

FUEL TANK (SEE BELOW) MOUNTED WITH 4 WOOD SCREWS
1..... FLOOD-OFF VALVE 2..... FUEL LINE
3 & 4..... FILLING 5..... PRESSURE LINE

1/16" PLY
ENGINE BAY COVER:
OUTER SURFACE FLUSH WITH
BALSA SIDES, EPOXIED

ENGINE BAY & MOUNTING HOLES
TO SUIT YOUR ENGINE
DIMENSIONS GIVEN FOR ROSSI 15

UPPER LOWER } ENGINE BEARER
3/8" SQ. HARDWOOD

ENGINE MOUNT: 1/8" DURAL
EPOXY TO BEARERS (RIGHT SIDE)
& SECURE WITH 4 WOOD SCREWS

SECTION B-B

SECTION A-A

STAB REST: BEND FROM 1/32" ALUMINUM

COUNTER NUT
ADJUSTING SCREW # ~1/8"
PRESSED-IN THREADED INSERT

V.I.T. LEVER:
SAW & FILE FROM
3/16" DURAL SHEET

M 2 METRIC
THREAD

SPRING .05" #
PIANO WIRE

1/16" PLY

3/16" HARD
SANDED TO 5/32"

SECTION H-H

FRAMEWORK 1/4" MED. GLUED
TO CRUTCH EITHER SIDE
RIGHT SIDE SEE BELOW

SECTION J-J

1/16" PLY
EPOXY BLOCKS
THREADS (M 2 METRIC)
CUT WITH ADJ. SCREWS

RUBBER BANDS

1/16" PLY CLIMB
INCIDENCE SCREW
SEAT & LEVER STOP

3/16" MED. HARD

3/16" MED. HARD
SANDED TO 5/32"

RUDDER
1/8" HARD

3/16" SOFT
SANDED TO 5/32"

1/16" PLY

3/16" HARD
SANDED TO 5/32"

V.I.T. LEVER LINE (C/L CABLE-THICK, NO DAMPING)

D/T & CLIMB INCIDENCE LINE (#.025"
NYLON MONOFILAMENT)

UPPER & LOWER LONGERONS (LEFT & RIGHT)
1/4" MED. HARD, TAPER TO 3/16" AT REAR

BOOM SIDES 3/16" MED. HARD
TAPER TO 1/16" AT REAR

WING INCIDENCE RELATIVE TO THRUST LINE +1 1/4°
1-2° LEFT SIDE THRUST

SEELIG-TIMER
RECESSED 3/16"
FLOOD-OFF LINE #.025"
NYLON MONOFILAMENT
AUTORUDDER LINE (C/L CABLE-THIN,
WITH DAMPING ELEMENT)

FUEL TANK MOUNTING PLATE:

1/16" # STEEL, PREVENTS
POSSIBLE WING FLUTTER
DUE TO LOOSENING
TONGUE FIT

COVER ENTIRE FUSELAGE WITH
THIN TISSUE, SILK OR GLASS
FABRIC (MAX. .07 OZ./SQ. FT.)

