

Wing Ding swing weight d.t.

The system is so far unproven as a d.t., but it will certainly upset the trim of the model greatly and is certainly enough to bring it out of a thermal. It adds comparatively little to the weight of the model and does not upset the flight performance if installed correctly. It consists of a weight of about 0.5g fastened to a line attached to the wing tip by the fin and retained under the fuselage by the line and a rubber band. The retaining band is burnt through by a conventional d.t. fuse. This is held in an aluminium tube snuffer mounted in the wing root. The snuffer mount consists of two balsa gussets mounted between the front spar and the root rib.

The line is a fine thread. The wing tip attachment point is a small U of 0.016in dia. wire cemented to the trailing edge by the fin. Two short pegs of 0.016in wire are mounted in the trailing edge to guide the line around the t.e. curvature. It is essential that the line is tucked in close behind the trailing edge and not exposed to the airflow. On one flight I had not ensured this and the flight pattern was totally upset. Obviously, the exposed line had acted like a Gurney flap.

The line is then wound once around a 1/16in diameter bamboo capstan plugged in the bottom of the fuselage by the wing t.e. The weight is fabricated from 1/32in wire, with loops at the ends, a 5/8in piece of 1/16in o.d. brass tube and a 1/2in piece of 3/32in o.d. brass tube soldered to it. The line is tied to the loops in the weight and ends in a knotted loop close to the wing l.e. The retaining band is fastened to this loop, goes around the wing l.e. either side of the fuselage and attached to a wire hook epoxied to the fuselage below the motor tube on the same side as the snuffer tube.

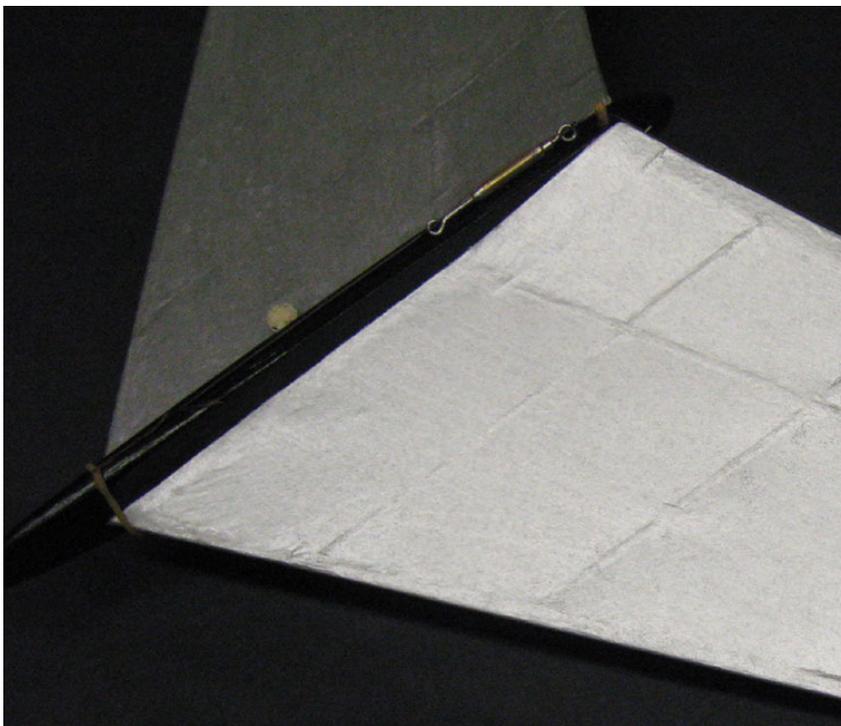


Photo showing weight, band, capstan peg and wire line guide peg in trailing edge

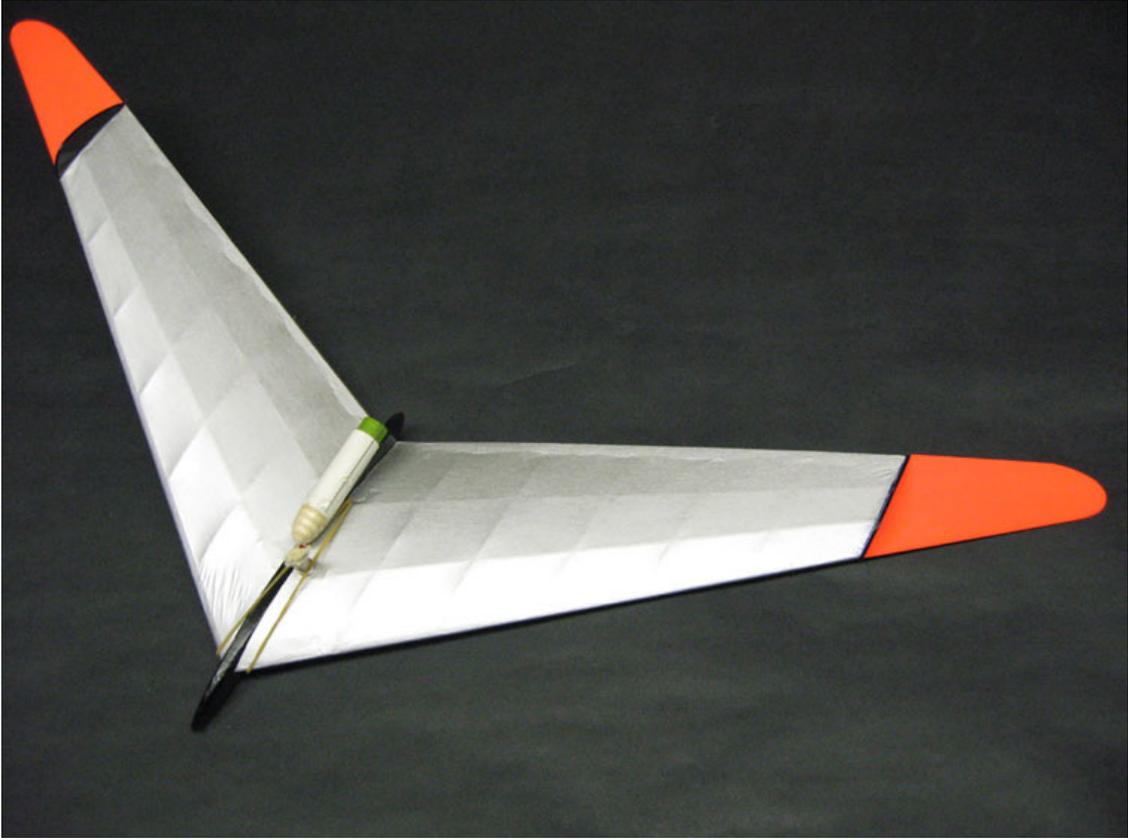


Photo showing d.t. fuse in aluminium tube, band hook and band