



EDMONDS MODEL PRODUCTS

Manufacturers of MODEL

AIRCRAFT KITS

and other model accessories

UNIT 20, VERNON BUILDINGS

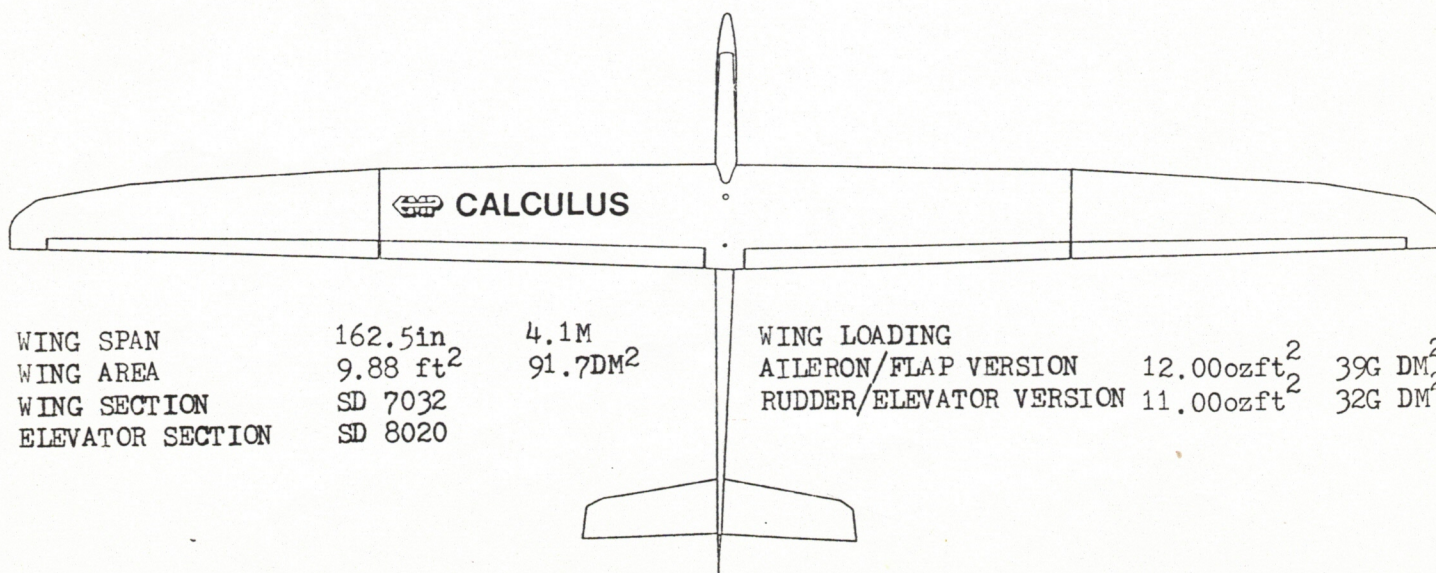
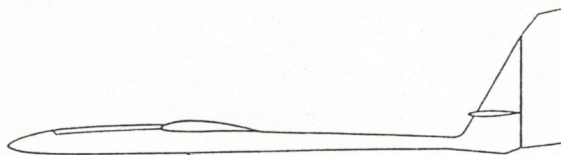
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CALCULUS

This model was designed to be extremely competitive in F3J, Open Thermal Soaring and slope cross country events, in fact it was designed to win. Every feature that could be thought of to achieve this end is incorporated in this model. It has been said that no-one model is ideal for all conditions and circumstances. We think the CALCULUS comes very close to disproving this saying, especially the version with flaps and ailerons. The SD7032 wing section has proved in tests to be Superior for pure duration than any other section we tested it against. The rate of sink for example is lower than the S3021 and when the flaps and ailerons are reflexed a few degrees the wind penetration is quite outstanding. This being so excessive ballasting will rarely be required, however when ballasting is required it can be fitted in less than a minute, just remove the canopy hatch cover, slide the ballast into the two angled tubes and refit hatch, "just like that" the ballast is retained with a simple spring clip. Should the model suffer a serious crash the ballast should come out of the hatch so missing the RC gear. The wings are in three pieces, the main centre panel is bolted to the fuselage by a single 6mm steel countersunk screw, the breaking strain of the screw is approx .8 of a ton. a small nylon screw locates the wing at the rear, it is intended to shear off to allow wing movement so preventing structural damage, in the event of a bad landing, this screw is easily replaced. The wing strength is enormous, no need to worry about towing, just tell the tower to go flat out, this strength comes from a pulltruded carbon main spar, a pulltrusion has approx 50% more strength than a wet layup carbon section of similar size. The outer panel plugs on and are held by two spring steel rods this means transportation for such a large model is no great problem, In fact it will go into a MINI. To obtain the best results from the aileron/flap version a computer radio is recommended, with such a radio CROW-brakes and all the other control surfaces mixing are much easier to set up. If you have never flown a model with CROW Brakes you are in for a real treat, they are so much better in every way than top surface spoilers. The model will touch down so slowly under perfect control, accurate landings are much easier to achieve, which is a must for F3J. With the flaps lowered to the launching position the CALCULUS has been handtowed to almost full height in zero wind. All flying surfaces including the elevator are made from white foam with Obechi veneer bonded to it. All spar slots are precut. The ailerons and flaps are ply/balsa. Each control surface has its own servo, and the channels for servo wiring is pre-cut into the wings, the elevator and rudder are operated by closed loop pull-pull cables. The Glass fuselage is made to the same high standard as our Algebra range. It is a real joy to fly easily the best and most competitive model we have ever produced. It should be available in a few months, the price so far has not been fixed.



WING SPAN
WING AREA
WING SECTION
ELEVATOR SECTION

162.5in
9.88 ft²
SD 7032
SD 8020

4.1M
91.7DM²

WING LOADING

AILERON/FLAP VERSION 12.00ozft² 39G DM²

RUDDER/ELEVATOR VERSION 11.00ozft² 32G DM²