

OBTAIN SCALE DETAIL
MAY BE OBTAINED
FROM PROFILE
PUBLICATION # 91

PLY OVERLAP
INSIDE NOSE

TUBING COVERED WITH MASKING
TAPE TO SIMULATE
LEATHER PADDING

PILOT CARVED FROM
SOFT Balsa BLOCK
1/32" PLYWOOD
OR ALUMINUM

BALANCE POINT

TO TOP OF REAR
INBOARD STRUT
TURNBUCKLES MUST BE FITTED
IN THESE POSITIONS TO ALLOW
REAR OF AIRCRAFT TO BE
REMOVED

END OF BOOMS SLOTTED &
BOLTED TO TAILPLANE, 4-40

HARD Balsa

3/16" x 1/4" SPRUCE
BUILD UP FROM
1/16" x 3/16"

ELEVATOR OMITTED
FOR CLARITY IN
THIS VIEW

HEAVY-WEIGHT
"LAYSTRATE"

CONTROL HORN
3/16" x 1/4" SPRUCE

3/16" x 1/8" SPRUCE
BRASS HINGE

STERN POST,
3/8" O.D.
ALUMINUM
TUBE

SOLDERED JOINT
2-56

4-40 NYLON OR PAXOLIN SKID

SEVERAL LOOPS
OF ELASTIC

FOR 3/4" RIGGING

RUDDER & ELEVATOR
CONTROL HORN
3 REQ
NYLON OR PAXOLIN
EPOXIED IN PLACE IN
CONTROL SURFACES

SHACKLE,
1/32" WIRE
CONTROL WIRE
BRASS TUBE
SHACKLE
TYPICAL USE OF SHACKLE,
CONTROL WIRE TO HORN

EDGES OF ALL TAIL
SURFACES LAMINATED
OF 3 PIECES
1/16" x 3/16" SPRUCE

1/16" x 3/16" SPRUCE

1/4" x 3/16" SPRUCE

ALUM. BAR SOLDER
ON LOWER BOOMS
FOR SKID
ELASTIC

1/8" x 3/16" SPRUCE

3/32" x 3/16" HARD Balsa

RIBS 3/32" x 1/4"
Balsa, SLIGHT
SYMMETRICAL

1/16" x 3/16" SPRUCE

SCRAP Balsa

FIBERGLASS OR
ALUMINUM, EPOXY TO
FUSELAGE

PANEL IN BELLY,
SERVO ACCESS

NYLON TUBE
RUDDER CONTROL
WIRE GUIDE

NYLON TUBE
AILERON CONTROL
WIRE GUIDE

FORWARD BULKHEAD
VIEWED FROM REAR

1/4" PLYWOOD
REAR BULKHEAD
VIEWED FROM REAR

PRESSURE
LINE TO TANK

ENGINE AIR SCOOP
TAPERED TO REAR
BULKHEAD WITH
1/32" PLYWOOD

ENGINE BEARERS
1/2" x 5/8" HARDWOOD

ALUMINUM
UPTHRUST
WEDGE UNDER
ENGINE

THROTTLE
CABLE

WHEELS,
5" DIA.

RUDDER CONTROL
WIRE TUBES

AIR SCOOP
CUT AWAY

FUEL FEED

1/16" CAPPING

HOLES FOR BINDING
FORWARD L.G. LEGS
IN PLACE

1/16" WIRE

SILVER
SOLDER

RUDDER WIRE GUIDE TUBE

BASIC ENGINE FORMER
1/8" PLYWOOD

ENGINE MOUNT PLATE
NYLON OR PAXOLIN

DUMMY ENGINE CYLINDERS
TURN DOWN FROM PLASTIC
COMMERCIAL ITEMS OR MAKE
UP OF LAYERS OF Balsa
& PLASTICARD, REMAINDER
OF ENGINE FROM PLASTICARD,
Balsa BLOCKS & FILLER.

CROSS BRACE RIGGING ON
TOP & BOTTOM BOOMS

SOFT SOLDER

ALUMINUM
BAR SOLDERED
TO LOWER BOOMS
ONLY

ALUMINUM
PLATE SOLDERED
TO STERN POST,
4-40
BOLTS THRU T.E.

