



NOSE OF MODEL IS PLANKED WITH  $\frac{1}{16}$ " THICK STRIPS FROM NOSE BLOCK BACK TO FORMERS 2 AND 5.

FORMERS 1 TO 12 ARE ALL CUT FROM  $\frac{1}{16}$ " SHEET

WINDSHIELD TEMPLATE  
MAKE PAPER TEMPLATE FIRST FOR TRIAL FIT

PITOT TUBE IS CEMENTED TO FOURTH RIB FROM TIP.

ALL RIBS CUT FROM  $\frac{1}{20}$ " SOFT BALSA SHEET.

SOFT IRON WIRE USED FOR HINGES

THREAD BRACING

$\frac{3}{32}$ " SQ. STRINGERS

$\frac{1}{16}$ " SQ. STRINGERS

NOTE THAT TRAILING EDGE OF WING IS NOTCHED FOR EACH RIB.

WING SHOWN ONE-HALF ACTUAL SIZE

NOTE GROOVE FOR LEADING EDGE

FULL SIZE WING TIP OUTLINES. CUT TWO OF EACH FROM  $\frac{1}{16}$ " SHEET

$\frac{1}{8}$ " SQ. LEADING EDGE.

$\frac{1}{64}$ " SHEET LEADING EDGE COVERING

$\frac{1}{2}$ " DIHEDRAL UNDER EACH WING TIP

AILERON OUTLINE

$\frac{1}{16} \times \frac{3}{8}$ " SPAR

$\frac{1}{16} \times \frac{1}{4}$ " TRAILING EDGE

COVER CENTER SECTION OF WING WITH CELLULOID.

GUSSETS SHOULD BE CEMENTED FLUSH WITH TOP OF RIBS.

FULL SIZE  $\frac{1}{16}$ " SHEET

PROP DETAIL

MAIN RIB (14 REQUIRED)

$\frac{3}{32} \times \frac{1}{4}$ " WING STRUTS

EXHAUST STACK IS CUT FROM SOFT SHEET. -PAINT DULL BLACK

LANDING GEAR FILLET FORMED FROM PLASTIC WOOD OR SCRAP BALSA

DOTTED LINES INDICATE POSITION OF STRINGERS ON FUSELAGE BOTTOM

BASIC FRAMEWORK OF FUSELAGE IS MADE OF  $\frac{3}{32}$ " SQUARE HARD BALSA.

LANDING GEAR STRUT TAPERS FROM  $\frac{1}{2}$ " THICKNESS AT TOP TO  $\frac{1}{4}$ " AT LOWER END.

CENTER PART OF WHEEL PANT IS  $\frac{1}{2}$ " THICK STOCK. SIDE COVERS ARE  $\frac{1}{8}$ " THICK STOCK.

PROP AND TAIL SHAFTS, BENT FROM  $\frac{1}{16}$ " STEEL WIRE

STABILIZER AND RUDDER ARE CONSTRUCTED ENTIRELY OF  $\frac{3}{32}$ " STOCK

$5\frac{1}{2}$ " TREAD

FRONT VIEW OF NOSE BLOCK.

$\frac{1}{4}$ " WHEELS