**Message started by rossco on 16. Oct 2008 at 08:43**

Title: **Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 08:43**

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Hi guys.....Guess what turned up at work today? give up? Well the good folks at Austar models have done thier homework and listened to thier customers and have produced an outstanding model of the cessna 188 Ag husky. Since the models original conception, the models has undergone several changes in responce to the modellers wish list.

So first off the model comes in a very sturdy double box affair to look after your new toy in transit, this also doubles as an overgrown rubbish bin to put the acres of protective wrapping that every component has been carefully protected in.

Construction consists of a very light built up ply and balsa construction with high quality covering film finished to a very high standard that puts other manufactures to shame. The hardware as per all of Austar s models, is also to a high standard and as such is a testament to the time and attention to detail that has gone into the design and development of this model.

So down to business..... First off my intention with the Ag husky is to use it for Aerotowing as a replacement for my now deceaced ESM Cessna 185 that served me well for over 250 flights and was lost through no fault to the model.

The power plant for this build will be the DL 50 due to it's power and reliability. This is on the bottom of the power range as the recommendation is for 50-85cc but given the light weight of the airframe will prove to be more than adequate.

In keeping with my usual style of building the instructions were given the once over followed buy the heave ho and are provided as a general guide to building the Husky. So for me building began with cutting the film for the under fuselage hatch and ironing the edges of the covering down. This then gives access to mount the alloy undercarriage and in doing so help to avoid hanger rash during construction. Now imagine my surprise when I opened the tyrebag and found a gorgeous set of solid and light weight rubber 5" cub style wheels with tread and all, no leaky tyres around here! All in all pretty good so far.

More to come....

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Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 08:45**

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more pics, anyone know how to multi photo post???

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Picture_003.jpg (46 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 08:49**

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more

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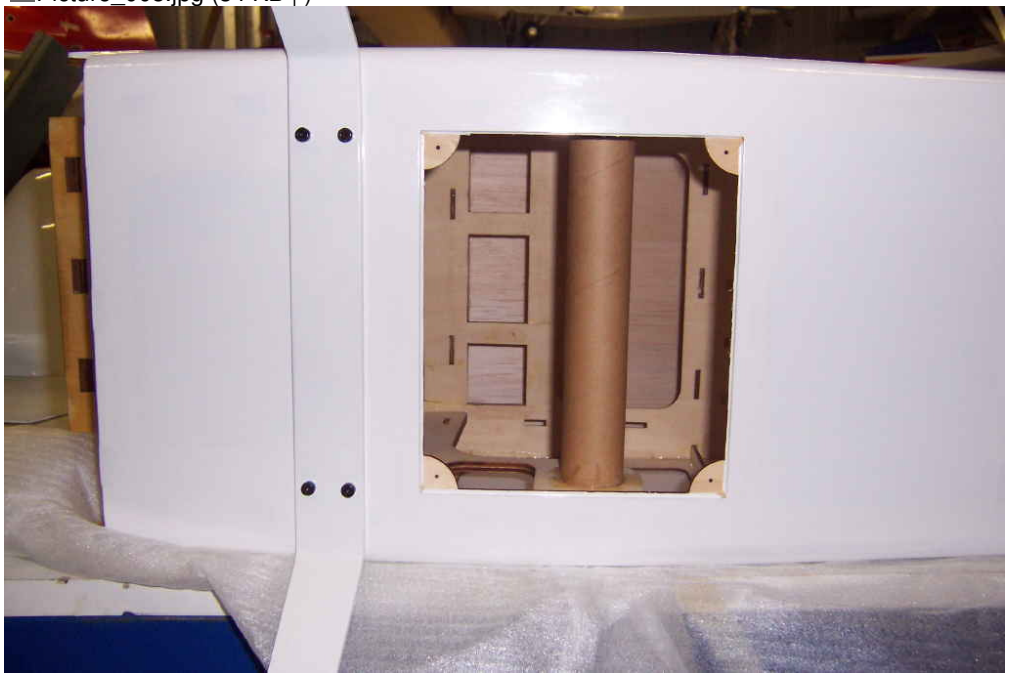
Picture_008.jpg (34 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 09:05**

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Hi guys well I got some more done to the husky today and fitted up the DL 50 using the supplied stand offs and a 10mm packer from an SWB standoff kit that I bought from THE HOBBY MAN. this gives you about 5mm clearance for the backplate of the spinner and allows for a 6mm overlap of the fuselage with the cowl.

Next up I have made a start on the Tow release pylon. Now normally I would mount the hook for a high wing between the trailing edge of the wing but on a low wing like my 80" pawnee I have fitted the hook at the junction between the cabin and turtle deck. Normally this would be fine but given that the cabin is set well back on the model and due to the height of the fin this simply isn't going to be possible so up the cabin we go! so my solution is to make an internal ply structure to carry the tow hook and tie this into the pre existing fuselage structure. Now tepmplates will be available at a

the width of the ruler for wall section and are made in two halves to get them into position, later they wil be sandwitched between 3mm five ply when joining. to allow the new structure to fit inside the cabin some material will need to be removed, refer to pics.

Oh did I mention I got a great suntan while out flying my 80" pawnee, cropduster style.....

cheer Rossco.

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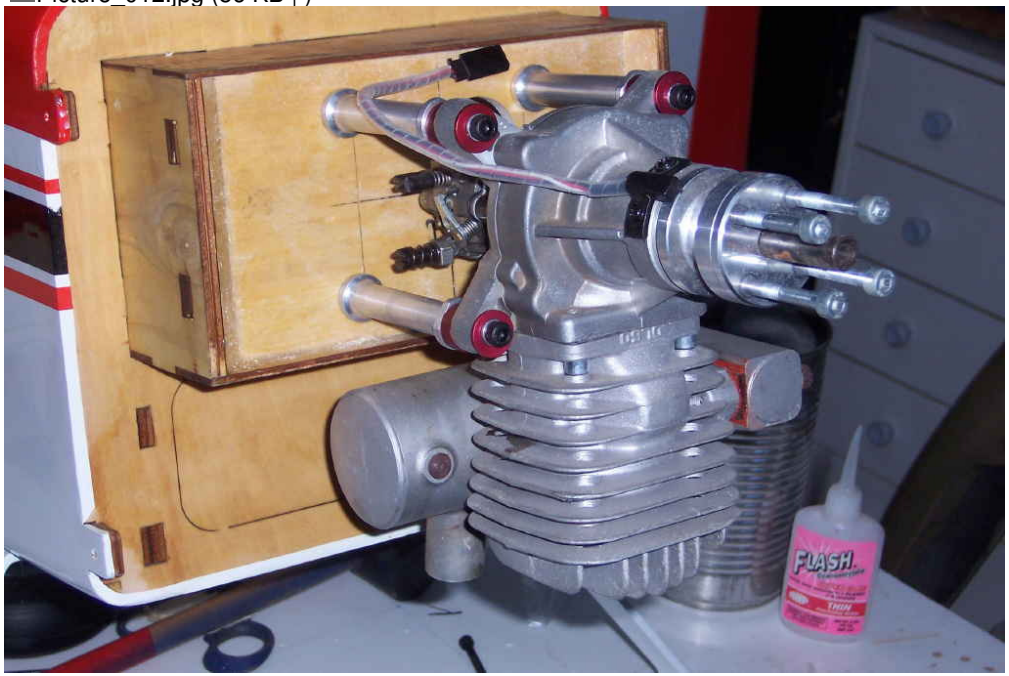
Picture_012.jpg (56 KB | )




Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 09:07**

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more pics tuns a room in the cowl

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Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 09:08**

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ok last pic till tomorrow

cheers Rossco.

