

**Message started by Steve Fraquet on 12. May 2012 at 17:48**

Title: **Slingsby Swallow**

Post by **Steve Fraquet** on **12. May 2012 at 17:48**

---

This will be my first build thread so please bare with me as I don't have the building speed of a certain person on this forum who shall remain nameless ;) We all have different methods when it comes to building so I will show the world how I do it (right or wrong) :-/ I photo copy the parts on the plan I need then I cut out the shapes from the copy paper and stick them on the appropriate wood, in the case of the formers this was 1/8 ply. When the formers are cut out I usually leave the paper attached because when the glider is finished no one sees them. Below are the formers laid out on the bench plus a photo of the initial assembly (not glued).

---

 Laid\_out.JPG (Attachment deleted)

 assembled.JPG (Attachment deleted)

Title: **Re: Slingsby Swallow**

Post by **B Sharp** on **12. May 2012 at 19:53**

---

Are you building the Swallow from RC Model World Plan Steve?  
Brian. :)

Title: **Re: Slingsby Swallow**

Post by **chris williams** on **12. May 2012 at 20:26**

---

*please bare with me*

Best to build with your clothes on, Steve...I often do :D

Title: **Re: Slingsby Swallow**

Post by **Jolly Roger Brown** on **12. May 2012 at 22:35**

---

*Chris Williams wrote on 12. May 2012 at 20:26:*

Best to build with your clothes on, Steve...I often do :D

Doesn't Steve mind you wearing his clothes? ;) Odd lot, you Southerners.

Looking forward to the build Steve. I love the simple schoolboy lines of the Swallow, even if it doesn't make a summer. I'll get my coat.

Title: **Re: Slingsby Swallow**  
 Post by **Steve Fraquet** on **13. May 2012 at 06:30**

I guess the magazine was a bit of a giveaway Brian, but you are right, it's actually the Tony Slocombe plan of the Swallow at 1/4 scale that was reviewed in mag back in January 1991. Must get on now.....right what has Chris done with my clothes? ;D



The finished model with adhesives removed. This one was actually built by a qualified fitter to independent working. With this in mind it was designed robustly to withstand rough treatment and a look at most of the Swallows still in service will show that this strong construction has certainly borne out to the test! The aim was to provide a cheap glider that was capable of getting into the silver C category when they would then be ready to move up to a larger sailplane. The Swallow was never intended for long cross-country flights. The prototype had its Alouette and other avionics were designed around a 1.5m span. These are retained on a full build to the same size as a plastic sheet.

The model was photograph of fuselage back and has a non-standard, more aerodynamic canopy and a shrouded tail. The model's quarter scale giving a wingspan of 10'6", a wingspan of 12'6" inches, just over four square feet of wing area and a wing loading of 15.0g per square foot. My model was built specifically for strong winds but some of the wood area specified are bigger than you would normally expect, especially in the fuselage. The strength of the model however depends as much as accuracy in building as using accurate timber. In the past models of the Swallow, usually in 1/4 scale or smaller, seem to have gained a bad reputation for tip stalling. For some reason these models appeared a symmetrical section at the wing tip through the tip section on the fuselage (SNCMAG) is, if anything, more underspanned than the root section. I have a 1/4 scale Swallow which has the side sections throughout and this model cannot even be provided with a shroud. For the 1/4 scale version I have elected to use a slightly thickened section of the root section of the tip to compensate the wing construction. This model is also very close to the tip and that for rougher conditions is naturally stable high-wing layout and

Take great care when making and fitting the air brakes - they need to be in one way or another as they are very powerful in the air. Imagine the effect of just one side popping out of above speed on landing.

The canopy is a modified version as on the prototype. It is in 1/4 scale, made by cementing using the drawing shown on the plan. The small wire 10 pins contain in the leading edge of the wing root.

Free of construction make the fuselage an ideal first large scale project.

**Fuselage**  
 Start by preparing the main fuselage either by soaking, steaming or laminating from the original 1/4 scale plan (forming over the glass until dry). This is important because the modulus of the fuselage is set by the angle between the and the longitudinal. Construct the upper girder section of the ribs over the plan and when set remove them and add the half-width girders to the ribbing - their added depth of rigidity and are supported through the covering on the fuselage. When cutting out the parts 1/4 to 1/8 gap careful attention to the corner joints - if you have done this accurately the added depth of corner and joint pieces can be assembled in the hand. These corners have an interesting feature that you can fold them to all straight. This assembly can now be mounted to the side frames using marking paper, rubber bands, Coloplast and any convenient assembly. Either use slow setting PVA applied to the joints before you start this or use cyanoacrylate to lock the joints and position where you are happy with the alignment. Use a centre line drawn on your modelling board to keep things straight when pulling the tail and together onto 17 and while fitting the 1/4 square crosspiece. This square will also be useful in building a straight line across the top and bottom showing off with this has been completed.

The front end of the fuselage can now be shrouded using 1/4 plywood. Also fit the 1/4 plywood piece that goes from the rear of the fuselage to the bottom longitudinal - do not cut this back for this part as it takes the strain during landing. This shroud is best fitted after covering the fuselage. The canopy on this Swallow is different to most and makes for a complex frame, this is located at the rear by a 1/4 inch down into 14 and at the front by a length of 1/4 inch piece being mounted in a piece of plastic tubing which carries the main spar to rest the fuselage just behind 17 and to one side of the keel. The canopy frame has small gaps which fit into slots in the wing root leading edge and it is best to wait until the wings are built before making them. Use one notch on the accompanying photographs to start and leading inside the fuselage. These help to spread shock loads from the entire section to the main fuselage if you wish to carry on landing - of course, if you never do that sort of thing, then you can leave them out! The fuselage could not be simpler. The frame has been fitted to the main fuselage and the large gap is sealed with 1/4 inch strips on both sides left slack. The top and bottom of the ribbing and the wing and tailplane tips

should be left unsealed. This makes the fuselage fuselage look somewhat unfinished but while gliding and landing looks tips to a more aesthetically pleasing shape takes relatively little effort. The same fact on the original would take a reference of the original drawing there was one of the ways that lengths long the parts shown, about 1/4 inch in length with two more girths, in 1/4 inch. This was the case of the then, now called Avon Air. The modern 1/4 inch glassing gives a 20% improvement in performance on the Swallow of about 40% which now has but a 20% advantage over the 1/4 inch version but the cheaper new glider, probably the 1/4 inch, could now have as much as a 20% advantage.

**Tailplane**  
 The aim was to build the tailplane to essentially fit from the board. Start by pressing the accurately cut ribbing leading edge to the board with the lead face uppermost, add the spruce reinforcement and the pre-shaped central block (give the 1/4 to 1/8 before doing this followed by both 1/4 and 1/8) complete the framework with the 1/4 inch 1/4 inch leading edge. Before adding the rest of the ribs check that everything is square, drawing a centre line on all parts will help. Then add 1/4 to 1/8 and sheet with 1/4 inch. The elevator is built in the same manner on its leading edge. Note that the elevator leading edge is the same thickness as the completed elevator and that there is a 1/4 inch gap along the hinge line. Because of this gap be sure to use strong hinges with holes that meet the line.

**Wings**  
 As far as main glider wings go the Swallow is as simple as they come. The airbrakes on the fuselage are operated by top and bottom horns. If you use a single, non-symmetrical horn to control them you will find it more convenient to use the top horns since this will naturally give the differential required. The bellows could be mounted on so as to reverse the sense of the wires which would allow you to use the bottom horns. Without about the parts they are depending on so they are the airbrakes - do not even consider fitting them if they are at all stuck for you. The main ribbing of the blades on the plan and now have the case made with 1/4 inch and 1/4 inch and square, the blades are 1/4 inch and 1/4 inch. However, three appear to be in pairs of different sizes to make airbrakes as there are 1/4 inch and 1/4 inch points to use in constructing the wings are 1/4 inch apart from about the leading edges.



Title: **Re: Slingsby Swallow**  
Post by **WilliamH** on **13. May 2012 at 07:19**

---

Good to see the start of your Swallow, Steve. I built one from the same plan; Dave C now has it and it's a beautiful with the HQ18 -14 section. Hope we can meet when I'm in Devon in June. Will give you a call on the 2nd.

Title: **Re: Slingsby Swallow**  
Post by **B Sharp** on **13. May 2012 at 08:51**

---

I thought that was the one Steve. I have to admit that it is also on my "build list". I did most of my early single seat flying on one of these and I loved it dearly. It was gentle and forgiving - just right for a young lad with more ambition than skill.  
At this point a little story may be appropriate. I turned up at the airfield one morning only to be told by the CFI that the club Swallow was out of commission as it had (wait for it) been landed on top of a double decker bus. Seemingly another pilot with even less skill than me had got too low on approach. He tried to stretch his glide on finals and had arrived over the road bounding the field at the same time as the bus to Lochgelly. He bounced his wheel on the top of the bus before flopping into the airfield beyond.  
Brian. :)

Title: **Re: Slingsby Swallow**  
Post by **Chris Gordon** on **13. May 2012 at 10:36**

---

Great story Brian.  
It adds credibility to a tale I would hear (and did not really believe) when I flew from Staverton, Glos. Apparently a Cherokee had been about to land on runway 27 and left a wheel print in an unsuspecting car that was passing on the narrow road just by the threshold. The Cherokee landed safely. Never heard how bad the car was but the Cherokee was ok.  
:)

Title: **Re: Slingsby Swallow**  
Post by **Paul-williams** on **13. May 2012 at 17:12**

---

Two excellent stories - I just love these tales of improbable mishaps.

In the 30's I believe someone clipped the club retrieve horse (really) at Sutton Bank and knocked it out cold.

How about hitting an aircraft and a boat in the same crash ?

At Long Marston in the 80's, someone flying a Ka2 (I think) bounced on the corrugated fuel tank in the top wing of Tiger Moth, bounced off and crashed into some upside down WW2 wooden invasion barges that lined one edge of the runway. The ancient plywood of the hulls disintegrated but one of the 4 x 4 inch runners on the bottom of the hull smashed through the nose, broke the instrument panel and stopped, touching the lucky pilot's chest. It was only when I saw the glider stripped for repair, upside down on the saw-horses that we realised how lucky the glider pilot really was. The Tiger Moth's engine had been ticking over and the prop rotating - it had chopped the skid out of the glider and there were a series of parallel score marks on the underside of the ply seat .... yikes !!!!!!!!!!!!!

