

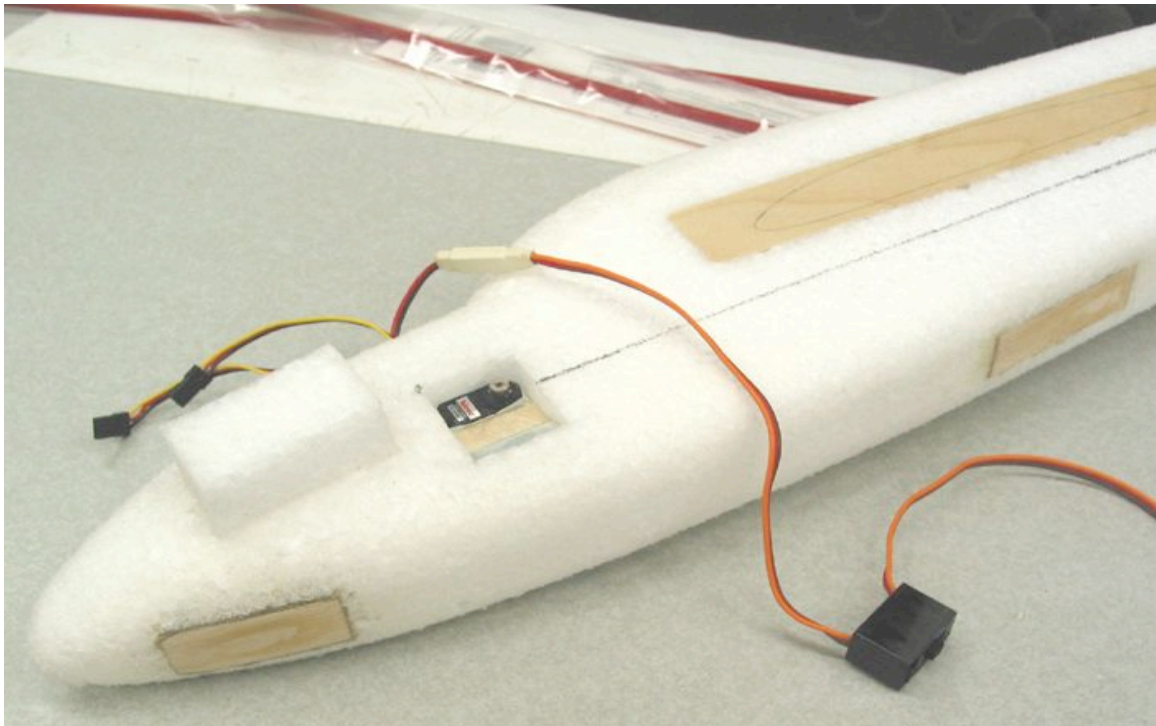
Jim Porter's Beautiful DAW 1-26 2 Meter

Leave it to master builder and pilot, Jim Porter of Johnston, Iowa to masterfully improve on an already great kit. Anyone that has ever seen any of Jim's models already knows he's a very skilled builder.