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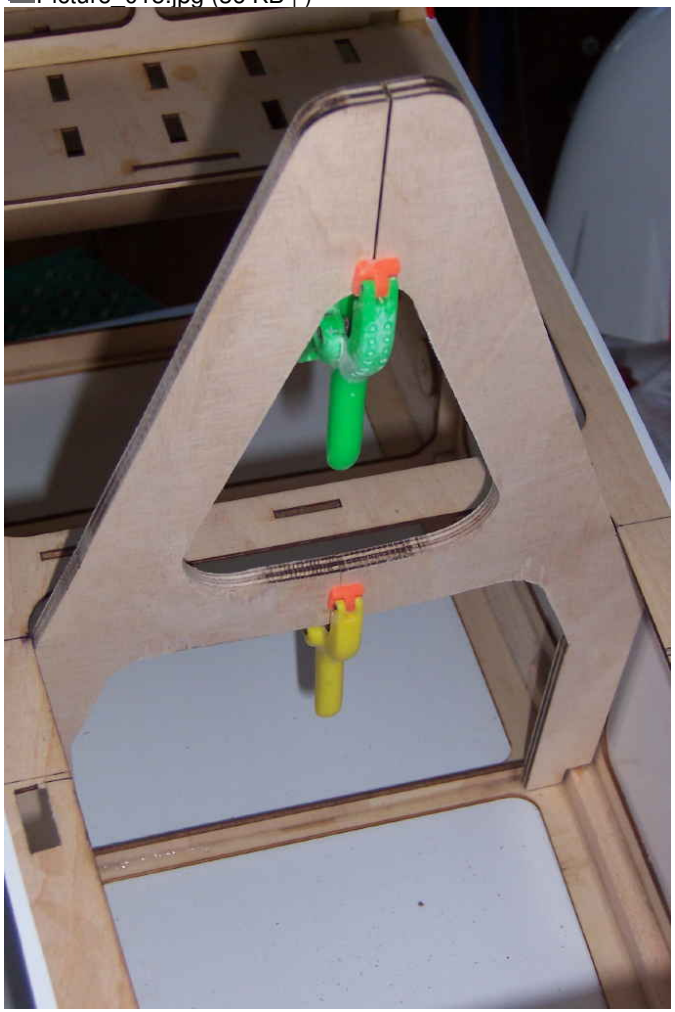
Picture_015.jpg (36 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **16. Oct 2008 at 13:57**

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Hey guys I got some more done to the cessna tonight, first up I decided to mount the cowl, now with the motor being centred according to the centre lines on the engine box the cowl was offered up and found to be a really good fit, so good that I decided to pack the motor forward a further 4mm, I lost a couple of mill there somewhere....  with the cowl removed and using masking tape, I ruled a datum line from the mounting holes on the side of the fuse and marked 100mm back this will give you a straight line to pick up again after refitting the cowl. You can now transfer the 100mm from your previously marked point ont a piece of tape on the cowl and hey presto, your holes in the cowl are perfect every time and buy using tape you resist problems of chipping your gorgous paint....an oldy but a goody!!

Next up was to do some more on the tow hook mast. I decided that I could sufficiently stiffen the mast with diagonal 10mm round dowl travelling from the top of the mast, past the rear former and to the floor of the longerons in the bottom of the fuse. To capture the top of the dowl I made a ply doubler that encapulates the top of the dowl, this also ties the two sides of the former together up top and will also have a doubler at half mast. Later on I'll fit the tow release servo and sliding pin arangement.

An eggspert is mierly an egg under preasure!

Rossco

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100_2979.jpg (31 KB | )

Post by **rossco** on **16. Oct 2008 at 13:58**

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more....

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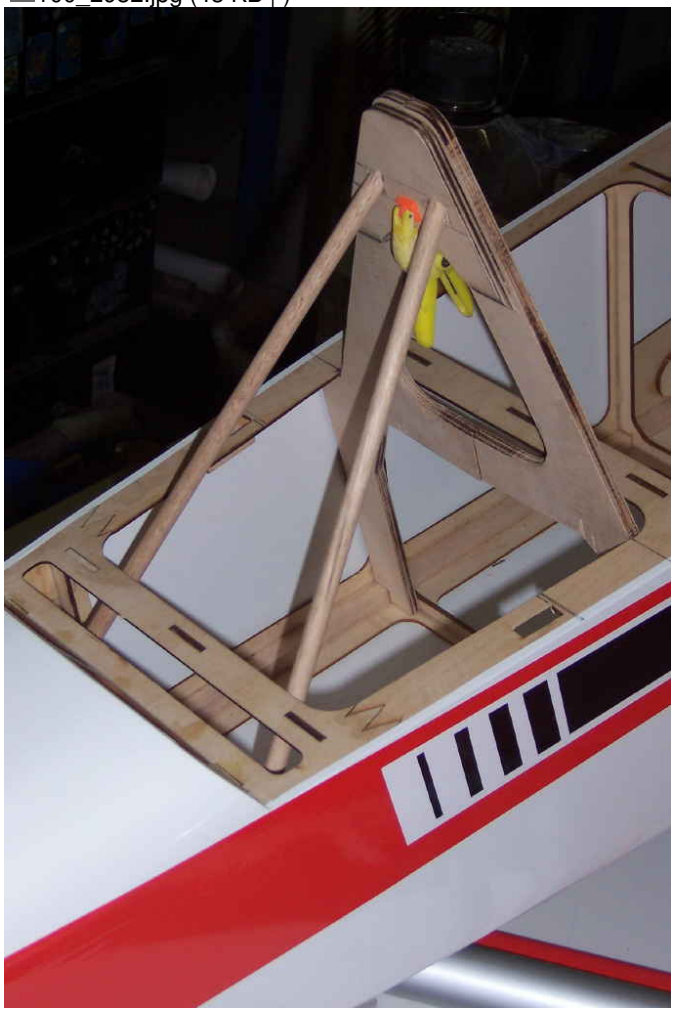
100_2982.jpg (43 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **18. Oct 2008 at 11:15**

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Any thoughts there guys??

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **ChrisofHereford** on **18. Oct 2008 at 21:02**

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Fascinating stuff Rossco - and lovely paint job.
Keep it going!

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **chris williams** on **18. Oct 2008 at 23:15**

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Ross, what do you reckon the finished all-up-weight will be...?

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **19. Oct 2008 at 10:32**

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Hmmm good question.... Given the motor only weighs 1.38kg and the airframe is very light It might be possible to sneak it in under 16lb, 15.5 at a stretch.....I hope ;)

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **19. Oct 2008 at 13:54**

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Hi guys, well I got some more work done tonight and last night on the Husky. This involved glueing in the Tow release tower and stiffening dowls in between watching those super tight short shorts of Jessica Simpsons on the box.....waw! So the morning after left me trimming the tower down a little to better fit with the canopy attached. So far so good, I'm one happy camper.

Next up was to cut a wrather big hole in the tailplane root rib the size of a Hitech HS 645mg. This is my servo of choice as there plenty grunty enough with 10kg of torque at 6 volt. Now there's two reasons for cutting the hole. First it allows you to see whats inside the structure and secondly it will give you access to the servo mounting screws. I decided for simplicity I would also cut a hatch in each tailplane half just to make putting the servos in one hell of a lot easier and for future servicing should the need arise and will have mounting tabs on the inside as I have done for my other build, the 120" cessna 182. While checking over of the models hardware two things became apparent, you are only supplied one set of wheel collars for the main axles, I added a set of dubros with the inner ones being used to space the hubs out from the uc legs. Secondly one thing I learnt from my 86" cessna 185 was the damaging effect vibratin particularly at idle has on the elevator hinges with a big single up front and after 250 flights the hinges were as sloppy as. With this being the case I have replaced all of the hinges with Robart items of the same size, just to be on the safe side.