TOP VIEW

ENGINE BEARER

VIEW AT A
L.H. UPPER BOOM SOCKET
(3/8" I.D. STEEL TUBE
SILVER SOLDERED TO
STEEL PLATE) TYP. OF
ALL SOCKETS

SECTION BB

SOCKET BOUND & EPOXIED
TO SPAR WHEN AIRCRAFT
IS RIGGED

ELEVATOR CONTROL WIRE

RUDDER CONTROL WIRE

SCALE DETAIL
AROUND PANEL
EDGE

BRASS ELEVATOR CONTROL
HORN SILVER SOLDERED IN PLACE

BEND OVER
& SOLDER
RIGGING WIRE TO
TOP INNER FRONT
STRUT

SMALL RUDDER
BELLCRANK FITTED TO
UNDERSIDE OF SERVO
TRAY UNLESS SCALE
RUDDER BAR IS FITTED

ELEVATOR CONTROL WIRES
THRU NYLON
BLOCK AT TOP
OF INNER STRUT

FUEL TANK COWLING
(1/32" PLYWOOD OR ALUMINUM
HELD IN POSITION BY 4 SMALL
SCREWS ON EITHER SIDE)

BRASS 2REQ.

VIEW AT C

RIGGING WIRE ATTACHMENT POINTS
FROM THIN SHEET STEEL

- A 8 REQ.
- B 8 REQ.
- C 4 REQ.
- D 8 REQ.
- E 12 REQ.
- F 4 REQ.

