

Message started by MikeA on 02. Dec 2010 at 19:41

Title: **Another Skylark 4!**

Post by **MikeA** on **02. Dec 2010 at 19:41**

Chaps

I've finally got the beast underway. Quite a big learning curve so far in that I've been tweaking it to be a bit more scale in appearance and this is the largest balsa model I've ever attempted. Thanks to CW for answering my silly questions so far ;)

Completed fin, rudder and stab plus the fuselage taking shape. I've gone for the 'horizontal jig' which seems to work so far.

I've not used most of the Belair cut formers as I've changed them a bit plus they were of ply anyway. Lesson learned reference laser cutting off a non-CAD drawn plan is that if there are slight wiggles on the plan you get a laser cut part with slight wiggles as well!









Title: **Re: Another Skylark 4!**

Post by **Steve Fraquet** on **02. Dec 2010 at 21:08**

That's coming along a treat Mike, looks really nice, keep up the good work. ;)

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **03. Dec 2010 at 16:59**

Thanks for the encouragement Steve ;D

Not much progress today as I'm in the simulator for a few days this week. Having made F1 smaller in circumference I'm now going to make it thicker to give the planking something more to adhere to. There's quite a curve going on at the front.

Mike

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **21. Dec 2010 at 16:51**

More progress on the fuselage with the planking coming on very slowly. Seasonal model building time limited now due to snow/work/guests but happy with the overall look so far. Just thinking that should I be putting some glassfibre tape inside by now? CW: at what stage did you install the tow release?

Looking forward to some car filler from Santa - and new curtains before this is pointed out by the twin-eyed fluffy one ;D Happy Christmas!

Mike





Title: **Re: Another Skylark 4!**

Post by **chris williams** on **21. Dec 2010 at 18:55**

Mike, before removing the formers, a small amount of wing/glass cloth and resin to bind the planking together. This excerpt from my construction cd should tell the story...

When the nose is completed, I drill out through the filler/ply, insert a suitably sized brass tube into which the cam-in-a-tube release is fitted. I think Sid has modified the prototype with an MPX unit.



Fuselage reaches final shape...



Title: **Re: Another Skylark 4!**
Post by **Allan Boyles** on **22. Dec 2010 at 16:08**

Come on Martin we're waiting ;D

Title: **Re: Another Skylark 4!**

Post by **mark70** on **22. Dec 2010 at 20:04**

Chris I wondered how you put the release in and kept the strength in the nose by drilling it later. I should have thought of using the tube as when I did mine I also used a brass tube and a Multiplex release. However I fixed it in at the stage Mike is at now and used the nose formers as a guide to where the release needs to be. The Multiplex release is glued in with Hysol with the tube going back passed the first former -looks to have worked well.

By the way what servos would you recommend for the ailerons?

I have just finished the ply sheeting on the rear of the fuz and am planning to start the wing in the New Year.

Title: **Re: Another Skylark 4!**

Post by **chris williams** on **22. Dec 2010 at 20:19**

Mark, the MPX release can be a little fiddly to hook up: are you sure you have good access to it...?

Standard JR 591's will be fine for all the controls...

Title: **Re: Another Skylark 4!**

Post by **Barry_Cole** on **22. Dec 2010 at 20:51**

think Sid has modified the prototype with an MPX unit. (Photo, Sid?)

Photo of Sid as requested.



Title: **Re: Another Skylark 4!**

Post by **mark70** on **22. Dec 2010 at 22:15**

Chris

Thanks for the servo advise I know what to use now.

The multiplex release is at the tip of the nose if that makes sense rather than inboard so hooking up will be no problem. The brass tube should be strong enough to take the forces of the tow as its

and soon warms up but at minus 11 earlier this week I decided to wait until after Christmas before venturing down there again and builds some depron shockies in the house!

Title: **Re: Another Skylark 4!**
Post by **MikeA** on **23. Dec 2010 at 10:19**

Thanks for the advice Chaps and Hi to mark70 as a fellow Skylarker. I think the wings are going to be an interesting and emotional experience....

