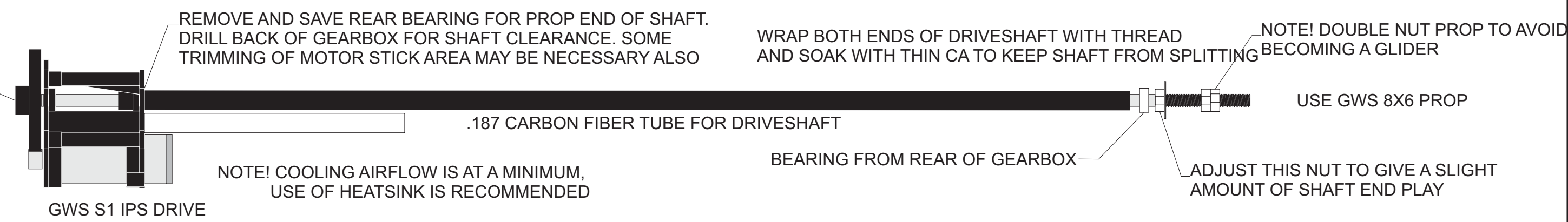
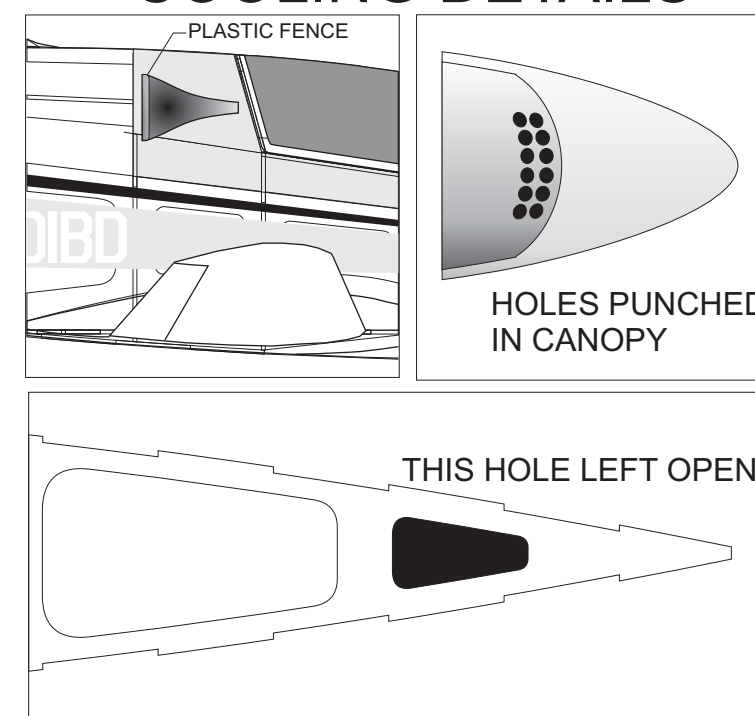


# DRIVE DETAILS

CUT THREADED PORTION OF SHAFT OF FLUSH WITH GEAR. GLUE CUTOFF PART INTO REAR OF DRIVESHAFT.



