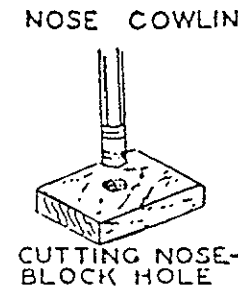
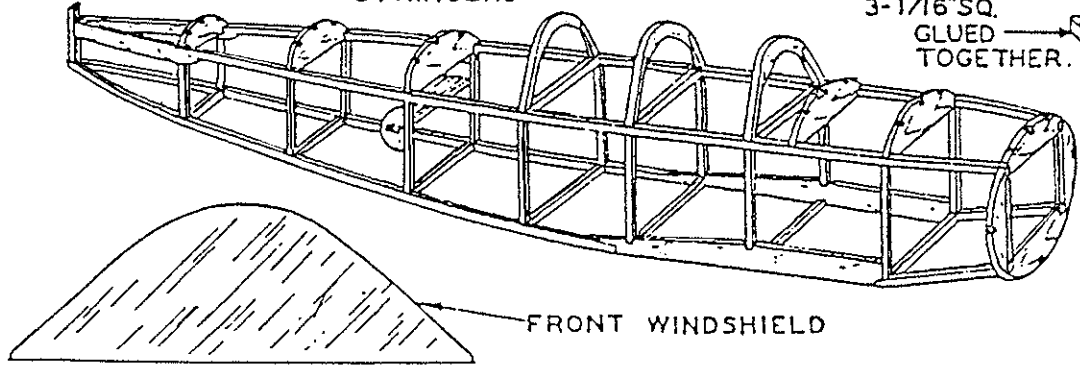
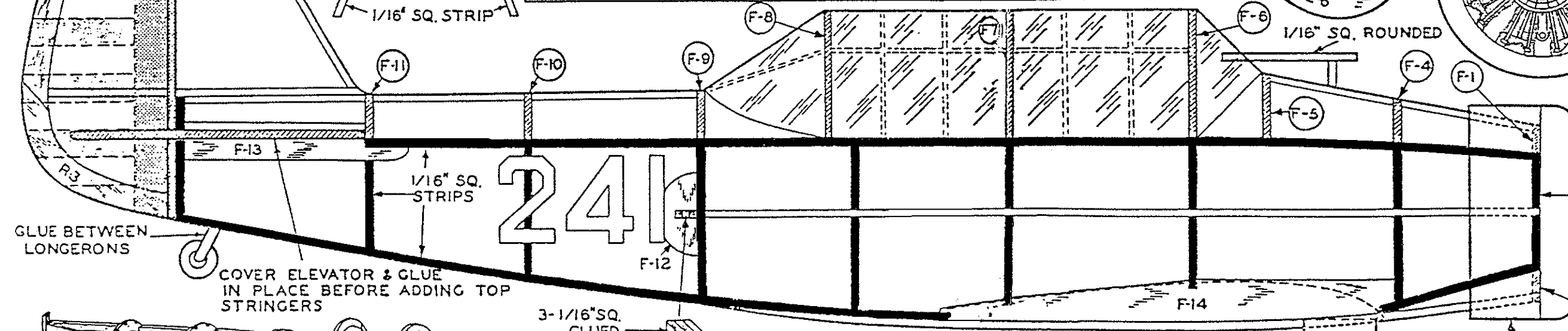
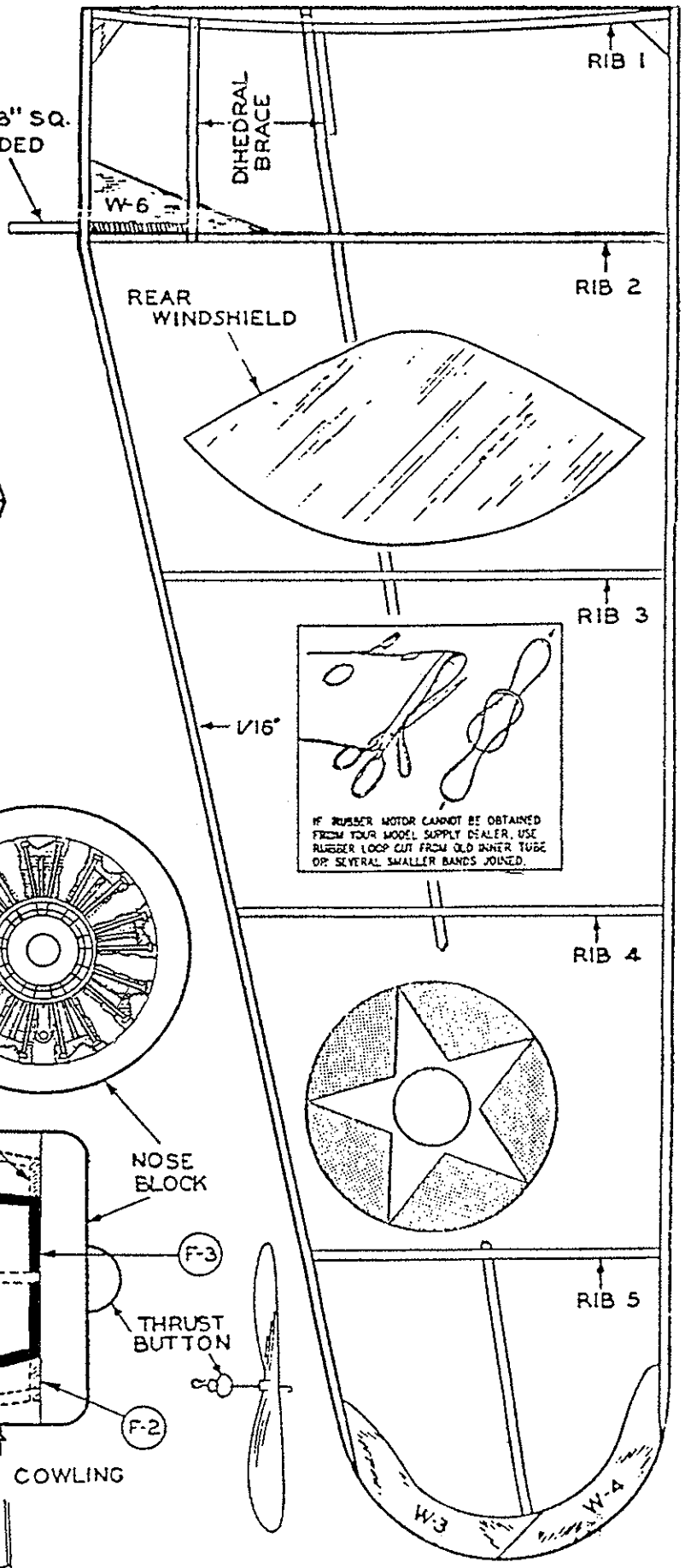
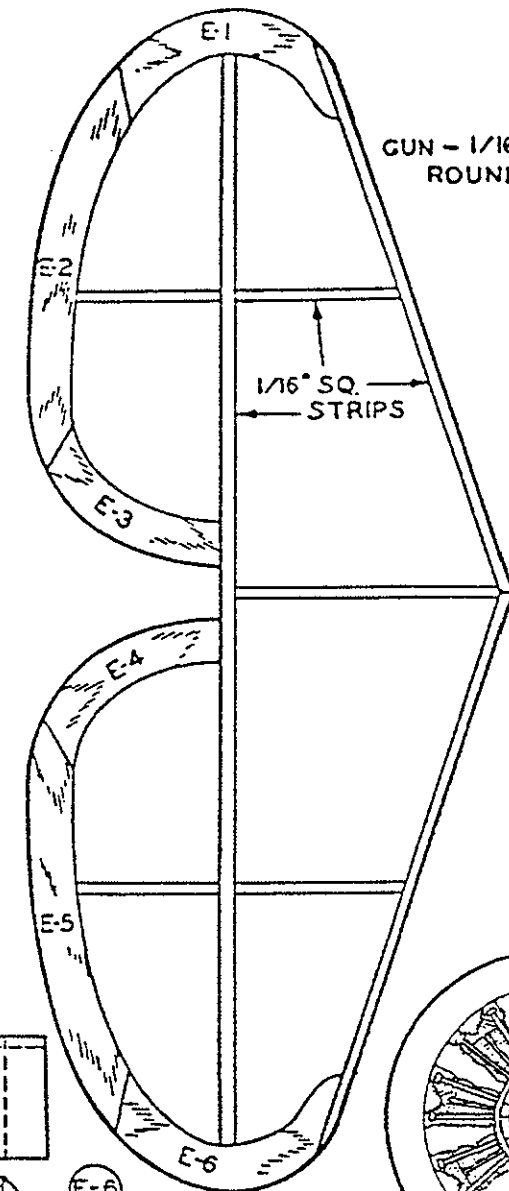
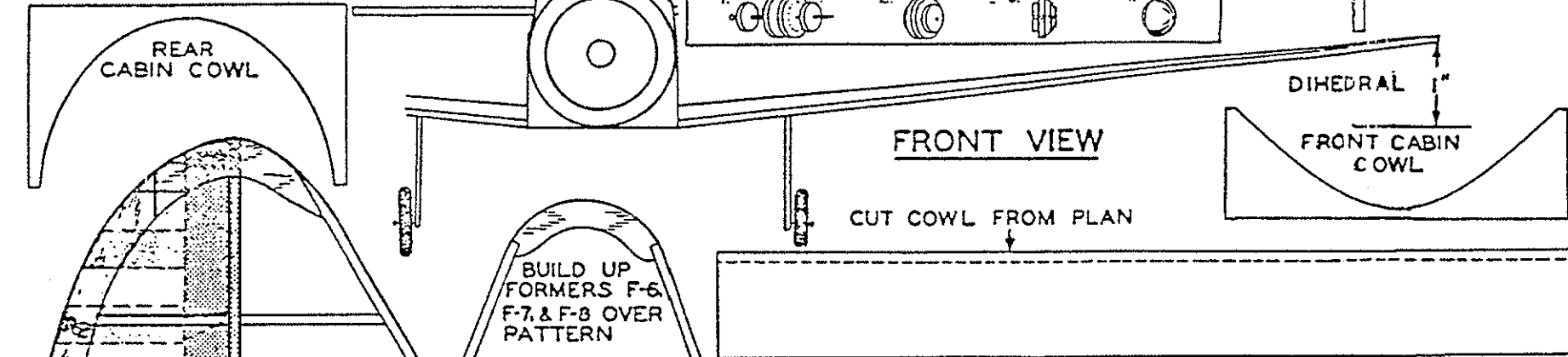
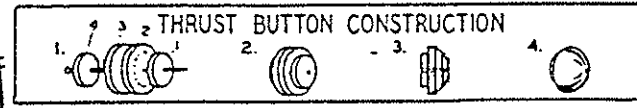
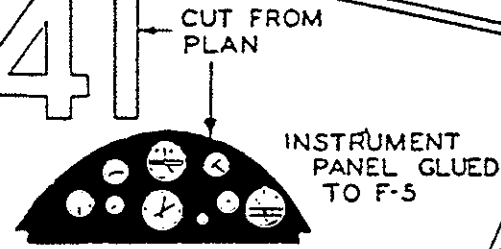