Nice photo of Sid by the way ;D

Mike

Title: **Re: Another Skylark 4!**
Post by **Allan Boyles** on **23. Dec 2010 at 20:00**

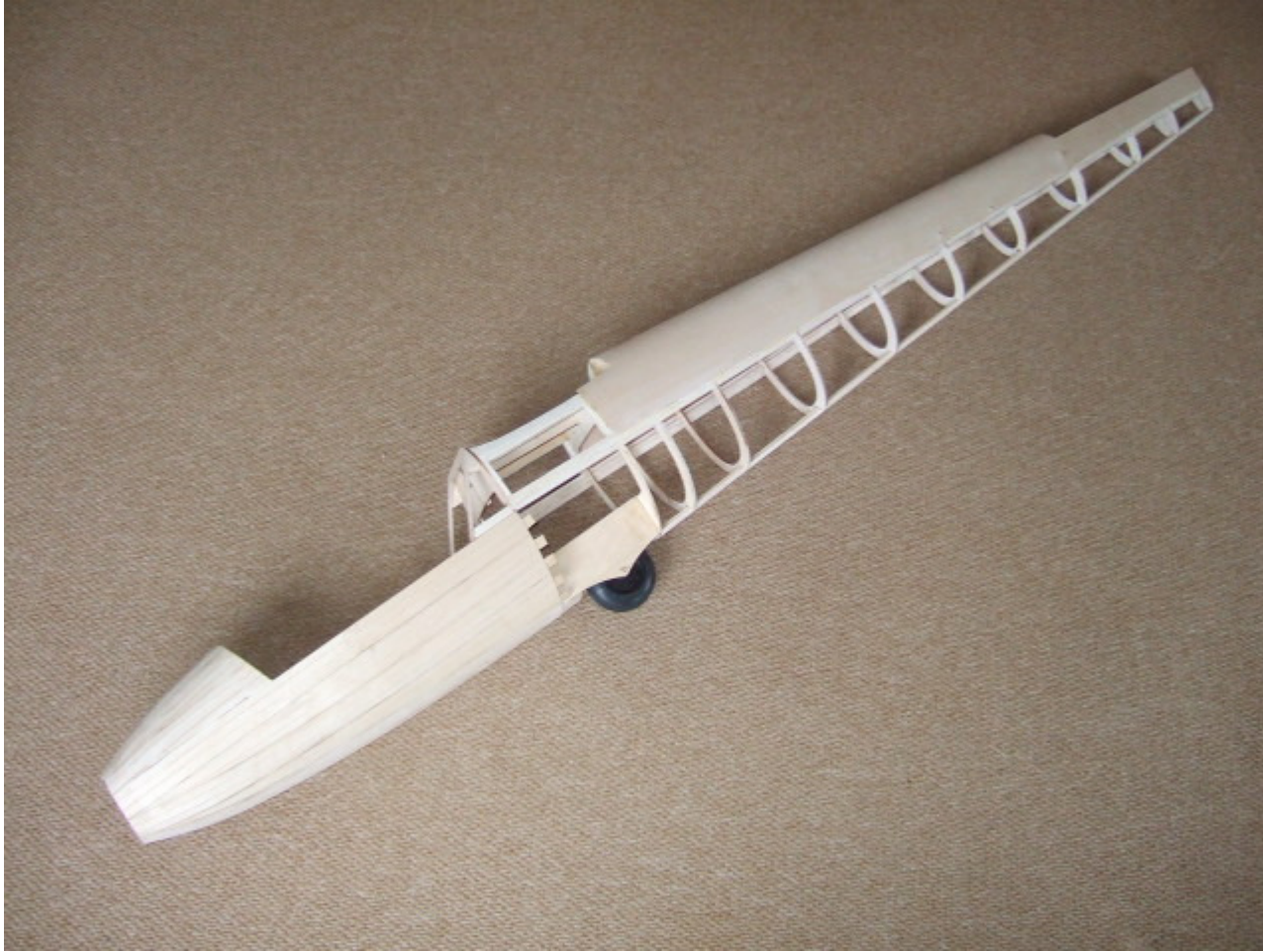
Well worth the wait [smiley=thumbsup.gif]

Title: **Re: Another Skylark 4!**
Post by **MikeA** on **17. Jan 2011 at 16:27**

My 'lark is continuing to rise at a non-hyperactive rate and progressing nicely.

The first photo is of the first 'put bits together and ;D' moment. I was rather dreading doing the rear deck as I expected a large 'crack' at sometime during the gluing, but thanks to CW's CD of instructions it was indeed a doddle. Just glassing the inside of the cockpit and then will start sanding and filling the outer and thinking about the R/C installation.

Top fun!







