



3/16" X 1" TRAILING EDGE

TAIL SECTION DETAIL

DIMEDRAL DETAIL

1/8" X 3/8" REAR SPAR

3/16" X 3/16" SPARS - TOP & BOTTOM

LEADING EDGE - 1/4" X 3/8"

CUT WING TIPS FROM SOFT 1/4" SHEET.

1/8" THICK RIBS

3/16" X 1/2" SPAR

CUT LEADING EDGE FROM 1/2" SHEET.

CUT TRAILING EDGE FROM 1/4" SHEET

LEFT TIP OF STABILIZER

ALL RIBS 3/32" THICK.

CRUTCH LONGERONS AND CROSS BRACES ARE 3/16" X 5/8"

COMPLETED CRUTCH

PARTIALLY ASSEMBLED FUSELAGE

DRILL HOLE IN BOTTOM OF COWL FOR OIL OUTLET

1/4" SQ. TOP LONGERON

CUT-OUT FOR ENGINE EXHAUST STACK

3/16" SHEET WEDGE FOR INCIDENCE

3/16" X 1/2" BRACES BETWEEN BULKHEADS.

ALL BULKHEADS CUT FROM 1/8" SHEET

HIGH TENSION LEAD TO THE SPARK PLUG.

TIMER CAN BE MOUNTED ON EITHER SIDE OF THE FUSELAGE

BATTERY BOX FOR 6V BATTERIES

TRIM TAB

AUSTIN TIMER

ALL FUSELAGE STRINGERS BELOW CRUTCH ARE 3/32" X 1/4"

1/8" DOWEL

065" WIRE

TO ENGINE TIMER

COIL CASE

FILL IN BOTTOM OF FUSELAGE BETWEEN FORMERS A & B WITH SCRAP 1/8" SHEET

LANDING GEAR LAYOUT
3/32" SPRING STEEL WIRE

WINDSHIELD FRAME

DASH BOARD

2-1/2" WHEELS

SLOTTED HARDWOOD STRIPS ARE CEMENTED TO 'A' TO HOLD LANDING GEAR IN PLACE.

BULKHEAD "A" CUT FROM 3/32" PLYWOOD

PLANS BY PAUL PLECAN