

MARK THIS LINE, BUT DO NOT CUT UNTIL AFTER ASSEMBLY

APPROXIMATE PATTERN FOR TOP HALF OF FUSELAGE DUCT/SHELL
1/32" PLYWOOD (RESIN-BONDED, 3-PLY TYPE)

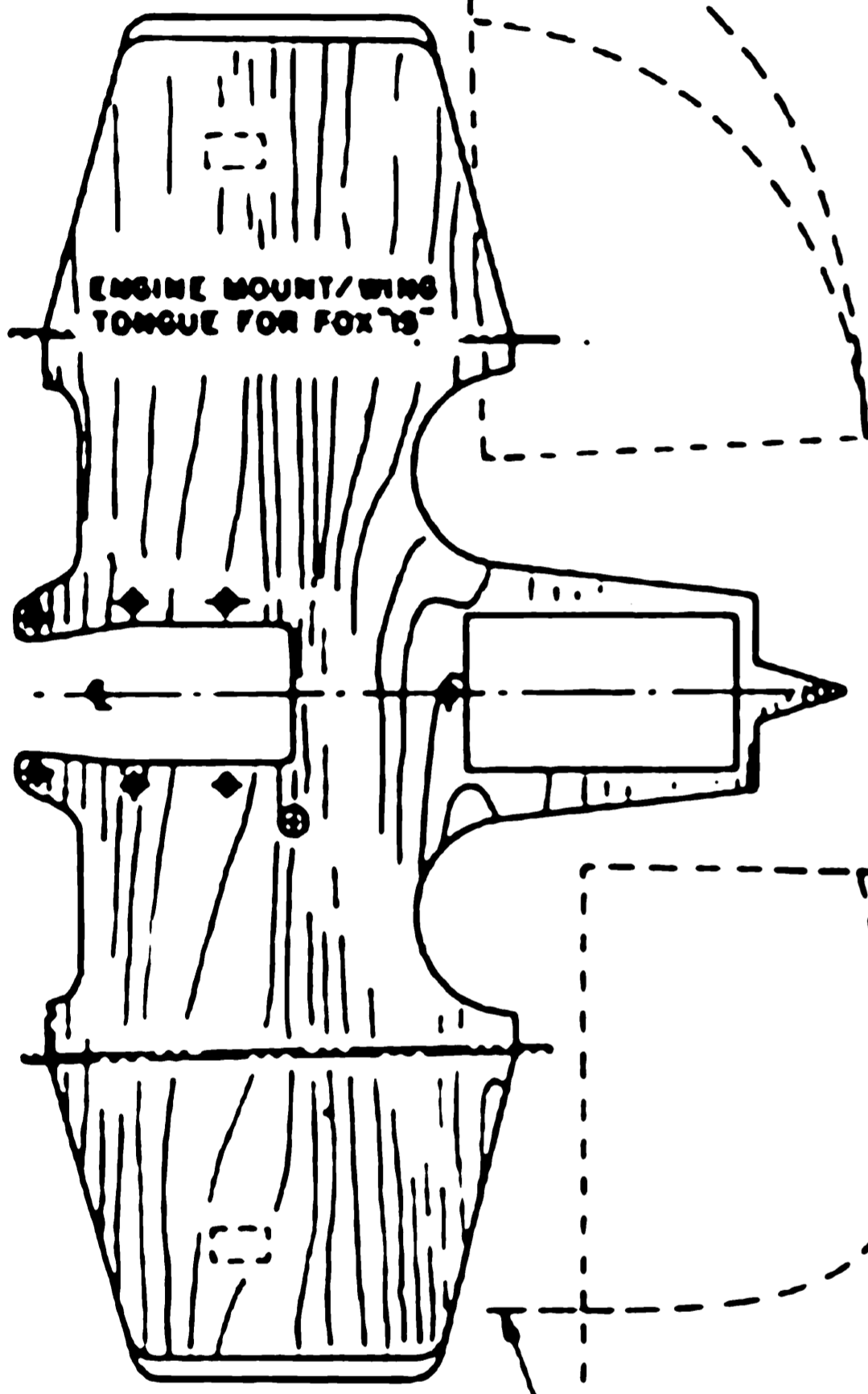
THESE LINES INDICATE OUTLINE OF INNER REINFORCING PIECE. CUT TO SHAPE AND FIT AFTER SHELL HAS BEEN FORMED.

APPROXIMATE POSITION OF HATCH (MARK, BUT DO NOT CUT, PRIOR TO ASSEMBLY)

SLIT PLYWOOD ALONG E BACK TO THIS POINT BEFORE ASSEMBLY

THIS MEASUREMENT IS ADJUSTED TO FORM A SNUG FIT OVER FAN RING WHEN ASSEMBLING SHELL HALVES

ENDS CAN BE LEFT LONGER TO GIVE EXTRA STRENGTH TO SOLID Balsa TAIL END PIECE.



ENGINE MOUNT/WING TONGUE FOR FOXYS

CUT TO THIS LINE

FRONT PIECE IS SHAPED FROM CORK OR Balsa

HOLLOW OUT TO ACCEPT TAPERED PRONG AT REAR OF ENGINE MOUNT

TOP VIEW

FRONT

SIDE VIEW

ENGINE MOUNT FAIRING CONE DETAIL

THIS EDGE SANDED TO TAPER OFF TO KNIFE EDGE

DIRECTION OF SURFACE GRAIN

FAN RING PATTERN - 1/32" PLYWOOD DAMPEN IN WATER, BEND AROUND CIRCUMFERENCE OF FAN DISK. OVERLAP END AND GLUE SECURELY

THIS END ON OUTSIDE OF OVERLAP

REAR PORTION IS STIFF PAPER, ROLLED TO FORM CONE

USE SAME PATTERN, BUT ONLY AS FAR BACK AS FAN RING FOR BOTTOM REINFORCING PIECE. GLUE IN PLACE AFTER ENGINE MOUNTS AND FAN RING HAVE BEEN FITTED.

