

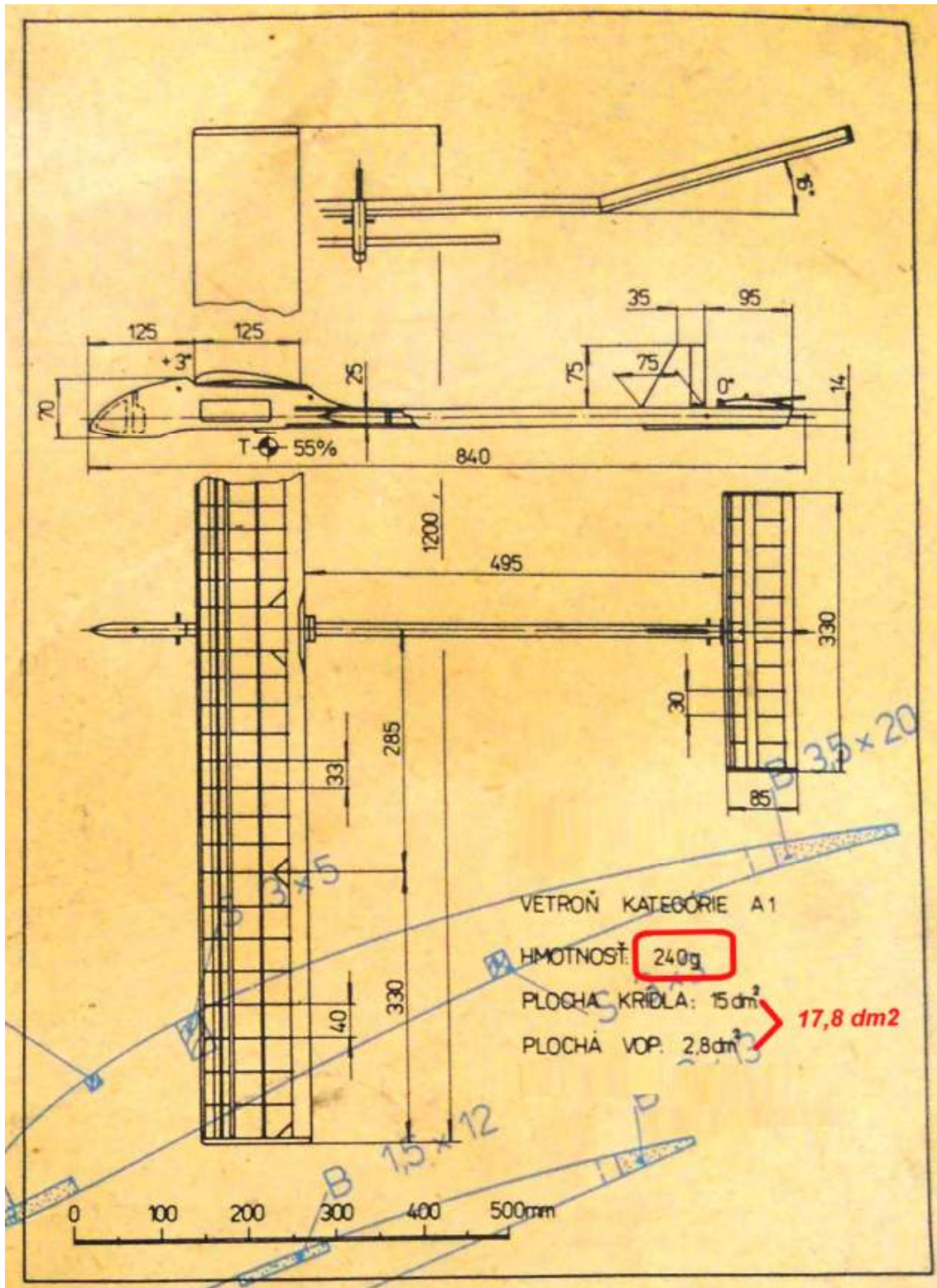


a F1H Glider

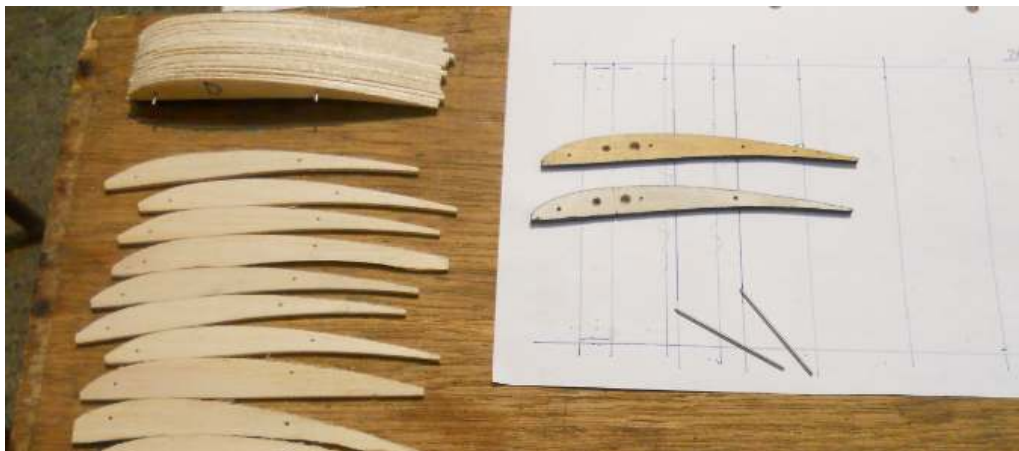
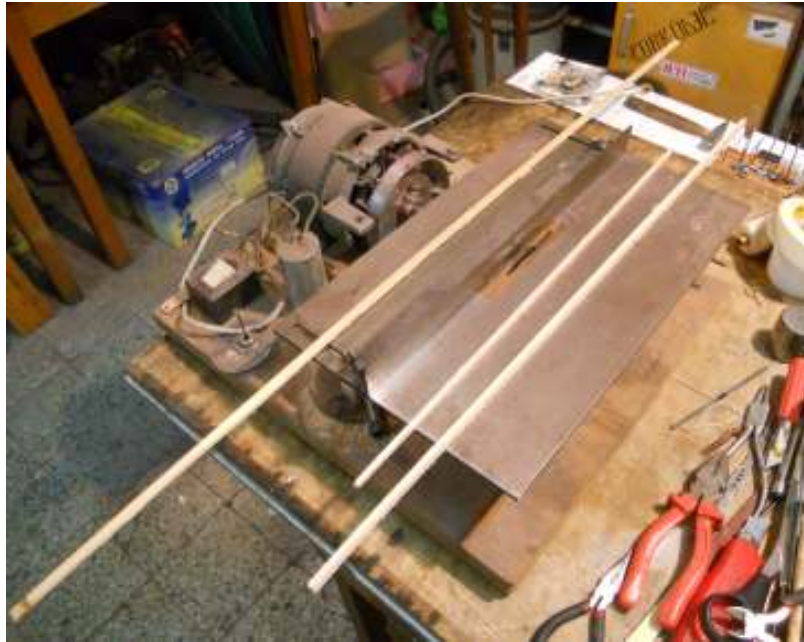
dr. Daniel Petcu

University Petroleum - Gas of Ploiesti

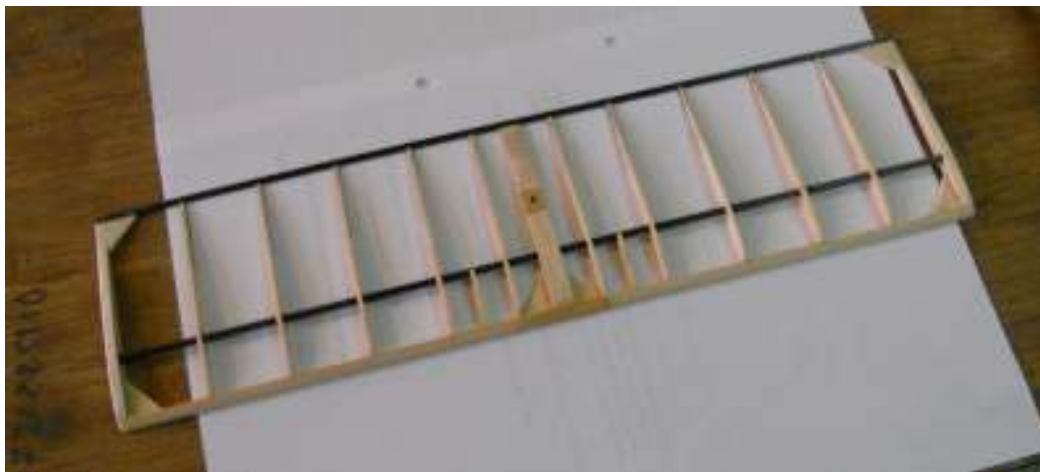
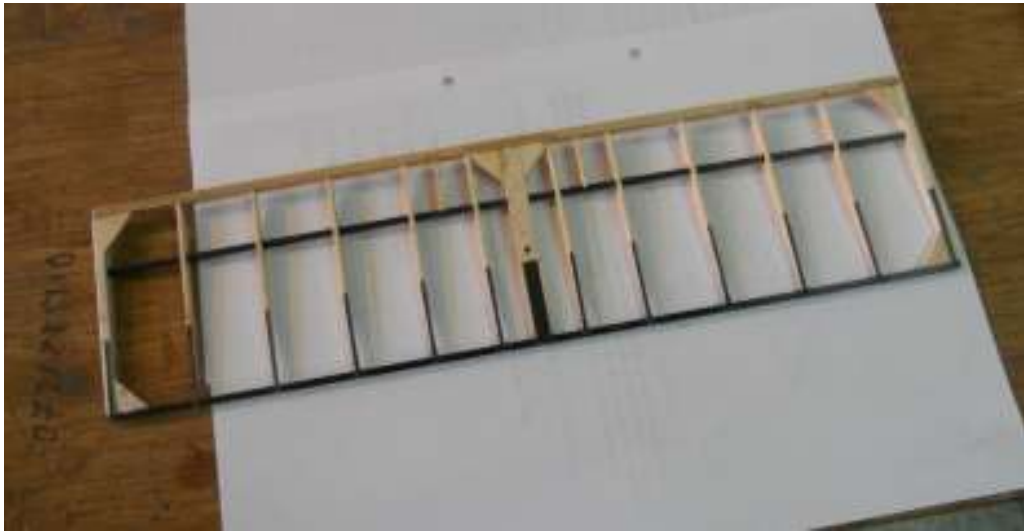
Department of Geology and Petroleum Reservoir Engineering



