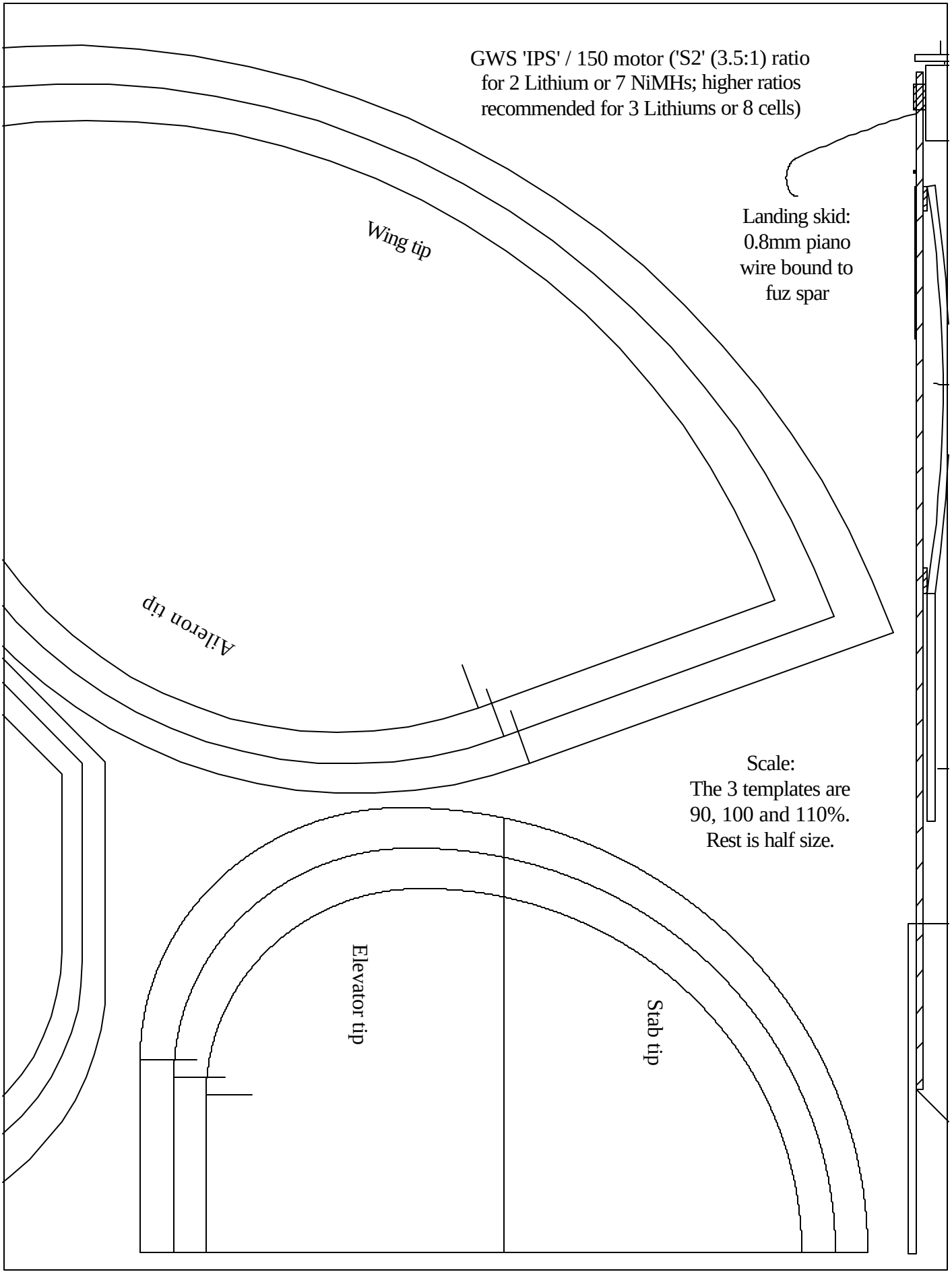
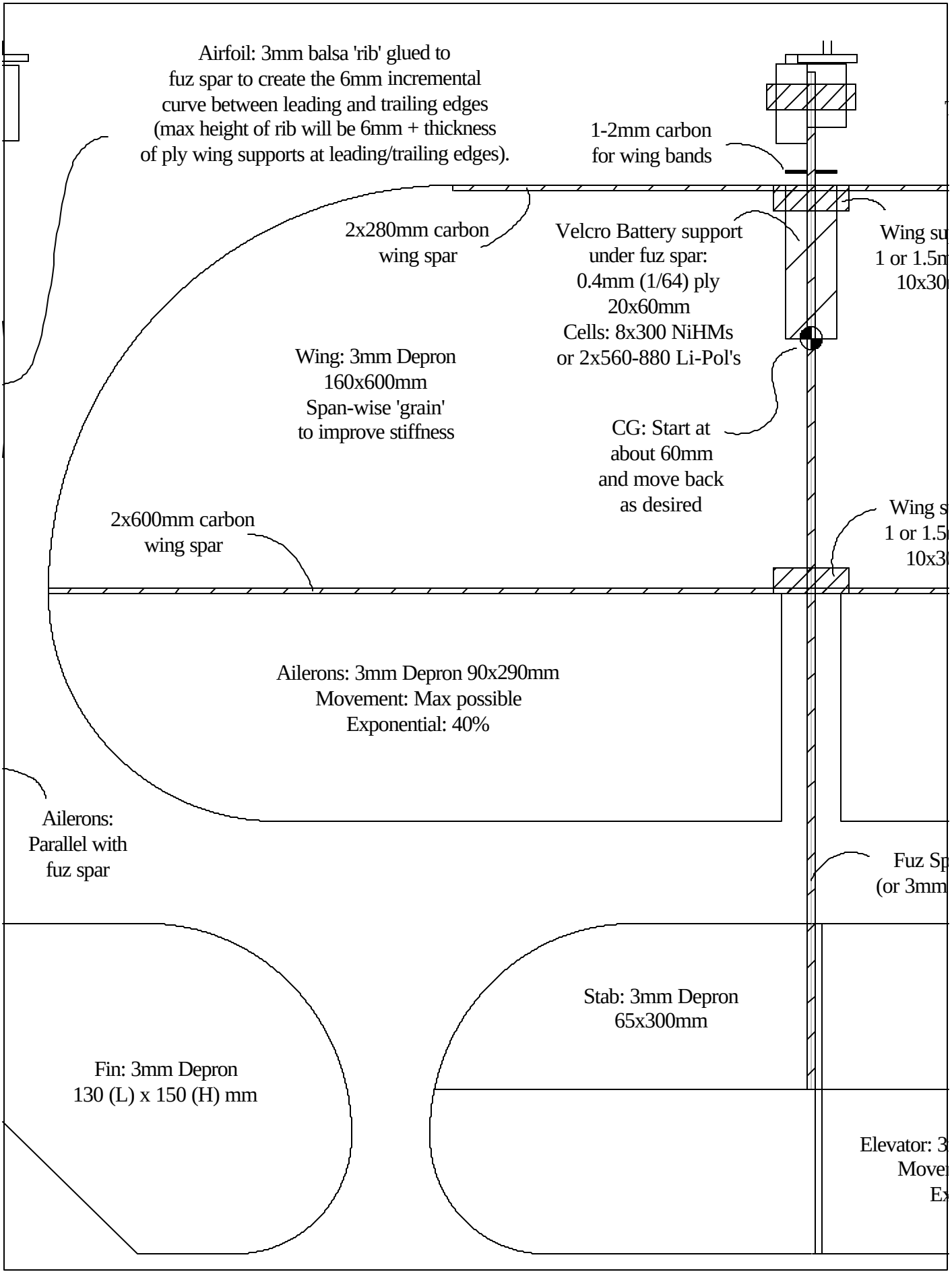