TO FIT WING TONGUE

APPROXIMATE PATTERN FOR BOTTOM HALF OF FUSELAGE DUCT/SHELL - 1/32" PLYWOOD (RESIN-BONDED, 3-PLY TYPE)

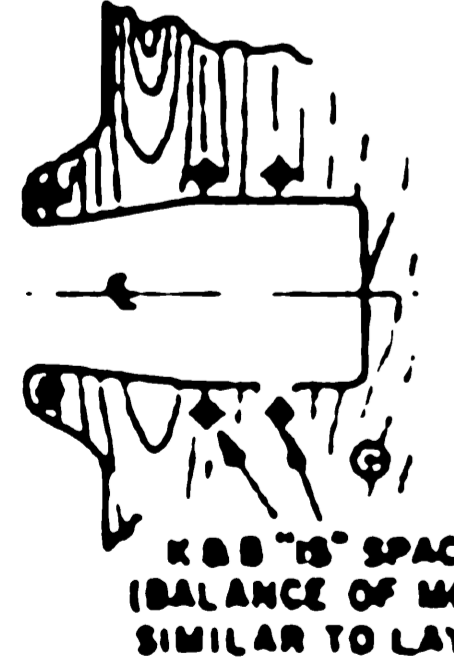
THIS MEASUREMENT TAKEN FROM RING AND TONGUE ASSEMBLY

MARK THESE LINES, BUT DO NOT CUT UNTIL AFTER ASSEMBLY

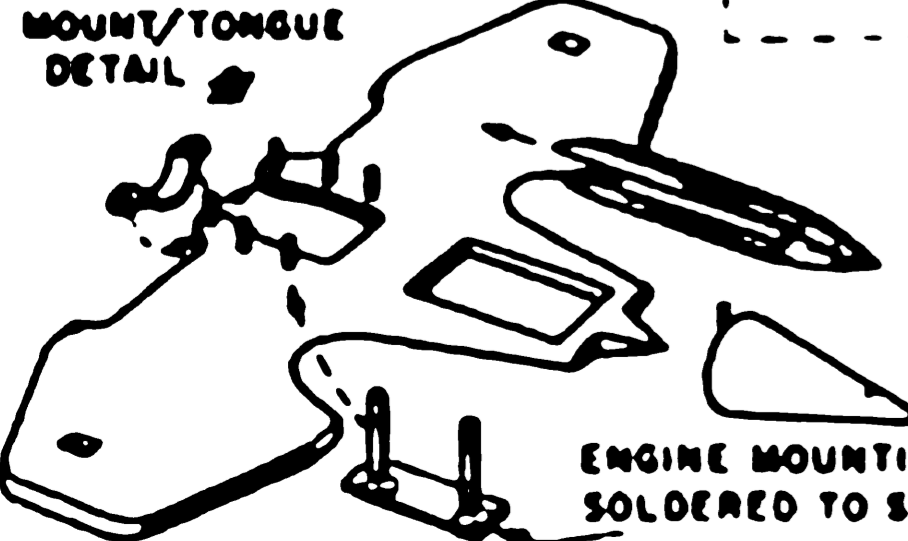
THESE ENDS CAN BE LEFT LONGER TO GIVE EXTRA STRENGTH TO NOSE

FAN RING POSITION

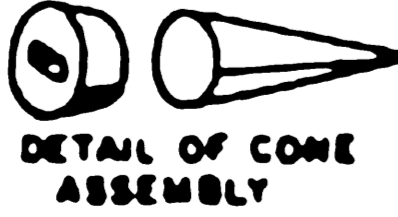
CUT TO THIS LINE AFTER ASSEMBLY



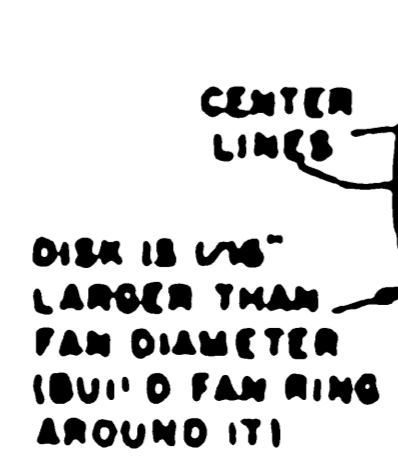
1/8" SPACING (BALANCE OF MOUNT/TONGUE SIMILAR TO LAYOUT ABOVE)



