

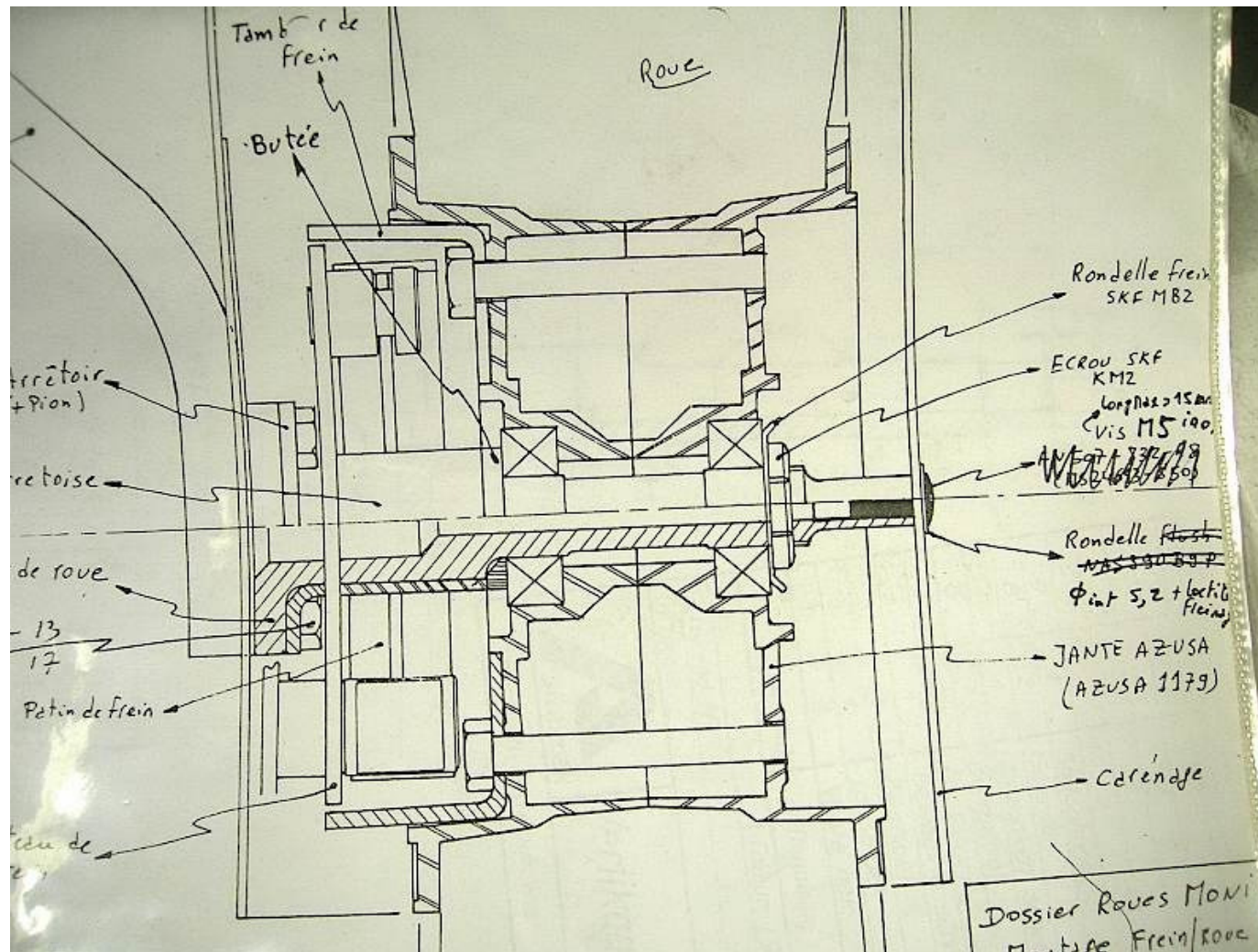
Message started by Noël Rumers on 31. Oct 2009 at 23:12

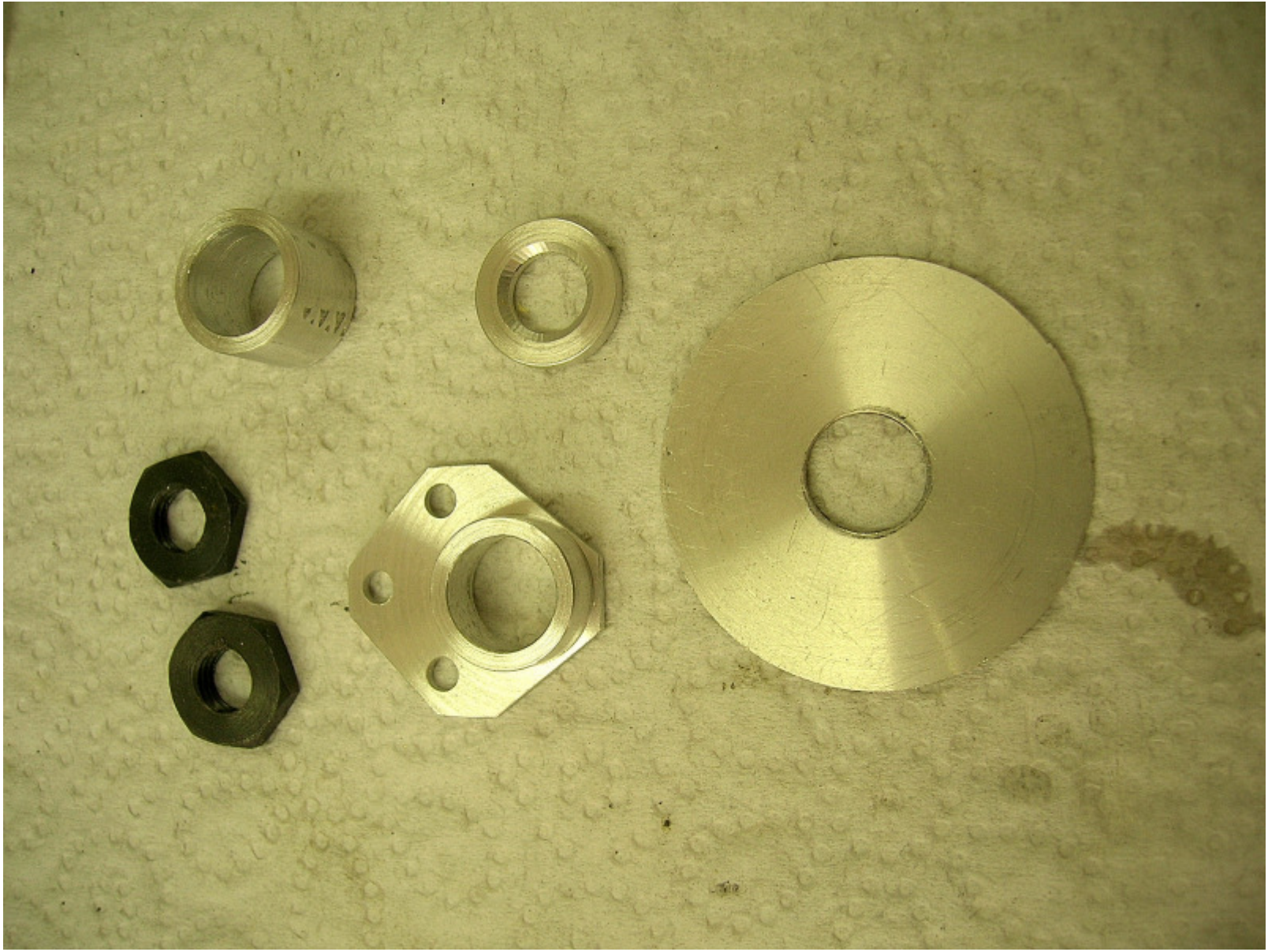
Title: **The Moni reworked**

Post by Noël Rumers on 31. Oct 2009 at 23:12

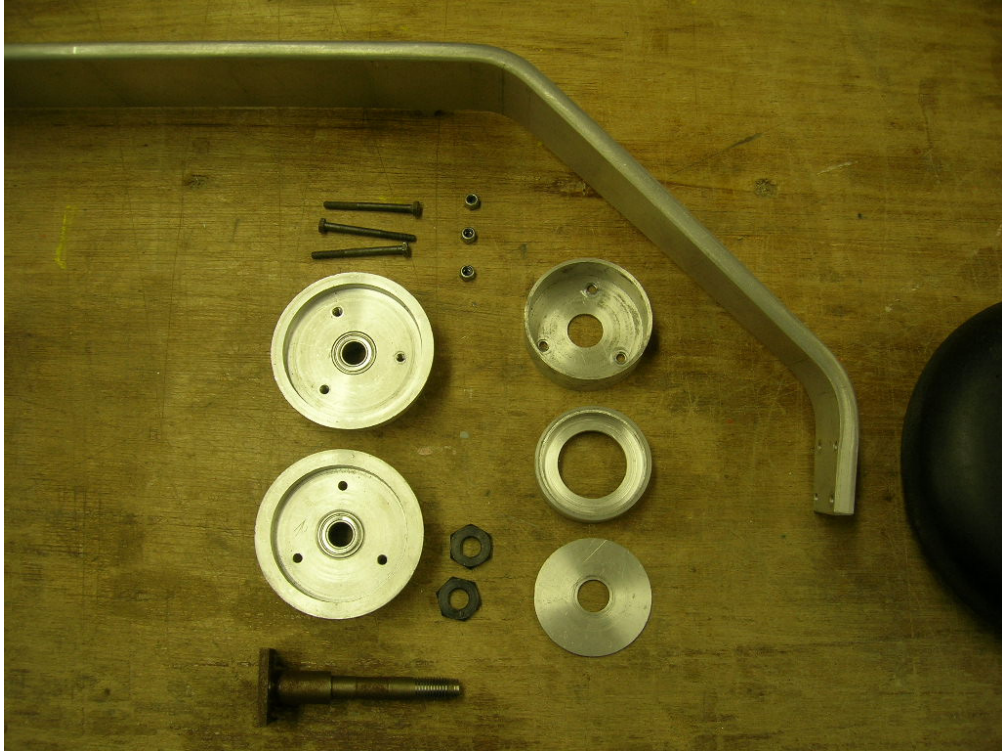
As shown here is the full story. The pictures taken will speak for themselves.

