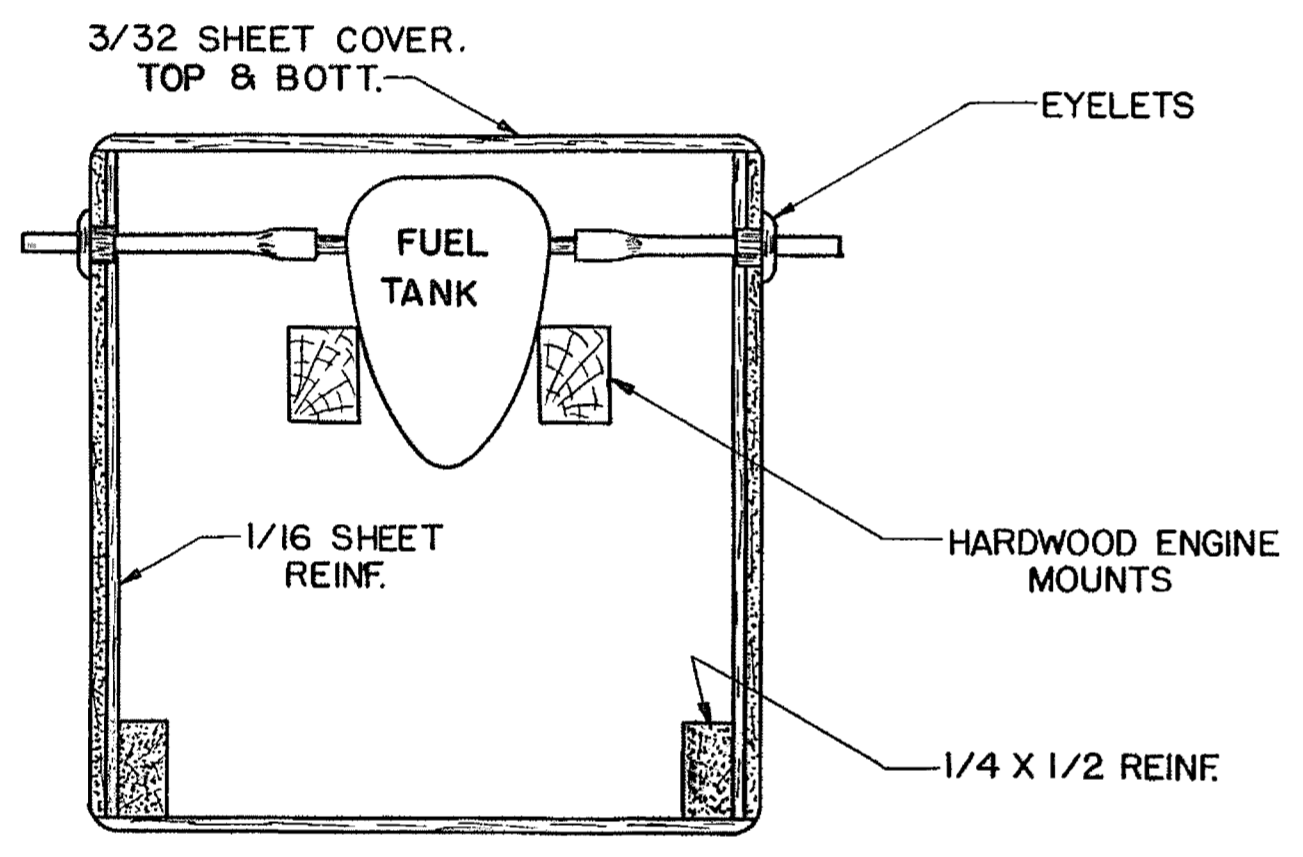
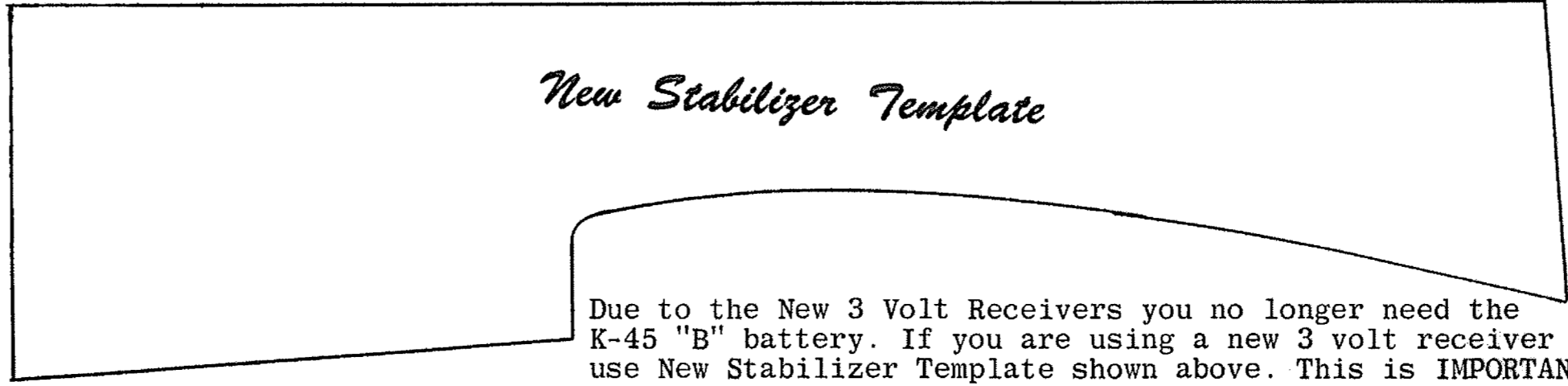