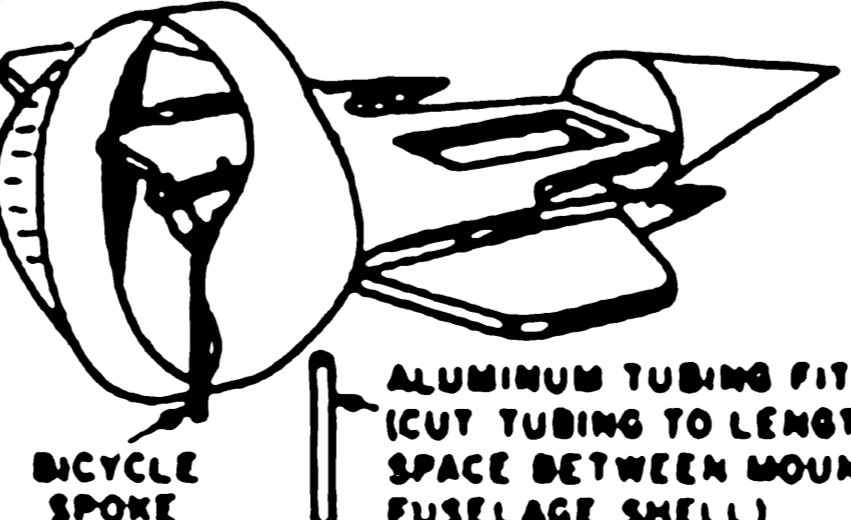
ENGINE MOUNTING SCREWS ARE SOLDERED TO SHEET METAL



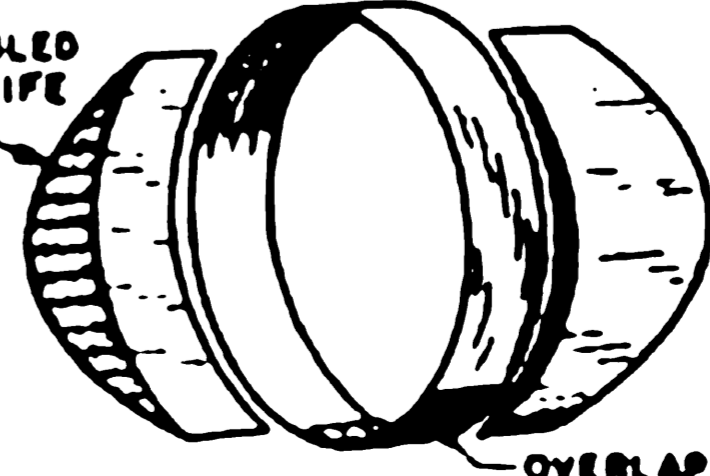
DETAIL OF CONE ASSEMBLY



CENTER LINES
DISK IS 1/16" LARGER THAN FAN DIAMETER (BUT 0 FAN RING AROUND IT)



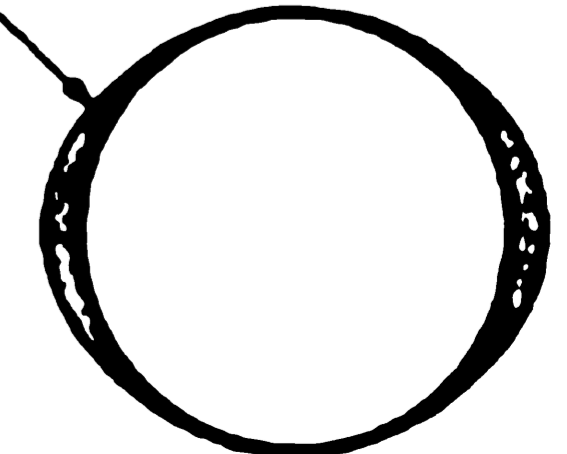
ALUMINUM TUBING FITS OVER SPOKE (CUT TUBING TO LENGTH TO FIT SPACE BETWEEN MOUNT & FUSELAGE SHELL)