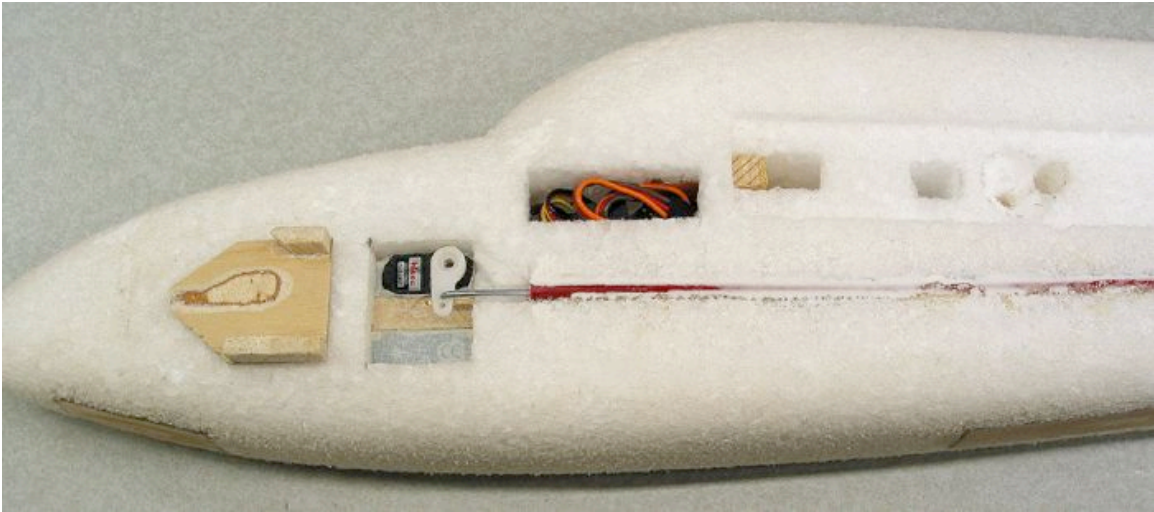
He wanted a two-piece wing and removable stab but he also wanted plug in wings that connected the wing servos without the need to attach wires to the wing halves. This would allow his 1-26 to be easily transported wherever he went and it would fit into a small enough box to carry onto an airplane for travel. It would also be fast to set up at the field.

Jim started with a modified EPP fuselage. His fuselage did not have the normal wing shaped cut out that would allow you to slide the one-piece 2-meter wing through the fuselage.

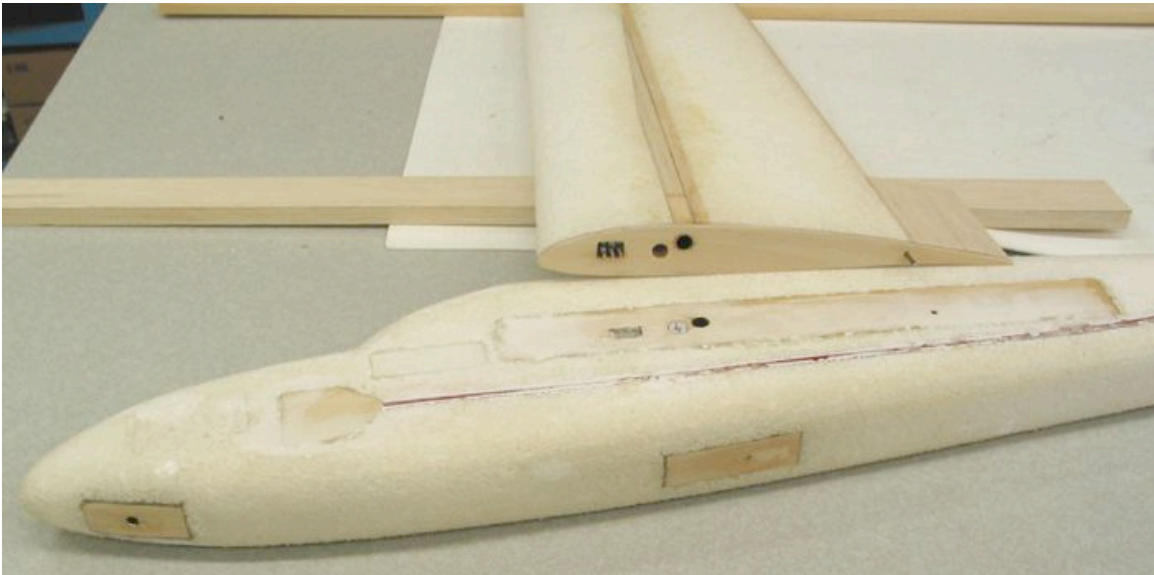
Instead, Jim's fuselage had a rectangular plywood rib inset into each side of the fuselage. This along with a spruce cross piece that runs through the fuselage and contacts both root ribs provides the necessary support for the wing rod tube that would be used to connect the two wing halves. It also provided the platform to hold the electrical connectors and the Multiplex wing locks that firmly hold the wings to the side of the fuselage. Jim uses an electrical connector system of his own design to hook everything up.