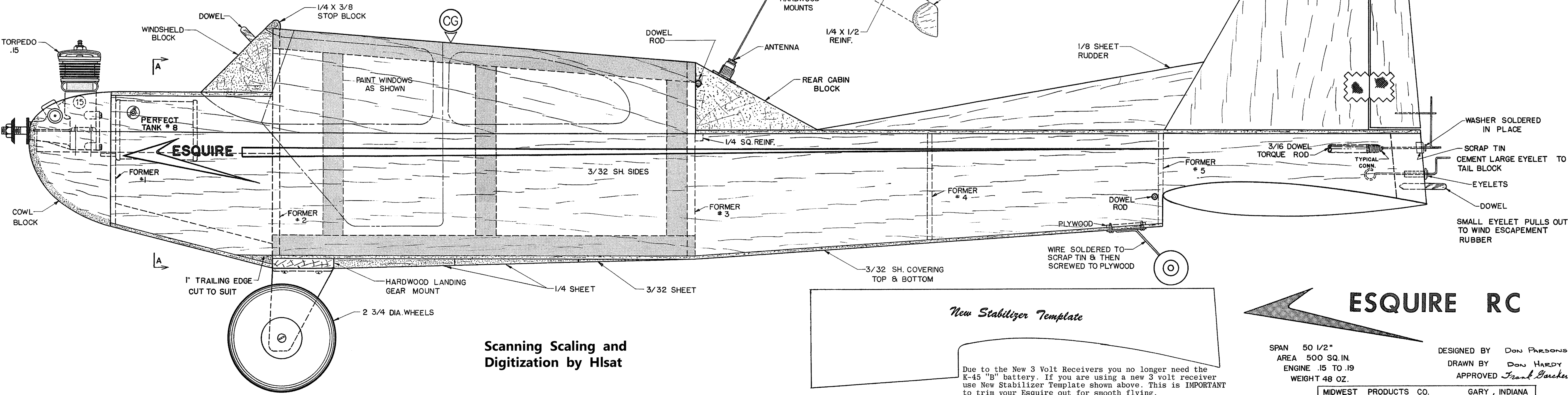