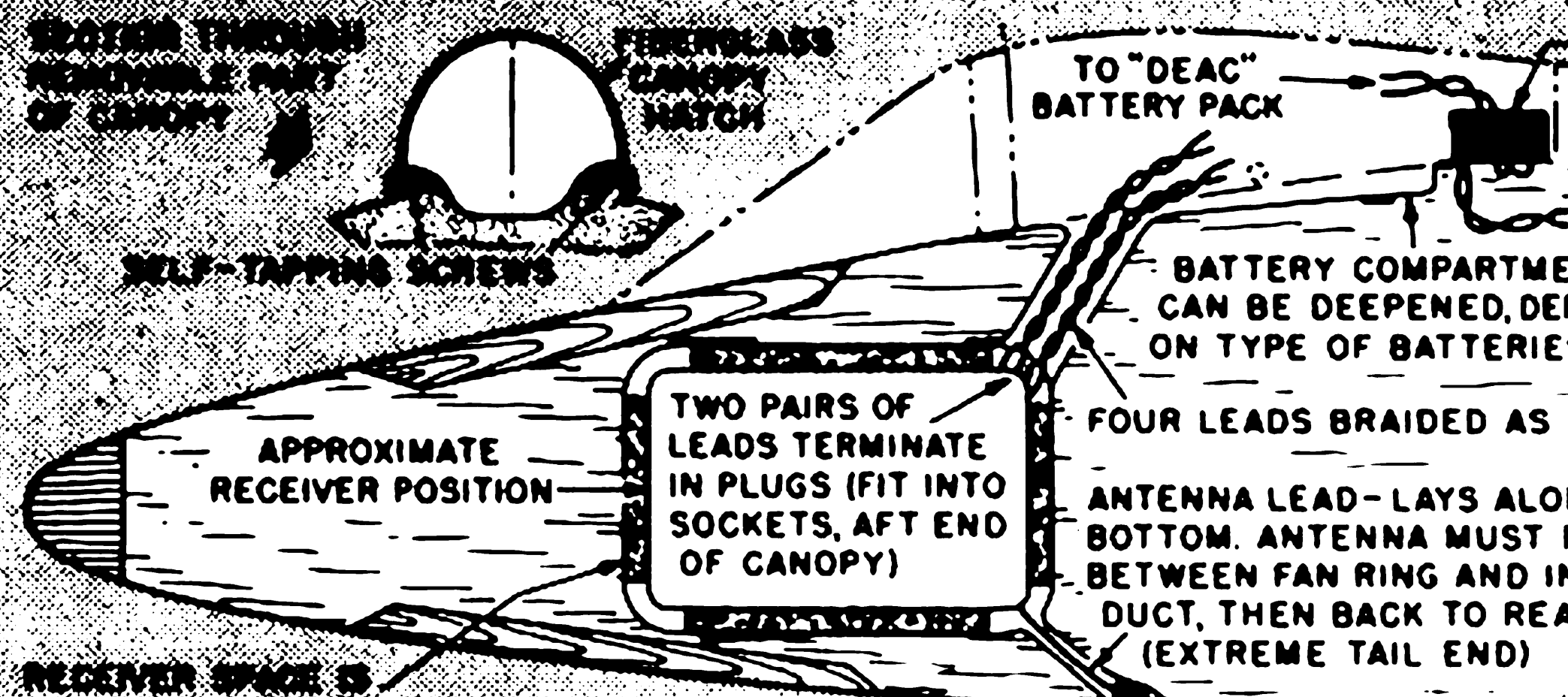


EDGES ANGLED OFF TO KNIFE EDGE

OVERLAP AT BOTTOM

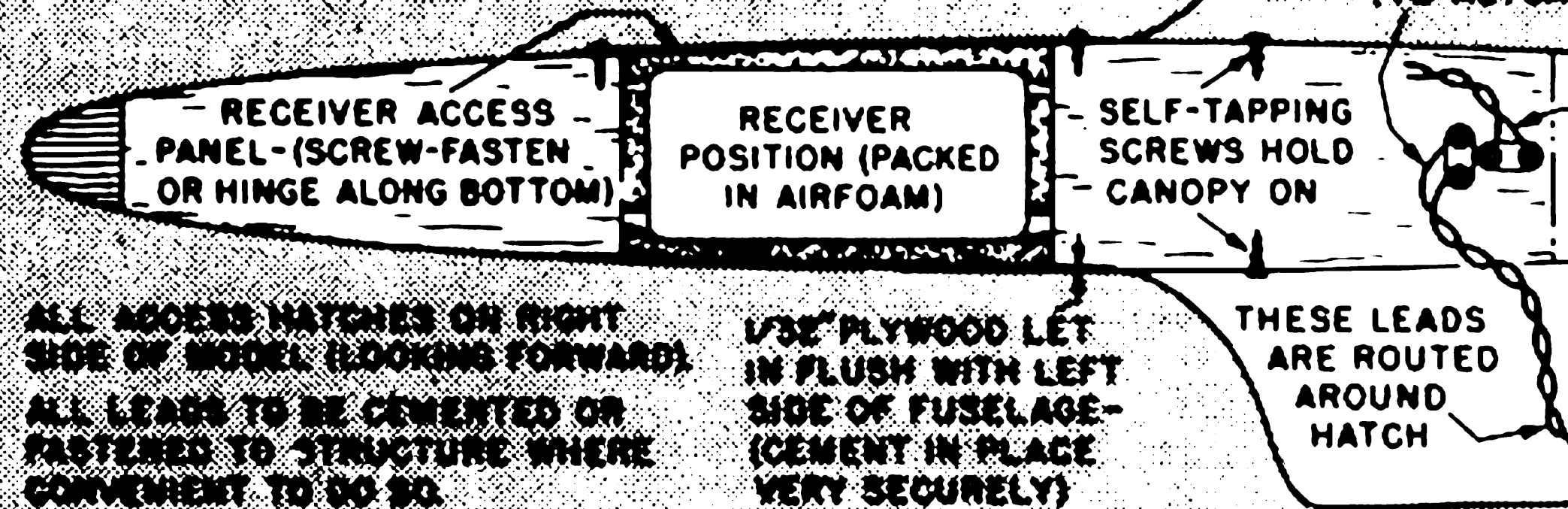
FAN RING IS BUILT OUT TO OVAL SECTION WITH Balsa





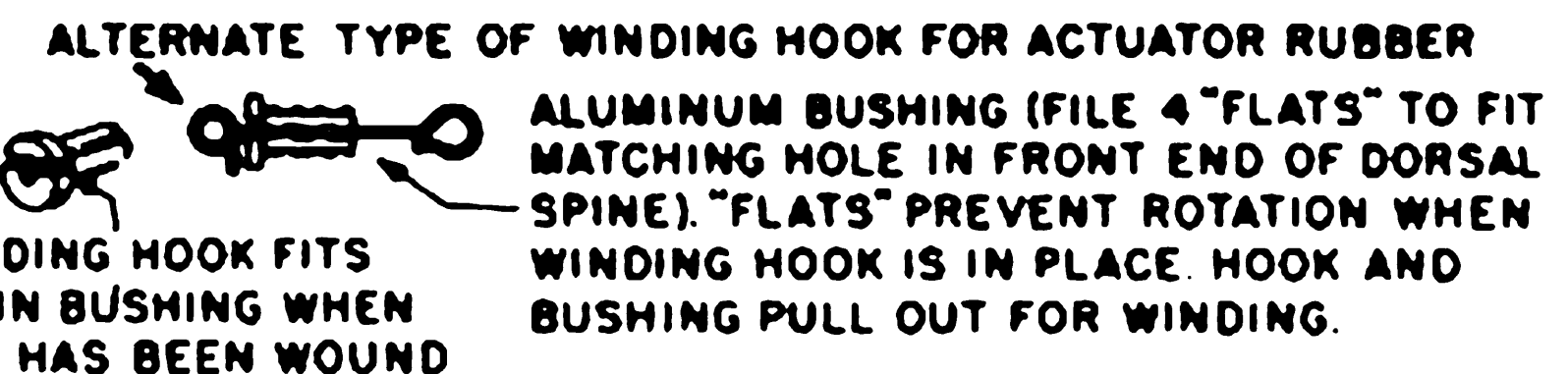
RECEIVER SPACE IS APPROX. 1 1/2" X 2" X 3" - (CAN BE ENLARGED SLIGHTLY TO ACCOMMODATE SOME MAKES OF RECEIVERS PROVIDED THAT TOP AND BOTTOM PLYWOOD INSERTS ARE NOT CUT INTO)

