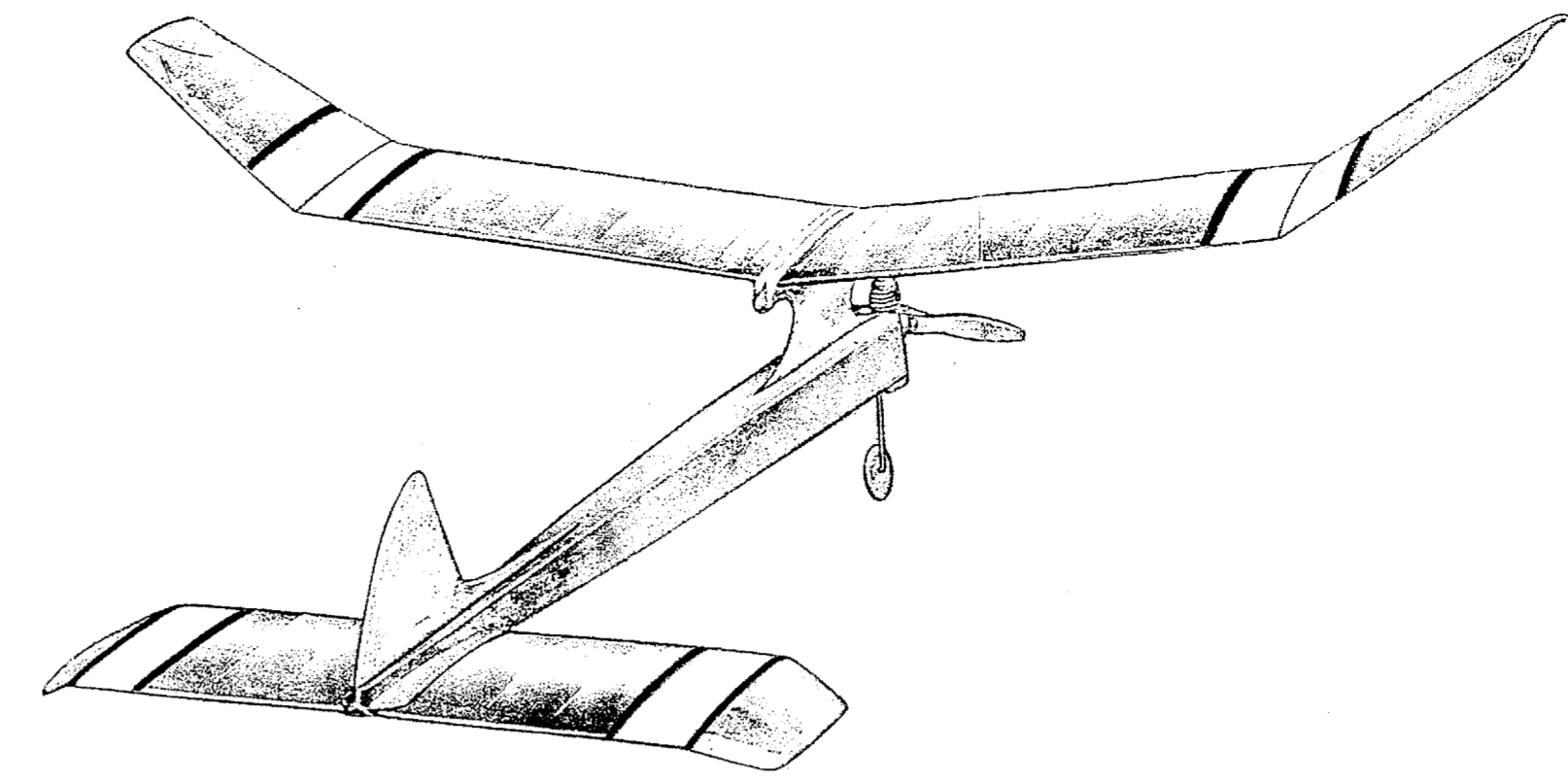


TYPICAL RIB



**GENERAL:** To start assembly of your "FU-BAR", study the plans in order to be able to locate all parts easily. Then press the parts from the die-cut sheets.