:o Paul

Title: **Re: Slingsby Swallow**

Post by **Jolly Roger Brown** on **13. May 2012 at 19:32**

---

Whilst we're in nostalgia mode (and dragging us back to Swallows ;))... about 10 years ago I was walking up near Carlton Bank gliding club (never heard of it? well it had 3 members then and I think is now defunct) and I spotted an old Slingsby Swallow hanging up in the back of the corrugated shed that is the sole building on an otherwise deserted moor top. It was dirty but otherwise looked in good repair. Since the club was wound up I have a feeling it's still just hanging there. Sacrilege really but I suppose the cost and effort of getting it airworthy again would test anyone's resolve.

Title: **Re: Slingsby Swallow**

Post by **Allan Boyles** on **14. May 2012 at 19:52**

---

Well done Steve should be flying in September. :)

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **14. May 2012 at 20:17**

---

Well done Steve should be flying in September.  
Spot on Allan, I'm hoping to have it ready to take to Clwyd in September. ;)

Title: **Re: Slingsby Swallow**

Post by **Allan Boyles** on **14. May 2012 at 20:28**

---

What year though. :D :D

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **15. May 2012 at 06:34**

---

Speaking of which year? Allan, did you fly the Harbinger last Sunday at the Devon fly-in? [smiley=thumbsup.gif]

Title: **Re: Slingsby Swallow**

Post by **VinceC** on **15. May 2012 at 17:11**

---

Steve - Have you seen these photos of the Swallow?

<http://www.flickr.com/photos/jacifuentes/3415975592/in/set-72157615512527998/>

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **15. May 2012 at 18:53**

---

Funny you should mention those photos Vince , because those are what inspired me to build a Swallow in the first place. ;)

Title: **Re: Slingsby Swallow**

Post by **Cliff Evans** on **15. May 2012 at 18:57**

---

Steve, have got this plan, was advised by Pat Teakle to change the wing section to that used by Cliff Charlesworth on his Olympia. pat has built several T45's over the years and has said that with the original wing section, it is not very good! I will be building this over the coming winter, but will use the wing section recommended by Pat.

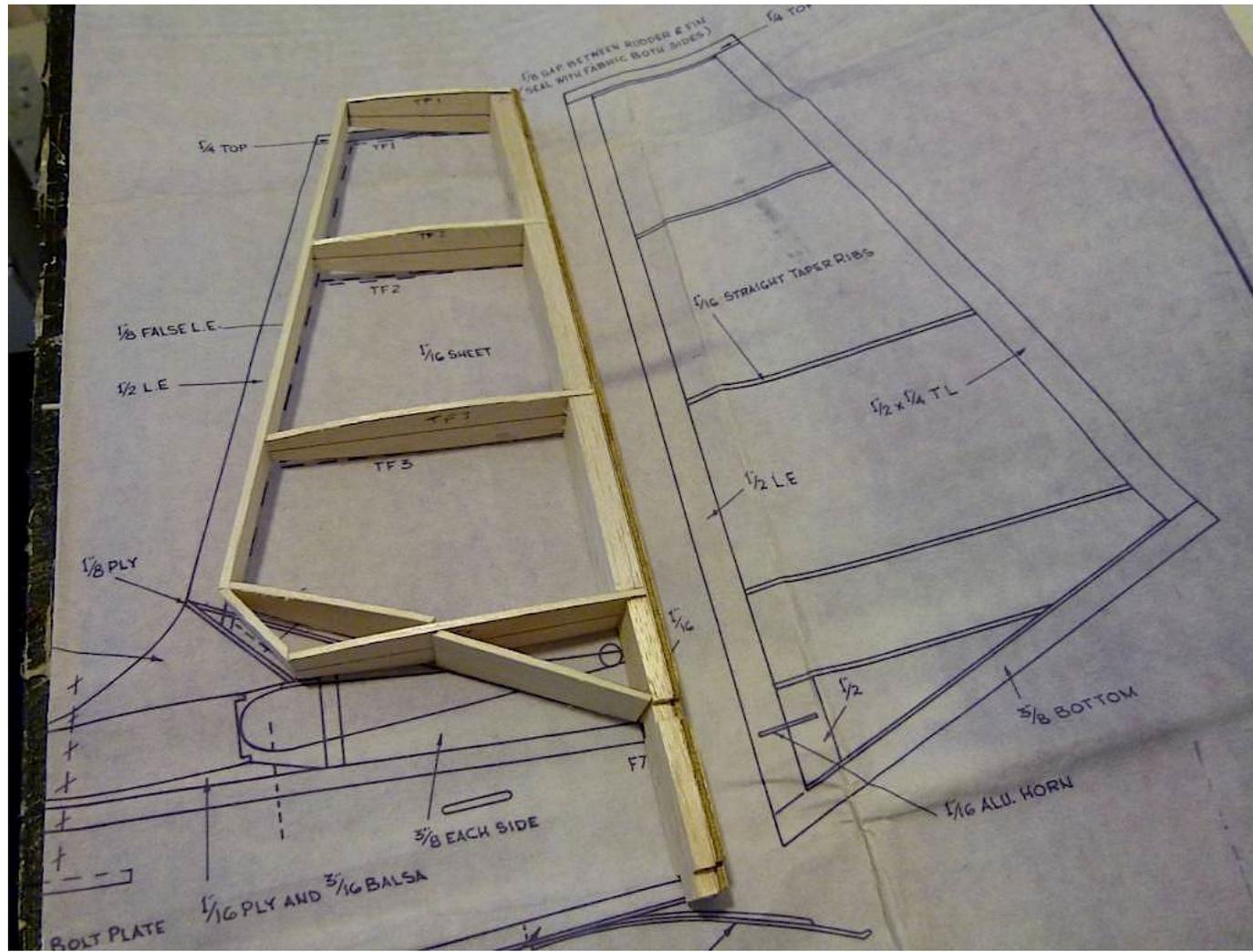
Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **15. May 2012 at 19:03**

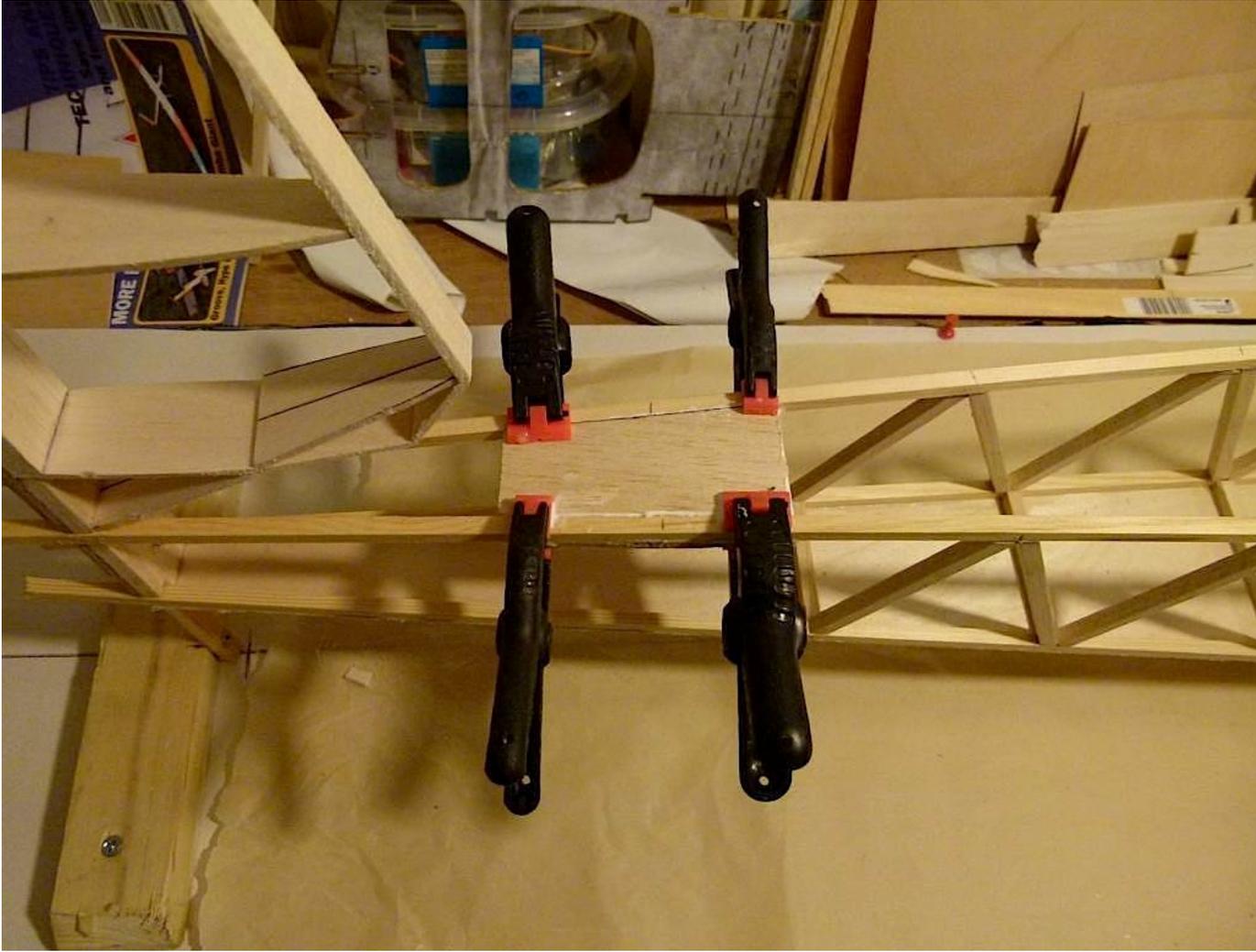
---

OK so now I've made the rudder post and fin shape, plus added the 4 x longerons which are 1/4 x1/4 pine.  
Fitted the 1/32 ply along the bottom of the fuselage and added the ply plate for the tailplane receiver bolt/captive nut and the ply plate for the servos.

---









Title: **Re: Slingsby Swallow**  
Post by **Cliff Evans** on **15. May 2012 at 19:05**

---

Anybody interested, have just converted this plan to cad, will be taking delivery of laser cutter in about five weeks, will be cutting parts for this plan soon after!

This was the aircraft tha I did my second solo flight in with the Air Cadets, T21 being the first solo flight, watching this with great interest.

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **15. May 2012 at 19:09**

---

Hi Cliff, I'm not using the plan wing section but the Chris Williams faithful HQ3.5-18 to HQ3.5-14.