Title: **Re: Another Skylark 4!**
Post by **Bernie** on 17. Jan 2011 at 18:04

Note for Chris

where can i get your construction CD and would it help with the Petrel

Bernie

Title: **Re: Another Skylark 4!**

Post by **chris williams** on **17. Jan 2011 at 21:17**

Nice work, Mike...don't get any dust on the carpet :)

Bernie, the Minimoa construction process is more related to the Petrel than the Skylark. You can download the original magazine article for the Petrel here:

<http://www.rcgroups.com/forums/showthread.php?t=634369&highlight=petrel+plan&page=4>

If you want a cd: c_williams30@sky.com

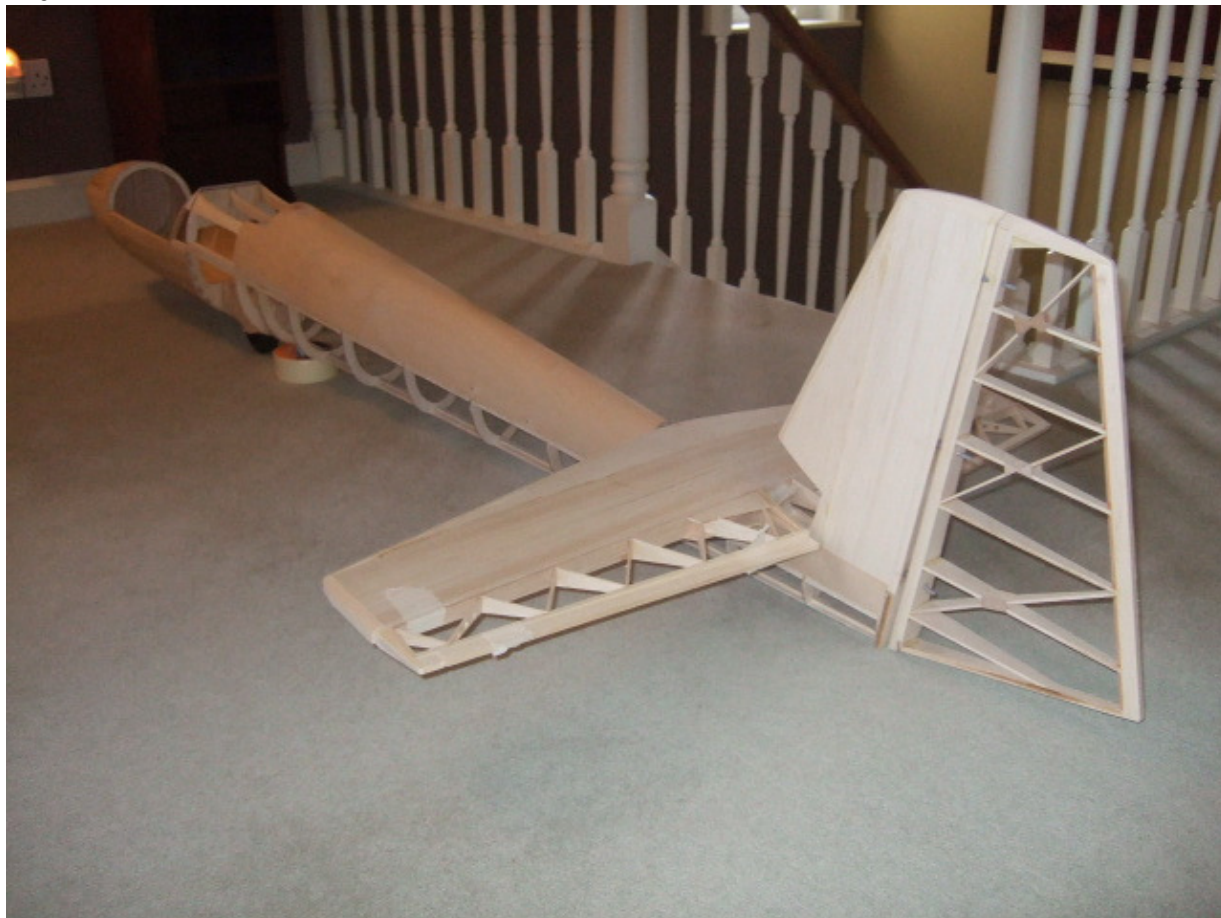
Title: **Re: Another Skylark 4!**

Post by **MikeA** on **23. Feb 2011 at 10:23**

Progress is slow but coming on well. A bit more scale detail here and there as well, such as the wheel mounts. The elevator slider seems to be fine; I've mounted a carbon pushrod down the middle, supported in a few places to try and keep the weight down at the rear. After high fiving myself about the top skinning I thought the lower half would be the same...er, no. Words used rhymed with clucking bell. So how do you bend plywood properly chaps?

