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## **Savannah Tip No: 22**

### **Savannah VG and XL Flap Adjustment.**

The ICP construction manual calls for the adjustment rods connected to the bell-crank (aileron horn) on the torque tube to be adjusted to their minimum length for the VG/XL models. This has the effect of reducing the AOA of the flaperons relative to the rest of the wing, and reducing the amount of flap available at the 2off flap settings. It also has the effect of moving the centre of lift forward, which then requires more down elevator trim for straight and level flight.

Aircraft with the control rods adjusted to the minimum length may not have enough down trim available at rearward CG's (such as when fully loaded) to neutralise the stick forces for hands off straight and level.

Consultation with ICP has resulted in ICP recommending that the control rods be returned to the original length to alleviate this problem.

A small change in the angle of incidence of the stabilizer would also cure this issue but ICP have not recommended this action at this stage.

A better solution would be to add a little more down angle to the engine by adding an extra washer to the top two mount points of the ring mount.