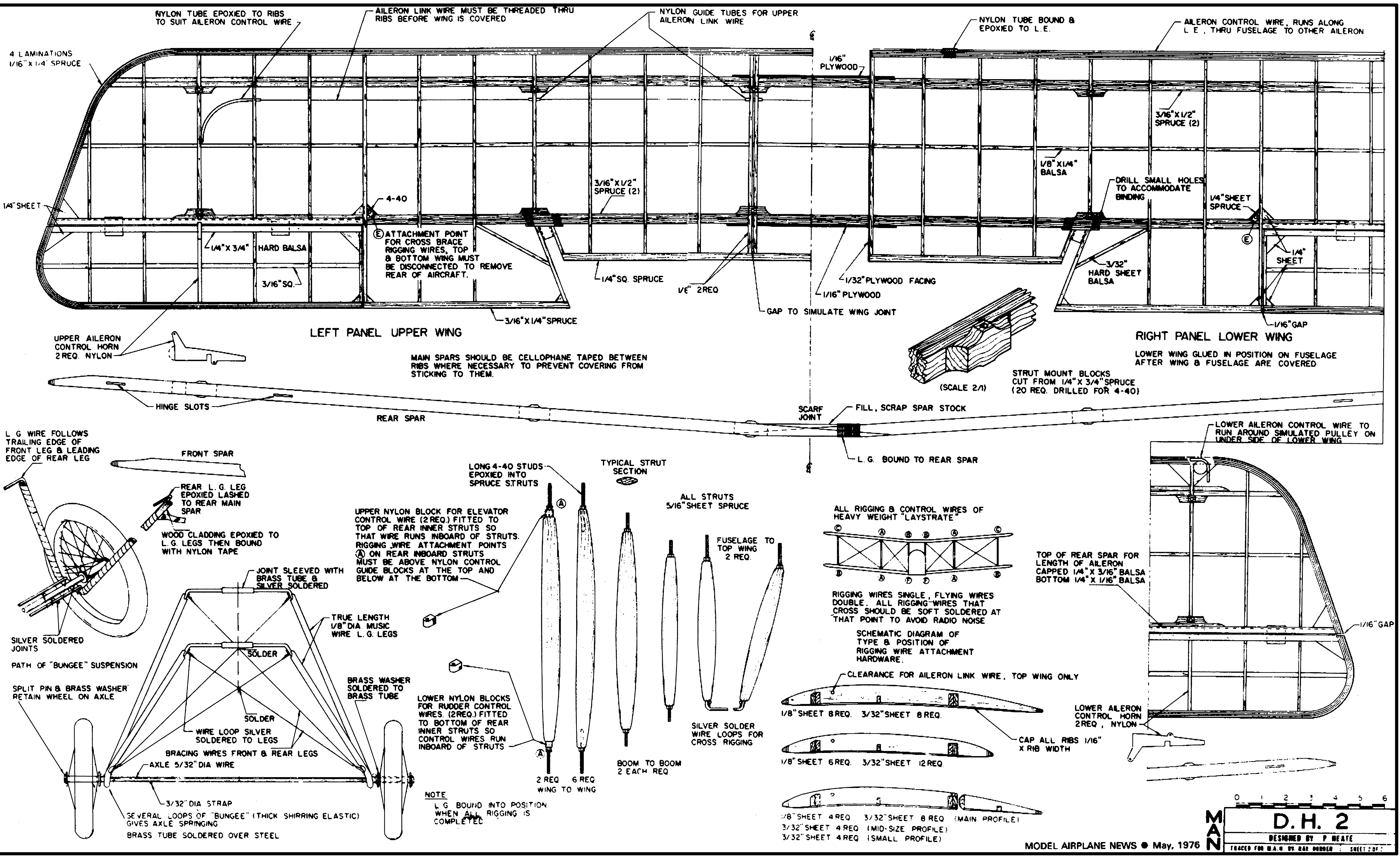
0 1 2 3 4 5 6

D.H. 2

DESIGNED BY P. HEATE

TRACED FOR M.A.C. BY RAY DODDER

SHEET 1 OF 2



NYLON TUBE EPOXIED TO RIBS TO SUIT AILERON CONTROL WIRE

AILERON LINK WIRE MUST BE THREADED THRU RIBS BEFORE WING IS COVERED

NYLON GUIDE TUBES FOR UPPER AILERON LINK WIRE

NYLON TUBE BOUND & EPOXIED TO L.E.

AILERON CONTROL WIRE, RUNS ALONG L.E., THRU FUSELAGE TO OTHER AILERON

4 LAMINATIONS 1/16" X 1/4" SPRUCE

1/16" PLYWOOD

1/4" SHEET

3/16" X 1/2" SPRUCE (2)

1/8" X 1/4" BALS

3/16" X 1/2" SPRUCE (2)

1/4" X 3/4" HARD BALS

ATTACHMENT POINT FOR CROSS BRACE RIGGING WIRES, TOP & BOTTOM WING MUST BE DISCONNECTED TO REMOVE REAR OF AIRCRAFT.

