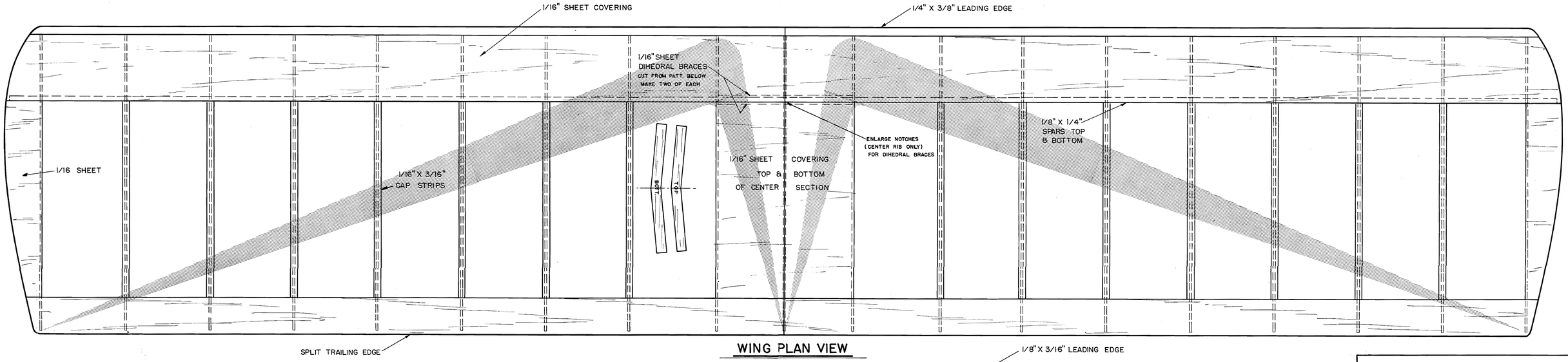
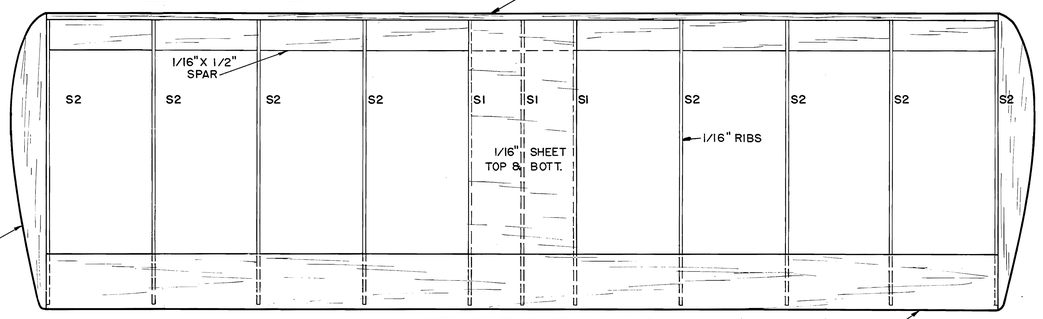


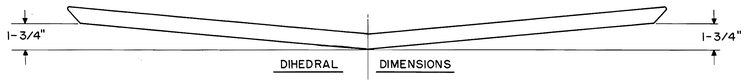

## WING PLAN VIEW

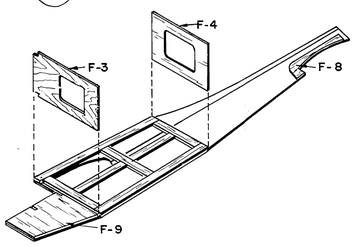



## STABILIZER PLAN VIEW

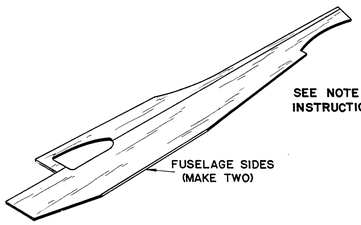
SPLIT TRAILING EDGE

MICRO-CUT BALSA

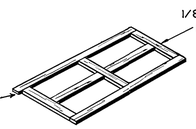



FRAME, F-9, & F-8 CEMENTED TO FUSELAGE SIDE. LEAVE 1/8" GAP BETWEEN FRAME & F-9 FOR F-3.