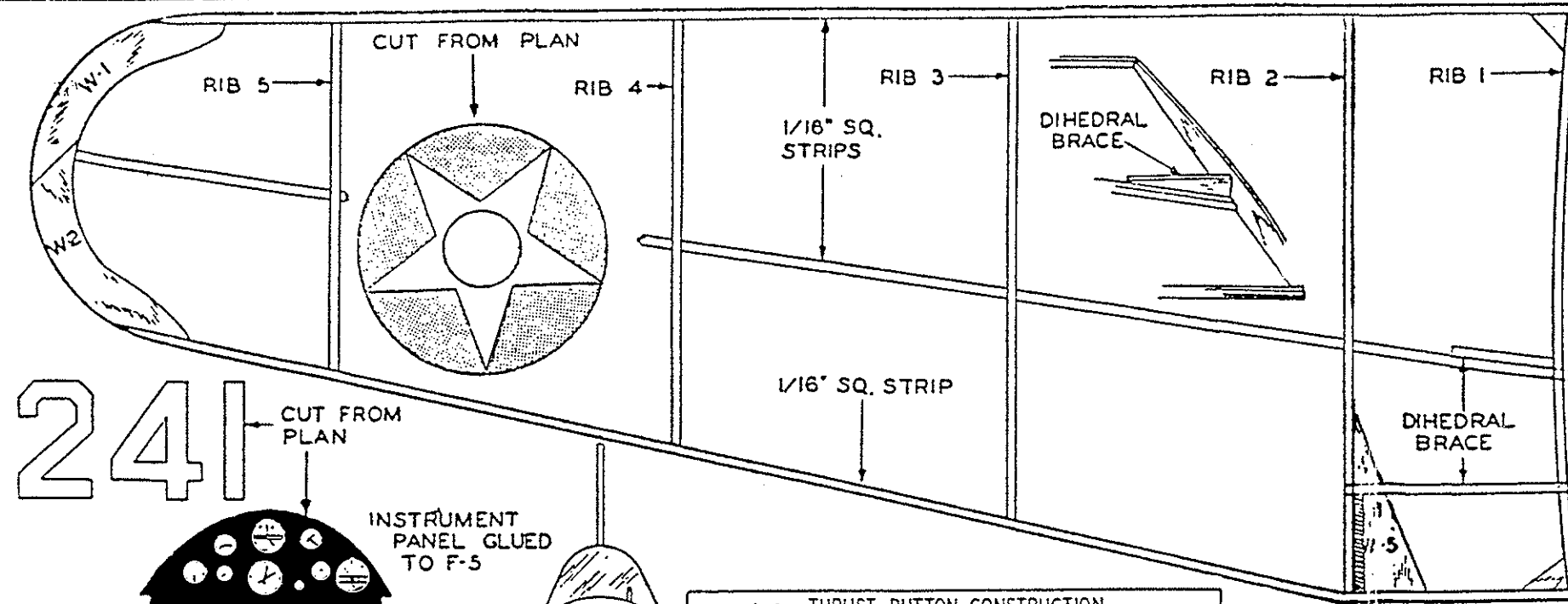
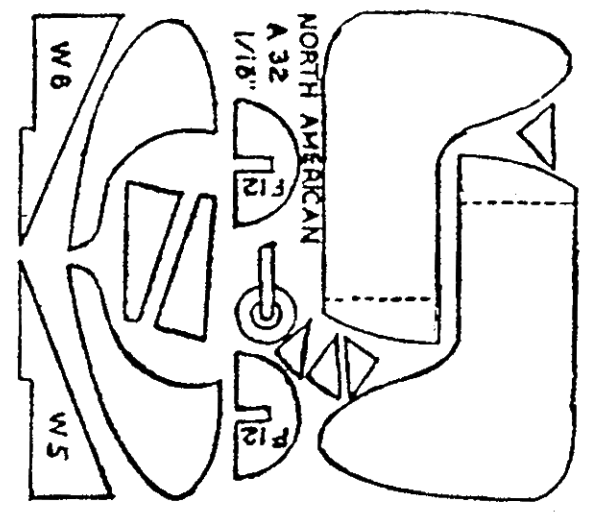
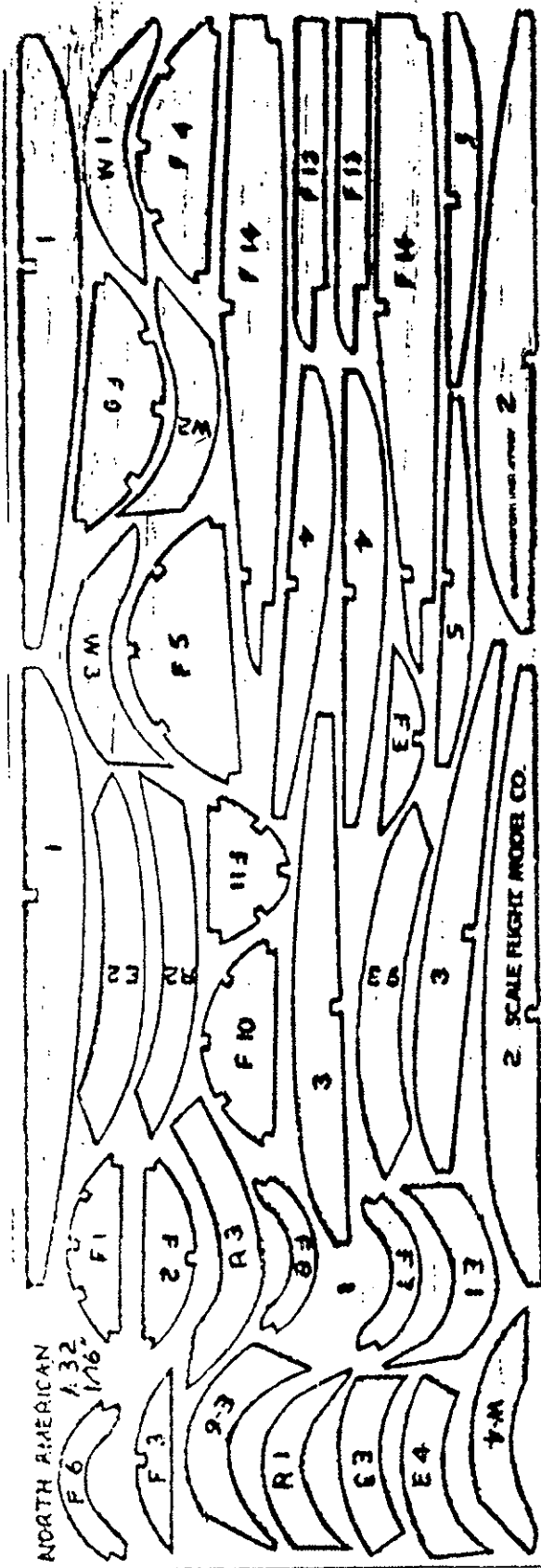


241



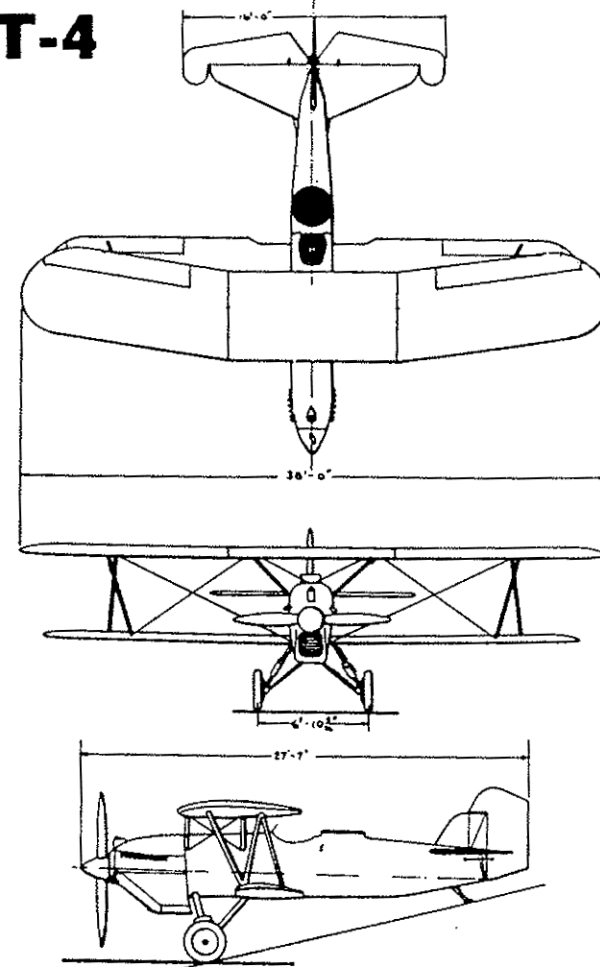
NORTH AMERICAN

WINGSPAN 20"	LENGTH 12"
DRAWN BY <i>Walter Grammer</i>	KIT NO. A3

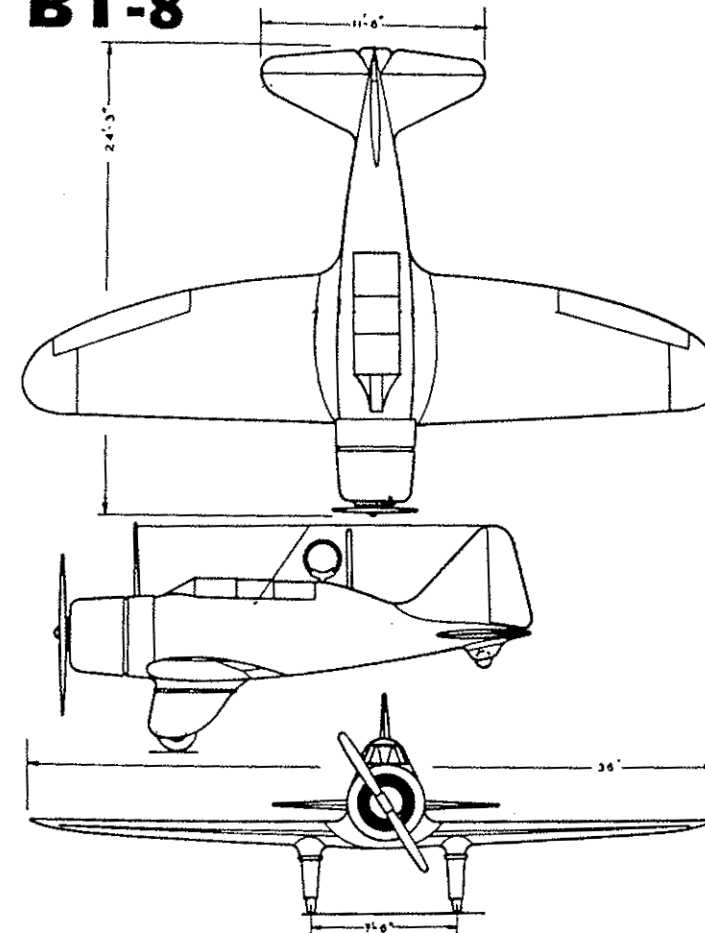


