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FW: 42aStupied Stupid Mistake!

1 message

Tandy Walker <rdb435021@icloud.com>
To: Trevor Boundy <jtboundy@dcsi.net.au>

5 February 2022 at 00:19

From: Tandy C. Walker [mailto:tandyw@flash.net]
Sent: Saturday, August 05, 2006 10:16 AM
To: Walker, Tandy C. <tandyw@flash.net>
Subject: 42aStupied Stupid Mistake!

----- Original Message -----

From: Tandy C. Walker
To: Herbon, Alfredo
Sent: Monday, July 17, 2006 5:14 PM
Subject: Stupied Stupid Mistake!

Alfredo My Friend,

I am going to share (only with you) a terrible error that I just discovered on the Bomber wing center section that I just completed! #\$\$%@& :O<

The error is that the overall center section chord ended up 1/8" short. The error came about for two reasons. First, I only used the wing plan for spanwise rib spacing as my spar configuration is totally different than that shown on plan. Therefore, I did not detect the error during assembly. Second, I used the 3/32" plywood rib template that I had made when I was building my first big Bomber and thought I had originally notched the trailing edge. Well crap! I had not notched the trailing edge originally so when I did this time, the chord ended up 1/8" short, the depth of the trailing edge notch, which changes the center section total area by $(36 \times .125) = 4.5$ square inches. This error of course also impacts the taper of the wing tip panels, not to mention that the wing saddle on the fuselage pylon is now an 1/8" too long! #\$\$%@& I can not believe I made such a stupid mistake. However, I did make the mistake and my mental make up is such that it requires me to correct this error, even if I have to go back and build a complete new center section. Hopefully I can salvage this center section with a well thought out recovery plan, which I want to share with you to get your input.

My first thoughts on a corrective approach is predicated on standard trailing edge (TE) stock that you buy. From the Lone Star Balsa company advertisement in the Model Aviation magazine, the next TE size bigger than the 5/16" X 1-1/4" that I used is 3/8" X 1-1/2". First I cut all of the ribs at the front face

of the 5/16" X 1-1/4" TE and throw it away. Then notch the 3/8" X 1-1/2" TE with 1/8" notches and then glue the new 3/8" X 1-1/2" TE onto the cut ribs. I will then have a center section chord that is 1/8" longer as shown in sketch below.

The up side is that Lone Star Balsa is only about 20 miles from me. I called them and they come on down and pick out the lightest (6-8 lb balsa) 3/8" X 1-1/2" TE stock that they have. The down side is (1) the difficulty in putting all of the rib ends in the TE at once instead of one at a time and (2) adding additional weight with the 1/2" wider TE.

My second thought on a corrective approach would be to cut the ribs and remove the existing TE as before. Then carefully butt glue an 1/4" stub extension to each rib. Then maybe I can notch the same 5/16" X 1-1/4" TE an 1/8" and glue it on to the rib stubs to provide the 1/8" chord extension. These stubs can be reinforced with triangular gussets like I used on my Class A Bomber as shown below.

The upside is that I do not have to increase the TE size. The down side is weakness at the TE attachment.

OK, Alfredo, after you have thought about this, provide me with your recommendations, including another approach that you may think of. I anxiously await your response.....Tandy