INSTALL MINIATURE PLUG AND SOCKET AT FORWARD END OF ANTENNA TO ALLOW EASY REMOVAL OF RECEIVER



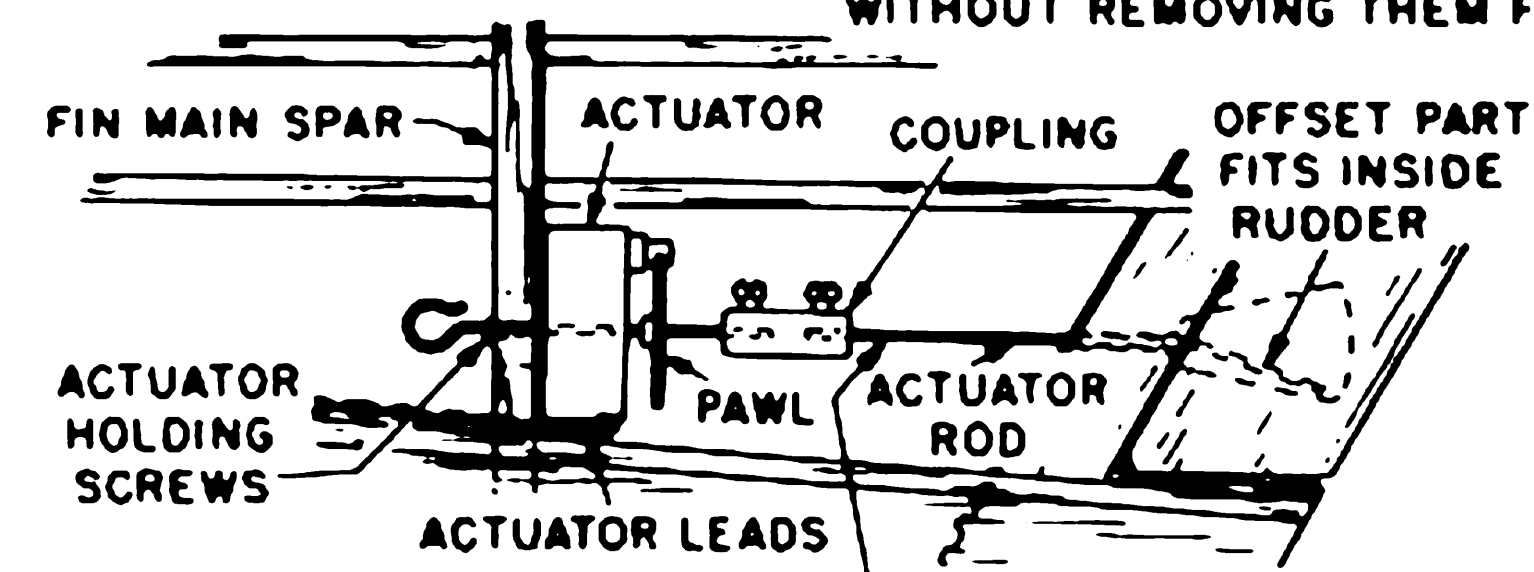
ALL ACCESS HATCHES ON RIGHT SIDE OF MODEL (LOOKING FORWARD) ALL LEADS TO BE CEMENTED OR FASTENED TO STRUCTURE WHERE CONVENIENT TO DO SO.

REAR SOCKET ALSO SERVES AS A RECHARGING CONNECTION (RECEIVER IS SWITCHED OFF BY PULLING RCVR PLUG OUT OF THIS SOCKET)



LEADS FROM RECEIVER AND ACTUATOR SOLDERED TO - AND + PINS. THESE ARE FIRMLY SECURED TO FIBER OR PLASTIC STRIPS, FORMING A SIMPLE PLUG