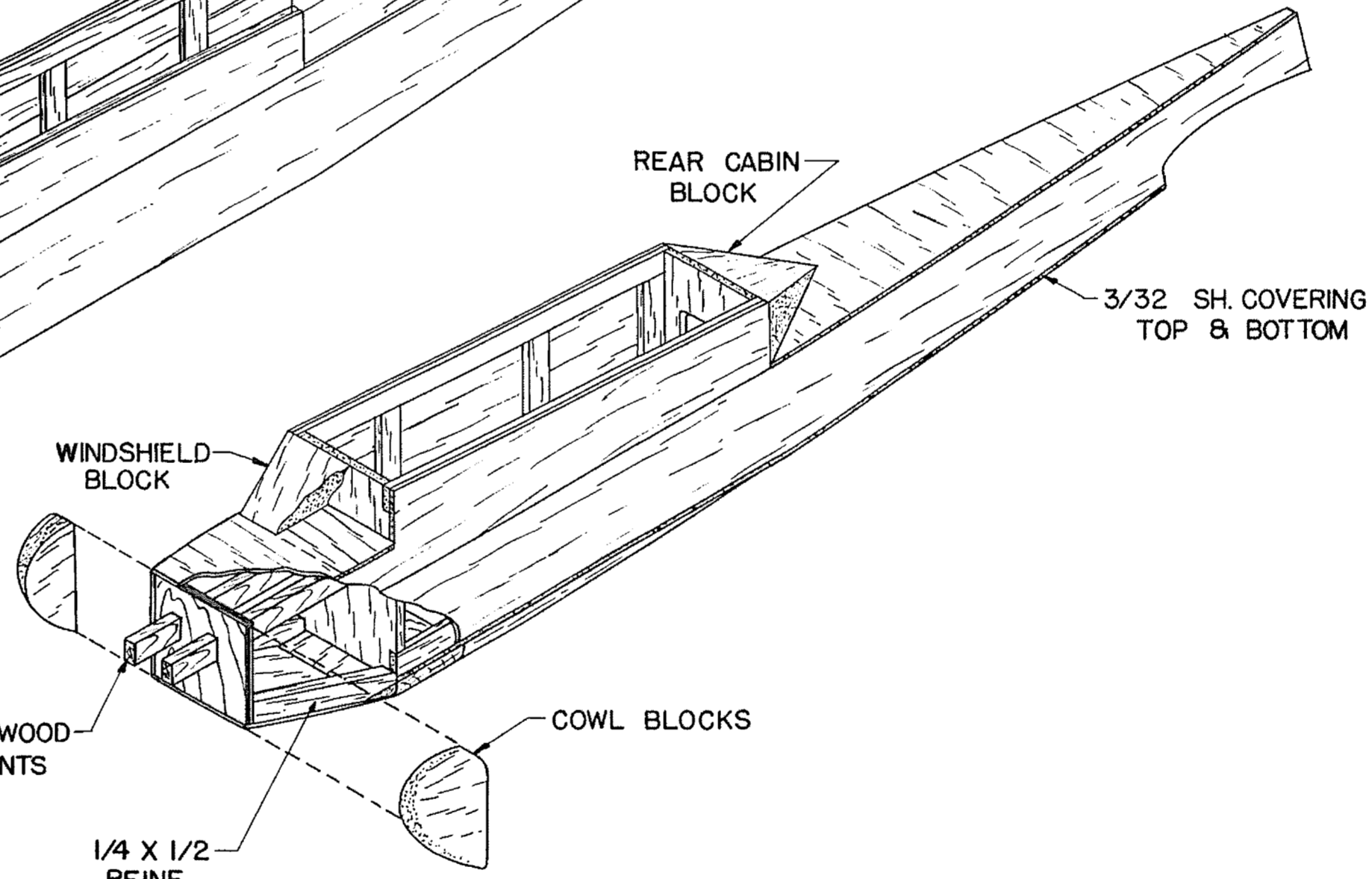
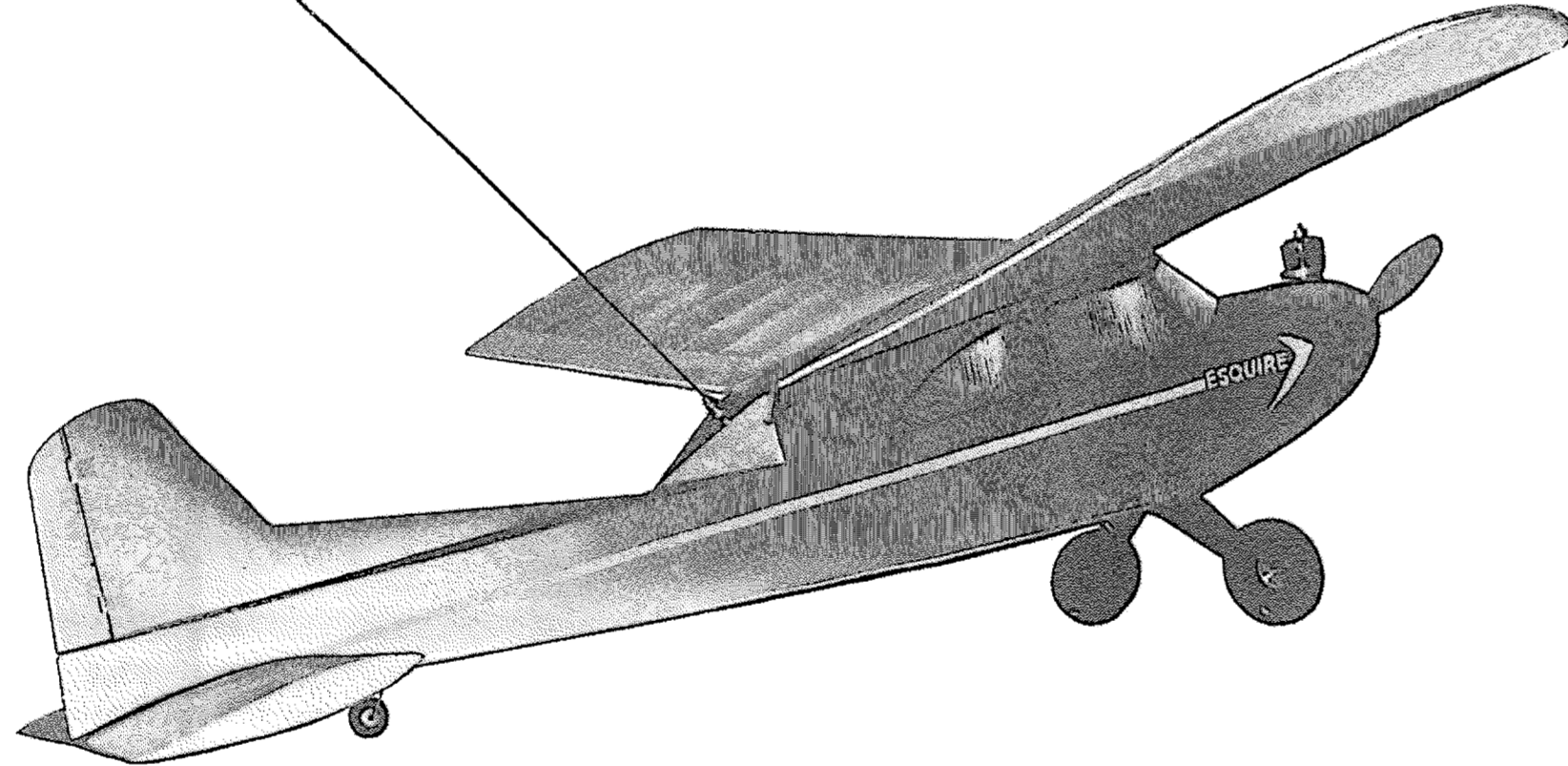
