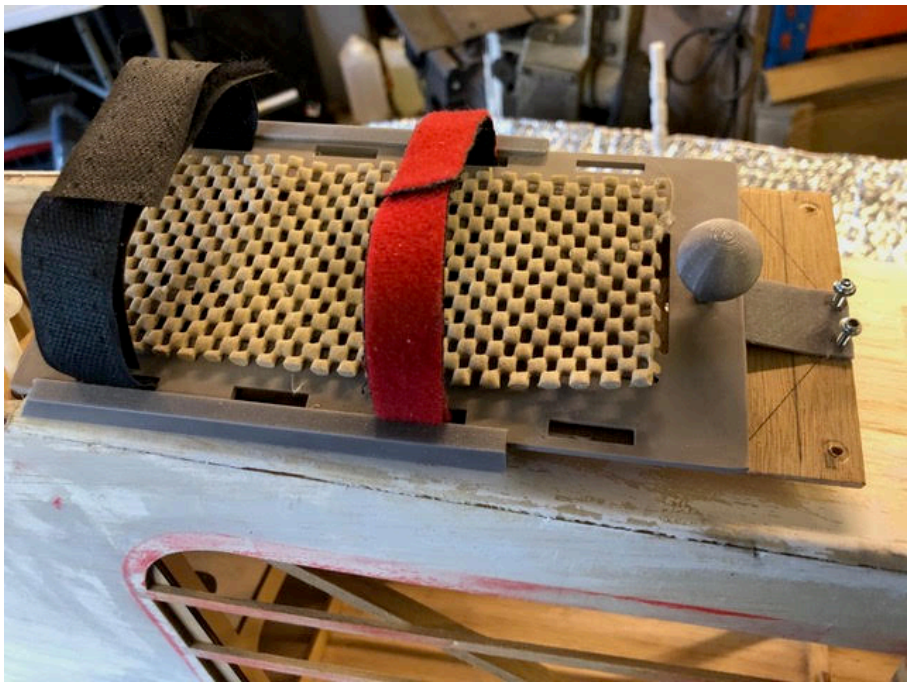
SIG Rascal 110” renovation, 1

I bought the SIG Rascal 110” in late summer of 2019, it had a 2 stroke petrol engine fitted and due to its age (10 years+ ?) I decided that, at some point, I would strip the faded covering off it and re-cover it and probably fit a 4 stroke petrol engine (Laser G30). Earlier this year I got round to flying it for the first time (for me) and to be honest it wasn’t a very pleasant experience. The engine was a CRRC 26 and was both noisy and messy and didn’t have a great deal of grunt.

The flight did show that the model had potential so the next step was to re-engine it. I then had a complete about turn and decided to electrify it, I set myself the challenge of powering it with 2 x 5s 5000mAh LiPos as these are what I use in my F3A ‘plane. After lots of calculations using eCalc I decided on the Turnigy G160 as the motor to power it, with a 120a ESC (well over the top!).

The next challenge was to fit the batteries, I firstly cut an access panel out from under the nose but when I checked the CG I needed to have the batteries quite a way back in the cabin area which meant that the under nose access hatch wasn’t ideal! In the end I carefully removed one of the side windows (both have gone yellow and are extremely brittle, they’re on the list to be replaced but I will have to wait another 3 months to get them from the ‘states). In order to fit the batteries I built an angled platform with 3D printed runners and a sliding 3D printed tray, the idea being that I could reach in through the side window and get to the batteries that way.

Platform removed, with tray in place:



