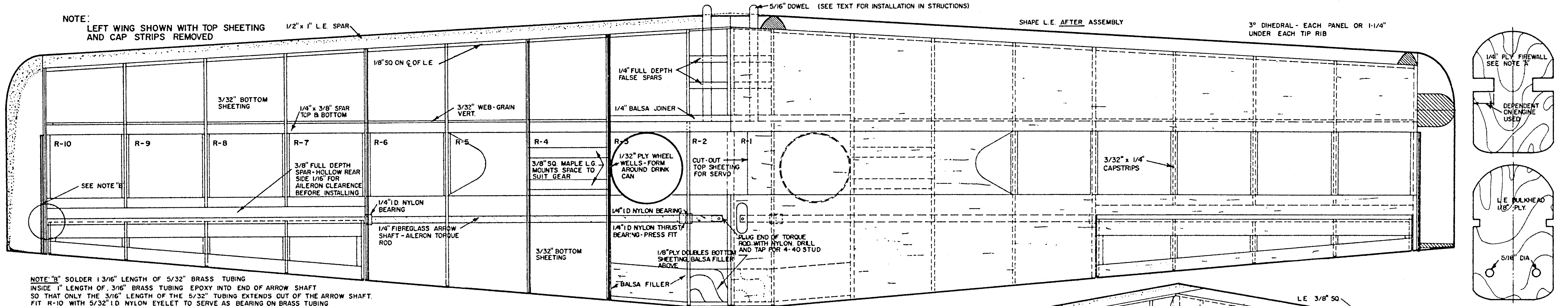


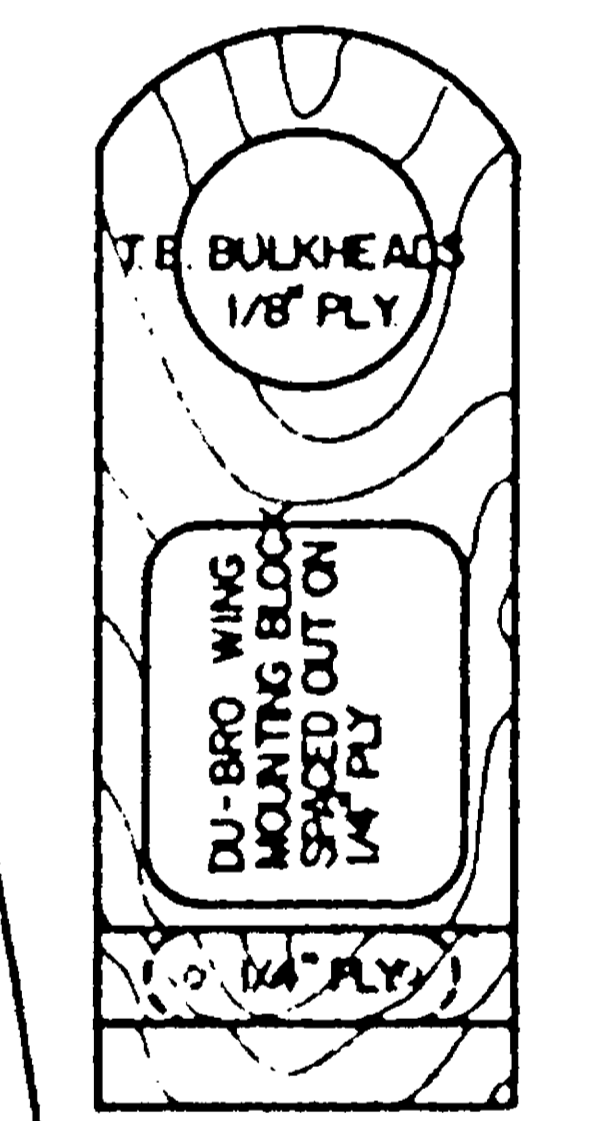
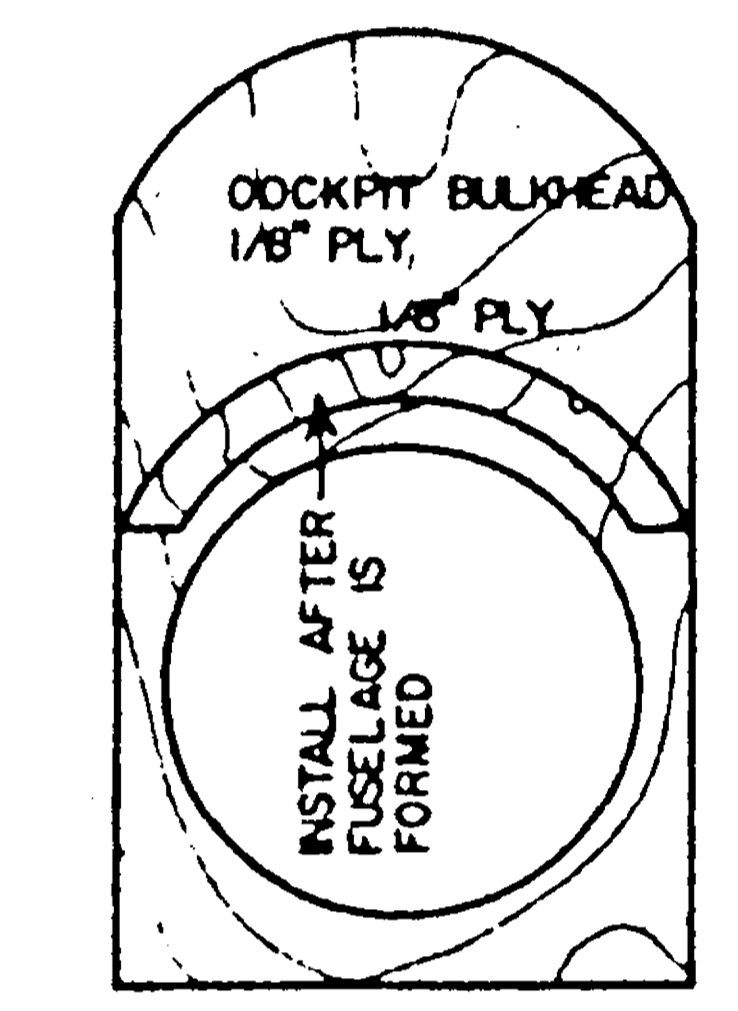
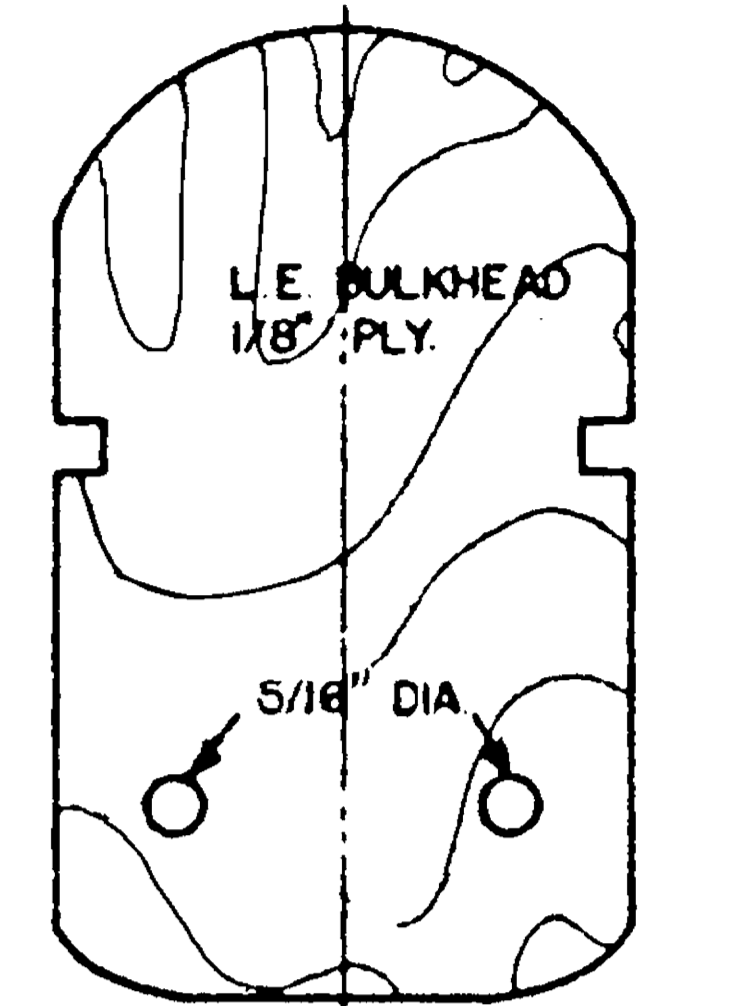
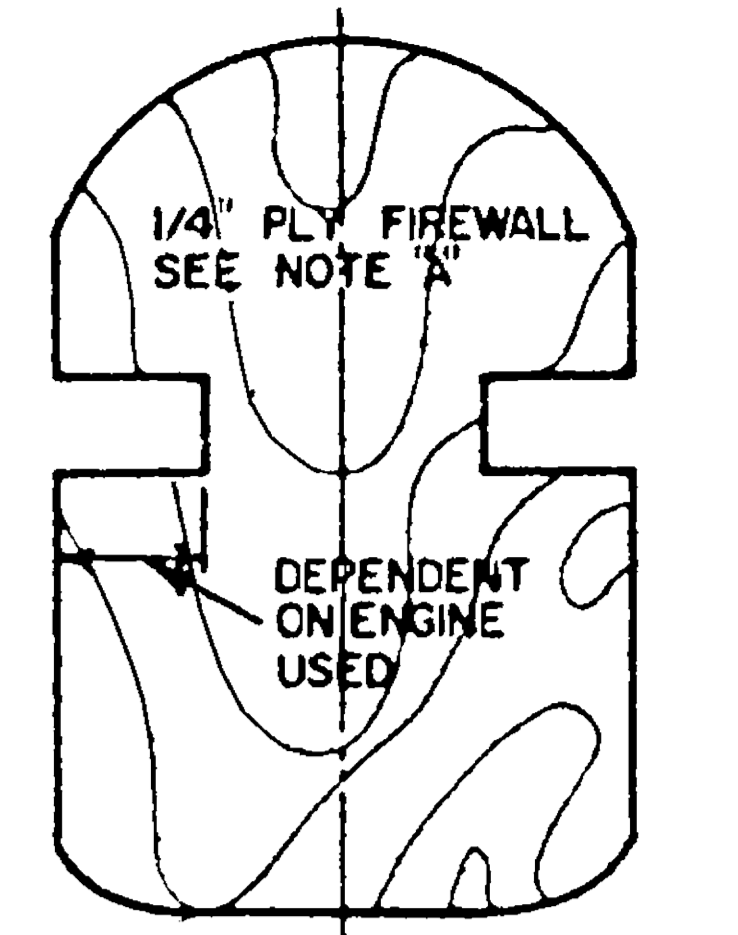