1/4" SQ. SPRUCE

1/8" 2REQ

1/32" PLYWOOD FACING

1/16" PLYWOOD

DRILL SMALL HOLES TO ACCOMMODATE BINDING

1/4" SHEET SPRUCE

3/32" HARD SHEET BALS

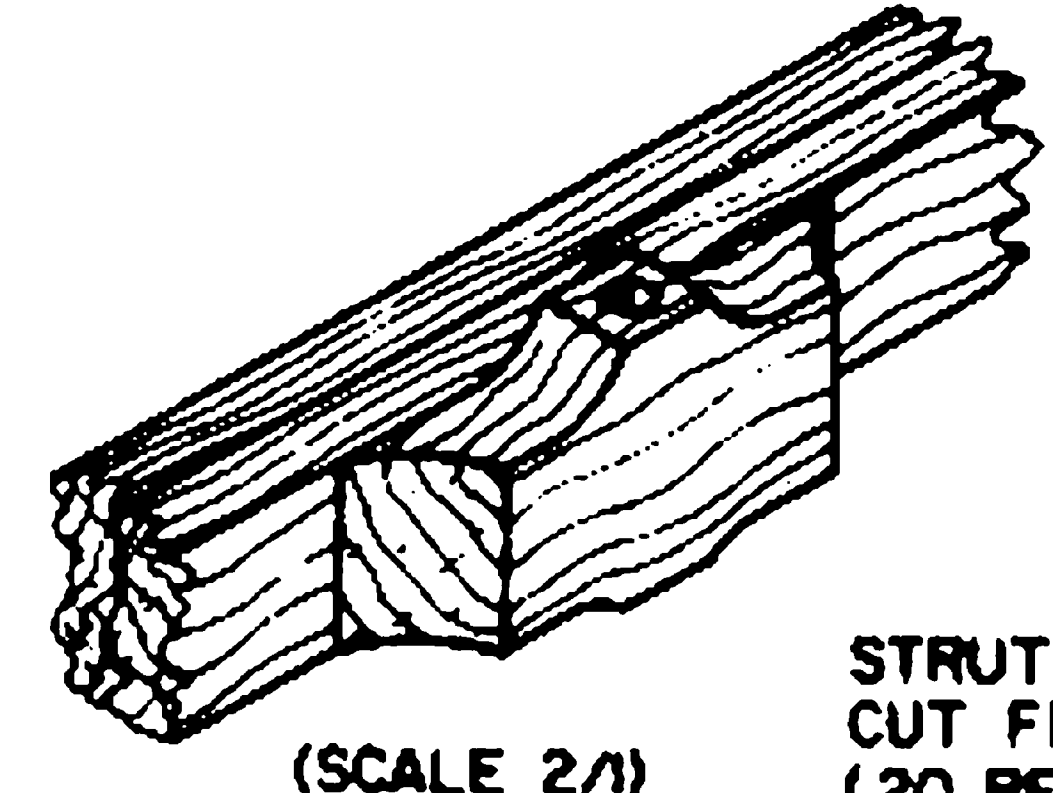
1/4" SHEET

LEFT PANEL UPPER WING

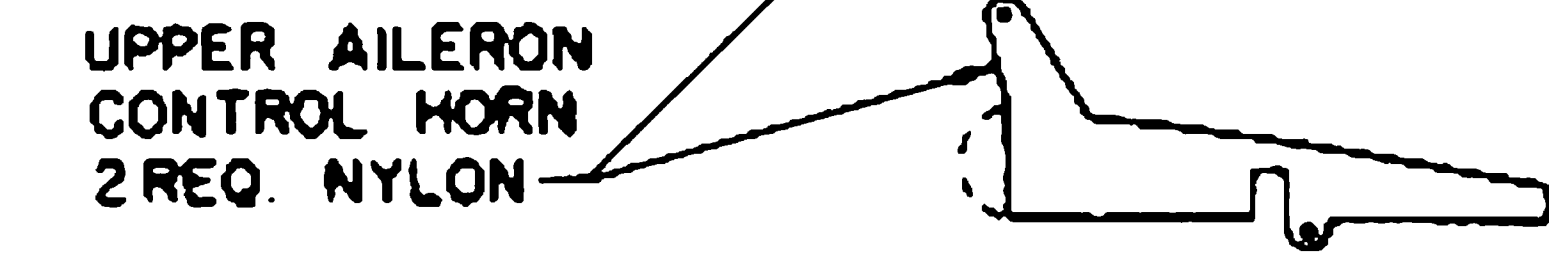
RIGHT PANEL LOWER WING

LOWER WING GLUED IN POSITION ON FUSELAGE AFTER WING & FUSELAGE ARE COVERED

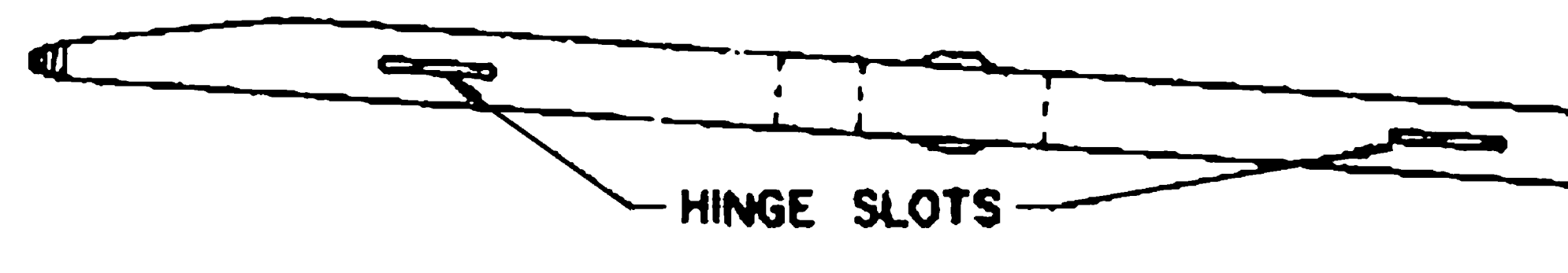
MAIN SPARS SHOULD BE CELLOPHANE TAPED BETWEEN RIBS WHERE NECESSARY TO PREVENT COVERING FROM STICKING TO THEM.



STRUT MOUNT BLOCKS CUT FROM 1/4" X 3/4" SPRUCE (20 REQ. DRILLED FOR 4-40)



