

degrees to reposition arm at neutral, give that a try.

I tried that, unfortunately, the offset angle remains.

Could you open up the servo and rotate the internal gears. They will probably simply lift off their axels and can reset one or two teeth further round.

I was also thinking of that, I will give it a try, these servos do cost only a vew quid, so what's the risk?

Done, works fine in less than a few minutes, no rocket science. The plastic cover of the servo consists out of 3 sections, bottom, middle and top section. There are 4 long screws on the bottom of the servo. After these being taken out, you can lift off the top cover of the servo (leave the middle and bottom section). There is a pin (axle) that goes with it. Remove the gear wheel that is hold by that axle, then adjust the top gear wheel, the one on which the horn is mounted. You can see a small sort of piece underneath , that has to point forward, this had a little offset, so I moved that and reassembled the whole thing. You may keep the servo attached to the receiver, so you know that the servo is in neutral position.

The strange thing is, I couldn't find this methon on my search on the inter regarding readjusting the neutral position of servos.

Not something most think about. Probably voids any warranty and most people would just fiddle with the clevis or subtrims on the tx.

I was a bit rash with my conclusions, as the second servo did give some trouble. It looks like it is working as follows. I think there is a main sensor on the axle on which the servo horn is mounted. The position of this axle gives a feed back to the motor, which starts turning when turning the axle, until it's back into neutral. You know that the servos start making a noise when putting a force on the horn.

On the first servo, I managed to give a small turn to the axle, but didn't notice the motor starting to turn to get it back in neutral position.

I remember reading something about the neutral position being programmed (stored) into the processor of the servo, at the moment of assembking in the factory. It was mentioned that it's not possible to reset this neutral position, so maybe they are right.

The gear wheel on which the horn is mounted is fixed on the axle, you would only be able to reset the neutral position if you can readjust that top gear wheel on the main axle, but if you do, it will probably get loose and the servo worthless.

I have now removed the top wheel gear from the main axle. I was able to do that without having to use too much force, and readjusted it in the correct neutral position. I am now not sure about whether its fixation will be loose or not, I am going to reassemble the whole thing and test.

Ok, done as said, I reassembled the whole thing and everything looks as normal The

servo horn is now in the correct neutral position. I can't notice anything of the horn (gear wheel) being loose as I can hold the horn while pushing the lever on the transmitter without the horn slipping on the axle.

Who is going to claim warranty for a few quid, on the other side, you can't see it has been opened either, so warranty is still there 🍏. No stickers that rip off or whatsoever.

For what it's worth, this is how I did the tiperons on my Short Sherpa.



The leading edges are ready meanwhile too. I have used a long straight piece of wood, glued sanding paper on it and sanded the leading edge with long movements into the shape of the airfoil.

Using this method, you remove all inaccuracies and the result is a nice straight leading edge. I also have (again) aligned the upper and downside of the ribs, so they are now exactly in on line (height) at the front.

I initially tried to assemble the leading edge before attaching to the wing ribs, but that was not a success as it tends to bend during the gluing. Also I needed to make slots into the leading edge to fit the ribs into that was not doable too.



Not a success.



And the slots, too difficult, so don't try this method, go for the next pictures.