

ASW 28

BY ROSENTHAL FLUGMODELLE
WITH RETRACTABLE UNDERCARRIAGE BY FEMA

... Then began the task of making up the fuselage formers, which lasted several days: the first stage was to wrap a length of thick solder wire round the outside of the fuselage at each former position to obtain the approximate profile, which was then transferred to thick card and cut out. I then cut dummy formers from 3 mm poplar ply and trimmed them carefully to an accurate fit inside the fuselage. The whole process was made slightly more complicated by the fact that I was intending to install a sprung retract unit made by FEMA Modelltechnik. This is the retract recommended by Rosenthal.

... I have nothing but praise for this unit, as it is extremely accurately made and incorporates a superbly smooth, free-moving mechanism. The installation instructions supplied are also in a class of their own. Even if you have never fitted a retractable wheel before, you are unlikely to have problems fitting this unit, as the instructions tell you the best position for the retract to ensure that the model has good ground handling. The instructions include the dimensions of the wheel doors and a suggested method of fitting the required door hinges. If model kit manufacturers were to emulate these installation instructi-

ons, a typical model aircraft would be accompanied by a thick manual.

... Every flight ends in a landing, and this is another area in which the model offers an impressive performance.

... The sprung retract unit plays an important role here, as it effectively absorbs any landing shocks which occur, and appears to glue the model to the ground once it touches down. The wheel brake also works very well, helping to keep the ground roll conveniently short. However, do take care with the brake initially, otherwise there is a risk that the glider will attempt to stand on its nose or even flip over forwards.



The first landing with main wheel extended and airbrakes fully deployed was straightforward, with no nasty surprises (above).

The installation of the braked and damped retract unit made by FEMA (right). The unit is beautifully and accurately made, and test flying showed the practicality of the design. The wheel brake is actuated by a thin Kevlar cord and really »bites« when applied.



The main wheel doors were reinforced with an overall layer of carbon fibre cloth (left) to produce superbly rigid panels.