Noël





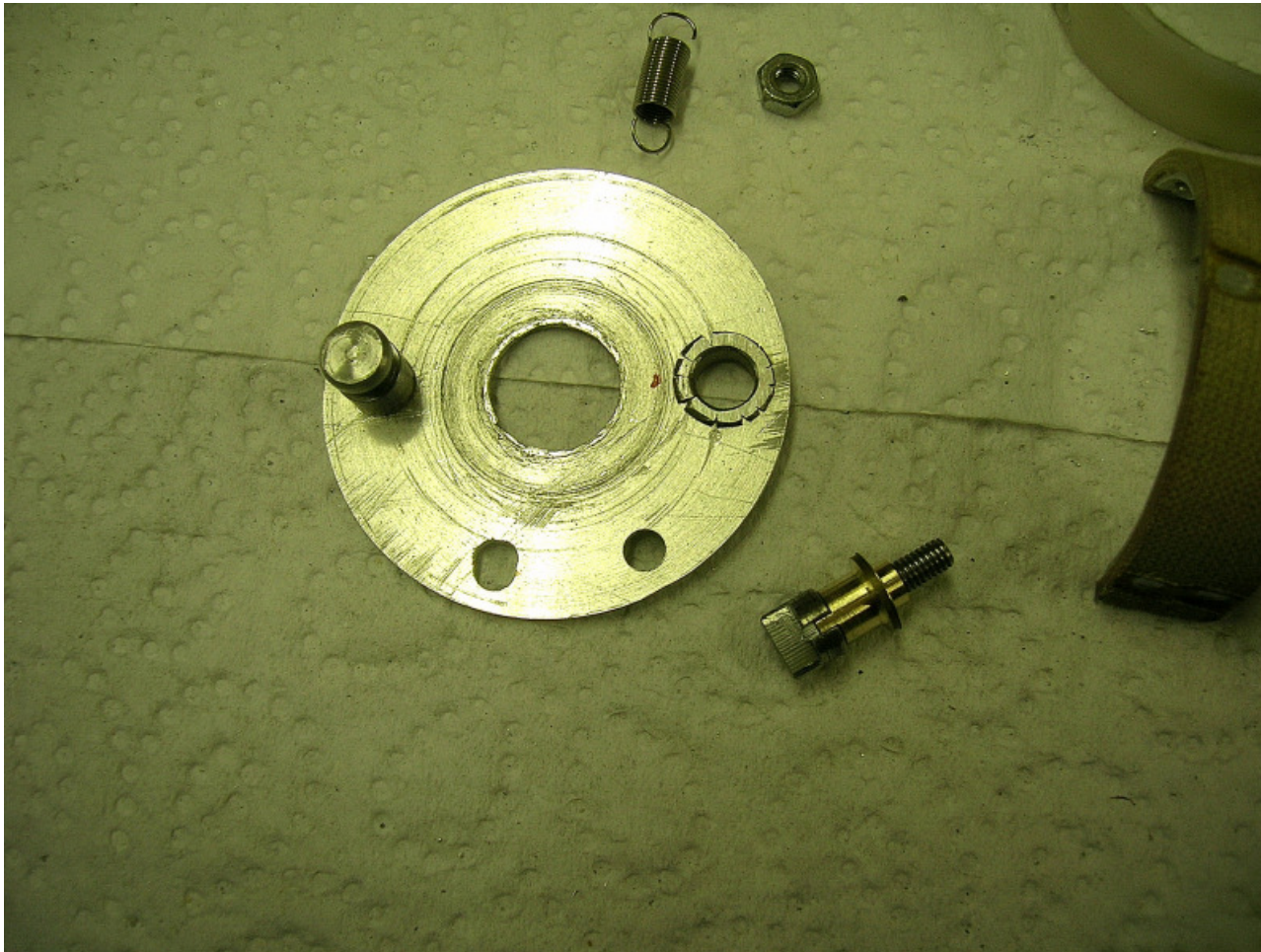




Title: **Re: The Moni reworked**

Post by **Noël Rumers** on **31. Oct 2009 at 23:14**

[More on the gear](#)







