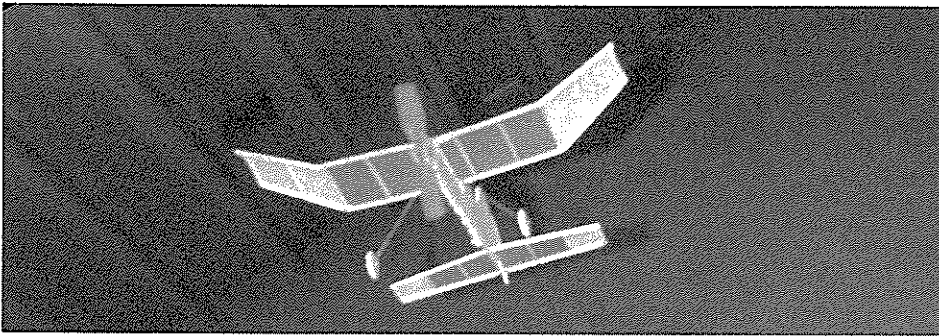
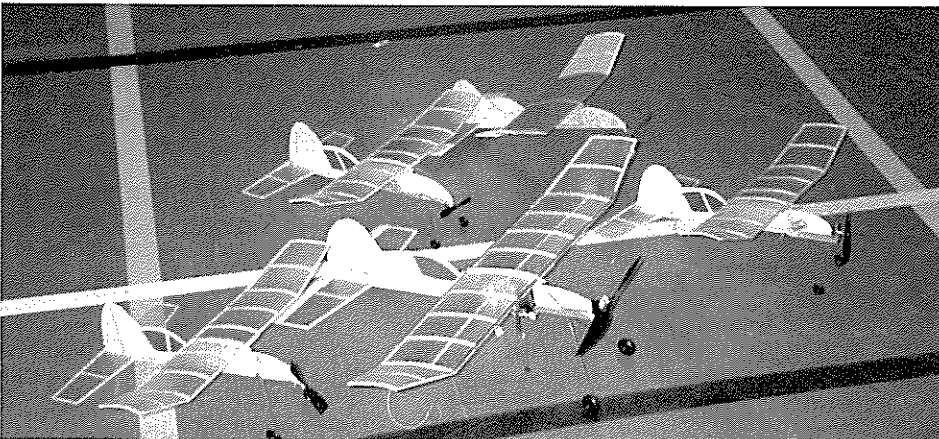


Meda Flyer

Renamed "The Oxford Universal" by his Clubmates, this great little indoor/outdoor flyer by Gerry Johnson has spawned many variants



No. 4 model flying high in the Blackbird Leys hall - a terrific venue for indoor flying.



Every possible indoor power source! Rubber, electric and CO2 versions by Gerry and his Oxford clubmates, all fly very well. Right foreground is John Soper's enlarged R/C version - you can see why they call it the 'Oxford Universal'!

I was impressed with the 'Hangar Rat' design, but I thought that something similar in construction, yet slightly more aesthetic might be possible.

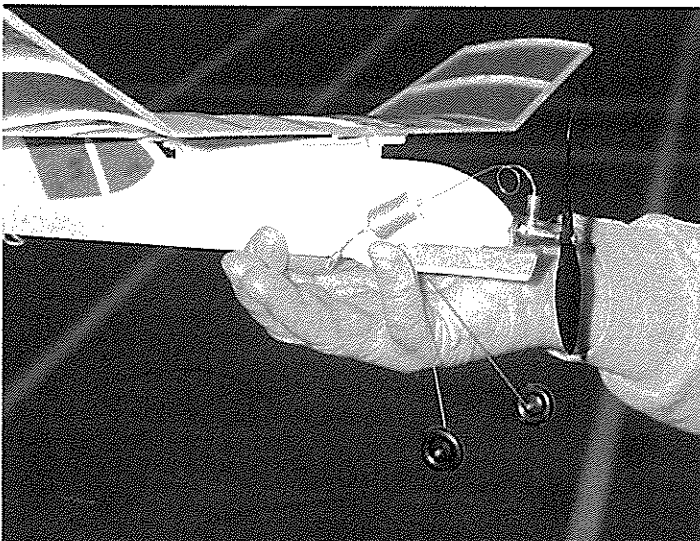
The first three Meda Flyers were solid sheet fuselage models with double-surface wings, a flat-bottomed section and a $\frac{3}{32}$ " x $\frac{3}{16}$ " outline. Weight was around 30g. They flew indoors with 4mm x 1mm rubber, but were a bit fast. They have now been relegated to outdoors, where they fly well on $\frac{3}{16}$ " rubber and can handle a bit of wind.

No. 4 model was a serious lightening exercise; an outline fuselage, single surface covering on wing and tail, moment arm shortened by 20mm, nose moment by 10mm, flying surfaces outline reduced to $\frac{1}{16}$ " x 4mm. A total of TWELVE Meda Flyers have now been built, some with a 3mm depron fuselage and tail; they weigh in at about 18-22g.

The fuselage is built complete, flat on the plan, less the 1mm ply wing mounts. If building a depron version, just support the wing as shown, then fill-in underneath, fore and aft with depron pieces. Fit the wheels after sliding the U/C wire through the slot and binding/gluing. Sand the nose so that the plastic nose-piece is a fairly loose fit, then rub cement into the wood to harden it up.

Don't forget the $\frac{1}{8}$ " washout on the wing tips and the $\frac{1}{4}$ " left wing offset. This allows coarser rudder adjustment for tighter turns in smaller halls. I found test glides a bit of a waste of time, best to start with a 10" loop of $\frac{1}{8}$ " rubber, wind on 200-400 turns and gauge the trimming adjustments needed.

Why "Meda Flyer"? - The Oxford club fly out of Port Meadow!



Close-up of the nose-mounting mods for CO2 conversion, and the use of depron for the fuselage shape around a 'Hangar Rat'-type stick.



Detail of John's radio installation on his 'Big Meda'. Note the wing spar and location of the r/c gear so positioned to get the CG in the right place.