1. The trailing edges, carbon spares, ribs and drawings



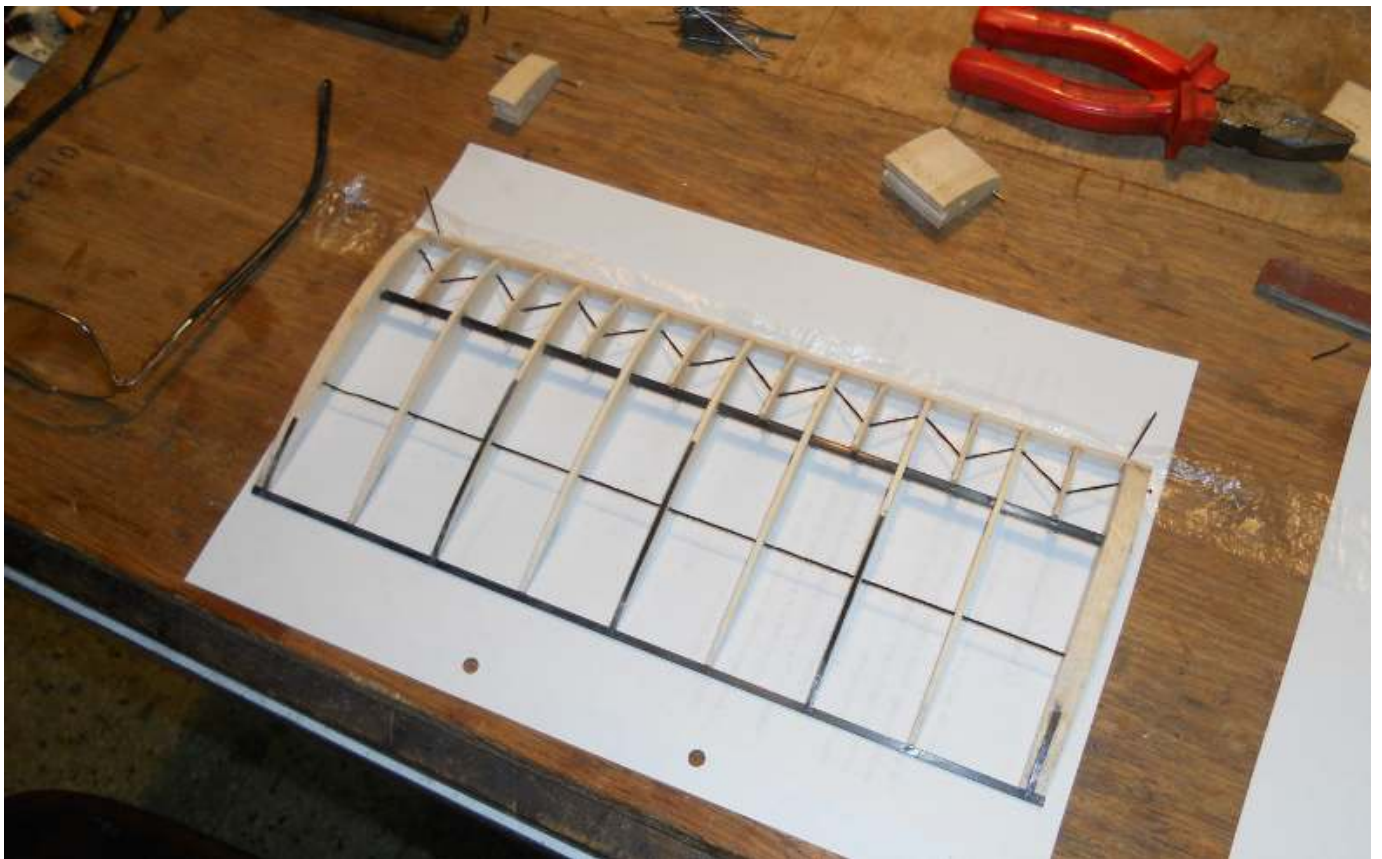
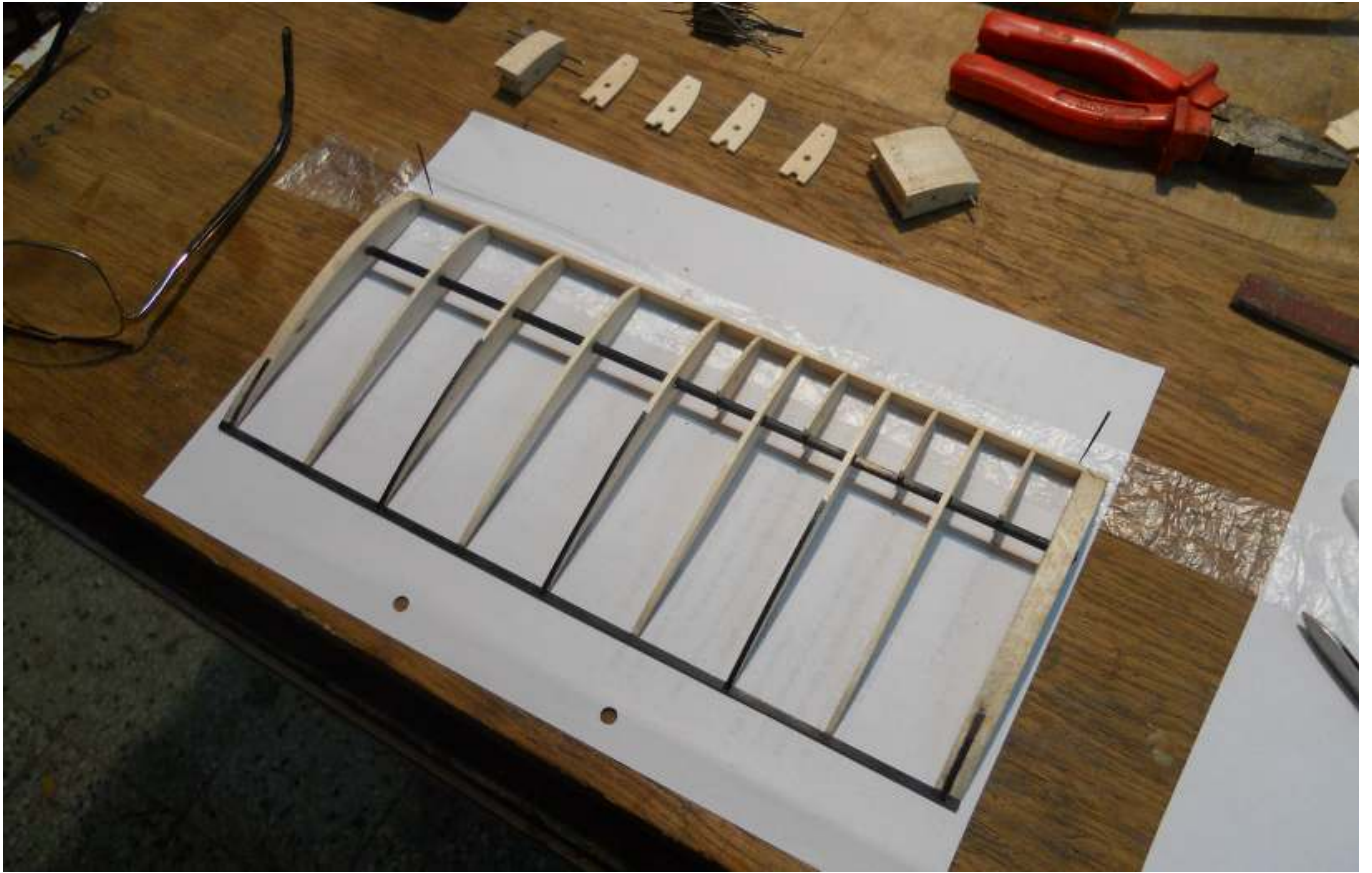
2. The Stabilizer