Title: **Re: Slingsby Swallow**  
Post by **Cliff Evans** on **15. May 2012 at 19:13**

---

Are you going to use the sandwich method as per plan, never been very good with this method, however, with the new laser cutter, I can produce some good accurate patterns from 1mm stainless. Should help

Have actually got the ribs plotted for the section you are using, can post in zip file if you wish.

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **15. May 2012 at 21:13**

---

Thanks for the offer Cliff, but I have already had the ribs cut out by my mate and forum member Peter Chaffe on his machine.

Title: **Re: Slingsby Swallow**  
Post by **chris williams** on **15. May 2012 at 21:29**

---

Never gone as thick as 18% Steve. The Petrel has the thickest root at 17%, (most of 'em are 14-15%) but I always go to 12% at the tip... I don't want you blaming me if she flies backwards :D

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **16. May 2012 at 17:28**

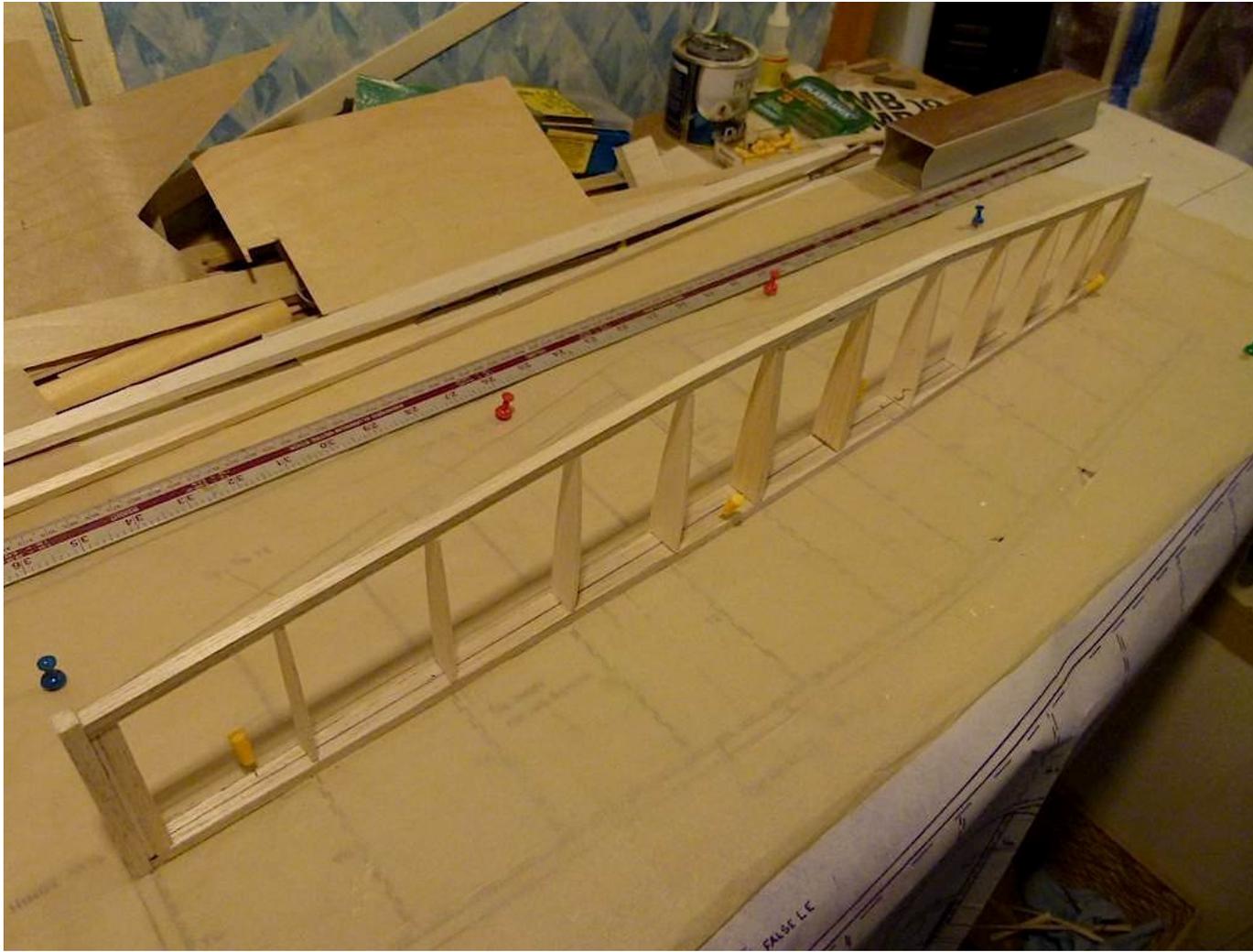
---

Ah! Chris I may have got the numbers wrong :-/ I'll double check with Peter, having said that it might fly slower if not backwards ;D

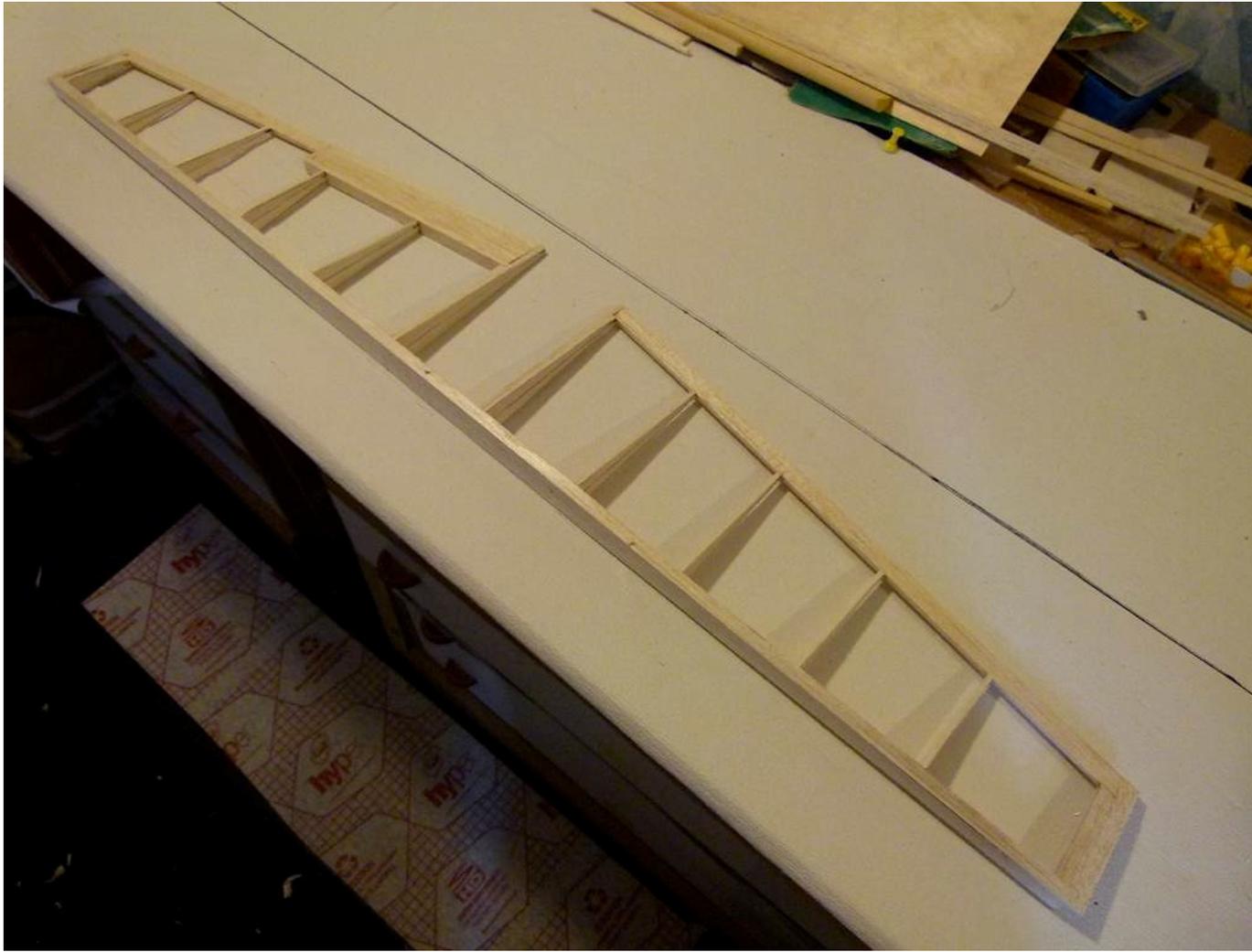
Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **22. May 2012 at 21:32**

