Park Strafing Mustang

Electric Powered Micro R/C Airplane
Assembly Manual

Introduction:

Having scratch built a Micro Mustang years ago according to the design by the late David B. Robelen, I credit the concept for my Park Strafing Mustang design and present my creation herein as a tribute to him.
A few of the obstacles, I believe, that kept people from either building the original Micro Mustang design or from successfully flying it were:

- The components were very specialized, not available locally, and very expensive to purchase.
- The battery pack was heavy and lacked good power reserve
- The motor was brushed and didn't offer a very long life before needing to perform "brush replacement surgery"
- The model didn't fly much above stall speed (depending on how light the builder could afford ($) to make it) and many found difficulty in doing loops and other flight maneuvers.
- The assembly had a lot of "carve balsa blocks and hollow out to save weight" construction that made it somewhat difficult to build perfectly straight and true.

One day, not too long ago, after noticing the availability of modern micro equipment at affordable prices, the idea came to me to see if I could combine the readily available micro equipment such as the E-Flite brushless 180 motor and the 2.6 gram blue arrow servos in conjunction with a design specifically created to take advantage of the accuracy of the laser cutter.
I flew my first prototype with my old Micro Mustang wing, but I quickly realized I needed a slightly thinner airfoil and heavier duty torque rods due to the much higher speeds this new design is capable of.
As a result, what I came up with is my completely new and computer designed "micro" sized, fully laser cut Park Strafing Mustang that has proven to be a wonderfully fun radio controlled airplane to build and fly. I'm proud to present to you a plane capable of 15 mph low and slow strafing passes to an extreme 60+ mph flash across any direction you choose to carve the sky. I hope you'll enjoy building and flying this plane as much as I have and keep me posted of the fun you're having with it!

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Construction Notes:

This is a “Builders Kit”. Though it is not difficult to assemble, this is intended for experienced builders (a couple of kits under their belts). All wood is precut for the airplane and included in the kit as well as the small hardware items such as music wire, rare earth magnets for the wing, and a pre-formed clear plastic canopy. The covering, decals and electronic equipment necessary for completion are not included in the kit and are supplied by the builder to suit. For more information, questions, or comments, simply email aeroplanes@thefinishcrew.com and I will get back to you quickly with a reply.

Glue: It is recommended that most of the construction be done using Aliphatic Resin (AR) packaged as “Titebond” wood glue or alternately Ambroid glue. I do not recommend CA for most of the construction unless specifically noted in the instructions (CA will harden the wood and will not provide enough working time for the assembly sequence). To apply the Aliphatic Resin (abbreviated AR) for precision placement and quickest cure time with the lowest weight penalty, I use a syringe applicator with a curved tip (available from the LHS) filled ½ full of the AR glue. Using two small plastic salsa containers from a local Mexican food restaurant glued together rim to rim, I Dremel-drum-sanded out a hole in the top and filled the lower cup ¾ full of water. This is where the tip of the syringe is stored, submerged in water, and it never clogs and is always ready for use. I keep a rag on the bench and drag the tip over it on the way to glue parts, then return it to what I call the “honey pot”. For pictures or more information, go to RC Groups (see “Source Information” page 12) and search “honey pot”.

General Assembly: It is important to build light and strong. The wood in this kit has been carefully selected for the various parts to be the lightest and strongest needed for those specific parts. If glue is used sparingly, and parts are sanded and shaped properly while maintaining sufficient strength, the plane will be built at proper design weight. Also, the covering is extremely important to keep the weight and strength where it needs to be. The RA Microlite silver covering is the best choice, weighs almost nothing, and is extremely strong and installs perfectly with a Top Flite (or equivalent) Trim Iron tool. See the source listing at the end for more information. Dope and silver tissue with a Krylon clear light overspray would be an acceptable alternative. Paint is too heavy!

Laser cut parts: In order to keep the parts in the best condition during transit, I’ve left small tabs connecting them to the sheet. Typically there are two 1/16” long sections of uncut “tabs” per piece. Use a sharp X-acto blade to cut these

tabs instead of trying to break the parts free as the pieces are all very small and can be quiet fragile. Be careful when separating the Wing TE/Aileron from the sheets and only cut the two small tabs connecting the combined unit to the sheets. The Aileron will stay connected to the TE until after sanding.

Wing:
The wing halves are built flat on the plan. Washout will be added during the covering application but can also be added during construction by aligning the aft top of the tip rib W9 with the top of the TE instead of the bottom of it. Then, the rest of the ribs from W8 to W4 will need to gradually step down to the bottom of the TE.