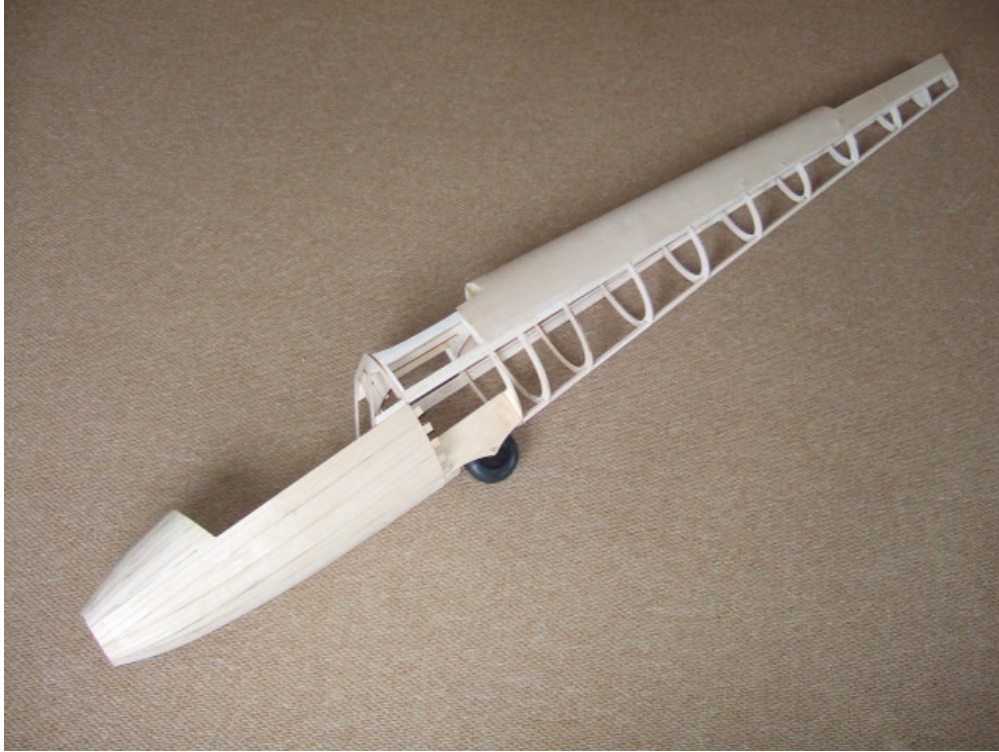
Took a day to get the fin fairing right with lots of P38 filler, however I've just noticed the back end isn't very scale so more work to do there. Next job is to sand the nose to shape then make the canopy plug (I have the CW one but I fancy making my own). Lots of useful advice here on the Retroplane forum and some staggering building skills on show as well.

Mike









Title: **Re: Another Skylark 4!**

Post by **MikeA** on **23. Feb 2011 at 10:27**

..and one more photo. Chris, this is my display carpet! Stepson moved out recently revealing new carpet minus floordrobe!



Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 12:33**

Tidy work Mike. Wish I built like that.

Tie-wraps for fuselage skinning. Brilliant! I'll snaffle that idea thanks! :)

Rog

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 12:37**

I have many Skylark 4 photos ...stuffed into the pockets of my spotter's anorak.

Here's one of the canopy which may interest...

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **23. Feb 2011 at 16:23**

Thanks Roger, that's a good photo indeed, any chance of a bigger one? The bend in the skid makes it look like there are some odd curves going on at the front, but as the front end was glassfibre it must have been pretty normal.

My 'lark will be based on no.266 which my Dad owned many years ago, cream fuselage and red stab and wings.

..now where's that surform?

Title: **Re: Another Skylark 4!**

Post by **flyingseale** on **23. Feb 2011 at 18:49**

MikeA wrote on 23. Feb 2011 at 10:27:

floordrobe!

I like it...anyone in possession of a teenager will recognise this phrase.

Mike

Title: **Re: Another Skylark 4!**

Post by **Steve Fraquet** on **23. Feb 2011 at 18:59**

that's a good photo indeed, any chance of a bigger one? Mike if you click on the photo it will fill your computer screen.....as is the case with most of the photos uploaded here. ;)

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:37**

Here's another photo Mike.

If there's any specific areas you need covering I'll check my anorak. Or pop up and photo my mate's Skylark 4 that he picked up for £1,500, lucky blighter. It was sold in Scotland to the first person who could get up there with a trailer!

Rog

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:44**

And another... mmm, they're rather nice these Skylark 4's, aren't they...



Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:45**

Yes, very nice indeed....

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:46**

very very very nice indeed...

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:46**

very very etc...



Title: **Re: Another Skylark 4!**
Post by **Jolly Roger Brown** on **23. Feb 2011 at 19:48**

Nice rear too.



Title: **Re: Another Skylark 4!**

Post by **MikeA** on **23. Feb 2011 at 20:44**

Thanks for the kind words chaps and thanks Roger for those photos - extremely useful indeed. That's a really nice colour scheme and what a bargain!

Mike

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **20. Mar 2011 at 12:24**

Slow progress but the cockpit fit is coming on.. Lined the cockpit in 1/32 ply and the back rest bar is spring adjusted - pretty sad eh?



