

## **Gotta be the best tip ever !**

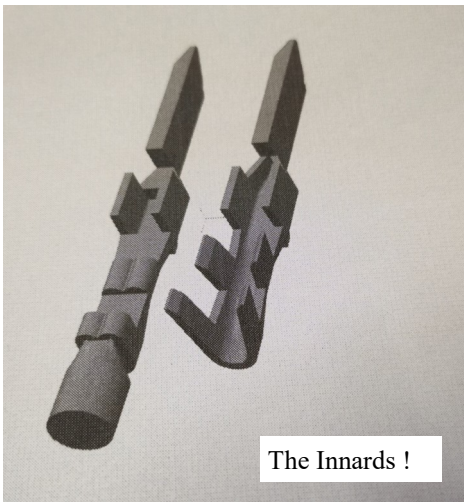
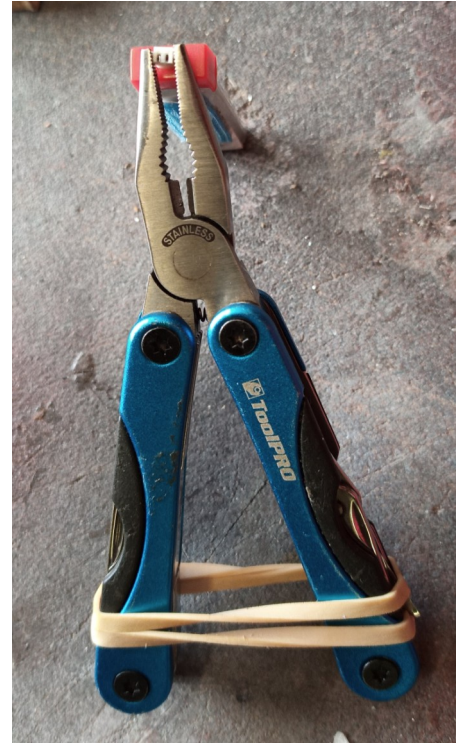


**SQUEEZE**

**GENTLY**

**Very gently !**

*Just like its your first date ?*



Ever inquisitive to find answers to any problem John Julian found out why our tiny batteries sometimes dropped out during flight.

"Simples" was the answer when he found the source of the internals of those horrid little MOLEX connectors as pictured above. Very thin metal encased in a partially rigid plastic casing that is temperature sensitive, at least I think that's what he said at Waverley smoko .

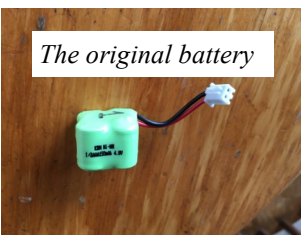
*Thanks JJ I sat and did all mine and WOW what a difference it made. I can clobber other planes now without the battery falling out.....Mr Ed*

**Why do you have to "put your two cents in" ... but it's only a "penny for your thoughts"?  
Where's that extra penny going to?**

# New Life for an Old Model.....Laurie Clark

About 2004 I was buying stuff from the Chinese company Art-Tech, and I spotted a model called Fly Dragon they were claiming was the smallest and lightest ready to fly RC plane available anywhere. Two channel, 52g all up weight, high wing mono-plane. So I ordered a couple, with more hope than expectation.

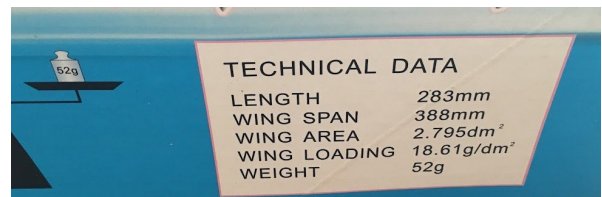
It wasn't really 52g – actually 56g, and 18g of that was the 4 cell NiMH 150Ah battery! The motor was



The original battery

a small but heavy old style brushed one – no coreless brushed motors in those days.

The Tx was on 27MHz, and needed eight AA batteries to power it. It had a little hatch on the back, concealing a plug which would enable



charging of the NiMH battery in the field, although a mains charger was also supplied. There was even a red ribbon to attach to the top of the Tx antenna to show the wind direction.

I was disappointed, but not surprised, to find the flight performance was pretty terrible. You had to hand launch, as with undercarriage on it was too heavy to get off the ground. With no undercarriage and a hand launch it would struggle around, totally unable to climb, until after a short time it would sink to the ground.