1/8" # DOWEL

V.I.T. LEVER LINE

V.I.T. LEVER AXLE
1/8" # STEEL

JOIN BOOM CRUTCH TO TAPERED
FRONT OF CENTRAL PART OF FIN

SECTION C-C

SECTION D-D

SECTION E-E

SECTION F-F

SECTION G-G

FUEL TANK:
SOLDERED FROM
.012" BRASS
SHEET

FUSELAGE CRUTCH: 1/16" PLY
JOIN TO 1/16" MED. FOR BOOM

RIGHT SIDE BOOM & PYLON
SHEETING JOINT LINE

BIG BOY IV

FAI FREE FLIGHT POWER

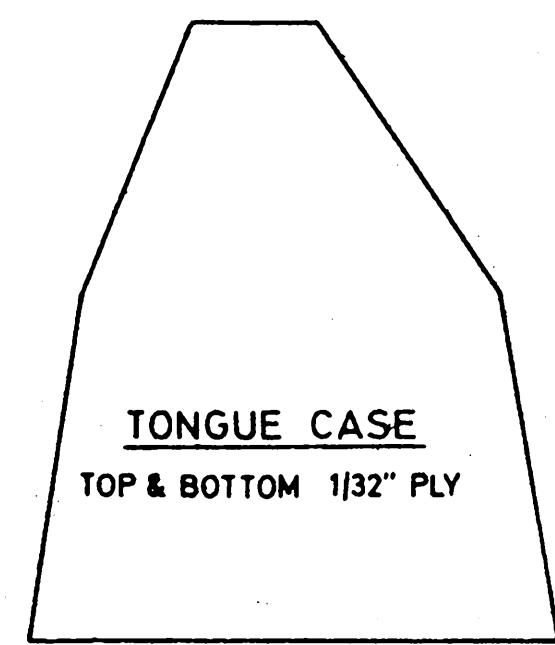
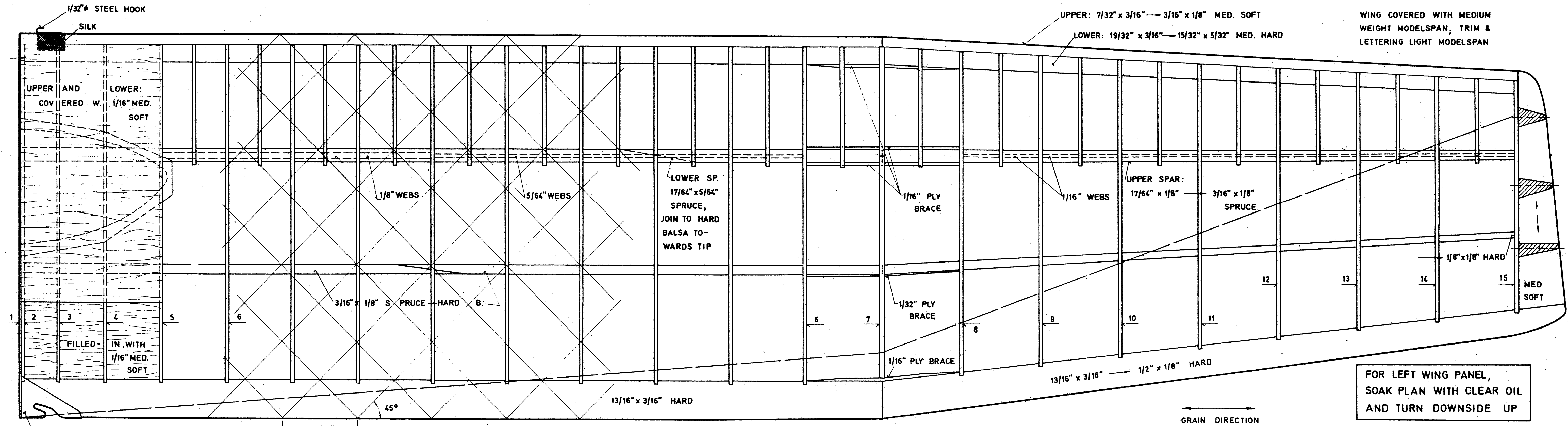
WINNING MODEL 1973 WORLD CHAMPIONSHIP