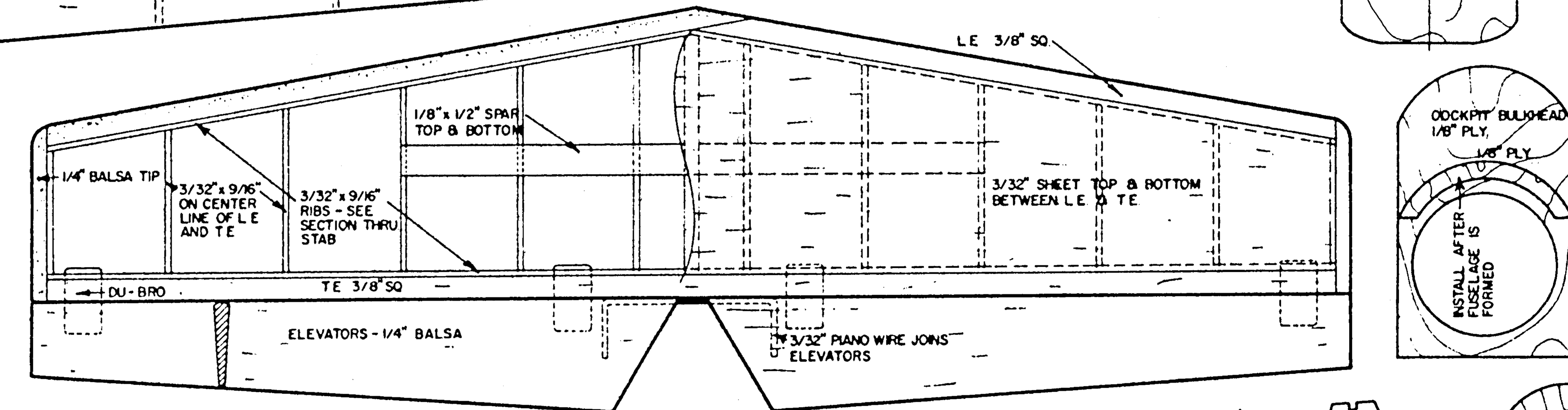
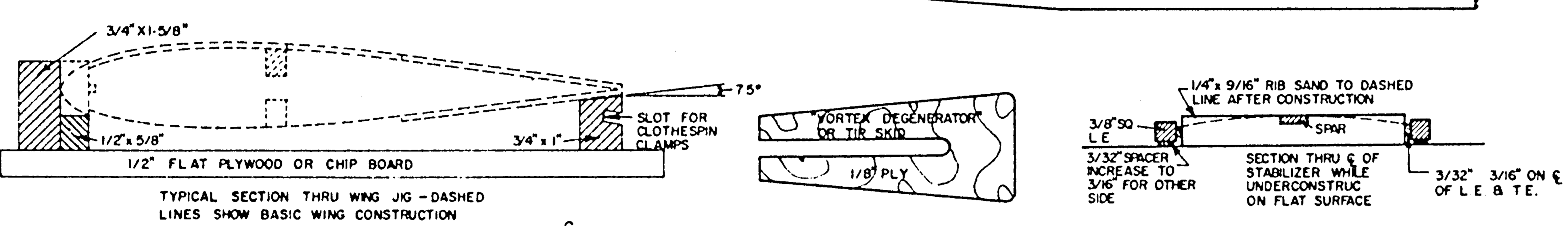
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NOTE:
LEFT WING SHOWN WITH TOP SHEETING
AND CAP STRIPS REMOVED

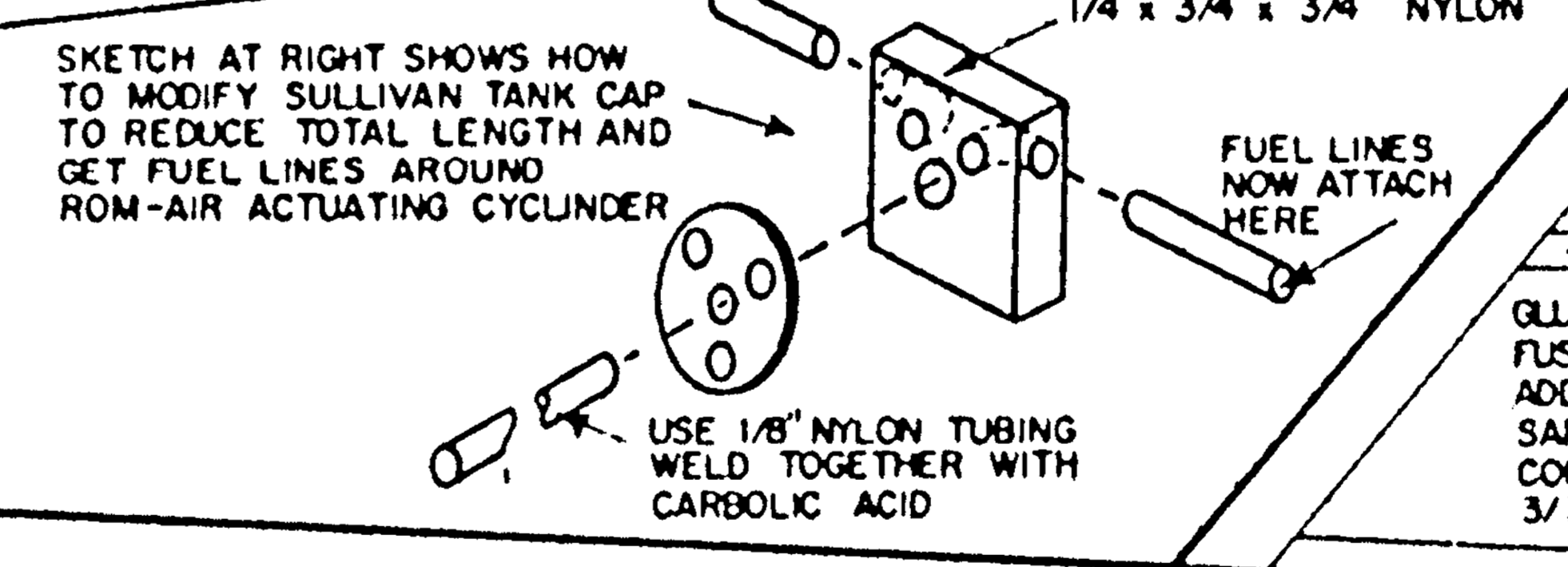
