FUSELAGE CONSTRUCTION IS FROM BLUE FOAM, HOLLOWED TO A THICKNESS OF
2 - 3mm AT THE FRONT END AND DOWN TO 1.5 - 2mm AT THE REAR. THE THINNER
THE REAR END THE BETTER WEIGHT YOU WILL ACHIEVE.

PROTOTYPE MODEL WEIGHED 19.5 g WITH RUBBER, THIS IS LIGHT FOR A TWIN!

BRISTOL
SUPERFREIGHTER
AN 18" SPAN FOAM INDOOR FLYER
DESIGNED BY TERRY ADAMS

FLIGHT MOTOR IS A 20" LOOP OF
0.065" - 0.075" FAI TAN II RUBBER, WELL LUBRICATED
THIS WILL TAKE UP TO 1000 TURNS GIVING
40 - 50 SECOND FLIGHTS

15mm DIHEDRAL
EACH TIP

1/32" reinforcing
PLATES

FUSELAGE
CUT LINE

3/32" GEARBOX PLATE

LIGHTWEIGHT
19mm PLASTIC
WHEELS

1/16" U/C FAIRING

UNDERCARRIAGE LEGS
FROM 0.025"/0.6mm PIANOWIRE

FLEXIBLE PROP DRIVE WIRES ARE 0.015"/0.4mm PIANOWIRE,
THIS MUST BE DEAD STRAIGHT
TO START WITH TO PREVENT
VIBRATION PROBLEMS

1/16" Balsa U/C
RETAINTING PLATE
EACH GEAR HAS A THRUST BEARING AS FOLLOWS:
1 x PTFE WASHER, 1 x STEEL WASHER (BEER CAN),
1 x PTFE WASHER

GEARBOX USES 3 x 3rd GEARS FROM FUTABA 133 SERVOS MESHED AT 32°

GEARBOX DETAILS

GEARBOX PLATE IS 3/32" BALSA WITH ALLOY TUBES CYANO'D & REINFORCED WITH TISSUE STRIPS

EACH DRIVE WIRE RUNS IN A 0.015"/0.4mm ALLOY TUBE
USE PTFE THRUST WASHER STACKS UNDER EACH GEAR

TAILPLANE
1.5mm BLUE FOAM

NACELLE DETAILS

NACELLES FROM BLUE FOAM HOLLOWED OUT DOWN TO 2mm THICK THROUGHOUT

CUT 6mm HOLES IN THE NACELLES AT THE BEARING SUPPORT POINTS TO ALLOW A SINGLE DROP OF OIL TO BE APPLIED

3/32" BALSA BLOCKS WITH 0.015" ALLOY TUBE DRIVE SUPPORTS. THESE MUST BE SECURELY FIXED WITH A DROP OF PVA TO STOP VIBRATION BUILDING UP

PECK POLYMERS 4" PROPS, THESE MUST BE VERY CAREFULLY BALANCED. WHERE THE PROP HOLE IS LARGER THAN THE DRIVE WIRE, ROLLED PAPER BUSHES MUST BE MADE TO ENSURE ACCURATE TRACKING OF THE PROPS

NACELLE VIEWED FROM BELOW

NACELLE VIEWED FROM BELOW
WING SECTION
KEEP AS ACCURATE AS POSSIBLE AS THIS WILL GREATLY HELP THE MODELS SLOW FLIGHT CHARACTERISTICS

2mm WASHOUT AT TIPS

WINGS
WING THICKNESS IS 4mm AT THE ROOT REDUCING TO 2mm AT THE TIP

LOCATION OF 1/16" BALSA DIHEDRAL BRACE THIS IS FITTED UNDERNEATH THE WING AND THROUGH THE FUSELAGE

U/C MOUNTING PLATE (LET INTO U/SIDE OF WING)