

From: "Tandy C. Walker" <tandyw@flash.net>

To: [Undisclosed-Recipient:
@smtp102.sbc.mail.mud.yahoo.com](#)

Date: 8/8/2010 7:25:24 PM

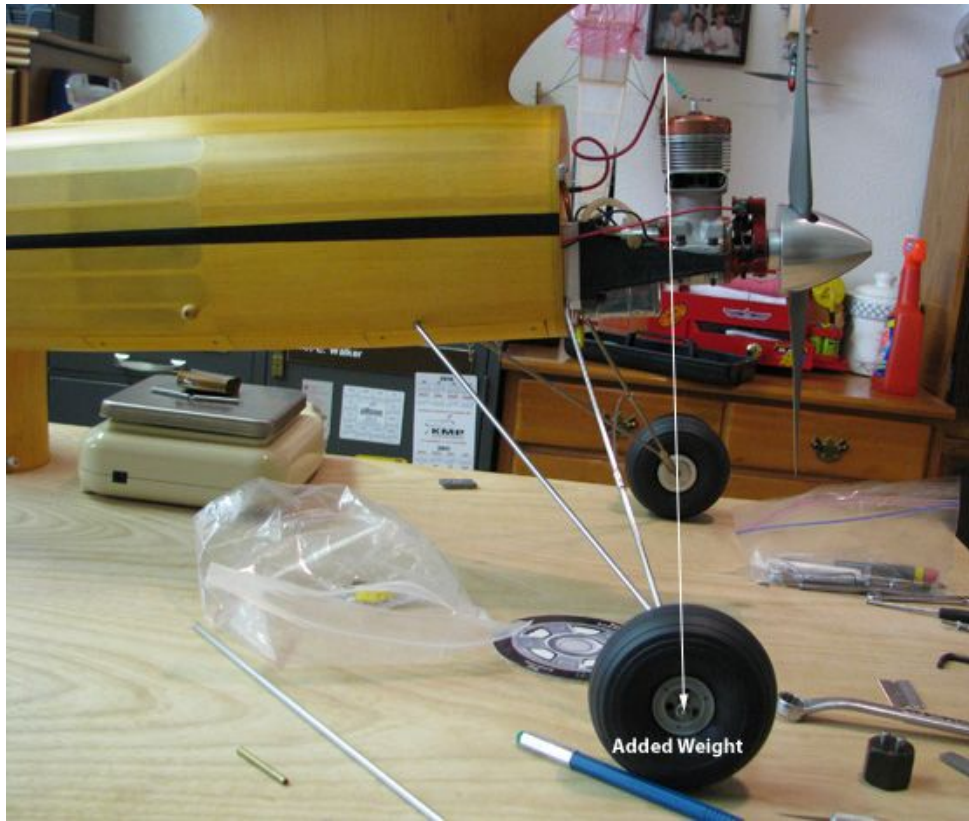
Subject: 2010 Flt Test Prgm - 26 Added Sailplane Weight for First Test Flights

2010 Flight Test Program

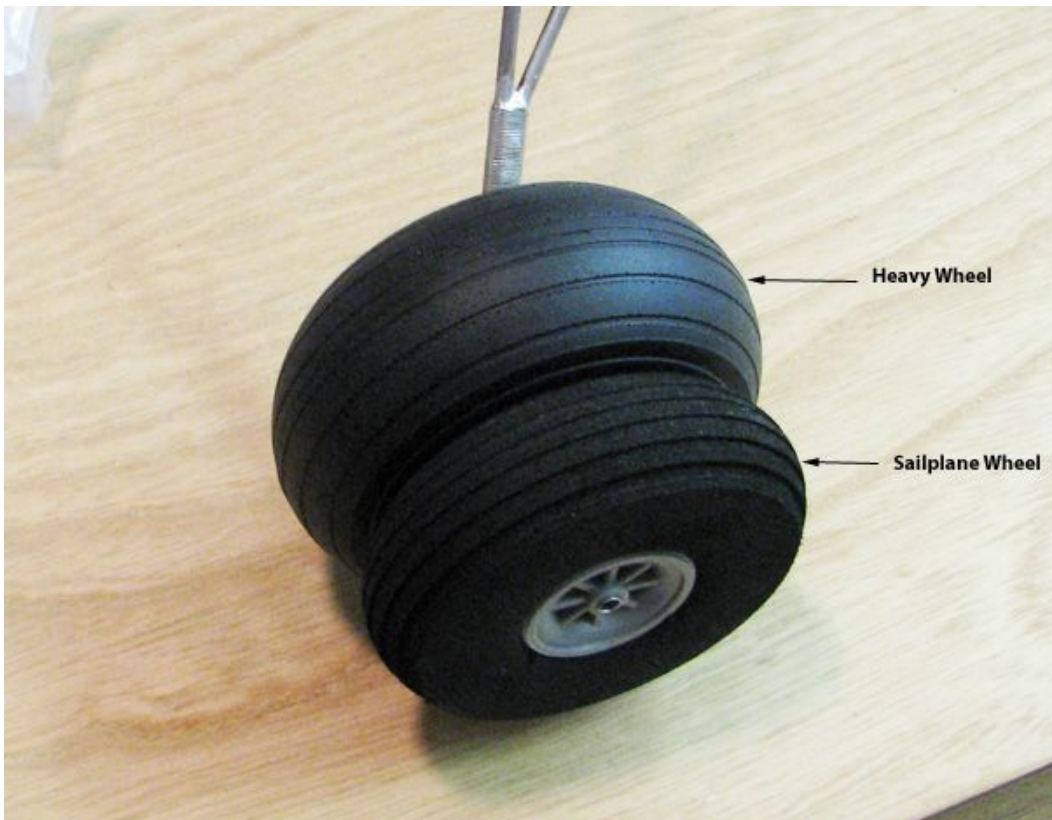
The first test flight of the Sailplane will be made in the morning without the cowl or brass exhaust extension. I got an e-mail from Gene Wallock cautioning me not to forget to add ballast weight to compensate for the cowl and extension weight that I was removing. The brass extension, two springs, cowl, and two cowl screws weigh 68 grams as shown below.



