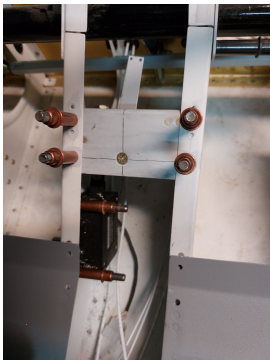


Do determine the electric aileron trim motor position, you need to center the arm of the electric trim motor in the center position. Connect a battery and measure to move the arm half way.

Then attach the connection brackets to the push arm and center the front of the push arm with the center line on the trim bracket.

Clamp the motor on the rib in this position and drill. This ensures that the motor has half way travel each direction. In the picture below, the motor is drilled to the seat rib on center position.



This is the back side view, the motor sits over the bump on the seat rib so you have to try to flatten that bump .



The wires run down and a molex connector allow for quick release and replacement of the motor if needed. Wires running forward are secured on the fuselage floor with strips.



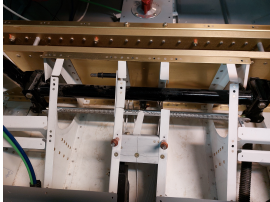
Next you install two springs that connect to the control column and the trim arm. You need equal tension on both sides. The way the spring attaches to the arm is a bit basic but it's according to the plans and works fine.

02/12/2023 - Aileron Trim 4

Category: 4.1. Various Finishing tasks

Published: Wednesday, 04 September 2024 08:31

Hits: 503



Attached the wires to the VPX connector to the dedicated aileron trim pins (update 1/3/24: rewired this with position sensor wires to Dynon EMS220 and motor wires to the SV-AP-PANEL as trims are controlled by the Dynon autopilot system and no longer by the VPX. VPX pins are left open)



You have to move the control column in all possible extreme positions to ensure the springs don't interfere or get blocked behind a seat rib.