Title: **Re: Another Skylark 4!**
Post by **MikeA** on **18. Oct 2011 at 09:08**

Sorry this is taking sooo long, however, trees have been felled and the wings are just about to be started :o.

A quick question reference the laying up of the main spar. Where do you put the spruce length joins in the big ply sandwich?

Title: **Re: Another Skylark 4!**
Post by **Jolly Roger Brown** on **18. Oct 2011 at 14:39**

Nice to hear of progress Mike. Sorry I can't answer your question - that's one for CW?

One quick query though, are the spar caps laid flat or on edge? The conventional flat arrangement gives much greater bending strength, but I recall CW laid them vertically for a while for ease of building I think. I'll wait for the man himself to chip in. :)

Rog
P.S. Mike - need any more photos of t' fullsize and I'll see what I can do. ;)

Title: **Re: Another Skylark 4!**
Post by **CRASHman** on **18. Oct 2011 at 17:29**

Mike,


I guess it depends on what lengths of spruce you can get hold of, I was lucky to find some 6' lengths of 6 x 9mm at a model show so was able to spread the joins out. If you stick to the plan and use 6 x 18mm sections I bet getting them to bend at the centre section will be hard work.


Colin


Title: **Re: Another Skylark 4!**
Post by **chris williams** on **18. Oct 2011 at 19:45**


Mike, back in the day I was able to buy 8' lengths of Ramin from local timber yard for the spars. Since then the quality of the stuff has deteriorated markedly to the point I no longer use it. I came up with a much better way of doing the centre section some years later when I made a 3-piece wing for my 3rd scale Dart 17. (Sacrilege!). This involves the Wookie Spar and consists of a properly engineered I-beam, with 1.5mm ply in the middle and 12 x 6mm spars either side. In the event I think this was probably overkill and 6 x 6 spars would have been sufficient. If you're happy with some modificaterating this would be a better way to do it. As you can see, the recesses either side of the ply make for easy fitting of the ribs. I reinforced the joins with some fine piano wire, more overkill, probably. As with any spar joins, they need to be staggered so that they don't occur at the same point on the wing...

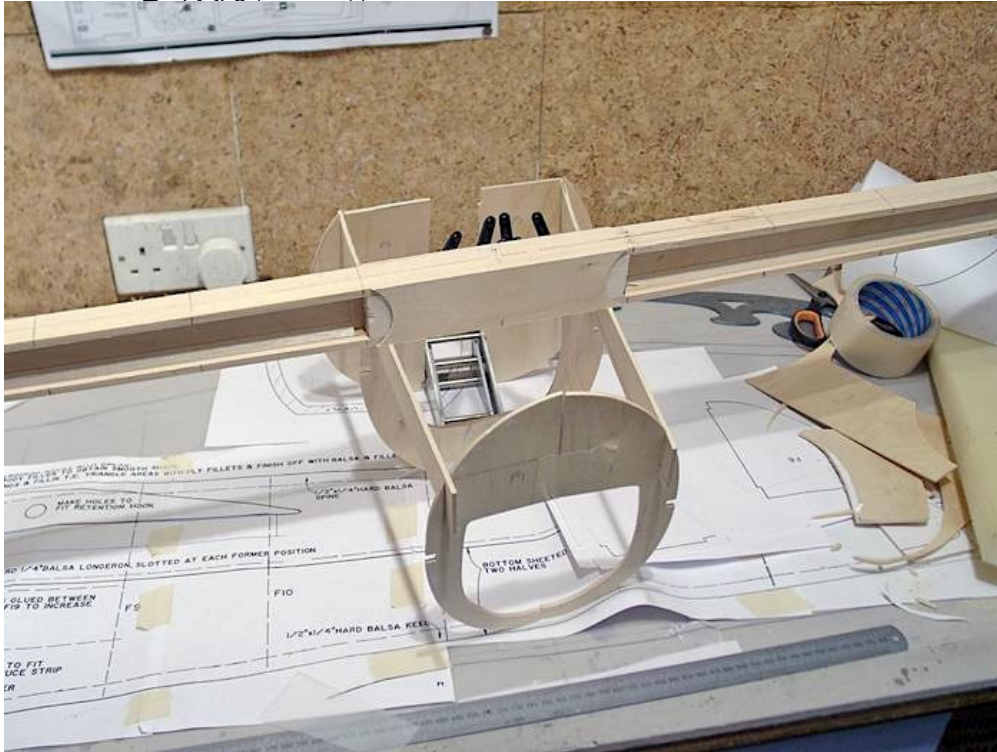
To answer Rog's question, I still use vertically oriented spars for my gull-wing projects, as this greatly simplifies the join at the gull break :)

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 03230003.JPG (Attachment deleted)

 05260008.JPG (Attachment deleted)

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Title: **Re: Another Skylark 4!**

Post by **Chris Wynn** on **18. Oct 2011 at 20:00**

I have read, (but stress never tried), that if joint splices are made with a 9:1 ratio that the joint should be as strong as if it was a single piece of wood. This came from a woodworking book so I hope they know what they're talking about. I believe that this is also the standard for full size repair splices too.

