

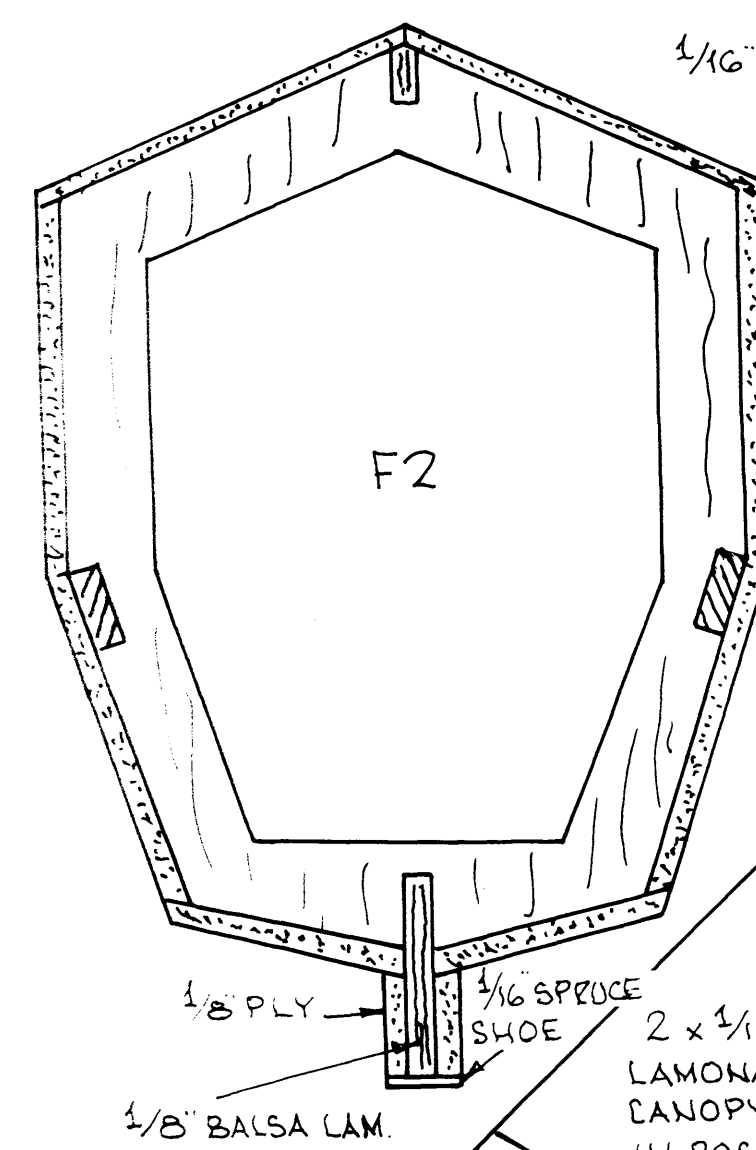
CONTROL THROWS THUS
ELEVON UP $\frac{3}{8}$ AT TP T/E ELEVON
ELEVON DOWN $\frac{3}{8}$ AT TP T/E ELEVON
RUDDER $\frac{1}{4}$ EITHER WAY (USE AUX CHANNEL O, TX
J/R APEX
ELECTRONIC MIX TX
USED ON PROTOTYPE

NOTE - INNER ELEVON MOVES SLIGHTLY LESS

$\frac{1}{16}$ " NOSE TOP SHEETING

ALL FORMERS $\frac{3}{8}$ PLY

F7A DOTTED



$\frac{1}{8}$ " FUS SIDE

F6

F7

F3

F4

F8

W1

W2

W3

W4

W5

W6

W7

W8

W9

W1A

W1B



TIP TOP SURFACE $\frac{4}{32}$ TIP TOP
DIHEDRAL $\frac{4}{32}$ AT REAR CENTRE
SECTION MEASURED IN STRAIGHT LINE
FROM TOP OF WING TIP

NOTE: PUSHROD IN 5/8 HOLE

FLAP IS AN OPTION NOT REALLY
NECESSARY BUT NICE
FLAP MOVE MEAT IS DOWN ONLY
(WHICH SPEEDS MODEL UP USE
FOR TRIM ONLY)

WING BOLT

WING MOUNT

WING BOLT

WING MOUNT

WING BOLT

WING MOUNT

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WING MOUNT

COCKPIT CANOPY FRAMING
IS 3 LAMINATIONS OF $\frac{1}{16}$ SHEET

JOINT

CANOPY FIX SCREW INTO BLOCK ($\frac{1}{8}$ PLY)

$\frac{1}{16}$ PLY SADDLES TOP AND BOTTOM
(REINFORCES CENTRE WING)

JOINT

CANOPY FIXING PLATES

WING BOLT

WING MOUNT

WING BOLT

WING MOUNT

WING BOLT

WING MOUNT

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WING MOUNT

WING BOLT

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WING MOUNT

APPROX OUTLINE OF BASIC FUS SIDE $\frac{1}{8}$ Balsa

RIBS W2 $\frac{1}{16}$ "
STRAIGHT TEANGLES

$\frac{1}{8}$ PLY

$\frac{1}{16}$ SHEET
TOP AND BOTTOM

$\frac{1}{4}$ Z.B.

$\frac{1}{8}$ PLY

$\frac{1}{16}$ SHEET

$\frac{1}{8}$ T/E

$\frac{1}{8}$ PLY

$\frac{1}{16}$ SHEET

$\frac{1}{8}$ T/E

$\frac{1}{8}$ PLY

$\frac{1}{16}$ SHEET

$\frac{1}{8}$ T/E

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$\frac{1}{16}$ SHEET

$\frac{1}{8}$ T/E

$\frac{1}{8}$ PLY

$\frac{1}{16}$ SHEET

$\frac{1}{8}$ T/E

$\frac{1}{8}$ PLY

NOTE: REFLEX AT RIB 9 THUS

REFLEX VITAL

$\frac{1}{8}$ NOSE TOP SIDE SHEETING
APPROX. SHAPE ONLY

C2
COCKPIT HOOPS 3 LAMS $\frac{1}{16}$ "

C1

$\frac{1}{8}$ SHEET L/E

$\frac{1}{8}$ PLY

SOFT BALSA

$\frac{1}{8}$ PLY

HWD SERVO BEARERS

NOTE: PUSHROD STAGGERS

TX ELECTRONIC MIX
USES ON PROTOTYPES
32 TX

$\frac{1}{16}$ PLY

$\frac{1}{16}$ PLY

$\frac{1}{16}$ PLY

$\frac{1}{16}$ PLY

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