Cutting carbon stripes



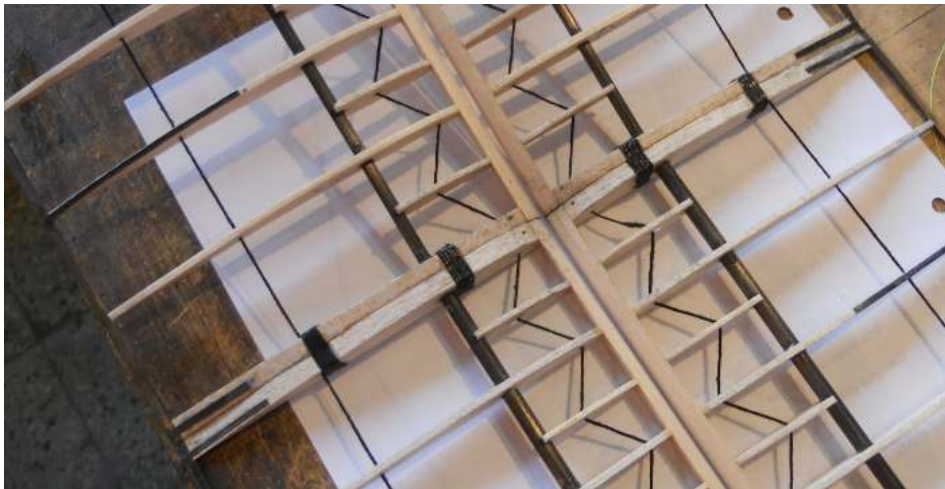
3. The Wing





Adjusting the joint angle between ears and central parts (digital machine)

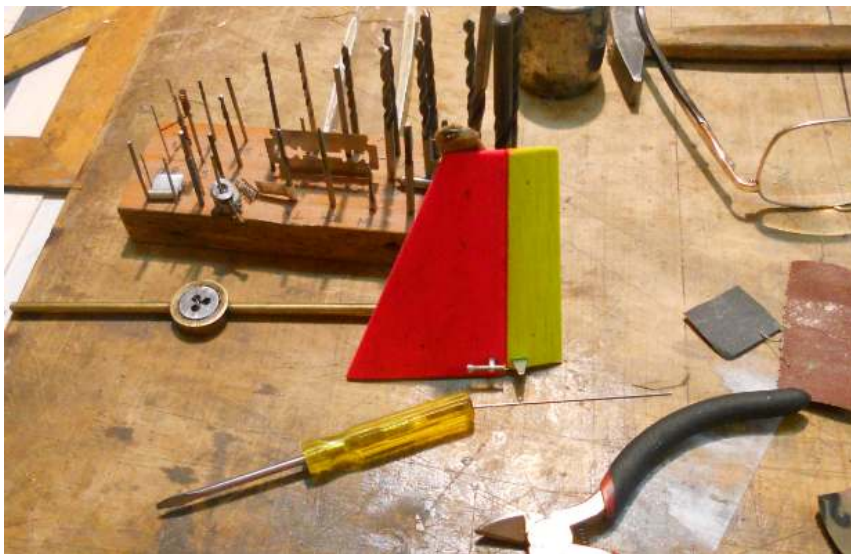




The Tail

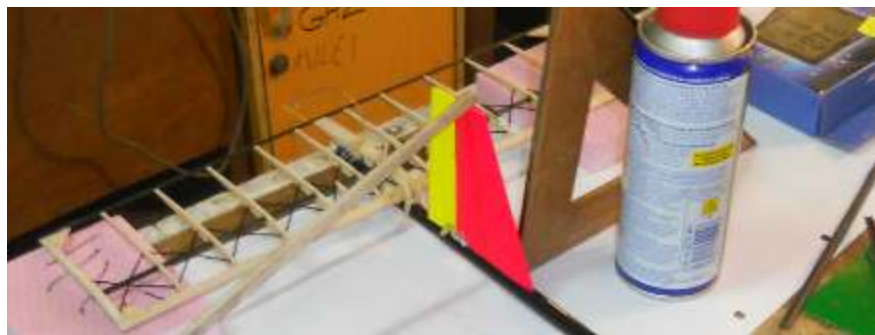
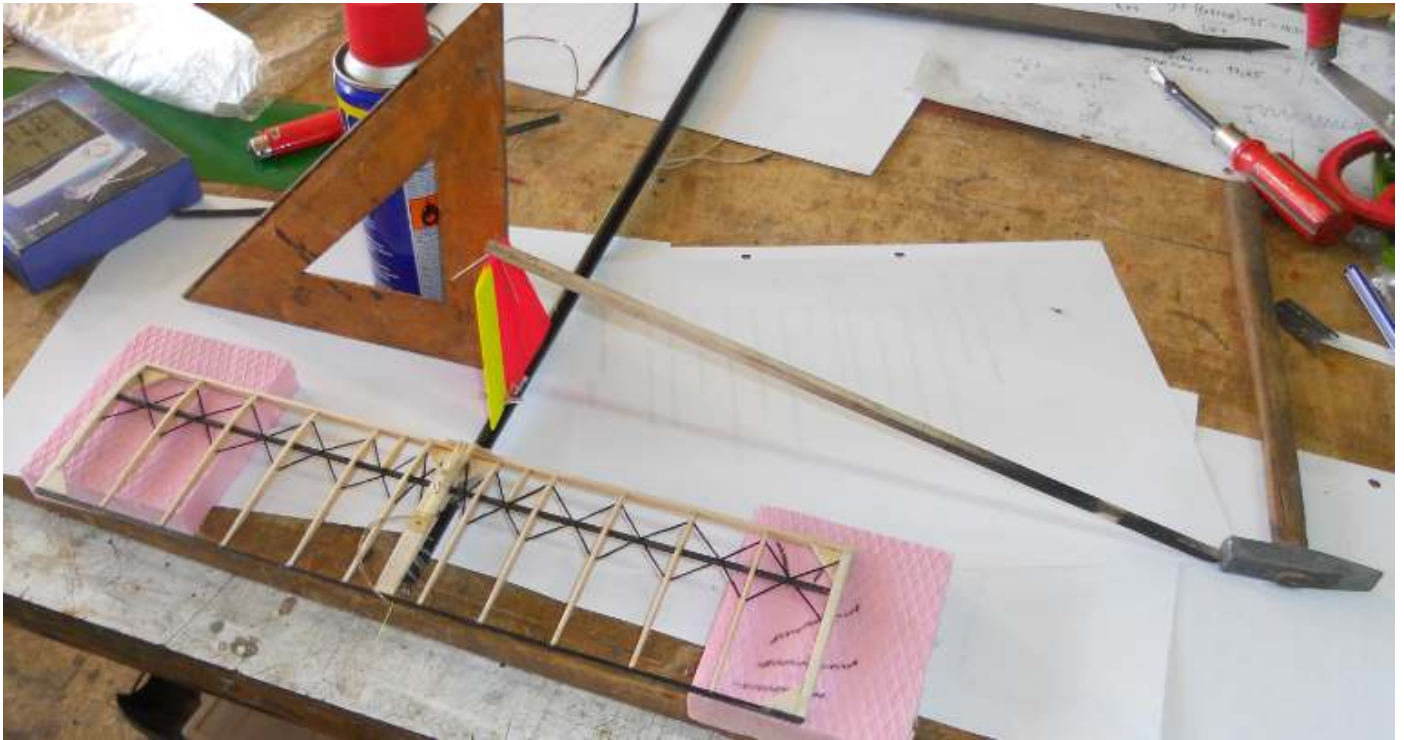


The Fin



Gluing the fin (laser alignment)