You can see the plywood root plates with the outline of the wing drawn on them, the location of the tow hook plate and the supporting plate for the bungee hook receiver.



This photo shows the spruce piece that supports the inset plywood root plates as well as the plywood servo covers that prevent the control wire from leaving the servo arm. A screw will hold the servo arm in place but is not shown in this photo. Jim uses an MPI combination switch/charge jack assembly. It eliminates any dangling chagrining wires that always seem to spoil the looks of many foamies. It's neat and clean and helps eliminate failure points. You can see it in the last photo right in front of the canopy area where the black "no glare" strip is located.

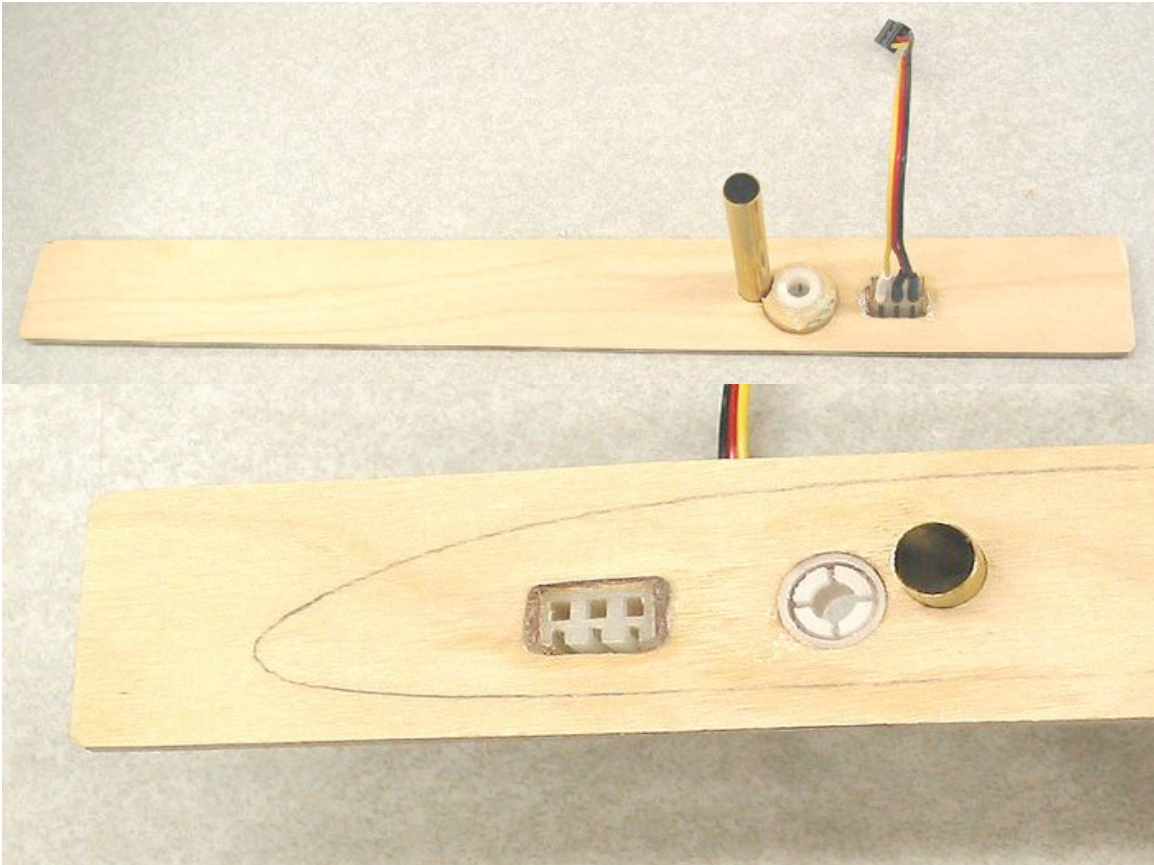


Jim has spackled the fuselage lightly to blend all of the installed parts and in preparation for taping. The wing shows the plywood root rib that Jim adds along with all of his other customer features including the wiring jack for the plug in servo connection, the wing rod tube and the Multiplex wing locks. The male portion of the Multiplex wing lock will be installed after the wing is covered. The wing rod that Jim likes to use is a 5/16" K&S stainless rod.