Start by covering the wing plan with waxed paper and pin down the pre cut lower center sheeting in place over the plan. Glue the 2 wing tip pieces together with the shorter piece on top. Locate the wing spar and wing ribs. Put a small bead/drop of glue in each wing rib notch and glue all ribs to the spar. While the spar/rib assembly is still wet, run a bead of glue on the bottom of R2 and R3 as well as the bottom of the spar from R1 to R3 and press the assembly into place over the plan. Next, repeat the glue bead into each rib notch on the LE and pin into place. Repeat for TE and pin into place. Glue the lamintated tip rib into place. Glue R1 into place matching the 5 degree angle on the Spar. Once the two halves are dry, carefully and lightly “touch sand” the 5 degree miter angle to the LE and TE at center along R1. Pin one half down to the plan and locate an 1-1/2” block to support the end of the other half while drying. Apply glue at the LE and TE and along R1 and join the halves with the tip support in place. Next, glue in the shallow “V” shaped 1/8” balsa servo support rail at R1 and TE. Using a scrap from the 1/8” balsa sheet, cut and fit a side filler piece to define the edge of the servo cutout and support the sheeting.

Locate the 1/32” pre-cut upper sheeting “blanks” and mark and cut to fit. Note that the top of the sheeting will fit flush with the top edge of the LE and TE when glued into place (make sure you don’t glue the sheeting on top but instead butt into LE and TE). Glue in place and allow to dry. When finished, remove the wing and inspect the bottom center joint. Glue in a small strip of balsa as necessary to close any gap (note: 90% of the joint will be concealed later). Cut out the servo mounting location using a sharp blade. Glue the 1/32” plywood servo mount into place using the servo to locate the best placement (the servo wire will stay beneath the wing for now. Once the radiator is glued into place, the wire will exit back through the channel and into the fuselage).

Locate the Wing TE sections that join together at the root. Bevel the center connection lightly to 5 degree angle. Next, mark the torque rod exit location on each and use a sharp blade to cut a small V groove in the LE of the piece out to the Aileron exit. (I use a piece of 100 grit sandpaper folded back on itself to sand the groove to size). Be careful to leave “meat” on each side of the groove for gluing later. For now, tack the piece in place at the center and near the Aileron end using AR glue sparingly (to be separated in a later step) Sand the wing to proper airfoil shape leaving no more than approximately 1/32” finished thickness at the TE.

Bend the torque rods to shape from .032 Music wire leaving approx. ½” at the vertical servo connection end(though this may seem heavier than needed, it has proven to be the right size to eliminate flutter during high-speed strafing passes). Using 1/16” aluminum tubing, cut two pieces to approximately 3/8”in length, flatten the tip and drill the proper hole size for the servo connection MW. These will be glued in place with a drop of CA in a later step. Mark the location on the Aileron where the torque rod tip will secure into it. Cut the Aileron free from the TE using a sharp knife and straightedge. Sand a slightly rounded shape to the LE of the removed Aileron, and drill a hole for the torque rod entry. Next, extend the torque rod slot from the Aileron edge to the drilled hole. Using a sharp flat razor blade, carefully separate the TE from the wing. Next, coat the torque rod (where it will be buried in the groove only)with a very light coat of grease to keep glue from sticking to it. Using AR with the syringe, glue the TE back onto the wing after inserting the torque rod into it’s channel. Rotate frequently to ensure no glue or other binding while the glue dries.

Place the ailerons onto the torque rods (no glue) and use a small piece of tape to hold it in place at the end. Install the servo using a small drill bit to pilot through the plywood hole for the screws. Cut the servo arm outer hole off leaving just the inner one. Center the servo and install the horn. Now make the linkage by Z bend at the servo and a 90 degree bend at the aluminum arm we fabricated earlier (it’s a good idea to make an angled bend in the short wire to permit adjustment of it’s length later if necessary). Glue the aluminum arms into proper alignment with a carefully applied drop of Med CA (tip: hold the wing upside down while gluing to make sure it doesn’t drop into the groove!) Once the linkage is attached to the servo arm, slide the 90 degree bend through the hole in the aluminum arms on the torque rods and secure the end with 1/32” long piece of 1/16” aluminum tubing CA’ed in place. Ensure a slop free connection has been made.

At this point, machine guns can be made and installed into the wing LE. I used two sizes of aluminum tubing (1/16” and 3/32”) that fit within the other, cutting short pieces of equal size and CA’ing into place into notches cut in the wing LE.