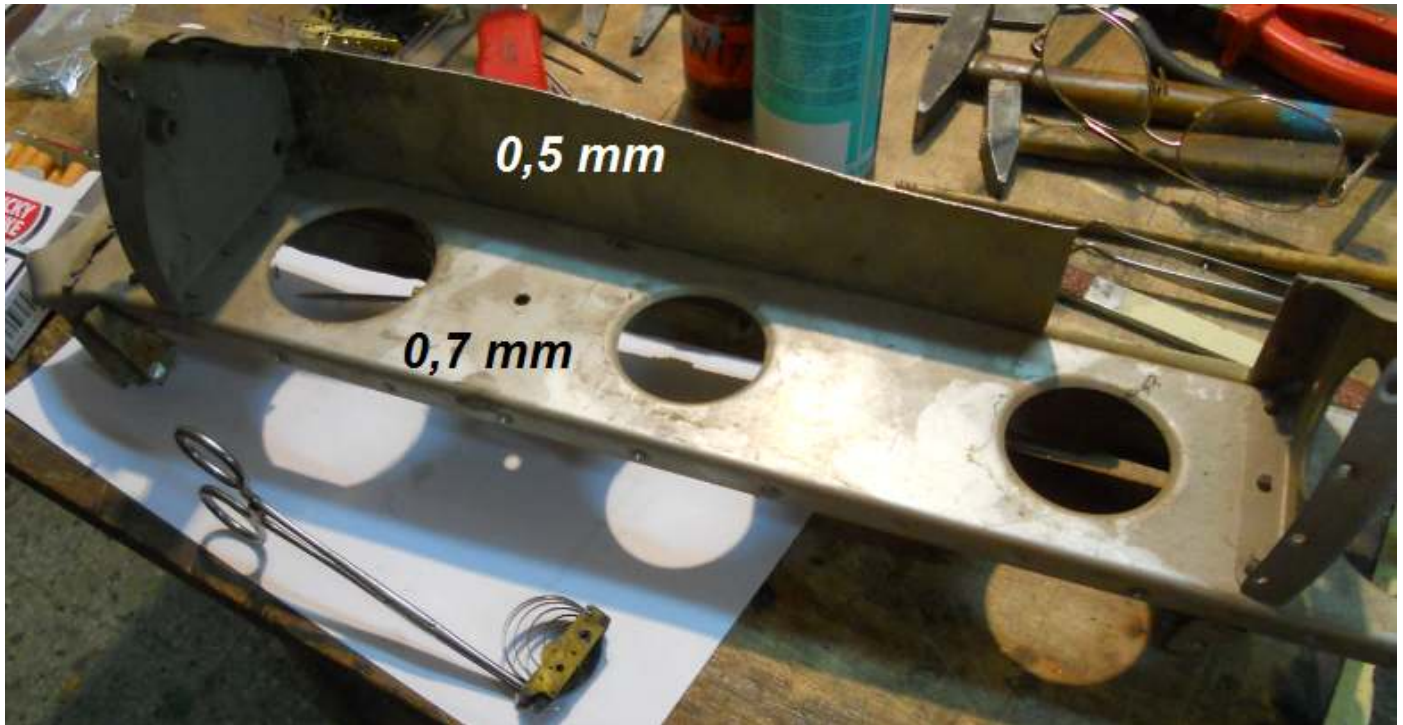




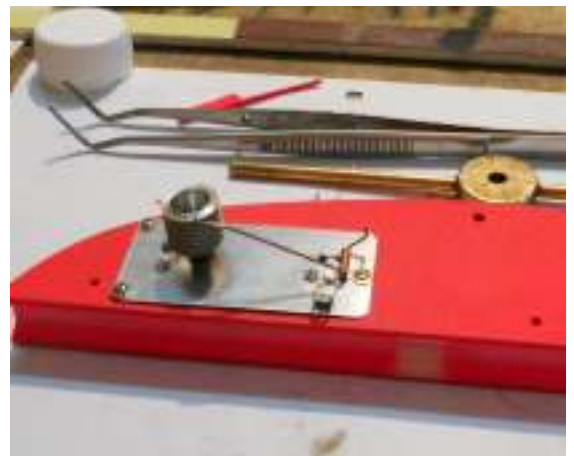
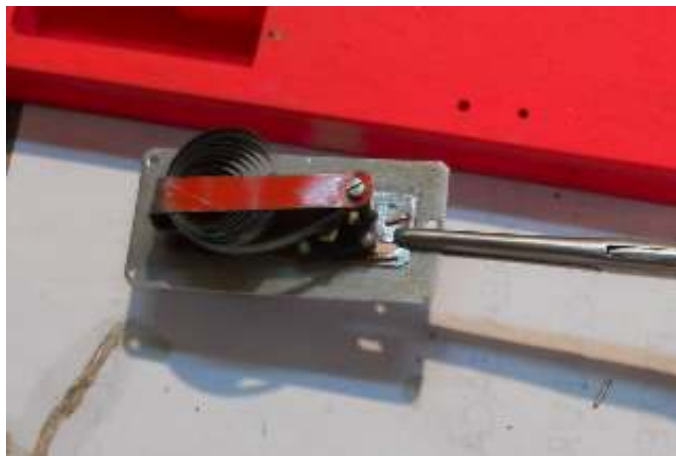
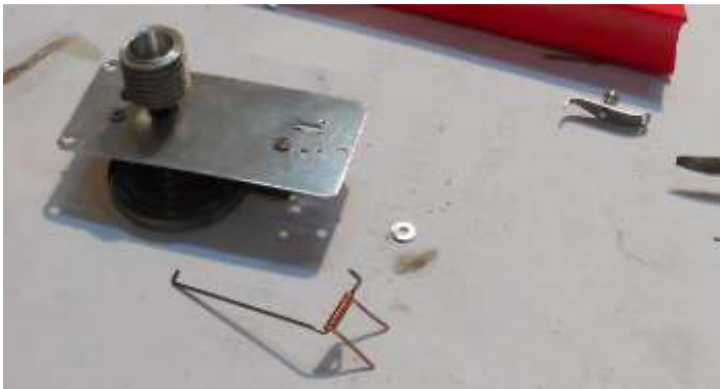
The wing support



For the mother board of the timer I need a 0,5 mm aluminum alloy. I recovered some scrap from a crashed airplane, which I give the opportunity to fly again.



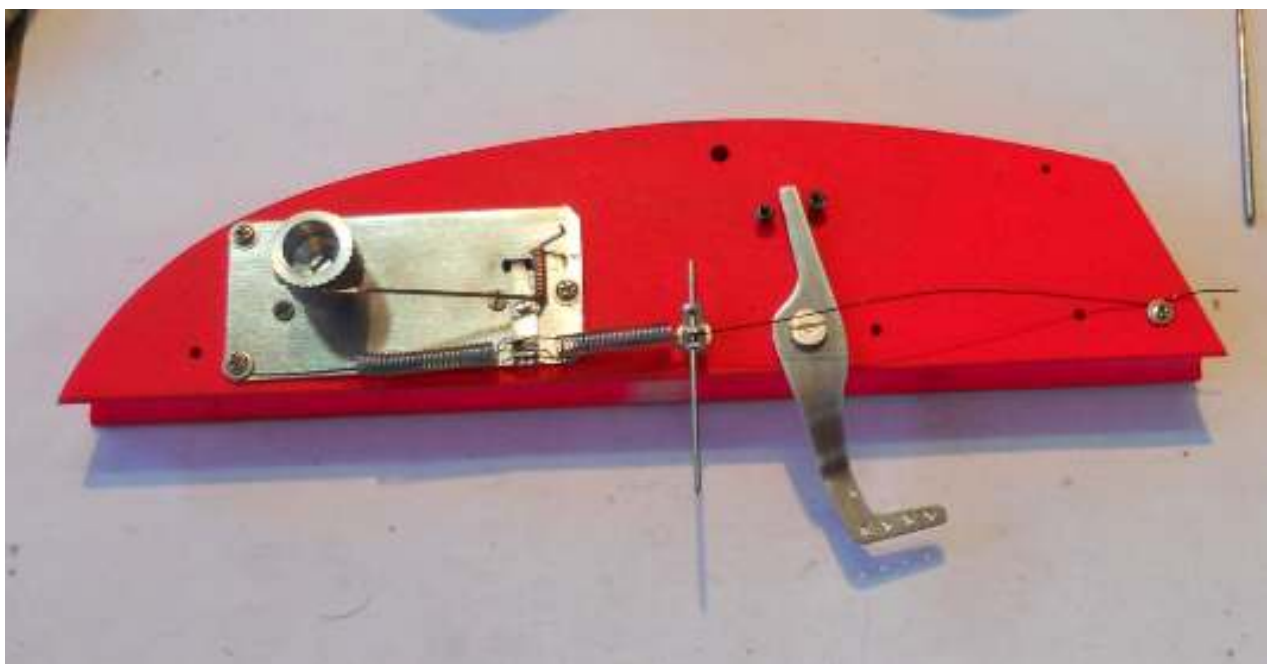
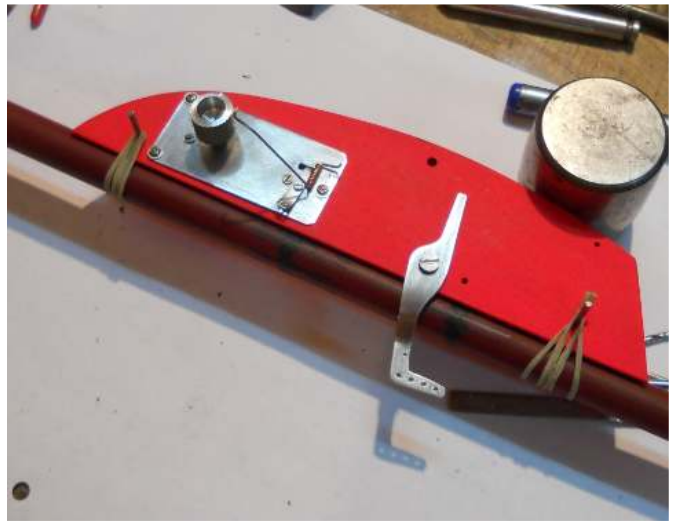