**WING:** Taper the main spars as shown on the plan, and cut out the required dihedral angles. Pin all spars, leading edges and trailing edges in place and glue in all ribs, except ribs W2 & W3. While the panels are still on the board, bend the tips up 2-1/2". Cement the dihedral gussets G2 and ribs W3 in place. When both wing panels are dry, lift them from the board and glue them together at the center and prop up the wing tips 4-1/4". Insert gussets G1, triangular fillets and ribs W2. The tips are next to be glued in place. After the complete assembly is dry, carve the tips and leading edge to shape and sand the entire wing thoroughly. Do a good job, as top-notch performance depends on a smooth airfoil.

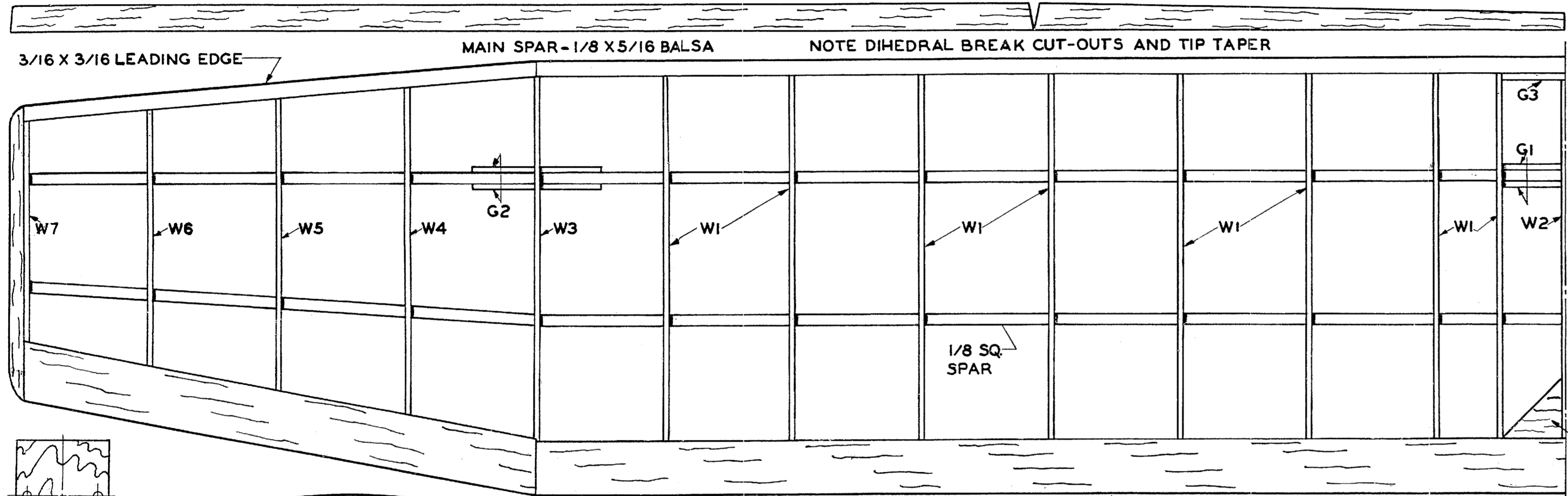
**STABILIZER:** Assemble the stabilizer in a manner similar to that used in constructing the wing. To sheet the center section place in position the leading and trailing edges. Then glue bottom 1/16" sheet to leading and trailing edges. Glue all ribs except the two center ribs. Trim off 1/16" the full length of the lower surface and 1/16" from the top surface between leading edge and front spar. Glue center ribs and spars in place. Then glue on center section sheeting. After stabilizer is dry bend down tips to the angle shown on the plan, making sure that the glue joints are strong because the tips are used to support the "FU-BAR" while on the ground.

