INBOARD WING 1 1/4" LONGER THAN OUTBOARD WING.

IMPORTANT:
USE WHITE GLUE OR RESIN TO CONSTRUCT MOTOR POD AND FUEL CHAMBER

FILL AROUND ENGINE

1/2 MOTOR POD
COAT THIS & TANK COMPARTMENT WITH FIBERGLASS CLOTH AND RESIN

1/8" SHEET TIPS

ROUND OFF "DRAG" EDGES

1/4" SQ. SPRUCE L.E.

1/16" SHEETING

BLIND MOUNT NUTS

CUT L.E. AFTER REINF. IS ADDED - REIN. WITH FIBERGLASS

1/4" X 3/8" SPRUCE L.E. REINF. - ADD AFTER FRAME IS BUILT.

FUEL CHAMBER DETAIL

BUILD COMPARTMENT AS SHOWN TO HOUSE A PACIFIER BLOWN UP TO 2 3/8" DIA. PACIFIER MUST BE UNRESTRICTED. (2 3/8" DIA. = 3.9 OZ.)

SEAL INSIDE OF CHAMBER WITH WHITE GLUE OR RESIN BE SURE TO REMOVE ALL SHARP EDGES.

PEN BLADDER ADDICTS:
"DELSEY" ROLE FOR HOUSING PEN BLADDER MAY BE INSTALLED BETWEEN AND PARALLEL TO L.E. AND SPARS.

SECTION A-A (DRAWN INVERTED

1/16" SHEET, TOP & BOTTOM

F-2 F-3 F-1 F-4

HODGE OUT MOUNTS F-1

ROUND SPARS

BREAK INSIDE CORNERS WITH SANDPAPER

F-3 3/32"

CUT HERE TO INSTALL

F-4 LOCK

F-4 3/32" 2 REQ.

F-2 3/32" 2 REQ.

1/16" GUSSET TOP AND BOTTOM

- NO OUTBOARD WING WEIGHT REQUIRED.

1/8" PLY B.C. M'NT

3/32" BACK-UP TO SEAL FUEL CHAMBER

IMPORTANT 1/32" PLY RUDDER TIE-DOWN - 2 REQ.

1/8" X 1/4" SPRUCE* SPAR - TOP & BOTTOM (SPRUCE OBTAINABLE FROM SIG MFG. CO.

*IF SPRUCE NOT AVAILABLE 1/4" SQ BALSA MAY BE USED AS SPARS - 1/4" HARD BALSA OF FOR L.E.

APPROX. PACIFIER OUTLINE WHEN FILLED.

F-4

TUBING FOR GUIDES

FLEX LEADS

LARGE BELLCRANK, 3/8" IMPORTANT (NYLON BELL-CRANK PREFERED)

1/16" PLY PUSH ROD GUIDE

3/32" RIBS HERE AND BETWEEN RUDDERS

1/16" RIBS FROM HERE OUT

1/16" SHEET FILL BETWEEN RIBS

1/16" T.E. RIB REINF.

1/16" X 1" T.E.

STAGGER LEADS TO AVOID CATCHING

C.L.

1/16" DIA. PUSHROD

1/8" RUDDER REINFORCEMENT

NOTE RUDDER OFFSET BOTH RUDDER

BELLCRANK MOUNT - 1/8" PLY.

FOR TIN TANK - LONG NOSE VERSION

F-1

C.L.

MOTOR MOUNT SUPPORT - 1/2" BALSA
CARVE OUT FOR PACIFIER TANK AFTER MOUNTS ARE ASSEMBLED

1/16" EYELETS

1/8" DOWEL - 1/16" HOLE - SINK INTO ELEVATOR

SOLDER EYELET TO AXLE.

NOTE: WHITE GLUE ADVISED FOR ENTIRE ELEVATOR ASSEMBLY

1/16" PLY. ELEVATOR MOUNT INSERT 1/16 I.D. EYELET - RECESS PLY INTO RUDDER AND GLUE.

1/4" SOFT - CARVE TO AIRFOIL SHOWN

.005 ALUM. REINF. TOP AND BOTTOM

CLOTH REINFORCEMENT WRAP AROUND END OF ELEVATOR

1/16" WIRE AXLE - RECESS INTO BOTTOM USING A 1/16 BALL BURR IN HAND GRINDING TOOL.