Last off I also made a start on roughing in the electrical system on the engine box consisting of the ignition module which has been soft mounted on silicon fuel tubing, the emcotec regulated ignition kill and finally a 5 cell 2700 nmh pack. As I'm not too sure how the CofG is going to come out I may also fit a 3600 intelect 5 cell flight pack up front on the side of the engine box, it fits like a glove!

cheers Rossco.

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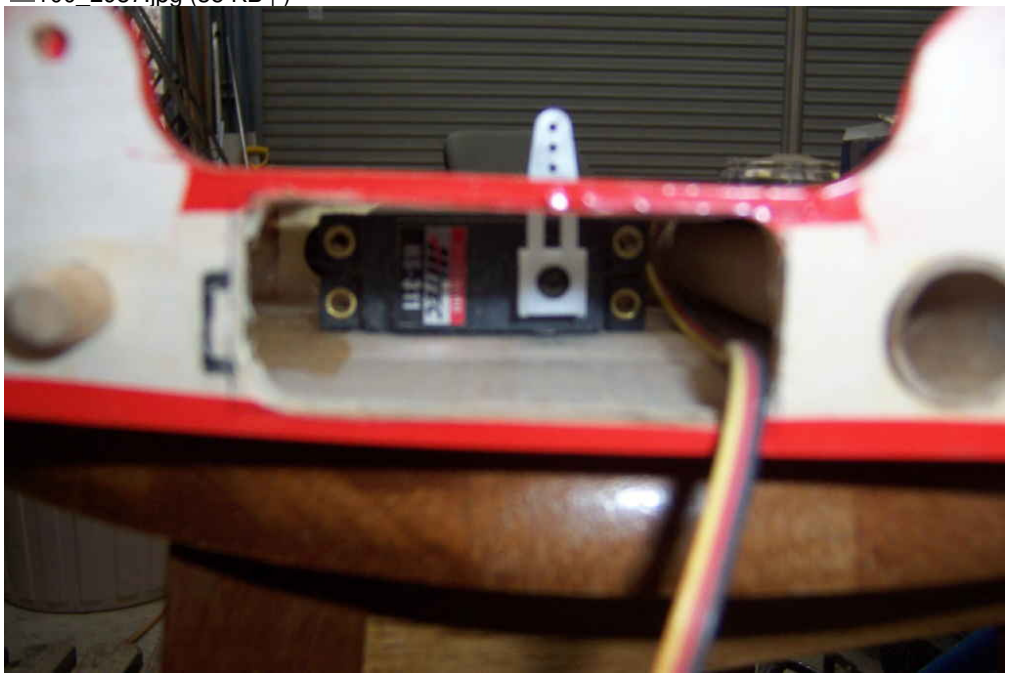
100_2987.jpg (35 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **19. Oct 2008 at 13:55**

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more pics

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100_2986.jpg (36 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **19. Oct 2008 at 13:56**

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even more

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100_2988.jpg (50 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **19. Oct 2008 at 13:57**

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templates

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100_2983.jpg (29 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **20. Oct 2008 at 12:49**

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Hi guys well I only got a tiny bit done tonight....family comitments....but I came to the conclusion that the easiest and quickest way to hook up the throttle and choke servos was to simply cut out the covering infront of the UC.....and guess what? there is a mirriad of servo holes to be had! now this instantly makes life one hell of a lot easier and gives you the option of either fitting a removeable hatch or simply covering back over the hole. now as to the big access hatch behind.....now I have a cunning plan for this one I think you'll like but you'll have to wait, I'm wrecked after three nights of building till midnight.

cheers Rossco.

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 13:53**

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hi guys well I got the throttle and choke servos hooked up tonight and are made from 4-40 all thread and sleaved in carbon rod. once the correct length is estableished both ends were of the carbon rod were CA'd to help prevent splitting and to make the assembly stiffer, additionally I added a short length of heat shrink just to be safe on the throttle pushrod. The pushrods were then fitted off with 2-56 Dubro ball links. Now one thing I was a little surprised at was that there isn't any ply under the centre of the UC....that is to say that all the load is carried on the outer 2" of the undercarige mount and while this isn't of any concern to me as this is where all of the work is done it was a pain in the rear as there isn't anywhere to iron your covering too for the forward hatch. the fix is very simple, I just added some 1.5mm ply cut to a neat fit and CA'd into place and simply slid this under the covering and ironed it down, no biggy....

So last but not least I cut out the cooling hole in the bottom of the cowl and measures 3" from the back edge of the cowl to about an inch off either side of the cowl. I have also decided to cut out the intake slots that are situated below the spinner and in between the landing lights and have roughed them in with a cut off wheel and will finish up the radiuses on the ends with a needle file.....Oh did I mention I am fitting landing lights also.... a very easy addition and will really help with the last flight at dusk on landing....

cheers all Rossco.

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Picture_021.jpg (31 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 13:54**

---

more pics

the business end

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Picture_023.jpg (28 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 13:56**

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the overall motor fit

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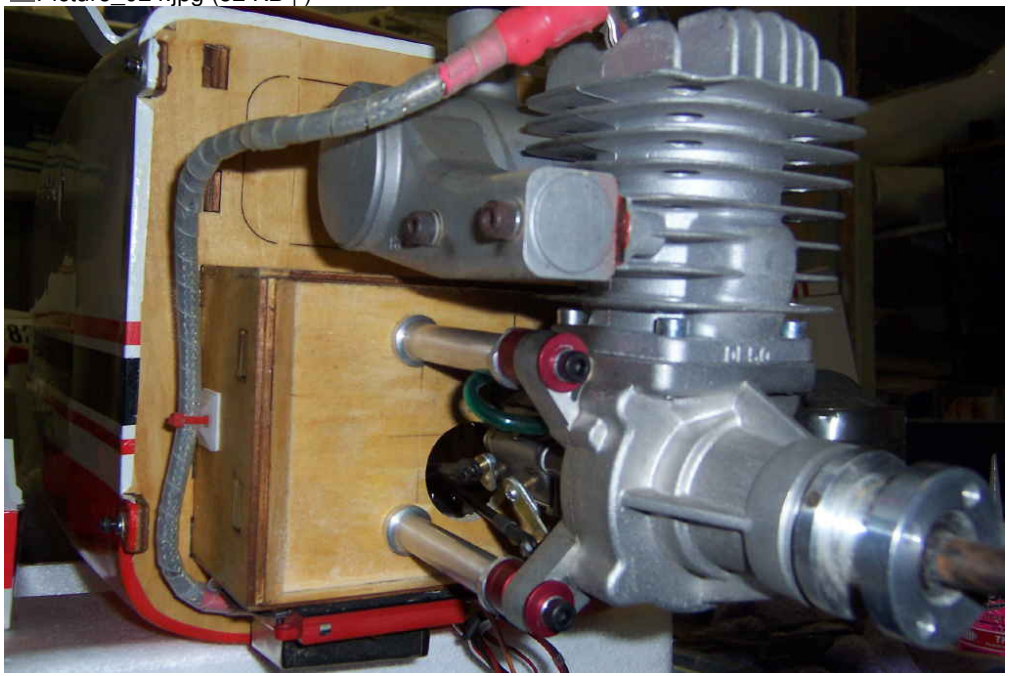
Picture_024.jpg (52 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 13:57**

---

good access through the front hole....

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Picture_022.jpg (38 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 13:59**

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new scale air intakes roughed in and landing lights ready for cutting in.

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Picture_020.jpg (37 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **21. Oct 2008 at 14:01**

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the air exit measures 3" high and is 1" off the sides.