Chris.

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **19. Oct 2011 at 10:20**

Ahhh, cue sounds of pennies dropping... Thanks Obi Wan for your words and pictures of wisdom. I'm now looking forward to a few hours of splicing the main brace at 9:1 and wiring the I-beam (surely that should be 'iBeam' these days)..

Onwards and upwards..

P.S How come most things of an inherent practical nature can be traced back to the Wookiee?

Title: **Re: Another Skylark 4!**

Post by **Barry_Cole** on **19. Oct 2011 at 19:42**

P.S How come most things of an inherent practical nature can be traced back to the Wookiee?

Because the Wookiee is inherently practical.

In fairness Sideways Sid came up with the idea.
I really must finish that thing some time.

::) 8-) ::) 8-)

BC

Title: **Re: Another Skylark 4!**

Post by **Antonia** on **19. Oct 2011 at 23:55**

Hi Folks,

Just to throw my four-penny worth in on the aviation woodworking data from the full size world. The scarf ratio for solid load bearing items (spars, longerons, rib caps, etc.) is 15:1 minimum, this allows the stressing calculations to consider the fabricated item to be as strong as a single piece of wood.

For the joining of ply the scarf angle is 12:1 for both low strength (gaboony) and high strength (Birch) again this gives the ply sheet "as strong as a single piece of ply" status

These joints are not that difficult to achieve in practice, with high speed abrasives, I find a 90 deg. die grinder with 25 & 50mm Roloc discs the best method, really good woodworkers would use planes and chisels, but I'm not that good ;D

Back to the skylark, it looks really good, excellent workmanship, takes me back to my early days of my full size gliding when I flew skylarks. Look forward to more progress post, and seeing it for real.

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **20. Oct 2011 at 19:16**

Blimey, the odds on a successful spar have gone from 12:1 to 15:1, and what's this about grinding with Rolocs?.. :o

Thanks for the advice Antonia, I'll get stuck in.. ;D

Title: **Re: Another Skylark 4!**

Post by **Chris Wynn** on **20. Oct 2011 at 20:36**

Grinding ones Rolocs sounds distinctly painful to me!

C :o

Title: **Re: Another Skylark 4!**

Post by **Antonia** on **21. Oct 2011 at 12:50**

Since I don't have any Rolocs I never had any problems ;D

But you guys be careful out there :D I don't want you coming up to me blaming me for damaged or missing Rolocs !

Title: **Re: Another Skylark 4!**

Post by **GeeW** on **21. Oct 2011 at 18:26**

It will be an awkward one to explain down at A & E, "as to exactly why did you carry out the orders of some woman you only talk to on-line and sand your Rolocs?"

"And just to be absolutely clear on this-----

You did it for fun?"

Anyway scarfing ply is easy peasy 'cause all the laminations in it help you get it right.

Title: **Re: Another Skylark 4!**

Post by **Barry_Cole** on **22. Oct 2011 at 17:51**

I find a 90 deg. die grinder with 25 & 50mm Roloc discs the best method

I know this is going to ruin the joke, but I for one, have no idea what you are talking about. Please explain, I might want one and Christmas is coming.

8-) 8-) 8-) 8-)

BC.

Title: **Re: Another Skylark 4!**

Post by **Antonia** on **22. Oct 2011 at 22:18**

I was enjoying the banter, nice to have a bit of a laugh now winter is racing up at us with little flying to be had. But since you asked so nicely, below is the die grinder, and the Roloc Grinding discs.

With the grinding wheel being at 90 deg from the handhold it is easy to use the toe of the grinding disc to create flat scarfs. As well as being great for woodworking the different diameters of the discs make it easy to grind the scarfs required to repair Glass and Carbon airframes as well, gosh I'm getting boring now ;D sorry...





Title: **Re: Another Skylark 4!**

Post by **Richard A** on **22. Oct 2011 at 22:38**

I was going to keep out of this but..... If you use a halving joint in the spar flange the strength of the spar will be seriously compromised even if the joints are staggered. Transverse pins do nothing to help this. The only reason the spar is seen to "work" is that the spar is over strength at the joint position for the load it has to carry. So better use unjointed flange material or make them up using a number of laminations where any joints are staggered and the loss of strength from one lamination doesn't lead to problems. We have been here before in the not too distant past.

