There are several notes I need to provide to aid you with the enclosed package. The original kits used 1/16" balsa. Since I wanted to print these directly on balsa sheet I developed the parts for 1/32" balsa sheet. My printer will handle up to 1/20" sheet, but I find 1/32" is a little easier to handle in the printer. As a result, some of the parts have been drawn to allow for cross grain laminations. The fuselage formers are a good example. This works fine as long as you are using 1/32" sheet stock.

I like to use a removable nose for winding. The parts have been drawn with this in mind. The nose former has been drawn so a removable nose plug can be used. Please refer to the supplemental building notes for the arrangement of the removable nose plug.

The 1/32” balsa fuselage sides felt a little soft in the area around the slots for the landing gear legs. As a result I added a new fuselage former G. This former fits in a slot provided in part A and lines up with the back edge of the landing gear slots.

When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. This makes holding the model in a winding stooge very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of 1/64” plywood to the inside of each fuselage side at the peg location. This has proven to be plenty strong for a fully wound motor of 1/8" Tan II rubber. A piece of 3/32” OD aluminum tubing is used for the rear motor peg.

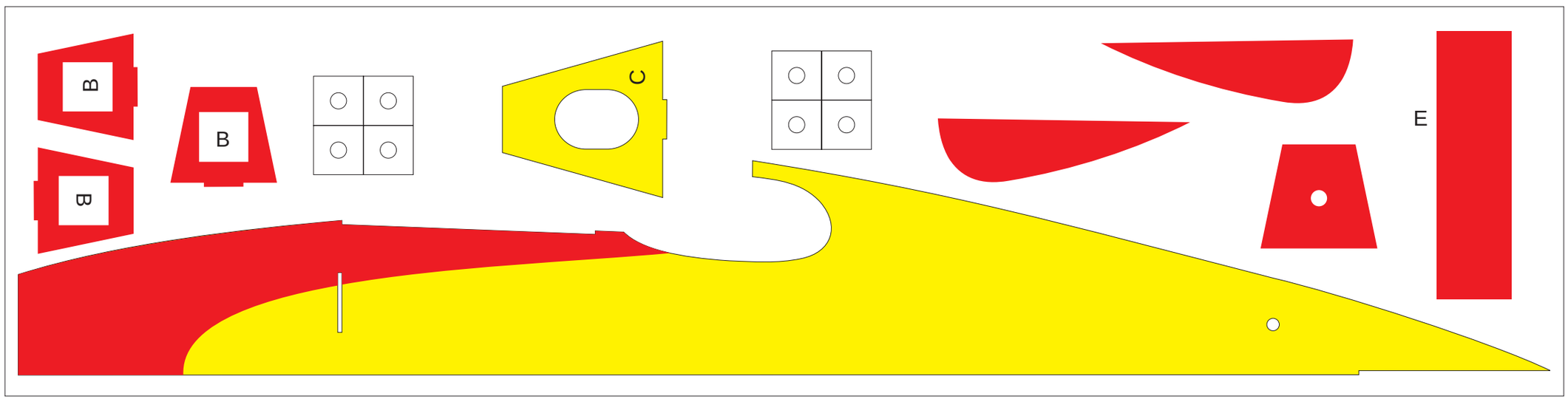
Another modification made to the original kit was to add camber to each wing panel. The original kit used 1/16” balsa for the wing panels and had them flat. The reproduction drawing assumes 1/32” is being used and to increase span wise bending strength camber was added. A set of ribs are drawn for each wing panel. Each set is glued together to form a 1/16” thick rib. The ribs are glued to each wing panel 3” out from the root. No camber is added to the root so the original arrangement for attaching the wing to the fuselage can be retained.