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Picture_025.jpg (29 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **22. Oct 2008 at 13:03**

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hi guys I managed to get another time consuming job done tonight and made up an elevator servo loom consisting of two 24" hitech heavy duty extension leads and some standard servo wire to power the fin strobe. This was then encased into braid purchased from the "Hobby Man" and heat shrunk at each end. Braid as the name states is a braided sheath that encapulates and protects electrical wires and is now commonly used in fitouts of large IMAC style models as it protects your precious cables ties them all together and helps to remove the look of the dreaded birds nest. The plug ends, ie- servo end at the tail are fitted through rubber gromets that simply slide over the inside and outside of the fuse and will prevent wire chafe and failure to your leads they can be purchased from your local Tandy or electrical store.

cheers Rossco.

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100_2996.jpg (29 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **23. Oct 2008 at 13:09**

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Ok well got some more work done tonight and finished off gluing all of the hinges into place and started to fit out the wings with both servos and control horns. now I was a little concerned to see that only 2-56 pushrods were supplied given the size and weight of each flying surface. On my 86" cessna 185 (RIP) I had used 4-40 all thread with Dubro clevises at either end and had survived 250 flights so neadless to say the pushrods now lay somwhere over my right shoulder... In all honesty they probably would have survived but I'm not sure how long given the way I like to chuck around my hanger 9 Pawnee during crop dusting runs....

Anyhow while the glue was drying on the hinges I set about glueing the fin onto the fuse and found that there is just enough length in the beacon light that I can solder them outside the rear of the model, thatis to say you canstill get to them via the tail cone.
Tonight I have also made up a rudder tray under the towing mast. The rudder servo tray will also house the receiver, switches and battery monitors for both ignition and both flight packs with battery backer.

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **DALE** on **23. Oct 2008 at 17:39**

---

Hay Rossco, that looks like it will be a nice looking plane. I love crop dusters. We had a crop duster pilot down in Florida, where I grew up that flew an AG-Truck. I loved to go out to the fields and just watch hem dust. It was like having my own air show.

Good flying.
Dale

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **24. Oct 2008 at 12:39**

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Howdy all so next up tonight I spent some time working out how to tidy up the front end and came to the conclusion a hole with a rubber gromet infront would do the trick and will be transformed into a loom at a later date when all wires are together. I have also been giving some thought to the layout on the rudder tray, and will require a total of 4 switches, 2 for receiver, 1 for ignition master switch and 1 for lighting. This is in addition to 3 battery monitors and a smartfly battshare and receiver. I still havn't decided what system I will be running for receiver after the catostropic failure of what can only be presumed was my XPS system but I probably will be going with Spectrum in the form of a JR DSX 9 receiver utilising 8 of the 9 channels with the 9th being a second power in port and no less than 6 volts all round.

cheers Rossco

I can feel the model getting close.....maybe even next Thursday!!

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100_3008.jpg (51 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 10:12**

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Hey guys so tell me what are your thoughts, any coments or ideas, now surely a wookey would have an opinion.....

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **Barry_Cole** on **25. Oct 2008 at 11:26**

---

Oh, all right then if you insist. This is not from experience, as I use Zenoahs with Magneto ignition so no batteries.

I would keep the ignition batteries, wiring, switches, etc as far away from the radio gear as you can. 2.4G or not..

Hope to see a successfull result on YouTube soon Rossco.

Are you a sort of Power version of Chris Williams???

BC 8-) 8-) 8-) 8-)

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 13:37**

---

Good to here from you BC I totaly agree with your sentiments my RX will be a good 2 feet from the ignition on the front with the reciever under the towing mast with all wiring running directly to the receiver in a straight line as required. I don't have enough "GOD" points for that comparisonce Barry.... ;)
Hi guys I managed to get some more done tonight and have drilled the top of the towing mast to take both the split pin and the release pin outer brass tube, this will gives the release pin something to slide in and was simply pressed in as it was a very tight fit, no glue required while the split pin was notched and epoxed in with 30 minute. While the glue was wet I also set about glueing in the cross brace doublers on both sides of the cross brace using 1.5mm 5 ply and fitted the upper mast doubler to seal the deal.
Now austar have provided you with a perfectly feasable way of securing your upper hatch with two cap screws let into the side of the fuse ala IMAC style and although this will certainly work, I don't really fancy removing my canopy screws each time I want to turn my model on and off.....all 4 switches. So my solution was to fit Graupner sliding canopy latches.These were potted in with 30 minute epoxy to the surounding structure, see pics.
Now while I was out shopping at my local hardware store (gotta love Bunnings) I stumbled accross some freaky cheap torches that are perfect for the landing lights at $3.50 a pop, so I bought 4. So after you dissasemble the torche the lenses were a little wide so I sanded the faces down to 25mm ID and then reglued the glass (plastic) on the front with 30 minute, the now thick wall section will be sanded down to fit some old joiner tube from my now defunct ESM Cessna 185 (RIP) and will form the basis for the landing light tube that will take up the contours of the cowl.... you'll see later.

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Picture_028.jpg (32 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 13:39**

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the overall mast

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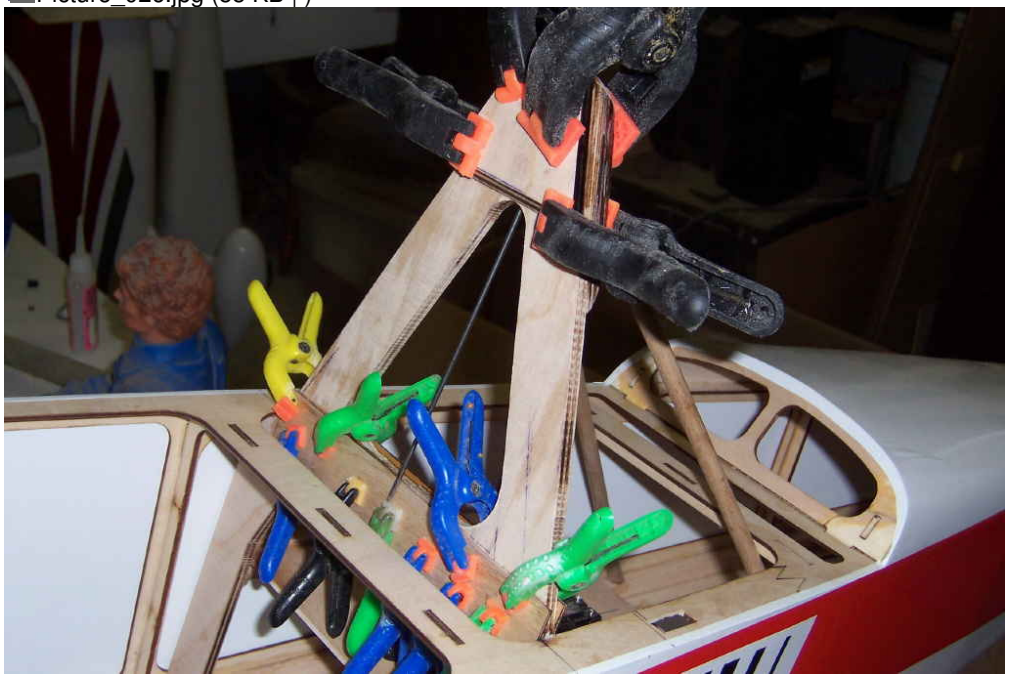
Picture_026.jpg (55 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 13:40**

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canopy latch inside view

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Picture_029.jpg (22 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 13:41**