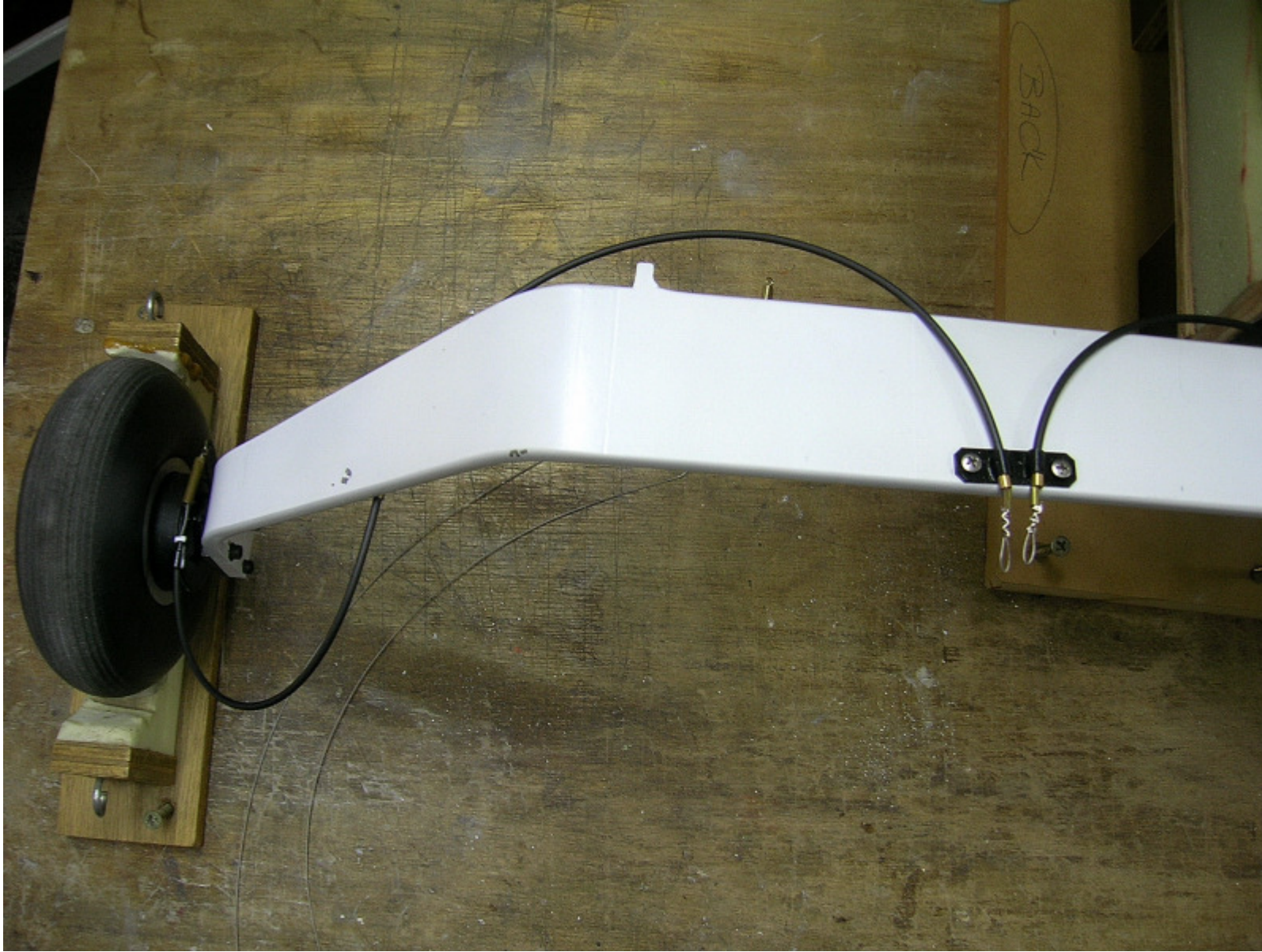


Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **31. Oct 2009 at 23:17**

Still more gear



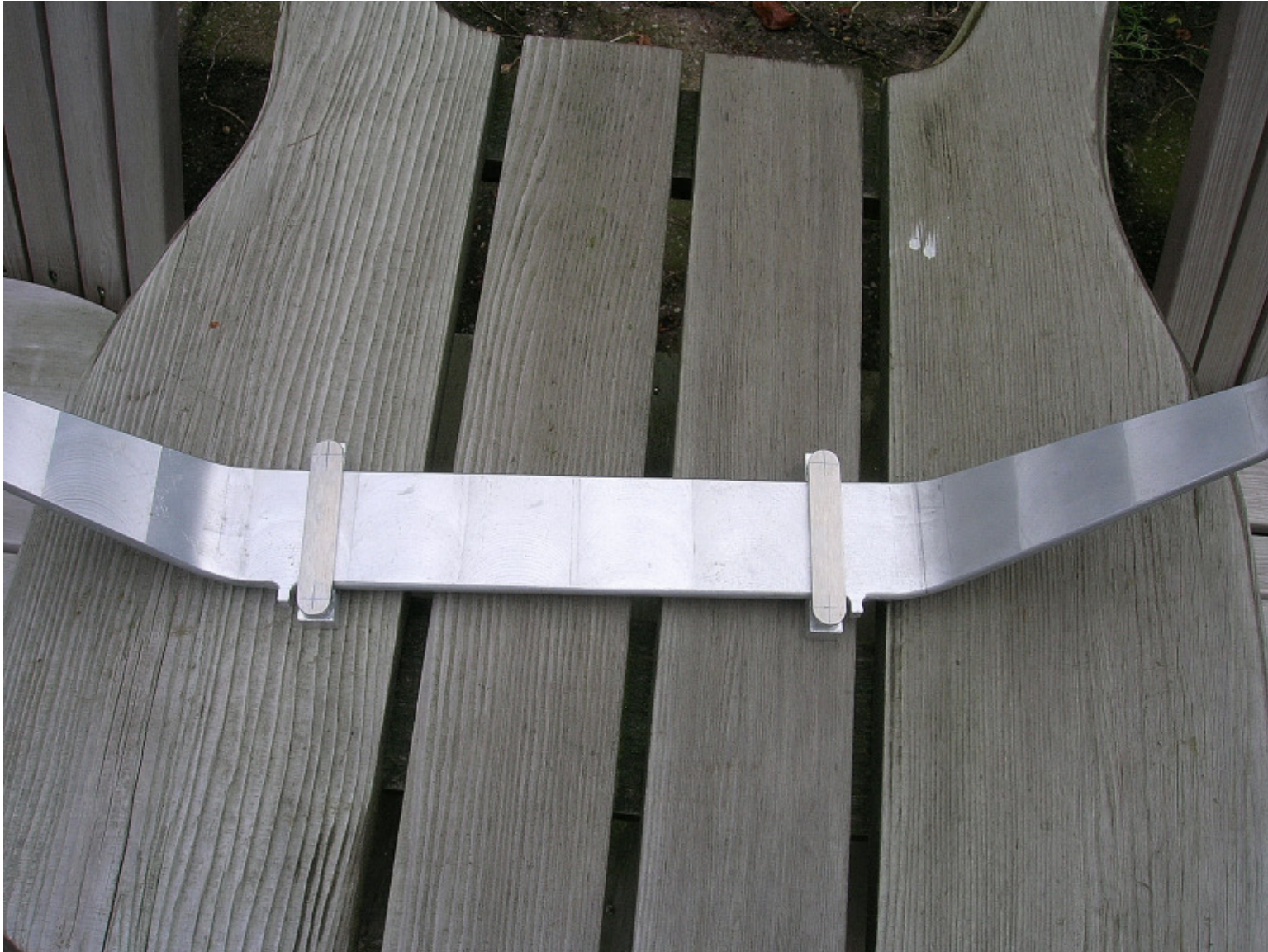




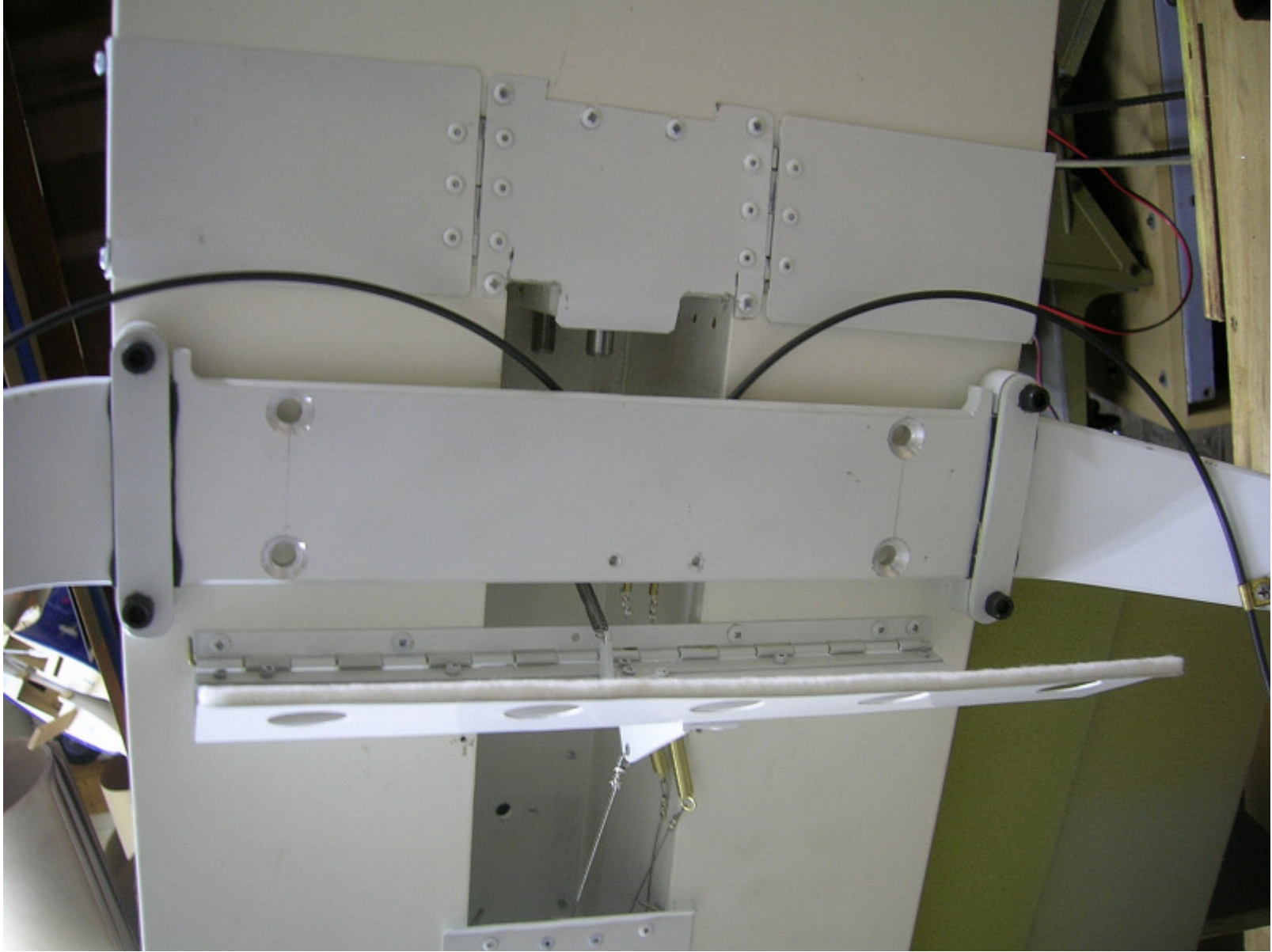


Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **31. Oct 2009 at 23:18**

under the fuse now









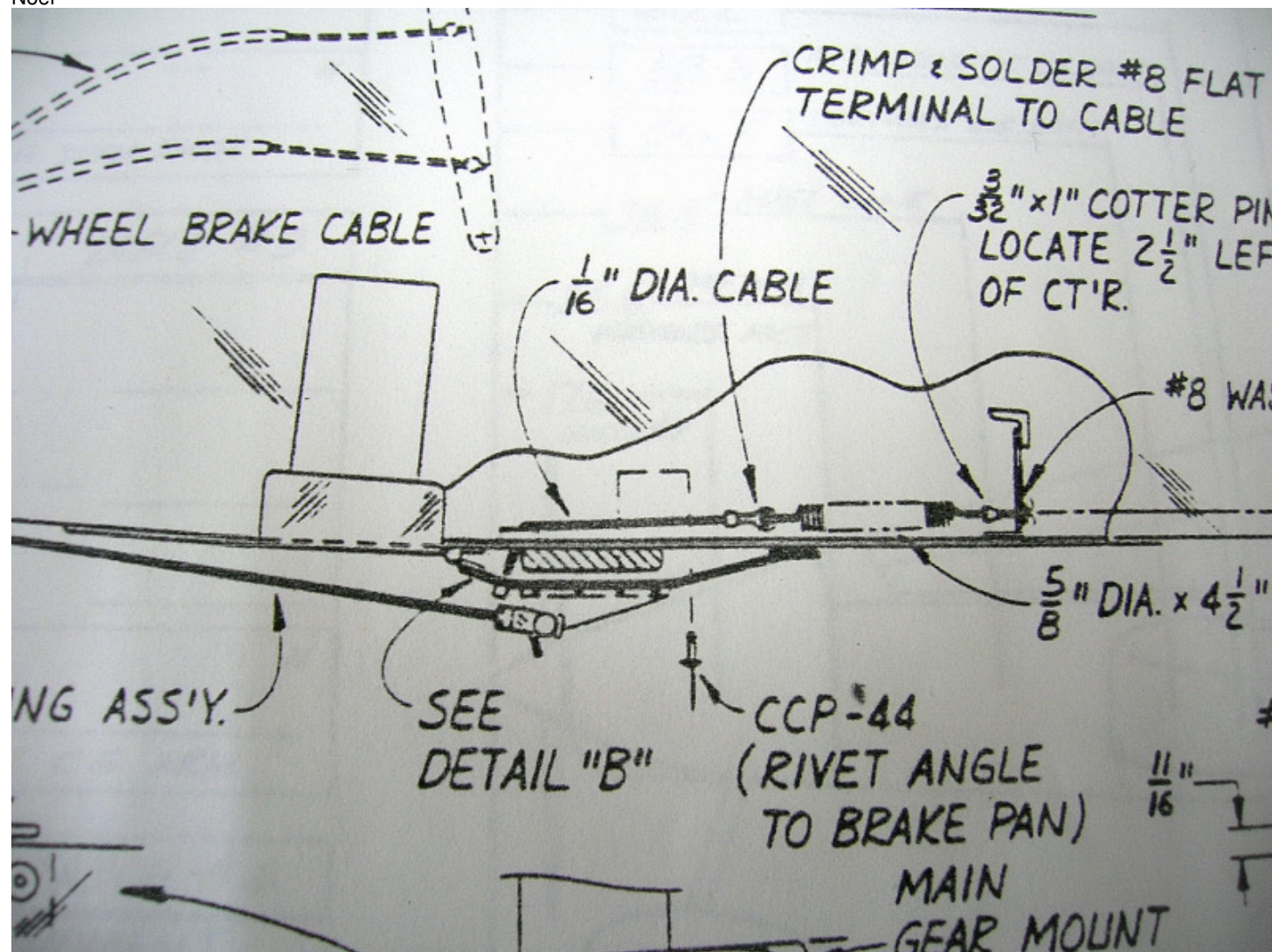
Title: **Re: The Moni reworked**