I did manage to source a tiny 6 cell NiMH battery, but that didn't really improve it. So it went on a shelf in the garage to collect dust.

*A man asked an American Indian what was his wife's name.  
He replied, "She called Five Horse".*

*The man said, "That's an unusual name for your wife. What does it mean?"*

*The Old Indian answered, "It old Indian Name. It mean,  
Nag ..... nag ..... nag ..... nag ..... nag !*



### Fast forward 10 years.

I have just joined the AMSA IA SIG Australian ( Men's Shed Association Indoor Aviation Special Interest Group .....*of course !*) and I am looking for something to fly at the meetings. I remember the Fly Dragon and wonder how it would go if fitted with the electronics and power system from the great little WLToys F929. I thought it would look better as a low wing monoplane, so I did some surgery and produced a three-channel version. The F929 brick has four channels, but I decided against ailerons because they don't add much indoors, except weight.

Weight with a 150mAh 1S lipo is 34g. Flight performance is far, far better than the original. As an experiment, I produced a biplane version, using the same structure as the monoplane, and convertible from the monoplane in a few seconds, with the cockpit simply being replaced by the upper wing and struts of the biplane. The biplane version doesn't fly very well, with pitch instability that I suspect is caused by incorrect angle of incidence of the upper wing. Or maybe wrong thrust angle.

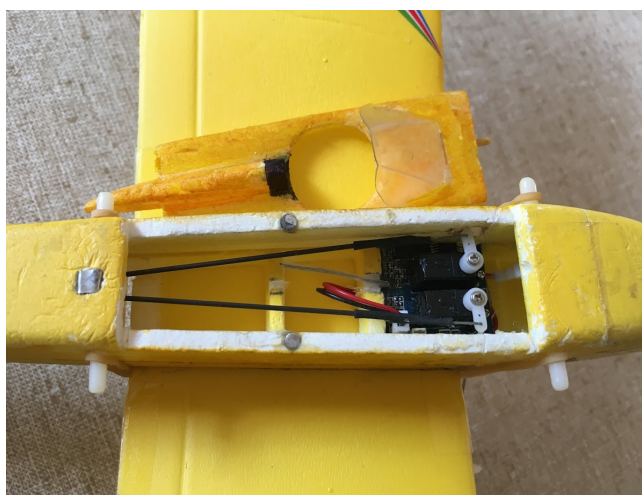
I produced this version because I was intrigued at the time by the idea of having mix and match components to enable different planes to be made from the same bits. I got that idea from the fantastic Uberlites.

I also took the other airframe I had and kept it as the original high-wing monoplane, but replaced the brick with the F929 one, keeping the original motor and prop. This one flies adequately, but not as well as the low wing one.

I'm glad I didn't throw it out, it's something different to fly now, and the only one of its kind!

*I'll bet that JJ has probably got one or more tucked away somewhere !*

*I can vouch that Laurie has had a ball flashing about with this tiny plane. Well done to cram the gear inside that small body .....Mr Ed*



**Half the people you know  
are below average.**





*Lauries Blue Beast .....  
Can anybody spot why it didn't fly  
too well ?  
Answers on a \$5 note please ..Mr Ed*

*Fly Dragon hiding inside a Sport Cub box .....  
Tiny innit ?*



More from Laurie on his tiny tubes ?

I just realised there is another source of useful tiny tubes. See photo The tiny tube from the garage door lube has an outside diameter of 3.3mm and inside diameter of 0.9mm, and the contact cleaner one has an outside diameter of 2.1mm and inside diameter of just over 1.0mm. So if you have a can of one of these, and it runs out, don't throw away the straw. Use it as in the previous article or give it to me! .....*NO give it to Mr Ed, he keeps losing them, especially from WD 40 cans.*



*While on the subject of WD40 I suspect most have seen this stuff that has been around for yonks. However I use WD40 regularly as a hand wash especially when using a screwdriver, big or small, for extended periods This is because I have two arthritic thumbs ( be funny if I had more ????) and rubbing them in with WD40 seems to help for a few weeks and the pain goes away. Dont ask me why....it just works for me.*

# Useful Information on Lubricant WD-40

I had a neighbor who had bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck..

*I know this works, cos guess who reversed along a pole while camping and got paint all down the side of his new Rav 4 SUV...WD40 to the rescue and nobody ever knew how I removed the mess.*

Water Displacement #40. The product began from a search for a rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40.