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and from the outside

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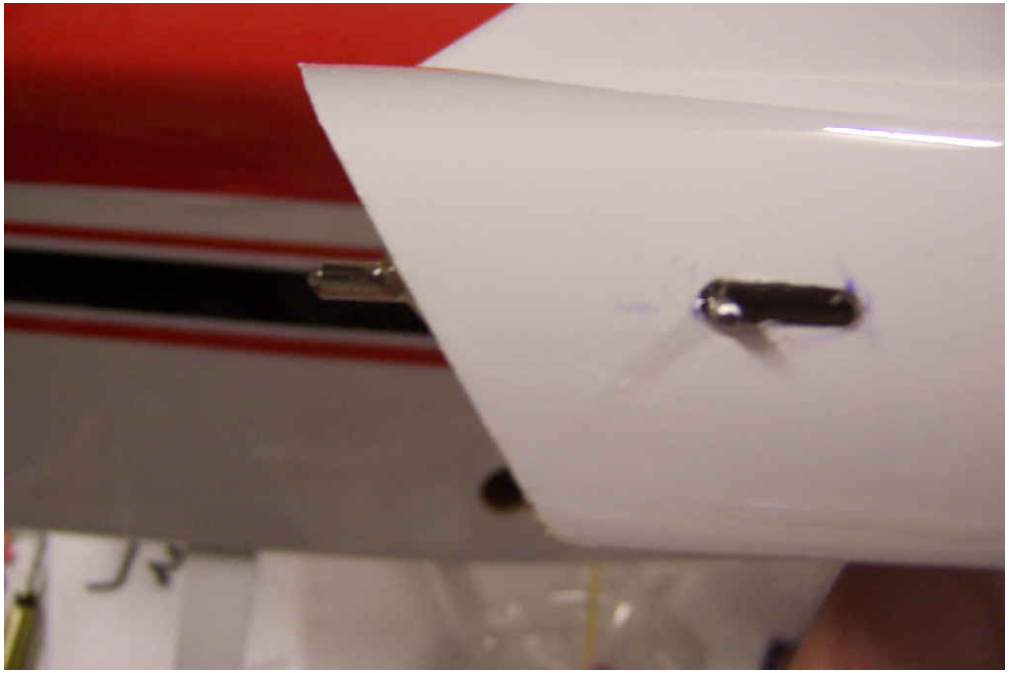

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **25. Oct 2008 at 13:42**

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a general idea of what she'll look like with some eyes.....yah I know I need to practice some more on my needle file work.

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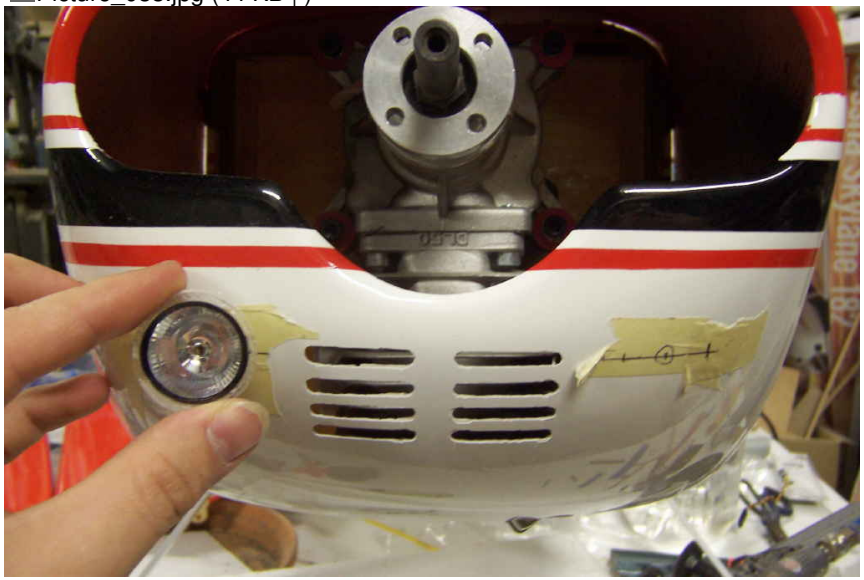
Picture_033.jpg (44 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **26. Oct 2008 at 12:05**

---

Ok tonight I managed to finish off fitting the canopy up buy hacking out a hole in the rite place this time to clear to split pin and drilled a couple of locating holes in the accepting fuselage former for my two canopy latches and it works a treat, you can now remove thecanopy intentionally in 30 seconds!

next up was to muck around with the landing lights and trying to come up with a braniac way of filling the gap between the cowl and the lights caused buy the radius in the cowl.....AHA! actually it's pretty easy and involves tac gluein the outside of an alloy tube to the facing lens with a couple of drops of epoxy, cutting out a very neat hole in the cowl, allowing for a little bit of downward lens action. The tube is then released with QZ 11 release agent and the two lights and tubes are slid into placeinto the cowl being carefull to align the hole lot and tack glue them in again with epoxy. Once cured they can then be potted in with hyasol and wired up accordingly. With a quick twistand voila I hope they come out.....all the gaps will be filled in and the glue is even white. Just for interest sakes I fired up one of the torches in standard format, lets just say my eyes were hurting for a good few minutes after I looked away and can even go as far as to say they are brighter than my 75watt spotty outside the shed!

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100_3021.jpg (34 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **26. Oct 2008 at 12:06**

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two big holes

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100_3023.jpg (25 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **26. Oct 2008 at 12:08**

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prepare to be dazzled.....and thats with only one light!

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100_3025.jpg (44 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **28. Oct 2008 at 13:09**

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Hey guys got heaps done the last couple of days starting off with making a fuel tank tray from 3mm lite ply base and sides with a 15mm high flange around the edges to stiffen things up. Now it had me really scratching my head as to how best to mount the tank while not blocking access to the two front servos and leave a big enough space to fit a hopper for later on and is one part that was missed in the manual. Thanks to bananaman's idea I decided to mount the tray to the joiner tube as is common practice these days to get the tank as close to the C of G as possible but also make it removable for future access. To do this I first made a side template from lite ply to test the fit spun it around a few times and when I was happy transfered this to some 6mm ply to carry the 36oz Dubro tank. The tank tray and ply mount are held to the mount buy means of cap screws and t-nuts. This assembly was glued inplace on the tube with 30 minute epoxy while the joiner tube was fitted to prevent disitortion.....it's a very neat fit!
Next up was to wax up the alloy tubes that I had "hopefully only temporarily" glued to the landing lights. The tubes and lights as can be seen were given a liberal bead of white 732 silicone adhesive and slid into place from the inside. With the cowl sitting upside down, I was able to roughly aim the landing lights and hold them in place with tape and under the weight of the tubes.....finger crossed it works  . Finally tonight I began adding the fuel line with a rubber gromet through the firewall for protection back to the tank with a T piece in the main line for filling

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100_3028.jpg (32 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **28. Oct 2008 at 13:13**

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upper view write way up....or upside down....

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100_3031.jpg (31 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:14**

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Hi guys well I managed to get only a small bit done today. So first off I drilled the hole for the Dubro Ruder closed loop control horn. this is a nifty piece of kit and like the aileron and elevator horns requires you to drill a hole from one side of the surface through to the other, slide the threaded rod through and do up the nucles on both sides and voila your horns are ready. This now gives you the location of where your rudder cables will need to exit. To drill these I used some 2-56 piano wire mounted to the end of a power drill. On the end of your wire you will first need to grind a point on the end followed buy oposing flats on either side, this baby will happily go through balsa ply and even carbon, but gets very hot on the tip.....you have been warned. From here it just a case of adding 4-40 dubro clevises and 4-40 threaded couplers with cable crimps made from short lengths of brass tube, about 6mm long does the trick. the same attachment method was used at the servo end as well.