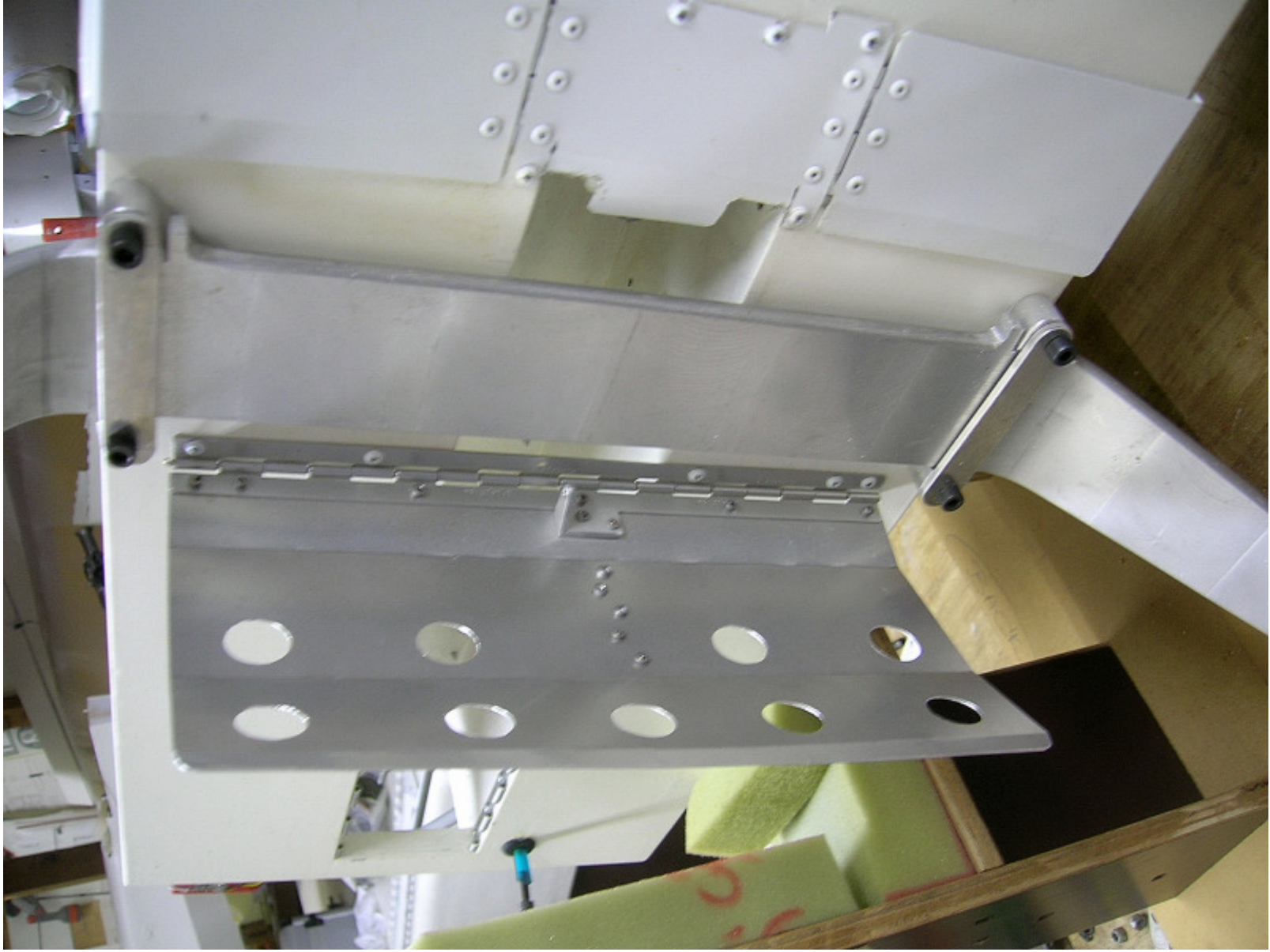
Post by Noël Rumers on 31. Oct 2009 at 23:22

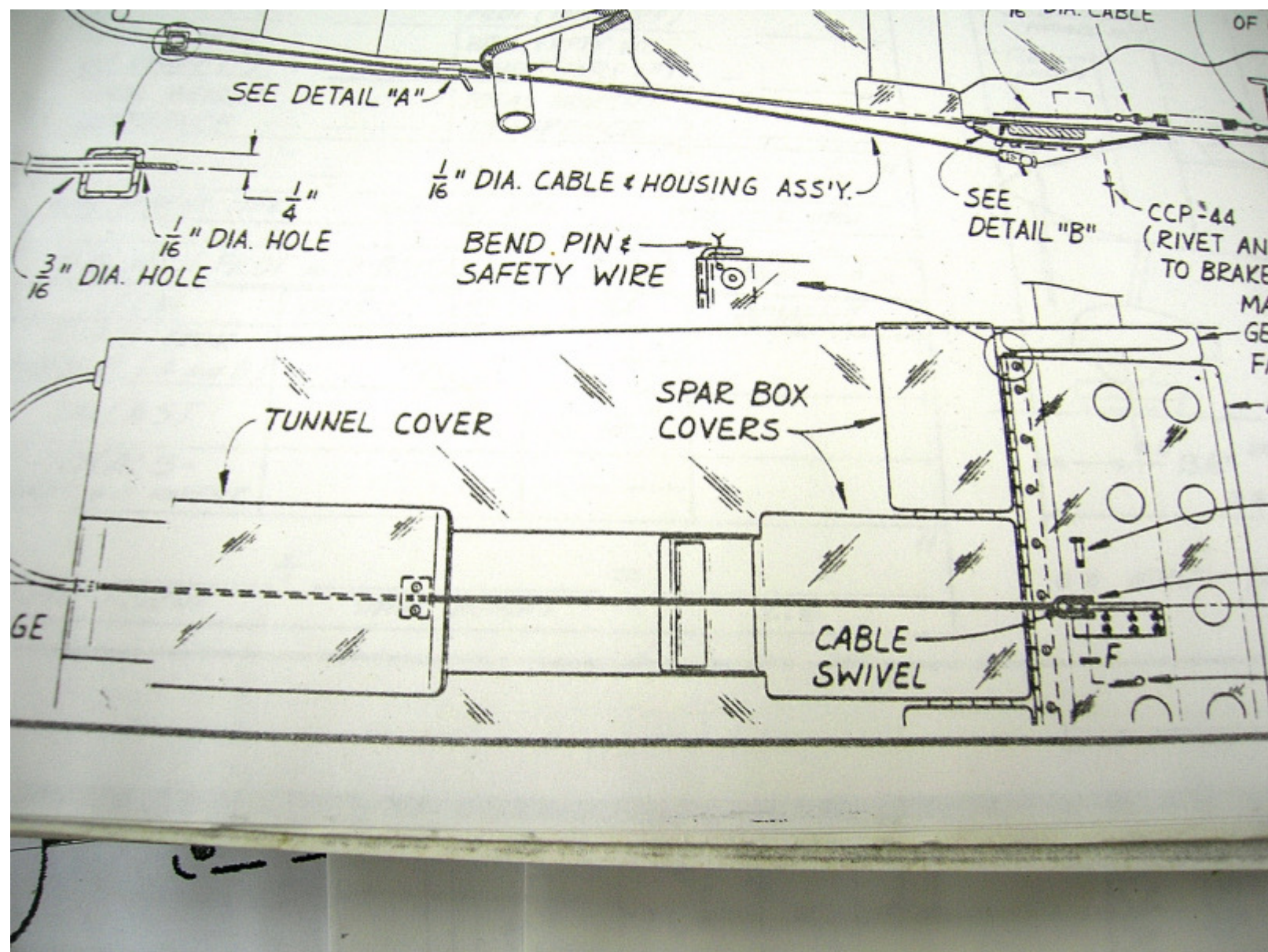
The extra brake.

The real plane, just as my model suffer from to small airbrakes on top of the wings. The Try gear version had an extra brake mounted under the fuselage and over the gear. This works very well now but needs the first flight to tell more about it.

