

ALGEBRA 800

The wing span of this model is 98 3/8" 2510 mm this size of model is easily the most popular with soaring enthusiasts. There are several reasons for this, first of all the model is not too large to handle, it will fit in the car, it can be built in a small workshop, it can be easily launched single handed in a gusty wind and the performance whether flown from the slope or off the towline is very satisfactory and last but not least it is better value, more fun per £ than the larger models.

There are two versions of this model, one has an easy to assemble rolled ply/balsa fuselage the other is a top quality glassfibre fuselage. Like all other EMP kits it is very comprehensive including all parts except glue and covering/finishing materials, details for making airbrakes are covered in the instructions and can be easily made for next to nothing. The wings are built-up with diecut balsa and ply ribs which are slid onto a 1/2" od dia ballast tube, there are birch spars top and bottom and precut vertical grain shear webbs, sheeted leading and trailing edge, there are brass tubes let into the ply root ribs to take the sturdy wing dowels, the finished wing is light and very strong.

The elevator is all balsa sheet and is the all-moving type, held in place on two spring steel rods, it just requires sanding to section, the elevator is operated by a sturdy obechi pushrod and the rudder by closed loop cables, very positive, very light. There is enough space within the fuselage for a 500mah battery pack RX and three standard size servos, the quick fit hatch cover is large enough for easy access to the servos for installation and adjustments. Although this kit is not difficult to build it would probably be best for someone who has made one or two previously. There is a full size plan and a booklet with many detailed illustrations for step by step assembly. It is very easy to fly and could be successfully flown by a beginner with a little tuition. The performance is excellent whether it is flown in the calm of a summer's evening or at the top of a windy hill in winter. The wing section is the Selig 3021 which contributes to this model's remarkable all round performance. It can be trimmed right back for minimum sink to fly very slowly and climb away in the weakest of thermals, then just a few notches of down elevator trim will speed it up to penetrate the stiff breeze that many designs cannot cope with. For very strong winds there are ballast tubes mounted in the wings, with full ballast on board an experienced pilot will be able to negotiate winds of 18 or 20mph without any bother.

AVAILABLE DIRECT FROM OUR WORKS ONLY, SPARE PARTS SUCH AS FUSELAGE OR WING KITS AVAILABLE.

wing span	2510
length	1277
wing area	·506 M²
weight	1470G