Next up, after sweating it out as to weather the silicon idea would be enough to hold the lights in.....it didn't, back to plan A.5 Glue them in with hysol but tack them to the tubes with silicon. enough said![X(]

So while all of this was going on, I set about assembling the model with wings on and fitting the struts and strut covers. This is a very easy affair as you can see the mounting holes through covering but again the good folk at Austar have given you some acurate measurements to help find the holes and fit the struts so I'll only cover this briefly. So you've got your holes and mounted the outer cap screws, now the manual shows you measuring from the firewall back and this works ok in part but what I found was really useful was to use some masking tape on the fuse and run a centre line to the mounting hole. Put the strut back in place and continue the line on the strut and simply measure the centre of the strut and drill my hole with the strut removed from the model. So after you've breathed a sigh of relief having refitted things and they all line up correctly you will next have to fit the strut fairing that fits in with the fuse. On first attemps my shroud was close to fitting but required some extra fettling to allow for the flats on the struts that boulge out the sides a little and secondly to refine the fit at the front on both fairings to match the fuse better this only took me 30 minutes so not really a big job. Once happy with the fit, it pays to mark the end of the fairing on the strut with some masking tape this will allow you to see where you can put the silicon for gluing the fairing to the strut. Once cured (4 hours) I found it to be good practice to cover the outside of the glass fairing with a layer of tape as this will prevent the paint from chipping when the drillbit brakes through from the inside of the strut. the hole in the fairing is then opened up to clear the head of the cap screw

Last but not least I began mucking around with where to put the two RX packs, now obviously there going to need to be as far forward as possible to make the model balance and even toyed around with the idea of mounting them on the firewall inside the cowl, this would create two major problems. Firstly you have the heat to contend with and secondly the water or spray when operating during winter. Both would have catostropic results so I think I have made the decision to mount them on either side of the throttle and choke servos on ply plates and be held in place with velcro straps. For fast charging I'm going to have to make an easily accessible fast charge extension leads from 13 gauge wire and deans plugs.

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Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:15**

---

use masking tape with a centre line to find the correct alignment then the strut covers everything up.

---

100_3032.jpg (27 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:16**

---

masking tape marker so you know where NOT to put the glue

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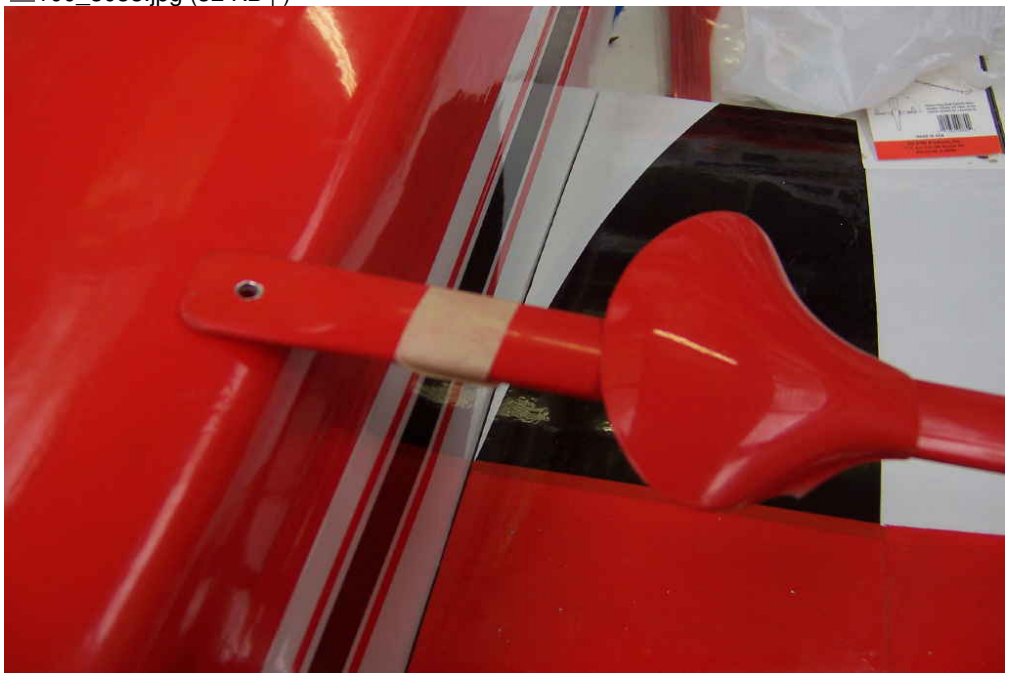
100_3033.jpg (32 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:17**

---

the frontel approach loads of flap need to clean the bench

---

100_3034.jpg (74 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:18**

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just needs final clean up and globes and the front end is done.

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100_3035.jpg (57 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **30. Oct 2008 at 12:19**

---

the final fit after some touch up with putty, just have to tidy them up a bit more.

---

100_3037.jpg (39 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **31. Oct 2008 at 11:14**

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Hi guys, the rudder servo is mounted below the towing tower on a flat tray of 3mm light ply with stiffening webs below on edge. And yes once my tailwheel assembly turns up from Austar I'll be adding the extra cables and springs to the model.

Second up the landing light diameter is 25mm or 1" when finished but started off being 30mm in diameter and were sanded down to the first prism line inside the reflector with the lense then refitted and the outside sanded down to match.

Ok well I'm pretty buggered tonight so I only managed to get the tow release servo fitted using a Hitech 645mg. This will be quite adequate for the job given that the tug is only 50cc so the gliders will be no more than 10kg being towed, namely my 6 meter 10kg Lentus.

Oh before I forget here is a pic of the start of the setup on the rudder tray that will house the rudder servo, 4 switches and reciever and is made of 3mm light ply with ply on edge behind for stiffening.

cheers Rossco.

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100_3053.jpg (43 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **31. Oct 2008 at 11:16**

---

a spunky piece of ply I had to varnish...just a little wood grain to show.

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100_3022.jpg (42 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **31. Oct 2008 at 11:17**

---

10kg tow release servo fitted

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100_3052.jpg (44 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:40**

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Hi guys well I got some more of the little nigglie jobs out of they way the last couple of days and have now made up the wiring looms of extension leads to travel from the front of the model back to the reciever and while I was at it have mounted the flight packs onto ply plates which are glued onto the structure with 30 minute epoxy on either side of the throttle and choke servos. The batteries are in turn held onto the plates with velcro straps.

Oh my 4" true turn spinner turned up at work today along with my Spectrum module and reciever that I ordered on Wensday.....now where is my tail wheel???? well playing on plan B I have taken it upon myself and maxing my budget buy ordering a very nice JJ tail wheel, the same as Glens to replace the piano wire unit in the kit for a more robust and rugged unit.

Today I also managed to make up the landing light loom and have terminated it slightly longer than the cowl so I can easily plug it in....nice and sparkley.

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:42**

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Hi there Guys well things really arn't coming together all that well at the moment neadless to say my completion deadline of Thursday wont't make it.....this week! So over the last couple of days I have been finishing off hooking up all servos and pluging A into B and this is where the first problem has raised it's ugly head but better now than later with two servos having ****e themselves and a couple of breakages appearing in the wing fairings. These as stated are only lightweight ABS mouldings and have breaks running through near the ends, not sure what to make of it but are simply repaired buy CA'ing back together and backed up with light weight cloth and laminating resin. It would be a good idea to do this to these mouldings as I fear they won't last long with continual handling. Next up I am still wiating for my tail wheel to arive so all in all I am kind of happier to waite and get the model 100% correct than rush and have the model crash as a result.

So thats where we are at this point in time and certainly not for lack of trying with many midnight runs under my belt on this project.

cheers Rossco.

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:44**

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Hi guys well ask and you shall recieve.....on with plan B.

I ordered my J&J tail wheel from DESERT AIRCRAFT in QLD on Monday at 3pm and it arived in Melbourne at 4pm on Wednesday, just as they said it would! Now thats what I call service!! Thanks Steve and Ian from Desert aircraft Queensland. The J&J tail wheels are a gorgous piece of kit that really set the husky off nicely despite the high price tag.....OUCH !!  but such perfection sometimes does come at a cost, but in my books this is money well spent when you consider the pounding these things cop during arotow duties when the day wears on and your concentration levels drop as does the quality of your landings.....so a tough tail wheel is essential!

Finally tonight I managed to get my first battery mounted on it's tray and glued into place with 30 minute epoxy, although I am wondering if I should have used hysol instead, I might justy add a fillet to be safe.
cheers Rossco.

