

OS FP Engines for Stunt (continued)

Incidentally, fuel consumption by the FP is much better than the FSR once the intake timing is modified.

List price on the OS .40 FP is \$59.95. I'm selling it stock for \$44.00, and with my sleeve modifications, \$55.00.

The OS .40 FP comes with a .285 venturi and a very nice, small, quiet muffler specially made for the control line version. I've test run one of the .40 FP's, and it does not seem to break and run away as hard as the .35 FP. (Intake porting changes would cure it anyhow.) The instructions indicate that a smaller venturi is included, but there were none with the first ones I received. I suspect that .275 to .280 will be optimum size. I assume that I can get more of these motors readily from World Engines if anyone is interested.

As a matter of interest regarding engines (but not FP's!). I should mention that I now have the K&B .40 "perfected." This will become my standard engine in other than .60-size ships. Its conversion allows it to run like a Tigre .46, but it has slightly more power

with the same venturi and prop. It's very docile and very smooth. With a light muffler it weighs 10 ounces, but the additional weight is worth the sacrifice. I hope to be building a variation of Australian Paul Turner's "Windwagon" for it soon. The price of the K&B .40 is \$80.00, which includes timing changes, venturi, needle valve assembly, a new ring, and parts where necessary. Of course, the stock carb and muffler are included, too. A light muffler is an additional \$15.00.

Although the new K&B rings are now pretty good, I replace them with a ring which fits perfectly. Also, I've tried to buy the engines from K&B without carb and muffler to bring the price down, but they won't answer my letters! (They could take courtesy lessons from Fox!)

Photo (upper right) shows location of ports.

Photo (left) displays disassembled OS .35 FP. (I have muffler and venturi)

Sig's Skybrite Enamel

Now that I've finished my 1/2A "Skysray" with Skybrite enamel, I feel that I can conclude that this material has possibilities. It's especially good for a quick finish, but not necessarily for a concours quality finish. The following is my procedure for its use:

- 1) Apply three coats of Sig nitrate on the bare wood, then sand.
- 2) Cover the entire plane with light weight ply span tissue, using nitrate dope. Sand and clean surface, and brush on three thinned nitrate coats to fill tissue.
- 3) Apply a coat of nitrate/talc filler and wet sand with 400 grit paper.
- 4) Apply a very thin coat of Skybrite primer and lightly wet sand with 400 grit paper. (Important: Do not break the surface of the primer.) I use Skybrite primer in the spray can.