Noël





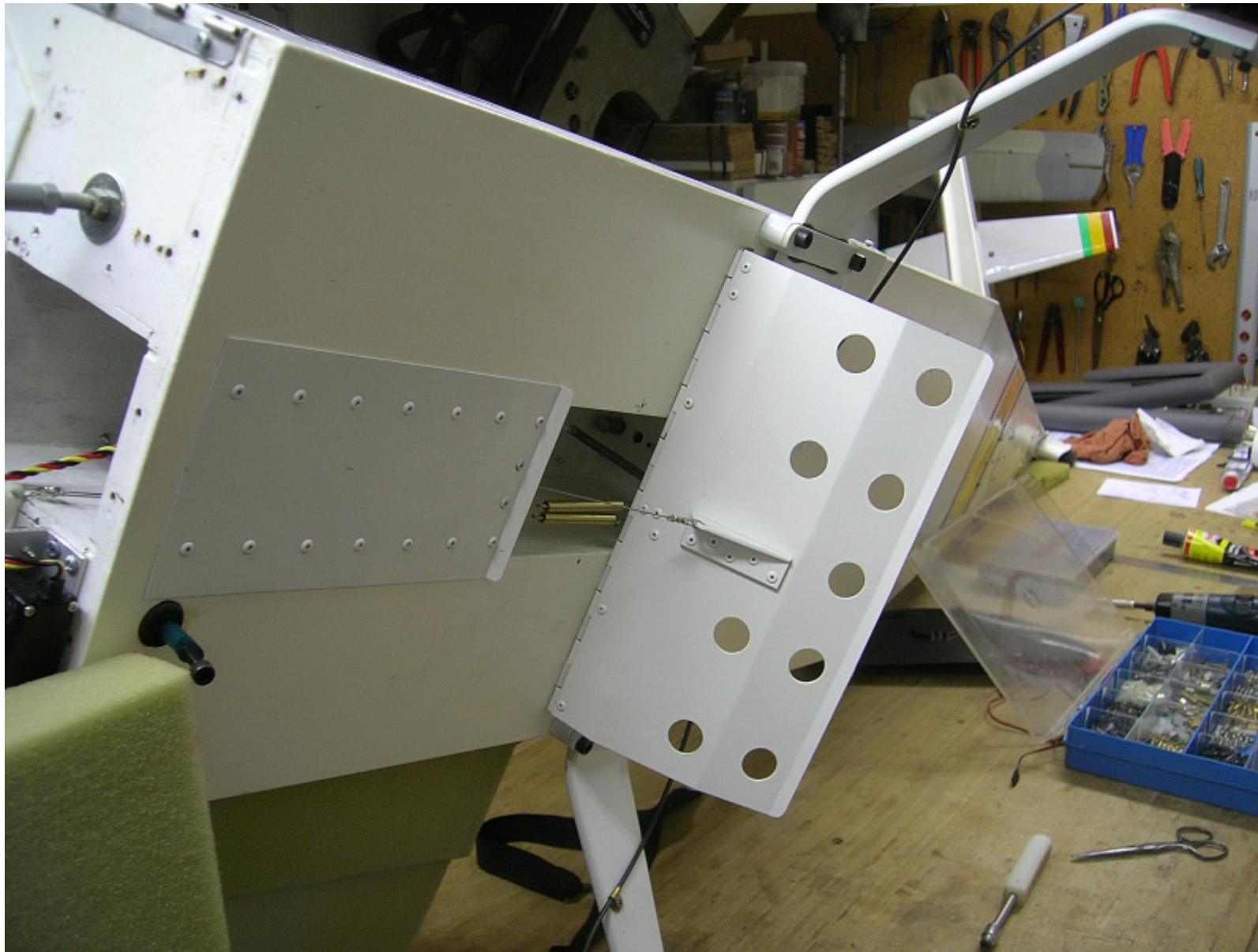


Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **31. Oct 2009 at 23:28**

More on the airbrake







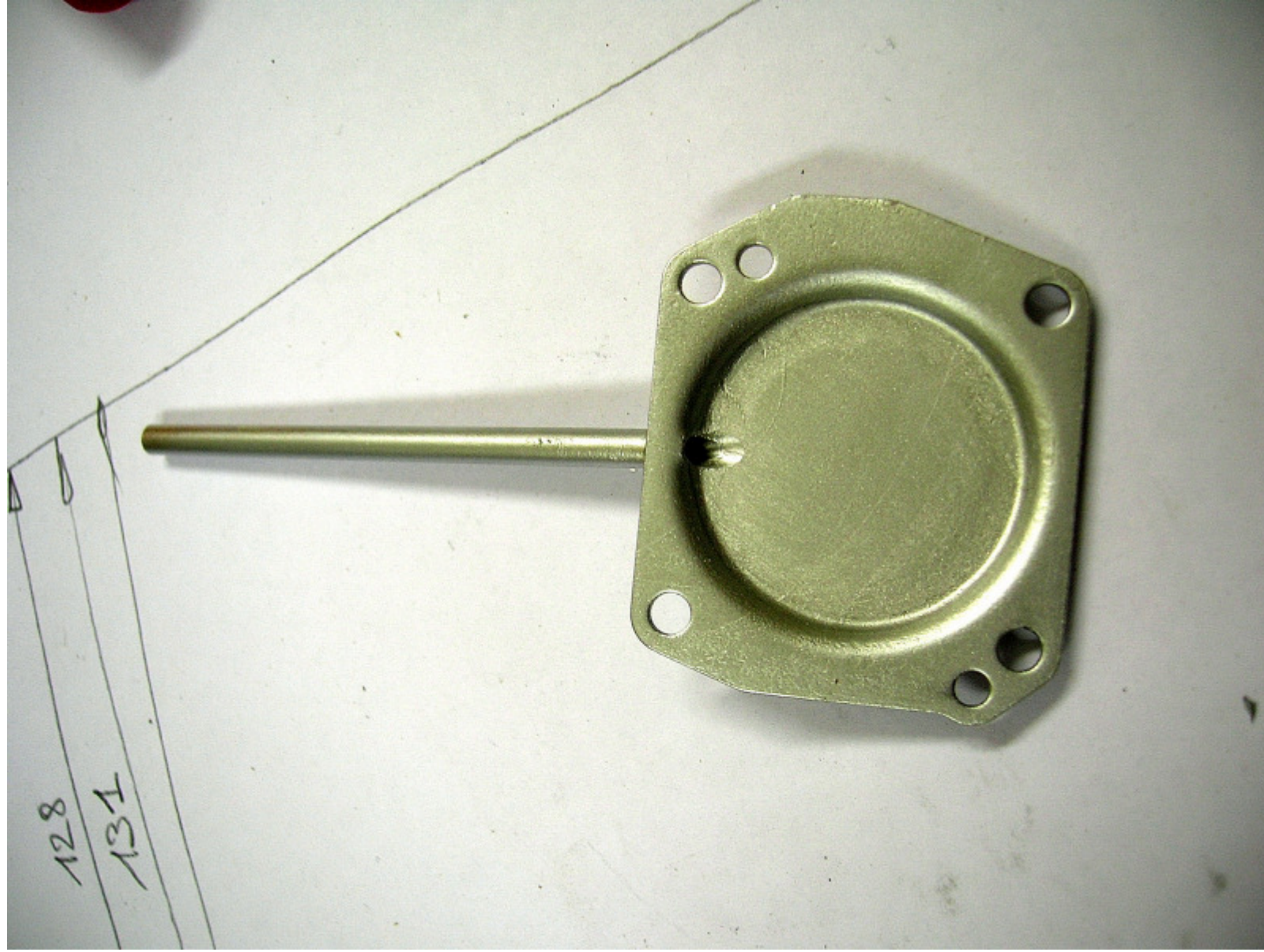


Title: **Re: The Moni reworked**

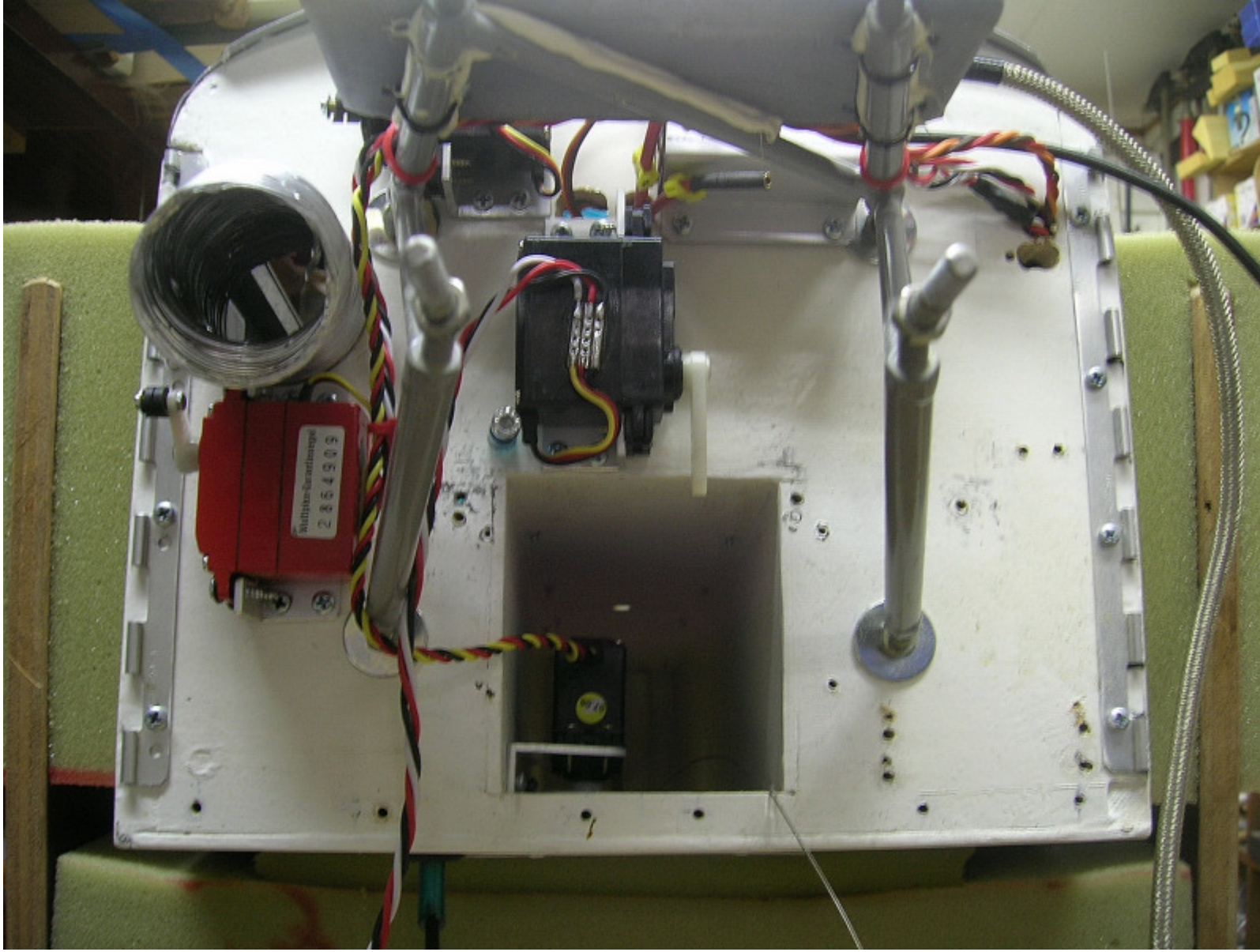
Post by **Noël Rumers** on **31. Oct 2009 at 23:39**

The Zg45 needed now special work. The Fema starter back plate was milled so the exhaust could be put as close as possible to the engine mounting. The servo to start and choke the engine and the throttle servo needed to move to the RH side because of the carburetor place being on the other side then on the ZG38. The air intake was made so to take the air out of the fuselages as well. The noise will be far less then from under the cowl. (the carburetor will make as much noise as the exhaust itself !!) Then the small tube on the cover of the carburetor pumping plate has to be soldered on so it is put also in the fuselage. This to have no pressure differences do the carburetor will work better.