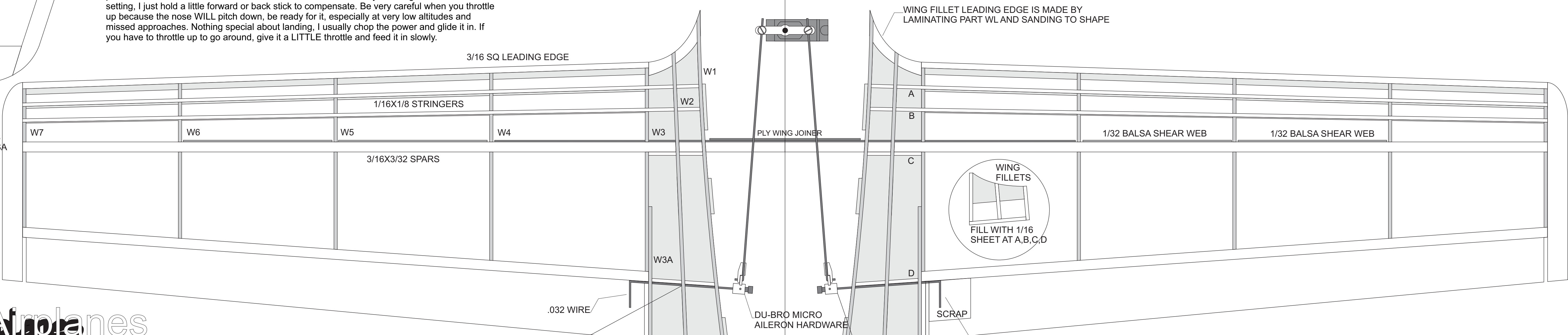
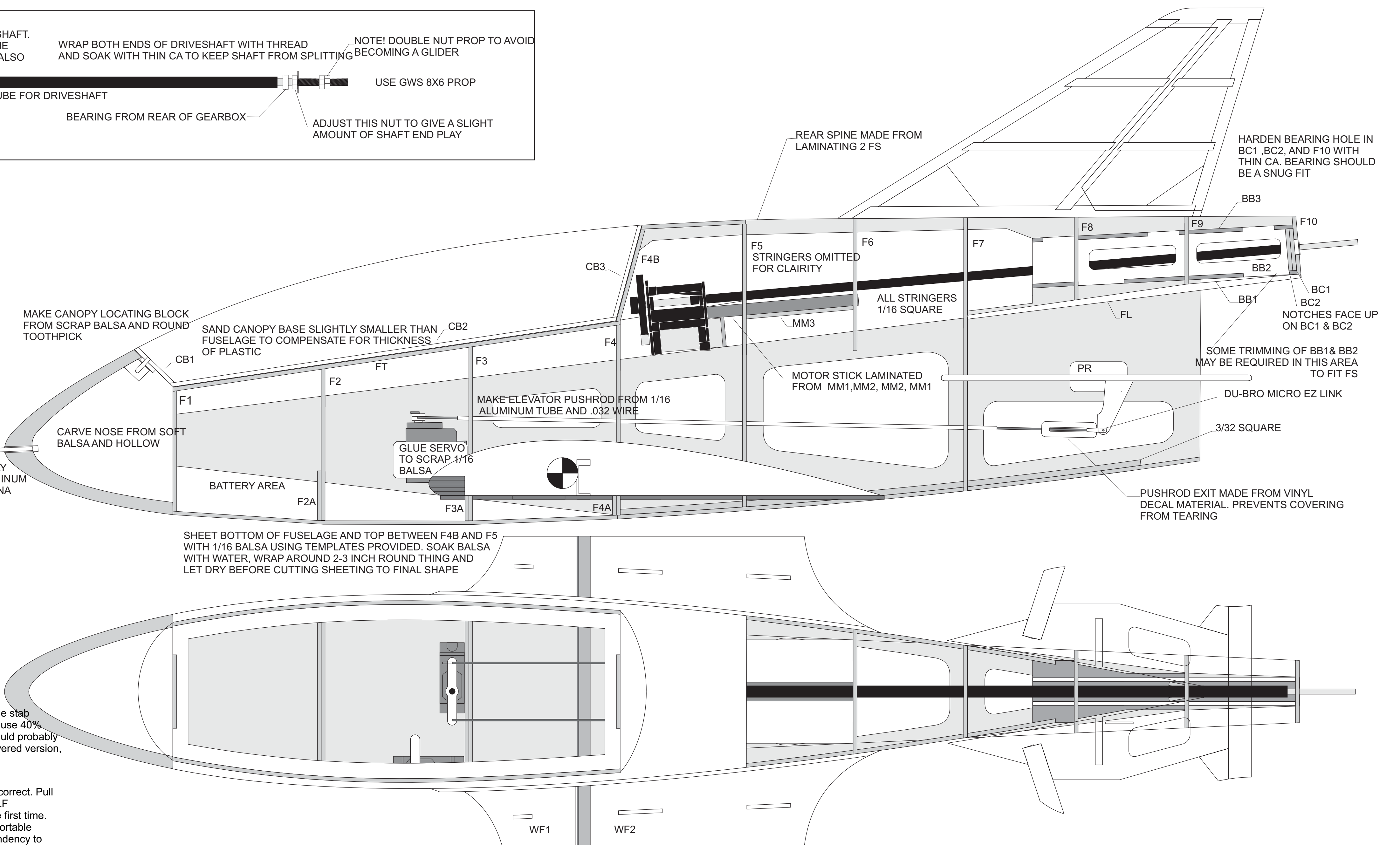
# COOLING DETAILS



