

Yakdriver----you got it---as follows, deflection measured in inches from the neutral position, center of control surface thickness to extremes of travel:

elevator up low rate, 3/8" high rate, 5/8" down low rate, 1/4" high rate, 3/8"

aileron " " " 3/8" " " 7/8" " same as up direction

rudder all I could get 1 1/2" each way

flaps 32 degrees down, or 1 5/8"

Still playing around with those to suit myself. Adding exponential here and there. It's especially handy on elevator. Nice to have extreme up elevator available when flying from high, wet grass during landing rollout to help keep the tail down.