Noël





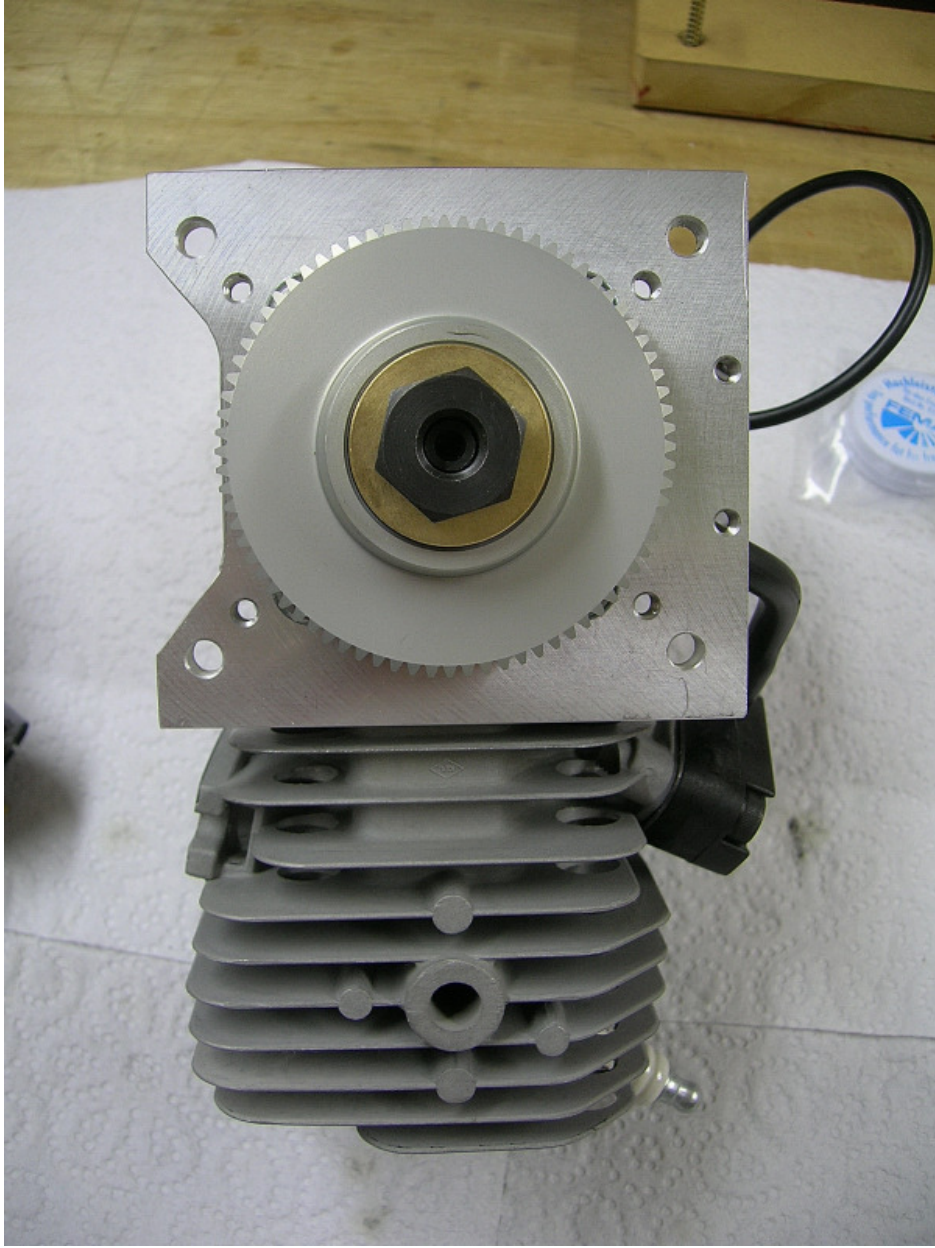


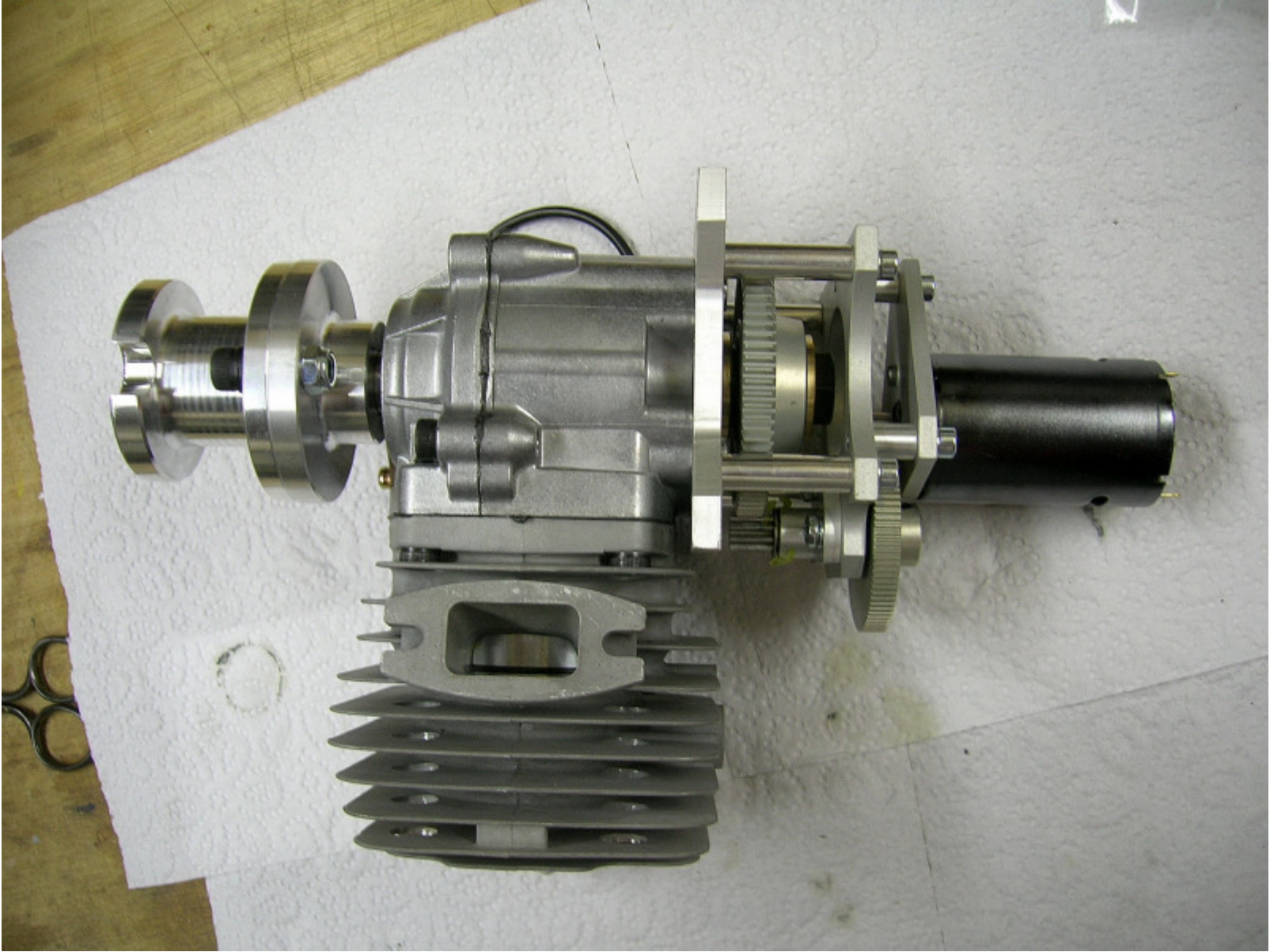


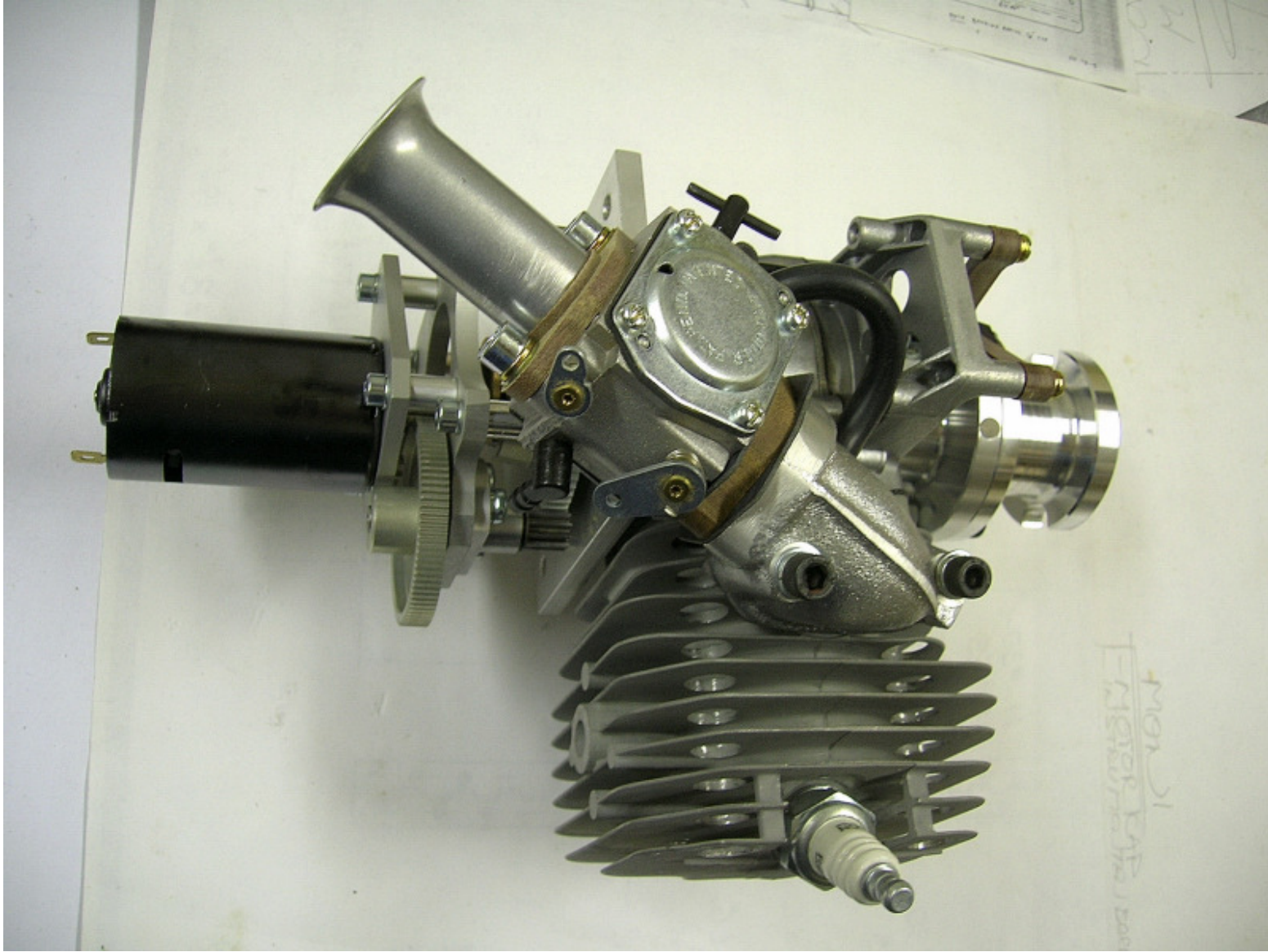
Title: **Re: The Moni reworked**
Post by Noël Rumers on 31. Oct 2009 at 23:42

