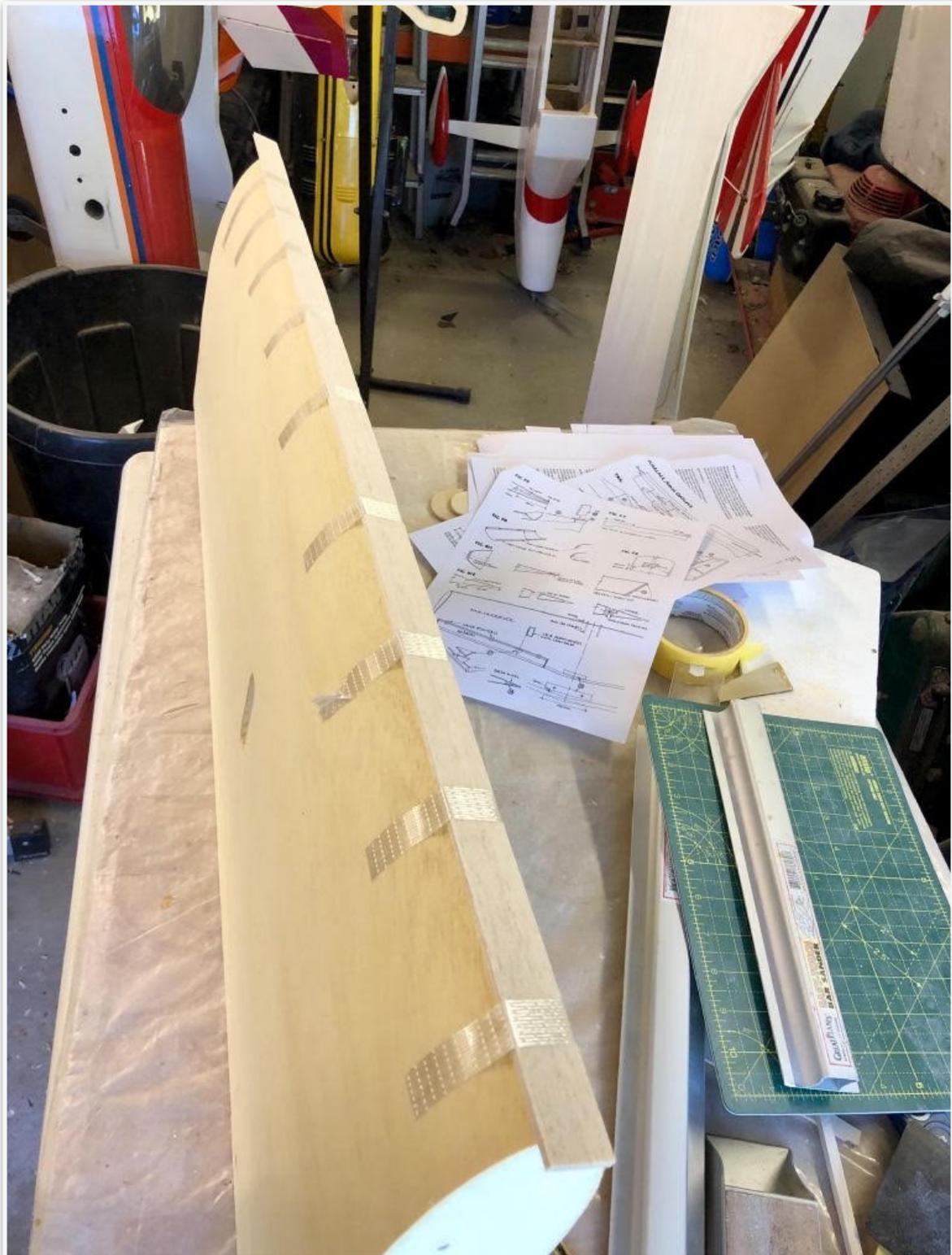


Ron Gray, Xtra Wot build, 2

With the cockpit floors added, I was able to make a start on the wings by fitting the LE and TE balsa strips, I used Gorilla Glue brown expanding glue for these as they are stuck directly to the foam core of the wings.