UPPER AILERON CONTROL HORN 2REQ. NYLON



HINGE SLOTS

REAR SPAR

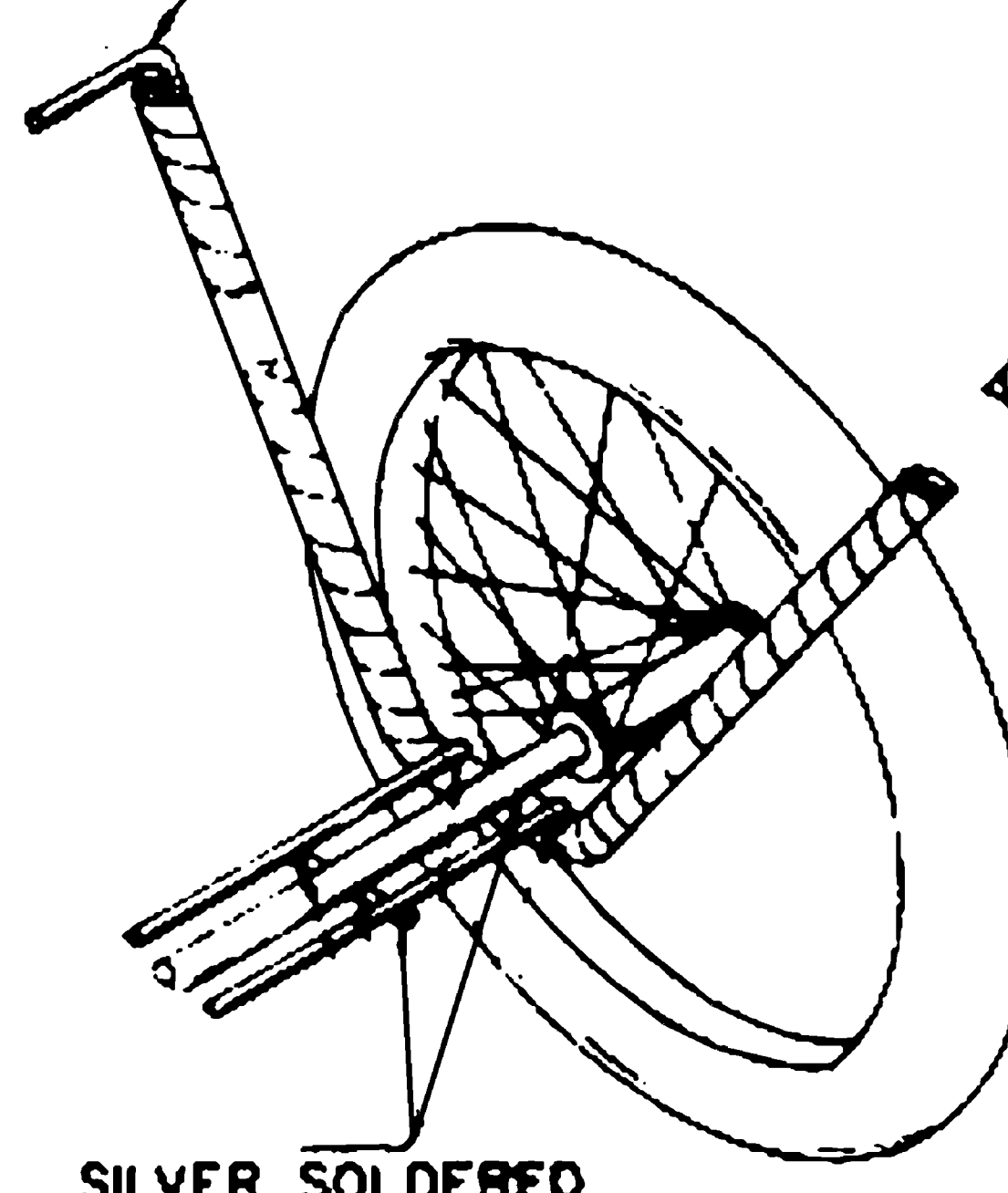
SCARF JOINT

FILL, SCRAP SPAR STOCK

L.G. BOUND TO REAR SPAR

L.G. WIRE FOLLOWS TRAILING EDGE OF FRONT LEG & LEADING EDGE OF REAR LEG

FRONT SPAR



REAR L.G. LEG EPOXIED LASHED TO REAR MAIN SPAR

WOOD CLADDING EPOXIED TO L.G. LEGS THEN BOUND WITH NYLON TAPE

JOINT SLEEVED WITH BRASS TUBE & SILVER SOLDERED

TRUE LENGTH 1/8" DIA MUSIC WIRE L.G. LEGS

SILVER SOLDERED JOINTS

PATH OF "BUNGEE" SUSPENSION

SPLIT PIN & BRASS WASHER RETAIN WHEEL ON AXLE

WIRE LOOP SILVER SOLDERED TO LEGS

BRACING WIRES FRONT & REAR LEGS

AXLE 5/32" DIA WIRE

3/32" DIA STRAP

SEVERAL LOOPS OF "BUNGEE" (THICK SHIRRING ELASTIC) GIVES AXLE SPRINGING

BRASS TUBE SOLDERED OVER STEEL

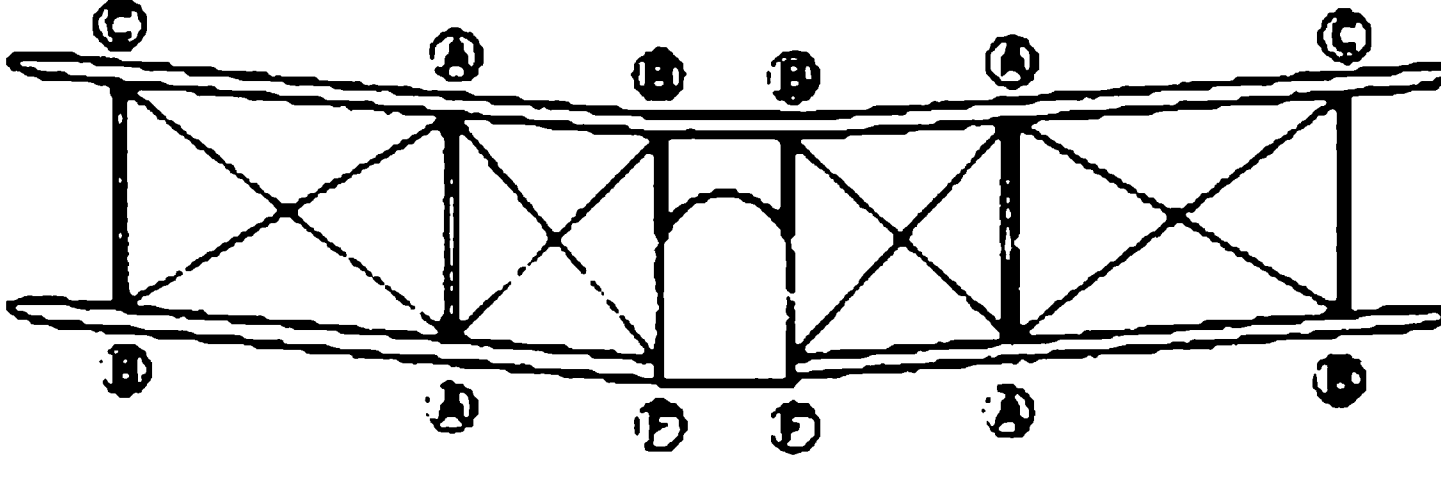
LONG 4-40 STUDS EPOXIED INTO SPRUCE STRUTS

TYPICAL STRUT SECTION

ALL STRUTS 5/16" SHEET SPRUCE

FUSELAGE TO TOP WING 2 REQ.

ALL RIGGING & CONTROL WIRES OF HEAVY WEIGHT "LAYSTRATE"



