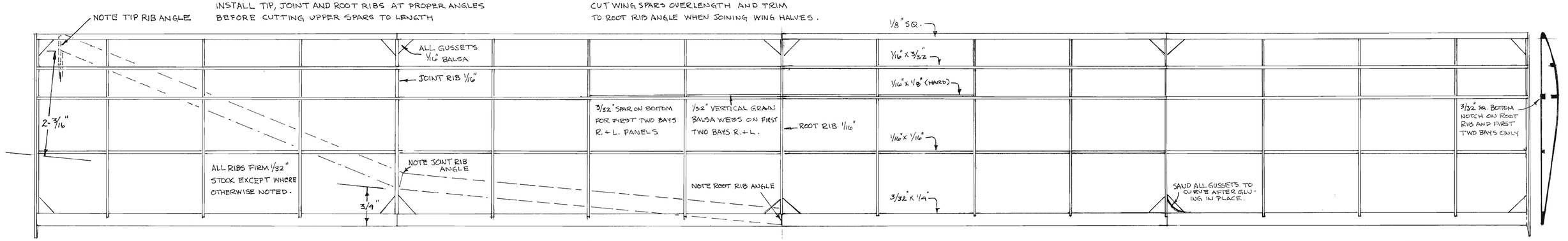

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D.T. SYSTEMS CON'T.:

e. MODEL WILL DO AN ABRUPT OUTSIDE LOOP UNTIL INVERTED AND THEN CONTINUE DOWN IN AN INVERTED FLAT SPIN. THIS SYSTEM IS A BIT TRICKIER TO TRIM BUT MUCH MORE EFFECTIVE DEFEATING STRONG LIFT THAU THE CONVENTIONAL METHOD.

FINISHED WEIGHTS:

1. WING AND END PLATES	- 11.65 GR.
2. STABILIZER	- 3.65 "
3. FIN	- .7 "
4. MOTOR TUBE	- 8.5 "
5. PYLON	- 2.8 "
6. TIMER	- 5.0 "
7. NOSE BLOCK & PROP. ASSEMB.	- 9.7 "
TOTAL	- 42.0 "

RECORD:

1. NCFFS ANNUAL P-30 CLASS	2ND PL.	1990
2. OCD ANNUAL P-30 (JAN.)	1ST "	1991
3. " " " (AUG.)	1ST "	1991
4. F.G.M.A.C. ANNUAL (OCT.)	1ST "	1991
5. OCD P-30 EVENT (JAN)	1ST "	1992
6. NCFFS #1 (ZARATE)	1ST "	1994
7. " #3 (BENNETT)	1ST "	1994
8. FGMAC ANNUAL (ZARATE)	1ST "	1994
9. NCFFS ANN. CHAMP (ZARATE)	1ST "	1994

GENERAL NOTES:

A. FLYING:

1. OBSERVE C.G. POSITION. DO NOT MOVE PYLON BACKWARD TO BALANCE, ADD WEIGHT TO NOSE BLOCK IF NECESSARY. NOSE LENGTH AND TAIL MOMENT LENGTHS ARE CRUCIAL TO MODEL'S PERFORMANCE.
2. USE FAI CR-102 WINDING HOOK (OR WT. EQUIVILENT). HELPS TO BRING C.G. FORWARD.
3. MODEL WILL CLIMB RAPIDLY ON SIX STRANDS OF 1/8" X .042 TAN I RUBBER WOUND TO 900 TURNS @ 12-15 IN.OZ. OF TORQUE. (IF USING TAN #II NO CONFIGURATION GIVING FEWER TURNS OR LESS TORQUE WILL GIVE SATISFACTORY PERFORMANCE).
4. SET FOR LEFT GLIDE. LIFTING SECTION WILL PROVIDE MOST OF NEEDED SETTING. ADD STAB. TILT TO INCREASE LEFT TURN IF NEEDED.
5. SET FOR RIGHT TURN UNDER POWER. ABOUT 3° TO 4° DOWN AND RIGHT THRUST MAY BE NEEDED.
6. MODEL SHOULD CLIMB ALMOST VERTICALLY ON FIRST BURST WITH A SHARP RT. ROLLOUT INTO SECOND VERTICAL SPIRAL. IT SHOULD THEN EASE INTO A GRADUAL CLIMBING RIGHT TURN CRUISE AND TRANSITION SMOOTHLY TO A FLAT LEFT GLIDE. ABOUT 32 TO 36 SECONDS MOTOR RUN.