Use your creativity and review the pictures online for more information. Finally, set the wing assembly aside.

Radiator Scoop:
Locate the 9 pieces that assemble together to form the rough shape of the scoop. The 1/16" thickness piece is the center piece and it helps make the alignment of the scoop and wing easier during a later sequence since it is easy to tell the center by it's thickness difference.
Apply glue to the pieces where they will attach together and quickly assemble the parts. While the glue is wet, lightly hold side pressure and press the nose sections on the matching angles onto a flat surface to help align things perfectly. Set aside to dry. Once fully dry, rough sand to shape using the top and side views as a reference. Do not sand fully at this time, just get it close. Once the fuselage is built later, final shaping and sanding will ensure a perfect fit together. Set the scoop aside for now.

Fuselage:
Locate the two fuselage sides. Note that there is a left and a right side as evidenced by the Elevator pushrod exit slot in only one (right) of the sides. Using the top view, note and identify the sides. Using the 1/16" sq. balsa supplied, cut stringer pieces that will glue to the fuselage sides by laying the pieces on the plan and cutting to exact size. There will be one long top piece, one short additional piece on top at the tail(that supports the front of the Stabilizer), and a lower front and rear piece. Next, lay the right side with it's exterior side facing down on the plan and mark (use your x-ray vision ☺) the locations where the strips stop short of the tip of the tail (if you install exactly as shown, you won't have to bevel or trim later) and where they butt into the back of F-1. Glue the pieces to the proper locations (ensure they are exactly flush with the outside edges of the sides. I like to use a few of the formers as "guides" while gluing to eliminate any surprises later). (Tip: due to milling differences in strip stock, you may need to lightly sand the stringer stock to fit properly in the notches). Glue in place the wing saddle (WS) pieces using the formers as temporary alignment help. Next, laminate (AR) the (2) 1/32" plywood layers of F1 and F2 ensuring perfect alignment of the laminations. Finally, wick a small amount of thin CA into the 2 small tabs at the rear of the fuselage sides on the top edge (where it will project through the Stab) to increase their strength at their attachment point.

Start the former assembly by gluing together the assembly of F5 and F6 with the Elevator servo tray and glue it into the fuselage sides locating it in the proper slots. The best method to build the fuselage straight is to place the

fuselage as the glue dries over the fuselage Top View of the plan. I used 90 degree angle braces pinned on the board and temporarily placed the Stabilizer on the rear tabs to provide alignment. Tape or clamp the fuselage rear to hold in alignment temporarily as well. Glue the plywood servo tray support piece to the bottom side of the balsa servo tray and install WM-1. Next, laminate F-4B to F-4 and glue the assembly into place. Glue in F-3, F-2 and F-7 and let the assembly dry over the top view (tip: be very careful when pressing the formers through the notches in the sides, especially as you get back to F-7 as I crushed it the first time by squeezing the outsides too firmly. The best method I found is to support F-7 on the inside of the former cutout before applying any exterior pressure.) Install the E-Flite motor mount with it's packaged screws into the pre-drilled holes of F-2. You will want to note where the set screw orientation is and remember to leave an access for that later when we install the motor.
Glue C-1, C-2, and the cockpit floor to the top stringer piece TL and glue the assembly into place securing to all formers. Note that the tip extends to the rear beneath the stabilizer and place a drop of glue where it contacts the rear fuselage sides. Glue the rear of the fuselage sides together but do not glue the stab in place until much later and <u>after</u> covering stage. Add the 1/16" filler piece on the top of the fuselage behind the Stabilizer (piece is located in the center cutout of F-4 or use a piece of scrap if unable to locate).
Now it's time to put the wing temporarily into place on the fuselage and, using a pin, mark through the hole in F-4/B to locate the hole to drill for the wing dowel. Remove the wing and set aside. Next glue BL and F-1 into place and to TL. You may need to slightly dampen the outsides of the fuselage sides to permit a clean bend at the nose. Glue F-0 into place.