More engine









Title: **Re: The Moni reworked**

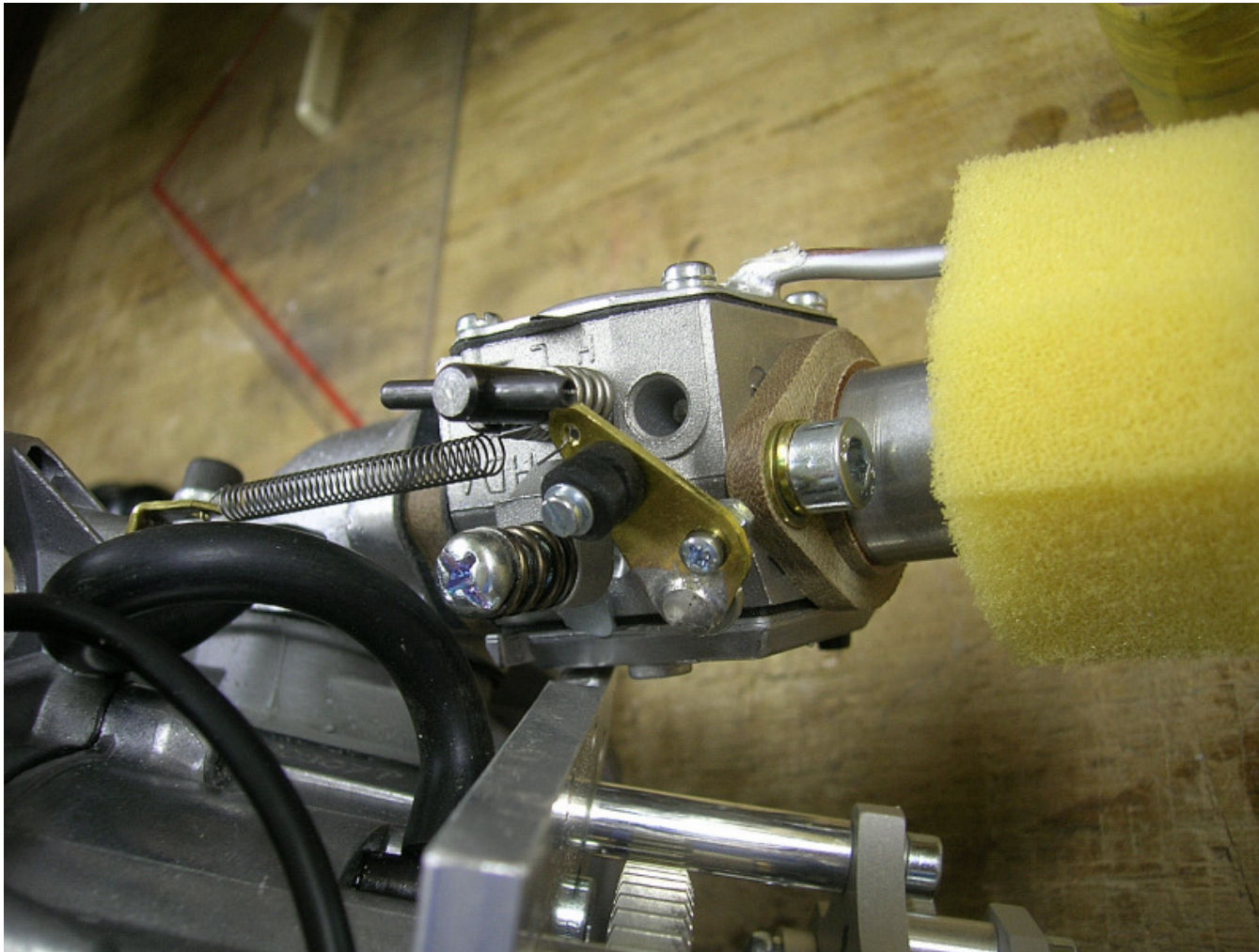
Post by **Noël Rumers** on **31. Oct 2009 at 23:46**

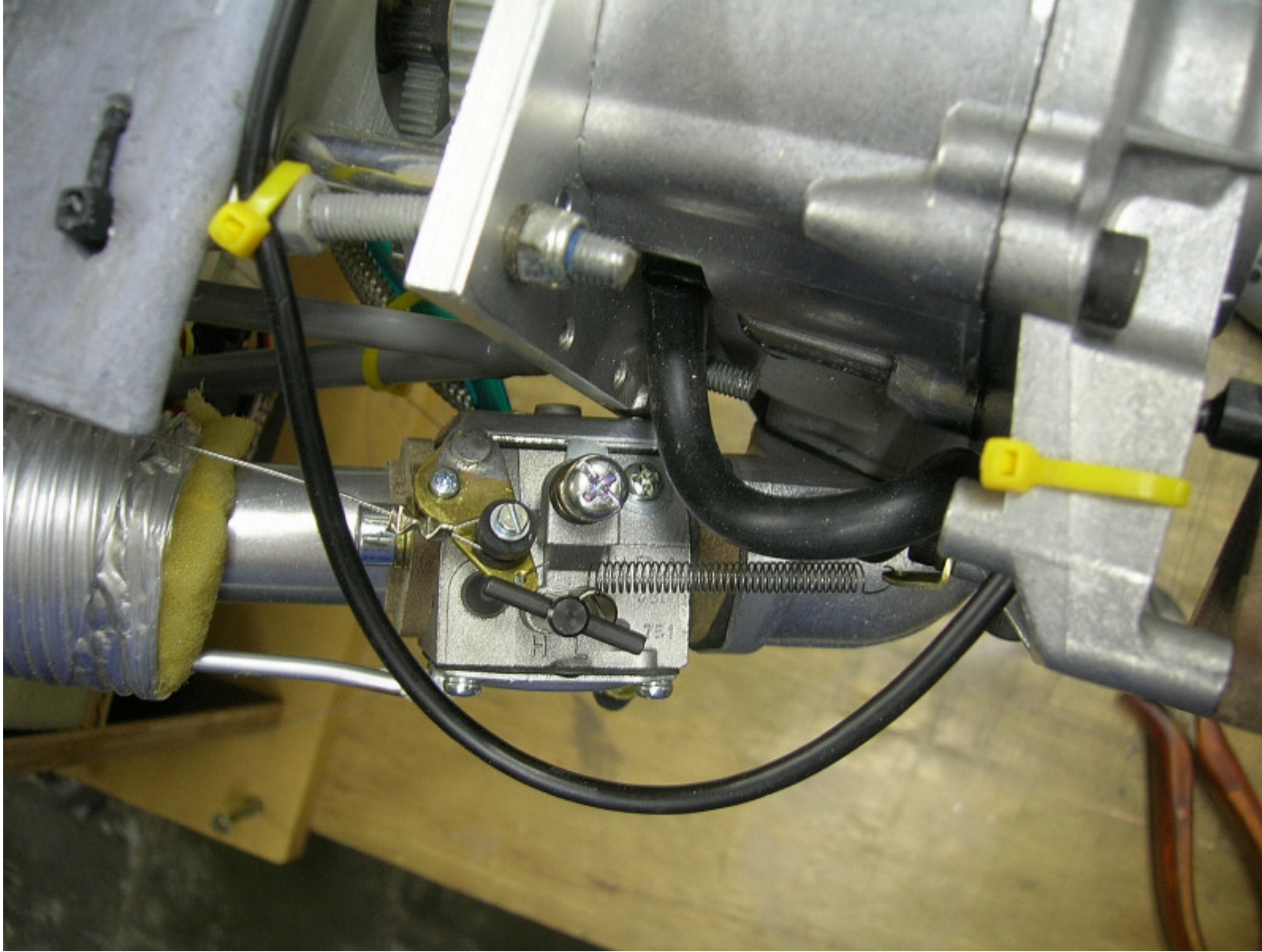
servos connection

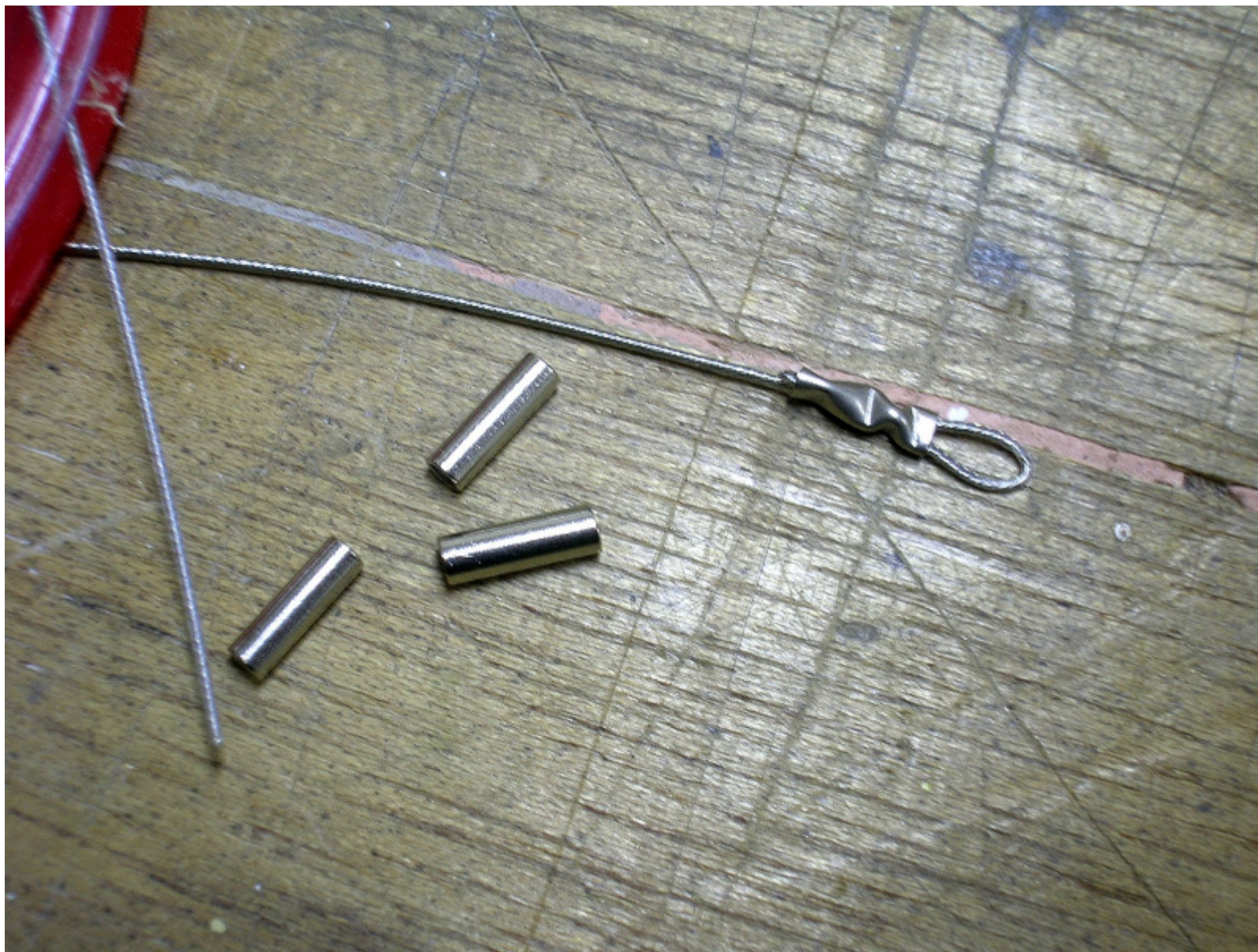


Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **31. Oct 2009 at 23:50**

more on the carburetor and the old ZG38









Title: **Re: The Moni reworked**

Post by **Noël Rumers** on **01. Nov 2009 at 00:10**

Now the last part: " The exhaust" .