The Corvair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you.

When you read the "shower door" part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop... Voila! It's now shinier than it's ever been. You'll be amazed.

Here are some of the uses:

- 1) Protects silver from tarnishing.
- 2) Removes road tar and grime from cars.
- 3) Cleans and lubricates guitar strings.
- 4) Gives floors that 'just-waxed' sheen without making it slippery.
- 5) Keeps flies off cows.
- 6) Restores and cleans chalkboards.
- 7) Removes lipstick stains.
- 8) Loosens stubborn zippers.
- 9) Untangles jewellery chains.
- 10) Removes stains from stainless steel sinks.
- 11) Removes dirt and grime from the barbecue grill.
- 12) Keeps ceramic/terra cotta garden pots from oxidizing.
- 13) Removes tomato stains from clothing.
- 14) Keeps glass shower doors free of water spots.
- 15) Camouflages scratches in ceramic and marble floors.
- 16) Keeps scissors working smoothly.
- 17) Lubricates noisy door hinges on vehicles and doors in homes
- 18) It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
- 19) Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
- 20) Gives a children's play gym slide a shine for a super fast slide.
- 21) Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
- 22) Rids kids rocking chairs and swings of squeaky noises.
- 23) Lubricates tracks in sticking home windows and makes them easier to open.
- 24) Spraying an umbrella stem makes it easier to open and close.
- 25) Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
- 26) Restores and cleans roof racks on vehicles.



- 27) Lubricates and stops squeaks in electric fans.
- 28) Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
- 29) Lubricates fan belts on washers and dryers and keeps them running smoothly.
- 30) Keeps rust from forming on saws and saw blades, and other tools.
- 31) Removes splattered grease on stove.
- 32) Keeps bathroom mirror from fogging.
- 33) Lubricates prosthetic limbs.
- 34) Keeps pigeons off the balcony (they hate the smell).
- 35) Removes all traces of duct tape.**
- 36) Folks even spray it on their arms, hands, and knees to relieve arthritis pain.**
- 37) Florida's favorite use is: "cleans and removes love bugs from grills and bumpers."
- 38) The favorite use in the state of New York WD-40 protects the Statue of Liberty from the elements.
- 39) WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
- 40) Use it for fire ant bites . It takes the sting away immediately and stops the itch.
- 41) WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
- 42) Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
- 43) If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start. *Dissy cap, or crap ,depending on when they caused probs....remember them ?*

*This was copied from an internet source from long ago and No 35 and 36 work for me*

**Absolutely nothing to do with our flying , but what the heck some people enjoy doing daft things**

**FYI.....**

The plane was 3.3 m span , or 130 inch. I haven't found its weight but aerodynamics MUST play a huge part Nothing off the shelf could come close to handling the constant 60-80 G-loadings these things experience. With spikes as high as 120g as they whip around in their impossibly fast oval loops through turbulent air. For context, Formula One cars develop up to 6 g in the corners, and people tend to start passing out at around 8 -9 g as the acceleration literally drains the blood from their brains. Servos battery's and radio must be a bit tasty and pilots hide in special bunkers or behind sleeper walls for safety.

*Who said gliders are slow ?*



Ron VB showed how good this FMS alphabet flies with twin 10mm motors. EPP foam makes it almost indestructible and the stickers will make it look sweet....when he puts them on. A tad on the heavy side for communal indoor flying but just ask for the air for a cuppla minutes. Relocated C-17 board and two 10mm dia donks plus blue tack to balance.

This one came from Hobbies 4U at Boronia and cost \$30 . Andrew Halstead is the proud owner so the next question will be Diffy-frust or maybe twin inboard ducted fans to power the beast..... Time will tell



Kmart X-81 special at around the 40 dollar range is another from Ron Van Bommel 's stable expertly and smoothly controlled via his Radiomaster or Jumper radio. Fast n furious outside but only in calm conditions. Slow and high alpha indoors thanks to a lump of bluetack on the tail. A tad noisy but then you cant have everything for that price.