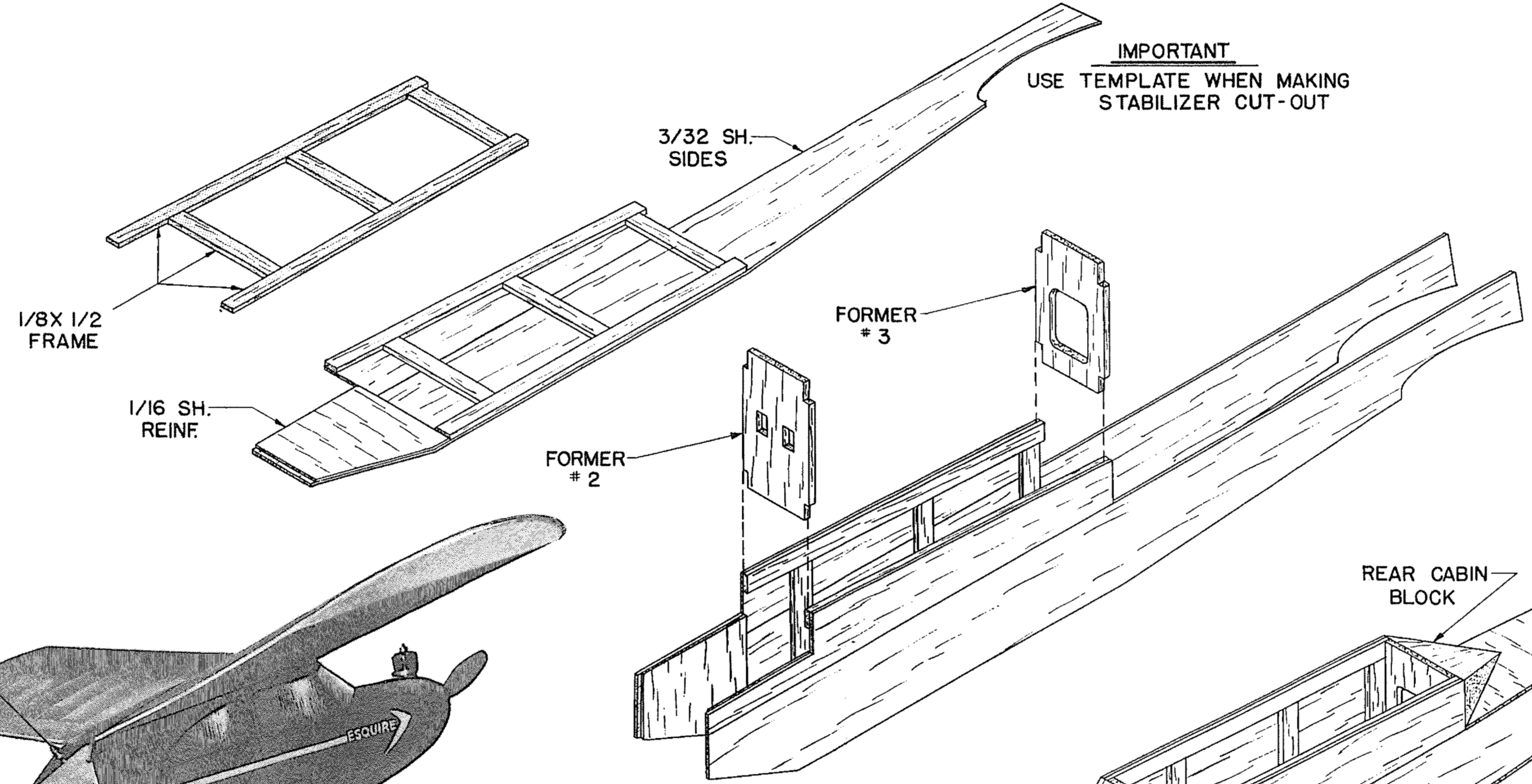