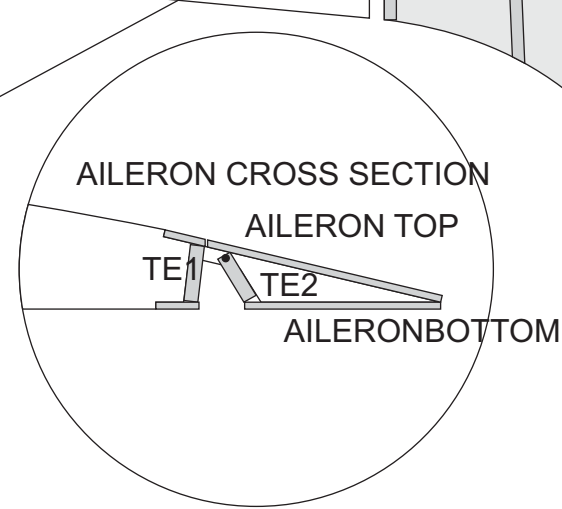
CARBON TUBE  
1/16 CARBON ROD GLUED INTO HOLES IN REAR OF FUSELAGE. GLUE AFTER WINGS ARE ATTACHED. TRIMMING HOLES AS NECESSARY TO SQUARE TAIL WITH WINGS

Setup: Set the neutral position of the stab at 1.35" as measured from the bottom of the stab to the bottom of the fuselage. The travel should be no more than 1/4" up and down. I use 40% exponential also. The ailerons have about .30" travel up and down with no expo. It could probably stand to have a little more. With this travel the roll rate is kinda slow on the GWS powered version, it's fine on the brushless.

Flying: Make sure the travels and the elevator neutral position are set and the CG is correct. Pull the elevator trim all the way up and give it a RUNNING toss at NO MORE THAN HALF THROTTLE. Actually less is better. You may want to have someone else launch it the first time. It will get on step quickly and you can put in some nose down trim again. Pick a comfortable throttle setting and trim it for that, then just cruise around for a bit. The nose has a tendency to balloon a bit coming out of the turns, you will find that you're using the elevator quite a bit to push it down. I find that once I set the trims I don't mess with it anymore regardless of throttle setting. I just hold a little forward or back stick to compensate. Be very careful when you throttle up because the nose WILL pitch down, be ready for it, especially at very low altitudes and missed approaches. Nothing special about landing, I usually chop the power and glide it in. If you have to throttle up to go around, give it a LITTLE throttle and feed it in slowly.

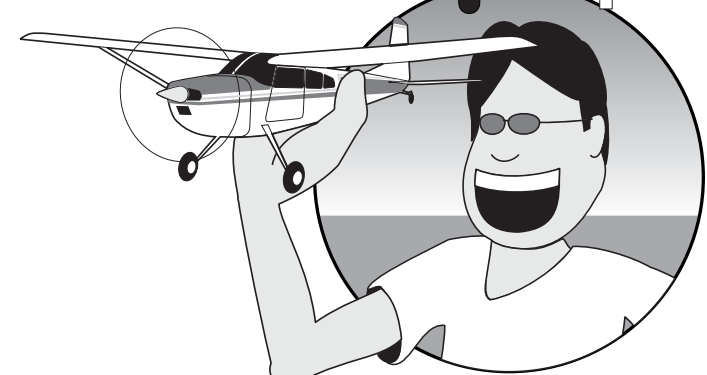


DRILL HOLE THROUGH W3A, W2, W1, AND FUSELAGE SIDE FOR AILERON TORQUE ROD. NOTE LOCATION IN CROSS SECTION



AFTER WINGS ARE INSTALLED, BUT BEFORE AILERONS ARE ATTACHED, INSTALL TORQUE RODS THROUGH WING INTO FUSE, THEN MAKE VERTICAL BEND FOR PUSHROD END THROUGH FIRST LIGHTENING HOLE IN FUSELAGE BOTTOM. NOW HINGE AND INSTALL AILERONS