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100_3057.jpg (21 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:47**

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the tail wheel cables attach directly onto the tail wheel servo with the bumps taken out buy the springs

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100_3061.jpg (37 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:50**

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the coil is an attempt to stop syponing of the fuel filler which has a T junction in the main fuel line.

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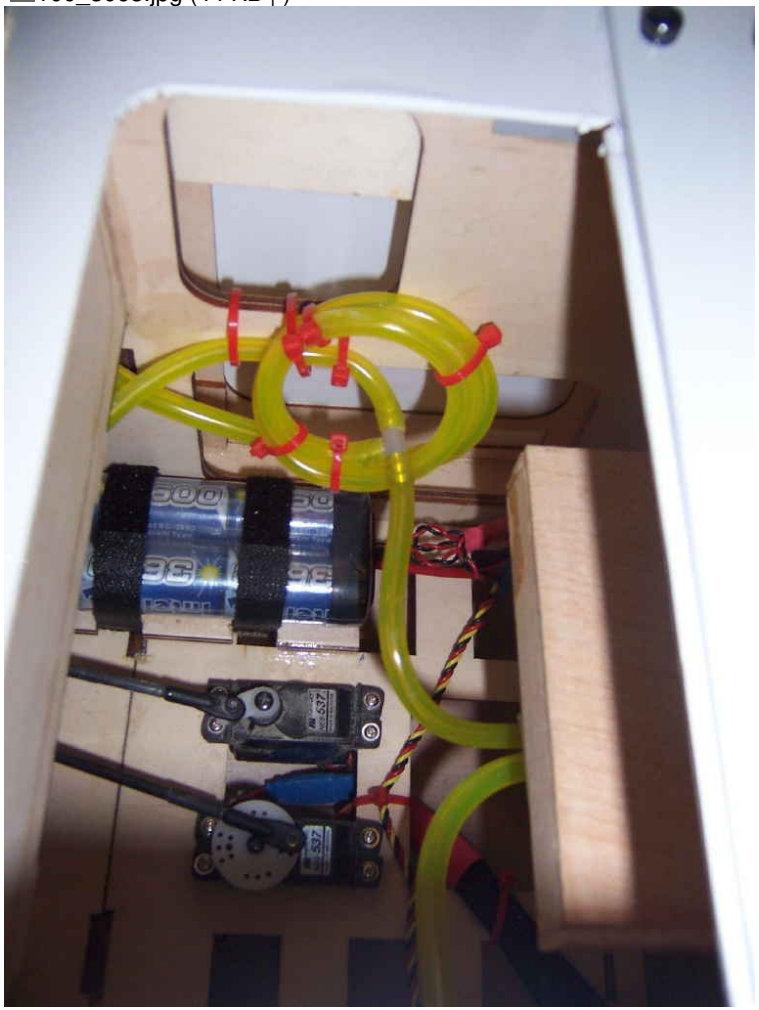
100_3063.jpg (44 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Nov 2008 at 12:51**

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well there almost the rite size Barry....I need the smallest file size possible, now who knows how to get multiple pics up in one post.....any ideas Vince?? ::)

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 06:51**

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Ok so here we are day 24 after recieving my husky I put in a monumental build last night making up an aileron and flap loom, sheathed in braid to keep all things nice. The receiver an AR9100 was fitted using verlcro while all of the wiring comes up through a hole in the flaw that was lined with a rubber gromett to help prevent chafing. A smartfly battery backer has also been fitted for overlaping power supplied redundancy. And a single LED light bar has been fitted via a Y lead to monitor the battery voltages.

So next up I got stuck with a big problem from the night before I crashed and burned for 24 hours in the form of the aileron control horns, now the elevator and one aileron fitted up gorgously but the last goes in the scrap bin as I found that there wasn't a thread tapped inside the boss but a ruddy great gaping hole.....B****r!! Thankfully there is a plan B and was duely ripped out with his other dodgy mate and replaced with Dubro hardware again using there heavy duty control horns, somewhat overkill but more than adequate compared with what was supplied, a one off probably but I was the mug who got stuck with it and a dead line!

Ok so last off for the night was to fit the last remaining battery, while this was going off I glued the wing fairings @ half span on with 732 silicon adhesive. Once cured I applied the same technique as to finding the cowling holes using my masking tape trick and a datum line. A note of warning needs to be taken when drilling the bolt holes to make sure you cover where your drilling with masking tape. This will prevent the paint from fracturing away from the plastic and maintain a nice clean hole....ask me how I know..gggggrrrrrrr
Oh and one more final last thing to do that would end in disaster if you for get is to balance your model.....mmmmm

Now given that the DL only weighs 1.38kg it comes as no surprise that a total of 2.2kg of lead was required on the bottom of the engine box. For this application I like to use scuba divers lead weights and are held in place with a combination of cap screw bolts penny washers and T nuts with an additional 6mm ply plate on the inside of the engine box.....
2 am and it's off to bed! tomorrow we test fly!!

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HB-1141

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 06:55**

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2 am this morning....I'll clean up tomorrow

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100_3076.jpg (73 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 06:56**

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the final layout and the all important sticker of aproval

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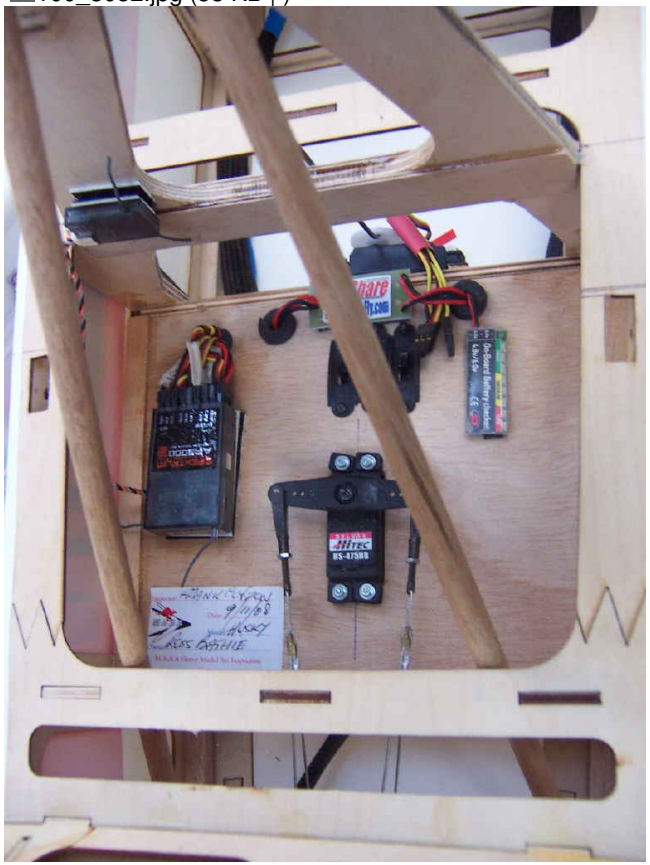
100_3082.jpg (53 KB | )



Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 06:59**

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So now to the moment of trueth. 7 am the alarm goes off pile the model into the car double check everything ....ahh the missing tailplane bolts and were off over to pick up my local large model inspector (thankyou Frank Curzon) and off to The Croydon Model Aero club, that ironically the club isn't in Croydon at all....but Heasville. As we get nearer to the field, not a breath of wind and the cloud lifts, letting the first rays of sinshine through the clour to what would have to be the best flying day ever, the gods must be on our side!