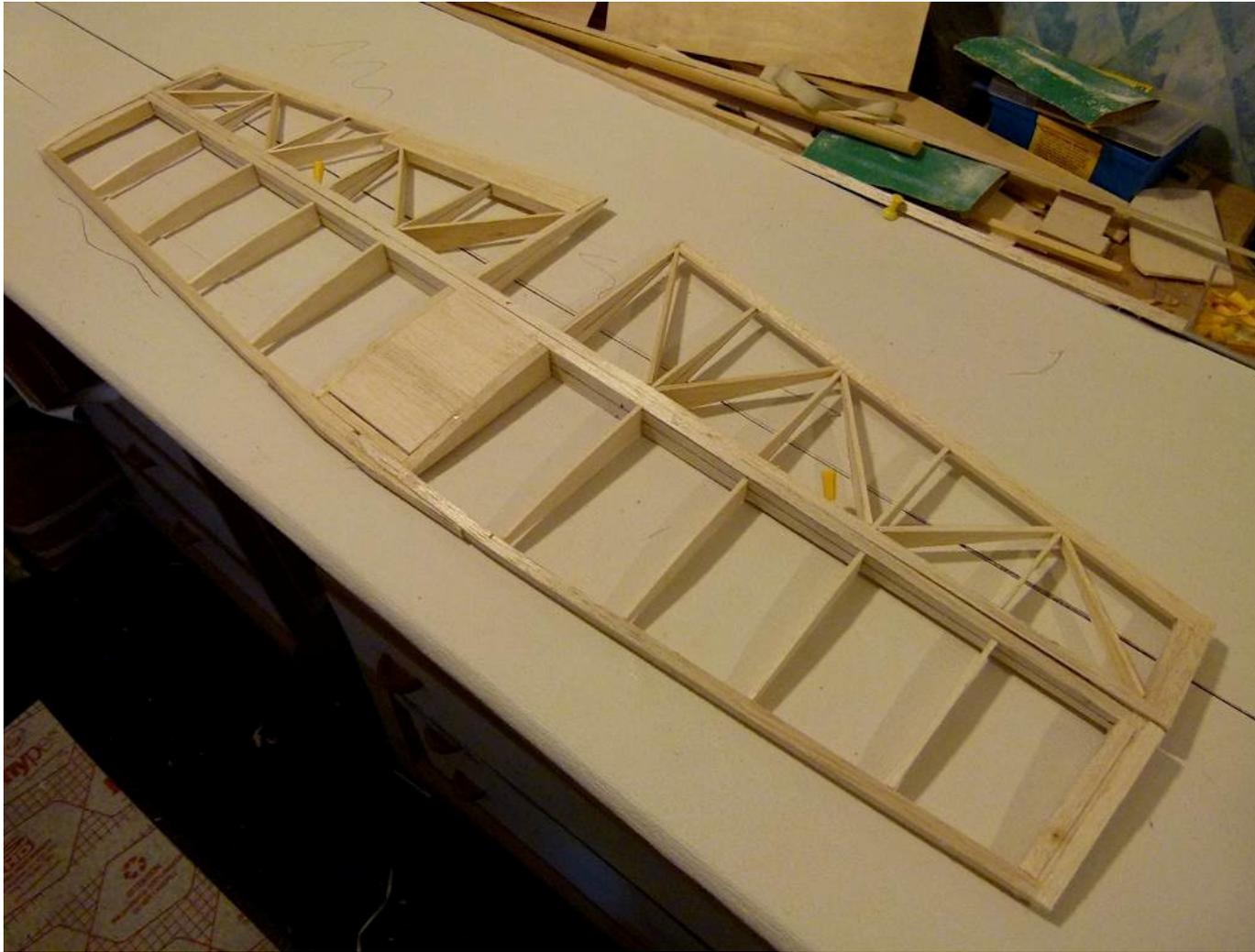
---

I need to get the push rod down through the fuselage before I can go any further with it, so it was a case of building the tailplane and elevator next.









Title: **Re: Slingsby Swallow**  
Post by **WilliamH** on **23. May 2012 at 06:30**

Steve, is the Swallow as per plan or have you enlarged it?

William

Title: **Re: Slingsby Swallow**

Post by **Cliff Evans** on **23. May 2012 at 06:44**

---

It looks as though it is to plan to me, it is 1/3.7 scale I believe!

And Steve, did you suss out the wing section yet?

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **23. May 2012 at 17:50**

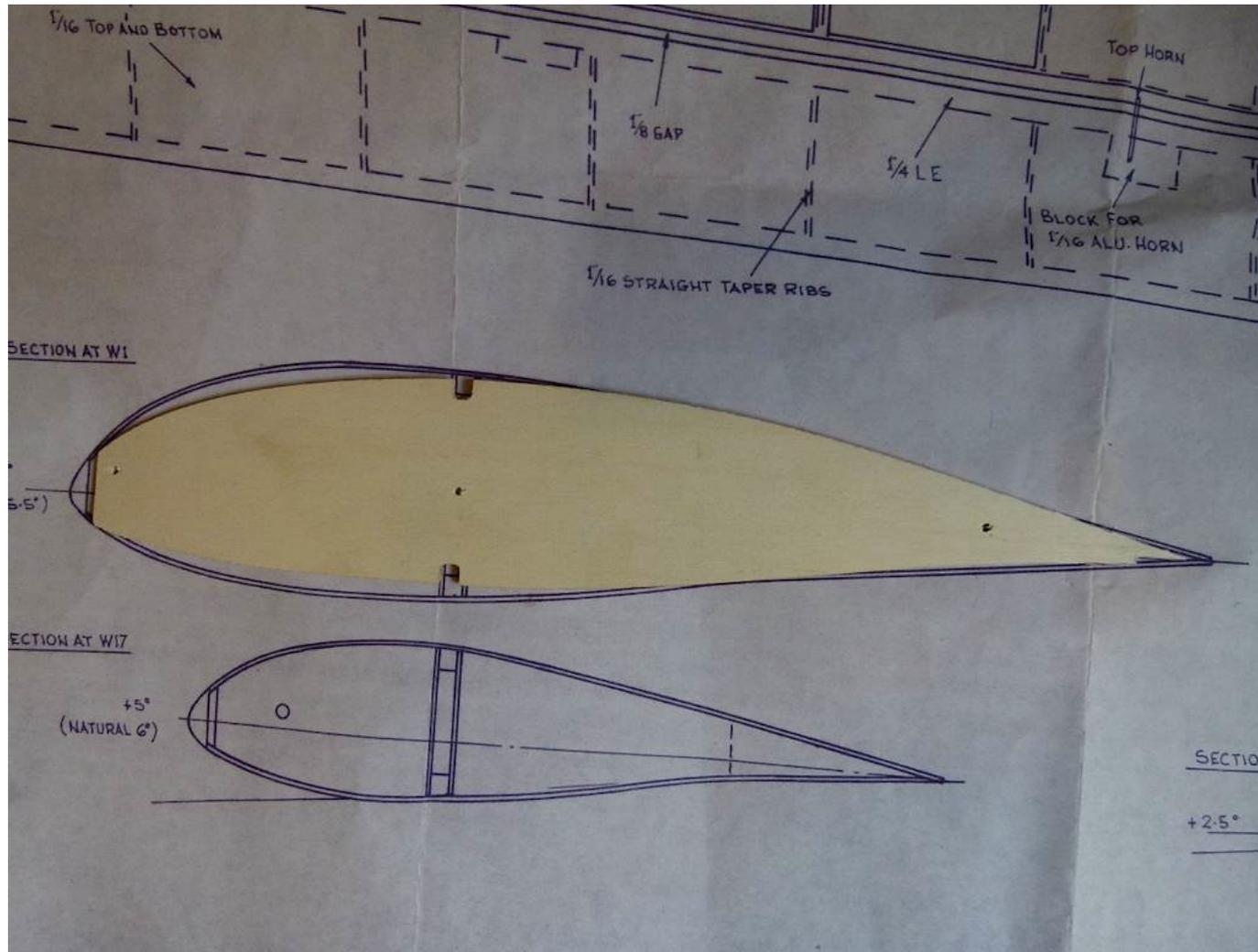
---

Hi William, yes the Swallow is built to the original plan, but Cliff according to the plan it is at 1/4 scale.

With reference to the wing section I can confirm that it will fly backwards as it is HQ35-18 at the root, but I remember now I chose that thickness because I wanted it to come somewhere close to the original drawing, as per the photo of the root rib over the plan.

---





Title: **Re: Slingsby Swallow**

Post by **Cliff Evans** on **23. May 2012 at 18:26**

---

Hmmmmmm

Traplet advertise the plan as 1/3.7 scale. See pic

Are you still going to use this wing section?

Pat Teakle changed the section to the one used by Cliff Charlesworth on his Olympia, ( Gö 549 (root) to Gö 676 (tip) ) has informed me that it works very well on this aircraft.

I do understand that to keep the look of the original, the HQ-35.18 is very close.

---

Sort products by:



[30 PIRAT](#)

£19.99

designer of  
scale gliders,  
1:4 scale single-  
...

acts



[SLINGSBY T-45 SWALLOW](#)

£19.99

The Slingsby Swallow is one of  
the best known and best loved  
sports gliders and Tony  
Stoccombe's 1:3.7...



[ORI](#)

£19

Another Tony Slo  
design: Oriik was  
designed in Polar  
and had the distr



Title: **Re: Slingsby Swallow**

Post by **Peter Chaffe** on **25. May 2012 at 20:41**

---

Just caught up with this thread, Coming along nice Steve...