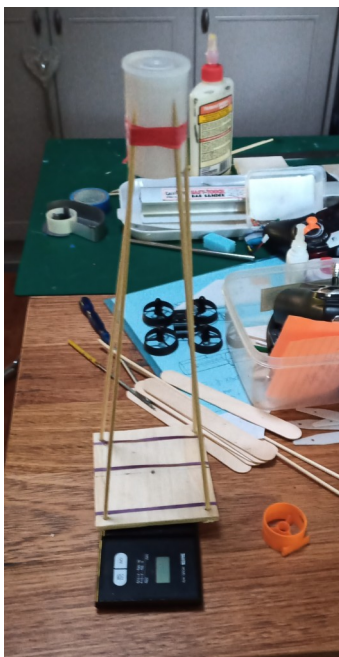
*I have to admit that the new generation of OPEN TX radios are fantastic for smooth control of these D/F machines as I have found out with my C-17 Galaxy's . Couldnt have done it without Prof Greg's expert assistance setting up the radio to planes, and now we have expert tutelage on*

Queensland 's worst air disaster occurred early this morning when a small two-seater Cessna plane crashed into a cemetery. Queensland's search and rescue workers have recovered 1826 bodies so far and expect that number to climb as digging continues into the night.

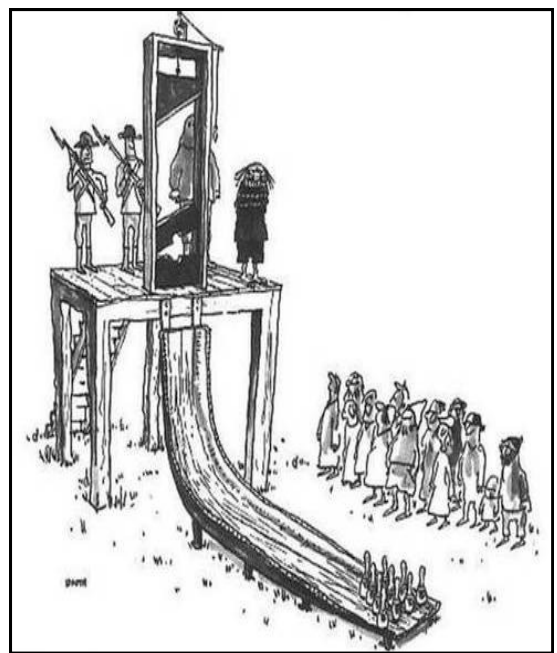




Two more Diffyfrust models ...Prof Greg's which flew beautifully once trimmed and a more subtle approach by somebody else's that has yet to fly.  
*But its a proper postcard from last century before they were banned by the wokes.....Mr Ed*



Its a "ductedfan thrustometer" consisting of 4 shashlick sticks and an old film canister mounted on a lump of balsa which is then carefully placed on a digital scale measuring instrument. Canister removed and replaced by a ducted fan unit that can be then fired up with those electrical thingys and readings taken on scales. Andrew Halstead thought this up.



Two sticks, these are stainless 4mm dia with pointy ends and with heat shrink covering so I dont leave and lose them. About 70mm long x 70mm apart set into holes in the edge of my model transport facility. Great for getting the C of G correct.

Two blondes walk into a building.....you'd think at least one of them would have seen it.



## Unwanted servo reversal feature!

My E-Flite UMX PT-17 with AS3X was flying well. The following flight after powering up, the aileron servo reversed for no apparent reason. I didn't know until I tried to take off. Solution was to reversing the aileron channel in the transmitter. Problem solved. WRONG.....

The next flight took off, but quickly released the AS3X was also reversed. The turbulence from the stadium fans was amplified by the PT-17 stabilisation. The problem now was the AS3X cannot be reversed because it is factory-set in the receiver.

Researching that night found it is a common problem. Nice unwanted design feature!

With below link, it was easily rectified reversing the channel back.

In brief, you need to short-out the servo plug on receiver, then power up briefly until you hear few beeps, disconnect battery and remove shorting link. Problem solved.

Source >> RC Groups - View Single Post - E-Flite UMX

<https://www.rcgroups.com/forums/showpost.php?p=29492391&postcount=10450>

**Michael Best**



We all know what a Steerman looks like but this is how MM users normally see Michaels !  
Low — Slow — Inverted.

*Give a man a fish and he will eat for a day.  
Teach him how to fish and he will sit in a boat and drink beer all day.*

# Steerable tail wheels for micro planes ( from old credit cards plus O ring )

Have you ever found it annoying when you can't elegantly taxi your micro plane back after landing because it doesn't have a steerable tail wheel, and the rudder alone just doesn't seem to take it where you want it to go? So you have to go out on the floor to get it and risk injury from the tiny but lethal monsters buzzing around your head.