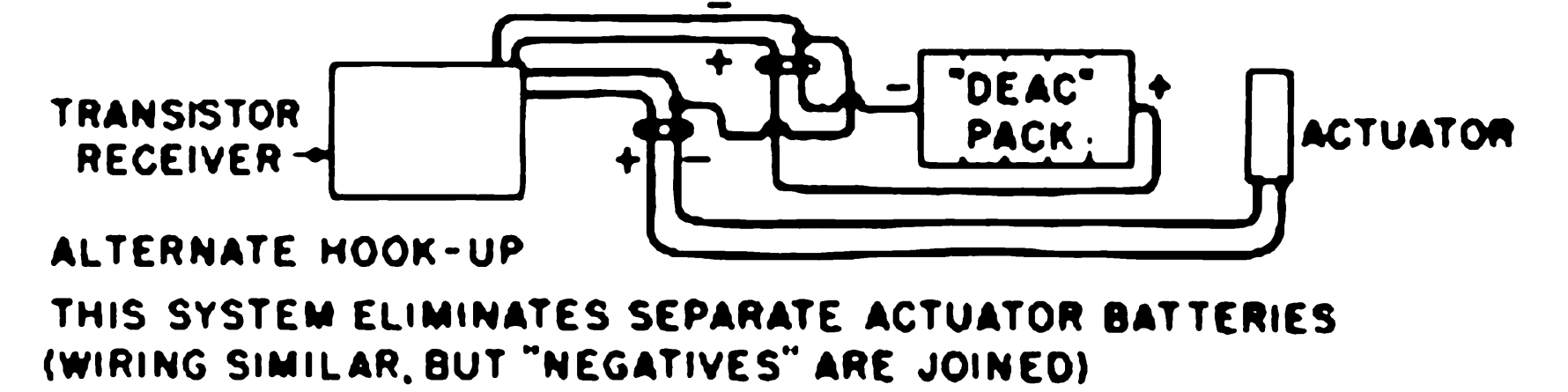
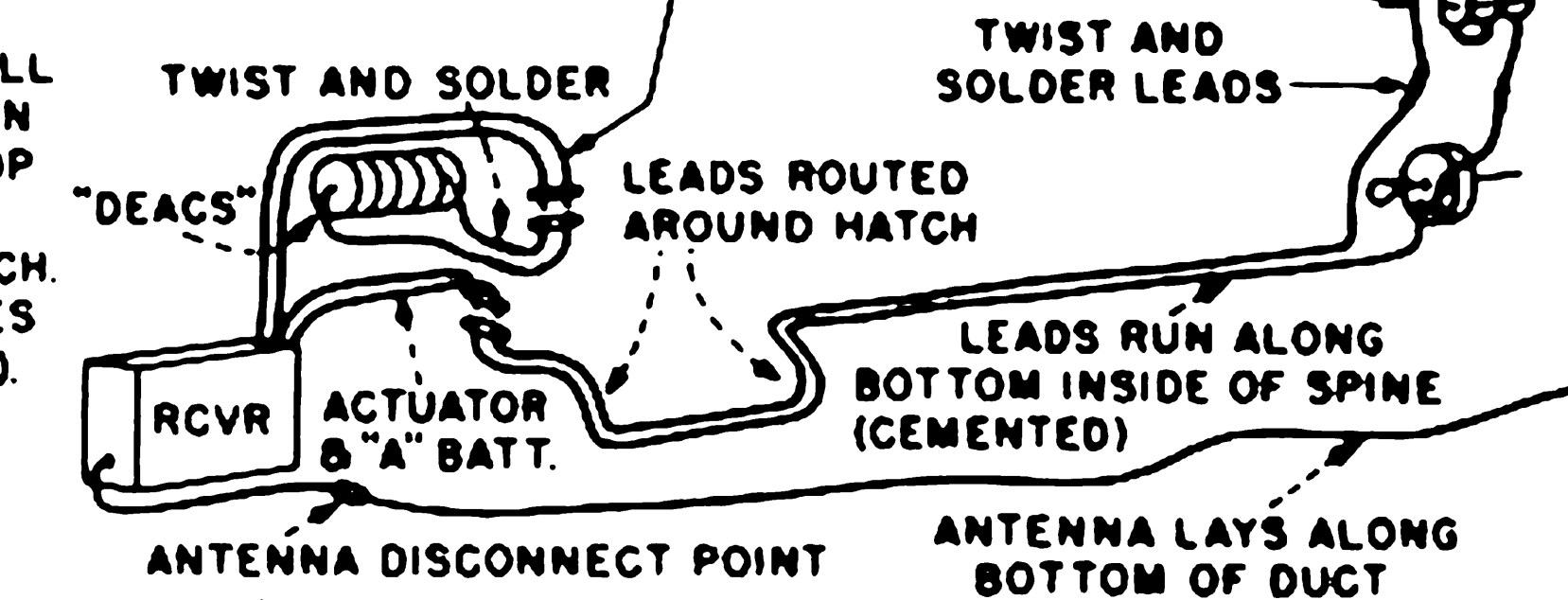
KEEP LEADS SHORT WHERE POSSIBLE. ALL RECEIVER-BATTERY LEADS CONCEALED IN CANOPY HOLE IN AFT END OF CANOPY TOP ALLOWS RECEIVER PLUG DISCONNECTION EXTERNALLY, SERVING AS RECEIVER SWITCH. (ALSO FOR RECHARGING "DEAC" BATTERIES WITHOUT REMOVING THEM FROM MODEL).



PIANO WIRE ACTUATOR ROD (BENT END FITS INTO VERTICAL SLOT IN RUDDER). ROD ROTATION MOVES RUDDER. AMOUNT OF DEFLECTION ADJUSTED BY VARYING BEND IN ROD END. SLOT AND ROD END MUST BE A FREE-WORKING FIT. ACCESS TO THE ACTUATOR BY REMOVABLE BLISTERS.

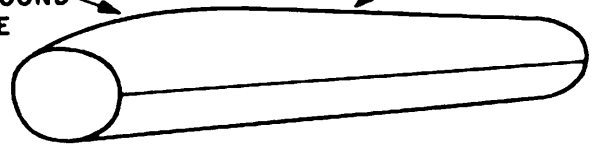
LEADS MADE SLIGHTLY LONGER THAN NEEDED TO ALLOW EASY BATTERY REPLACEMENT

THREE SMALL HEARING-AID BATTERIES (IN SERIES FOR 4.5 VOLT TOTAL) TAPED TOGETHER

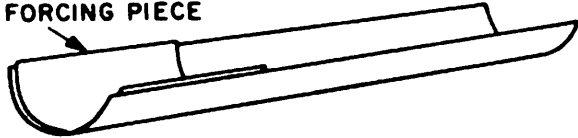


SCALE IS ONLY FOR DETAILS 1-2-3. OTHER DETAILS AND CIRCUITS ARE NOT TO SCALE.

