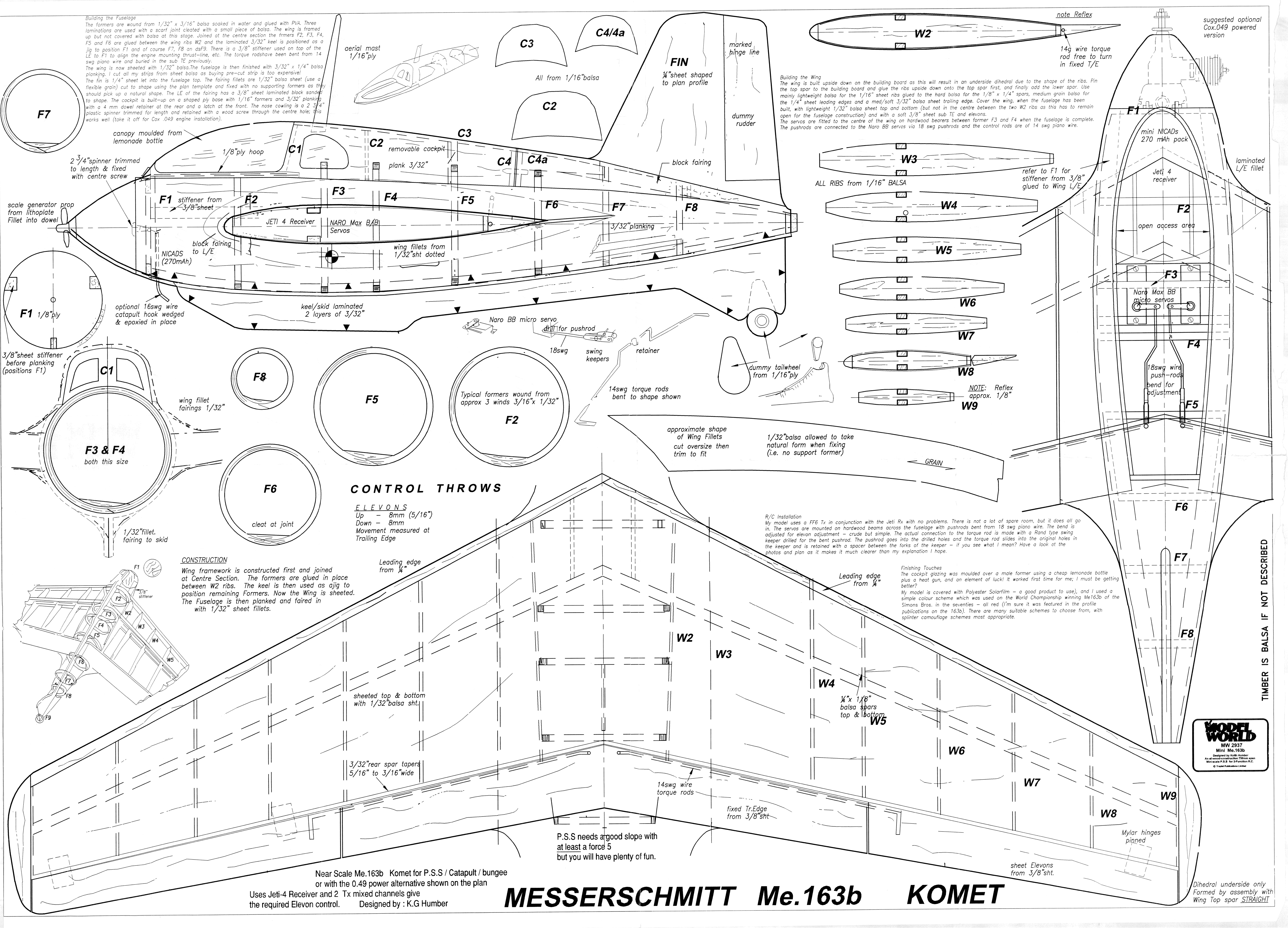


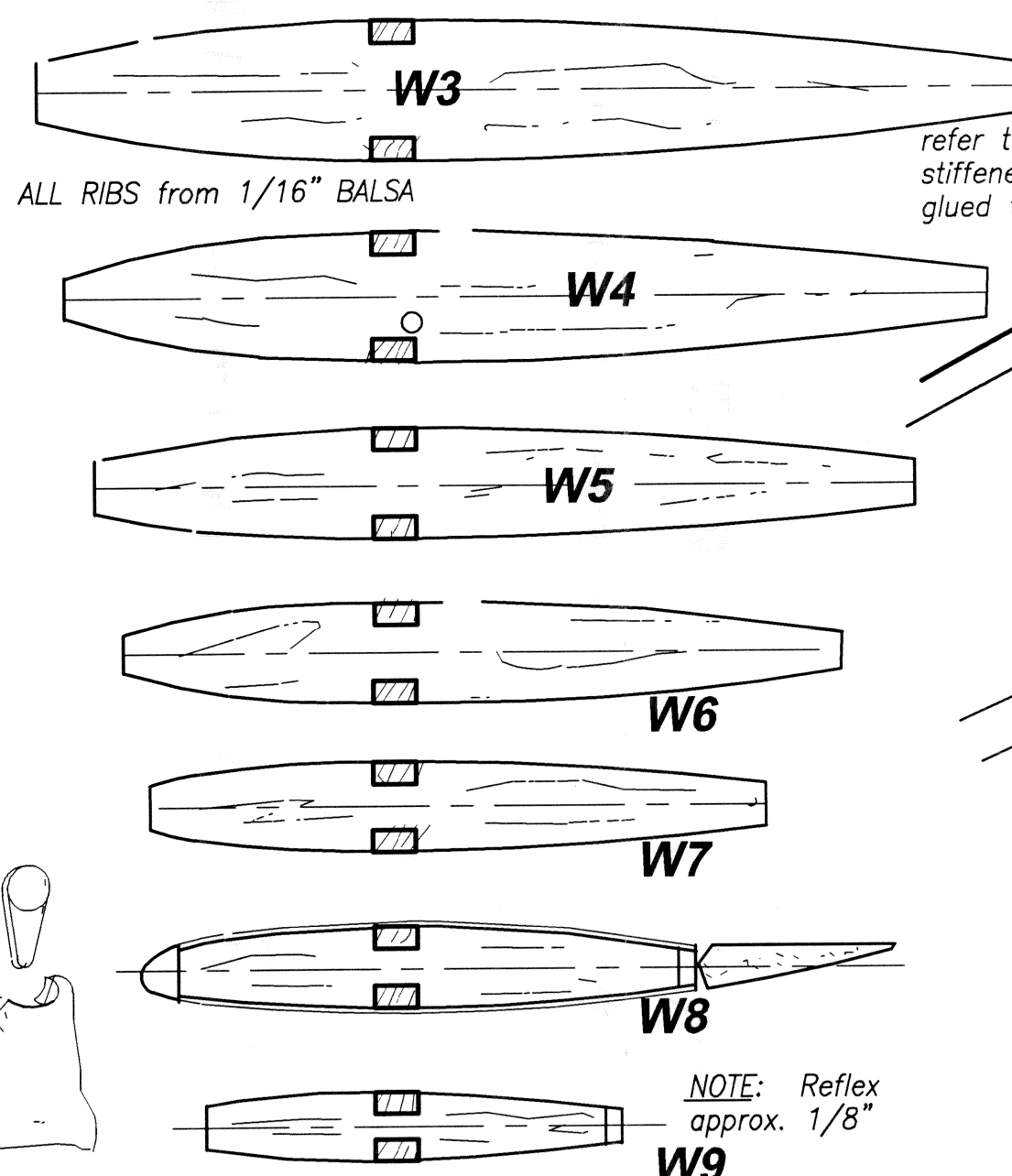
Building the Fuselage

The formers are wound from 1/32" x 3/16" balsa soaked in water and glued with PVA. Three laminations are used with a scarf joint cleated with a small piece of balsa. The wing is framed up but not covered with balsa at this stage. Joined at the centre section the formers F2, F3, F4, F5 and F6 are glued between the wing ribs W2 and the laminated 3/32" keel is positioned as a jig to position F1 and at course F7, F8 on dsF9. There is a 3/8" stiffener used on top of the LE to F1 to align the engine mounting thrust-line, etc. The torque rods have been bent from 14 swg piano wire and buried in the sub TE previously. The wing is now sheeted with 1/32" balsa. The fuselage is then finished with 3/32" x 1/4" balsa planking. I cut all my strips from sheet balsa as buying pre-cut strip is too expensive! The fin is 1/4" sheet let into the fuselage top. The fairing fillets are 1/32" balsa sheet (use a flexible grain) cut to shape using the plan template and fixed with no supporting formers as they should pick up a natural shape. The LE of the fairing has a 3/8" sheet laminated block sanded to shape. The cockpit is built-up on a shaped ply base with 1/16" formers and 3/32" planking with a 4 mm dowel retainer at the rear and a latch at the front. The nose cowling is a 2 3/4" plastic spinner trimmed for length and retained with a wood screw through the centre hole; this works well (take it off for Cox .049 engine installation).

