

# Ron Gray, Lavochkin LA-7 Resurrection



The story starts approximately 2 years ago when I bought the Lavochkin LA-7 kit from Warbirds Replicas. I had seen various build and flight reports on the RCM&E forum and all were very positive so I decided to take the plunge. Power for the model was to be a Laser 80 (Lasers being my favourite IC power plant) and although the kit is more stand off scale, I was determined to build it with scale features incorporated.

For those who don't know about the LA-7 it was a WW2 Russian fighter and evolved through the LAGG-3 and then the LA-5 and ended up as a formidable fighting 'plane able to outperform the FW-190, no mean feat!

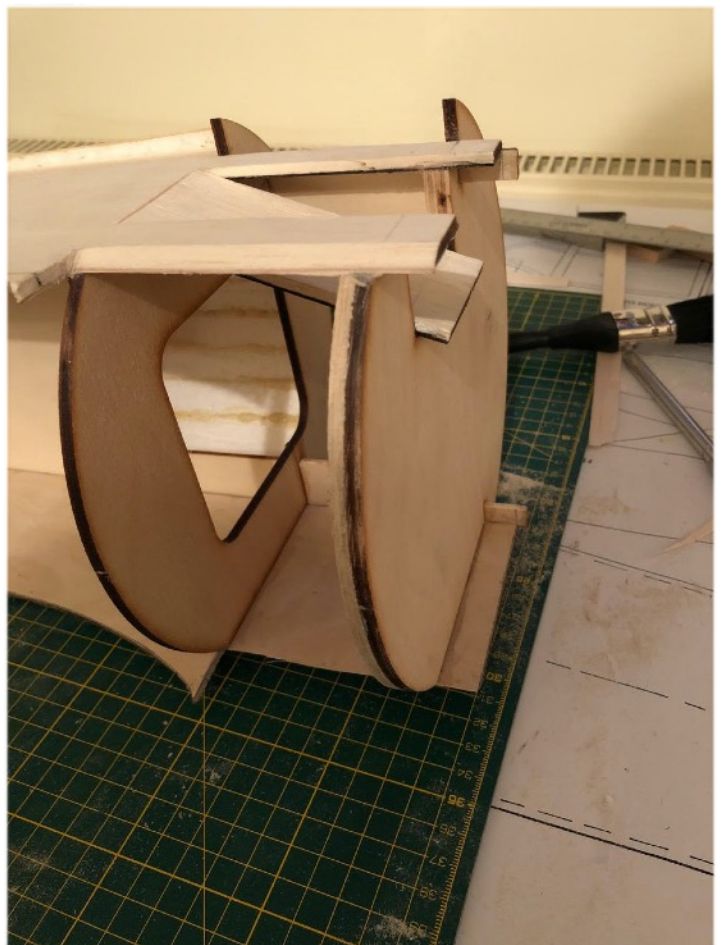
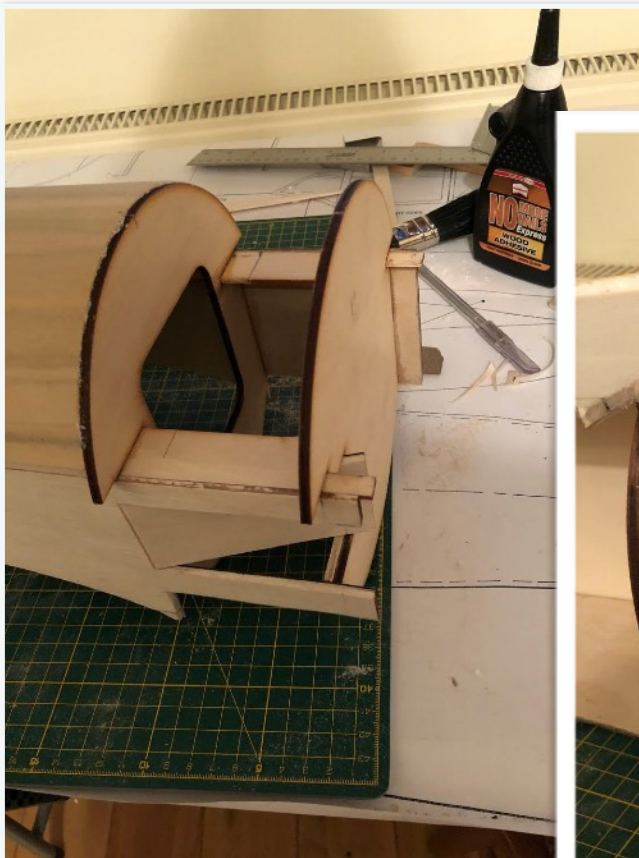
Unfortunately I don't have any photos off the kit of bits but it basically comprised lite ply formers and central crutch with veneered foam mouldings for the nose and turtle deck and likewise for the wings. I started the build in the middle of December 2017 and progressed quite rapidly through the basic construction but spent a lot of time sorting out how the Laser was going to fit in order to

- a) make sure that the fuel tank could be positioned correctly (Lasers are a bit fussy in this regard) and
- b) make sure that the carb had adequate airspace around it.

This shows the basic structure having glued the ply doublers in place and assembled the sides onto the formers and horizontal crutch.