DESIGNED, FLOWN & DRAWN BY

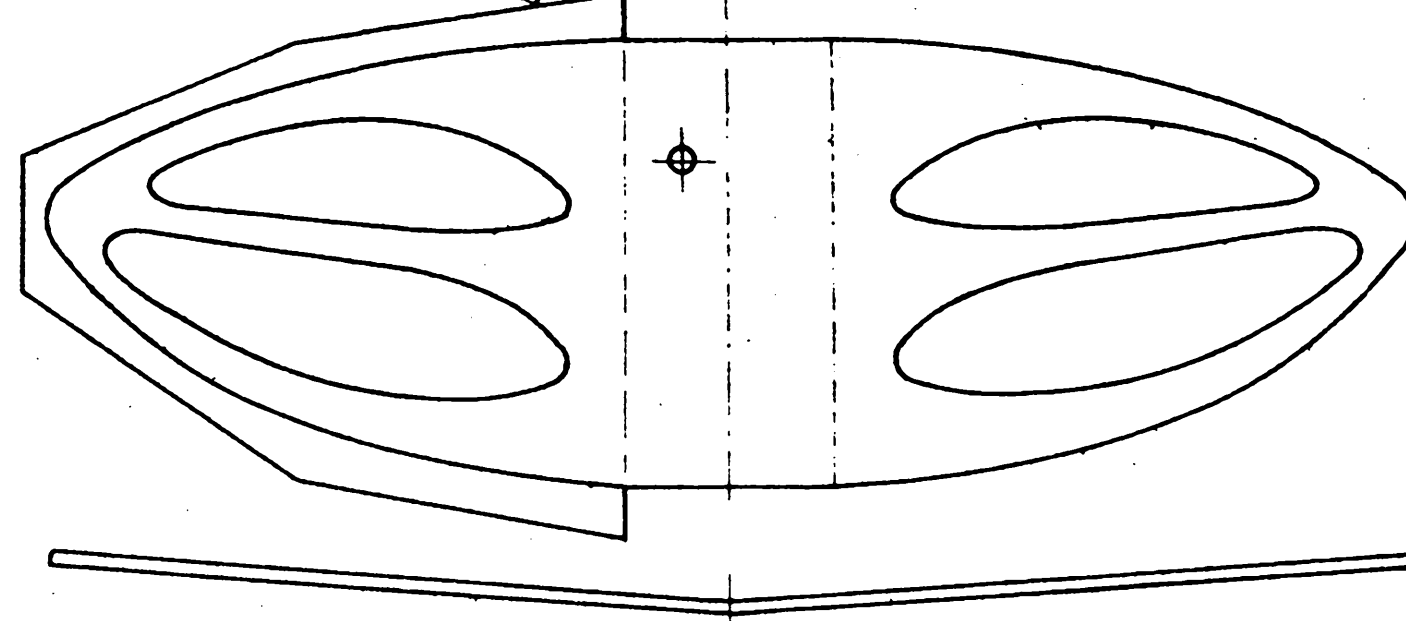
VÁCLAV HORČICKA,

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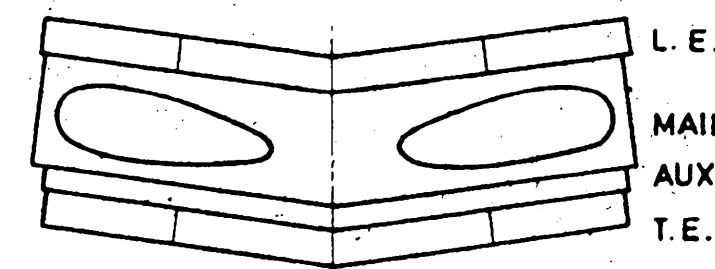
TONGUE CASE FRAME:
5/64" PLY (TO SUIT
TONGUE THICKNESS)



WING MOUNTING TONGUE: 5/64" DURAL SHEET, EPOXIED
IN AND SECURED WITH ONE WOOD SCREW

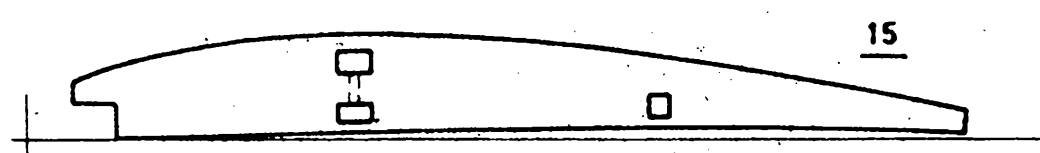
ALL WOOD IS BALSA (5 GRADES: SOFT,
MEDIUM SOFT, MEDIUM, MEDIUM HARD, HARD)
UNLESS OTHERWISE NOTED

WHITE P.V.A. GLUE USED THROUGHOUT
USE EPOXY GLUE FOR METAL PARTS
AND WHERE INDICATED



FALSE RIBS: 3/32" MED. SOFT, 22 REQD.

OUTER FALSE RIBS CUT SLIGHTLY OVERSIZE
WITH RIBS 7-14 AS TEMPLATES, GLUED IN
PLACE, THEN SANDED TO FINAL SHAPE



RIB NO. 15: 5/64" MEDIUM, 2 REQD.

