

Step 7 - Fit tank to fuselage

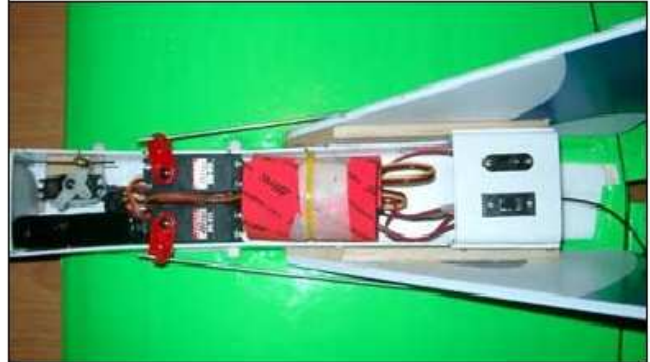
Fit a Dubro 4 oz tank. I had to fit mine on its side such that it would fit without trying to push the sides of the fuselage outwards. Some square section balsa was taped along the sides of the tank to make it fit snug.

Step 8 - Radio fit-out - try keep weight towards the front.

Fit the radio gear as you see fit. I have a micro servo and battery up front, two standard servos behind that and the RX rearward of the two standard servos. The servos are 'stuck' to the fuselage with double sided tape and then zip tied

Note - fit zip ties AFTER you have established where the fuze is going to be located in the wing. Ideally your zip ties should be located close to the servo mounts. This should just clear the wing. Mine did, but only just. I used cut down large red servo horns to have the pushrods outside of the fuselage. This saved any chance of the pushrods catching on anything inside the fuselage and also enabled the control horns to be on the inside of the hinge point.

My battery is held in with double sided tape and the RX is secured with Velcro that came with the RX. I fitted the charging socket and switch in the panel between the fins as there was not much room for them elsewhere.



Step 9 - Final fuselage location

C of G should be 1.5 inches back from the LE. The fully assembled fuselage pod is seated in the wing with the tail feathers merely taped in place. Slide the fuze pod forward or rearward until the C of G is reached.

Mark the drill points from the under side of the wing. Fuze is then secured to the wing with shortened plastic wing bolts.

Step 10

Elevon throws

I started off with about 7.5mm of throw for both the elevator and aileron function. This proved to be a good starting point. I will increase the throws a little and put in some expo to soften it in the middle. When the throws were set for initial testing, I found that the loops could have been tighter and the roll rate a bit faster. Maybe a good thing to play with dual rates here. But for starters I would recommend about ~8mm throws.

Flying - WOW

That about sums it up. Maiden flight was conducted on Sunday 26th of August at about mid-day. Virtually no wind at all. Ideal weather conditions for a maiden. Launching technique is *interesting* - hold the fuze above where the tank is, couple of steps forward and a good shove at about a 15 degree up angle. Need the engine singing.

First attempt had the engine on 'half noise' and it didn't have enough power/speed to get further than about 12 feet. Second and actual maiden launch saw it climb away with a few minor wobbles which were trimmed once some height was gained.

stability - remarkable - like it was on rails
 What's it like to fly?
 speed - dang fast - I'm guessing easily 60 Mph out of a 25 sized engine.
 manoeuvrability - will do everything you can throw at it pretty much.

You have to keep your wits about as everything happens quite fast. Seem to be spending most of the time getting ready for the next turn as it covers a lot of ground in a short span of time. Is for me at any rate having flown the Cub for so long and not having much experience at 'flying razor blades'. I get the feeling that if you pointed this thing straight up, it would just keep on going.

Landing - kill the engine well before you want to land. At idle speed it whizzes past and keeps flying. I killed the engine just before the flight line where pilots fly from and it glided almost the full length of the long runway. It was quite a walk.



*Ian Hunter, just back from another successful mission
 Now all we need is a few more for some great combat
 action. And keep an ear open, as Ian's working up a
 low cost kit option with profits to the club.*