Install the lower pre-cut fuselage sheeting at the rear from F-5 to tail. Now, with the fuselage supported over the plan, install the top stringers. You'll notice at F-1 that the notches aren't as deep as the rest and that's because you'll sand the stringers down there to match the former during sanding stage. Also, for the front stringers you may need to slightly wet them to permit a smooth transition to the nose. Install the lower stringers at the nose to complete the fuselage sequence. Once the stringers are dry, locate the 3 precut sheeting pieces for the lower nose assembly. Sand the lower stringers to shape around the fuselage contour and flush with the formers. The two identical 1/32" pieces form the sheeting from F-1 to F-3 (and are oversized in length to permit adjustment and cutting to the nose after the glue is dry) and the other piece covers back to F-4B. The pieces will need adjustment to your airframe but they start close to the shape that is needed. They will need to be wet to form well to the structure. Start with the rear piece first and then glue in the others after noting where the

small hole will need to be to access the motor mount set screw. Glue the pieces in place when satisfied with the fit.

Sand the fuselage and contour the sheeting to match a rounded shape. Along the upper sections of the sides where the sheeting ends and stringers begin, the sheeting is sanded to a very thin transition. Be careful when sanding to not excessively "round" the area on the lower fuselage between F-5 and F-6 where the radiator scoop will attach as the goal it to make the scoop and fuselage almost seamless in appearance. Once the nose area has been sanded close, glue the FW ring into place and finish sanding the bevel shape on it. Using a dremel with a small sanding drum, expand the hole in F-0 as shown on the plan to the size of FW to permit installation of the motor.

Empennage:
Glue the fin leading piece to the fin/rudder assembly over the plan.
Using a sanding block, sand an airfoil shape into the leading and trailing edges of the stab, elevator pieces, and fin/rudder assembly. Glue the elevator servo horn into place making sure the piece extending through is exactly flush with the top edge. (you can also do this after covering if you prefer). Bend the .020 music wire elevator joiner piece over the plan and drill the holes and cut the grooves like we did in the Aileron pieces. When a perfect alignment over the plan has been achieved, glue the joiner in place (I used Med CA for this). Do final sanding with 220 or smoother sandpaper and set assemblies aside for covering.

Wing:
Drill a 5/64" hole for the dowel in the wing center section where marked previously. Glue the dowel into place and trim the tip to extend through F-4 fully (I recommend drilling slightly into BL to permit a 1/16" or so extension into it).

Locate the WS fillet pieces and tack them together temporarily. Carefully sand a concave fillet shape into each piece using the top view as a reference for the approximate concave shape.

Place the wing onto the fuselage and line it up with the centerline. Pin it temporarily in place. Adjust the fit of the WS pieces to each side using sandpaper and sand a 5 degree bevel on the underside to achieve a nice fit to the wing. When satisfied, glue the WS pieces in place to the sides only (tip: do this over the plan using your 90 degree angles and ¾" tip support blocks on the wing to make sure the wing saddles are attached in the proper locations)

Locate the (2) pieces of 1/8” balsa that form the fuselage extension filler on the front lower center section of the wing directly behind F-4B. Laminate the pieces together. Using pencil and straightedge, mark the center line on the larger piece lengthwise. Using a sanding block, sand the 5 degree bevel using the center line as a reference and removing material from the center to none at the outside edge. Place this next onto the wing and ensure it fits the bevel properly then mark the sheeted profile of F-4B onto the leading edge of the filler piece. Remove and sand the piece down to the marked shape. When the piece is sanded and shaped to a nice transition of the fuselage into the wing, glue it to the bottom of the wing.

Locate the laminated radiator scoop and fit it into place using the plans(including a light radiator scoop outline on the top view) as a reference. Sand a beveled shape for the wing portion of the radiator half and hog out any surplus material on the inside of the scoop with the Dremel drum sander attachment. Remember, the look we are going for is a near seamless transition from the scoop to the fuselage sides so adjust the fit to the wing as necessary to achieve this. When satisfied with fit, glue the scoop to the bottom of the wing. (tip: since the wing servo is already installed at this step, it makes it easy to find the location (fore and aft) as the scoop will just touch the front of the servo when in the proper location.) Next, locate the rare earth magnet location in WM-1. Using a long, sharp piece of thin music wire extended between the stringers on top of the fuselage, press from above through the center of the hole and into the radiator scoop marking the location. Remove the wing/scoop assembly and drill the scoop and fuselage to the proper magnet diameter and CA the magnets in place flush with the respective surfaces. (Tip: check and mark the magnet polarity- it would be unfortunate to glue one in with the polarity wrong!)

Electronics:

Install the motor by sliding it onto the mount and securing it with the set screw. On one of the prototypes, I used a 5 amp speed control purchased at my LHS from Common Sense R/C at an affordable price. This control needs some lightening work done to it before it becomes an acceptable weight for installation. This work as well as other details of lightening other electronic components will be explained in further detail by contacting me (at the e-mail address on page 12). Once the speed control is ready, hook it up to the motor and secure it inside the F-3 to F-4 cavity using a piece of Velcro.