RIBS NOS. 8-14 ARE SANDED FROM
STRIPS IN A BLOCK BETWEEN THE
MASTER RIBS NO. 7 AND NO. 15

WING AIRFOIL: NACA 4409

RIB NO.:

0: (FUSELAGE SIDES) 1/8" PLY 2 REQUIRED

1: 1/32" ALUMINUM 2 ---

2: 3/32" PLY 2 ---

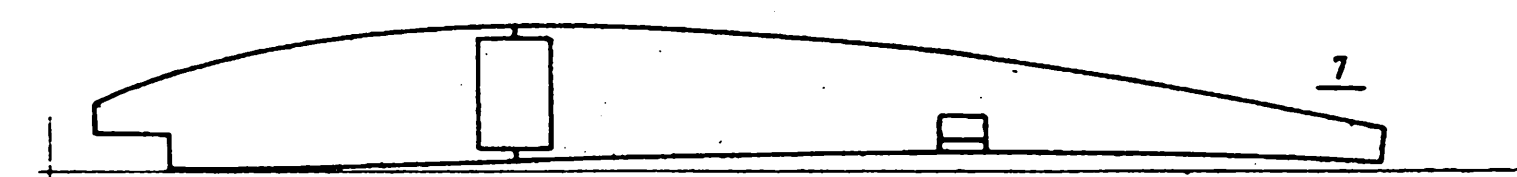
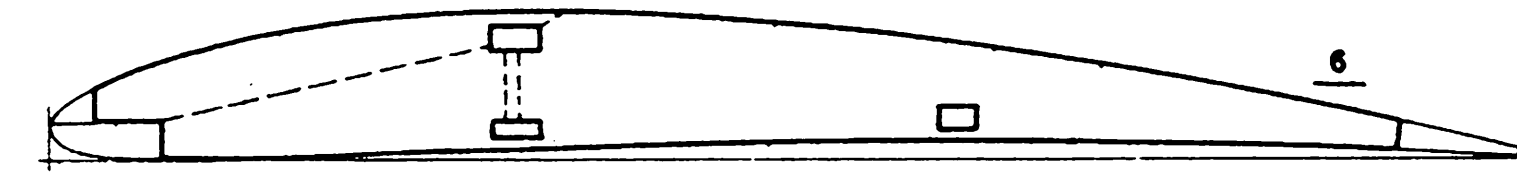
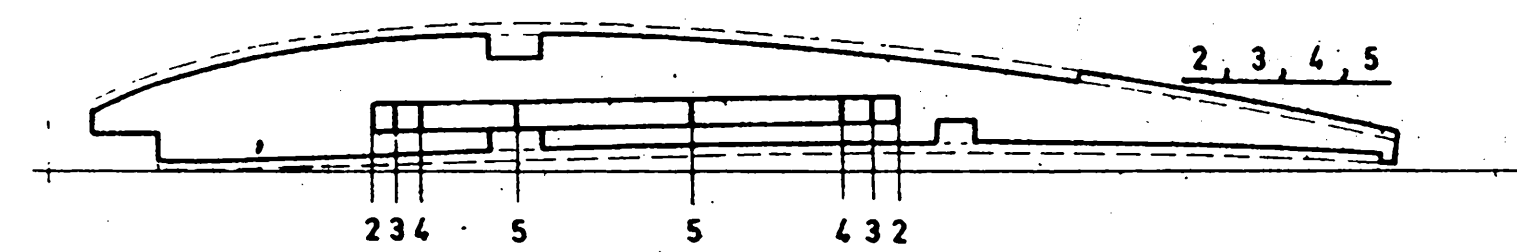
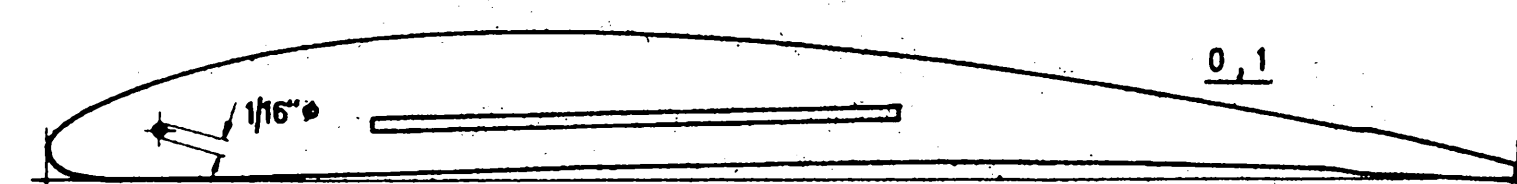
3: 1/16" PLY 2 ---