The answer is a steerable tailwheel attached to the rudder. I've been experimenting with some on the Eachine micros.

First attempts with my Sport Cub 500 and Mustang just used the stock tail wheel and glued the wire into the bottom of the rudder with epoxy resin glue. Not very elegant, not very scale but they worked. The Cub one features in the "Tiny Tubes" story in Newsletter 3.

Latest version, made from an old credit card, is much more scale size (although a bit too big still, as a Spitfire expert is bound to point out. Yes, I'm talking about you AH – hope you are back among us soon). Also it's in about the right position. So it looks better, and it works.

Method is to punch three disks out of the credit card, in this case two 10mm diameter ones and one 9mm one. Then glue them together with the smaller one sandwiched between the two bigger ones. I found the Selleys superglue in the picture is a good product for the job. It's easy to get a tiny drop of it right in the middle of the disks and it also cures slowly enough for the pieces to be arranged accurately. Leave to dry, then drill a hole right in the middle. I used a 0.9mm drill as I intended to use 0.8mm wire for the attachment to the plane. *Insider No 2*

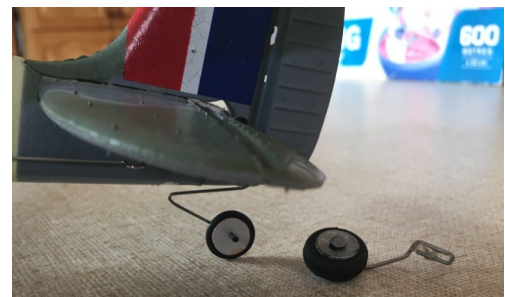
I secured the wheel on the axle using the method described in the Tiny Tubes story for the Sport Cub 500, using a tiny piece of wire insulation pushed on.

As you will see from the photos, I bent the wire so the wheel would be well forward of the rudder in the position I wanted. I glued about 10mm of the wire into the rudder at an upward angle with epoxy resin. I wasn't sure whether this would work, but it does. The plane is easily steered on the ground.

I made a couple more kits, one slightly bigger and one slightly smaller than the Spitfire one, for future use. The bigger one weighs 0.47g, the smaller 0.27g, most of the weight being in the O rings. The superglue and wire would probably end up approximately doubling these weights. The stock Spitfire wheel with wire is 0.72g.

You don't have to use an expired credit card – use your current one, with the added advantage of decreasing your impulse spending and improving your budgeting.

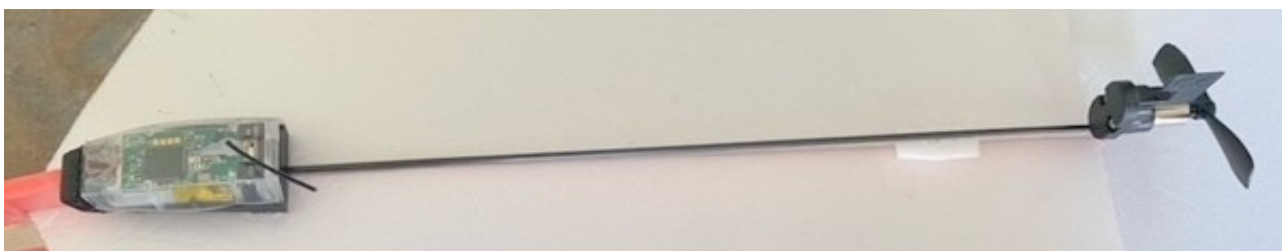
*Good stuff Laurie just what we all need, thinking outside the square so to speak.... cos square wheels dont work. I think Bunnings have a range of O rings in the garden n hose fittings area. Or a \$2 shop maybe ?....Mr Ed*





## Power-Up problems from *Peter McCarthy*

Here is some info re my experiments with the Power-up system. The device was passed to me from el Presidente John J who enjoys messing about with exotic aeronautica like Power-up. It has a receiver and battery in the front section and a motor/pusher prop at the rear connected by a carbon fibre tube. The power level and a tiny rudder behind the prop are controlled by an app on your smart phone. You twist the phone in your hand to turn the rudder.