ESCAPEMENT MOUNTING DETAIL



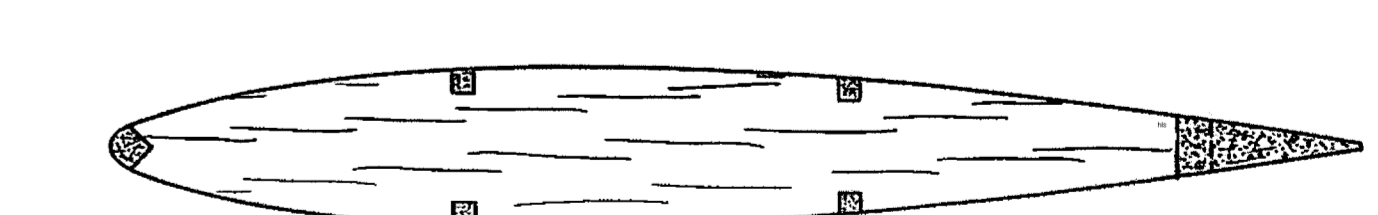
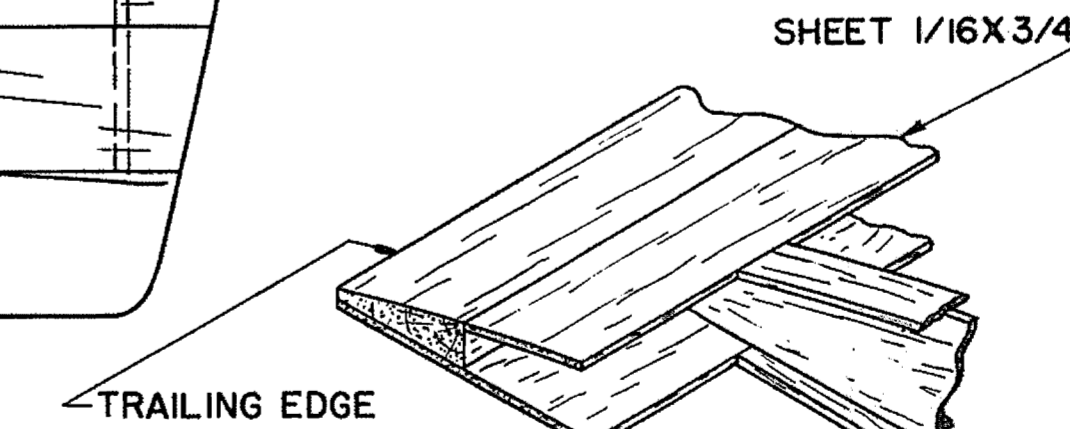
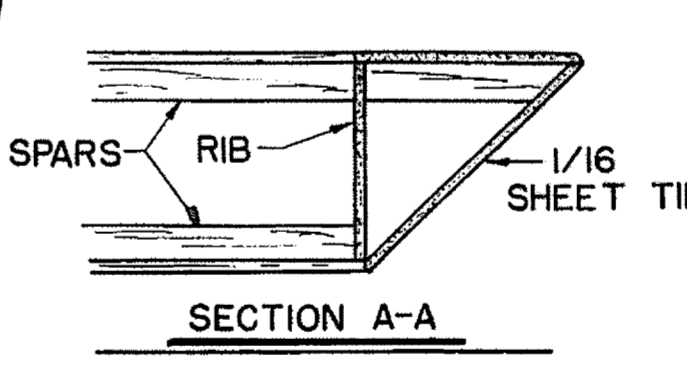