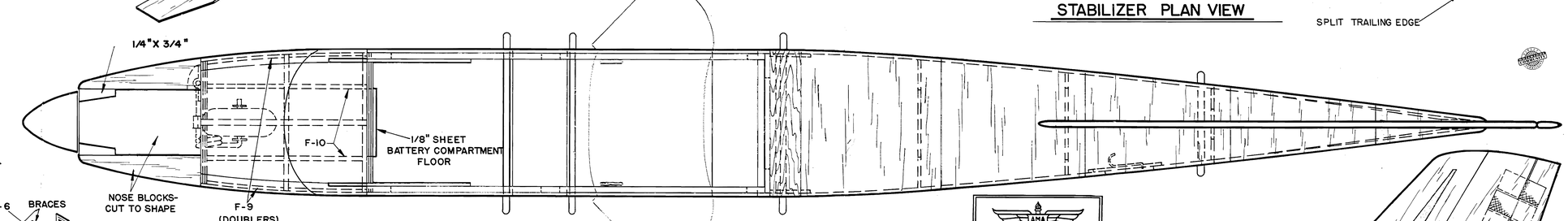

SEE NOTE IN INSTRUCTIONS

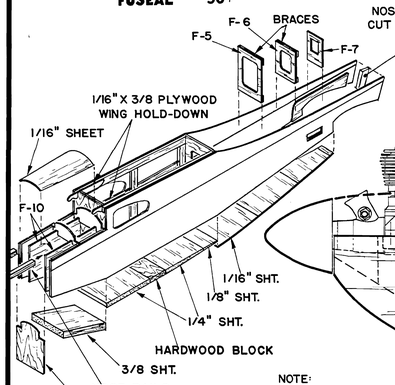



FRAME BUILT ON FUSELAGE SIDE VIEW (SHADED AREA)

FUSEAL 3FT. PACKAGE 50¢

FUSEAL
Fuel-proof, high resiliency, adhesive backed seal. Seals against dirt and oil, cushions wings, sides and receiver backs, prevents wing shift, protect radios and servos from shock and dirt. A real buy @ 50c per pkg.




NOTE: NOSE MAY BE SHORTENED FOR GOLDEN BEE .049

For Best Results Use Nitro XX Fuel of Champions

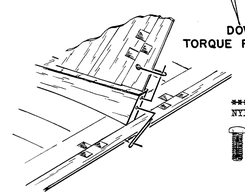



AMA
BECOME A LICENSED FLYER JOIN THE A.M.A. WRITE A.M.A. HEADQUARTERS 1025 CONNECTICUT AVE. N.W. WASHINGTON 6, D.C.

### RECOMMENDED EQUIPMENT

| | |
|---|---|
| BABCOCK | CONTROLAIRE |
| CITIZENSHIP | C. & S. |
| DUBRO (6 SPOKE WHEELS) | COX |

WINDING HOOK 1/16" BALSA



*** NEW *** VIBRATION PROOF NYLON INSERT LOCK SCREW ***

New—Special lock bolts assures positive engine mount that stays secure. Proven—high strength — torque-tested. 4-4/40 x 1-1/8" 45c per pkg.

### CONSTRUCTION SEQUENCE
(Please read FIRST)

*FUSELAGE:

Make 2 frames from 1/8" x 3/8" stock over the shaded outline on the plan making sure you cut the pieces exactly as shown for maximum strength. Notice on the small detail drawing of the frame that the top rail is 1/8" beyond the front vertical piece to extend through 1/8" Former F-3 together with the 1/16" x 3/8" plywood wing hold-down. Edge glue the die cut pieces to make the two fuselage sides. When dry, cement the two frames, the 1/16" x 3/8" plywood wing hold downs & Doublers F-9 & F-8 in place on the sides making sure to leave a 1/8" gap between F-9 and the frame to receive former F-3. At this point take care not to make two sides the same. You should have 1 right side and 1 left side. Mark positions of formers F-5 & F-6 on inside of fuselage sides so that they may be positioned accurately after the sides are joined. Lay one fuselage side flat and glue Formers F-3 & F-4 in position being careful to keep them vertical. Add other fuselage side – be sure sides are lined up one directly over the other so that when ends are pinched together they will meet exactly. Let this assembly dry thoroughly.