At the field the model was quickly put together and closely scrutanised buy the locals and given the stamp of approval and I began the arduous job and flick, flick, flick..... but to no availe, pretty soon I have the offer of a dozen or more starter and battery comb eventually we found a starter with GRUNT to turn the DL over and BAAAAAMMMMMMMMM away she goes into a near on howl....hmmm kill switch and reverse the throttle.....busted 2 am finish strikes again. some more twiddleing and were set. So one more last preflight and were good to go. Taxying onto the strip the all clear is given and I slowly advance the throttle, rudder is required and the DL howls down the strip tracking straight as a die. i apply some up and she climbs out effortlessly into a climbing left hand bank. The trims for this first flight were pretty good a couple of clicks of left and some up and away we go. Now I have a theory with models that you know in the first circuite if you like you model or not and this one I love!! The Austars Ag Husky is a winner, being both smooth responsive and fun to play crop duster with having done many beat ups.....I mean crop duster runs up and down the strip for the entertainment of all present, so 10 minutes in I call landing and drop the flaps all the way. There is no really noticable trim change other than a slight drop in nose attitude but care must be taken not to come in too hot to the runway just sails on buy.....take two.
take three and were in. that undercarige is awsome and takes up the rough stuff well, but just like the pawnee needs to be landed almost on the stall for the smoothest landings.

So would I do it again you'de better believe it.....
But in all seriousness The Austar Ag husky is a rewarding and sweet model to fly and in combination with the DL or MT or 3MM will not fail to impress you or your mates. My aircraft was balanced on the centre of the joiner tube but could do with being balanced on the leading edge..

Finally I would like to thank the good folk at austar models for not only creating a fantastic model but for also giving me the oportunity to review the model for you and play with the cool toys.

DL engines and all other accessories used in this model are available from The Hobby Man and all good hobby retailers

J&J tail wheels are available from Desert Aircraft.

Thanks guys

Bring on the next project Austar

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Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:01**

---

right side this would be considered the "ROUGH"

taxying back is soo easy with this model.

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100_3079.jpg (137 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:02**

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still playing in the rough

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100_3080.jpg (104 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:03**

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1800 feet of runway

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100_3081.jpg (100 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:04**

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Oh did I mention were not quite done yet.....more to come so stay tuned.

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:29**

---

up close and personel

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GetAttachment_3.jpg (12 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **09. Nov 2008 at 07:30**

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landing approach

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landing_approach.jpg (14 KB | )

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **sky man** on **09. Nov 2008 at 21:11**

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That looks soo niceeee
ps were is the pilot??????

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **ChrisofHereford** on **09. Nov 2008 at 23:03**

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Thanks for making me smile Rossco - great model.
We have all enjoyed the progress reports, I'm sure.

Have you any blue sky to spare?

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **daves** on **10. Nov 2008 at 08:13**

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Nice one Rossco----- but disappoined that there are no kangaroos in frame! :exclamation

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **10. Nov 2008 at 09:11**

---

thanks guys I had to shoo them off the runway and when they saw me take off they did like wise.....

Now you'd like some blue sky.....here you go

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frank_husky_2.jpg (Attachment deleted)

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **rossco** on **10. Nov 2008 at 09:12**

---

perhaps some more blue sky..... :D

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Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **Noël Rumers** on **10. Nov 2008 at 23:20**

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Hi Rossco,
Nice nice nice :) though the weather is stormy over here in Belgium!
We will have sunshine soon to fly finaly the Moni....All, engine and last servo's go in tomorrow.
Grts,
Noël

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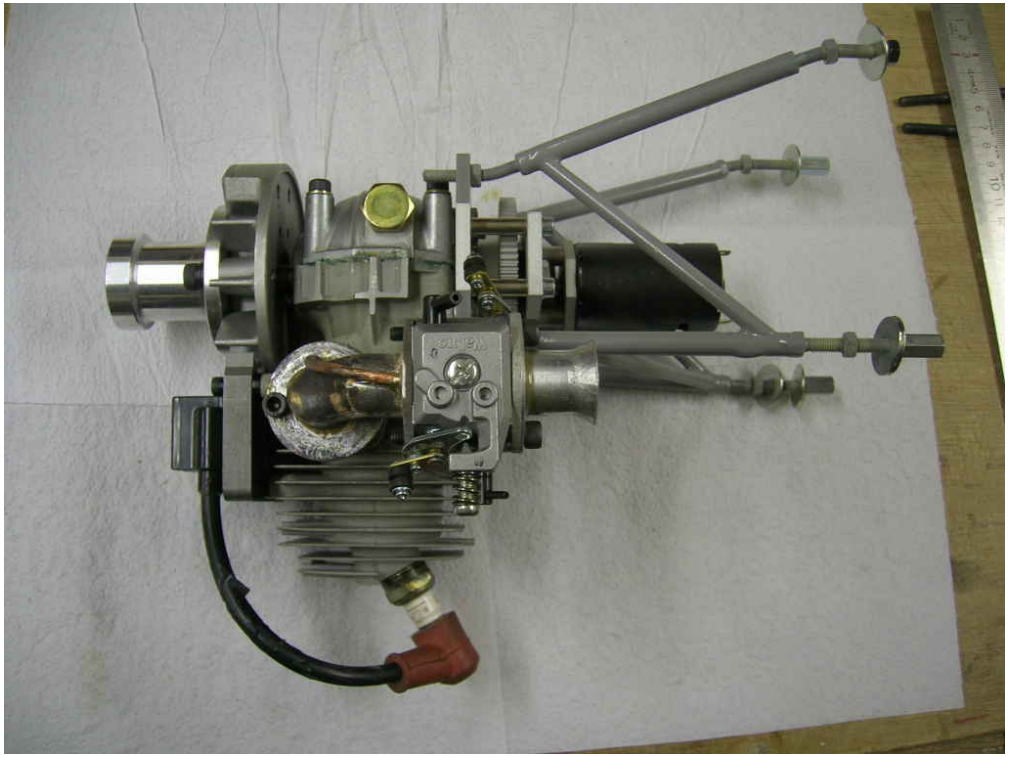

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **Martin Tigg** on **20. Nov 2008 at 17:14**

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Well done Roscco, It`s a winner.
Martin

Title: **Re:  Austar cessna 188 AG Husky Review**
Post by **DALE** on **17. Dec 2008 at 16:26**

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It’s a beautiful aircraft rossco. Good job.
Dale

Title: **Re: Austar cessna 188 AG Husky Review**
Post by **rossco** on **05. Feb 2009 at 02:53**

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Hi guys I went aerotowing with the husky today and I'm pleased to report that the 32x8 TZB wood prop worked a charm with the DL and easily towed a 1/4 scale 11 1/2 lb pic 20. Although running a little rich due to the 30 degree day the motor starting to bed in really nicely and even with the motor only pulling 5,600 rpm the tows were really quite nice. So with a tweek on the needle and some sinthetic 3W oil she should easily spin up to around 6,100 rpm. On the next session I'll try a 22x10 just to see the diffrence in performance. Once happy I'll comit to towing the 6 meter 10 kg Lentice.

Oh and so long as the glider pilot isn't attempting to sit in an orbital station above the tug somewhere in the stratosphere, then the tow point is a complete sucess and the model as a tug with it!

cheers Rossco.

Title: **Re: Austar cessna 188 AG Husky Review**
Post by **Tony Woods** on **05. Feb 2009 at 09:26**

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Rossco,
I bet that you did'nt really mean 22x10 !!! That would really spin. ;D

Title: **Re: Austar cessna 188 AG Husky Review**
Post by **rossco** on **11. Feb 2009 at 09:25**

---

Hi there Tony no for 50cc 22x10 is on for the money should still give me about about 6,300 rpm. If I want more power so I can throw a 23x10 I could always port the motor..... :D

Title: **Re: Austar cessna 188 AG Husky Review**
Post by **rossco** on **12. Mar 2009 at 07:06**

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Hi guys well given the wonderfull nature and pleasure that flying the husky brings a friend and I have deceded to make a fibreglass version of the husky later in the year using the original fuse wings and tail as a plug. I'll keep you posted when things kick off in September.