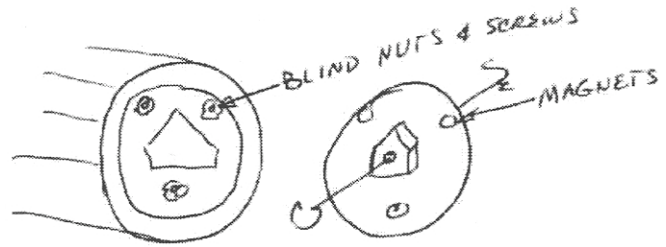


A WORKABLE THRUST ADJUSTMENT SCHEME

An article by Claude Powell published in the July/August 2007 issue of MaxFax, the Journal of the D.C. Maxcuters, Stew Meyers, editor

(Ed. Note: While Claude is writing this from the perspective of a scale model builder, it obviously can be applied to just about any sort of model which has a relatively large frontal area)



You saw the photo of the front end for my Vultee in the May-June 2007 issue of MAX-FAX. This thrust adjustment technique is a winner for radial engine models and offers you an easy and simple way to address the trimming procedure. Since the photo was taken I've retrofitted and retrimmed several of my models using this technique. The models don't fly any better but the trimming process was certainly easier. The Geezers "Gizmo" also does this job very well and is still the most practical method for inline engine models.

The hardware (cup point set screws and the blind nuts fT-nuts) are available from Micro Fasteners (<http://www.microfasteners.com>). See attachment for sizes and prices. Earth magnets are available from Easy Built models and Dave Rees.

I'm using 4-40 screws but 6-32 screws also work for large models. You can trim off the flanges from the blind nuts with tin snips if necessary. Be sure to add enough cowl rings to hide the gap caused by the trim adjustments. The 4-40 screws use a 0.050 Allen wrench and the 6-32 screws use a 1/16" allen wrench.

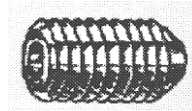
The blind nuts are located at the 2,6 and 10 o'clock positions. Drill holes for the blind nuts and install them first (hot stuff). Put in the screws and leave them proud. You can press the nose plug assembly against the screws to mark it for the magnet locations. I use a drill bit (held in my fingers) to recess the magnets. Brad point works best but any will do. Hot stuff them in place.

This trimming setup offers two excellent benefits. (1) Easy and accurate trim adjustments and (2) the magnets hold the nose plug assembly snugly against the screws regardless of their settings. In other words, even if the nose plug loosens (as it usually does) it will remain in place.

You may be tempted not to install the 6 o'clock screw. You really need it! It serves three purposes: (1) It's available in the unlikely event you need up thrust (2) It ensures the security to hold the nose block in position. (3) It provides a field spare in case you drop one of the others in the grass (you'd never find it).

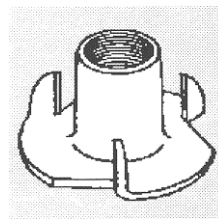
Claude Powell

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Set Screws, Cup Point - Alloy Steel

| Product # | Qty Per | Pkg Size | Price |
|-----------|---------|-------------|--------|
| SSA0402 | 20 | 4-40 x 1/8 | \$2.15 |
| SSA0403 | 20 | 4-40 x 3/16 | \$2.15 |
| SSA0406 | 20 | 4-40 x 3/8 | \$2.15 |
| SSA0408 | 20 | 4-40 x 1/2 | \$2.15 |



Blind Nuts - (T-Nuts)

| Product | Qty Per Pkg | Size | Price |
|----------|-------------|------|--------|
| # BN0440 | 50 | 4-40 | \$4.20 |

Claude added some additional info in a separate email . He likes the above adjustment scheme for radial-engined models, and the Gizmo Geezer button for in-line engines. He notes that the above set screws require a .050" Allen wrench for adjustment. The Gizmo Geezer's nose button supplies a small flat blade screwdriver for adjusting the screws on that device. At the flying field he always seemed to have the wrong adjusting tool for the model I was trying to trim. To solve this problem he filed down the width of the Gismo's screwdriver until it just fit the allen wrench socket (it doesn't take much). Now, one tool works for both situations.