Title: **Re: Slingsby Swallow**

Post by **VinceC** on **25. May 2012 at 21:45**

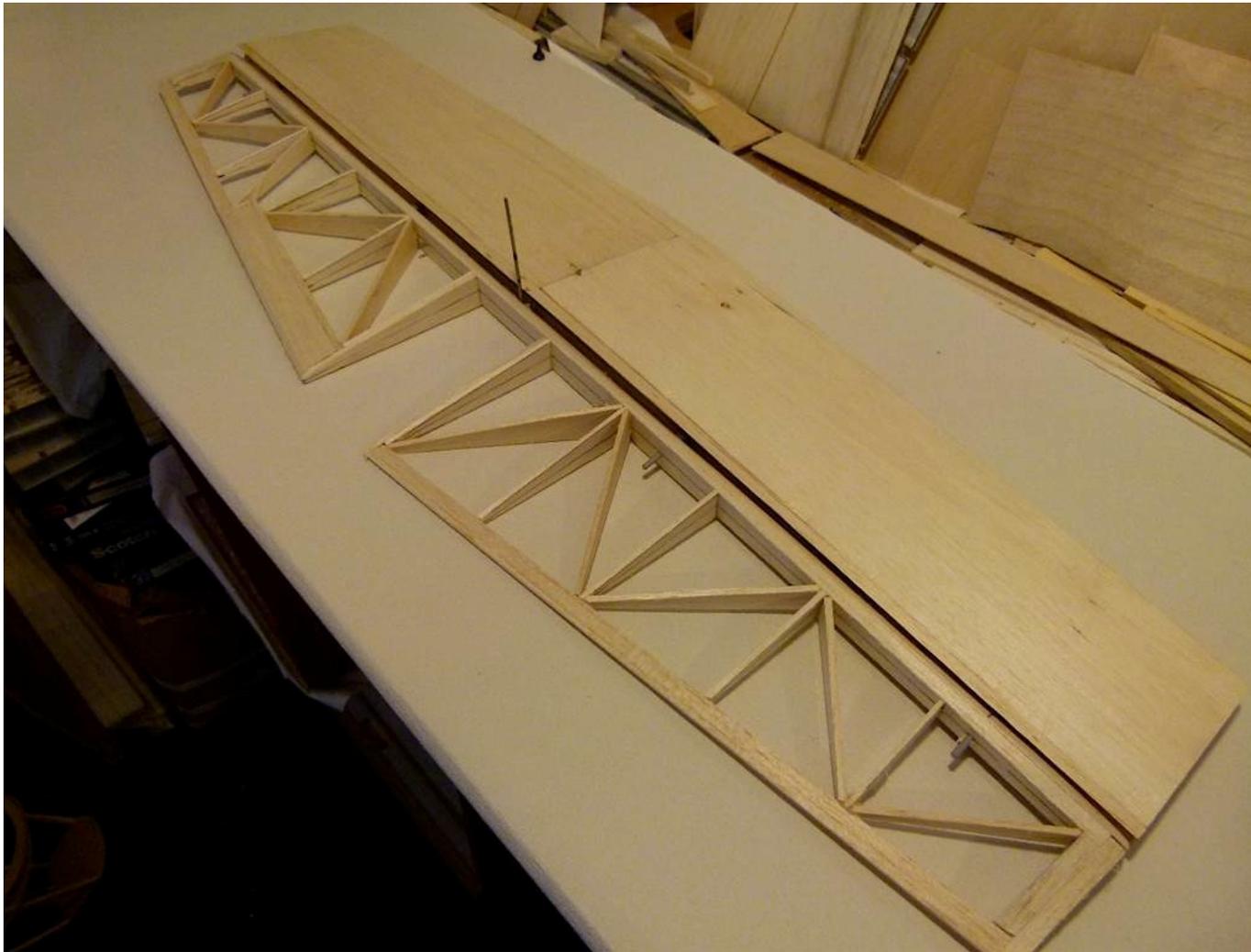
---

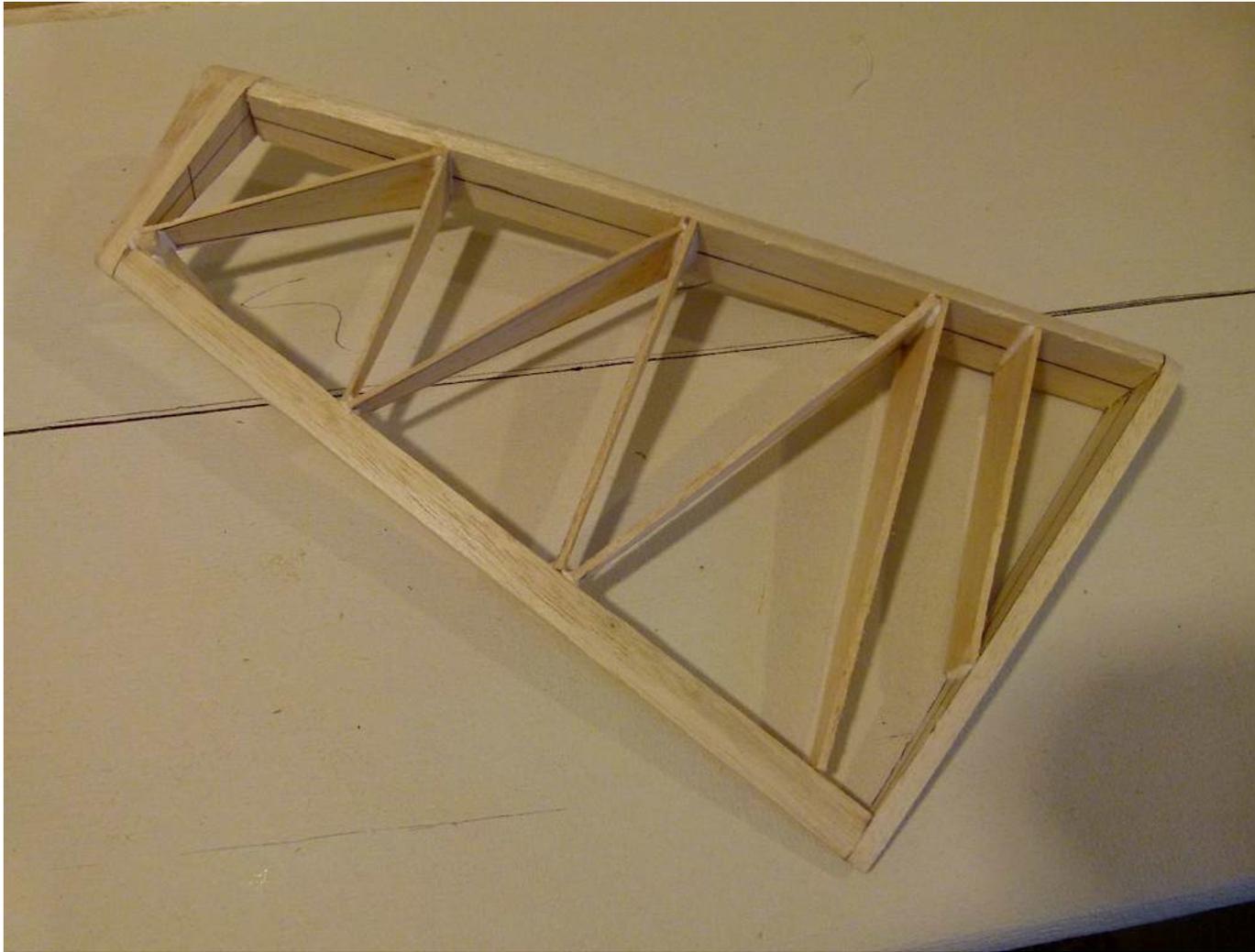
Just as a side note to this thread, I had a phone call today from Jeddah from a guy who wanted plans for a Swallow. To begin with, I thought he was talking about a model until he surprised me by telling me he wants the full size plans. Not sure why, but there are plenty of thermals in the desert. I put him on to the VGC

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **26. May 2012 at 14:54**

Tailplane now covered with 1/16th balsa and the elevator actuator is fitted also a couple of shots of the rudder now almost ready for covering :)





Title: **Re: Slingsby Swallow**  
Post by **Cliff Evans** on 26. May 2012 at 17:26

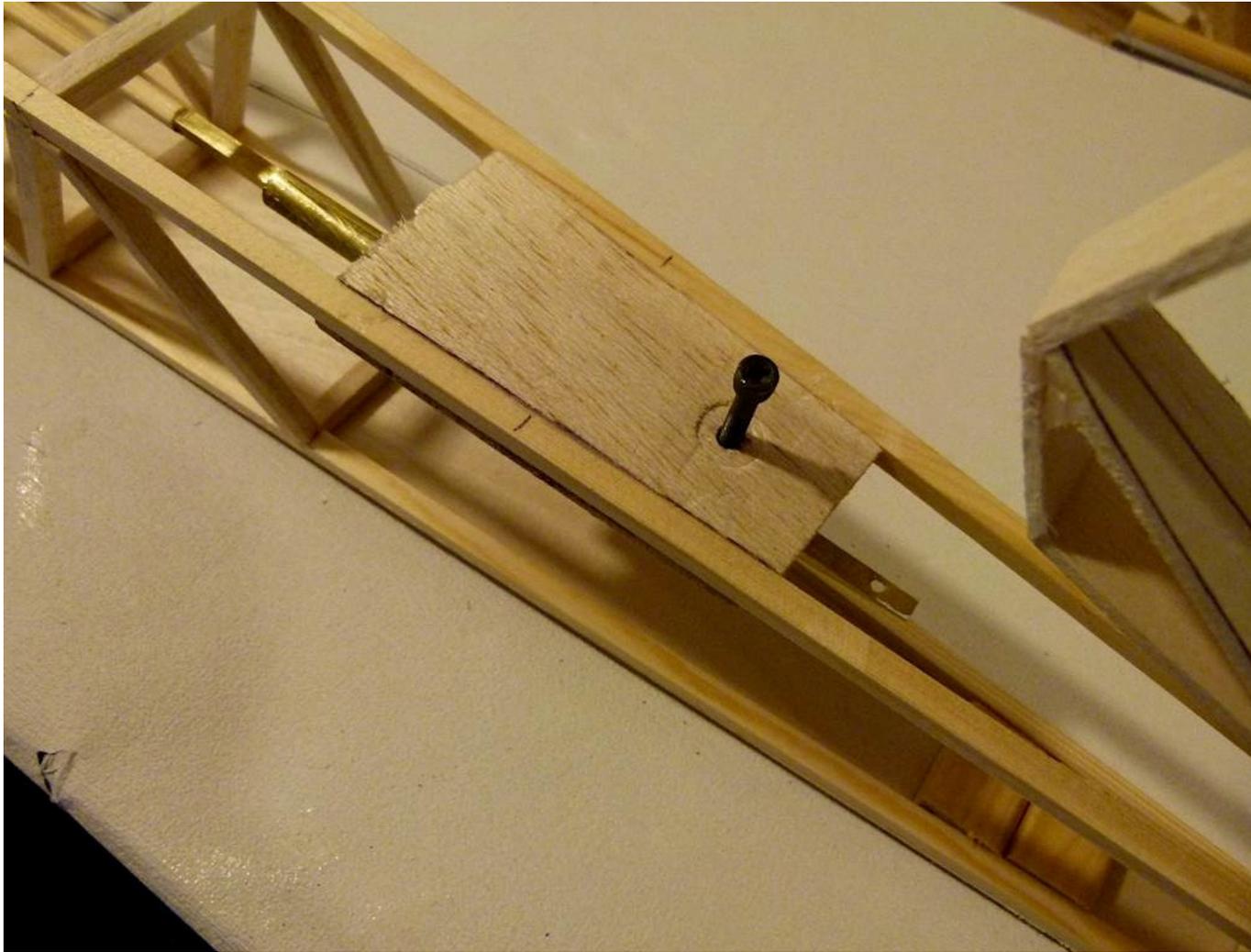
---

Very nice!  
:)

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on 27. May 2012 at 16:58

Tail end coming on now.....fitted the push rod and guide tube for the elevator actuator. I would normally use square tube two sizes larger than the push rod (aka CW style) but as I didn't have any I used round tube, seems to work just as well ::)





Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **28. May 2012 at 16:06**

Well done Steve stick with it, no pun intended :D

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on 30. May 2012 at 17:56

Thanks Allan, thought I'd take the skeleton outside to blow the dust off. Plywood now fitted to the sides and not looking too bad.







Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **30. May 2012 at 19:21**

Coming along nicely Steve, easier build than the last one. ::)

Title: **Re: Slingsby Swallow**

Post by **B Sharp** on **30. May 2012 at 19:35**

---

That's looking fine Steve. Will you have it finished by the weekend?  
Brian. :)

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **03. Jun 2012 at 12:58**

---

Not quite this week-end Brian, but who knows.....maybe next week-end ;D ;D  
Started on the Port wing. Note to myself (don't forget to turn the plan over) for the other wing.

---



Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **03. Jun 2012 at 20:39**

Hi Steve those ribs look pretty good. ::  
ps sent you pictures hope you get them.

Title: **Re: Slingsby Swallow**

Post by **Richard A** on **03. Jun 2012 at 21:50**

---

Interesting build Steve. The ribs look complicated. You must be getting a taste for wing detail.

Richard.