Richard.

Title: **Re: Another Skylark 4!**

Post by **chris williams** on **22. Oct 2011 at 23:08**

Richard, to use un-jointed spars in our context means using 8' lengths of Ramin, as Spruce is unavailable in anything longer than 4'. This led to wing failure in the prototype Skylark, hence the rather over-specified spar dimensions in the plan. In an ideal world our models would be stress calculated so that all the critical components would be as light as possible. In the real world we over-specify to be safe, thus so far all my spar joints (about 80 of 'em at about 7:1 ratio) have proved OK. It's maybe worth remembering that in a world where old-fashioned building has come partly back to fashion thanks to the laser-cutting of parts, that unnecessary complication may just put would-be builders off...

Title: **Re: Another Skylark 4!**
Post by **mark70** on **23. Oct 2011 at 11:30**

Guys

SLEC will cut spars to length. No problem getting them for my Skylark 4, no joints needed

Title: **Re: Another Skylark 4!**
Post by **Richard A** on **24. Oct 2011 at 19:14**

Aircraft quality spruce can also be obtained to length from full size suppliers. May have to be collected in our smaller sizes though.
Did SLEC post by the way Mark? Richard.

Title: **Re: Another Skylark 4!**
Post by **mark70** on **24. Oct 2011 at 20:27**

Richard

Yes SLEC send by post and if over £100 free. Does not take much to get to that these days.

I have orders delivered to work which really helps.

Title: **Re: Another Skylark 4!**
Post by **Richard A** on **24. Oct 2011 at 23:28**

Thanks Mark. Richard.

Title: **Re: Another Skylark 4!**

Post by **MikeA** on 14. Nov 2011 at 19:15

Whilst waiting for my custom sawn spruce from Mr SLEC (hurry up please) I've managed to knock up the instrument panel. I've just got to make the re-caging and pressure setting knob for the HSI and altimeter. There's also an aluminium bottom panel with the tow release etc to come..

Ingredients were: Some of Axel's fine instruments, 2mm ply, pink plumbing washers (fantastic sizes for 1:3.5), fiddly 2mm screws with the threads cut off, recessed into the ply fascia (saddo), photo paper for the altimeter and matt black RC car spray (top stuff). Well chuffed but at this rate the build will take years :o



Title: **Great thread!**

Post by **MattyB** on 07. Dec 2011 at 17:50

Wow, what a great thread :). We in the ISA (just down the road from you Mike!) are about to embark on a mass build of Slingsby Skylark 2s, so your pictures are going to be very useful!

Keep up the good work,
Matt

Title: **Re: Another Skylark 4!**

Post by **Paul-williams** on **08. Dec 2011 at 17:31**

Love the panel, really captures that full size feel and takes me right back to flying a Skylark 3.

It also made me raise the question about panels for pre-war sailplanes when were Phillips / cross headed screw heads introduced - anyone got any idea ?
Paul

Title: **Re: Another Skylark 4!**

Post by **Jolly Roger Brown** on **08. Dec 2011 at 18:48**

Paul_Williams wrote on 08. Dec 2011 at 17:31:

Love the panel, really captures that full size feel and takes me right back to flying a Skylark 3.

It also made me raise the question about panels for pre-war sailplanes when were Phillips / cross headed screw heads introduced - anyone got any idea ?
Paul

1936 in the car industry - probably followed quite quickly into aircraft.

Rog
:)

<http://en.wikipedia.org/wiki/Screwdriver>

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **08. Dec 2011 at 19:38**

Evening all


Thanks for all your support/chivvy-ing along emails etc. I know it's hard to believe this but I've committed glue to balsa and begun the wings!

My only gripe so far is that once again, the parts have been cut beautifully to the plan but the plan is in need of a CAD overhaul so that things like the spar thickness and the rib thickness are the same and not a couple of mill bigger >:(. I know it's only a couple of mill but there are a lot of ribs... It might be interesting building the outer panels and fitting them to the centre section as my room is not that long.. ooer!

Next event is to get some top sheeting done and to start making the scale airbrakes. Easy to write that but I suspect rather tricky to achieve. I've got some piccies from one of CW's builds for guidance :) The plan is to have the single servo in the centre of the wing to drive them both. This gives a good excuse to keep the centre access panel true to scale.

A friend of mine gave me a lump of Oak for my wing securing jobbers to go through - how English is that eh?

Onwards and upwards!

 DSCF7386.JPG (109 KB |)



Title: **Re: Another Skylark 4!**

Post by **CRAshman** on **08. Dec 2011 at 22:12**

Mike,

You may hit the same snag with the outer panels, spar material shown as 1/4", cutout in ribs 5mm.