RIGGING WIRES SINGLE, FLYING WIRES DOUBLE. ALL RIGGING WIRES THAT CROSS SHOULD BE SOFT SOLDERED AT THAT POINT TO AVOID RADIO NOISE

SCHEMATIC DIAGRAM OF TYPE B POSITION OF RIGGING WIRE ATTACHMENT HARDWARE.

CLEARANCE FOR AILERON LINK WIRE, TOP WING ONLY

1/8" SHEET 8REQ. 3/32" SHEET 8REQ.

1/8" SHEET 6REQ. 3/32" SHEET 12REQ.

1/8" SHEET 4REQ. 3/32" SHEET 8REQ (MAIN PROFILE)

3/32" SHEET 4REQ (MID-SIZE PROFILE)

3/32" SHEET 4REQ (SMALL PROFILE)

LOWER NYLON BLOCKS FOR RUDDER CONTROL WIRES. (2REQ.) FITTED TO BOTTOM OF REAR INNER STRUTS SO CONTROL WIRES RUN INBOARD OF STRUTS

BRASS WASHER SOLDERED TO BRASS TUBE

NOTE

L.G. BOUND INTO POSITION WHEN ALL RIGGING IS COMPLETED

LOWER AILERON CONTROL WIRE TO RUN AROUND SIMULATED PULLEY ON UNDER SIDE OF LOWER WING

TOP OF REAR SPAR FOR LENGTH OF AILERON CAPPED 1/4" X 3/16" BALS

BOTTOM 1/4" X 1/16" BALS

LOWER AILERON CONTROL HORN 2REQ. NYLON

CAP ALL RIBS 1/16" X RIB WIDTH



MAN

D.H. 2

DESIGNED BY P. BEATE