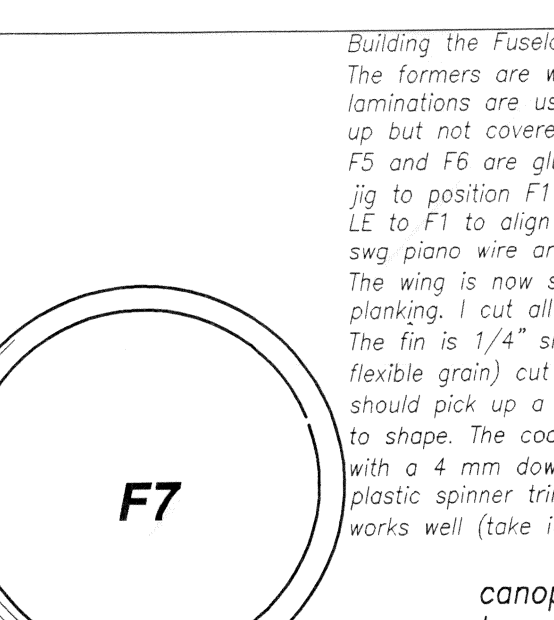
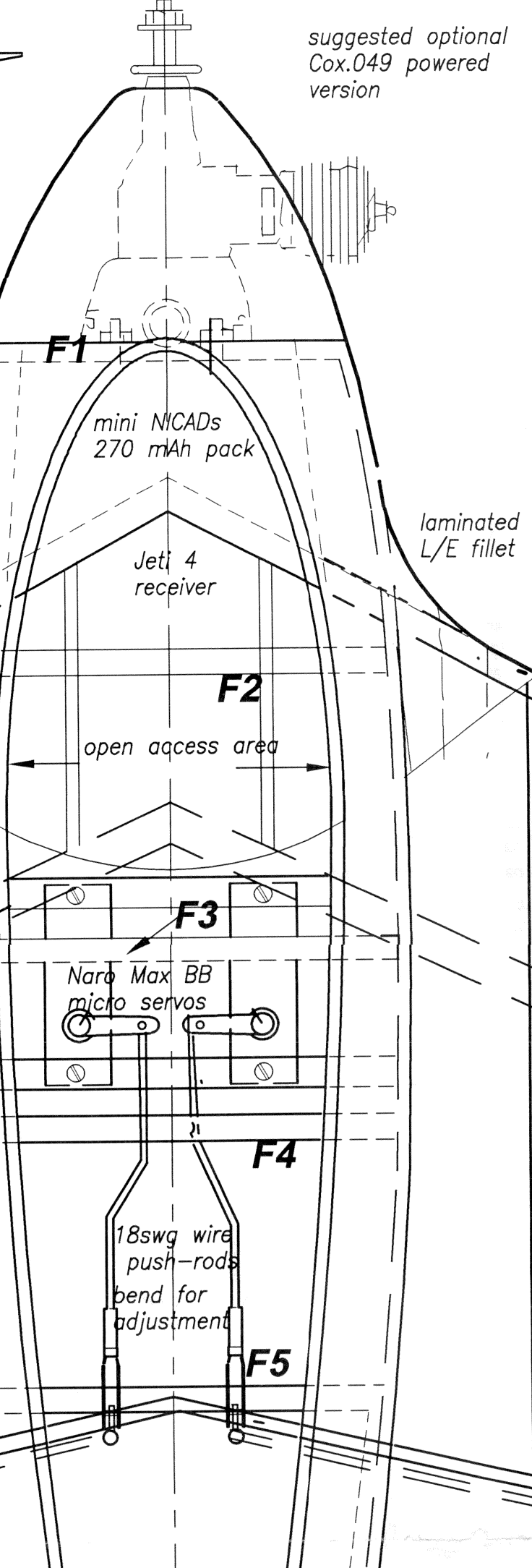
suggested optional Cox.049 powered version



Building the Wing
The wing is built upside down on the building board as this will result in an underside dihedral due to the shape of the ribs. Fin the top spar to the building board and glue the ribs upside down onto the top spar first, and finally add the lower spar. Use mainly lightweight balsa for the 1/16" sheet ribs glued to the hard balsa for the 1/8" x 1/4" spars, medium grain balsa for the 1/4" sheet leading edges and a med/soft 3/32" balsa sheet trailing edge. Cover the wing, when the fuselage has been built, with lightweight 1/32" balsa sheet top and bottom (but not in the centre between the two W2 ribs as this has to remain open for the fuselage construction) and with a soft 3/8" sheet sub TE and elevons. The servos are fitted to the centre of the wing on hardwood bearers between former F3 and F4 when the fuselage is complete. The pushrods are connected to the Naro BB servos via 18 swg pushrods and the control rods are of 14 swg piano wire.