**FUSELAGE:** Sandwich the landing gear between the two plywood bulkheads, filling in with pieces of scrap balsa. Use plenty of glue. While the front assembly is drying glue the pylon pieces P3 & P4 together, add 1/8" x 1/4" pine to the top. Then glue one set of P1 & P2 to both sides of the 1/8" core. Make sure that the notches in the bottom are all aligned. Set aside to dry on a flat surface and hold down with a weight, such as a book, to prevent warping. When the firewall and landing gear assembly is dry, mark and drill holes in proper location for engine used, bolt engine to front of firewall and fasten nuts on back with plenty of glue. Make sure that the previous glue is very dry, or the second coat will weaken it.

**FINISHING:** Cover the entire plane with light weight paper and spray lightly with water to shrink the paper. Use several coats of Midwest clear dope and sand between coats. If color is wanted use Midwest Translucent dope as it is light in weight. Finally add two coats of Midwest Fuel Proofer, following directions given on bottle. Now put on your running shoes and get ready for flying.

**TEST FLYING:** FU-BAR should balance 3/4" to " forward of the wing trailing edge. Make sure the wing incidence is as shown (3°), and stabilizer at 0°. Test glide over soft grass and bend the rudder for left circle to eliminate any stalling tendencies. When the glide is O.K., set the engine for short run (3 to 4 sec.) at low power and launch into wind. Watch the power fight closely. If the plane tends to loop, or climbs too steep an angle, a little down and right thrust should cure it. Test models flew best with a 1/32" to 5/64" shim to glue down and right thrust. Best flights are made with right climb in circles of about 50 to 75 ft. diameter and left glide circles of about the same size. When FU-BAR is completely adjusted, open the engine up wide, set the timer for 10 to 15 seconds and watch her go. If correctly made without warps and a good engine-prop combination flying should be spectacular. Test models have consistently done over 4 minutes if still air, using 17 to 19 seconds run.