This is the bulkhead and tank bay but you can also see the piece of fuse angled in, that is for the airflow to the carb.





A better shot showing the ply fuse doublers, the crutch and the underside of the veneered foam fuse top.



With the cowl fitted the airspace for the carb can be seen quite clearly in this next shot.



This was the problem I encountered trying to sort out the best positioning for the Laser. As you can see, the carb sits right up against the bulkhead.



But by having the angled fuse piece and rotating the engine it would work!



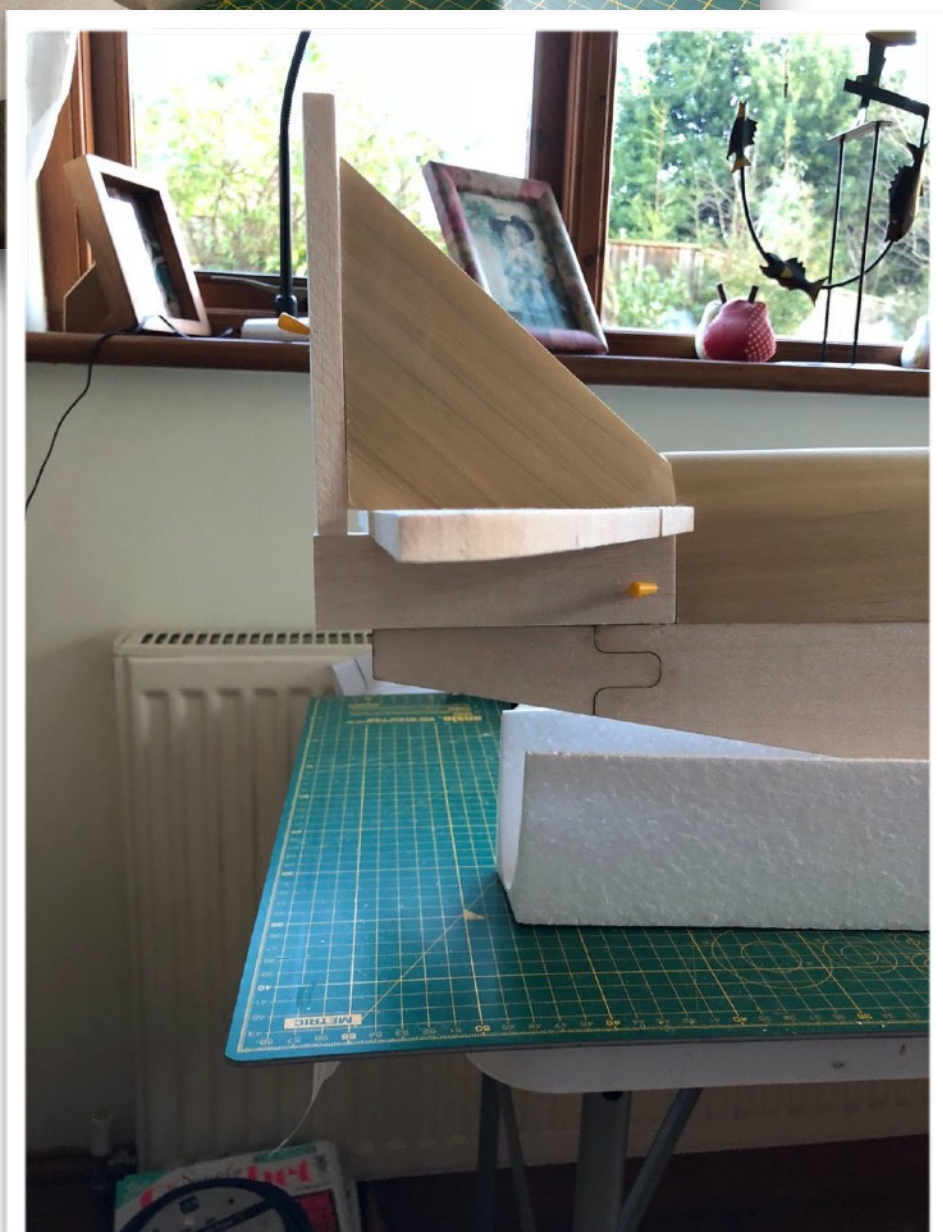
Even better, by rotating the carb, the needle was now accessible.



With the cowl in place and a suitable hole cut it all seems to work.



The turtle deck was fitted which makes short work of that curved section of the fuse so I now started to look at the tailplane and fin assembly.





Fortunately the fin is also veneered foam with a balsa LE and rear post but work will be needed to fair the fin into the fuse.



So I left that until later and concentrated on getting the fuel tank mount sorted, bearing in mind that a Laser needs the fuel tank to be at, or lower than the carb. I also fitted the servos into their final positions.







With the front end more or less sorted I went back to the tail and got ready for the shaping of the flying surfaces. Unfortunately the rudder had developed a bit of a warp so rather than replacing the balsa I decided to straighten it with some lolly sticks inserted into slots.







And that is the point at which this build stalled, all of the bits got put back into the box and it sat on a shelf in the workshop until, that is, I ran out of covering film for my Rascal so whilst waiting for that to arrive out came the box.....