Install the elevator servo and run the wire through the rectangular cutout in F-5. I purchased a 18” section of 1.5mm Carbon Fiber tube (hollow inside) from Homefly (see source index) that I used for the main elevator pushrod. By

bending z bends into an end of two short pieces of .032 MW, you can easily create an adjustable length pushrod that will be made permanent at final assembly with a drop of CA, plus it eliminates any flex at a light weight. If you don't use the CF, use a pushrod of .020 and secure it at the halfway point with a bushing to control flexing. Install the control horn and Z bend into the CF tubing and secure in place with a drop of CA after verifying the end barely exits the fuselage at full down elevator travel.

The receiver used in the prototype is a GWS 4 channel receiver with the pins desoldered and the wires soldered to the circuit board. I soldered one female JST connector with a short lead so I could disconnect the wing from the plane but the elevator and speed control were soldered directly. A good choice is the GWS receiver with the tan JST connectors. Any grams you can save by soldering directly and removing excess wire will give you a great flying plane with more vertical acceleration and ability to make slower passes.

Another neat little device is a voltage monitor sold at Homefly for $8. I wired it in with a small hole in the cockpit floor next to the instrument panel. A LED glows when the battery reaches 9V so I know when the battery needs charging. Before launching, rev up the motor and see if the light comes on. If it does, it's time to recharge to save the life of your Lipos.

Canopy:
Carefully and minimally trim the canopy to fit your cockpit at the location shown on the plan. Go slow and get a nice fit. Once your canopy is trimmed to fit, I used magnets imbedded in the tip stringers front and rear as shown on the plan to permit removing it to access the cockpit area. This is a good place to install a micro switch for disconnecting the battery (Homefly) if you wish. Otherwise, paint the cockpit area black and detail as desired, then glue it in place with a suitable glue. If you want to use the embedded magnets, a small loop of music wire glued inside the canopy is concealed well and provides the magnetic material for good holding power.

Spinner:
Glue the spinner rings together on the outer sections only- do not put glue inside the pre-cut sections that will be removed after shaping. I tack glued a piece of the 5/64 dowel into the rear of the assembled spinner and chucked it into the Dremel and rotated along sandpaper to achieve the desired shape. Be careful not to remove more material than necessary or it will shrink too much. Once satisfied with your turned shape, simply complete the premade cuts and remove the inner material with a hobby knife. Then it's just a matter of scribing

and removing the propeller blade holes and securing the spinner with a dab of flexible glue.

Covering:

The prototype was covered in Silver RA Microlite available from Homefly. There aren't any specific instructions for covering this plane just be sure to overlap the seams well and use good covering techniques with a brand new blade to avoid tearing the covering. The radiator scoop covers well with 4 pieces (sides, front, then belly) and the fuselage extension piece with just one piece. The secret to the covering is to tack it to structures such as wings on low heat and work your way out. Then switch to high heat and it will shrink beautifully and does extremely well around compound curves such as wingtips. I do not recommend using a heat gun with this material. Read and follow the instructions that come with the covering for additional information. I've also successfully painted parts of the covering for trim (though I haven't tried to then attach or shrink it afterwards which I don't believe will work well.)

The hinges work extremely well and are nearly invisible once installed. To make them, cut two strips of covering at approximately ¼" to 5/16" width by about 4 inches in length. Turn one side over and lap beneath the shiny layer by approximately 1/16". Using the tip of trim iron on the low setting, carefully touch only the lapping section along the length of the strip. When sealed, cut into approx 7/8" sections and alternate them along the surface being hinged. This creates a sealed, friction free hinge that is very durable and strong. This hinge is applied after all of the surfaces are covered.

Final assembly:

Hinge the Elevator to the Stab using the hinges described above. Attach the Elevator horn if not previously done (note- if using wire pushrod, wait to attach the horn permanently until after you've joined the z bend to it).

Cut the covering carefully from the lower slots ONLY of the 2 outer Stab/fuselage slots. Cut the material from the center slot on top and bottom and mark and remove the covering to provide balsa to balsa connections for the Stab and Fin/Rudder assembly. I poked holes along the fuselage longeron below where the fin attaches using a sharp pin and allowed the AR to penetrate for good bonding. Once satisfied with the wood to wood connections, mount the wing to the fuselage and line up and glue the Stab to the Fuselage and the Fin into place using AR. Note that you may need to make a slight groove in the face of the 1/16" filler piece to permit the Elevator joiner wire to fit within the cavity between it and the Stab.