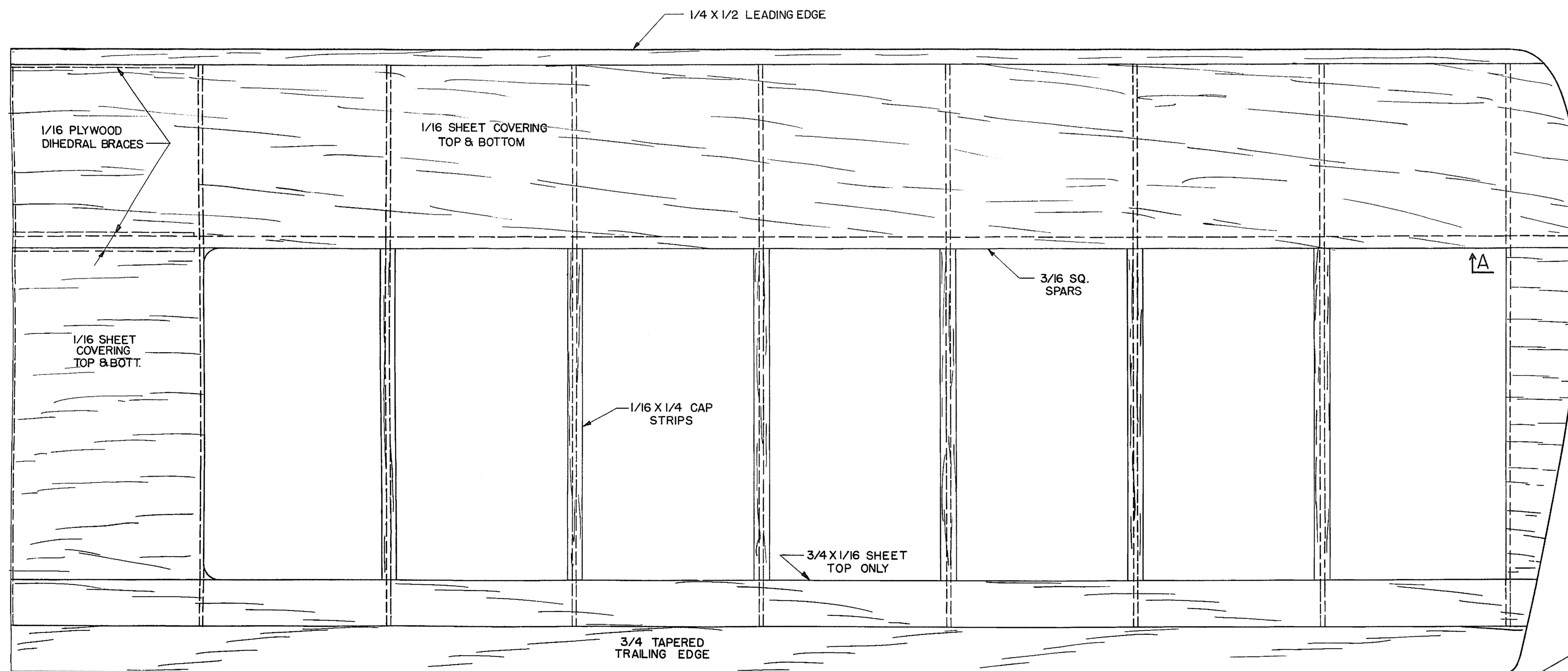
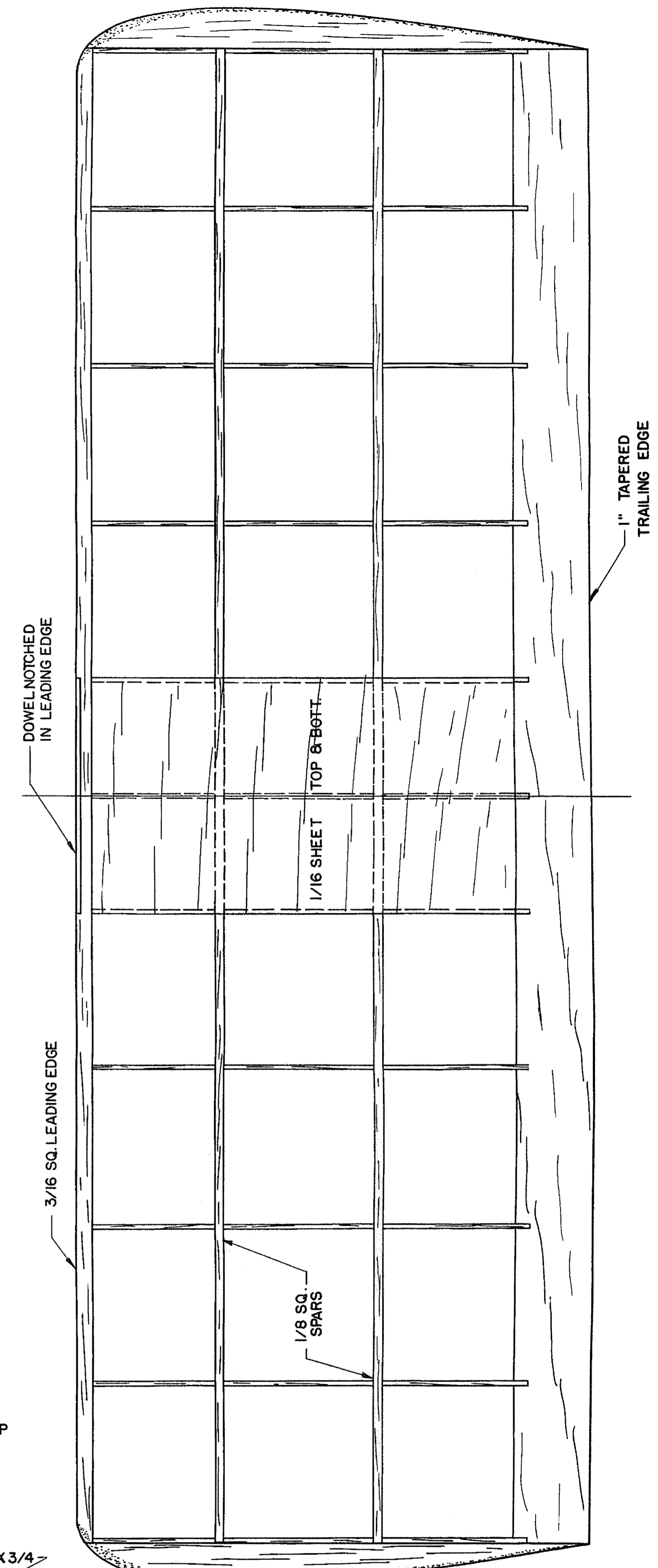
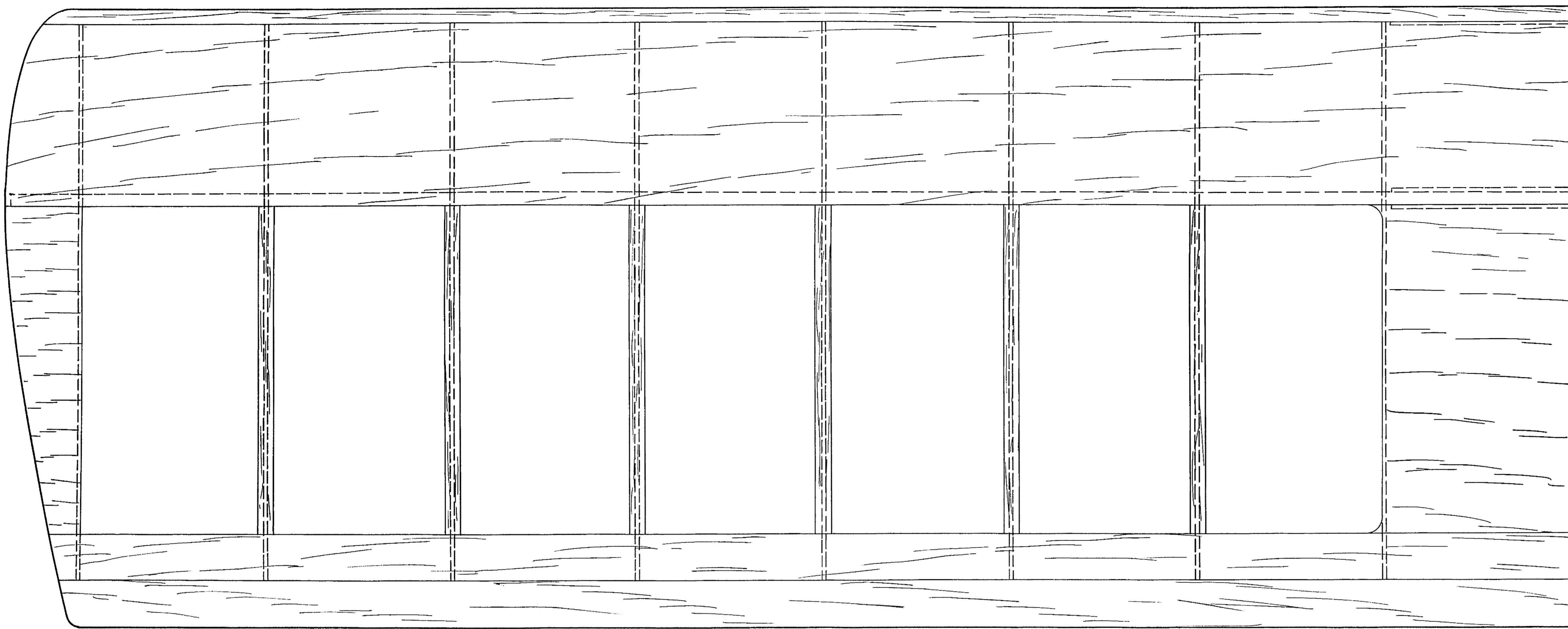
SECTION A-A