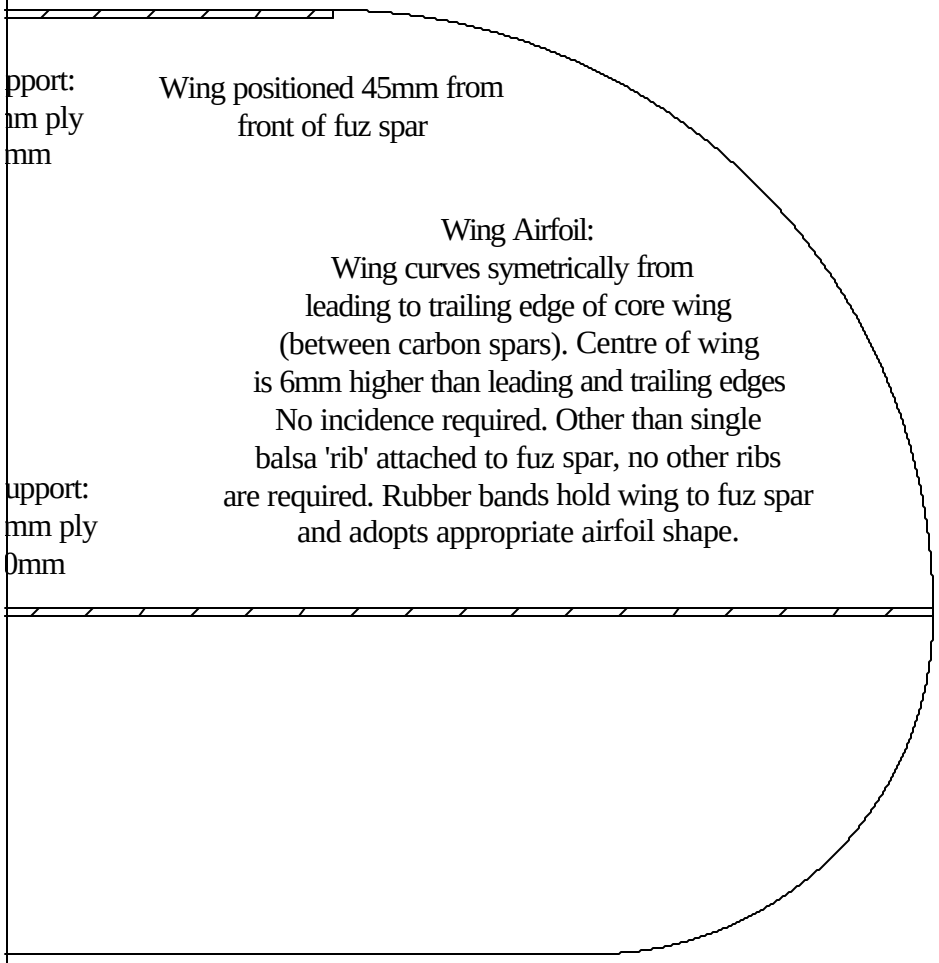
100mm reference line
Fin