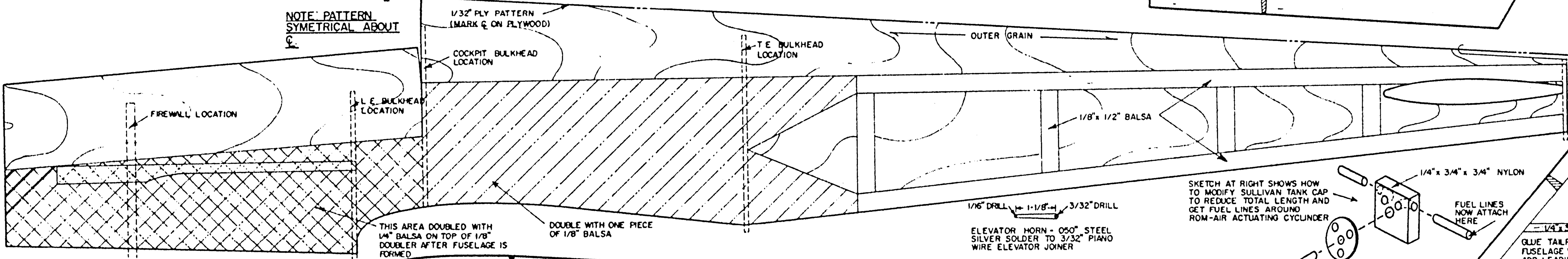


NOTE "B" SOLDER 1 3/16" LENGTH OF 5/32" BRASS TUBING
INSIDE 1" LENGTH OF 3/16" BRASS TUBING EPOXY INTO END OF ARROW SHAFT
SO THAT ONLY THE 3/16" LENGTH OF THE 