B. D.T. SYSTEMS:

1. CONVENTIONAL — a. USE A TOMYTIMER, FUSE OR BUTON TIMER. ALL NECESSARY HARDWARE IS INDICATED ON PLANS EXCEPT THE RELEASE LINE.
   b. CUT A 23 IN. LENGTH OF 8 LB. FILAMENT LINE. TIE A LOOP OR WIRE RING AT THE TIMER END. FEED THE OTHER END THROUGH GUIDE TUBE AT REAR PEG. PLACE A 1/8" LENGTH OF 1/16" TUBING ON LINE THEN FEED THROUGH BOTTOM OF END TUBE AT REAR OF STAB. PLATFORM. TIE A FINISHING LOOP AT POINT OF RIGHT STAB. HOOK (LOOKING FROM REAR). WITH STAB. TILTED UP AT A 45° ANGLE, MARK POINT ON D.T. LINE WHERE IT ENTERS REAR GUIDE TUBE FROM THE BOTTOM. MOVE 1/16" TUBING PIECE TO THIS POINT AND CY IN PLACE. THIS WILL FUNCTION AS A LINE STOP.
   c. TO FLY, ADD A SMALL (#10 OR LESS) RUBBER BAND TO FRONT D.T. LINE LOOP/RING. PULL D.T. LINE FORWARD, TAUTLY, AND PLACE RUBBER BAND OVER D.T. RELEASE. ADJUST TO ELIMINATE ANY SLACK. STAB. MUST SEAT FIRMLY.
   d. CAUTION: DO NOT SUBSTITUTE A REAR FUSE SYSTEM AS THIS WILL MOVE THE C.G. REARWARD AND ALTER THE TRIM AND FLIGHT PATTERN.
2. OPTIONAL WING POP-UP — a. USE TOMY TIMER OR FUSE.
   b. TIE DOWN THE STAB. IT MUST REMAIN FIXED.
   c. (ALL DIRECTIONS ARE LOOKING FROM THE REAR) MOUNT WING FIRST WITH TWO #8 RUBBER BANDS FROM WIRE WING HOOK TO FRONT PEG, BEING CAREFUL TO PLACE END LOOP OF FILAMENT STOP-LINE OVER HOOK BEFORE BANDING. CHECK TO BE CERTAIN WING IS PUSHED FORWARD AGAINST ANGLED STOP AND THE WING BOTTOM T.E. STOP IS AGAINST LEFT SIDE OF PYLON. NOW, THREAD A #12 RUBBER BAND FROM FRONT PEG, OVER TOP OF WING PASSING TO THE LEFT OF WING HOOK, THEN DOWN TO THE RIGHT OF TOP PEG. CONTINUE DOWN AND PASS AROUND BOTTOM PEG FROM THE RIGHT THEN LEFT AROUND BOTTOM OF PYLON AND FORWARD TO D.T. RELEASE HOOK.
   d. WHEN D.T. RELEASES THE THIRD BAND WILL DISENGAGE ALLOWING THE TRAILING EDGE TO RISE UNTIL STOP-LINE IS TAUT (ABOUT 30°). WING WILL ANGLE AGAINST FRONT STOP. (COUT. AT LEFT MARGIN)

P-3RDY

3RD VERSION

DESIGNED AND DRAWN BY STUART BENNETT

1ST VERSION MAY 1990 • FEB. 1995