

1924 North 6th St.
Springfield, IL 62702
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David:

Thanks for your note and the more-than-generous check.

Per your queries -- As the drawing shows, the trailing edge is exactly transverse to the longitudinal axis -- same as the GU. The torsion (UNI) layups should be at 45 degrees to this line, not to the TE of the wing beam -- although it probably doesn't make that much difference. As for the forward movement of the CG, I'd guess it's because of the different CP of the modified airfoil.

Re the anhedral, the text calls attention to an early QAC change, but I'm damned if I can remember whether it was an increase or a decrease -- I think an increase. I don't remember if I told you, but I measured the loaded deflection of this canard against a completed (GU) airplane in Michigan and it's about 60% stiffer, so don't worry about landing loads -- you should be able to cut off small trees with this thing. Summary; it was my intent to make this the same planform, anhedral and area as the GU canard.

As for handling, the tail-down little SOB was a tiger on the ground; it never departed for me (I gave lessons to Chuck Yeager) but it got away from Jim Doyle (my partner) twice and once took out a \$1,200 VASI light (no airplane damage). The legendary Norm Howell is the only one who actually flew it as a tail dragger (we never mounted the old GU canard) and he declared it eminently manageable. But, on the tri-gear it is an absolute pussycat, and any nine-year-old retardate should be able to handle it.

I thought Jim Masal (whom I know to be ^{the} consummate southern gentleman) made an uncharacteristically snotty remark about your obviously sincere communication with Q-TALK.

I have not done an engineering analysis of the canard as a Tri-Q, but I'm comfortably certain you could reduce the carbon fiber to about 9 or 10 layers (at the center) on the top and 6 or 7 on the bottom and still have an adequately strong surface. I would certainly remove the anhedral; our tips clear the airport by less than 11 inches -- but we haven't scraped one yet!

I'm sorry we haven't met, but I look forward to that event in the future since I usually make both S & F and OSH. You impress me as a pretty sound piece of work.

Joe
KXX
Lamm