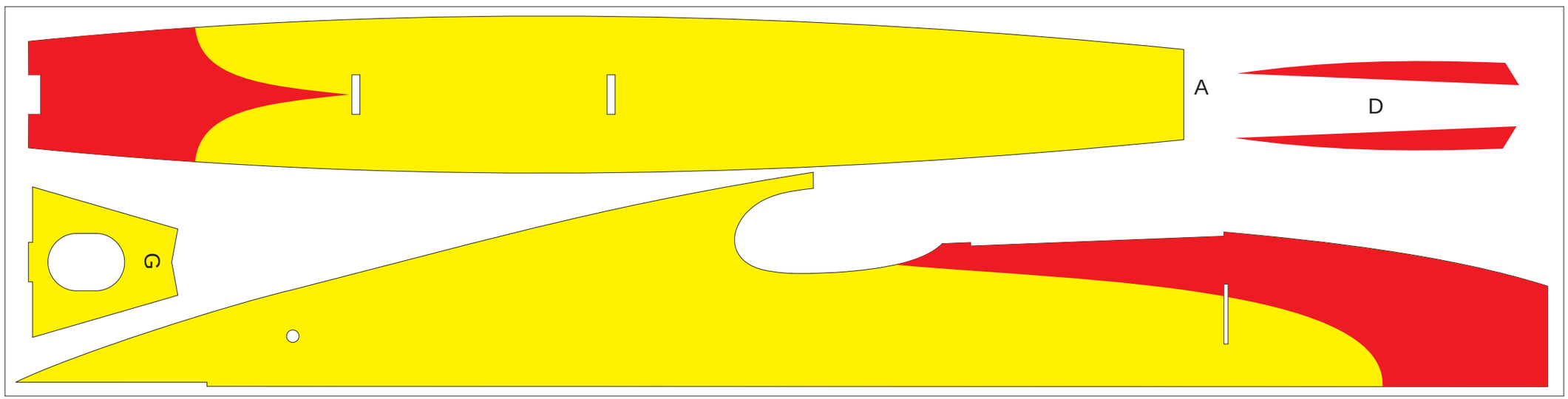
The original kit spinner came molded with a prop. A separate spinner has been drawn for use with a better performing prop.

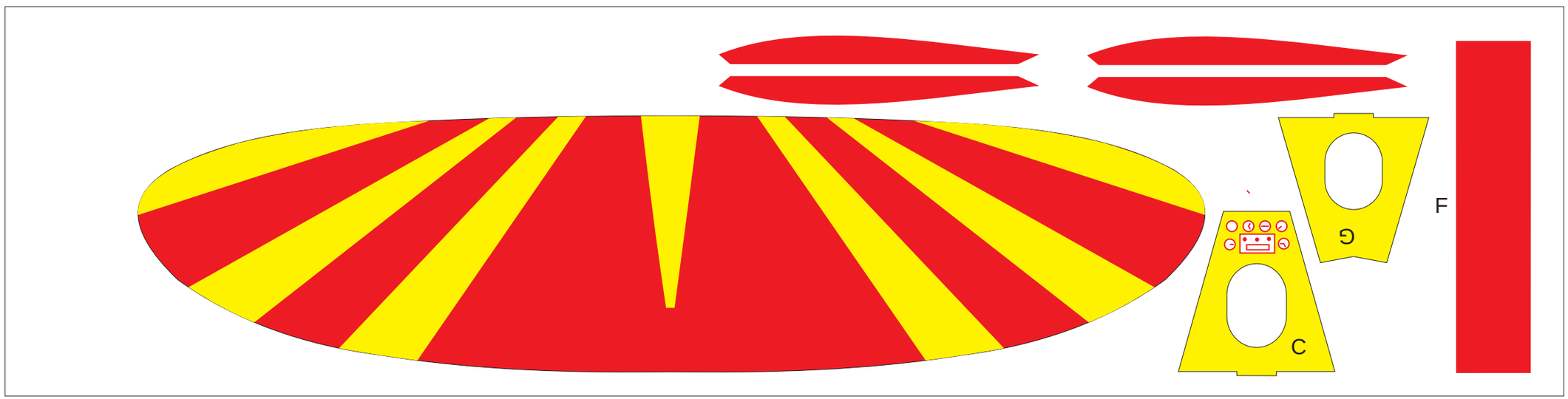
The drawings for the Keil Kraft Sporster are based on a scan of the kit plan and drawings of the kit parts provided by Mike Stewart (http://www.ffscale.co.uk/index.htm). I did enhance the markings on the model in a few areas since we can print multiple colors on the same sheet of parts.

I do hope you build and enjoy a model from this plan package.

