

# the L.A.S.S. Edition

November 2010



Have a Spooky Halloween & a Bountiful Thanksgiving

## The Spitfire Proctologist

As I warned you in the last instalment of this saga, here is another update on the Spitfire project. Rather than keep you in suspense, I will come out and tell you why I chose to title this article in this manner. Always in the past I have started projects with the wings. I don't know why, I just do. This time, I thought I would start with the tail. Maybe I wanted to ease into it, maybe I don't have a clue how I am going to do the spar and wing joiners, maybe I have just gone over the edge altogether. So I have now spent my building time over the last month with my hands in the south end of a north facing Spitfire. I guess I should have been wearing latex gloves. I have had a great temptation to tell the fuselage to turn its head and cough.

To save time, I bought a rudder kit from the same guy that made the fuse. It turns out that it was the first and last easy bit of the build. The whole rudder fitted together with no glue and then just got zapped together. I have decided to do the entire rudder, hinge system, fin post and rudder servo as an assembly that bolts into the fin. There is a picture, so I won't describe it. I will need access into the back to get to the tail wheel and wiring for the elevators. This seemed the easy shortcut to accomplishing it. There are already a few hundred screws and rivet heads moulded

into the glass on the side of the fin. A few real screw heads (although they are larger) should hide pretty easy.

I then attacked the stabs. I decided to put in sub-ribs and carry the joiner tubes in this manner. The extra sub rib was a senior moment on my part when I cut the slot before fitting the root to the fuse. I forgot how much the fuse was tapering in this area and they did not end up parallel to the root. I moved in 1/2" and cut again. The carry through in the fuse is just a pair of brass tubes reinforced with glass roving and epoxy on the inside. To align the whole mess, I taped a string to the nose at the centre and used it to trian-

*Spitfire (Continued on page 2)*

**CLUB MEETING Tuesday  
November 2, 2010  
7:30 p.m.  
Willard Community Center  
Folsom & West B Street  
Lincoln, NE**

**Newsletter of the Lincoln Area Soaring Society**

gulate the stabs as the glue set. For wing alignment, I jiggled the fuse up on the bench using the wing root as a horizontal datum. I then just measured the distance off the bench to each stab tip. It will be months before I have any idea if the wing and stab are going to be straight with each other. Maybe that was why I always build the damn wings first?

I will be back in the States (and gone again when you read this). I took advantage of the free shipping (ala suitcase) and placed orders for some needed bits. Tower got the money for the tail wheel, retract valve, air tank and tubing. I also picked up most of the servos from Tower as well. Nice to see they finally joined the real world and started selling Hitec. I also found a company down in Arizona that sells power distribution systems. I want to run a big battery for the servos and receiver, but did not want to run 14 high power servos through the receiver. We made a great deal, they got to drain my credit card and I got a 10-channel power board that balances long servo leads and gives multiple servo plugs for each channel. Really it was not that bad. \$149 for a power board, failsafe switch, battery plugs and charge leads. They even threw in a T-shirt and hat so I can be the height of fashion when I crash this thing.

Until I get back with the tail wheel, I really can't do much more to the back. I still need to hinge the rudder to the fin post and sheet the stabs. Hopefully, this will be done when you read

## Regional Events

Nov 7 & 21 Lincoln Sky Knights' Indoor at Calvert Center, Lincoln. See flyer at <http://www.lincolnskyknights.org/lskdocs/LincolnSKyKnightsIndoorFlying2010.pdf>

this. From there I plan to build up the exhaust stacks and get them fitted. The ones I purchased come as a vacuum formed sheet of ABS. My plan is to wax up the back side of the sheet and mould them in glass. All going well, they will pop out ready to cut out and glue together. I don't fancy trying to get glue and paint to stick to ABS. If the moulding does not work out, I will have to rethink it.

Just so you all feel involved and this becomes a truly "team" effort (man I am sick of that word), I would like to ask a favour. If in your wonderings around the internet you come across a cockpit kit for a 1/4 scale Spitfire, please e-mail me the link. I have looked at a few and they are either way too much for a Power Slope Scale or they are junk. I have an instrument panel. I really need the cockpit floor, sides and seat. They would not be too difficult to make, but being the lazy git I am, it would be nice to just buy them.

Till next time.....You have been warned.  
Paul Wright



Rudder, fin post and servo. I will add a piece of 1/2 round balsa to the front of the rudder at the hinge line. The spruce on the fin post will receive the screws that hold the whole mess in.



The Lincoln Area Soaring Society, chartered by the Academy of Model Aeronautics as club #1853, publishes this newsletter. Any material in it may be reprinted without permission provided credit is given to LASS and the article author. Submit articles to the editor at the E-mail [AWorrest@aol.com](mailto:AWorrest@aol.com)

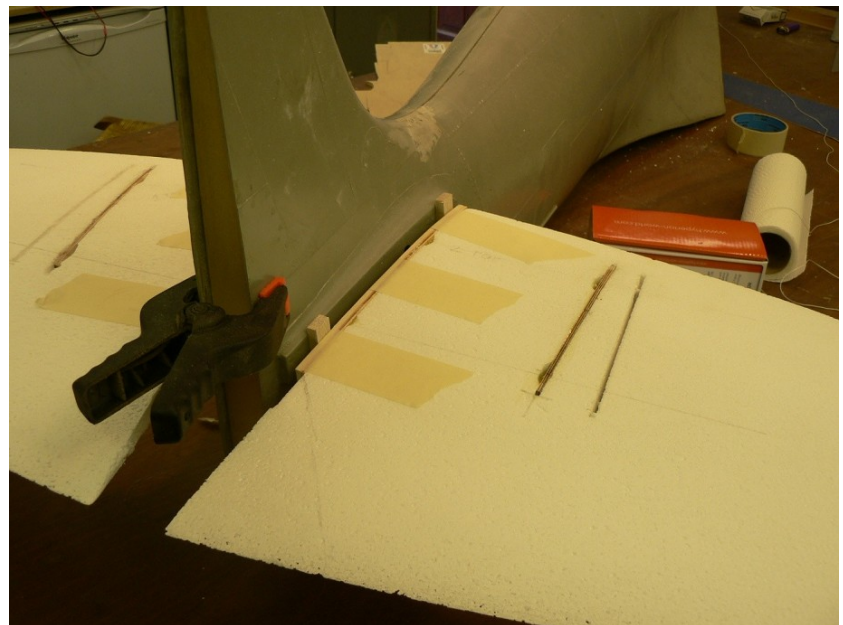
**President:** Tom Wild  
**Secretary:** Wilson Hardy

**Treasurer:** Jim Baker  
**Editor:** Allan Worrest



The joiners roughed in. I tacked the balsa blocks to the side so the tubes could hang out while the glue dried.

Fin post clamped in place, stabs fitted up and the epoxy setting. I cut the foam away where the tubes pass through the ribs and injected a mixture of epoxy and glass rovings. The pencil line on the back is roughly the final trim shape.



Sure do hope they are straight when I get the wing on!