

Things to do when building from a kit. – by Perry Rose

Before gluing anything to anything else trace the shape of all parts not shown plainly in the plans on a template material like See-Temp. That way you can make an identical kit without the large outlay of cash. Another example is a kit with printed parts like a Sig Mfg. kit. When you cut out the parts spray glue extra sheets of balsa to the printed sheet and cut a second, third or even fourth kit at the same time. Make templates of foam core wings at the root and tip. Above all save the plans especially if they are full size. Most of the time, every part is shown full size. A trip to a copying machine and you have templates. A hint here. Copy machines reduce the copy by a percent or two. So find a copier that enlarges and make your copies at 102%. That way you get templates at the correct size. And make all the copies at the same time on the same machine.

I live close to the bulky waste site at the town garage in Moosup. On a recent visit to get rock salt I spotted an Eaglet 50 sitting on top of a full dumpster, I looked it over and took it home. The wing was missing but the fuselage was completely built and it included an OS .25R/C, Fuel tank, Futaba switch harness, RX battery, prop., spinner, wheels and a push rod that held the broken off fin and stab. The plane hadn't been flown in many years. I don't think it was ever wiped off after it was flown ever. The engine was gummed solid as was every metal part on the plane. I soaked the engine in Castrol Super Clean for a half hour and the gum washed off nicely. I got the engine apart and found that the con rod was worn at the wrist pin end. I tried to find a rod for that old engine but no luck. I ordered a .20-.25 rod from Tower hoping it was the same. No luck. The new rod is .060 longer than the original. I fixed that problem by wrapping a piece of copper wire around the cylinder liner and effectively raising the cylinder and head .060 to accommodate the longer rod. I ran the engine and it runs fine. That was two weeks ago. Yesterday I spotted the rod I need quite by accident on eBay. It ends next week and so far no bids on it. Sniper time.



I charged the old RX battery and it tests out good. I also ordered a wing kit from Goldberg which came in two days ago. The wing is built and awaiting a large Monokote order that I have yet to place. I'm waiting to find out what the original colors of the Berkeley Astro Hog were. The Sig version is red and white but I want to be sure and cover my scratch built original version as the first one was.



The Eaglet fuse. had a broken window frame on the right side. The top of the frame is also the wing saddle. I traced the outline on 1/8 lite ply and scabbed in the patch panel. The stab. had buckled balsa and unglued joints and some cracked balsa. I reinforced or replaced the damaged areas and glued the stab back on. The fin was in better shape and didn't take long to get it back in shape. I had to make a new rudder but that was easy.

With new covering on the repaired areas the Eaglet is ready to go. The longer con rod was \$12.00 the wing kit was \$25.00. As soon as the Monokote is ordered I'm flying. The eBay con rod hopefully will be \$7.00.

