

Post from cubcraftersforums.com

11-16-2011, 01:50 PM | Posted by: **Dan L.** - Plains, MT

Elevator & Rudder gap seals

I received the new Cub Crafters elevator and rudder closed-foam gap seals this week. Being the type that likes to try out new things soon I slipped them in place - ready to fly when the weather permitted. We've had a series of wet and windy storms blow through NW Montana the last week but there was a nice lull today and I took advantage of it.

I flew with a fellow in his PA18 a couple of years ago who showed me his elevator gap seals made from carefully applied duct tape. He claimed they made a difference in high AOA situations. This pilot is a professional Cub guy with many thousands of off-airport landings. So when Cub Crafters came out with this nifty kit I was ready to try it.

I made about 25 landings with my usual high AOA tail-low wheel landing. My normal procedure is to push the stick forward after the mains touch to kill lift and keep the plane stuck down. Right away I noticed better feel and control when making this control move. This is what I hoped for. But what I didn't expect was any change in the rudder effect. I almost didn't put the rudder section in place thinking it would be ineffective. I was wrong. The rudder is also noticeably more responsive at low speeds.

I also took the Carbon Cub EX up to a 1000' or so and made some slow-flight turns and stalls. Same results.

Both elevator and rudder control inputs seem smoother and more coordinated. It is a fairly subtle change and for someone not used to flying on the low-speed high AOA side of the envelope it may not make much difference. Mine are staying in

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12-01-2011, 03:41 PM | Posted by: **Dan L.** - Plains, MT

Re: Elevator & Rudder gap seals

With more landings with the gap seals now I'm noticing another benefit with them.

I've got a couple of thousand landings in Cubs and now 100's in my Carbon Cub and 99% of them, when on wheels, have been tail-low wheel-landings. I know what the 'sight picture' looks like over the cowl and what my speed picture over the ground is too. What these gap seals change is that at the same speed as pre-seal, my AOA is flatter. I like that. Or I can land at a slower speed with the same AOA as before. I dislike 3-pointing a Cub on wheels.

I like the flatter angle and elevator response with the seals. I also like the slower touchdown speed with the higher AOA if I choose to really get in slow. Its like landing with an extra few mph headwind.

Soon we'll see what it does for ski landings. I always 3-point ski landings unless I'm laying tracks first.