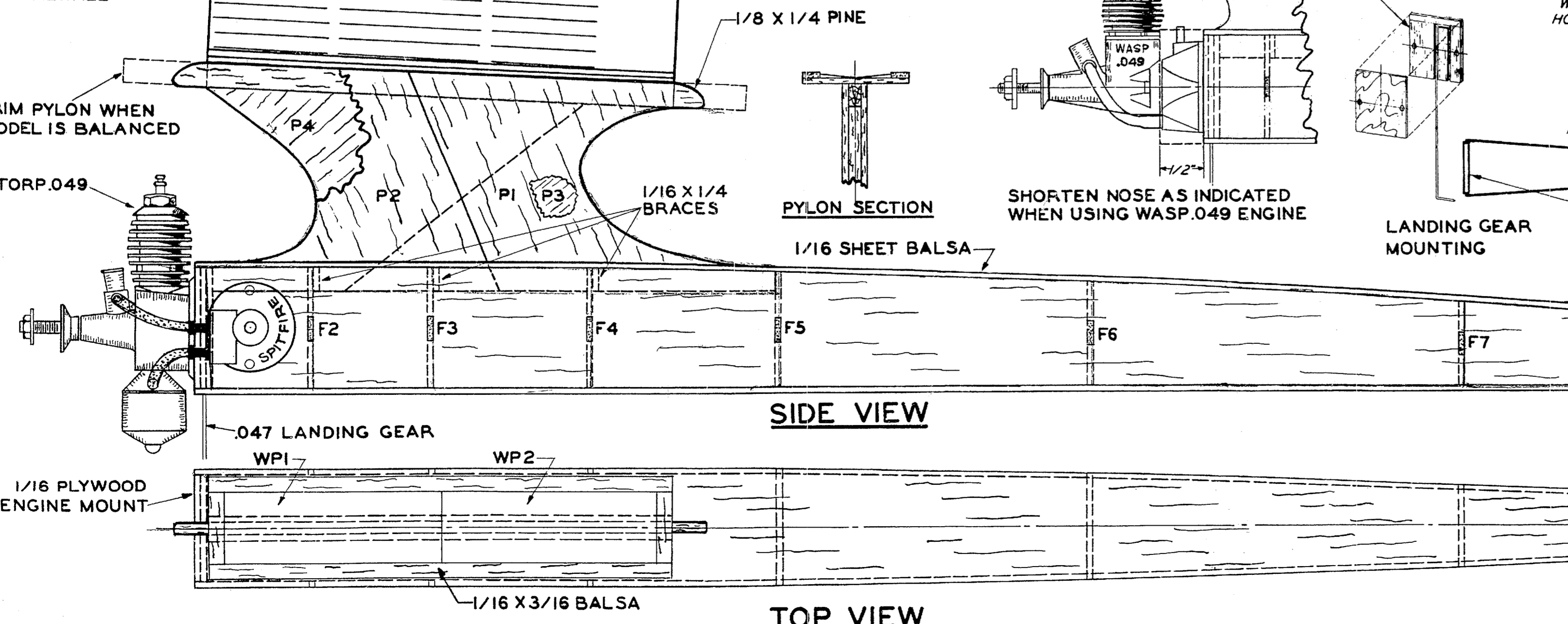
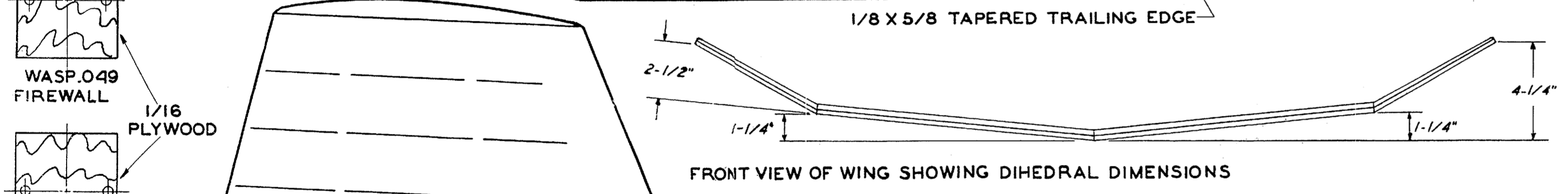
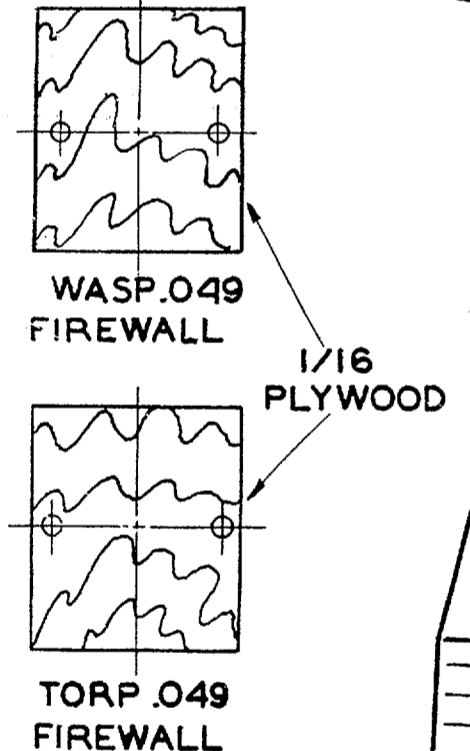
**GOOD LUCK AND MANY HAPPY HOURS OF FLYING.**