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **04. Jun 2012 at 06:59**

---

You must be getting a taste for wing detail. No such luck Richard, I'm afraid I can't take credit for the ribs :-/ as they were cut out by my pal Peter Chaffe on his magic machine :D

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **04. Jun 2012 at 10:07**

Just coupled up a home made tow release with a few bits of block balsa and filler to try and get the initial shape of the nose.



Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **04. Jun 2012 at 10:49**

---

Taking shape nicely ;)

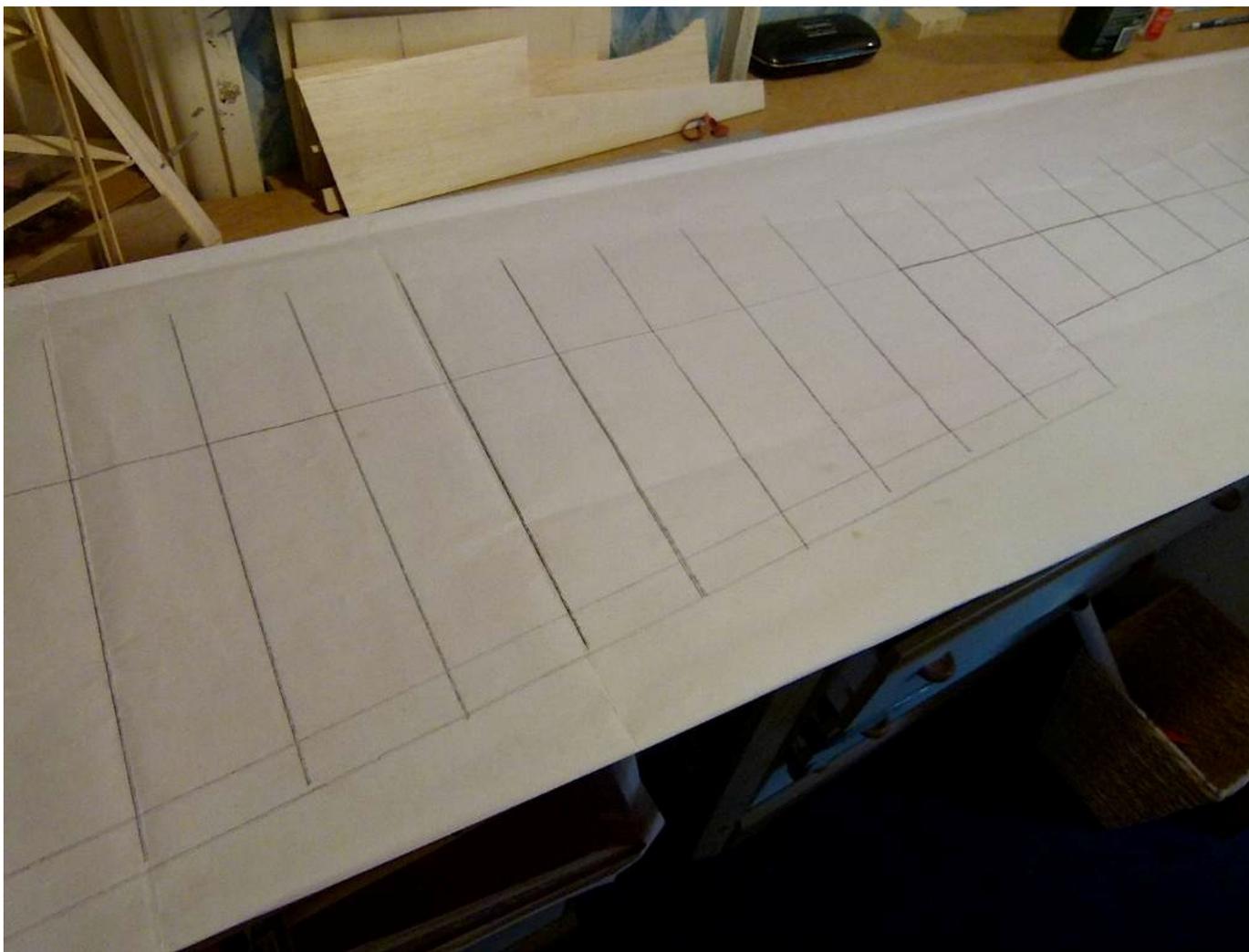
Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **04. Jun 2012 at 13:12**

---

Not sure how you guys read the reverse of the plan if you only have one wing drawn on it. I know some people oil the plan to produce the image on the other side, however I am fortunate enough to have a few sheets of carbon paper and I just place these under the plan 'face up' and then just run over the lines with the end of a spoon handle or some such impliment. That way the original plan doesn't get spoiled ;)

---



Title: **Re: Slingsby Swallow**

Post by **VinceC** on **04. Jun 2012 at 13:19**

---

I use Atrixo hand cream (cheap) and after some time it dries and reverts back to a non opaque drawing

Title: **Re: Slingsby Swallow**

Post by **Tony Woods** on **04. Jun 2012 at 13:24**

---

Vince,  
So that 's why you have that wonderful complexion. ;)

Title: **Re: Slingsby Swallow**

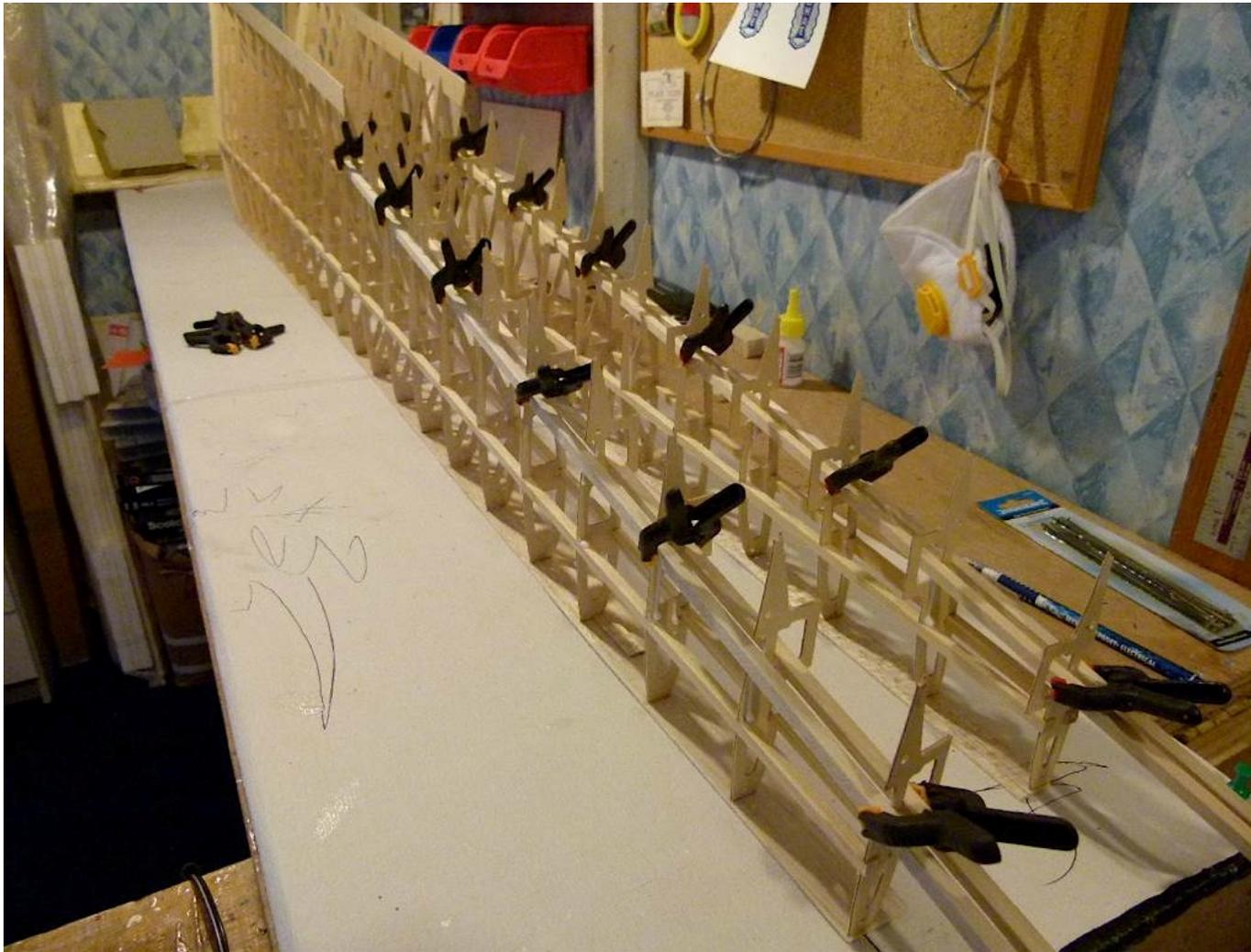
Post by **Allan Boyles** on **04. Jun 2012 at 13:42**

---

I did'nt know you could play the spoons you must give us a tune sometime ;D ;D ;D

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on 12. Jun 2012 at 18:47

OK now it's time to fit the aileron spars.



Title: **Re: Slingsby Swallow**

Post by **Allan Boyles** on **12. Jun 2012 at 19:24**

---

Don't just stand there then fit them. ::) ::)

Looking good. ;)

