

GOOD MORN'G DEL. IT WILL BE IN THE MID-P.M. I WILL HAVE SOME PIC'S TO SHARE & COMPARE WITH YOU. "Caps lock" was on "accidentally" not a very good typist ;>(

Copied fm a previous letter referencing your #6 inquiry about my under standing of Wt & Bal . (B-4 and After, mods)

New "Datum" established at the "nose of the A/P used for simple, and LESS prone to mistakes mathematical calculations, it makes all Weights "positives" (+) and NO (-) negatives ! Therefore the C of G "SAFE" operating range never changes (ed) measured fm the new nose datum; 54 inches plus (again Memory!) $18.9 = 72.9$: 54 inches plus 28.8 = 82.8 I shared an earlier rough pencil draft of a c/g for "Stan" showing him at 250# in Feb. OR? March. Last week he was 260#, if any change it would have simply moved even closer to the center ;>)

I hope this makes a-little sense, The kit folks come to the same mathematical conclusions, just using different "datum's" for reference points

MY personal conclusion is that only the total Weight went up a few hundred pound's and the "useful load" was "reduced" accordingly by the same weight. The same gross wt. would still apply and should not negatively effect any other overall operating perimeters and limitations.

I will have a "New" drawing of the "Flap&Aileron" upgrade mod. The "original" pencil draft, can't find it so I just basically made a new one .

Copied this from : http://www.light-sport-aircraft.org/challenger/-flaps-images/Challenger-flaps_00062.jpg

PS I'm leaving now ,just finished lunchGene

Del

Just a , I think an easy question or 2 ;>) .. Your questions are quite easy enough ,BUT, I want to answer them in a coherent and "helpful" way. After reviewing them, 1&2 are basically joined or inseparable , 3 is a stand-a-lone (I am proud of that one!) I do happen too have a drawing ;>)

4&5 again, really all 1 question, but a good one, which will take "several pages AND some Physical camera picture taking (2morrow AM).

Number 6, here I'm a-little confused ;>). I've done "literally hundreds if not a thousands" C of G problems over the past decades.

The center of gravity is a range (I hope I'm right ;>)that is dictated pretty much by the chosen airfoil for a particular airplane, in which the A/C MUST be in that range for SAFE OPERATION (!) If not, 'O' POOP!

Again in the case of / for the "Terria 11 (T-Bird 2) it had flown 3 times

in the previous week(one was a MISTAKE me), and WAS smooth in straight&level flight with the controls fairly neutral and without any fore or aft pressures noticeable.. I (memory here) Believe the C of G range is 18.9 to 28.8(?) or approximately 10" travel range.

The "original" Datum as used by the "Kit maker" was the wings "Leading edge". I have "always" preferred to work with Plus(+)s in an effort to not make mistake's . I chose to use the nose of the A/C versus, wing Lead edge for Datum as used by the Kit Manufacturer. Now you simply jack up the airplane wing level and weight it. Here I was lucky (!) I really had "NEVER" with an empty fuel tk. have a plane balance!? Helicopter, Yes at the Mast.....But perfect center, rare indeed.

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Thanks Gene