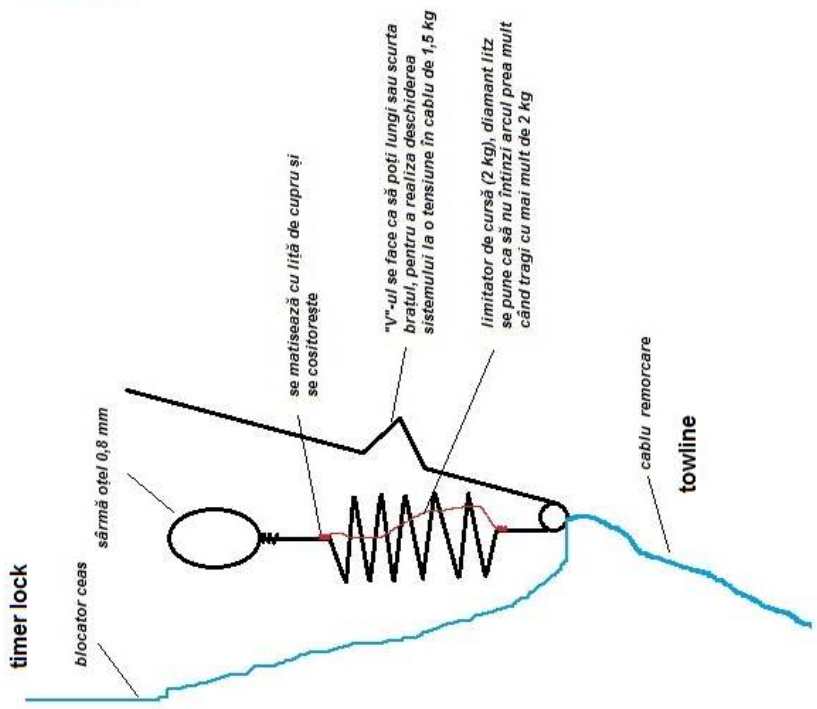
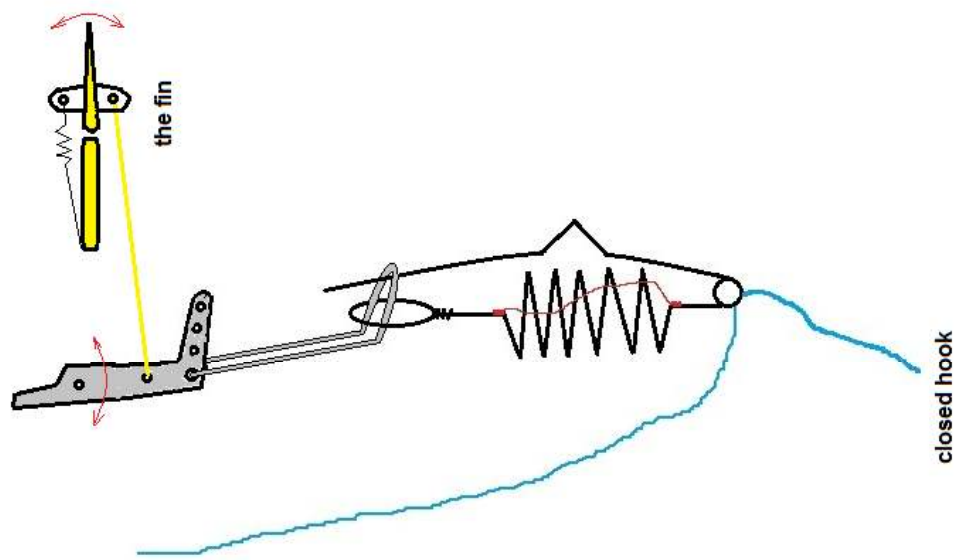
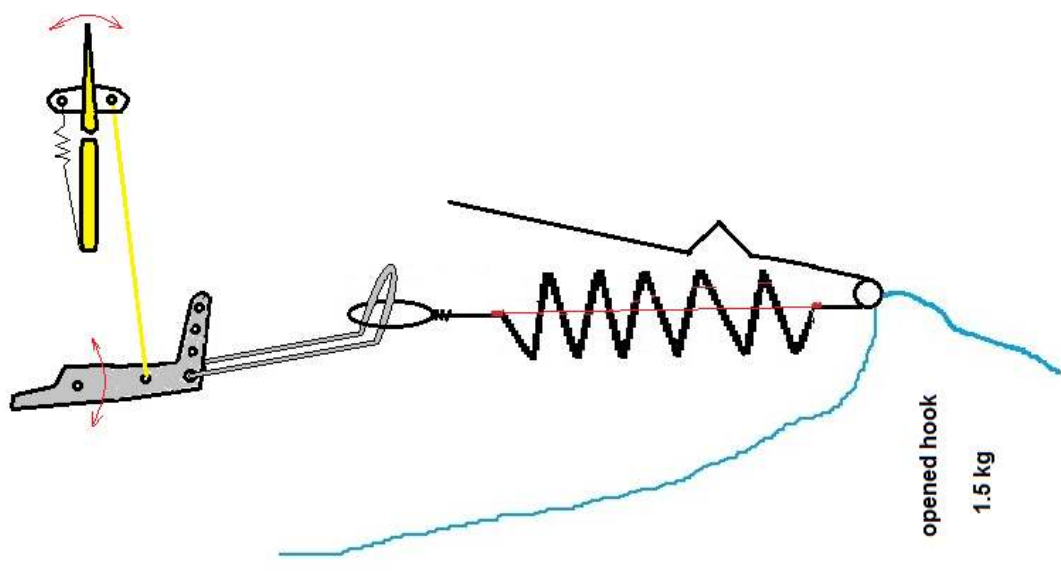