5/32" TUBING EXTENDS OUT OF THE ARROW SHAFT.
FIT R-10 WITH 5/32" I.D. NYLON EYELET TO SERVE AS BEARING ON BRASS TUBING

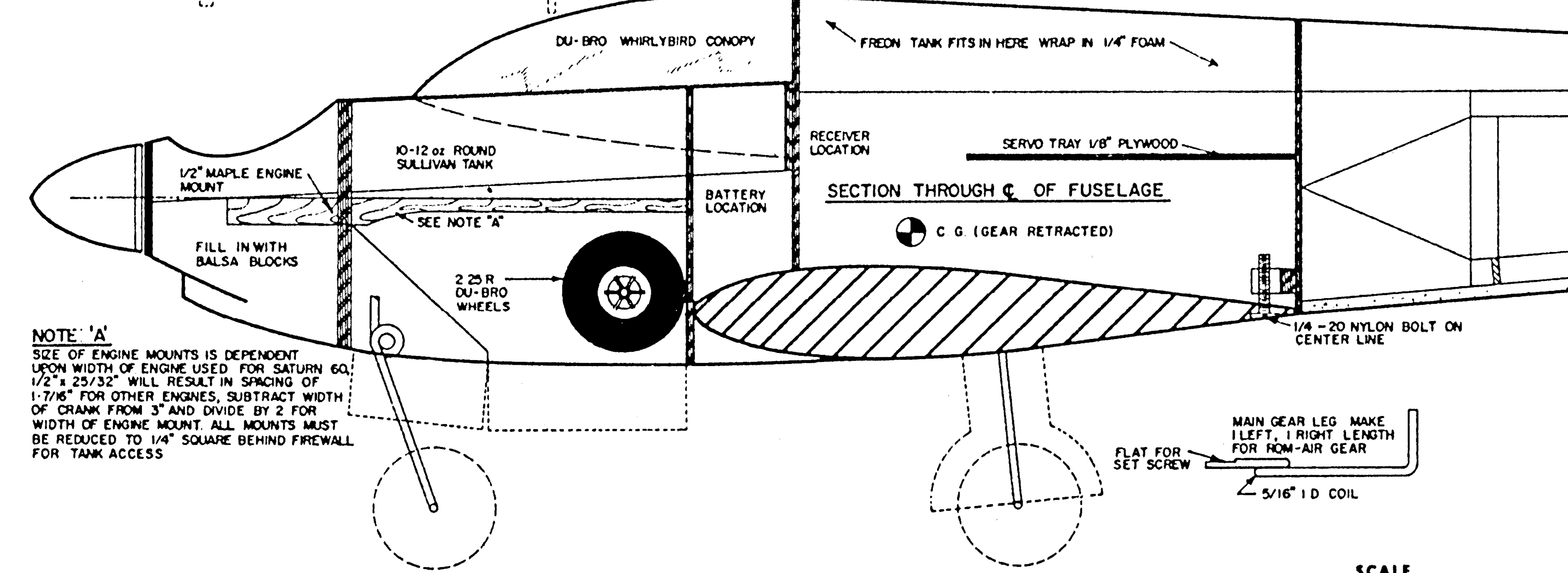
FRONT VIEW OF SPAR - 4 REQ'D - 1/4" x 3/8" Balsa - DOUBLED AS INDICATED AT CENTER