ESQUIRE RC

SPAN 50 1/2"
AREA 500 SQ. IN.
ENGINE .15 TO .19
WEIGHT 48 OZ.
DESIGNED BY DON PARSONS
DRAWN BY DON HARDY
APPROVED Frank Barber
MIDWEST PRODUCTS CO. GARY, INDIANA

Scanning Scaling and Digitization by Hlsat



INSTRUCTIONS

***FUSELAGE:**

Make two frames from 1/8 x 1/2 stock making sure you follow the plans. The 3/32 fuselage sides are positioned on plans, and the cabin sides are cut to shape and glued to the fuselage sides. While both sides are drying add the 1/8 x 1/2 frame and glue. Then add the 1/16 sheet reinforcement on nose making sure to leave 1/8 clearance for the fire wall to notch in. Make stabilizer cutout using template provided on plans. This is important to assure correct angle of stabilizer. Cement formers #2 and #3 in position carefully to assure correct alignment. Glue in tail block and let dry. Glue informers #4 and #5. When dry glue informer #1 (Firewall). Add motor mounts and 1/4" x 1/2" reinforcement spars. Glue 1/4" square reinforcement strip to rear of former #3. Check location on plan. Mount tank as shown. Mount escapement to 1/16" plywood. Install torque rod without yokes. (Yokes are soldered to torque rod after assembly is complete.) Mount escapement plywood to former #3 with screws. Drill hole in rear fuselage block and insert eyelets. Make wire winding hook forming crank bend after hook has been inserted thru both rear eyelets. Place scrap tin bearing around rear torque rod wire. Cover bottom of fuselage with 3/32" sheet remembering to in-