Paul Bradley

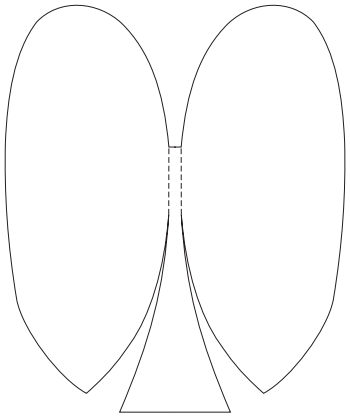

B
B
B
C
E


A
D
G

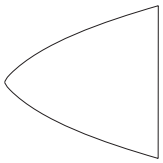

C
G
F


Kelly Kayak
QUALITY FIRST
Sportster


KEILKRAFT
KEILKRAFT
QUALITY FIRST



Windshield Pattern



Spinner

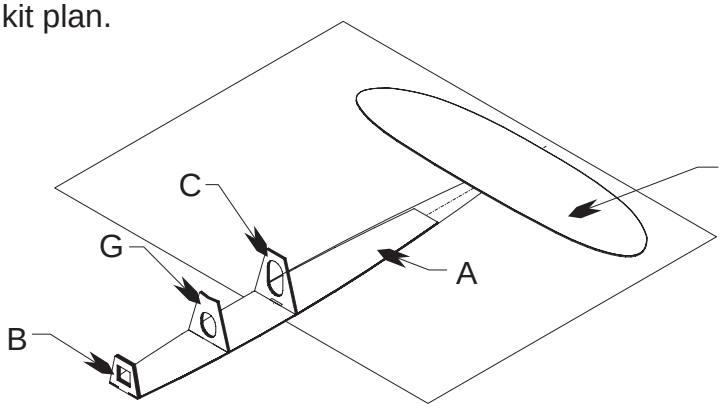
Make landing gear from .032 piano wire.

Use 3/4” wheels

Keil Kraft EeZe Built Sporster

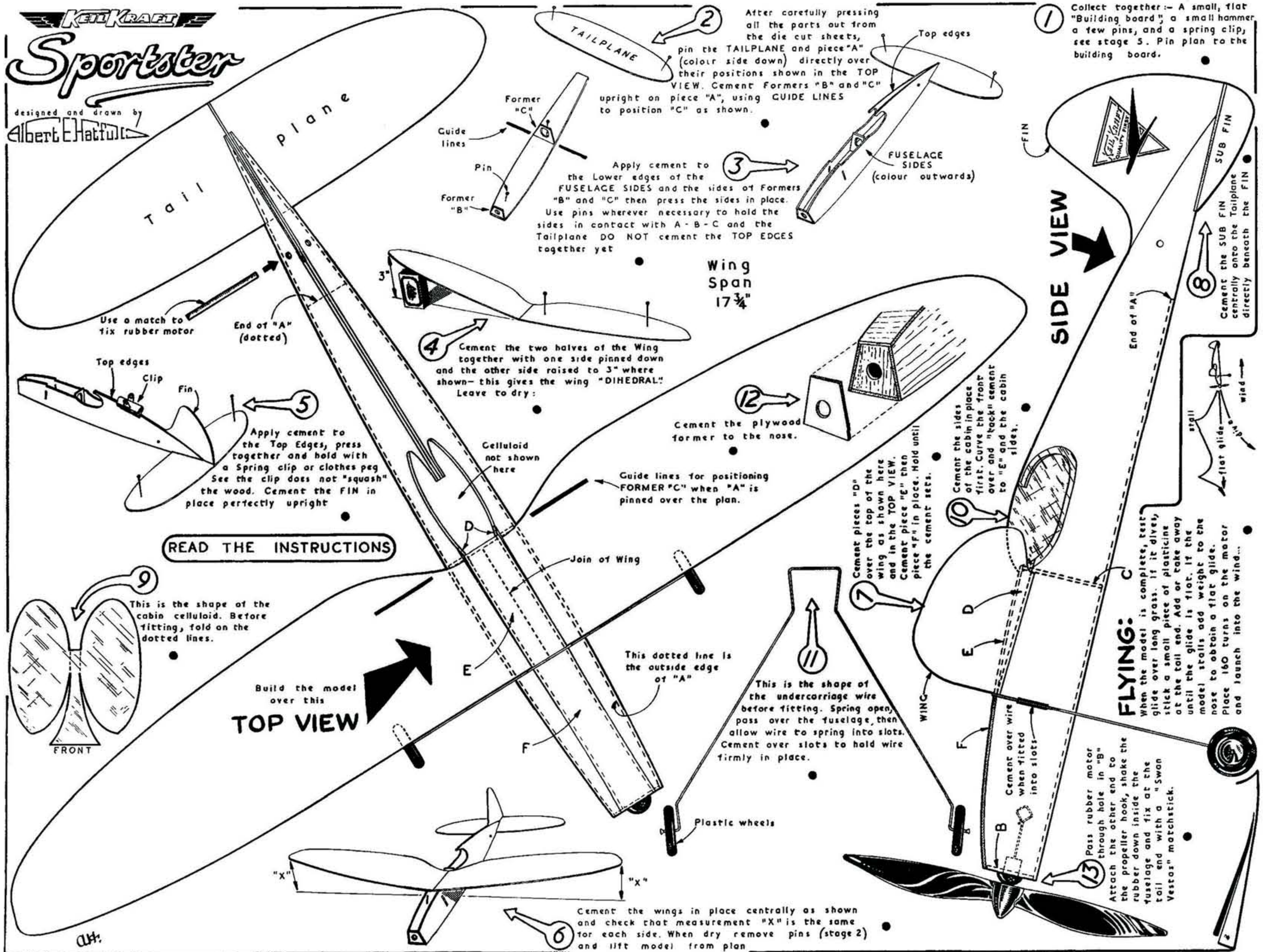
Use these notes to supplement the kit plan.