Dave's Airplanes



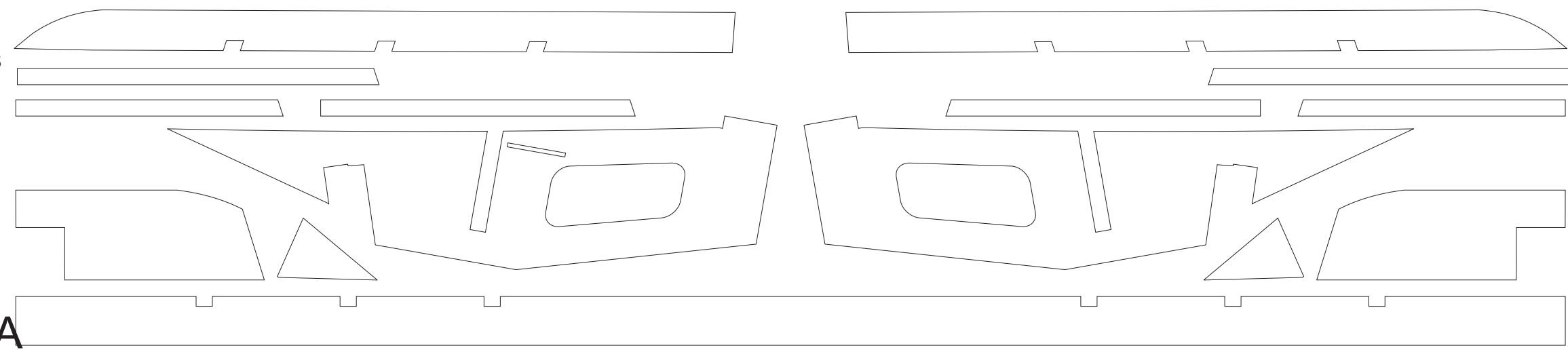
Quality products for you recently

BD5 DESIGNED AND DRAWN BY DAVE BLU...