Title: **Re: Slingsby Swallow**

Post by **chris williams** on **12. Jun 2012 at 21:18**

---

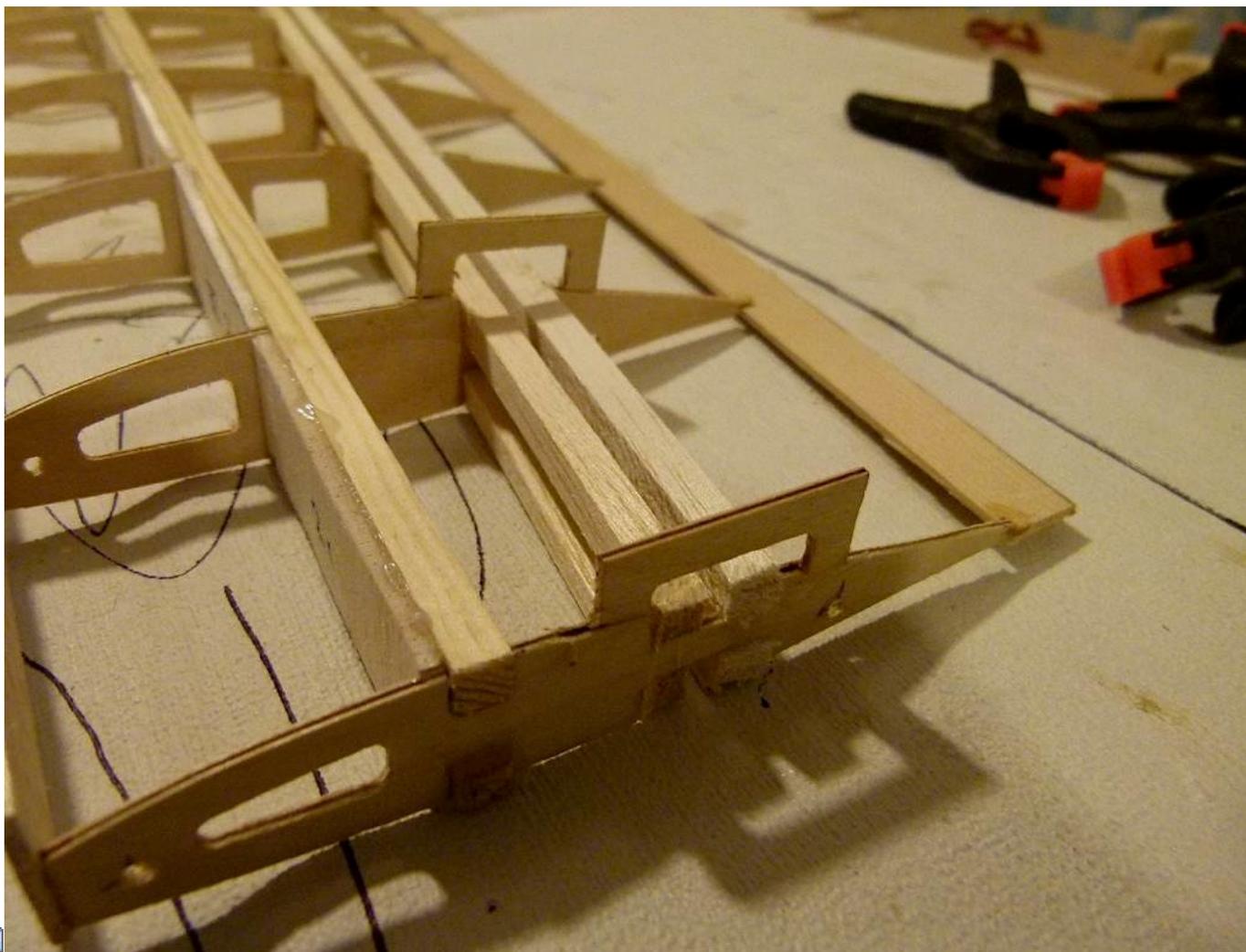
I've lead a sheltered life, so can you explain how the jigging tabs on the ribs work? I can see how they might hold the wing straight when you add the top sheeting, but wot happens when you add the bottom...?

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **14. Jun 2012 at 18:05**

Hi Chris, just noticed your question, the 'tabs' are actually on top of the ribs and are purely there to keep the aileron part of the wing ribs attached to the main part of the rib. They actually only run for the length of the aileron.

It was Peter's idea because the wing for the Racek was so complicated it was a useful way of keeping things altogether. Now that I've fitted the secondary spars I can remove them.



Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **14. Jun 2012 at 18:08**

---

Couldn't resist a trial fit before gluing the brass boxes into place.

---



Title: **Re: Slingsby Swallow**

Post by **chris williams** on **14. Jun 2012 at 20:10**

---

Looking good Steve, but when did it stop raining?

Title: **Re: Slingsby Swallow**

Post by **Allan Boyles** on **15. Jun 2012 at 15:35**

---

That looks really good Steve ;)

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **15. Jun 2012 at 18:33**

---

but when did it stop raining?

It stopped raining for 7.5 seconds a couple of days ago Chris ;D

Title: **Re: Slingsby Swallow**

Post by **Cliff Evans** on **24. Jun 2012 at 09:05**

---

Laser machine now up and running!

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **25. Jun 2012 at 19:34**

---

OK time for a couple more photos :-/

Just planked the nose area ready for a spot of filler and a good rub down.

Also a pair of wings with leading edges complete and top and bottom sheeting.

Third shot is sheeted ailerons ready to be cut off ;)

---







Title: **Re: Slingsby Swallow**

Post by **Allan Boyles** on **26. Jun 2012 at 16:42**

---

Coming along nicely Steve well done ;)

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **08. Jul 2012 at 12:57**

Thanks Allan,

Well ailerons now cut off, incidence tubes fitted just need to make a couple of air brakes before I can complete the wings.

Knocked up a make shift canopy frame with a few dials (with apologies to all the purists out there).

Also did some filling and sanding to the nose area.



 aileron\_removed.JPG (Attachment deleted)





Title: **Re: Slingsby Swallow**  
Post by **chris williams** on **08. Jul 2012 at 15:09**

*just need to make a couple of air brakes*

Hah! :D :D :D :D :D :D :D :D :D :D

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **08. Jul 2012 at 15:48**

---

I know.....I know..... :( :( :(

Title: **Re: Slingsby Swallow**  
Post by **Noël Rumers** on **09. Jul 2012 at 21:23**

---

Hi Steve,  
If CW can make them, you can do it too!!! You follow the master... ;)  
grts Italy with hot dry weather this evening and 28°C...  
Noël

Title: **Re: Slingsby Swallow**  
Post by **Chris Wynn** on **10. Jul 2012 at 11:40**

---

*Noël Rumers wrote on 09. Jul 2012 at 21:23:*

Hi Steve,  
If CW can make them, you can do it too!!! You follow the master... ;)  
grts Italy with hot dry weather this evening and 28°C...  
Noël

Noel, sorry but I don't understand this word '**dry**' ;)  
Chris.

Title: **Re: Slingsby Swallow**

Post by **Steve Fraquet** on **16. Jul 2012 at 19:16**

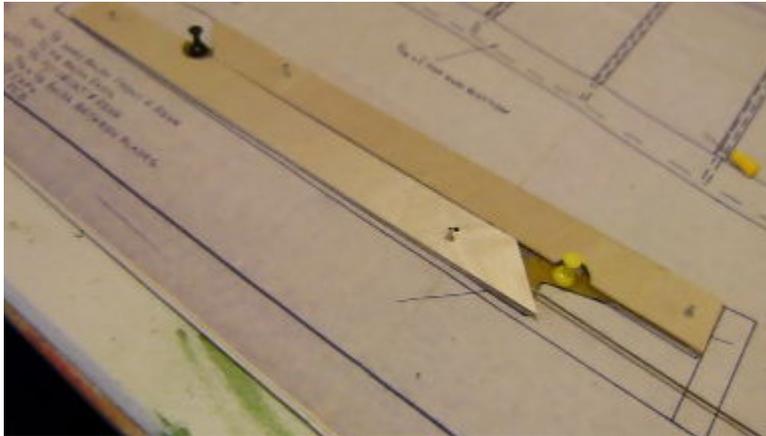
---

Thanks for the encouragement Noel , I've made a start.

Check out the video, I'm not sure if I'm doing it right but..... ;)

<http://www.youtube.com/watch?v=IVEAORwGHjM&feature=plcp>

---



Title: **Re: Slingsby Swallow**  
Post by **B Sharp** on **17. Jul 2012 at 21:01**

---

I tried this Steve and failed miserably. My attempt for the dart now resides in the bin. It opened all right, but would it close? Not a chance. Well done!  
Brian. :-/

Title: **Re: Slingsby Swallow**  
Post by **andyw** on **21. Jul 2012 at 16:45**

---

you seem to have the correct bits... ;D Just get the zap out and "presto".....job done!!

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **22. Jul 2012 at 11:50**

---

OK now they are in there little boxes and ready to fit in the wings. Andy talking of 'zap' here is a tip for all you would be air brake makers out there.....never.....never.....never put super glue any where near them. I had a tiny piece of ply flapping about on one of the blades so I thought I'd just put a dab of Cyano on it and clamp it together for a few minutes. Arrrrrrrrrgh! :( Unbeknown to me some of the fluid had run down one of the arms.  
Fortunately I had'nt glued the box together so I was able to take it apart again, free up the offending actuator arm and all was well Phew!!! :)

---





Title: **Re: Slingsby Swallow**  
Post by **stephen spittle** on **24. Jul 2012 at 09:26**

---

I also did the same thing when building my Ka8, did a great job on the flaps then added a touch of zap, they never worked smooth again.

Title: **Re: Slingsby Swallow**

Post by **Graham Stanley** on **24. Jul 2012 at 09:56**

---

Cyno can creep to the most unexpected of places, but sometimes it's by far the best glue for the job because it does penetrate.

I put a drop of grease or oil on moving parts before going near them with cyno. That lets me use cyno on hinges without too much worry.

Another snag with cyno is its brittleness. Be wary of using it for structural joints where flexing might occur. I repaired someone else's glider a few weeks ago, where lots of the joints had sprung after a minor cartwheel during an aborted aerotow launch. Luckily Solartex was holding it all together. Old fashioned PVA tends to stay more flexible in those situations.

