



## Mervyn Mossman's DC3

report by Wessie vd Westhuizen

Yes, BRF does it again. After six months of 'enjoyable hard labour' Mervyn Mossman's DC-3 took to the sky's last Sunday the 22nd of Feb. It was a perfect morning out at the field with a slight cross-wind on the main runway. Mervyn arrive around 8.30 that morning with me anxiously waiting to help with the assembly of his DC-3, which progress I've been following with keen interest. It has been exactly six months to the day that he rocked up at my place to have a look at my DC-3. Straight away I saw that gleam in his eye that told me 'yip there's another one on it's way'. Right away Mervyn started to build and I was quite sceptical when he said it would be flying within six months. It' too me close on eleven to complete mine.



The Dac's fuzz was constructed from ordinary 3mm ply and skinned with 3mm balsa. Critical parts were constructed from aircraft ply. The same

went for the centre section and outer wing panels. JR 539 servos were used throughout the aircraft, with one per moving surface. Total of eight and one quarter scale for the flap. Some wheeling and dealing between Mervyn and Herman Jooste for the construction of the under carriage and cowlings and six month later there she was ready for the maiden flight.



Mervyn, brave man, decided that he will be maidening her. First a flight with his newly acquired fokker tri-plane and he was ready for the DC-3. The re-tract servo played up and despite an over-night charge of the receiver pack, it showed a low voltage and was promptly replaced with a fresh pack. a Couple of taxi's runs and range check it was time to take-off. The take-off was smooth and with the two 38 Zenoha's producing more that enough power she climbed out with no problems. After convincing Mervyn that she will actually fly below half throttle, he pulled back on the throttle and she started flying at a more realistic scale speed. Three clicks left and one click down and she was trimmed out. Got some altitude and out came the flaps. Just a few clicks back on the throttle and kept altitude flying nice and slow. Flaps up and a couple of more circuits and he lined her up for the landing. This was also executed flawlessly despite the slight cross wind. Little bit deep but still had enough runway to come to a full stop. Nicely done Mervyn.



This is one DC-3 that will be making it's appearance at the next Zwartkop's Warbird day.

Kind Regards Wessie

