

The TRCC **NOISE** is published monthly by the Tucson Radio Control Club (TRCC) located in Tucson, Arizona. Views expressed in the **NOISE** are those of the writer/s. They do not necessarily represent the views of the club, its members, or officers. Mention of any product, material, or service shall not, nor is it intended to, imply approval, disapproval, or fitness for any particular use. The Tucson Radio Control Club is a non-profit organization. Permission is granted to reproduce anything printed in the **NOISE** as long as the source and author are credited. Subscription to the **NOISE** is free of charge to TRCC members in good standing. Submissions and correspondence should be made to the **TRCC NOISE** editor Chuck Brooks, 6738 East Scarlett Street, Tucson, AZ 85710. Phone 520-237-9468. E-mail address is [chuck.brooks@cox.net](mailto:chuck.brooks@cox.net). The deadline is the 20<sup>th</sup> of the previous month. Advertising space is available free for club members. All other club correspondence should be addressed to TRCC, P.O.Box 18995, Tucson AZ 85731. The TRCC Web site is <http://tucsonrcclub.org/>

**Instructor Pilots** Roy Iley, 790-5890  
 Al Mosher - 885-8874 Chuck Brooks – 237-9468  
 Craig Blackman 886-8245

*The following is the third of a 3-part article on the Cessna 140. The first two parts were of the 'full size' aircraft by Russ Davis and Jeff Olmstead is reporting on the 'model'. Jeff's article is a bit long so he has divided it into two parts. Part 2 will be in next month's issue. CB*

## **Building a Cessna 140**

**By: Jeff Olmstead**



When you first start looking for kits for the Cessna 140, you will find them difficult to find. It is one of the most popular airplanes (yet under appreciation has been pointed out) in civilian aircraft history. There have been a few kits, but most have been one quarter scale, which is around 98" wing span. I did find a couple of kits that had approximately 65" span. However, all of these airplanes had the same issues that most older designs have. They all weigh in very heavy to be a real good flyer. Just when I thought that

all was lost, I came across one kit that caught my fancy. It was a small 48" electric kit from Pats Custom Models. With a flying weight of only 12 ounces, the airplane ought to be a real floater. The price was just right too. A short kit is only \$74.95.

For anyone who has not built a short kit before, they are very nice. The short kit contains 5 sheets of balsa, 1 sheet of plywood, and the plans for the airplane. The balsa sheets hold all the laser cut formers and wing ribs. The plywood sheet only contains the control horns for the rudder, elevator, and ailerons. That is my favorite style of kit, less plywood and more balsa. A quick glance of the plans and it's off to Hobby Barn for the additional materials. For all of \$11.00, I now have all the wood and steel wire to complete the kit. Of course there are some other parts/pieces that you need, but are not necessary to start building. The other parts are a sheet of .010 styrene for the battery hatch, a sheet of .080 clear styrene for all the windows, and of course wheels and hinge material. Now on to the fun stuff...BUILDING!

I usually start building the horizontal/vertical stabilizers first. Pat's airplanes use bowed wood to make the complex curves. What I do is cut a piece of 1/8 foam board the shape of the surfaces to build. (For tips on bowed patterns/construction, visit Pat's website [www.patscustom-models.com](http://www.patscustom-models.com)). I then take 2 pieces of 1/16 x 1/8 balsa, align them, and then glue one of the ends together. After I have done this I take all the pieces of balsa and throw them in the tub of water/ammonia for about 30 minutes. I take the balsa out and grab my foam board. I start by taping the glued portion down to the edge of the foam board. Then I put a bead of medium CA down the whole length of the balsa sticks. Then I wrap the wood around the foam board and tape it down.