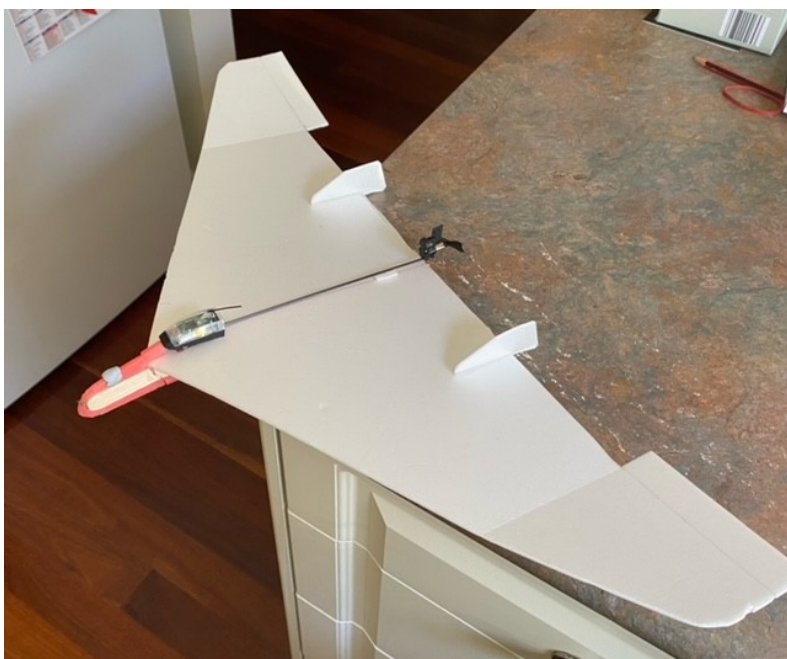


The Power-up app recommends fitting it to small paper planes but after frustration with these I decided to make a larger design.

The original wing made from 3mm Depron (above) had an excellent glide but was too heavy so I attacked it with scissors and scalpel to produce the one below. This still had a good glide and I was able to make powered circuits around the courts turning the model with its tiny rudder controlled by my iPhone (I have witnesses!). Flight was majestic (?) rather than manoeuvrable as the turns were wide and sluggish. "Landing" was inevitably made via impact with the walls...



*Thats a RUDDER ????  
Blimey !.....Mr Ed*



I think I will continue to reduce the size of the model and make the fins smaller to give more authority to that tiny rudder. It will fly faster but hopefully zip around the turns rather than ploddingly drift around as it presently does. I just hope that I don't end up with a model the size of a paper plane!  
Peter McC

*Nice one Peter, keep experimenting.  
We can all be thankful that JJ hasn't got lots of these and will be giving them out for this year BIRDY Comp.  
Well I hope he hasn't ??????*

*Why does a round pizza come in a square box ?*

# A bit of Aeromodelling History

*First an apology as I have forgotten who sent it it but its fantastic .....so over to mystery man :-*

This video was found on VIMEO on the Comet Model Company.

Most of us as kids would have been touched by one of their tiny free flight model. I know I was. Many a happy day running around chasing a hand launched or free flight rubber model...

To my pleasant surprise, at 5mins 15 second mark Carl Goldberg is mentioned and then a small but historically important video of the Valkyrie free flight model is presented.

I can now safely say that I built at least two of these models .

All of the stories and the reading I have done over the many years has always said he only built one.....Not so !

<https://vimeo.com/116295152>

*A great find.....and thanks, cos its also got some really great music as soundtrack etc .*

*I have often wondered how 1/72 model came to being.....now I know.*

*I had ex-military silhouette models to play with as a small child just after the war...second one !.*

*Plus they were made from very hard almost unbreakable black plastic.....we tried but failed.*

*Any Zippers on the boards ? plus I love the bloke adjusting the trim of his tail feathers by a very technical method. ....you will have to see the video to find out what I mean but its a ripper.*

*Happy days....we were not glued to the gogglebox or confuser screen that kids do nowadays.*

*Knocking seven bells out of each other or firing thousands of bullets and not killing anybody.*

*But then that couldn't influence kids or anybody .....could it ? Its only a computer game !.*

## YOUR SPACE ....YOUR NEWSLETTER

Any chance of something from out there ?

What are you building ?

What have you bought and where from ?

Any gripes n moans ?

Or am I wasting my time ?

Send it in to :- Mr Ed (Colin Smith)

**colinkay13@gmail.com**

**0418743480**



# Waverley's Hive of Activity..... Downunder



Go on Brian give it another turn, .....Just one !