Everything is as in the book



The hook



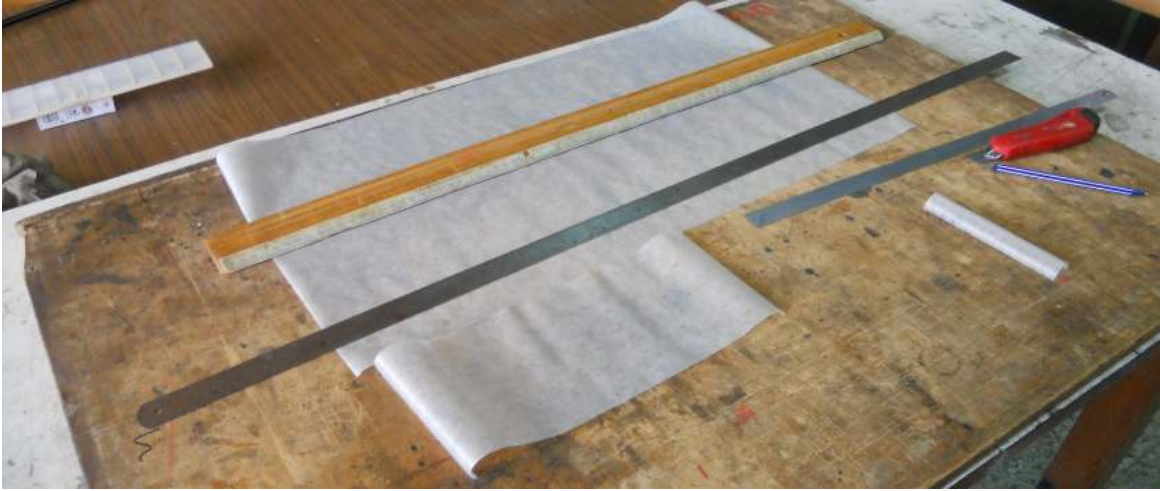


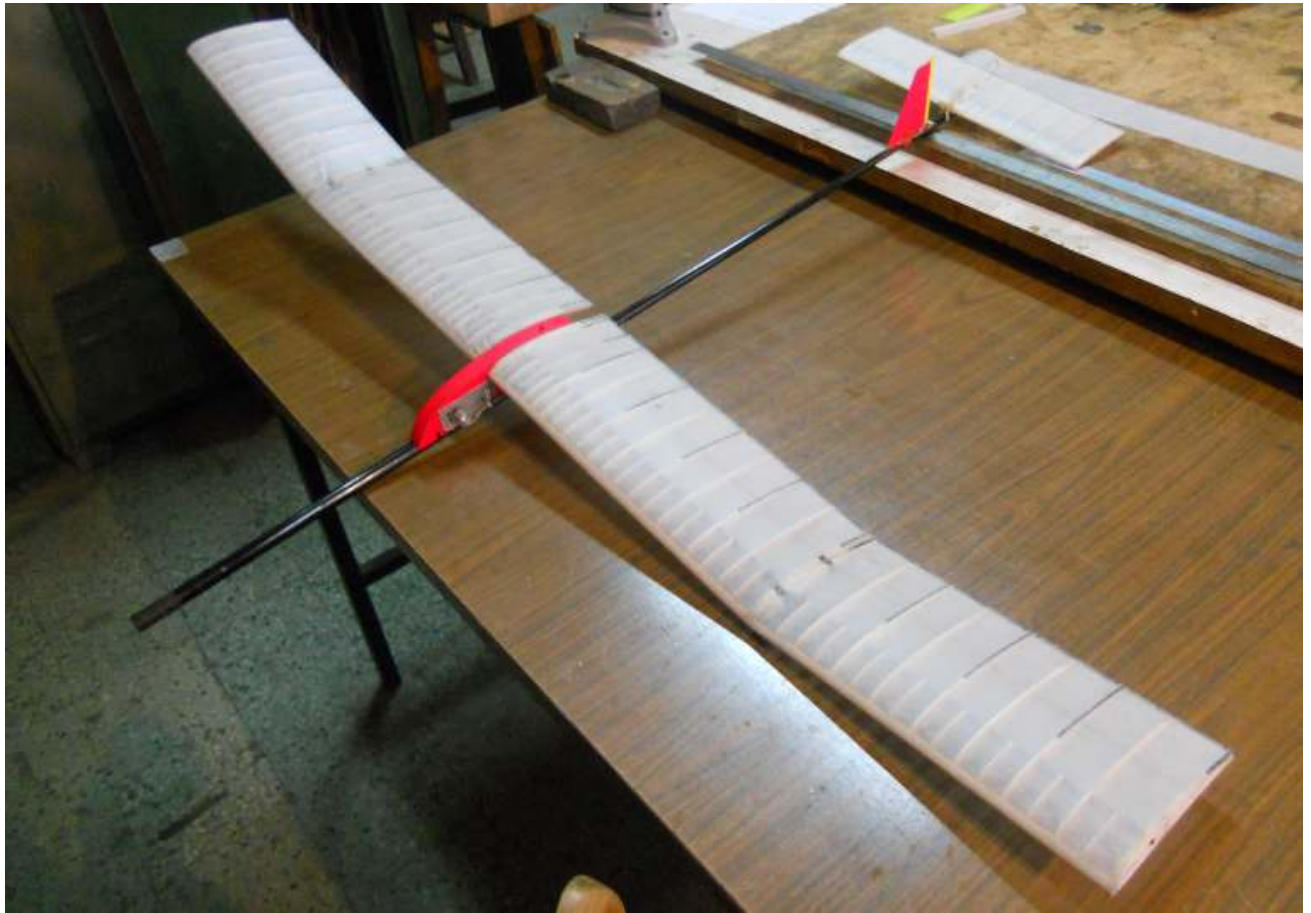
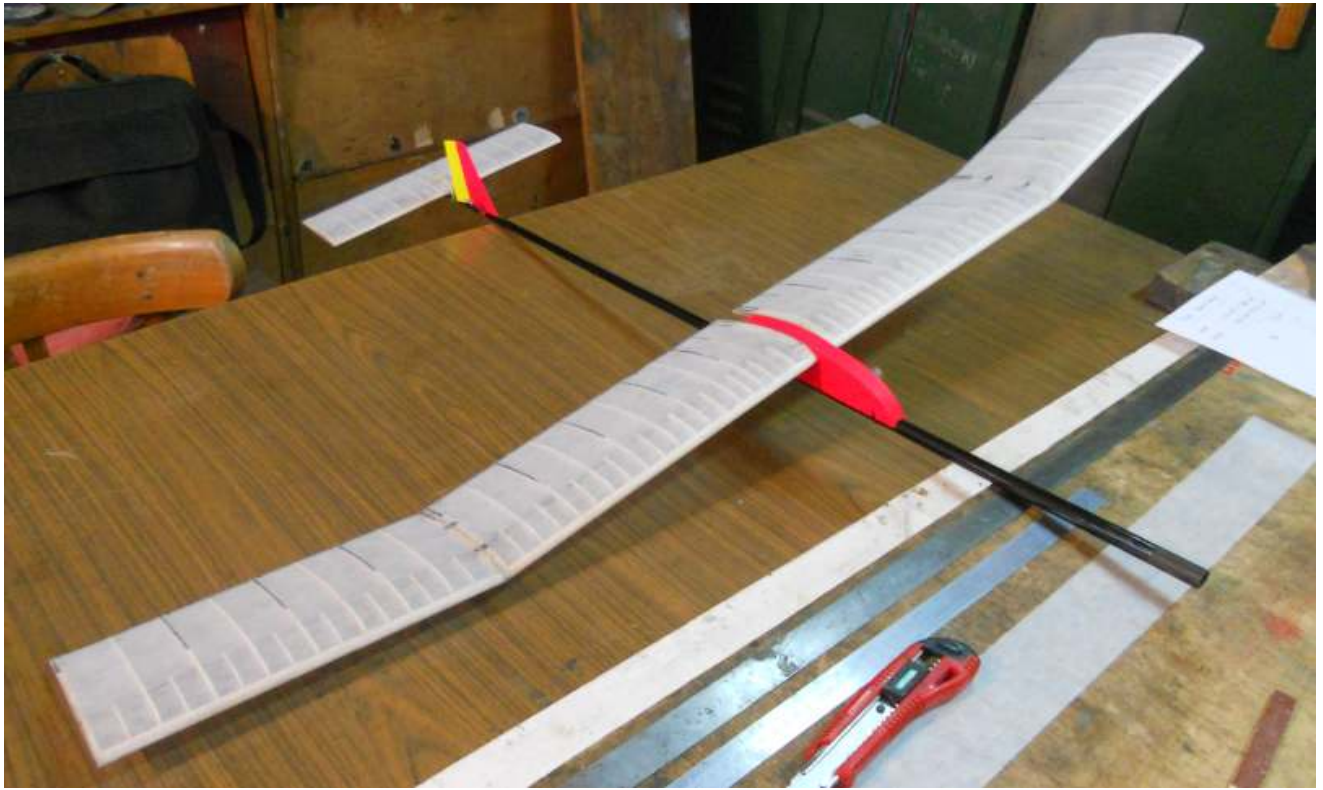
Petcu towing system

