Trenty F3B

That was the build completed – a mere 5 months after delivery!

Setup

I still hadn't managed to install a CofG at this point, but recommendations points to 40-45% of the 240mm chord as a starting point (there is a lot of tail area). The ballast tube is centered around 109mm, and the suing-culture crazy USA recommend a flick-free starting point of 102/103mm. I settled on 105, mainly because I'd run out of lead and it was too late to go to church ☺.

The control throws were set as follows, with the measurements at the tip for aileron and tail and wing root for the flaps

- Elevator - 5mm up, 7mm down
  - 25% exponential
- Rudder - 8mm up, 10mm down
- Aileron - 10mm up, 4mm down
  - 60% differential in Multiplex terminology
  - 25% exponential
- Flap as aileron - 4mm up, 1mm down
- Flap as snap – 8mm down
  - Applied across full trailing edge
- Flap as flap – 5mm
  - Applied across full trailing edge
  - No elevator compensation
- Flap as spoiler – 50mm down
- Aileron as spoiler – 10mm up
  - Differential suppressed at full up
- Elevator as spoiler - 5mm down

Flying

Planned maiden flight is off of Devil's Dyke in a 12mm NNW.

Racing

BMFA League, South Wales 1st August 2004

Conclusions

Positives

- Brilliant value for money
  - £565 including P&P for the full carbon/balsa?
  - £200 cheaper than a Samba Brio Extreme?
- Availability