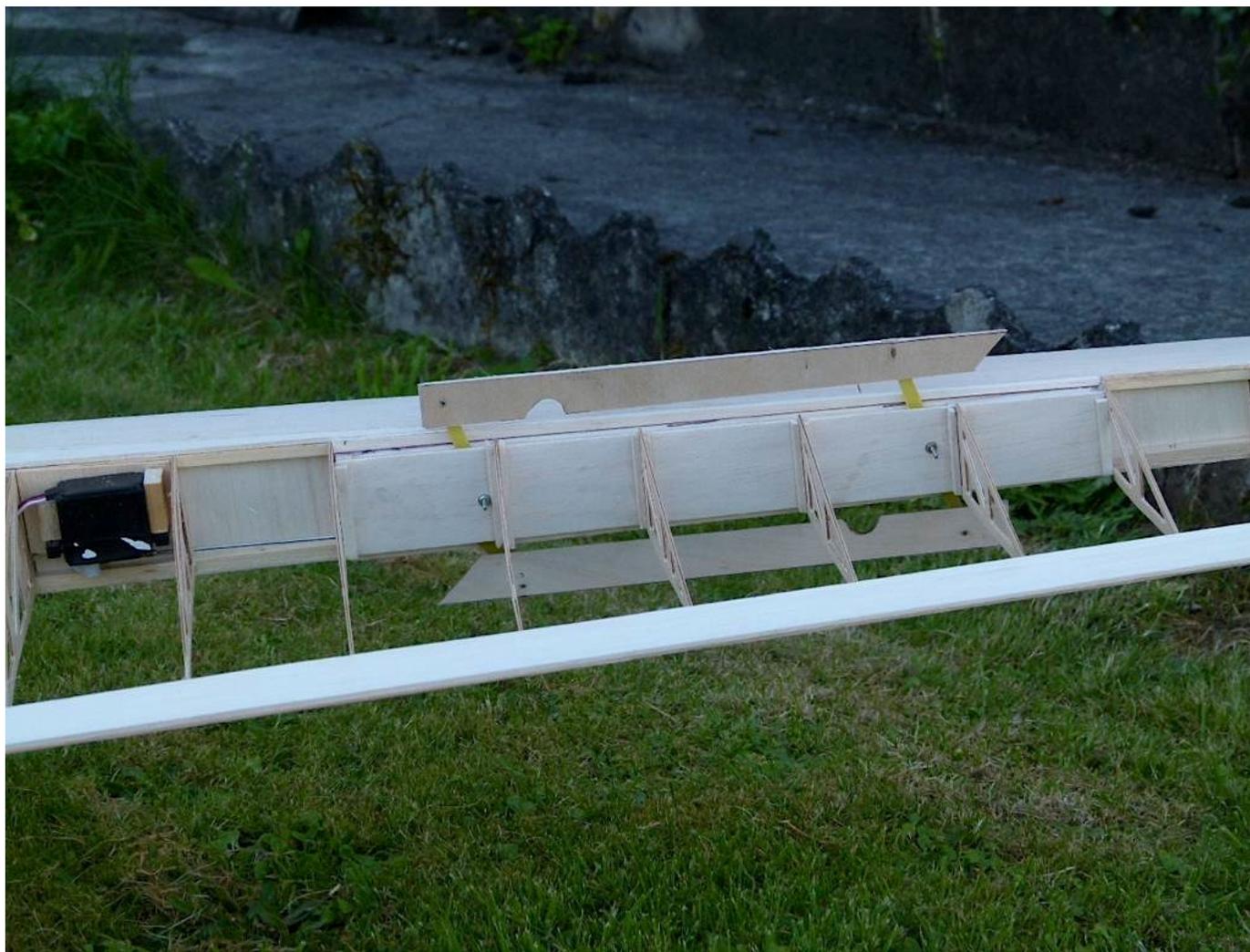
Graham

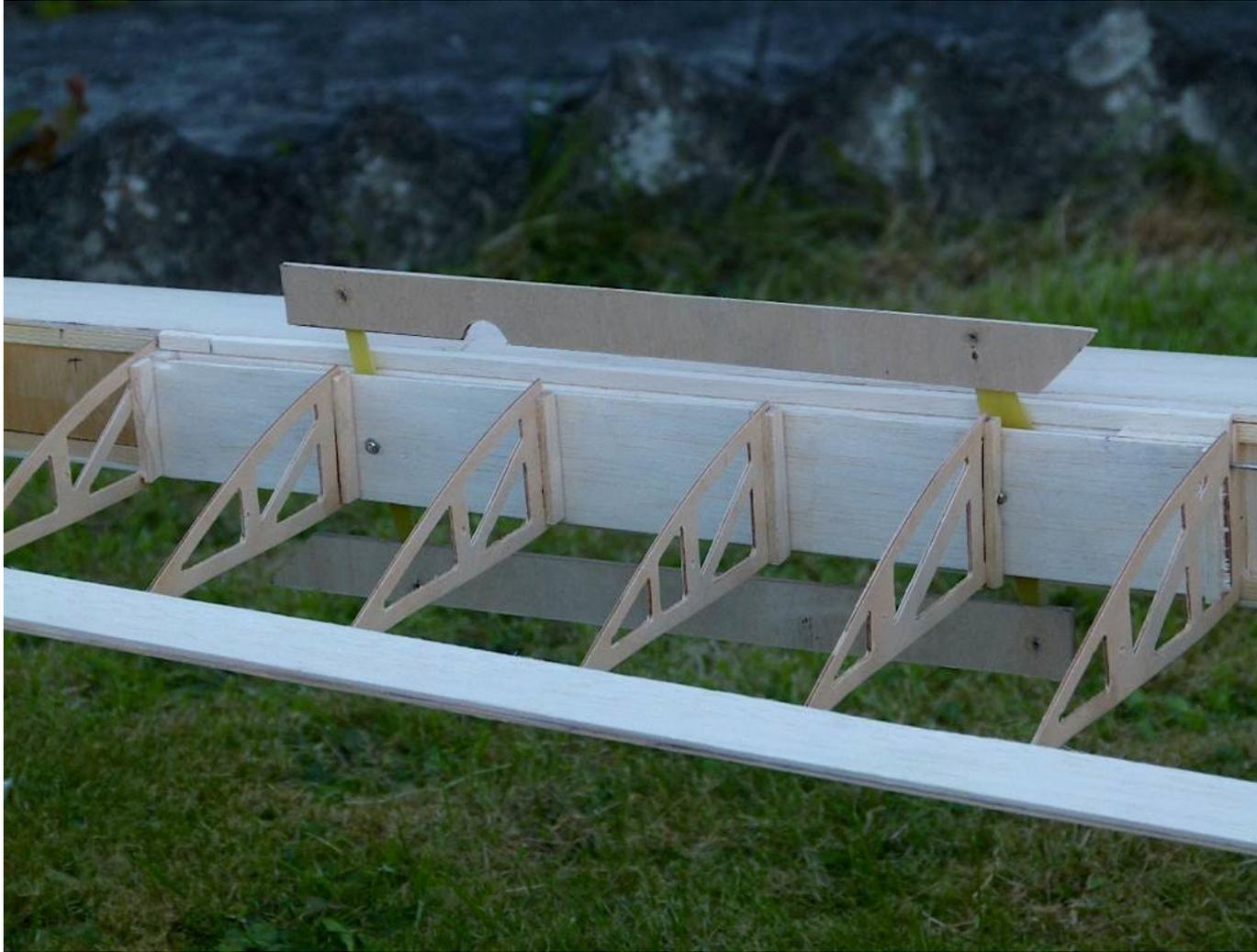
Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **24. Jul 2012 at 20:29**

---

Thanks for the tips Graham.....  
Air brakes now installed and working correctly (that's a bonus).  
Next job, all capping etc :-/

---





Title: **Re: Slingsby Swallow**  
Post by **Chris Wynn** on **24. Jul 2012 at 20:40**

Ready for Sunday Steve? ;D  
Backstrom Boy.

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **04. Aug 2012 at 17:40**

---

Capping etc complete now for a good rub down and then onto the covering ::)

---







Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **05. Aug 2012 at 07:20**

That looks brilliant Steve well done

Title: **Re: Slingsby Swallow**  
Post by **B Sharp** on **05. Aug 2012 at 11:27**

---

Thats starting to look the part Steve - Well Done. By the way - your grass looks as if it need a little attention.  
Brian. :)

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **05. Aug 2012 at 15:24**

---

Grass!!!! I don't have time to sort out grass Brian :) too many models to build/repair. :-/

Title: **Re: Slingsby Swallow**  
Post by **Chris Jesshope** on **05. Aug 2012 at 16:08**

---

looks well cared for Steve... I just came back from 5 weeks away and mine is up to my knees!!

Title: **Re: Slingsby Swallow**  
Post by **Allan Boyles** on **02. Sep 2012 at 17:27**

---

Why are we waiting oh why are we waiting you all know the tune

Title: **Re: Slingsby Swallow**  
Post by **Chris Wynn** on **02. Sep 2012 at 17:31**

---

*Steve Fraquet wrote on 04. Aug 2012 at 17:40:*

Capping etc complete now for a good rub down and then onto the covering :)

Why do you need a good rub down Steve, did you work up a sweat?  
CW2 ;D

Title: **Re: Slingsby Swallow**  
Post by **Peter Chaffe** on **06. Sep 2012 at 20:33**

---

Glider looks nice Steve!  
Must drop around to take a look soon!

Peter.

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **27. Sep 2012 at 18:01**

---

Since it's maiden flight in Clwyd north Wales I've added a bit of colour to brighten it up. I didn't go for the red,white & blue scheme as I previously thought I would as I didn't like the blue ailerons :-/ I know I'm being picky ;D  
Just waiting for the registration letters on the rudder/fin

---



Title: **Re: Slingsby Swallow**  
Post by **B Sharp** on **27. Sep 2012 at 18:08**

---

Glad to see you have got a bit of colour on it Steve as it was looking a bit insipid in Wales. By the way, you still haven't cut your grass. Now you have finished the Swallow there is no excuses for not getting out the lawn mower.  
Brian. :)

Title: **Re: Slingsby Swallow**  
Post by **Steve Fraquet** on **27. Sep 2012 at 18:12**

---

Too wet Brian ;D ;D ;D also the lawn has been covered in slates and battens for the roof so it needs to spring back into life before I cut it. (At least that's what I told the wife ::)

Title: **Re: Slingsby Swallow**  
Post by **chris williams** on **27. Sep 2012 at 20:27**

---

Very purty, Steve...

Title: **Re: Slingsby Swallow**  
Post by **CaIT** on **26. Dec 2012 at 18:31**

---

Well done, a great looking model. I remember when that was published and instantly wanted one.

I found this on youtube: [http://www.youtube.com/watch?v=-k41z\\_ujop4](http://www.youtube.com/watch?v=-k41z_ujop4)

An interesting watch.  
Callum

Title: **Re: Slingsby Swallow**  
Post by **Chris Gordon** on **26. Dec 2012 at 20:38**

---

Great fun Callum - thanks!  
:)

Title: **Re: Slingsby Swallow**  
Post by **Chris Wynn** on **28. Dec 2012 at 15:58**

---

*CaIT wrote on 26. Dec 2012 at 18:31:*

Well done, a great looking model. I remember when that was published and instantly wanted one.

I found this on youtube: [http://www.youtube.com/watch?v=-k41z\\_ujop4](http://www.youtube.com/watch?v=-k41z_ujop4)

Callum

Great Callum, well found, and the music was written by a friend of mine too according to the credits; he has a great voice too.  
Chris. :)

Title: **Re: Slingsby Swallow**

Post by **alancooke** on **01. Jan 2013 at 23:17**

---

i am new to the building side of thing and would like to know is it main;y all balsa wood ur using and for like the wings is it the standard 1 meter lenghts glued together or do u get bits in the lenght u need AS IF I WAS TO BUILD ONE THE SAME SCALE AS URS COULD I USED THE 1 METER LENGHTS OR WOULD I NEED SPECIAL LONG LENGHTS THANKS