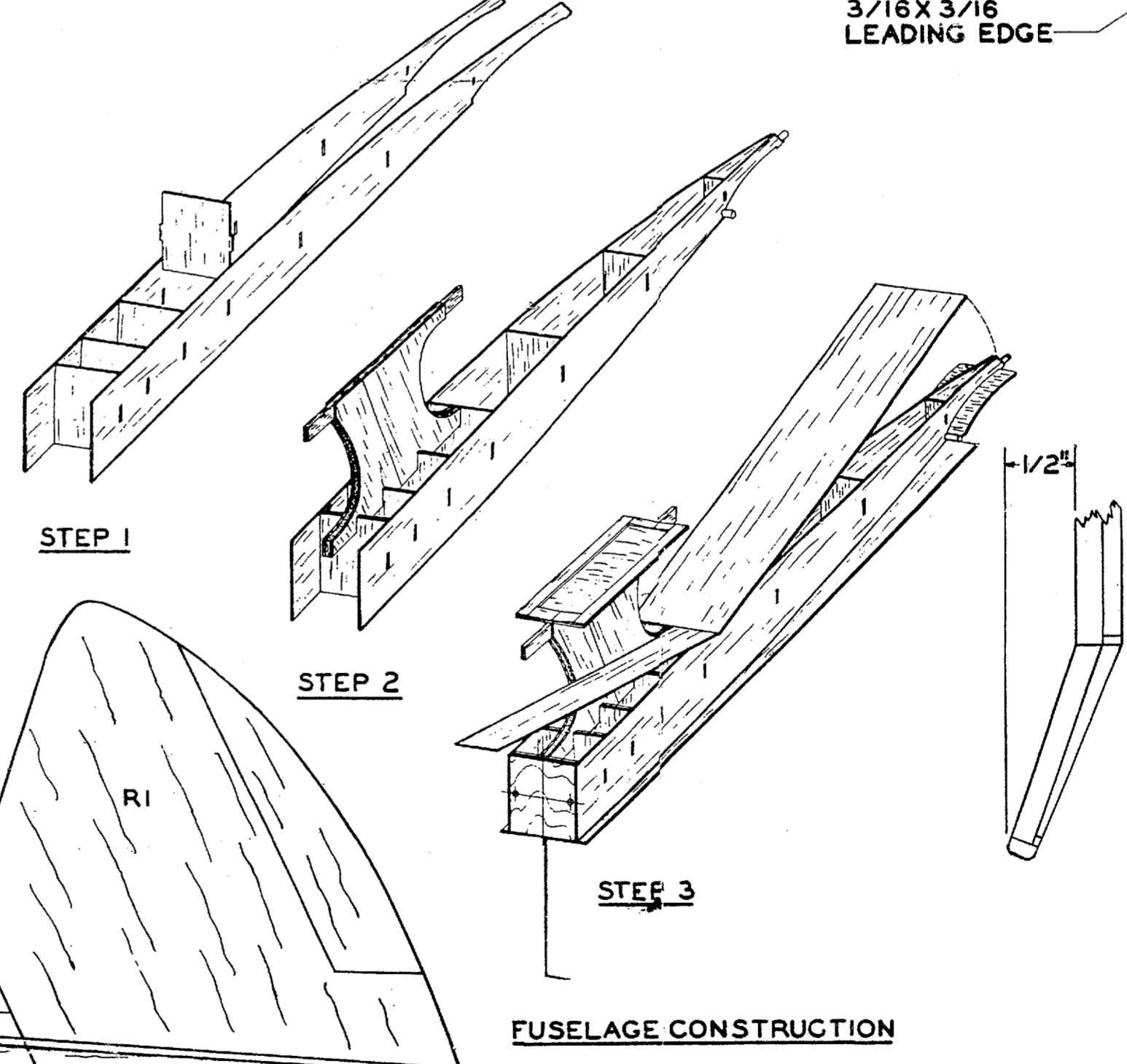
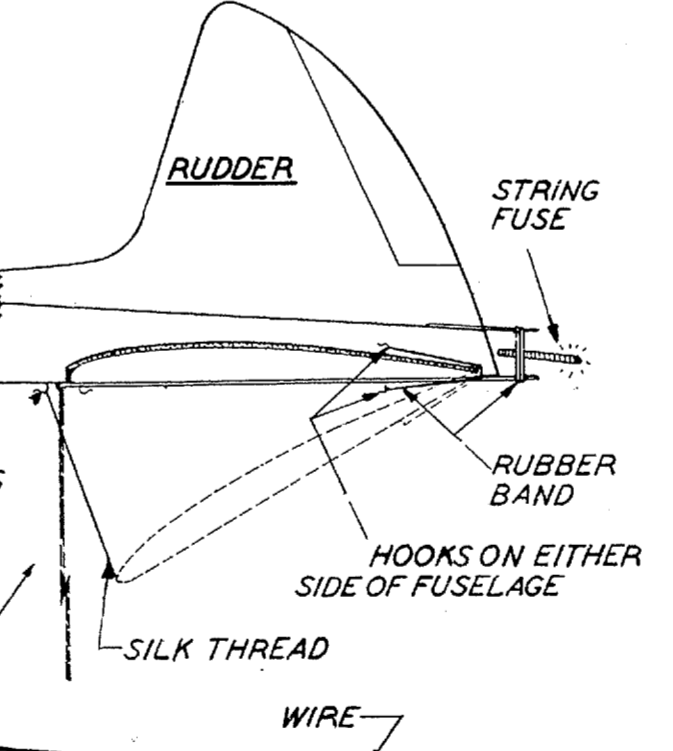
STABILIZER

