

FINAL ASSEMBLY

In danger of overstating the quality of all, and the instructions particularly, I suggest you read word for word and be guided for the final assembly.

Getting the flying surfaces square to each other is vital for any model aircraft to fly well. Again, jigs help and a base plan drawing makes sure the fuselage is completely aligned. Using a set square and rule, you set the top wing in parallel and in height from your base board before you stick anything. You adjust the cabane struts tops and their location holes for fine adjustment, mine lined up within a mm, so I used this method to get them bang on before using a 20 minute epoxy, to allow for late adjustment once glued but not cured.

Once the top wing is set, we can move onto the lower wings and interplane struts. As you will see in the photograph, two identical jigs are constructed and used to line everything up perfectly.

Undercarriage is assembled and finally glued between the relevant formers, using the former provided. Be sure to check the model will run true on the ground; although it is likely to be hand launched outside, this model is also designed to fly in large Sports Halls, and you will want a smooth take-off.

With the pilot in his seat and wind shield offering some protection from the coming flight, we are nearly ready to find some long grass for test flying - no way am I flying this little gem indoors without calm weather outdoor trimming first.

PRE-FLIGHT PREPARATION

'Back to Basics' is always the best policy before flying a model for the first time, and I know most of you would always double

check everything. There is something about the excitement of flying a new model for the first time, which affects one's logic of knowing how important the Centre of Gravity is to successful flight - check it! I removed some covering at the front and needed 30 grams to get to the recommended balance point; Plasticine is provided but I prefer the density of lead.

All linkages, flying surfaces were checked for authority and all that was needed was some Keil Kraft grass and little wind...

FINALLY, A WINDOW OF OPPORTUNITY

At the time of writing I had been waiting a full month before any chance of suitable outdoor conditions. Promising nearly no wind the moment arrived, my flying buddies Steve Mynott and Alan Paul met me at Impington, where we are all members of this amazing club.

Of course, we had the wind rise to 15mph at one point after a flat calm late summer day. Not to be beaten we waited, and as dusk drew nigh we had a go with a breeze of around 6mph. Steve flew the model initially, Alan hand launched with me on the camera. Recommended rates of 6mm in all directions, C of G spot on, off she went. Not the perfect beginning; Steve put her down gently as the initial thrust from the motor pulled her hard to the left beyond rudder control. We increased the movement to 10mm in all directions and launched on just over half power and all was well - a good controlled flight.

As darkness took over there were no more flights on that evening. Conclusions drawn, we reduced the elevator back to 6mm each way and kept the rudder at

SUPPLIERS

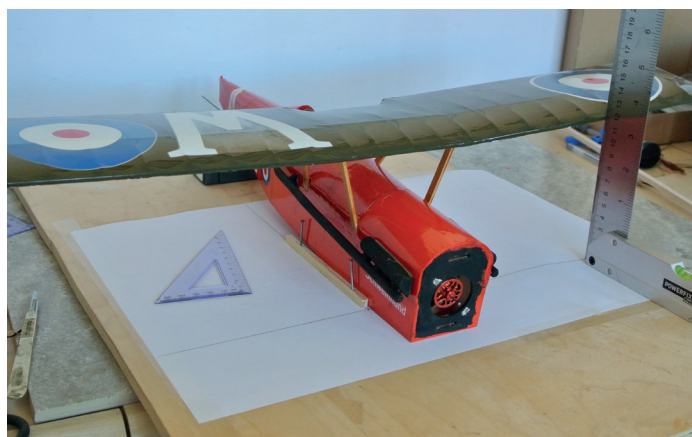
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10mm each way, and this has proved to be perfect. I had set three positions for the rates, 4, 6 and 10mm each way before we flew, giving flexibility for initial flights, all this helped at the field.

Most readers go straight to the flying bit and the flying has proved to be excellent, as is the whole kit, and above all the build is equal to the rest. This will be great in a large indoor hall with ROG, although I haven't as yet had the opportunity to do this.

FINAL OBSERVATIONS

- Probably the best kit and building experience I have ever had, attention to detail second to none.
- Balance of power train is perfect. Although we wound everything up on the first flight to get some height we didn't need to, and as a result 10 minute scale flying is more than possible on a single charge of the 450mm 2 cell pack.
- I have deliberately not used Pros and Cons as a title for this conclusion, as I believe in this case Cons or Concerns isn't the correct word. My only potential improvements would be that the overall finish of Oracover Lite is shiny, so I will try removing the decals and buff the Oracover Lite with wire wool and hope I don't ruin it - I have seen Oracover treated in this way to give a really life like scale appearance. ■



First the top wing is attached over a square reference and then the lower wings are glued in place using jigs.

