

13 FINISH THE FUSELAGE

□ Pin the stabilizer in its proper position on the fuselage, then trial fit the fin on top of the stab. The stab center needs a small slot to accept the fin post. Double check the general alignment of the fin and stab, then pin the front of the fin fillet to the crossbrace so it cannot move. Look ahead to page 22 for more photos of this area.

□ Trim 1/4" x 1/2" balsa sticks to fit along each side of the fin front. Do not glue the sticks to the fin; just glue them at the ends to the crossbraces. The idea is to create a pocket for the fin front to sit in. This is necessary whether you plan on making the tail removable or not.

□ Remove the fin, then sheet over that area of the fuselage with 3/32" balsa. When dry, cut out the fin slot.

□ Temporarily bolt the wing to the fuselage. Glue on the 3/32" plywood fuselage top, aft of the wing. The plywood does not extend all the way to the sides so that it won't interfere with rounding off the corners of the fuselage later.

□ Finish off the top of the fuselage aft of the wing by adding 3/32" x 1/2" balsa strips to the tops of the longerons and crossbrace. Cut the strips from the supplied 3"-wide sheets.

□ Moving to the nose area now, glue in the lite-ply fuselage top. It should sit on top of the doublers, between the fuselage sides. The lite-ply extends forward of F-1 about 1-1/2". You may need to trim it back to clear your engine.

□ The top of the fuselage nose is finished off with 1/2" balsa, crossgrain. It's up to you whether you wish to create a hatch in this area. Solid sheeting glued in place would make for a stronger nose, but a lot of gas engines will require access to the rear-mounted carb or ignition components. I made the hatch on the prototype about 6-1/2" long. That left a portion of balsa sheeting over the top of F-1 in the front and under the windshield in the rear. The sheeting under the windshield must be notched carefully to fit between the windshield frames.

□ The basic fuselage structure is now done and is ready for final sanding. Don't be bashful with the sanding block - there's a lot of wood there to work with! You can see in the photo that the balsa sheeting on the nose extends forward of F-1 and can be trimmed back for engine clearance.

-SFK



Fuselage Rear - I know, the gussets and diagonals are missing in this photo. The prototype wasn't built in exactly the same order as the instructions. This photo does show the final result of the fin front "pocket". Notice the sheeting extends rearward slightly to overlap the front of the stabilizer. Also notice that I added some balsa triangle stock to reinforce the tailwheel mount.



Above - Hatch removed. The hatch is held down at the back using two 10-32 nylon bolts threaded into plywood blocks under the lite-ply. A lite-ply tongue holds the hatch at the front. Below - 1/16" ply hardpoints are imbedded in top of hatch. The fuselage corners have all been sanded round.