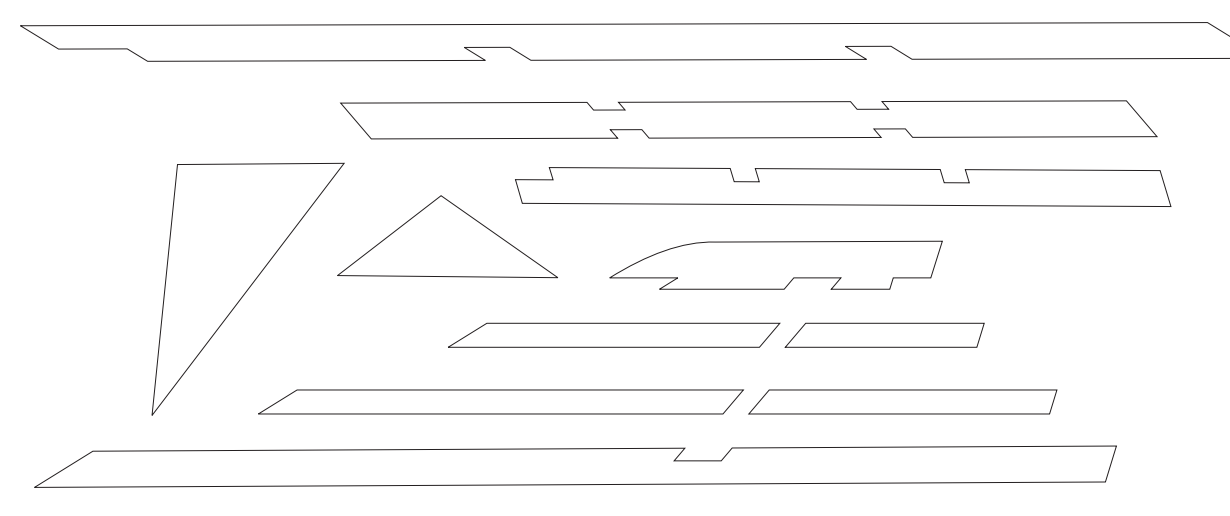
SPAN:29 INCHES

WEIGHT: 6-8 OZ

ELEVATOR PARTS

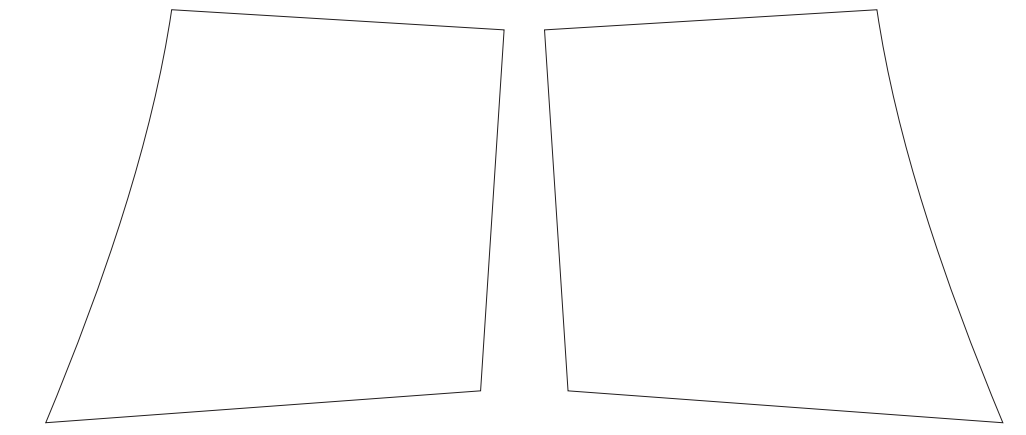
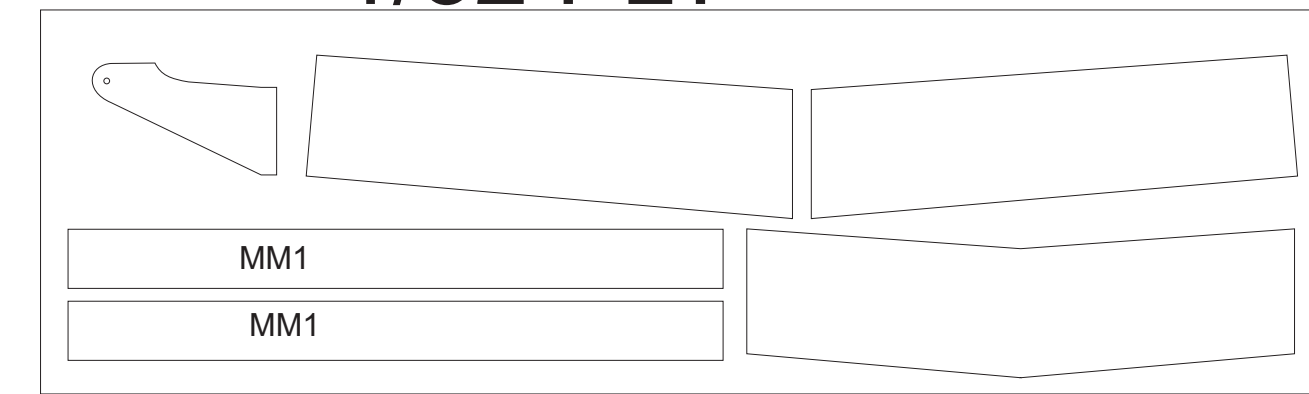


