

Ron Gray, Lavochkin LA-7 Resurrection, 7

Things that aren't quite right really bug me and here was another one. The LE of the wing has a forward rake where it meets the fuselage and the kit provides some shaped balsa to add to the front of the LE to form this rake. The problem is / was that when I was sanding the wing to get the wingtips and LE to the correct profiles I didn't realise, until too late, that by following the wing section near the root resulted in the LE getting sanded to a triangular section and in my opinion too short. The answer was to glue some balsa to both the top and bottom wing surfaces so that I could form a new profile.



Pictures are worth a thousand words and I think this one shows what I mean.

I was then able to form a better profile and then was in a position to glass the wing join using epoxy resin. The next shots show how the balsa 'filler' pieces have been sanded back to give me a more pronounced forward taper.





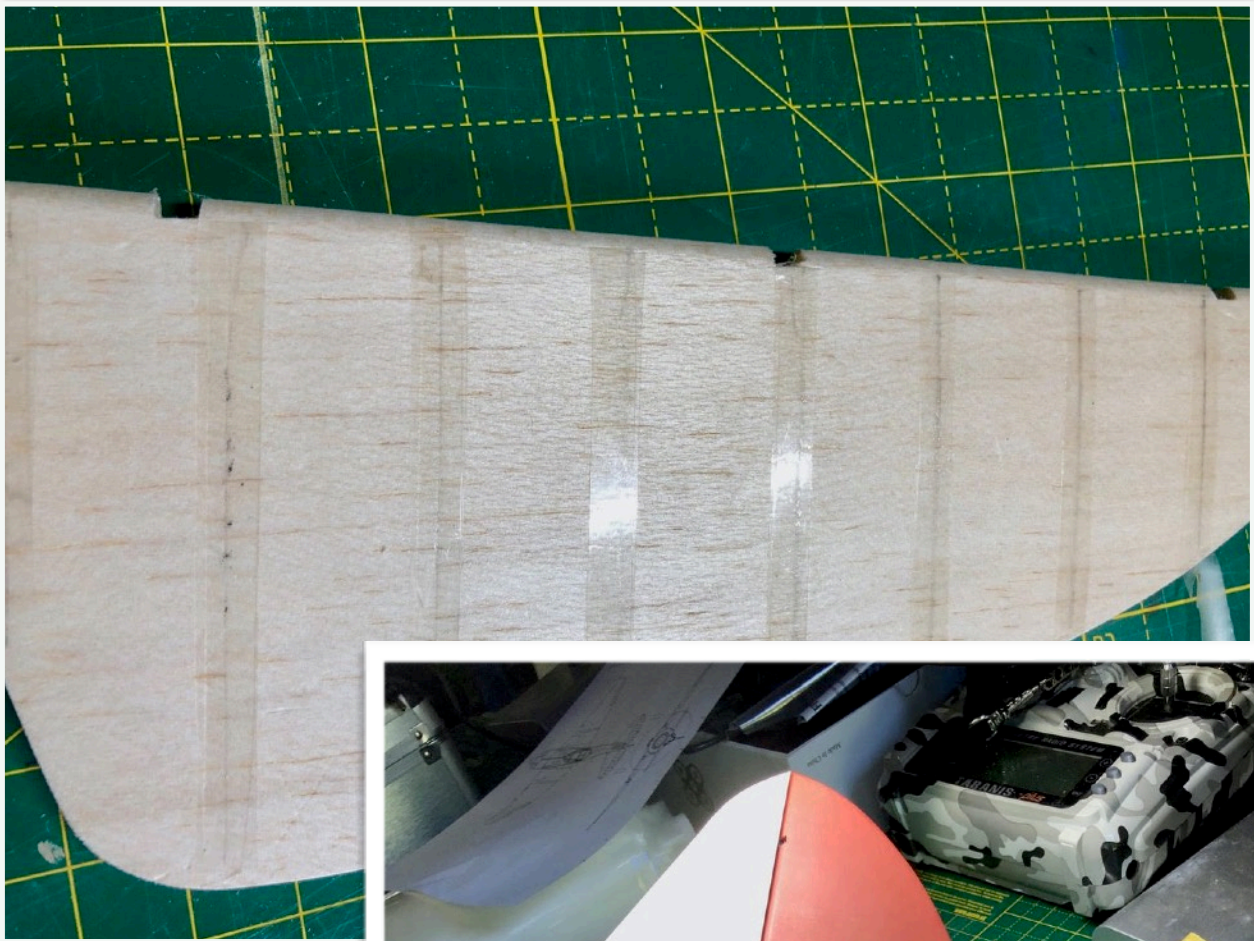
Whilst that first coat of epoxy was curing I continued with work to the tail pieces starting with the hard point for the rudder.



