


Flight log data shown below for the final trim flight (step 7 in procedure), and first full wind flight (step 8 in procedure). Winder turns increased from 45 to 55. Be conservative when you add more winds, especially when you get up near the ceiling.

Plane: <u>Urban Workshop plane. (blue)</u>						Flight Data Log					Team: <u>Dr. D</u>	
												
	motor	turns	Torque	Wing	cg @	Incidence	Maximum		You don't know what you're doing unless			
Date	W/L/m	max/launch	max/launch	setback	before TE	LE/TE	height	duration	you know what you've done!			
(m/d/yr)	(in/cm/g)	+15	(in.-oz.)	(mm)	(mm)	(mm)	(ft)	(min:sec)	comments			
11 / 11/ 23.	Same as below	/ 45	/	0	23	65 / 61	N/A	N/A	Trim flight - these are optimum settings!			
11/ 11/ 23	3/32/ 28.5/1.49	/ 55	/	0	23	65 / 61	5	0:15	Needs more winds			
/ /	/ /	/	/			/						
/ /	/ /	/	/			/						
/ /	/ /	/	/			/						
/ /	/ /	/	/			/						

Be aware that repeated windings will gradually stretch the rubber into a slightly longer, slightly thinner loop, which will not fly exactly the same. The best way to compensate for this, and for the normal variation in rubber density, is with the use of a torque meter. Use of a torque meter will also make it easier to use an improved winding method, where you wind up very hard and then back down to your intended launch torque. A discussion to how to do this can be found in my [winding tips document](#).