Finally captured on camera....The hustle and bustle as befits the status of the flyers in the icebox down under . Their huge smiles say it all after a good flight or “fright” as the case maybe. **No** electronics down here, not even a battery powered “winderupperer” but lotsand lots of bits in box’s and fantastic things for doing wonderous other things to unmentionables. Ask him how many turns he’s got ....but wait till mid twist, of course, and you might find a new language will be forthcoming.

# Volantex/Eachine Stabilizer tips and tricks.

Applies to Ranger 600, Train Star, Volantex warbird planes and a few others.

## Ever noticed that one day

your Rudder or Elevator needs lots of trimming that was not needed before *OR*,  
that when you turn the power off, the Rud or Ele are not centred *OR*,  
if you put the plane down flat (and horizontal) and switch through the 3 setting for your stabilizer/  
gyro, the Rud or Ele moves to a slightly different position depending on the switch position?

Try re calibrating the stabilization/gyro system.

Put the plane on a flat, horizontal surface with wings also horizontal.

Use the Tx that came with the plane.

Turn on radio, then turn on plane.

Make sure it is bound by moving the right stick and getting movement of the control surfaces.

Do NOT arm the motor.

Hold the sticks 'down and out' and hold for a few seconds.

This should cause the stab/gyro system to recalibrate and hopefully remove the misalignment of the  
Rud or Elv.

I worked for me.

## Every launched your plane, only to have it go out of control and crash into the wall or floor?

I certainly have.

Chances are you have accidently turned off the stabilization/gyro system.

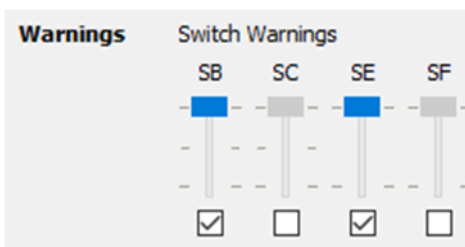
If you are using an OpenTX/EdgeTX Tx, then try this.

The following step up will give you a warning and disable the Tx, if the Stab switch is not in the stabilization/beginner mode *at start up*.

On the model Set-up page, go to the section that talks about (Switch) Warnings.

Make sure that it will complain if the Stab switch is NOT in beginner mode!

In companion, my settings look like this. They look just a bit different on radio.



In this example, the radio will complain if Switch E (Motor Disable) and/or Switch B (Stabilization/gyro mode) are not in the proper position. I.e. away from me.

When you select the model, or first turn on the radio set to that model, you get a warning on the screen and the Tx won't activate the model until you have rectified the problem(s).

*I think this article is, or should be, in the website archival section, where there is lots of info on Open Tx. I am now taking photos of the screen display when setting up a new model mainly cos I cant remember how to do it next time.*

***OPEN TX .....see Indoor aviation WEBSITE  
Its all there.***

## **ADULT:**

A person who has stopped growing at both ends and is now growing in the middle



# A K-IDEA BORN

Tuan Packeer

Inspired by this wonderful shape in the sky and an Aliexpress imitation model I set out to ask around and think about making a larger indoor flyable version of the Partenavia P68.

Eventuates to AH providing a sketch plan of a Partenavia aka Vulcanair ( Partenavia aircraft company went bankrupt and was bought over by Vulcanair).

Initial hunch to kick off by first building the streamlined water bomber Beriev (Altair) which AH has been indoor flying his own version with ducted fans, a pleasing sight to look at. A few emails later it was suggested that I could build a foam layered hollowed out version of the Partenavia P68.

My lazy brain looking for a quicker way to achieve this result leaps towards the K-Mart chuck glider which was lounging around amongst my models like a lazy cat. This glider has a fair resemblance to the Partenavia P68.

I bounce this idea over a smooth home brewed latte via an email to AH and voila , my first flying version of a K-Mart glider which I decided to name "K-Martinavia". I set out to re-design the chuck glider and make it a high wing version with thrust motors to limit costs and optimize on build time. Started rummaging through a box containing bits and spares collected over this short period and found a hack that AH donated which did not fly too well. I decided to salvage the 'brick' and the twin motors to power this model.

PTO



TOMORROW:

One of the greatest labour saving devices of today

What next ....

Cut out foam engine mounts and glue it upon measuring the distance from the wing center. Specification taken from an existing model.

Then I glued a piece of foam on top of the fuselage to mount the wing and strap it with lucky bands for easy removal and crash recovery.

Next, I had to think of maintaining a certain degree of wing dihedral and matching it with an appropriate angle of incidence, hence the lucky band set up as I could adjust the angle and easily remove and adjust the wing set up.