Pin part A to the layout below. Note that the reproduction part A has a slot for formers C and B. It also includes a slot for new former G. Line up part A so the rear edge and the slot for former C are aligned with the drawing below. Part A will extend beyond the edge of the printed page. Former G will line up with the back edge of the landing gear slots in the fuselage sides. Pin the stab over the pattern below. Now follow the steps shown on the kit plan.



The reproduction Sportster has been drawn to use 1/32” balsa. To help increase span wise stiffness some camber has been added to the wing panels. This is accomplished by gluing a rib to each wing panel 3” from the root. No camber is added to the wing root. Glue the dihedral joint after the ribs have been added to each panel. Each rib is made up of two laminations.

Nose Plug Arrangement



KEILKRAFT
Sportster
designed and drawn by
Albert E Hatfull
1 Collect together:— A small, flat "Building board", a small hammer a few pins, and a spring clip, see stage 5. Pin plan to the building board.
2 After carefully pressing all the parts out from the die cut sheets, pin the TAILPLANE and piece "A" (colour side down) directly over their positions shown in the TOP VIEW. Cement Formers "B" and "C" upright on piece "A", using GUIDE LINES to position "C" as shown.
TAILPLANE
Former "C"
Guide lines
Pin
Former "B"
Top edges
FUSELAGE SIDES (colour outwards)
3 Apply cement to the Lower edges of the FUSELAGE SIDES and the sides of Formers "B" and "C" then press the sides in place. Use pins wherever necessary to hold the sides in contact with A - B - C and the Tailplane DO NOT cement the TOP EDGES together yet
Wing Span 17¾"
3"
4 Cement the two halves of the Wing together with one side pinned down and the other side raised to 3" where shown— this gives the wing "DIHEDRAL". Leave to dry.
Tail plane
Use a match to fix rubber motor
End of "A" (dotted)
Top edges
Clip
Fin
5 Apply cement to the Top Edges, press together and hold with a Spring clip or clothes peg. See the clip does not "squash" the wood. Cement the FIN in place perfectly upright
Celluloid not shown here
Guide lines for positioning FORMER "C" when "A" is pinned over the plan.
12 Cement the plywood former to the nose.
READ THE INSTRUCTIONS
D
Join of Wing
9 This is the shape of the cabin celluloid. Before fitting, fold on the dotted lines.
FRONT
E
This dotted line is the outside edge of "A"
Build the model over this
TOP VIEW
F
11 This is the shape of the undercarriage wire before fitting. Spring open, pass over the fuselage, then allow wire to spring into slots. Cement over slots to hold wire firmly in place.
Plastic wheels
"X"
"X"
6 Cement the wings in place centrally as shown and check that measurement "X" is the same for each side. When dry remove pins (stage 2) and lift model from plan
FIN
SUB FIN
SIDE VIEW
End of "A"
8 Cement the SUB FIN centrally onto the Tailplane directly beneath the FIN
stall
flat glide
dive
wind
7 Cement pieces "D" over the top of the wing as shown here and in the TOP VIEW. Cement piece "E" then piece "F" in place. Hold until the cement sets.
10 Cement the sides of the cabin in place first. Curve the front over and "tack" cement to "E" and the cabin sides.
C
D
E
WING
F
Cement over wire when fitted into slots
B
FLYING: When the model is complete, test glide over long grass. If it dives, stick a small piece of plasticine at the tail end. Add or take away until the glide is flat. If the model stalls add weight to the nose to obtain a flat glide. Place 160 turns on the motor and launch into the wind...
13 Pass rubber motor through hole in "B". Attach the other end to the propeller hook, shake the rubber down inside the fuselage and fix at the tail end with a "Swan Vestas" matchstick.

ASSEMBLE and FLY the "SPORTSTER" IN LESS THAN ONE HOUR!

KEILKRAFT

EE ZE BILT Sportster

18 INCH WINGSPAN

- All balsa model.
- All parts pre-cut and pre-decorated.
- Undercarriage ready shaped and wheels fitted.
- Propeller, shaft and noseblock assembled ready to fit.
- Complete with rubber motor.

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