3. Construction Stage

FLAPS

Cut the steel wire (pivot) and the plastic tubings to correct length and solder the square brass tubing (part 79) on the steel wire. Now glue the long tube in the slot of the flaps. Connect the whole assembly (be careful that the flaps have equal play). Glue the plastic pivot tubings firmly into the wings. Remove the flap again before the glue is dry to avoid its sticking to the construction. The final assembly as well as the glueing of the pivot axis with the long plastic tubing in the flap is only done after covering of the wings. To ensure a secure connection please drill small holes into the long plastic tube through which the glue can be inserted on the pivot.

4. Construction Stage

OPERATION OF THE AILERONS

Insert the pushrod and cut it to length leaving some surplus material. Solder the clevis at one end. We would advise that you make the bell crank with a protection against overload (see picture and plan section I). This will make it nearly impossible for your model to be destroyed in a rough landing. The bell crank will now be mounted onto the plywood board 73. The aileron cable is then drawn in. Now you have to insert the board with the bell crank and glue it in. Part 75 will now be glued into the aileron and the rudder horn is inserted (you will find the detailed position in the section drawing in the plan). Trial-hinge the ailerons with sticky tape to the wings. The plastic clevis (part 20) is now installed. Test the functions of the aileron and close the hole for the bell crank with part 76.

5. Construction Stage

OPERATION OF THE FLAPS

After marking the exact position for the flap operation on the fuselage you can drill the two holes Ø 6.5 (drill and file). The square tubes are joined to the plastic crank and pushrods which have been connect before. The two polyester pivot tubes part 42 are inserted in the fuselage. Push a steel wire (2 mm Ø) through the pivot. Take a fillet and press the lever into the fuselage centre until it reaches the bottom. This helps you to get the exact dihedral shape of the drive. The polyester tubings 42 are now firmly glued in from the inside.

6. Construction Stage

LOCKING OF WINGS AND COCKPIT

Drive the hook screw 40 into the pivot 39 and insert the two wing fixings with a rubber ring 41 into the fuselage. The key hole in the fuselage makes it possible to place the pivot so that it only has to be pushed smoothly in the forward direction when fixing the wings in order to achieve a safe clicking into place. If disconnecting, please proceed the other way round. Pull wing from fuselage a small distance and push the locking pivot into rearwards direction (see picture on page 12). The wing is now disconnected and can be removed. The advantage of this new push-locking system is that you do not need to install the wing fixings by hand which was the conventional way. However, if you still want to use the old method, you could do so. As shown on the various pictures, the locking device 28 for the cockpit is now glued in. Bend the latch pin at the top smoothly in upward direction. This will help to make sure that the cockpit canopy will be pressed to the fuselage slightly when it is installed.