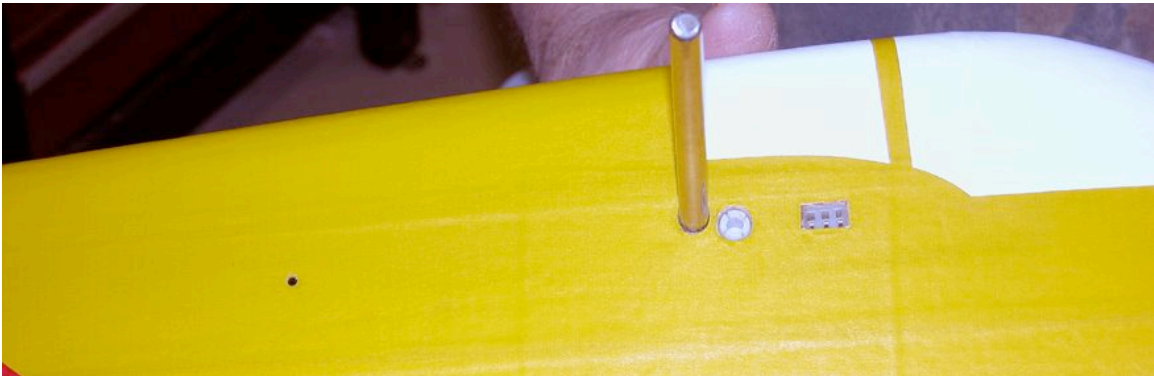
You can see where Jim has applied spackle to even everything off prior to taping. After the spackle has dried Jim soaks the spackle with thin CA to harden it and lock it in place. A light sanding after the CA cures provides a very smooth, hard and durable surface to cover.



The bungee receiver is located in the nose. You can see the plywood plate that holds a piece of 3/16" brass tube stock that is imbedded into the nose. A 5/32" music wire loop is attached to the bungee with a piece of nylon cord. This music wire pin slides into the brass tube. It falls out after the bungee has launched the model. Nothing hangs down after launch. It's clean, elegant and simple.



Here's the "before" shots of the plywood fuselage root ribs. They show both sides of the plywood root plates with the fuselage side components installed.



Here you can see what everything looks like in the finished model.

At the field all Jim has to do is slide the wing rod tube through the fuselage and plug the wings in. No wires, tape or any other steps are necessary other than turning on his model.

He also takes some other steps, some that you can see in the photos. Note the plywood servo covers that makes locating the servo should it ever need repair. These covers also helps hold the "L" bend push rod to the clevis so that it cannot pop off the servo arm. Not seen are the balsa wing tips that are tied into the wing spar system. The wing tube is placed into a joiner box that attaches to the main wing spar. Jim's 1-26 has a removable bungee hook for shooting his 1-26 into the air at terminal velocity. Naturally there is a tow hook plate for more passive launching such as a high start or winch.

The covering is all done in Solartex, no paint. Jim protects the Solartex finish by applying a light coat of Minwax fast drying polyurethane in clear satin. He prefers the satin because it helps produce a more scale like, less plastic finish and it hides the lines that can sometimes be seen under the covering.



All of Jim's mods do add some extra weight. The all up weight is 48 ounces but when you are flying in 25 mph+ South Dakota winds this plane should perform very well and it will really look great in the air.



Does it look good? **NO!** It looks great!