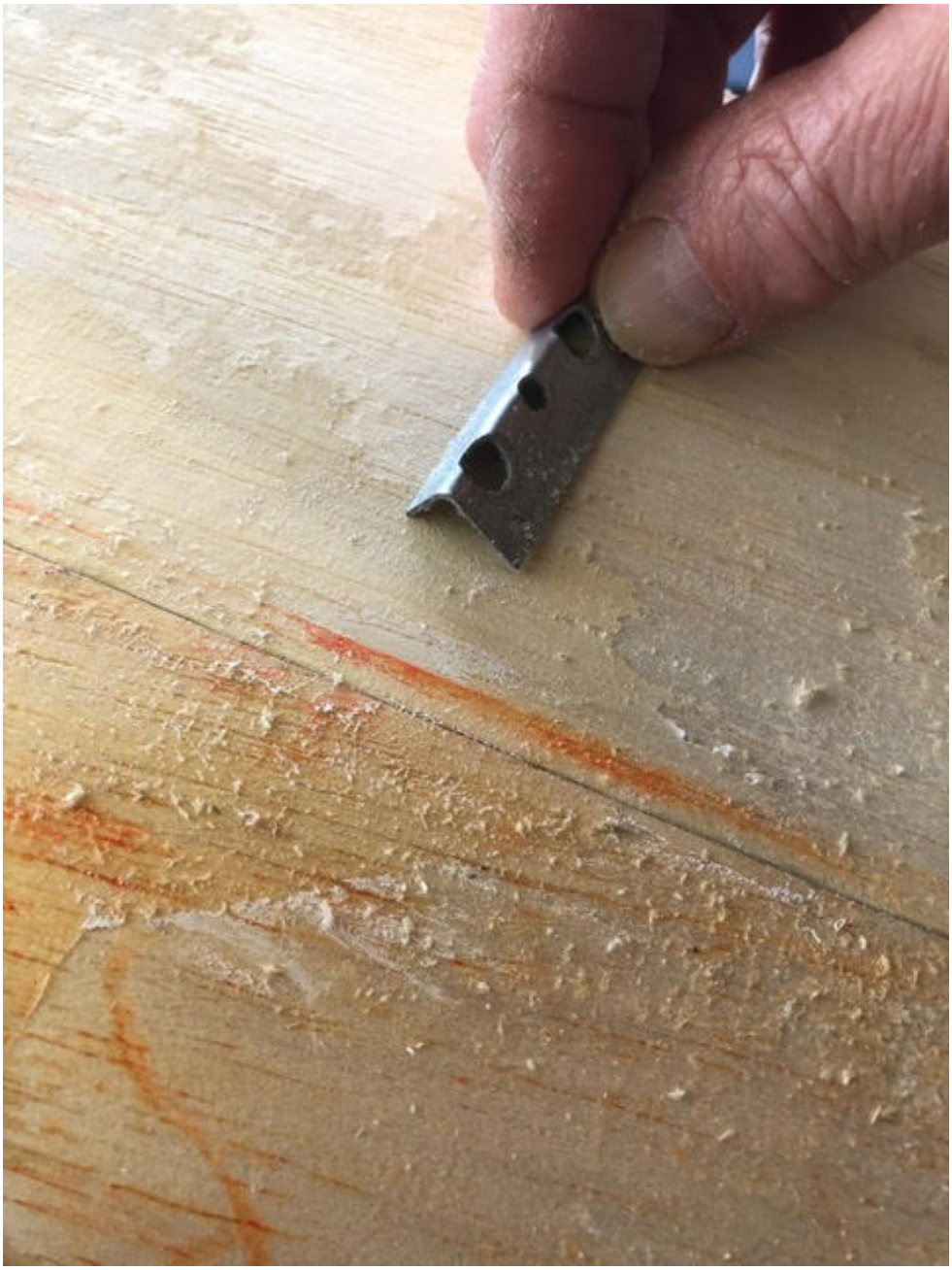
I then took the Rascal out for its first electric flight and what a beauty, plenty of grunt to do all aeros and flight times in the region of 15 minutes. So next job was to strip off the covering and re do it, plus I wanted to have better access for the removal of the batteries as the side window approach was a bit of a faff.

Stripping started but in my haste I just started to peel the old film off, I should have used a hot air gun as this would have taken off more of the colour too!

It soon became apparent that there were a few areas where damage had been repaired, or need repairing.

Some of the previous repairs (U/C ripped out!) needed the hot air gun (which I was now using to remove the covering)

And a bit of a gooey mess left in places which needed the help of a scraper to remove.



So the covering was eventually removed and the bare fuse ready for repair work.

To be continued, Ron Gray