ONLY ONE COMPOUND CURVE
BASIC SHAPE OF FUSELAGE DUCT



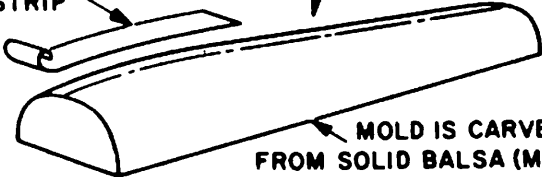
FIRST STAGE OF CONSTRUCTION, LOWER SHELL & REINFORCING PIECE



EXHAUST & INTAKE TEMPLATE FORMERS (PLYWOOD OR HEAVY CARDBOARD)

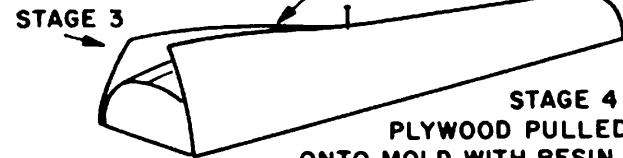


WAXED PAPER STRIP

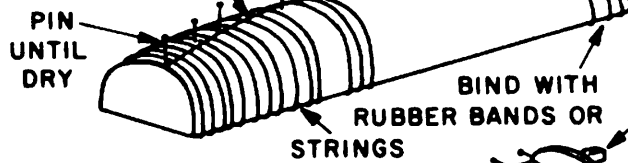


METHOD "A"

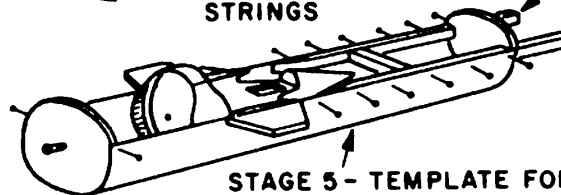
PLYWOOD SOAKED AND CUT AS REQUIRED (PIN IN PLACE)



STAGE 4 - PLYWOOD PULLED ONTO MOLD WITH RESIN GLUE AT OVERLAPPED PART

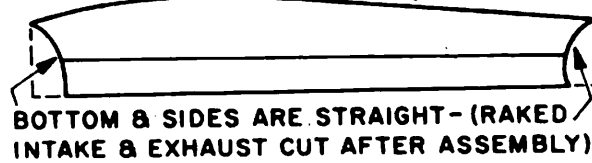


BIND WITH RUBBER BANDS OR STRINGS



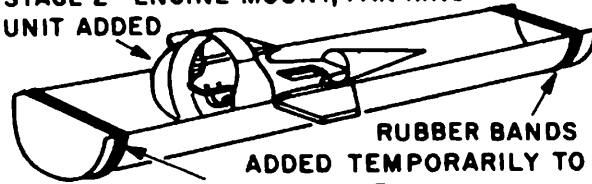
STAGE 5 - TEMPLATE FORMERS IN POSITION, TOP HALF SHELL OMITTED FOR CLARITY. PINS AS SHOWN WOULD PASS THROUGH UPPER HALF SHELL FIRST.

FIRST STAGE (METHOD B)



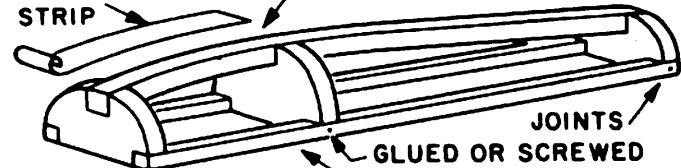
BOTTOM & SIDES ARE STRAIGHT - (RAKED INTAKE & EXHAUST CUT AFTER ASSEMBLY)

STAGE 2 - ENGINE MOUNT, FAN RING UNIT ADDED



RUBBER BANDS ADDED TEMPORARILY TO MAINTAIN CURVE

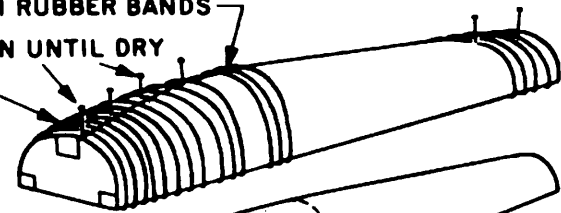
STAGE 3 WAXED PAPER STRIP TOP CURVED SLIGHTLY AS SHOWN



METHOD "B"

BUILD UP MOLD AS SHOWN OF HARD WOOD (DEEPER THAN NECESSARY)