4: 1/16" PLY 2 ---

5: 1/16" PLY 2 ---

6: ~5/64" MEDIUM 18 ---

7: 1/8" HARD 2 ---

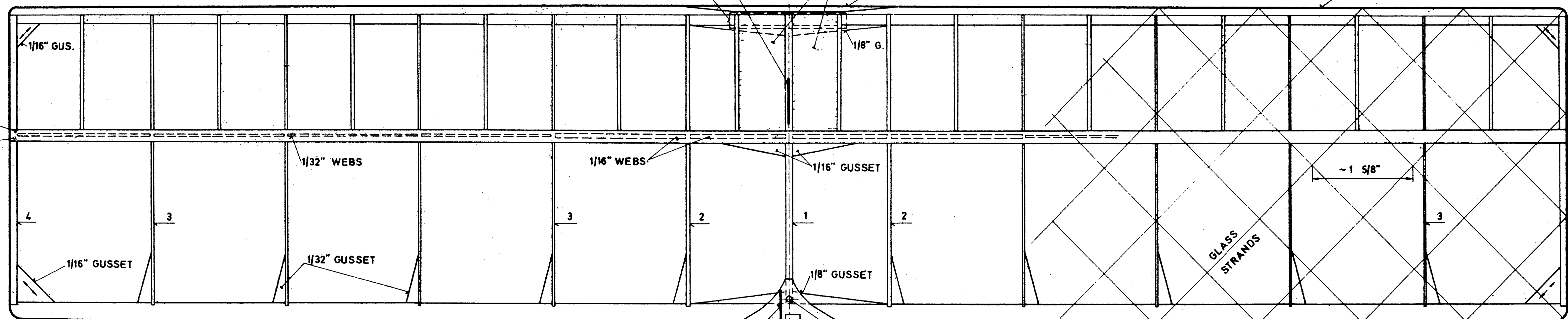


STAB COVERED WITH LIGHT JAP
TISSUE, APPLIED WITH CELLU-
LOSE GLUE (ALSO FOR WING)

3/8" x 5/32" → 1/4" x 5/32" MED. HARD

RUBBER BAND HOOK 3/64" STEEL
EPOXIED INTO CENTER RIB SLIT
1/32" DURAL PLATE EPOXIED ON UNDERSIDE

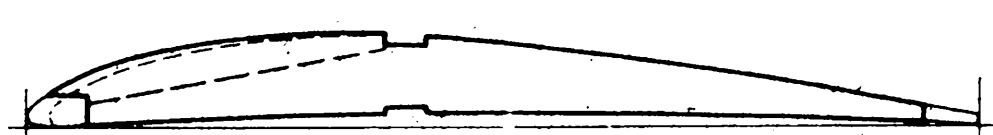
FILLED-IN (1/32" MED.)
SPRUCES INSERT



SPAR: UPPER 3/16" x 1/16" MED.

LOWER 3/16" x 1/32" MED.

STAB: RIB NO. 1: 1/8" HARD 1 REQD.
2: 1/16" MED. SOFT 2 ---



FALSE RIB:
1/16" SOFT, 12 REQD.

3/8" x 1/8" → 1/4" x 1/8" MED. HARD

1/16" THREADED DURAL 1/4" Ø EPOXIED

LOCKING NUT

D/T LINE HOOK: 3/64" PIANO WIRE

NOTCH FOR D/T LINE

ADJUSTMENT SCREW M2

HOLE FOR M2 (METRIC) SCREW - CLIMB INCIDENCE ADJUSTMENT

1/32" PLY GUSSET ON UPPER SIDE

1/64" DURAL EPOXIED ON PLY - SEAT FOR GLIDE ADJUSTMENT SCREW (IN V.I.T. LEVER)

W