

NOTE: Both Ailerons & Elevator Set For Slight Nose-Up Pitching Moment Tangent To Bottom Surface Of Wing. If C.G. Shown Is Not Maintained Adjustment Will Be Required

Ailerons & Elevator $\frac{1}{8}$ Medium Sheet Balsa

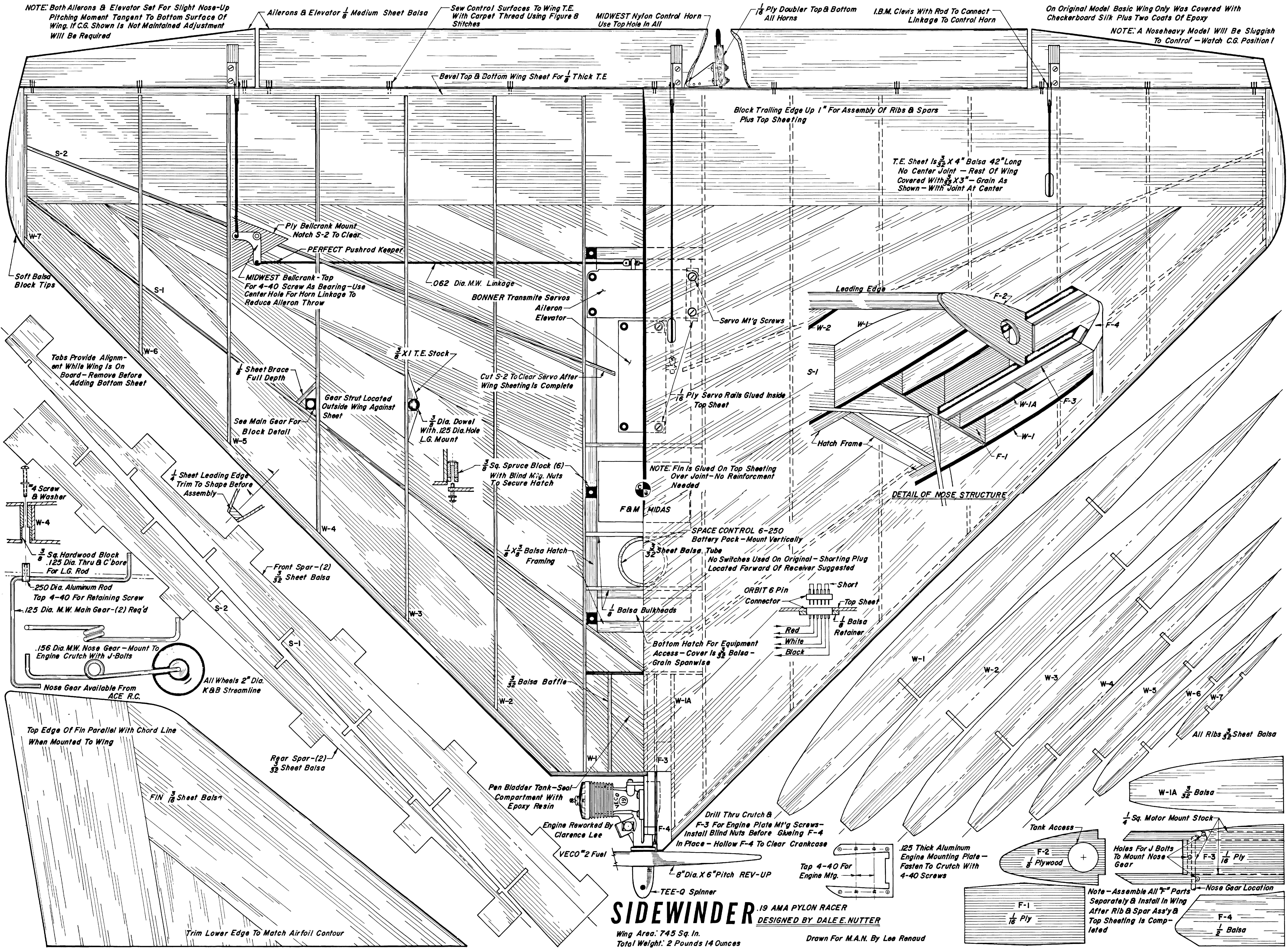
Sew Control Surfaces To Wing T.E. With Carpet Thread Using Figure 8 Stitches

MIDWEST Nylon Control Horn Use Top Hole In All

$\frac{1}{16}$ Ply Doublers Top & Bottom All Horns

I.B.M. Clevis With Rod To Connect Linkage To Control Horn

On Original Model Basic Wing Only Was Covered With Checkerboard Silk Plus Two Coats Of Epoxy
NOTE: A Noseheavy Model Will Be Sluggish To Control - Watch C.G. Position!