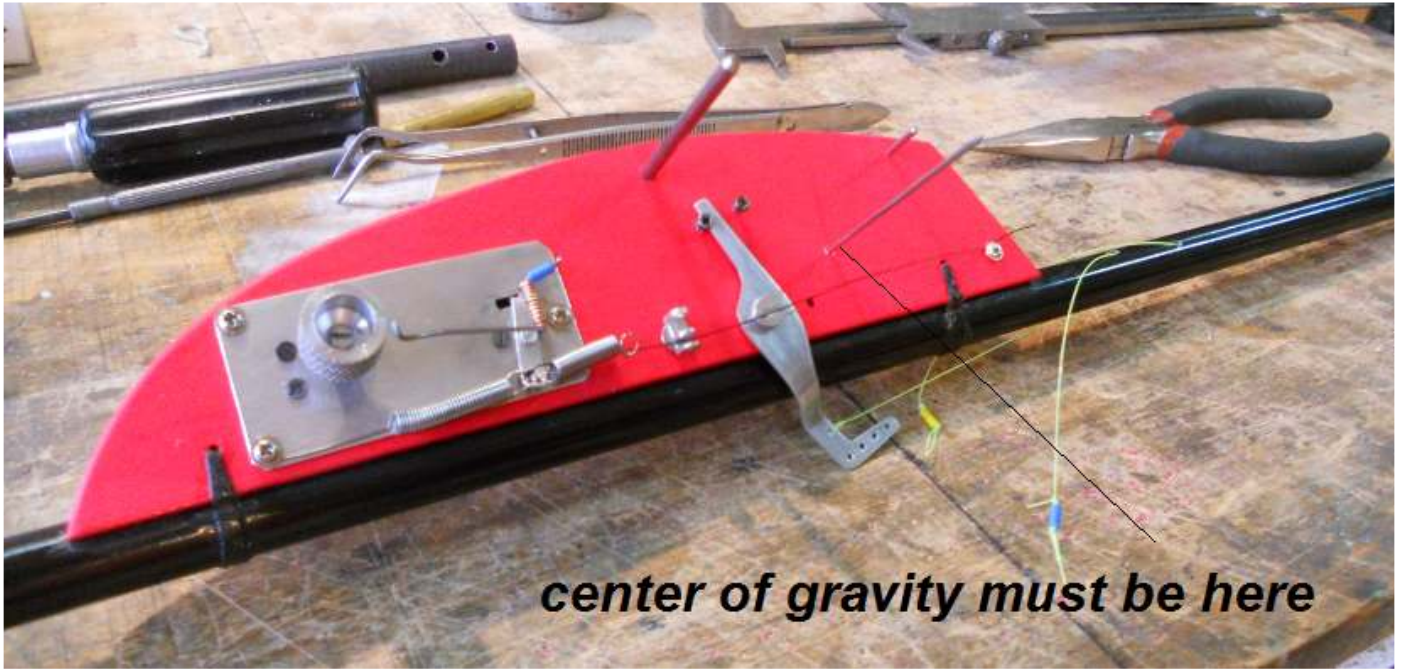
Fixing the wing support



Covering





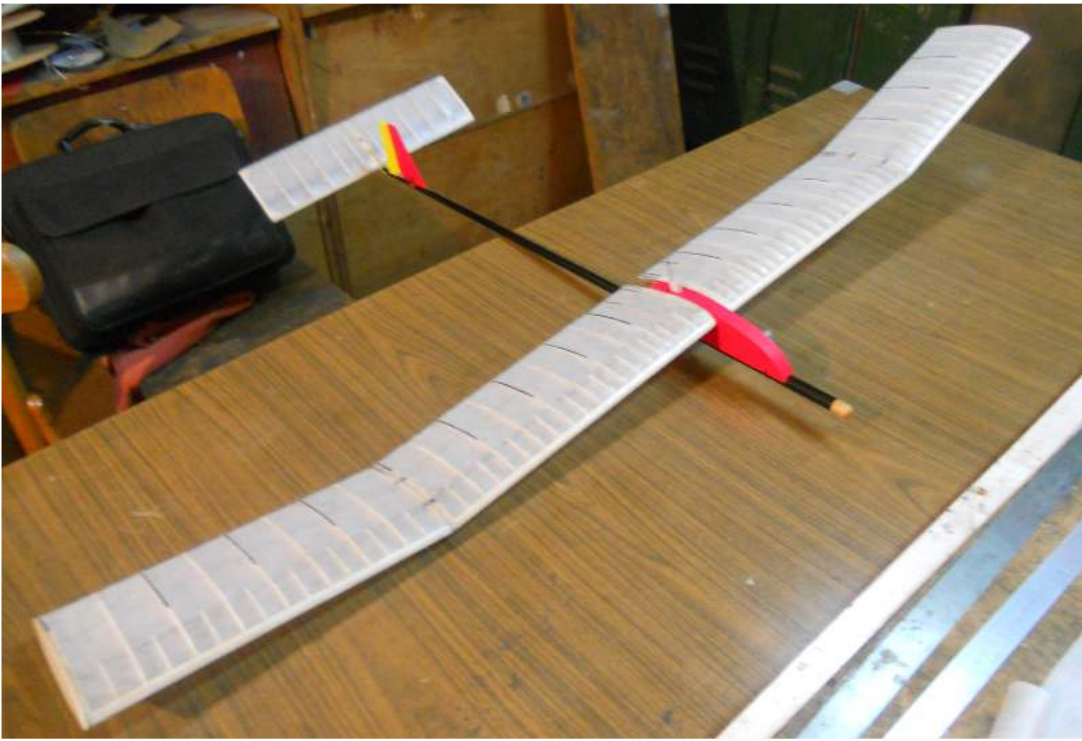
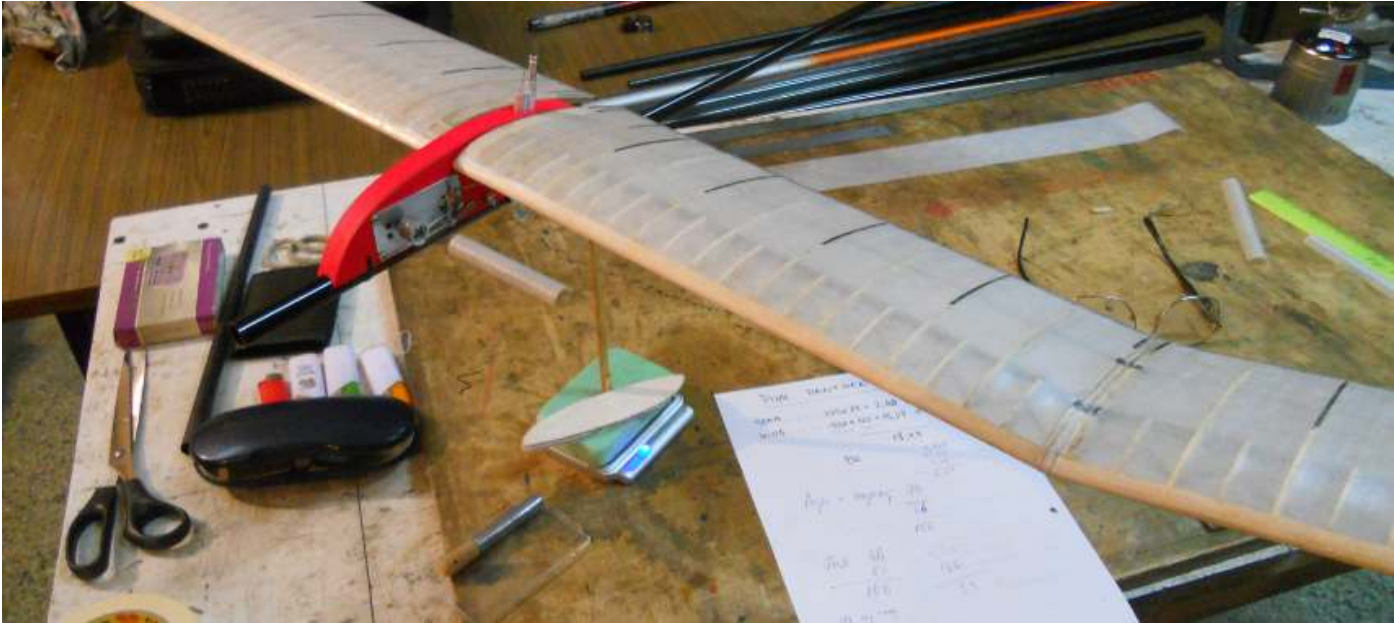
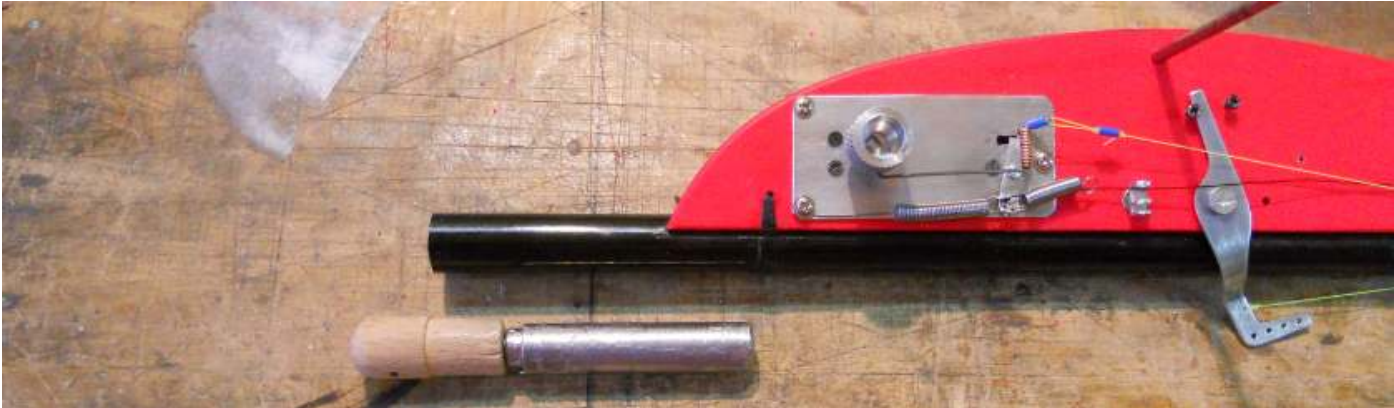