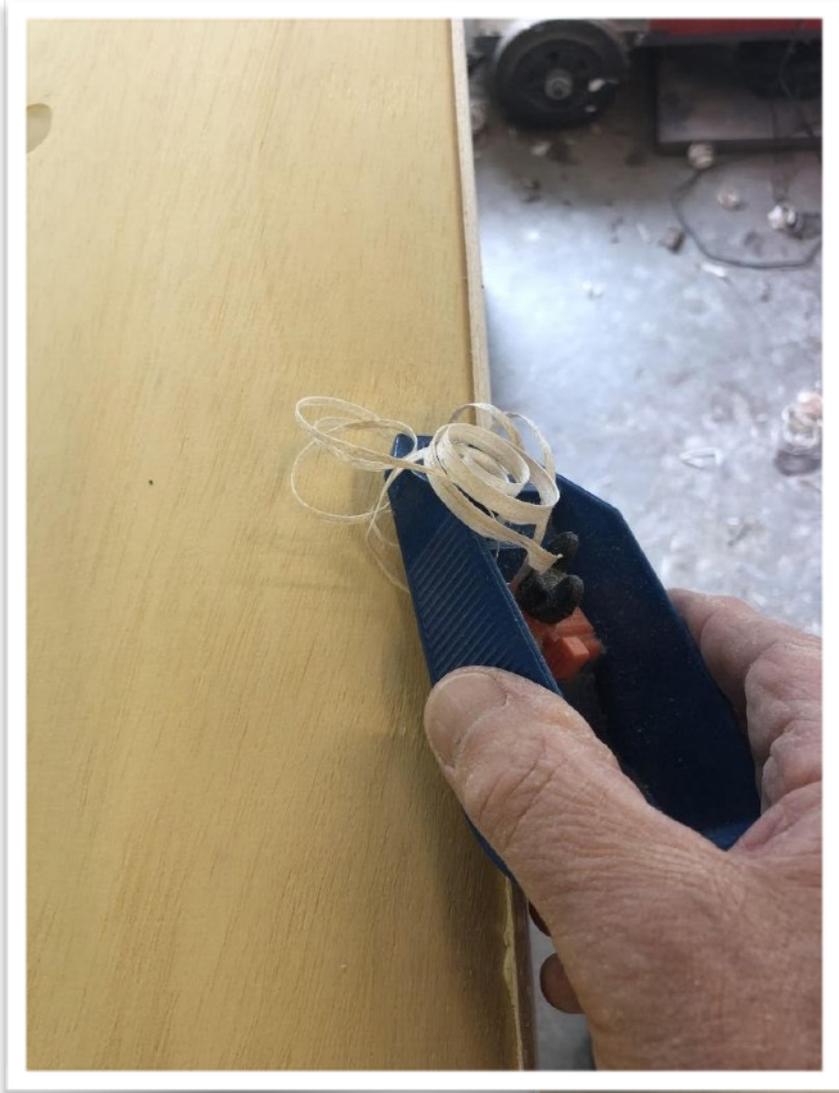


Once dry it was on to the shaping of the LE and TE.





Tools used, razor plane and my long Great Planes 'Easy Touch' sanding bar which makes short work of these tasks.



Wing tips added and sanded to blend in to the wing



Then it was time to cut out the ailerons. Firstly the veneer,



then the razor saw was used to cut through the foam.

The instructions say to sand back the foam to the veneer to give a good surface to stick the false TE and the aileron LE to but I used my soldering iron foam cutter (see my Lavochkin LA-7 build log elsewhere on this website). Then after the glue had set I shaped the aileron LE to give them about a 30 degree movement up and down.



And the balsa end plates were also fitted to the ailerons (see photo above) and the wings.



As I have already mentioned, the tail area can be a weak point on these models and I've already added thin ply doublers to the inside of the fuse. Chris Foss issued supplementary notes with the kits advising that if you plan to fly it somewhat 'spirited' then it is advisable to strengthen the elevator with carbon, so that is what I have done, using an 8mm carbon tube let into the balsa (it's the black line you can see in the following photo)