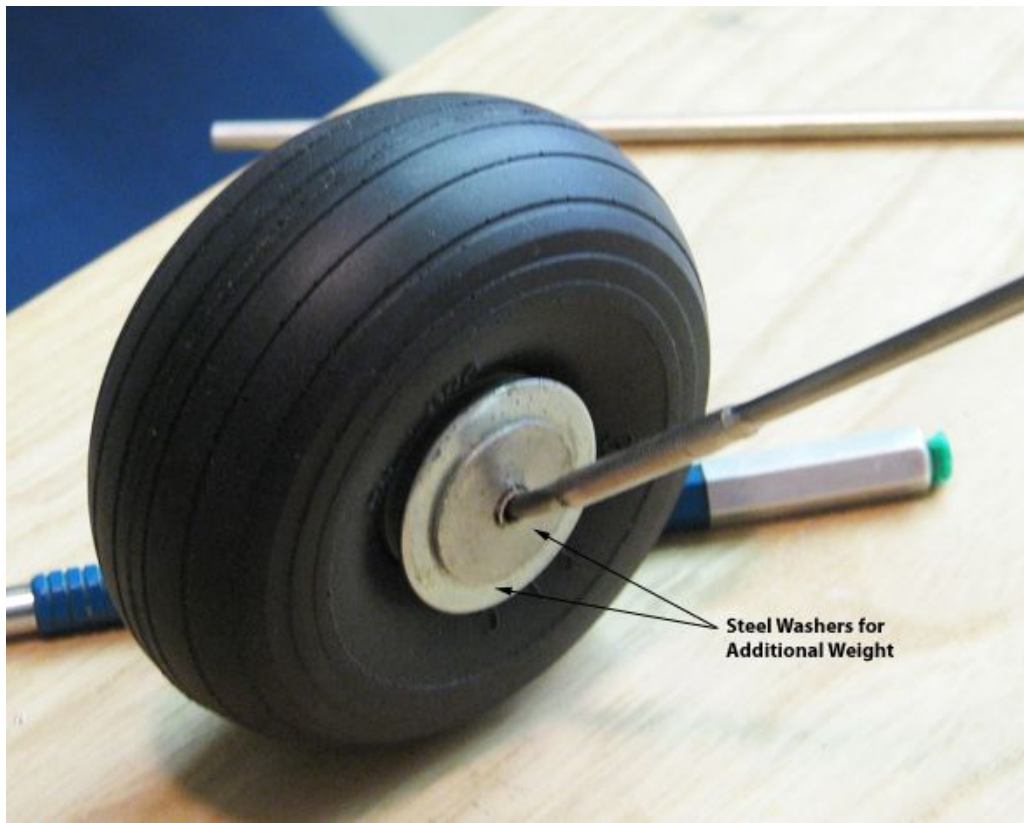
I decided that the best place for me to add ballast weight was on the landing gear axles because they are pretty far forward as shown below by the white vertical line.



I got into my box of spare wheels and picked out a set of 4' wheels, which were heavier than the Sailplane wheels as shown below.



James Lollar sent me an e-mail stating that as a safety precaution he always adds a little addition weight to the front end of his models just for the first couple of test flights. So I also added several steel washers to each axle inside the heavy wheels as shown below.



The combined weight of the two Sailplane wheels was 56 grams. The combined weight of the two heavier wheels and the steel washers was 151 grams. By replacing the two Sailplane wheels with the two heavier wheels and the steel washers, a net gain in ballast weight of $(151-56) = 95$ grams was realized. The additional ballast weight over and beyond the cowl and extension removal is therefore $(95-68) = 27$ grams or 0.95 ounces. So I have satisfied Gene's caution as well James' safety precaution.

If all goes well on the first few flights in the morning, then the Sailplane wheels, cowl, and exhaust extension will be installed and additional flight tests made. Wish me luck tomorrow.....Tandy