FUSELAGE

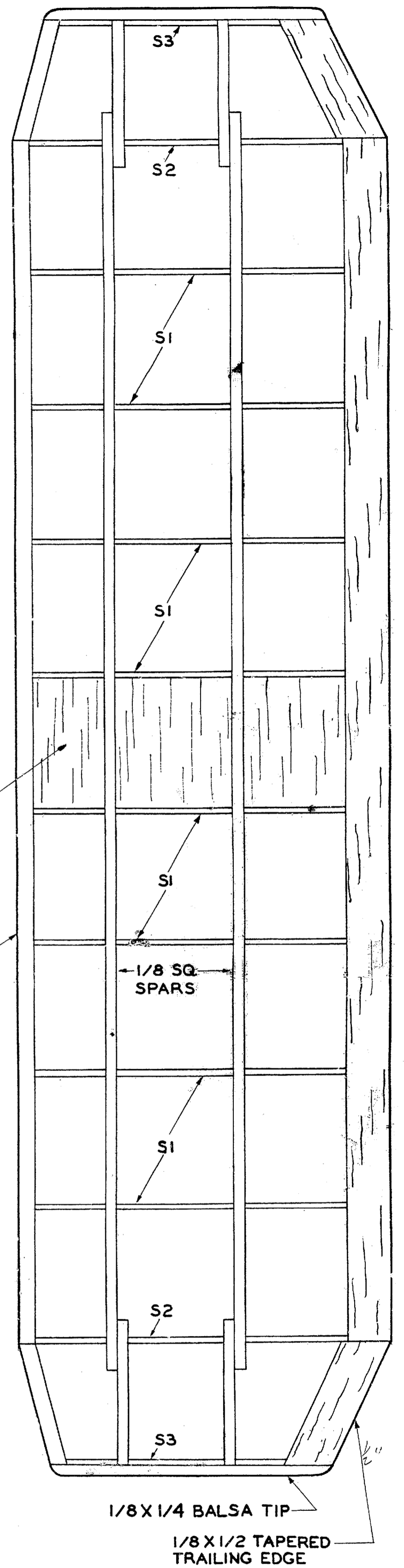
1/16 SHEET GUSSET



OPTIONAL DETHERMALIZER



FUSELAGE CONSTRUCTION



PLANK FRONT SECTION ONLY ON TOP AND ENTIRE BOTTOM 1/16 SHEET

**MIDWEST PRODUCTS CO.**  
CHICAGO ILLINOIS

PRESENTS  
**FU-BAR 36**

A GAS POWERED MODEL AIRPLANE FOR CONTEST OR SPORT FLYING  
SPAN 36 LENGTH 22 WING AREA 167 SQ. INS.  
DESIGNED BY *Ray Matthews* DRAWN BY *L. Sander*

1930 N.W. HERMAN AVE.  
H.E.