WORLD ENGINES PRESSURE DOME TANK OR EQ. - BUTT AGAINST L.E., BUILD OVER PROTRUDING SECTION WITH 1/16" SHEET - TANK FITS BETWEEN SPARS.

ADD TWO 3/32" HALF RIBS

BALSA BLOCK TOP & BOTTOM

PACIFIER OUTLINE

STREAMLINED POD DETAIL -
CARVE FROM TWO BLOCKS - BUY A 2 3/8" DIA. RUBBER BALL TO USE AS GUIDE TO CARVE TO CLOSE INSIDE FIT, CARVE OUTSIDE TO STREAMLINED SHAPE FAIRING TO BACK OF ENGINE - SAND TO 1/16" WALL THICKNESS WHERE NEEDED TO STREAMLINE.

KEEP INSIDE OF POD FREE OF SHARP EDGES
COAT WITH FIBREGLASS FOR STRENGTH

*FUEL POD MAY BE MOLDED OF GLASS CLOTH AND RESIN IN TWO HALVES

CUT LINE, OUTSIDE ROOT RIB

HALF RIBS END HERE

TRAILING EDGE REINFORCEMENT ENDS HERE.

1 1/4" C.L. C.L.

RIB PATTERN - SYMMETRICAL

8 REQ. - 1/16" SHEET - OUTBOARD PANELS
6 REQ. - 3/32" SHEET - UNDER & BETWEEN RUDDERS
8 HALF RIBS - 1/16" SHEET
6 T.E. REINF. - 1/16" SHEET
UNDERCUT CENTER RIBS 1/16" WHERE NEEDED TO ACCOMODATE SHEETING

LENGTH OF PENNY BALLOON 1/4"

WHITE LATEX TUBING

NEOPRENE FUEL LINE

PACIFIER

BRASS TUBING - 1/2" LONG

BIND WITH SOFT WIRE

PACIFIER FUEL TANK DETAIL

BINKY BABY PACIFIER USED - OBTAINABLE AT DRUG STORE
1. INSERT 1/2" LENGTH OF 1/8" O.D. BRASS TUBING INSIDE NEOPRENE TUBING LOCATE UNDER SOFT WIRE BINDING
2. SLIDE NEOPRENE TUBING THROUGH WHITE LATEX TUBING (COMES WITH PACIFIER)
3. LOCATE TUBING INSIDE PACIFIER.
4. LAY SHORT LENGTH OF PENNY BALLOON IN WIRE BINDING AREA.
5. BIND SNUG WITH SOFT WIRE

SIMPLE FRONT END

ADVISED FOR BEGINNERS - OMITS L.E. SPLICE AND UTILIZES A METAL TANK. NOTE THAT MOUNTS ARE EXTENDED 3/8" LONGER. MOUNT ENGINE AS CLOSE TO L.E. AS POSSIBLE.

1/16" SHEET, TOP AND BOTTOM OF POD

3/8" X 1/2" MAPLE MOUNTS

1/8" RUDDERS

2 SCREWS

NOTE AIRFOIL

A SKYSTONE REPRODUCTION

1 13/16" C.G.

DRAIN HOLE

C.G. IS IMPORTANT - IF TAIL HEAVY ADD SPINNER NUT

NOTE: CONTROL HORN LENGTH SHOWN WILL YIELD APPROX. 23° UP AND DOWN WITH BELLCRANK HOOKUP USED THIS SEEMS TO WORK WELL WITH THE C.G. 1 13/16" BEHIND THE L.E. RELATIONSHIP OF C.G. LOCATION AND CONTROL SENSITIVETY IS IMPORTANT AND MAY VARY WITH DIFFERENT FLYERS.

CONTROL HORN DETAIL

FORM FROM .045 WIRE BY WINDING AROUND 1/16" WIRE 1 1/2 TURNS AND BEND ENDS AS SHOWN ATTACH WITH 2-56 BOLTS

"BLITZ BLASTS 120"

FOX 35 X EQUIPPED WITH OPTIONAL STROAKER SHAFT IN ORIGINAL STROAKER SHAFT AVAILABLE FROM FOX MFG. CO.

BLITZ

DESIGNED BY: LARRY SCARINZI DRAWN BY: JOSEPH W. WAGNER

SPAN - 35"
WEIGHT - 14-17 OZ.
ENGINE - YOUR HOTTEST .35
SPEED - 120 PLUS UNDER GOOD WEATHER CONDITIONS

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