RUDDER PARTS



3/32 BALS

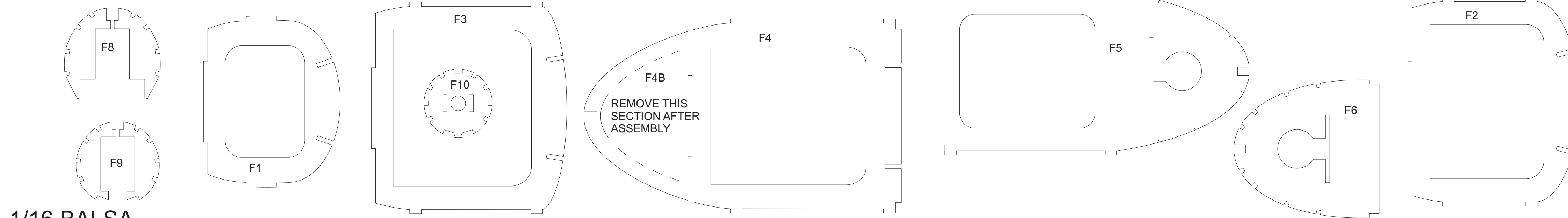
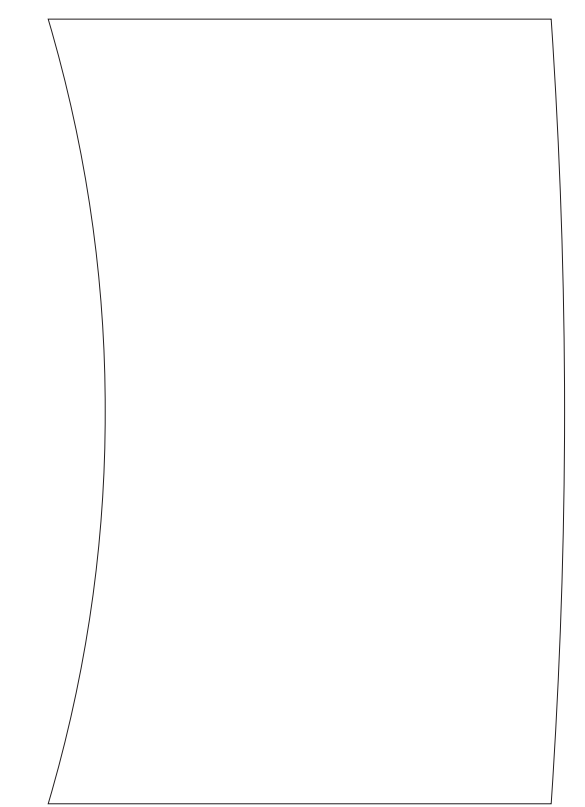
1/32 PLY