S-2

W-7

Soft Balsa Block Tips

Tabs Provide Alignment While Wing Is On Board - Remove Before Adding Bottom Sheet

4 Screw & Washer

$\frac{3}{8}$ Sq. Hardwood Block .125 Dia. Thru & C bore For L.G. Rod

.250 Dia. Aluminum Rod Tap 4-40 For Retaining Screw .125 Dia. M.W. Main Gear - (2) Req'd

.156 Dia. M.W. Nose Gear - Mount To Engine Crutch With J-Bolts

Nose Gear Available From ACE R.C.

All Wheels 2" Dia. K&B Streamline

Top Edge Of Fin Parallel With Chord Line When Mounted To Wing

FIN $\frac{3}{16}$ Sheet Balsa

Rear Spar - (2) $\frac{3}{32}$ Sheet Balsa

Trim Lower Edge To Match Airfoil Contour

Ply Bellcrank Mount Notch S-2 To Clear

PERFECT Pushrod Keeper

MIDWEST Bellcrank - Top For 4-40 Screw As Bearing - Use Center Hole For Horn Linkage To Reduce Aileron Throw

Sheet Brace Full Depth

See Main Gear For Block Detail

Sheet Leading Edge Trim To Shape Before Assembly

Front Spar - (2) $\frac{3}{32}$ Sheet Balsa

S-1

S-2

S-1

Pen Bladder Tank - Seal Compartment With Epoxy Resin

Engine Reworked By Clarence Lee

VECO #2 Fuel

8" Dia. X 6" Pitch REV-UP

TEE-Q Spinner

Bevel Top & Bottom Wing Sheet For $\frac{1}{8}$ Thick T.E.

.062 Dia. M.W. Linkage

BONNER Transmite Servos Aileron Elevator

$\frac{3}{8}$ X 1 T.E. Stock

Cut S-2 To Clear Servo After Wing Sheeting Is Complete

$\frac{3}{8}$ Dia. Dowel With .125 Dia. Hole L.G. Mount

$\frac{3}{8}$ Sq. Spruce Block (6) With Blind Mt'g. Nuts To Secure Hatch

$\frac{1}{8}$ X $\frac{3}{8}$ Balsa Hatch Framing

$\frac{1}{8}$ Balsa Bulkheads

$\frac{3}{32}$ Balsa Baffle

W-2

W-1

F-3

F-4

Block Trailing Edge Up 1" For Assembly Of Ribs & Spars Plus Top Sheeting

T.E. Sheet Is $\frac{3}{32}$ X 4" Balsa 42" Long No Center Joint - Rest Of Wing Covered With $\frac{3}{32}$ X 3" - Grain As Shown - With Joint At Center

Leading Edge

W-2 W-1

S-1

Hatch Frame

F-1

F-2

F-3

F-4

DETAIL OF NOSE STRUCTURE

NOTE: Fin Is Glued On Top Sheeting Over Joint - No Reinforcement Needed

F&M MIDAS

SPACE CONTROL 6-250 Battery Pack - Mount Vertically No Switches Used On Original - Shorting Plug Located Forward Of Receiver Suggested

$\frac{3}{32}$ Sheet Balsa Tube

ORBIT 6 Pin Connector

Short

Top Sheet

Balsa Retainer

Red

White

Black

Bottom Hatch For Equipment Access - Cover Is $\frac{3}{32}$ Balsa - Grain Spanwise

Drill Thru Crutch & F-3 For Engine Plate Mt'g. Screws - Install Blind Nuts Before Gluing F-4 In Place - Hollow F-4 To Clear Crankcase

Tap 4-40 For Engine Mt'g.

.125 Thick Aluminum Engine Mounting Plate - Fasten To Crutch With 4-40 Screws

Tank Access

Holes For J Bolts To Mount Nose Gear

Nose Gear Location

F-1 $\frac{1}{16}$ Ply

F-4 $\frac{1}{2}$ Balsa

W-1A $\frac{3}{32}$ Balsa

$\frac{1}{4}$ Sq. Motor Mount Stock

F-3 $\frac{1}{16}$ Ply

Note - Assemble All "F" Parts Separately & Install In Wing After Rib & Spar Assy & Top Sheeting Is Completed

W-1 W-2 W-3 W-4 W-5 W-6 W-7

All Ribs $\frac{3}{32}$ Sheet Balsa

W-1A $\frac{3}{32}$ Balsa

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