BT-9
 The light weight BT-9 differs from the NJ mainly by the use of lighter wood. The NJ had a carbon reinforced wing spar on the bottom and a beefed up area for the landing gear attach. I originally had rigidly attached U/C which broke off several times be for I switched to torsionally sprung system. The BT has two light spars on top. The canopy is now cellophane rather than heavier plastic. The nose block is balsa rather than bass wood. The prop shaft .032 rather than .047. The NJ requires a small amount of clay on the tail to fly. The BT requires a scooch of nose weight. Both use 6" Peck props. The NJ flies rather fast in wide left circles using two loops of 5 gram 3/32. It flies OK, but is slightly spirally unstable and could use more dihedral. The BT flies on 3 grams of 1/16 in 2 loops. It weighs 17 grams with ballast. It flies slower but tended to wander and spiral in to either direction. I increased the decalage and added nose weight per Don's urging and the instability disappeared. It is balanced rather far forward but that is what is needed to make up for lack of spiral stability. Now it flies great. Lighter flies better!

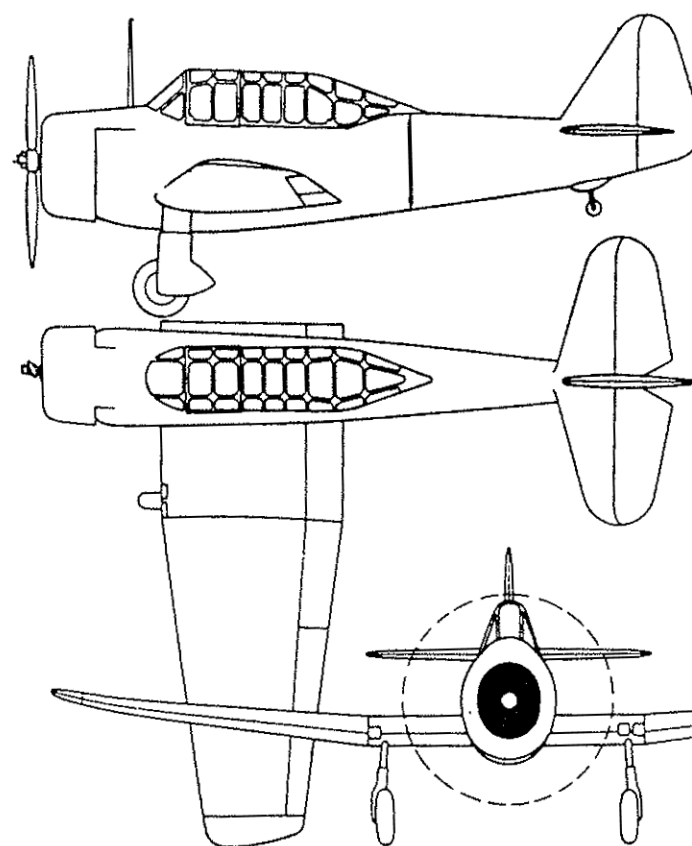
BT-4



BT-8



BT-12



BT-13