I made a thin drain under the wing and cable tied a piece of coat hanger thick wire which allowed me to bend and play around with different dihedral angles on demand and eventually retain this angle persistently.

Skewered short lengths of bamboo kebab skewers on the foam fuselage to act as anchor points for the wing lucky bands, then mounted the motor with strips of double-sided tape and used the cavity left behind by extracting the wing from the original k-mart chucky to house the 'brick' and 3.7v battery.

To the backyard (wind tunnel?) for gliding throw testing. A few throws later and subsequent tiny adjustments to the wing, the K-Martinavia was ready for its maiden flight at Mullum Mullum Stadium.

She flew like a dream demonstrating typical docile characteristics of any high wing Cub trainer.

Dedicated to Otto Lillenthal, Abbas Ibn Firnas and Sir George Cayley. Pioneer aviators who made history with fixed wing flight. What next ....

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To the backyard (wind tunnel?) for gliding throw testing. A few throws later and subsequent tiny adjustments to the wing, the K-Martinavia was ready for its maiden flight at Mullum Mullum Stadium.

She flew like a dream demonstrating typical docile characteristics of any high wing Cub trainer.

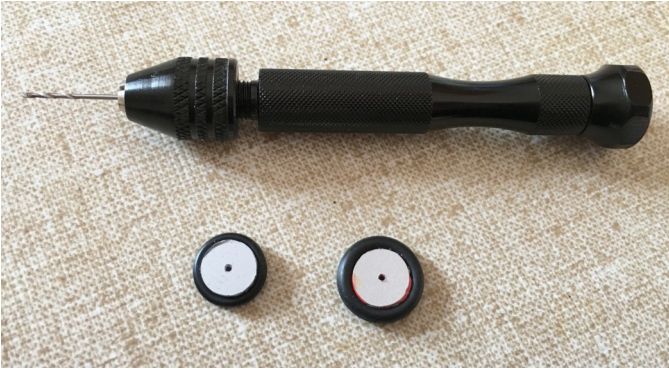
Dedicated to Otto Lillenthal, Abbas Ibn Firnas and Sir George Cayley. Pioneer aviators who made history with fixed wing flight.

*Thanks Tuan for the words and pics, especially the reasoning behind certain things.*

*I know you have a small differential thrust model that closely resembles the P-68 which flies very well and I have seen you bashing walls with it. You could have just doodled on to imitate the POLIZEI one in the pic. **BUT** its also very gratifying to see and hear that a new model has been created out of virtually nothing. Crash recovery, Cof G, wing incidence, Lucky bands and kebab skewers plus the always present coat hanger. All great thinking and ideas.....why buy when we can use what we already have. Great stuff Tuan and lets hope more new models and articles are forthcoming.....Mr Ed*



**STOP PRESS**....items just in and after the main article was finished....all great stuff.



This is Laurie's Drill Bit holder and the finished wheels.

*Ask him how he gets the hole slap bang in the centre everytime ?*



**BSI SUPER GOLD PLUS GAP FILL  
ODOURLESS FOAM 1/2OZ  
\$22.99**

Rod McCubbins preferred superglue.

*T'aint cheap and comes from most good hobby shops.*



Remember the aerial hole cutters from Insider No 2

Well I have improved it just by adding a soft pusher handle. The only downside was that once the bottle of bubbles had its cork removed the bottle had to be emptied.....down our throats....shame !!!! No prizes for who is building an outdoor plane that needs cable runs through lotsa ribs.



**Diffyfrust  
stuff held  
over till next  
insider**

Peter McCarthy sent in his latest mods to the Power-Up model he is currently terrifying the Waverley mob with. Over To Peter:-

It is now much smaller with the outer wing bits removed and some dihedral added to the shorter span. It flew quite respectably at the last Waverley meeting with steady circuits of the hall controlled by my vicious hand twists of the i-phone. Nothing flash but it now flies OK.

Amazingly, despite its reduced size, it is about twice as heavy as the original at 78gms!. This due to multiple repairs and reinforcement and a lot more Blutak on the nose to achieve a steeper glide .

This CG set up has led to much improved performance under power. What next ?.....I think I'll get the scissors out, reduce the wing area to add even more zip ! Hope it doesn't resemble a paper plane when finished.

*Great stuff thanks Peter ....no holds bared and all info freely given.*

*Anybody else experimenting and would like to share their efforts ?.*

