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\$100 for the stinger covers most models. Ti (titanium) springs coming soon. Ti will offer some great benefits. Presently looks like Ti cost \$165 plus shipping for both. (\$8.00)

Stingers & Tail Wheel production to match



Please note that production of stingers is now complete.

The present models available

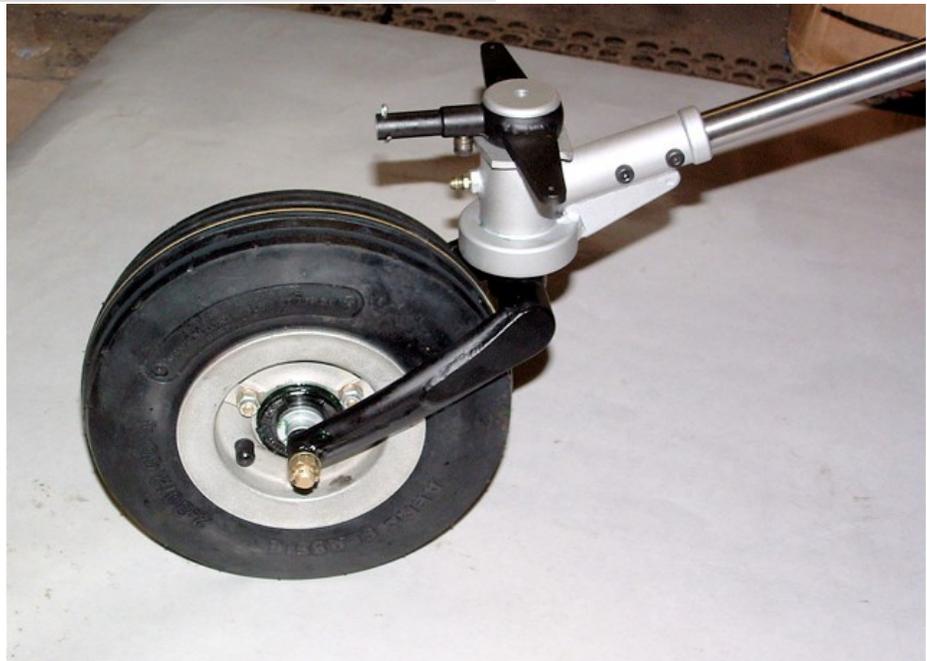
- RV series –yes, RV8 with 8.50 x 6 mains and IDT-8” tail wheel
- Highlander stinger conversions
- Patrol type aircraft
- Bearhawk stinger conversions
- Custom length and strength available.
- Holes predrilled to matched dimensions.
- Super smooth taper transition.

Right– stinger with 8” tail wheel model IDT-8S

10” and tundra also available.

Tundra is 5.5” x 11”

This main body set up is lighter and stronger than a standard 1.5” leaf spring version.



Adaptable spring angles and tire width!



Left– the angle that the rod stinger goes into the tail wheel is determined by angle out of aircraft and desired angle of king pin at full gross. (vertical or slightly toe ahead)



Tundra left is now a smooth tire 8 ply version. 5.5" x 11"

Right, mid size version is 3.5" x 10"

Top shown is 2.8" x 8"

Change over time from one size to next is about 10 minutes and can be done on aircraft easily.

(note– left and right are showing tires and are both flat spring version of main body)



Example of conversion of flat spring aircraft!



Left– showing adapter bolted onto same location of flat spring. This is a welded unit with female socket.

(note– shim used in this case for fine tuning angles for king pin, this changes with gross weights, main tire changes, ect.)

The Builder that did this, said he would not go back to a flat spring and the softness of the tapered rod spring has to many advantages to the aircraft.

Right– showing stinger bolted into place in female socket.

We gain weight savings on spring, (2.33 # spring weight) also shock loads to aircraft are lowered do to side to side flexing of spring.

I build using a spring stainless steel.

This is a **stainless** spring so you can leave it as a shiny stinger.



Finished conversion!



Above a finished conversion to a bearhawk. Special conversion calculations can be done for your aircraft some pre calculation expense may occur if this looks to be a one time proposal. Better facts and figures supplied by customer provides lowest cost to you in the end. Lets talk!

Ti spring weight looks to be about 1.33 pounds! And 60% stronger in flex action.