sert scrap plywood as screw anchor for tail wheel. Cover top of fuselage with 3/32" sheet. Glue into position hardwood landing gear mount adding 1/4" sheet fairing. Add 1" trailing edge stiffener forward of hardwood landing gear mount. Add front and rear cabin blocks and motor cow blocks. Let dry thoroughly and sand to shape. Glue 3/16 x 1-1/4 and 1" trailing edge to inside of cabin using 1/8" plywood receiver mount as spacer. Glue switch mounting bracket to receiver mount. Insert in track and locate and drill switch hole in bottom of fuselage. Drill holes and insert front and rear wing hold-down dowels in cabin blocks. Drill and insert stabilizer dowels in tail block and fuselage.

***RUDDER AND FIN**

Assemble rudder and fin from 1/8" x 3" die cut sheet. Sand to shape and cement to top of fuselage. It is very important that the proper alignment be maintained. Fabric hinges are recommended.

***STABILIZER**

Insert ribs of stabilizer into notched trailing edge. Note 3 center ribs are undercut to allow for 1/16" sheet covering. Add leading edge and top spars. Turn stabilizer over and insert bottom spars. Pin stabilizer to plans blocking up trailing edge to insure there is no warpage. When dry add tips and 1/16"

center sheet and sand wing. Pin 1/4" x 1/2" leading edge to plans. Glue 1/16" x 3" bottom covering to leading edge. Pin down 1/16" x 1-1/2" trailing edge sheet. Glue in 1/16" x 1/4" bottom cap strips. Glue into position 3/16" square bottom spar. 3/4" tapered trailing edge is now cemented in place on 1/16" x 1-1/2" trailing edge sheet. Cement all ribs in position except center rib. Glue top spar in place. When both wing sections are thoroughly dry add wing tip assembly. Pin one wing panel to bench. Block up 6-1/2" dihedral in other panel and cement together with dihedral braces. Glue in 1/16" x 3" leading edge covering and 1/16" x 3/4" trailing edge top sheet. Fit and cement 1/16 x 1/4 cap strips also top and bottom center sheeting.

***COVERING AND FINISHING**

Sand model with fine sand paper making sure all surfaces are smooth. Cover with tissue provided and apply three coats of Midwest clear dope. Apply two coats of Midwest color dope. (Spray if possible.) Brush on one coat of Midwest Green Label Fuel Proofer to make model fuel resistant and give it that added gloss.

***FLYING THE "ESQUIRE"**

Check your model for warps making sure all warps are removed. Locate the C/G of your Esquire. It should fall within

1/2" of the C/G on plans. Add ballast to correct if necessary. Check out radio receiver carefully following manufacturers recommended check out procedure. Recheck with engine running. Pre flight receiver checks are vitally important - don't "goof". Select calm weather for first flight. Test glide over tall grass. Esquire should glide straight in a flat glide. Make slight rudder adjustment by binding yoke if necessary. If model stalls or dives in test glide add shim to stabilizer to correct. Plug venturi of engine for steady running in all flight altitudes. A 10-3 Tornado prop gave excellent results on K&B 15. Now you are ready to fly. Start engine and adjust needle valve for steady slightly rich running. Turn on receiver and transmitter and check rudder action. If rudder action is positive you are ready to launch. If not, stop engine and recheck receiver. If everything is OK launch (don't heave) Esquire from a run. Let Esquire gain altitude before attempting turns. Make turns gradually by pulsing transmitter. Observe flight tendency on neutral rudder carefully and correct if necessary by readjusting engine thrust. Keep ship upwind when flying. After engine cuts, circle model downwind to make landing pattern - Happy Landings.

Bill McDermott
Chief Test Pilot for Midwest Products

MANUFACTURER'S NOTE:

The ESQUIRE was designed for both the beginner and expert. We have combined ease of construction, minimum building time, with excellent flying characteristics to bring you an R.C. Model that will perform well under all weather conditions. The Esquire was designed with only one thought in mind - You the model builder.

Midwest plans to bring to the modeler only kits which have been built, tested and designed by noted model builders.

LOOK FOR THE BEST FROM MIDWEST.

Frank Gardner

ESQUIRE RC

SPAN 50 1/2"
AREA 500 SQ. IN.
ENGINE .15 TO .19
WEIGHT 48 OZ.

DESIGNED BY DON PARSONS
DRAWN BY DON HARDY
APPROVED *Frank Gardner*

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