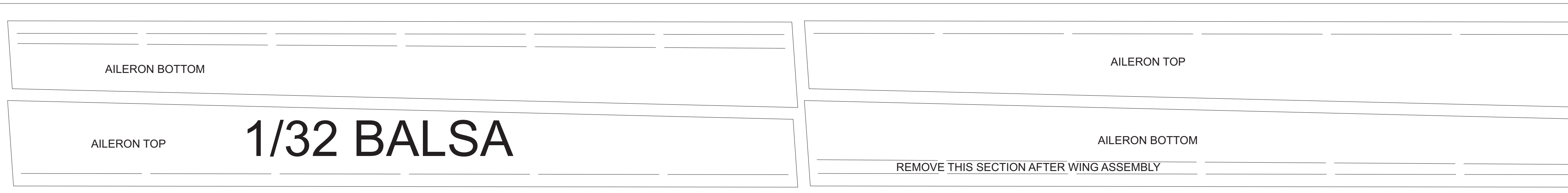
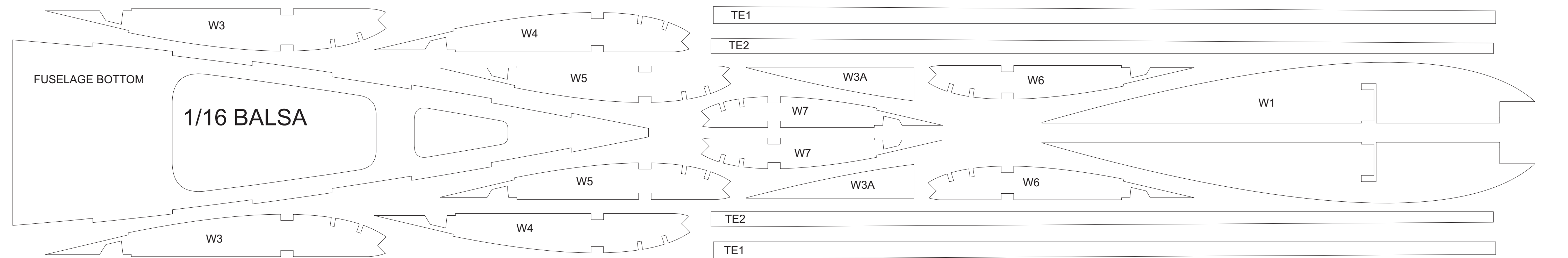
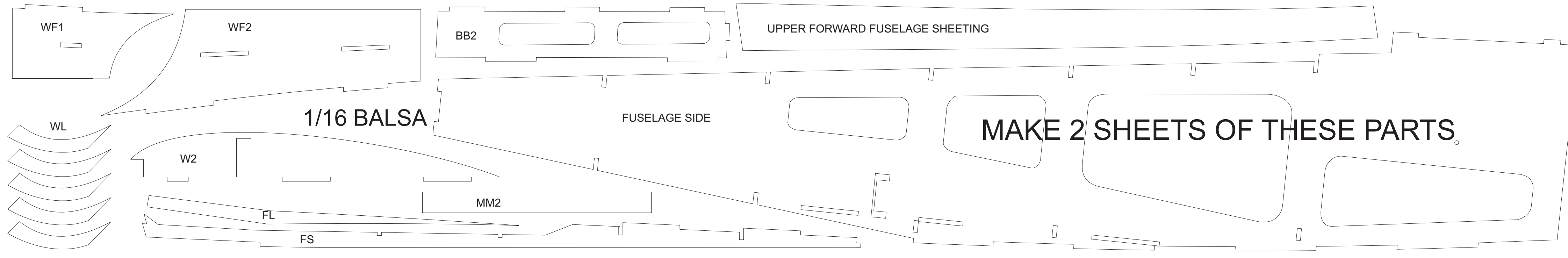
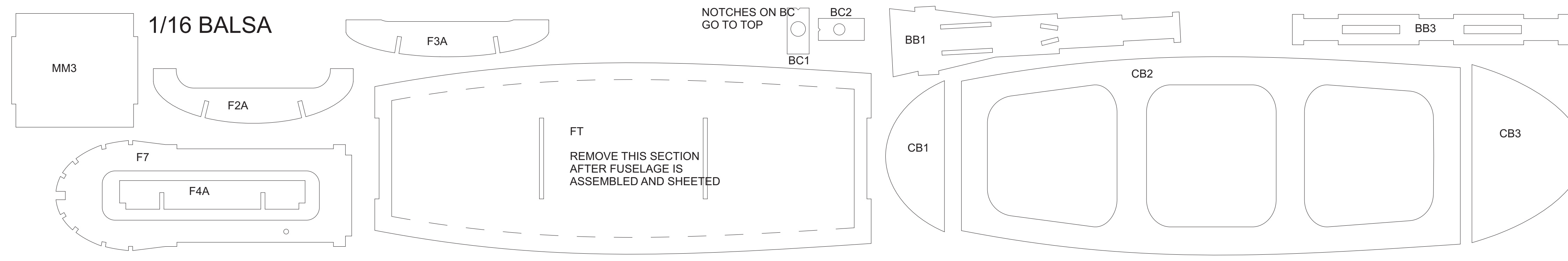
UPPER REAR FUSELAGE



1/16 BALS



1/16 BALS



1/32 BALS

1 FOOT

1 FOOT