Up to this stage I had been planning to cover the LA-7 with brown paper and diluted PVA but after a conversation with Ian in which he reminded me that I had a good size roll of document lamination film I changed my mind and decided to go down that route instead. Not only is it cheap and easy to apply it needs no sealing or filling before painting plus it adds strength, something that the brown paper option did not.

I had already decided that I wanted to give the impression of fabric covered control surfaces so using the elevators as the test bed I proceeded to apply strips of film to represent rib tapes.





To give it some 'depth' I applied 2 layers to form the strips but as you will see in this photo, once primed they are not that prominent.

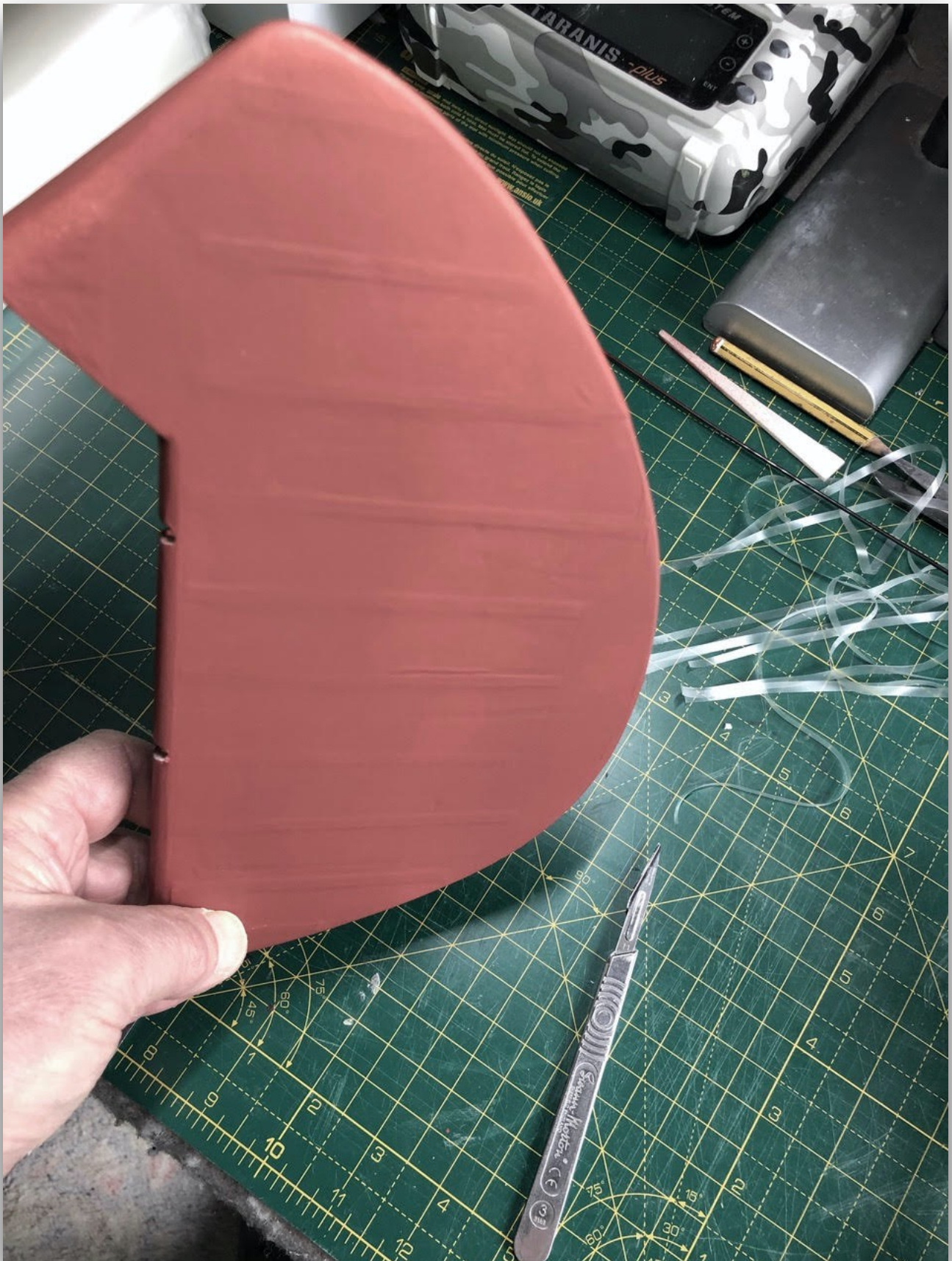


So for the rudder I used 3 layers of film.



Then rubbed down with some very fine sandpaper (mine is actually used sandpaper that now feels like flour grade)

This keys the surface of the laminating film as the base for the primer. The rib tapes are a little bit more in evidence on the rudder thanks to that extra layer of film, even if it does take a long time to apply.





Next up the ailerons had the same treatment.