Here I had not much choice because of the shape of the engine cowl. It had to fit in. So a dia of 65 oil filters were used. I borrowed some used once. Though messy cheap they are. And the skin thickness is good so no resonating sound comes from the exhaust wall itself. The rest is drilling and cutting then... and after all has been hold together dry, the Ag brazing can start.

It is a 3- compartment exhaust with two times 8 mm holes drilled in the dividing chamber wall. The a tube of 15 mm with 32x 3.5 mm holes is put in for the exhaust fumes. This is a long tube to fit in that way it is low enough not to much oil will hit the fuselage belly.

Noël









Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **01. Nov 2009 at 00:13**

More exhaust









Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **01. Nov 2009 at 00:15**

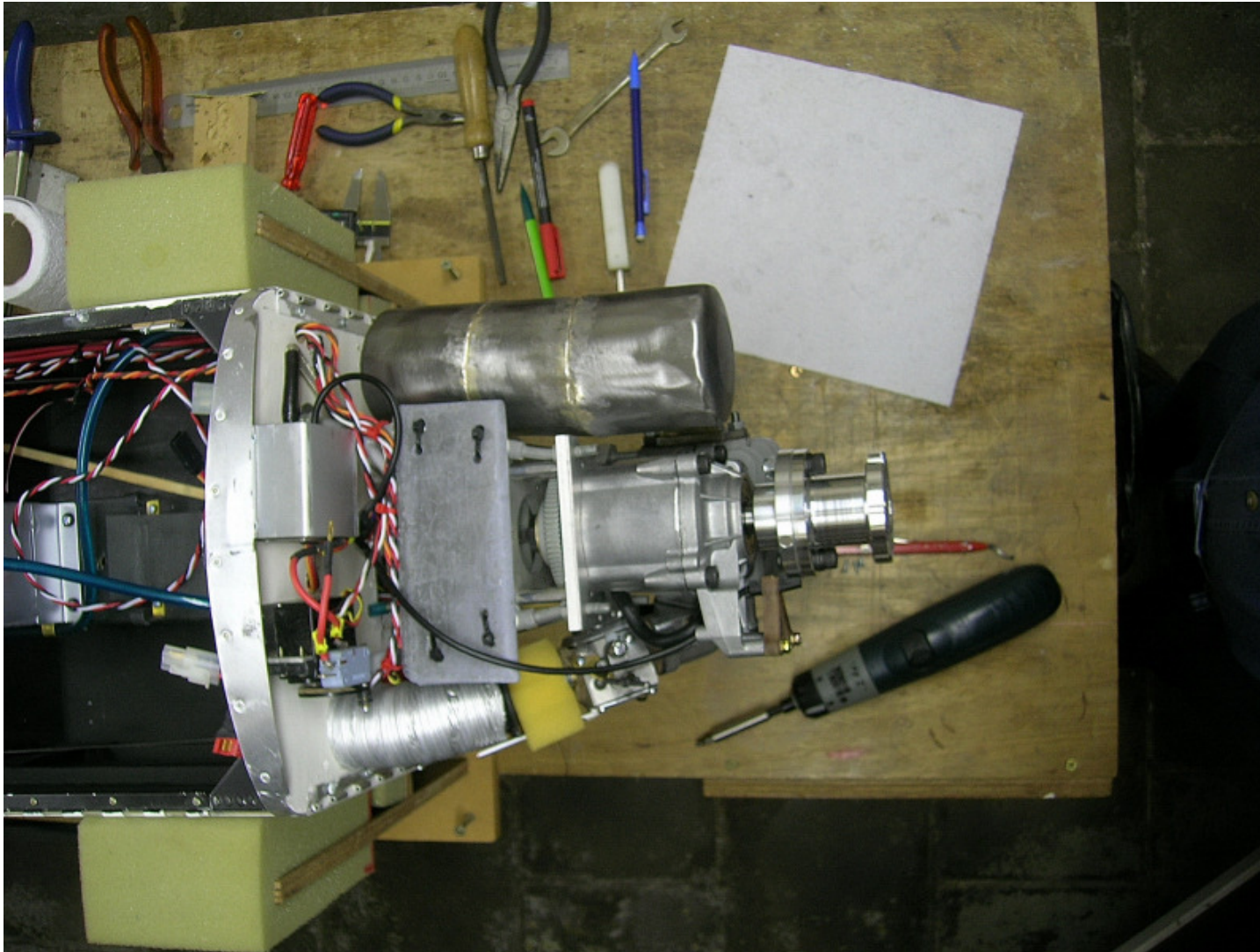
and more





Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **01. Nov 2009 at 00:18**

The last one

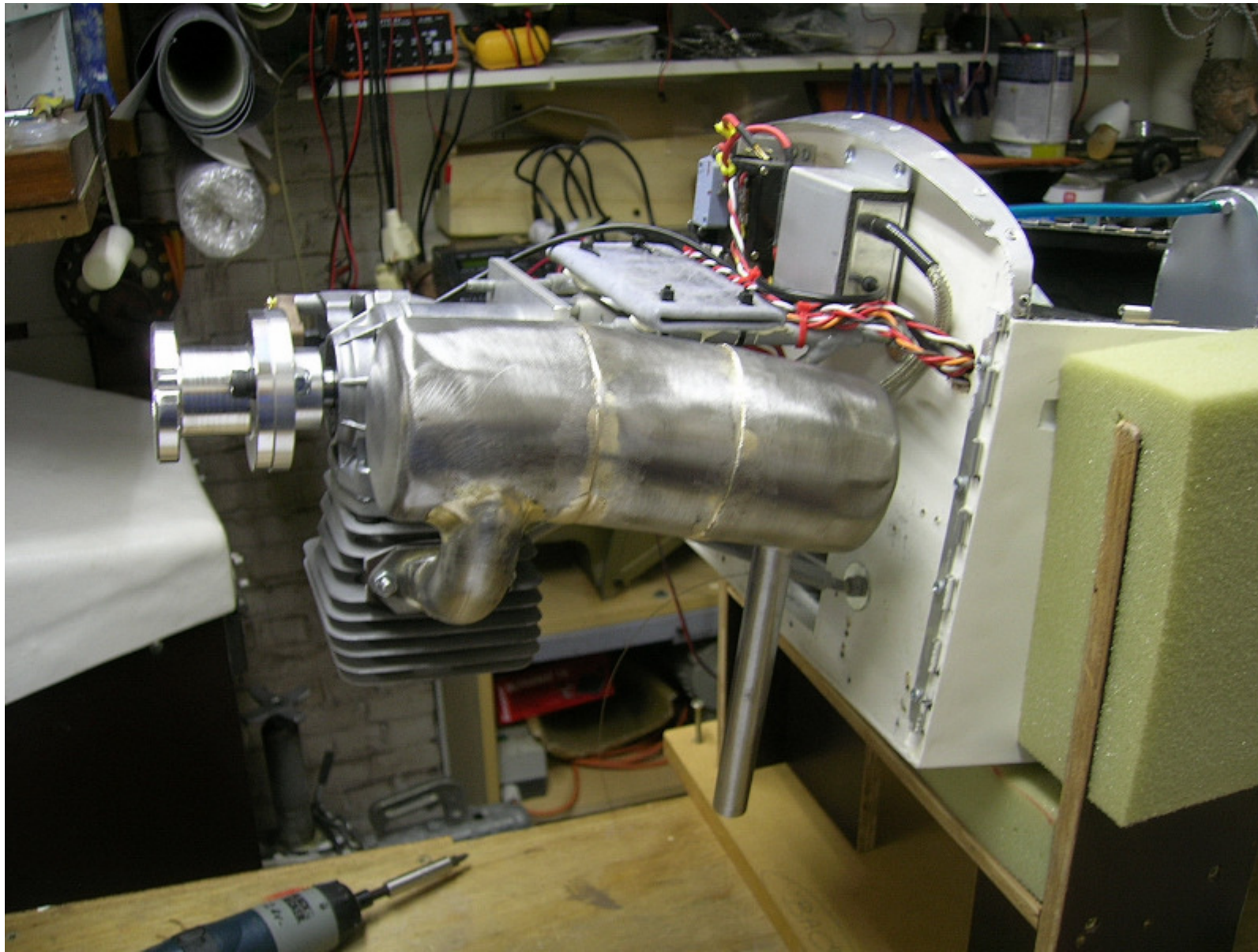












Title: **Re: The Moni reworked**

Post by **Noël Rumers** on **01. Nov 2009 at 00:29**

And finally the engine and its cowl just a bit changed.

The engine has been test run in our garden. Sounds good and the pulling is much harder than before and promising to get it in the air faster.

I did enjoy the reworking but now the time has come to move on to the next project that is waiting to be finished: "The Boeing Scout YL15". With the help of a good American friend I managed to get "THE" info I needed and the full story about the real planes. Only 12 were built...







Title: **Re: The Moni reworked**
Post by **chris williams** on **01. Nov 2009 at 21:30**

Blimey Noel, I thought I liked to take photographs...!
Nice work though, your usual tour-de-force.

Title: **Re: The Moni reworked**
Post by **Noël Rumers** on **04. Nov 2009 at 16:10**

Hi Chris,
hooped you would be learning something about the engine "WITH" starter at last :D.
Noël

Title: **Re: The Moni reworked**
Post by **Barry_Cole** on **04. Nov 2009 at 17:31**

Strike one, for the self starter brigade.

8-) 8-) 8-) 8-)

BC

Title: **Re: The Moni reworked**
Post by **Graham Stanley** on **04. Nov 2009 at 17:59**

Noel,
Fascinating. Even with the self starter there is a sheet of lead on top of the engine?
It was great to see the self starters on your models at MW. No hassles, just worked. Are they that good all the time?
Graham

Title: **Re: The Moni reworked**

Post by **Noël Rumers** on **04. Nov 2009 at 20:40**

Graham,

The lead maybe needs a bit more added to it. The ZG45 with ignition is lighter then the ZG38 both with starter :-/ I have to test the CG point still. Normally top on the spar middle. Awaiting a good moment with the weather no to do this. I added however the 4 cell bat. for the ignition now. This would be OK I hoop.

I use the Fema starters since 1990, so way back now.

Before that time I would not be able to tell you :) but since the day I used them ... I have to admit... always that easy ;) I tested also the ZG62, the old version without electronic ignition. Here the easy start system was necessary. Now the ZG45, the new one, does not kick back at all. So in the Moni motor glider this is 100% as I wanted it. Restart in the air without any problem. Soon I will find out about the ZG62 in the Scout as well. See on this site:

<http://www.rcgroups.com/forums/showthread.php?t=980686&highlight=Boeing+Scout&page=2>

Noël