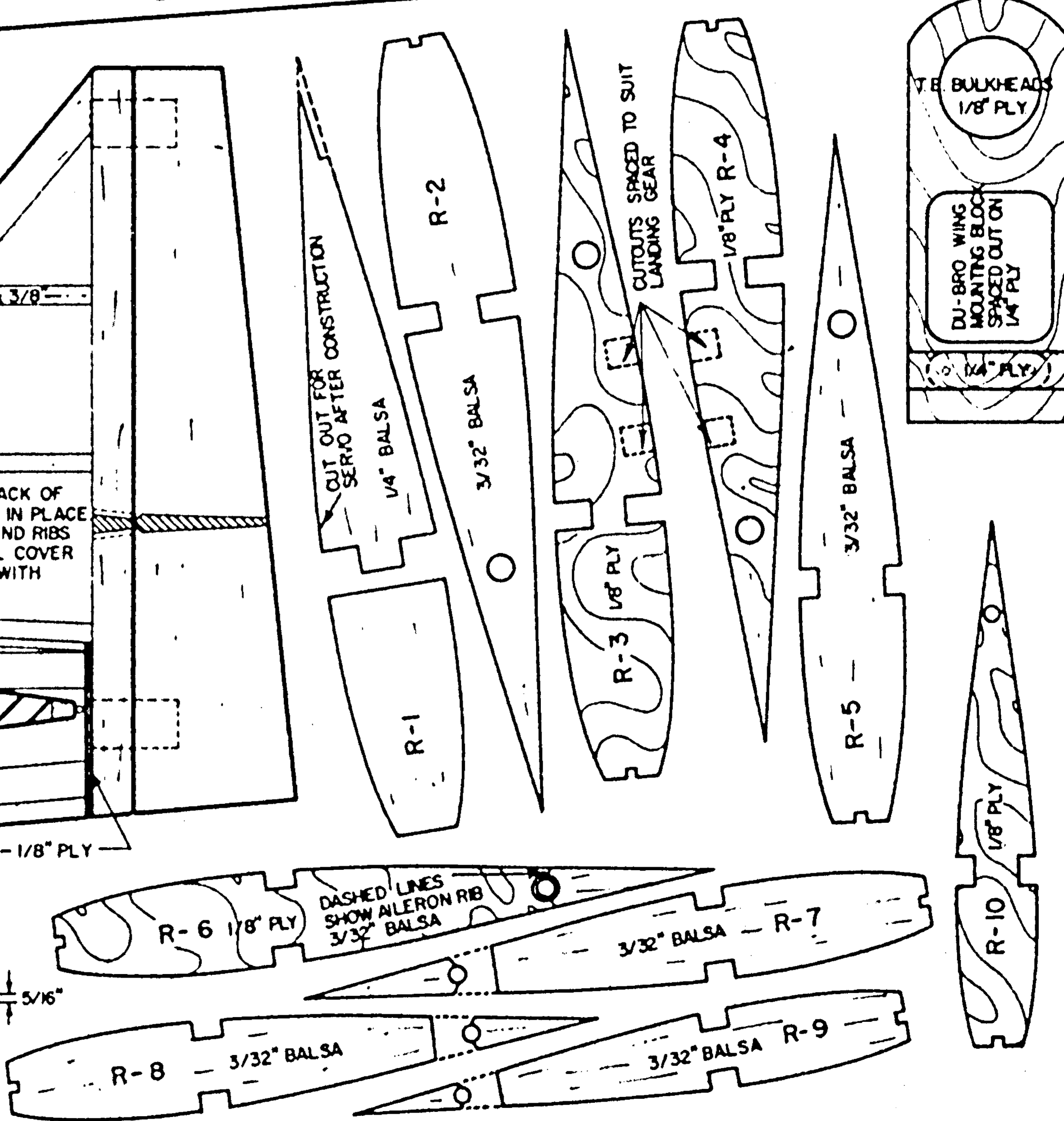
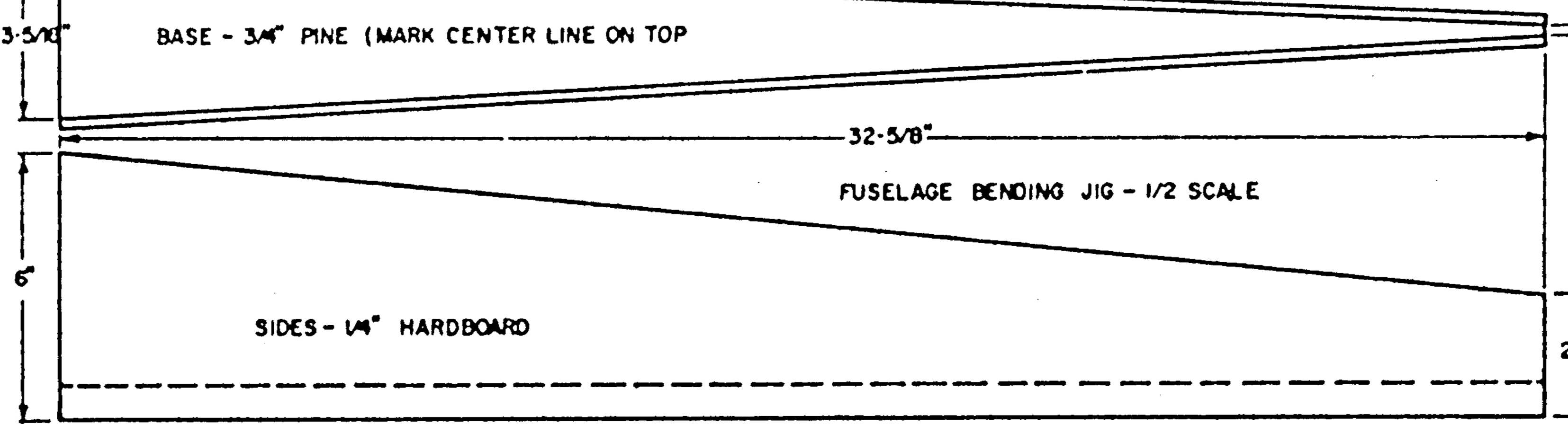
NOTE: PATTERN
SYMMETRICAL ABOUT
C



GLUE TAILPOST TO BACK OF
FUSELAGE WITH WING IN PLACE
ADD LEADING EDGE AND RIBS
SAND RIBS TO AIRFOIL COVER
COMPLETED FRAME WITH
3/32" Balsa



NOTE "A"
SIZE OF ENGINE MOUNTS IS DEPENDENT
UPON WIDTH OF ENGINE USED. FOR SATURN 60,
1/2" x 25/32" WILL RESULT IN SPACING OF
1-7/16" FOR OTHER ENGINES, SUBTRACT WIDTH
OF CRANK FROM 3" AND DIVIDE BY 2 FOR
WIDTH OF ENGINE MOUNT. ALL MOUNTS MUST
BE REDUCED TO 1/4" SQUARE BEHIND FIREWALL
FOR TANK ACCESS



PRAIRIE DUSTER
BY MARK & WELDON SMITH
INKED BY CHARLES JACKSON

