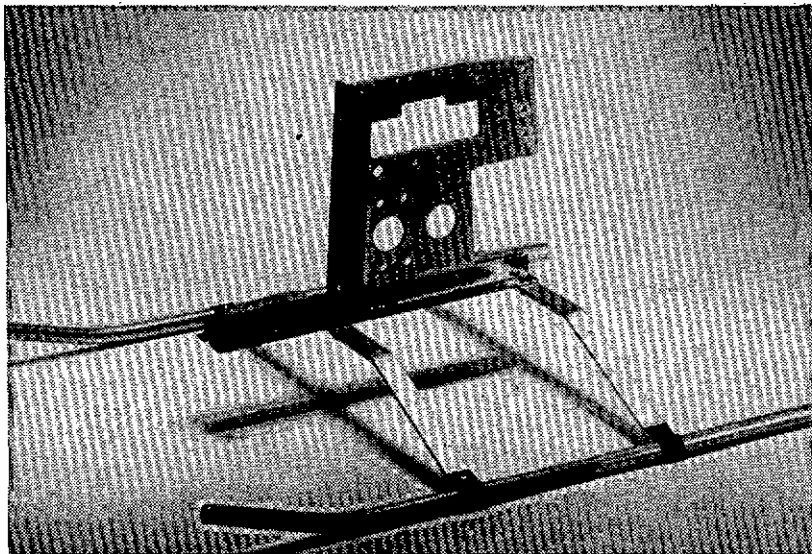
The 'Cricket' kit is one of the most complete and prefabricated kits available in the world today. All the parts for the five major subassemblies are packed in their own plastic bag - numbered and referenced in the building instruction manual. Note the "exploded view" of 'Cricket' which helps to identify each part and where it goes. A detailed parts price list is included as is a photo layout of the content of each bag so that you can immediately locate a part for building or for reordering.



The building instruction manual has a stage-by-stage building system wherein you only open one bag at a time and complete that stage before moving on to the next stage. Detailed instructions are also included to assist you in covering the main rotor blades, gluing up the pre-cut cabin parts and installing the radio. This last part has traditionally caused most problems so the 'Cricket' manual provides you with a detailed sketch of the airborne radio servos, etc., showing you which direction the servos should turn and how much 'travel' all the control should have. Follow the 'Cricket' instructions exactly and you won't go wrong.

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CONSTRUCTION



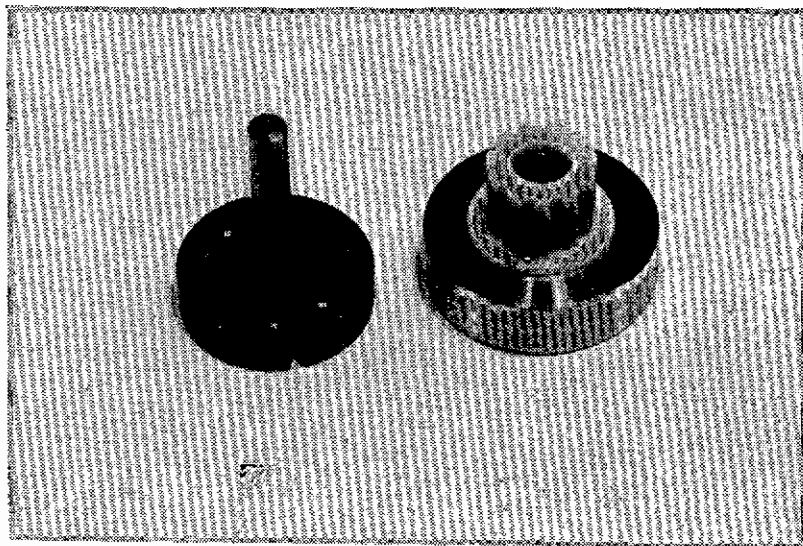
Here's an example of one of the stages in constructing a "Cricket".

Stage 1 (landing gear and main frame) will produce an assembly like you see here in less than one hour - an expert can do it in about 15 minutes. Looks simple, doesn't it? And it is.

The aluminum in 'Cricket' is mostly of a 6061-T6 aluminum - a high strength alloy listed to full size airplane specifications. The nuts and bolts are also to an aircraft specification and all nuts, except one, are a high quality nylon insert lock nut.

The rotating parts of "Cricket" are also made of materials mostly to aircraft specifications.

The clutch is fully assembled, the lining is fitted and trimmed and all you have to do is to fit the clutch with two screws to the flywheel, slip on the clutch housing, the drive belt, and then fit the starting cone. Sounds too easy. Well, it certainly isn't hard to do.



Now we have completed the engine installation. See, the flywheel and the clutch housing are in place. The fuel line is fed to the carburettor and the cabin and canopy are fitted.

This particular engine installation is a 'K & B 3.5cc' rear exhaust. So, since this is a good engine for "Cricket", 'Tatone' and GMP jointly developed the special muffler for it.

"Cricket" can also use many other engines - from .19 cu. in. to 25 cu. in.