GWS 'IPS' / 150 motor ('S2' (3.5:1) ratio
for 2 Lithium or 7 NiMHs; higher ratios
recommended for 3 Lithiums or 8 cells)
Landing skid:
0.8mm piano
wire bound to
fuz spar
Wing tip
Aileron tip
Scale:
The 3 templates are
90, 100 and 110%.
Rest is half size.
Elevator tip
Stab tip


Airfoil: 3mm balsa 'rib' glued to
fuz spar to create the 6mm incremental
curve between leading and trailing edges
(max height of rib will be 6mm + thickness
of ply wing supports at leading/trailing edges).
1-2mm carbon
for wing bands
2x280mm carbon
wing spar
Velcro Battery support
under fuz spar:
0.4mm (1/64) ply
20x60mm
Cells: 8x300 NiHMs
or 2x560-880 Li-Pol's
Wing: 3mm Depron
160x600mm
Span-wise 'grain'
to improve stiffness
CG: Start at
about 60mm
and move back
as desired
2x600mm carbon
wing spar
Ailerons: 3mm Depron 90x290mm
Movement: Max possible
Exponential: 40%
Ailerons:
Parallel with
fuz spar
Stab: 3mm Depron
65x300mm
Fin: 3mm Depron
130 (L) x 150 (H) mm

Motor support: 0.5-1mm ply 10x35mm
Top and bottom; Balsa infill. Attach motor
with rubber bands.



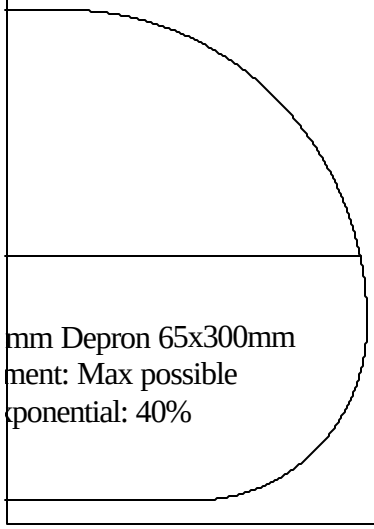
pport:
m ply
mm

Wing positioned 45mm from
front of fuz spar

Wing Airfoil:
Wing curves symetrically from
leading to trailing edge of core wing
(between carbon spars). Centre of wing
is 6mm higher than leading and trailing edges
No incidence required. Other than single
balsa 'rib' attached to fuz spar, no other ribs
are required. Rubber bands hold wing to fuz spar
and adopts appropriate airfoil shape.

upport:
mm ply
0mm

ar: 3x400mm hollow carbon tube
solid carbon rod or 5x5mm spruce)



mm Depron 65x300mm
ment: Max possible
xponential: 40%

'NUTTA'
(Version 1c)

February 2003
www.flyelectric.ukgateway.net