Sand the 1/8" x 1/2" tail block to a wedge shape and glue the 1/16" x 3/8" cross braces to Formers F-5 & F-6. Pinch the sides together and glue in the tail block holding clamped together with a couple of spring clothespins until dry. Make sure before allowing to dry that both sides are bent the same. Glue the 1/8" x 3/8" cross braces on to Former F-4 and glue in Doublers F-11 & formers F-5, F-6, & F-7.

Bolt the nose gear to the firewall, glue and clamp in place between sides. Glue in 1/8" sheet Battery Compartment Floor and glue Formers F-10 in place. Glue in Formers F-1 and F-2 and the 1/8" x 1/8" x 3-1/2" center stringer. Glue in the 1/4" x 3/8" Nose Rails and then the die cut Top Cowl. Top & Bottom planking is glued on as shown getting progressively thicker on the bottom towards the nose. The nose blocks are glued in as shown cutting clearance for the wire nose gear where required. Allow to dry thoroughly and sand to final rounded shape.

*WING:

Pin into position 1/4" x 3/8" leading edge to plan. Glue bottom planking and cap strips 1/8"x 1/4" spar, and also rear trailing edge bottom. Glue all wing ribs except center rib in position and top 1/8"x 1/4" spar. When dry, glue in dihedral and dihedral braces. Pin down one half wing and add center rib. Plank leading edge and trailing edge. When dry, do the same to the other wing. Add 1/16"x3/16" cap strip and finish planking. Add tips, sand well and cover.

*RUDDER AND FIN:

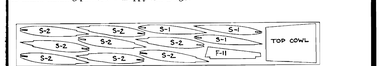
Assemble rudder and fin from 3/32" x 3" die cut sheet. Sand to shape and cement to top of fuselage. It is very important that the proper alignment be maintained. Cut and sand 3/16" sq. strip braces to shape shown before glueing in place. Fabric hinges are recommended.

*STABILIZER:

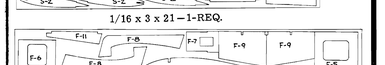
Mark 1/16"x 1/2"x 1/16" stabilizer spar for proper rib location and glue in all ribs taking care that ribs S-1 are located in proper spot. They are undercut 1/16" to allow for center planking. Pin bottom trailing edge to plans and glue ribs into position and add top planking. Add 1/8" x 3/16" leading edge. When dry, add tip blocks and plank center section. Sand well and cover. If 1/8" x 1/2" strip elevator is used cover and dope before hinging in place.

*FLYING THE "LIL TRI-SQUIRE"

Check your model for warps making sure all warps are removed. Locate the C/G of your Lil Tri-Squire. It should fall within 1/2" of the C/G on plans. Add ballast to correct if necessary. Check out radio receiver carefully following manufacturers recommended check out procedure. Recheck with engine running. Pre flight receiver checks are vitally important – don't "goof". Select calm weather for first flight. Test glide over tall grass. Lil-Tri-Squire should glide straight in a flat glide. Make slight rudder adjustment by bending yoke if necessary. If model stalls or dives in test glide add shim to stabilizer to correct. Now you are ready to fly. Start engine and adjust needle valve for steady, slightly rich running. Turn on receiver and transmitter and check rudder action. If rudder action is positive you are ready to launch. If not, stop engine and recheck receiver. If everything is OK launch (don't heave) Lil Tri-Squire from a run. Let plane gain altitude before attempting turns. Make turns gradually by pulsing transmitter. Observe flight tendency on neutral rudder carefully and correct if necessary by readjusting engine thrust. Keep ship upwind when flying. After engine cuts, circle model downwind to make landing pattern – Happy Landings.




1/16 x 3 x 21 – 1-REQ.




1/16 x 3 x 24 – 1-REQ.

1/16 x 3 x 24 – 1-REQ.

# LIL TRI-SQUIRE

1/2 A SPORT FLYING RADIO CONTROL

MIDWEST PRODUCTS COMPANY
HOBART, INDIANA

DESIGNED —— VINCENT MICCHIA
DRAWN —— JIM HARRIS
APPROVED —— Frank Ascher