center of gravity must be here



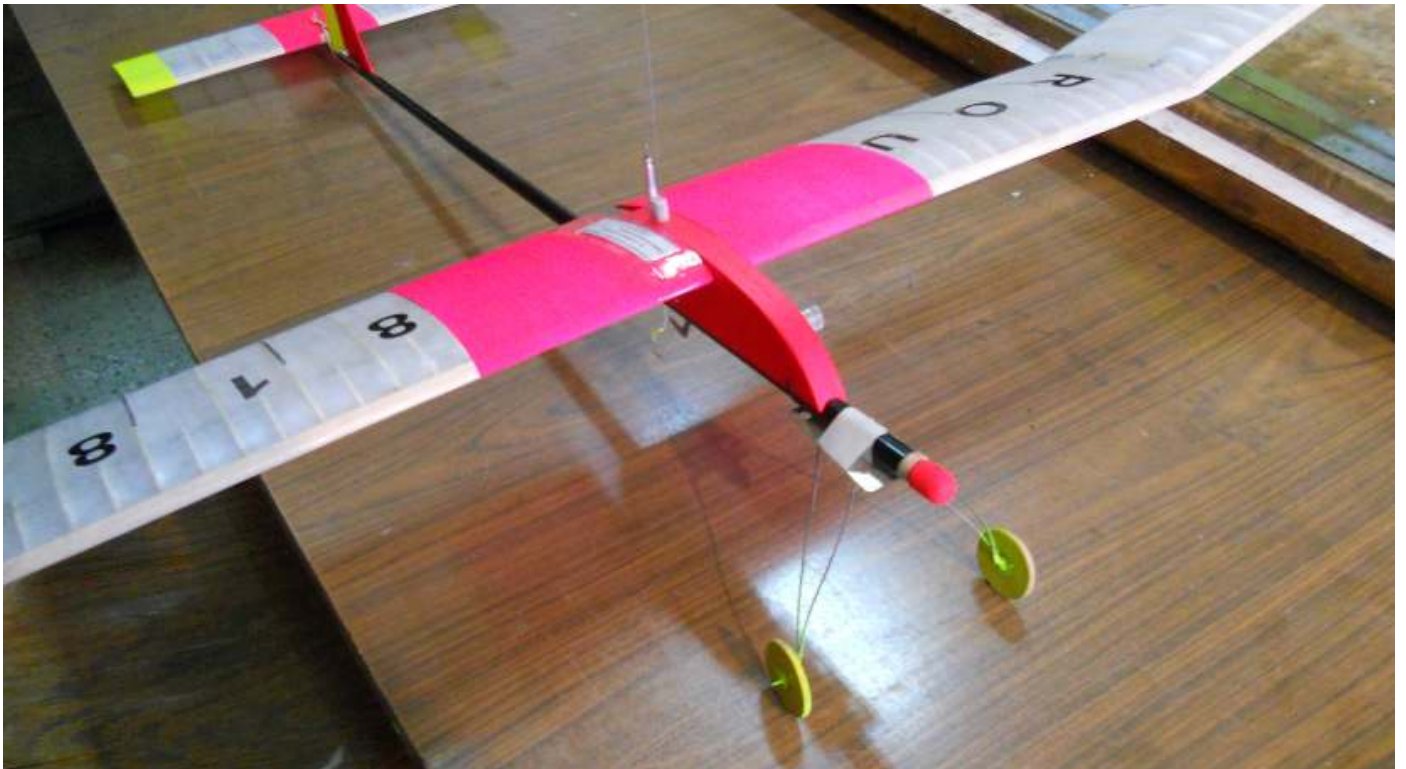
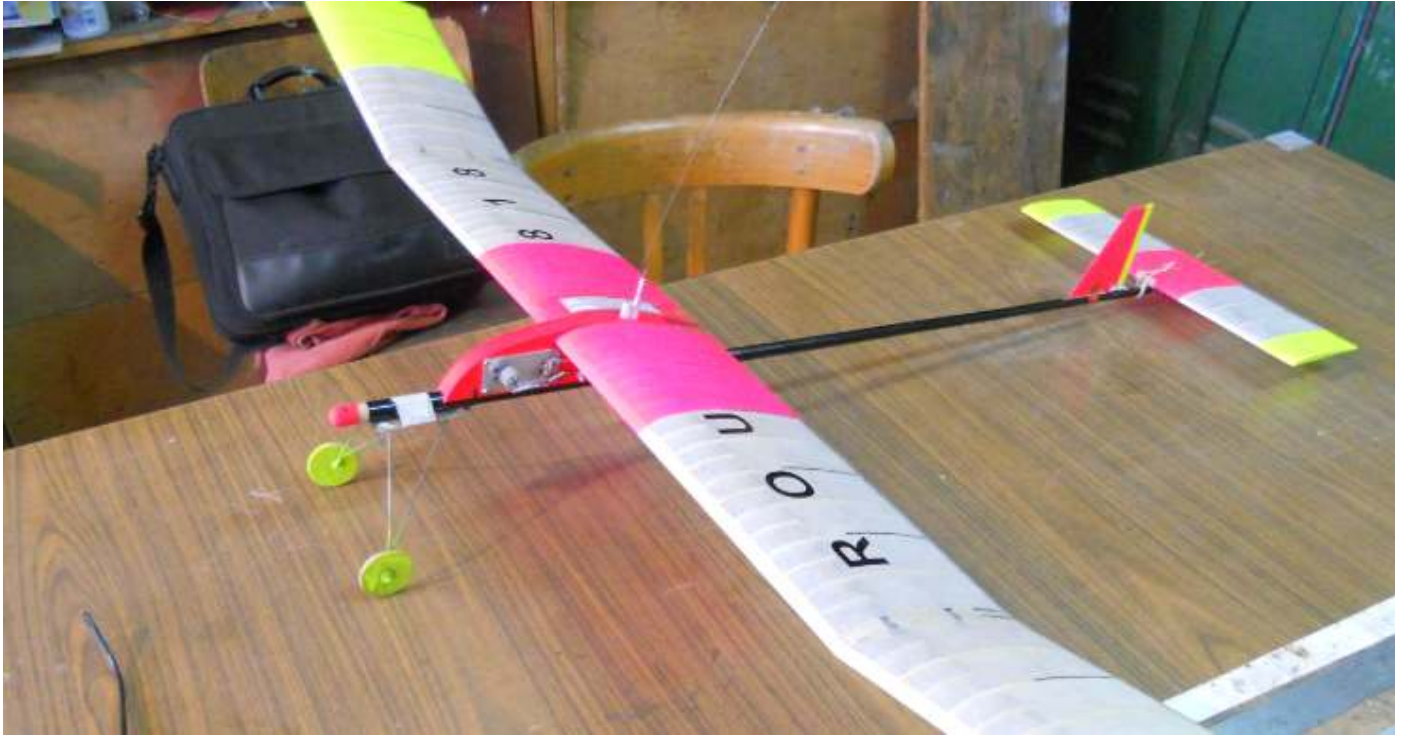
Lead ballast



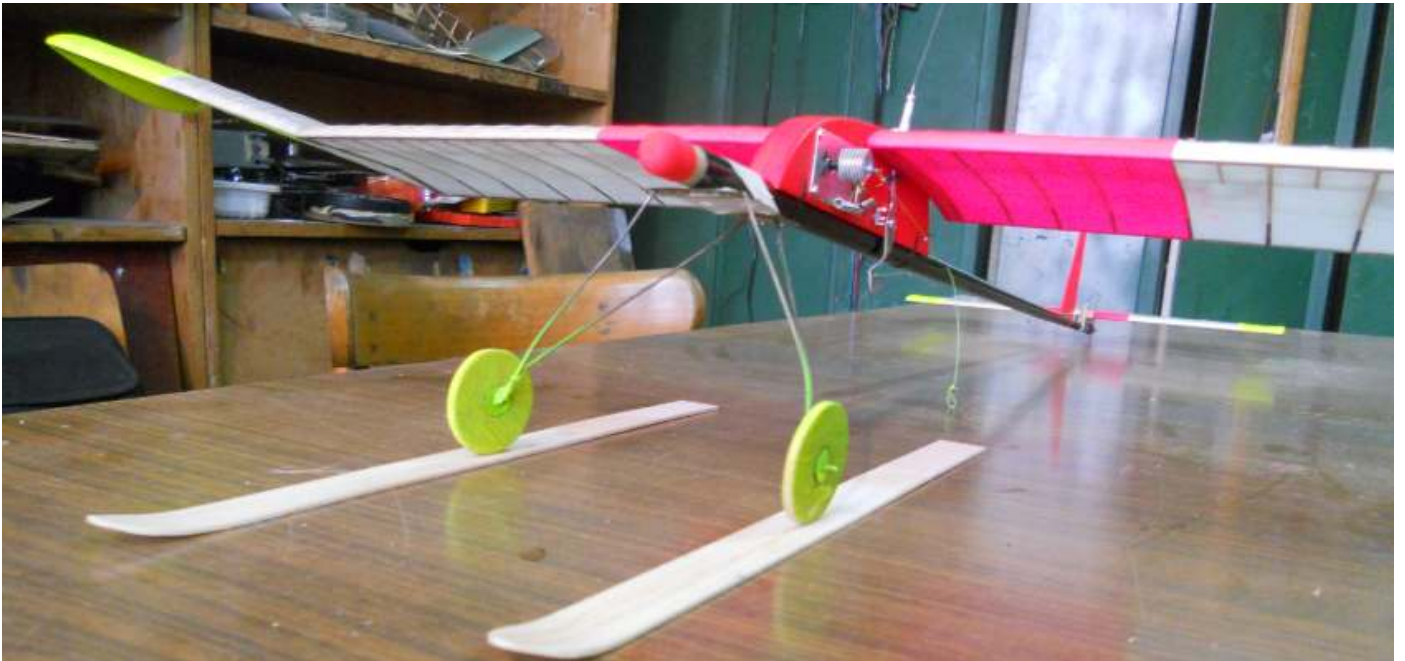




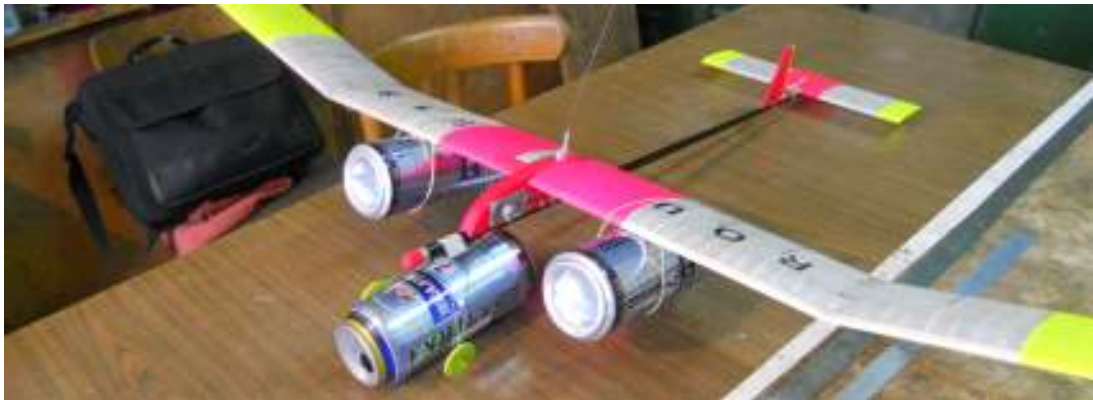
Regular Version



Norwegian Version



Bomber Version



Flying tests



To achieve the help of God, the glider nose must be put into a cow shit before every flight. On the frozen lakes as in Norway, we may use a plastic replica.

