

Changing the wing incidence

To increase wing incidence, slide either the front (LE) edge post up in the tube, or the rear (TE) post down. To decrease wing incidence, slide either the front (LE) edge post down in the tube, or the rear (TE) post up. Make changes in 1 mm increments. Make sure you keep enough post in the tube so that it won't fall out.

As when you made the initial adjustment in step 2, use a metric ruler to measure from the bottom edge of the motor stick to the underside of the leading edge (LE) wing spar as shown by the arrow on the left. Do the same for the trailing edge (TE) wing spar.

Record the incidence measurements for your barely-not-stalling flight in your log as shown below. Note that this reflects a 2mm decrease in the initial incidence that was shown for this plane initially.

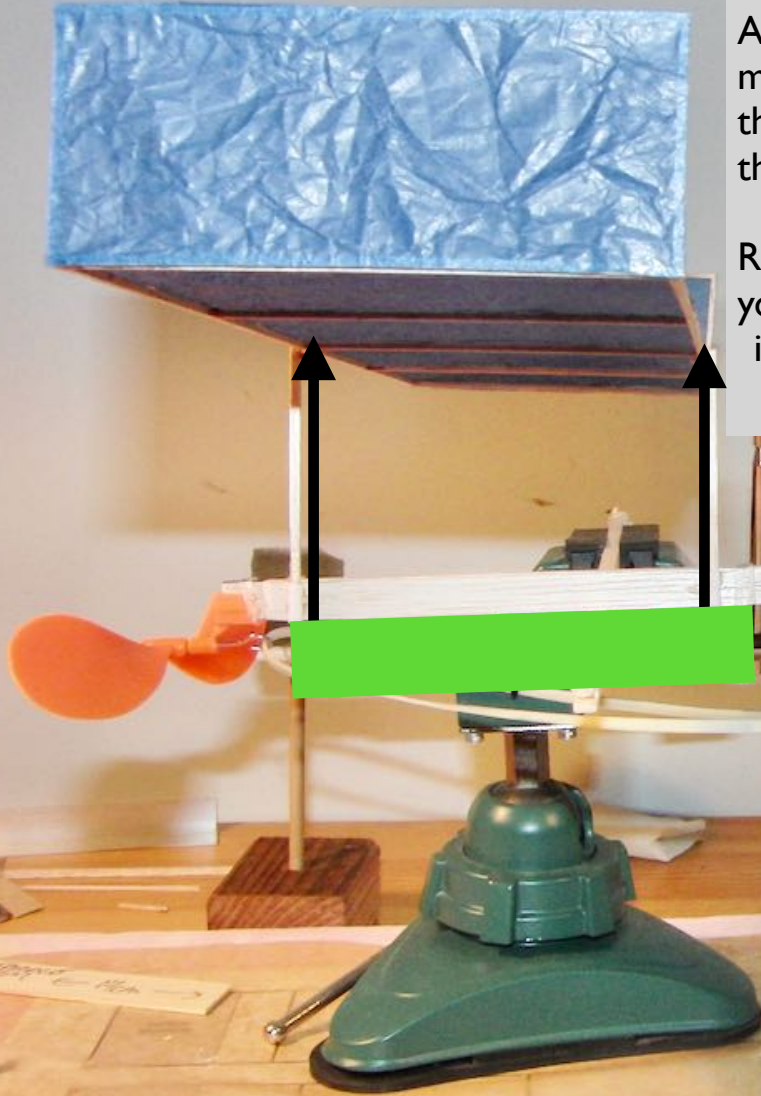


Diagram showing a wing with a motor stick and a center of gravity (cg) marker. The motor stick is positioned at the leading edge (LE) and the center of gravity is positioned at a distance from the trailing edge (TE).

Flight Data Log					
torque	Wing	cg @	Incidence	Maximum	
v/launch	setback	before TE	LE/TE	height	duration
(n.-oz.)	(mm)	(mm)	(mm)	(ft)	(min:sec)
/	0	23	65/61		
/			/		