note Reflex
14g wire torque rod free to turn in fixed T/E



2 3/4" spinner trimmed to length & fixed with centre screw

scale generator prop from lithoplate. Fillet into dowel

F1 1/8" ply

optional 16swg wire catapult hook wedged & epoxied in place

3/8" sheet stiffener before planking (positions F1)

F3 & F4 both this size

1/32" fillet, fairing to skid

canopy moulded from lemonade bottle

1/8" ply hoop

removable cockpit plank 3/32"

block fairing to L/E

block fairing to L/E

wing fillets from 1/32" sht dotted

keel/skid laminated 2 layers of 3/32"

Naro BB micro servo drill for pushrod

18swg swing keepers

retainer

aerial mast 1/16" ply

C3

C4/4a

FIN 1/4" sheet shaped to plan profile

marked hinge line

dummy rudder

All from 1/16" balsa

C2

C4

C4a

block fairing

3/32" planking

F1 stiffener from 3/8" sheet

F2

F3

F4

F5

F6

F7

F8

JETI 4 Receiver

NARO Max BB Servos

18swg wire push-rod bend for adjustment

Naro BB micro servos

18swg wire push-rod bend for adjustment

W2

W3

W4

W5

W6

W7

W8

W9

NOTE: Reflex approx. 1/8"

refer to F1 for stiffener from 3/8" glued to Wing L/E

mini NICADS 270 mAh pack

Jeti 4 receiver

open access area

F2

F3

F4

F5

F6

F7

F8

TIMBER IS Balsa IF NOT DESCRIBED

CONTROL THROWS

ELEVONS
Up - 8mm (5/16")
Down - 8mm
Movement measured at Trailing Edge

CONSTRUCTION

Wing framework is constructed first and joined at Centre Section. The formers are glued in place between W2 ribs. The keel is then used as a jig to position remaining Formers. Now the Wing is sheeted. The Fuselage is then planked and faired in with 1/32" sheet fillets.

Leading edge from 1/4"

sheeted top & bottom with 1/32" balsa sht.

3/32" rear spar tapers 5/16" to 3/16" wide

14swg wire torque rods

fixed Tr.Edge from 3/8" sht

P.S.S needs a good slope with at least a force 5 but you will have plenty of fun.

approximate shape of Wing Fillets cut oversize then trim to fit

1/32" balsa allowed to take natural form when fixing (i.e. no support former)

R/C Installation

My model uses a FF6 Tx in conjunction with the Jeti Rx with no problems. There is not a lot of spare room, but it does all go in. The servos are mounted on hardwood bearers across the fuselage with pushrods bent from 18 swg piano wire. The bend is adjusted for elevon adjustment - crude but simple. The actual connection to the torque rod is made with a Rand type swing keeper drilled for the bent pushrod. The pushrod goes into the drilled holes and the torque rod slides into the original holes in the keeper and is retained with a spacer between the forks of the keeper - if you see what I mean? Have a look at the photos and plan as it makes it much clearer than my explanation I hope.

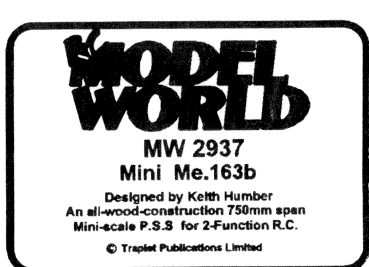
Finishing Touches

The cockpit glazing was moulded over a male former using a cheap lemonade bottle plus a heat gun, and an element of luck! It worked first time for me; I must be getting better?
My model is covered with Polyester Solarfilm - a good product to use, and I used a simple colour scheme which was used on the World Championship winning Me163b of the Simons Bros. in the seventies - all red (I'm sure it was featured in the profile publications on the 163b). There are many suitable schemes to choose from, with splinter camouflage schemes most appropriate.

Near Scale Me.163b Komet for P.S.S / Catapult / bungee or with the 0.49 power alternative shown on the plan

Uses Jeti-4 Receiver and 2 Tx mixed channels give the required Elevon control. Designed by : K.G Humber

MESSERSCHMITT Me.163b KOMET



Dihedral underside only Formed by assembly with Wing Top spar STRAIGHT