Hinge the Ailerons to the wings and glue the torque rods into them as they are attached. A drop of AR from the syringe and a tiny bit in the groove makes a good connection.

Join the Elevator 1.5mm CF tube to the z bend wire piece that is installed in the plywood control horn. By deflecting the surface “up” and moving the control “down”, it will allow you to slide a properly trimmed section of z-bent wire into the end and slide plenty inside to secure well with a small drop of Med CA once the proper neutral position is located.

Make and install the exhaust stacks on either side of the fuselage from scrap 1/8” balsa and short pieces of scrap dowel. Use light water transfer decals or cut templates and lightly paint your “scheme” onto the covering as desired.

Battery notes:
Two battery sizes fit very well and provide the proper amperage for powering this little guy: (3) 250mah Full river cells and (3s pack) 200 mah Common Sense R/C cells. The Full river cells are available from Homefly and provide the lightest weight and greatest capacity at a slightly higher cost than the Common Sense (abbreviated CS) pack available from the LHS (or online). The CS pack has to be taken apart and a lighter wire and connector installed (JST) along with the heat shrink covering to save weight and fit properly. The Full river cells have to be soldered and a connector installed and made into a 3s pack. (email me for price information for receiving a setup of electrical components modified for custom fit if you’re not interested in doing this yourself).

Finally, using the heat trim tool, hold a slight deflection of right rudder and shrink to hold it into the covering. You can adjust this later with test flights on a calm day but since the motor thrust is set at 0,0, a small bit of right trim is needed for perfect loops to counteract the effects of propeller torque (requiring right Aileron input and inducing adverse yaw counteracted by this right rudder trim) and prop wash. Also, eyeball the wing and add a slight twist of washout at the tips and ensure they are setup identical when viewed from the front. This covering is beautiful for making these adjustments.

Pay particular attention to the CG location shown on the plans and do not fly the plane if the CG is aft of the main wing spar. Because of the small size of this plane, it is vital that you carefully measure the CG using a small stand or a couple of new pencils secured into holes in your bench with the erasers up. Balance it well and make sure it is nose heavy (if not perfect) and test fly only

on a day with winds at 5mph or less. Once you're adjusted and used to the characteristics of the plane, you will probably become content flying in heavier wind conditions (up to 10mph or so) due to the high power potential and sleek airframe. You'll bounce around a bit, but it can make for some fun flying in various conditions and this won't be a hangar queen as a result.

Control travel: If you use the inner hole on the Aileron servo arm, the full travel should be perfect for most flying- fine tune to suit your flying style. Elevator should be setup on the outer hole with 20 degrees deflection from neutral for test flights and adjusted to suit with expo and/or low and high rates.

Flying:

Launch the plane into the wind with ½ throttle and watch it take off. If you built it carefully and removed any warps, it will fly straight and true with only a click or two needed in flight.

You won't be able to fly this at constant full throttle as it is an absolute rocket at that setting. Putt around at ¼ or less throttle a mistake or two high and test the stall and slow flight characteristics. When you want a thrill, peg the throttle and shoot straight up or across the sky for a few moments. Use caution with violent control inputs at high speeds in proportion to the strength of the magnets you used to secure your wing ☺ Due to the high wing strength and low mass of the plane, in-flight structural failure is very unlikely at any speed. To land, fly it in gradually lower and slower and wait for a nice area to cut throttle and gently flare for a nice, smooth transition to the grass. Watch out for pavement that grinds away balsa or prickly, dry grass & weeds that can tear the covering.

Source Information:

www.HomeFly.com sells almost everything needed to outfit your Park Strafing Mustang. The **YGE4-BL brushless controller** is an amazing piece of engineering if you have some extra money to spend and is a ¼ of the weight of the stock Common Sense 5A speed control. They ship quickly and very inexpensively. If your local hobby shop doesn't have it, check here first for the best deal. The humor section is a bit strange and I would recommend against visiting it.

www.rcgroups.com is a free, online forum with an incredible amount of information available at your fingertips through proper use of their search engine. An online build thread has been started here: http://www.rcgroups.com/forums/showthread.php?t=761596

Email aeroplanes@TheFinishCrew.com with any questions, comments, or suggestions.

Be sure to join the online build thread above on this airplane for useful information and product updates.