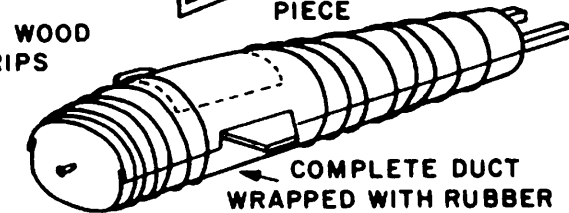
STAGE 4 - BIND WITH RUBBER BANDS PIN UNTIL DRY



STAGE 5

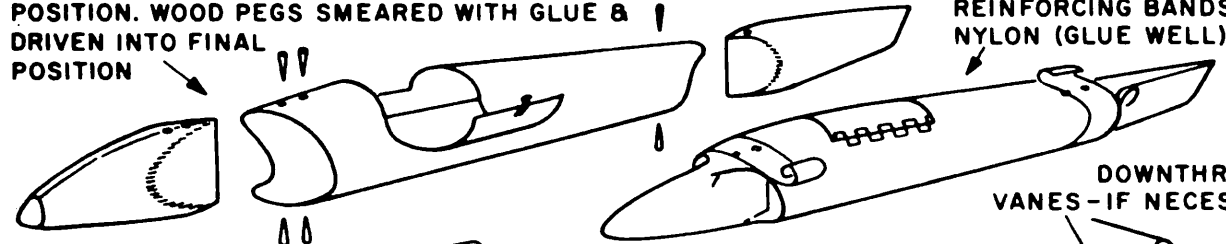
UPPER HALF OF FUSE. WITH REINFORCING PIECE

HARD WOOD STRIPS

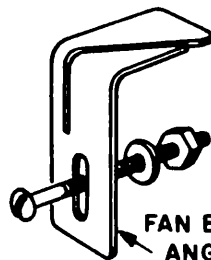


COMPLETE DUCT WRAPPED WITH RUBBER BANDS OR STRING TIL DRY

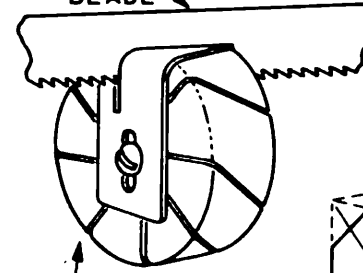
STAGE 6 - FUSELAGE DUCT CLEANED UP, HATCH CUT & HINGED. NOSE & TAIL END PIECES MADE & FITTED, READY TO GLUE IN POSITION. WOOD PEGS SMEARED WITH GLUE & DRIVEN INTO FINAL POSITION



CANOPY AND SPINE DETAIL



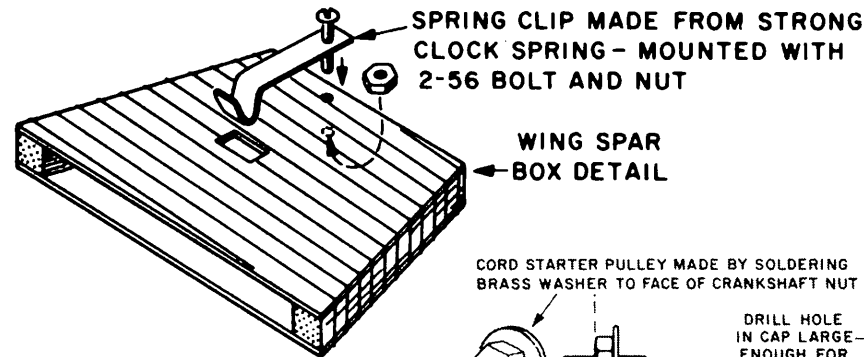
HACK SAW BLADE



FAN BLADE ANGLE CUTTING JIG

CUTTING SLOTS FOR FAN BLADES IN HUB

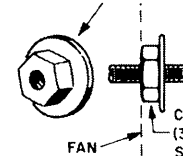
METHOD FOR BLANKING FAN HUB WITHOUT USE OF LATHE. USE 9-PLY GRADE OF RESIN-BONDED 1/2" PLYWOOD IF AVAILABLE



SPRING CLIP MADE FROM STRONG CLOCK SPRING - MOUNTED WITH 2-56 BOLT AND NUT

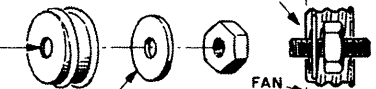
WING SPAR BOX DETAIL

CORD STARTER PULLEY MADE BY SOLDERING BRASS WASHER TO FACE OF CRANKSHAFT NUT



DRILL HOLE IN CAP LARGE ENOUGH FOR CRANKSHAFT

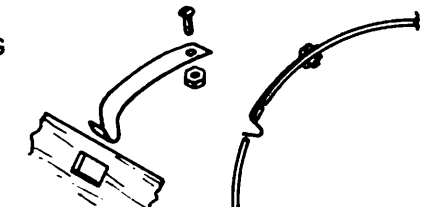
ALTERNATE TYPE STARTER PULLEY MADE FROM FUEL CAN TOP & NUT.



CORD WRAPPED HERE (3 OR 4 TURNS) FOR STARTING.

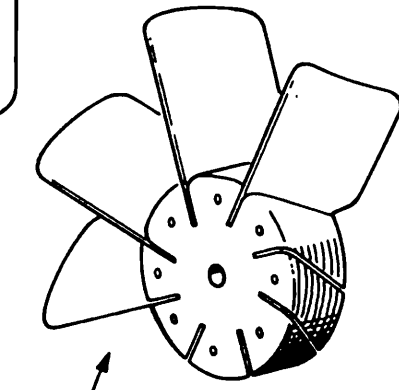
STEEL WASHER TO FIT INSIDE CAN TOP WITH WASHER AND NUT BEING TIGHTENED UP INSIDE CAN TOP, A SOCKET WRENCH WILL BE NEEDED FOR FINAL "SNUG" TIGHTENING

DETAILS OF HATCH CLIP



STAGE 7 - FUSELAGE COMPLETED, SANDED, THEN WRAPPED WITH REINFORCING BANDS OF NYLON (GLUE WELL).

DOWNTHRUST VANES - IF NECESSARY



PARTLY ASSEMBLED FAN