My solution was to put the spar material though a thicknesser to make it match the ribs, I couldn't face recutting all those spar slots.

Its been Ok to date although the outer panels do seem to flex in turbulence - just off to touch some wood :D

Colin

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **07. Feb 2012 at 11:28**

Well the slowest build in history continues at the slowest pace in history. I guess I'm suffering from the equivalent of writers block - modellers malaise. I have however been spurred on by reading CW's article and perhaps I should adopt the "as long as it looks shiney, all will be well" philosophy.

The centre section has had me scratching my head for weeks in that I wanted to have a pretty secure method of attaching the wings. I've finally settled on the system you see below which should be fine. The centre section hatch will be slightly non-scale i.e. wider to accommodate the bolts but this gives a wider hold-down footprint. The dowels at the back may present incidence issues if the rear holes are cocked up but that's another day's problem. Now to sheet the front top section before attacking the spoilers :'(



Title: **Re: Another Skylark 4!**

Post by **Barry_Cole** on **07. Feb 2012 at 14:56**

Mike, compaired to me you are going at Mach 1 plus some.

>:(>:(>:(>:(

BC

Title: **Re: Another Skylark 4!**

Post by **MikeA** on **16. Apr 2012 at 12:30**

Gadzooks, progress at last. After what seems like a week of continuous swearing, I have a couple of scale-ish airbrakes. Many thanks to the all-round genius of Robbie B for his guidance and drawings, paracetamol and a week's dose of antibiotics.

To spring load or not to spring load, that is the next question...



Title: **Re: Another Skylark 4!**
Post by **Robbie_B** on **16. Apr 2012 at 13:39**

MikeA wrote on 16. Apr 2012 at 12:30:

Gadzooks, progress at last. After what seems like a week of continuous swearing, I have a couple of scale-ish airbrakes. 'Many thanks to the all-round genius of Robbie B for his guidance.....'

Well, very nice compliment Mike but alas, nothing more than many years of paracetamol, antibiotics and darkened rooms et al.....

Title: **Re: Another Skylark 4!**
Post by **flyingseale** on **21. Apr 2012 at 10:01**

If I ever get the time to build again my next model will have this type of airbrake and I will definitely go for some method of positive closure. I could be wrong, but my thinking is as follows...

1. you can get it working perfectly on the bench without but if you install it in the wing and find it doesn't quite work it will be much more difficult to retro-fit.
2. even if it does work in the wing it might not do so in flight due to aerodynamic loads and air pressures etc.
3. even after the above two scenarios are solved it is inevitable that the linkages will become a little bit sloppy with time.

The only issue with springs is they exert least force when the airbrake is closed. I'm wondering if a couple of small magnets would do the trick? Only problem would be that the servo will have most work to do separating them, but once separated the action would be stress-free compared to a spring. Adjusting the force of the magnets would be a simple task of altering the gap with, say, ply until they have a positive lock but not too much force to stall the servo...

Mike

Title: **Re: Another Skylark 4!**
Post by **Chris Wynn** on **21. Apr 2012 at 10:55**

Mike, you could try sliding the magnets apart rather than a direct pull, that would relieve some of the load off of the servo I'm thinking.
C

Title: **Re: Another Skylark 4!**
Post by **flyingseale** on **21. Apr 2012 at 13:44**

Sliding is certainly worth investigating, thanks.

For a different type of spoiler (the ones that are hinged at the front like *ish* on the Bergfalke) I read a good way of making it simpler to install using magnets. Glue a strong magnet to the end of the servo arm and a strip of steel or nickel on the inside of the spoiler. No need for awkward linkages and geometry...the magnet is always in contact with the steel strip and slides along it as the spoiler opens and closes.

Mike

Title: **Re: Another Skylark 4!**
Post by **MikeA** on **23. Apr 2012 at 15:17**

Thanks for the input guys, I've gone with the "they seem to work amazingly well so I'll leave well alone" theory - for the moment. Magnets do seem to be a fine idea though.

Both brakes are now installed and work inconceivably well, even the servo values are the same! (did I mention soldering two male D connectors :o) I blame the drugs.. so it's time to do some good old top and bottom sheeting. The centre section has taken me absolutely AGES to sort out but hopefully there is now light the end of the tunnel and I can start building the outer panels.

What could possibly go wrong and don't hold your collective breaths ;D

Title: **Re: Another Skylark 4!**
Post by **Robbie_B** on **23. Apr 2012 at 15:43**

MikeA wrote on 23. Apr 2012 at 15:17:

'The centre section has taken me absolutely AGES to sort out but hopefully there is now light the end of the tunnel and I can start building the outer panels.

What could possibly go wrong.....'

I am never, never, never doing a three piece wing again!!!!