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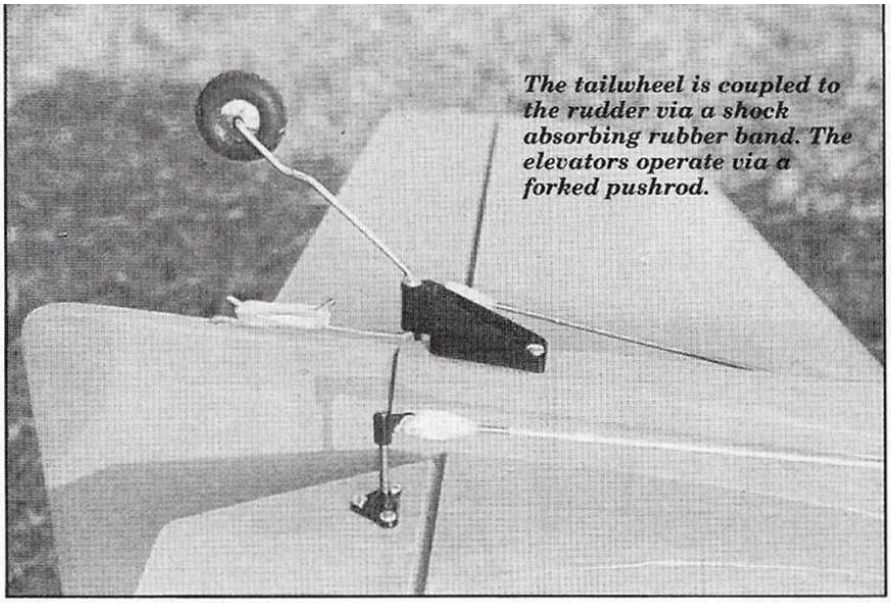


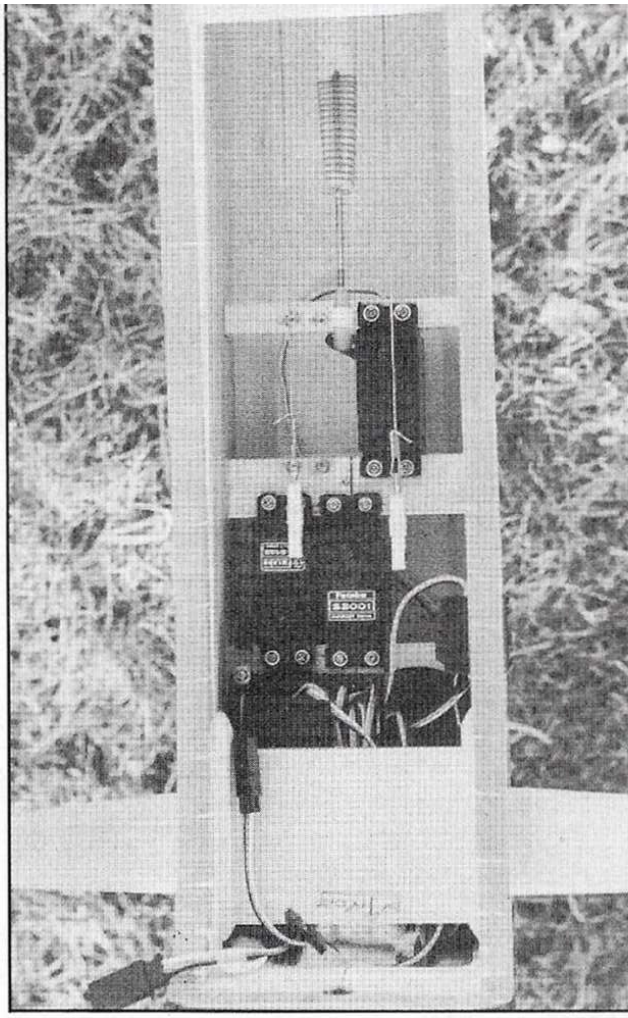
The tailwheel is coupled to the rudder via a shock absorbing rubber band. The elevators operate via a forked pushrod.

a pushrod with a forked end and this connection should be as slop free as possible to avoid any flutter developing. As a further precaution the pushrod should be supported at the rear. This support can be fitted when the model is completed simply by making a small incision on the underside of the fuselage at the required position and then building in a simple support. The portion of covered sheeting can be glued back in place when the job is done. With safety in mind, the use of metal pinned clevises is recommended. Make sure that the connection between the aileron servo lead and the extension lead has some form of security to prevent the plug coming out of the socket (heat shrink tubing will do a good job).

Flying

With a wing area of more than 800 square inches, an all up weight of 6.3/4 - 7.1/2 lbs and a 15% wing section, the slow speed handling is problem free and, suitably powered, the Big Easy makes an excellent aileron trainer. A more powerful engine however, such as the Super Tigre S90 K used on the prototype, will give the model a thrilling performance, with crisp, positive response to control inputs, providing the experienced pilot with lots of entertainment.

If you are looking for a big 'knock-about' model that has chunky good looks and is also a great flying machine, then look no further - Big Easy is just what you need! Happy landings and safe flying.●



There's plenty of room inside for standard size servos, with closed loop for the rudder and a pushrod to the elevator.