

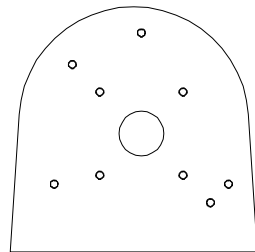
WING PANEL - 2 REQ.

CENTER OF GRAVITY IS 2.625"
FROM THE LEADING EDGE OF
THE FORMED AIRFOIL.

DIHEDRAL IS 3.5" TO THE HIGH POINT
OF THE BOTTOM SIDE OF THE FORMED
WING PANEL WITH THE OPPOSITE PANEL
FLAT ON SURFACE FROM WHICH THE
MEASUREMENT IS TAKEN.

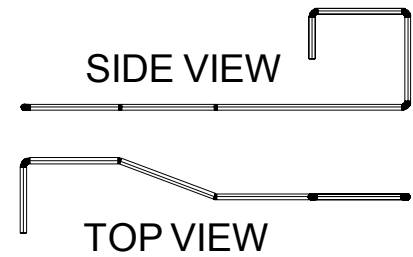


MAIN LANDING GEAR
.078" X 9" MUSIC WIRE
1 REQ.



FIREWALL/MOTOR MOUNT
1/16" PLYWOOD - 1 REQ.

TAIL WHEEL GEAR
.032" X 4" MUSIC WIRE
1 REQ.



Lazy Cub

Designed and Kitted by Ken Neal

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Wingspan - 30.5"

Wing Area - 256 sq. in.

Length - 21"

Bare Airframe Weight - 79g.

Motor - 16-20g 2000 - 2400 Kv Outrunner

ESC - 6-10A

Propeller - 6x3, 7x3.5

Battery - 300-950 mAh 2s (7.4V)

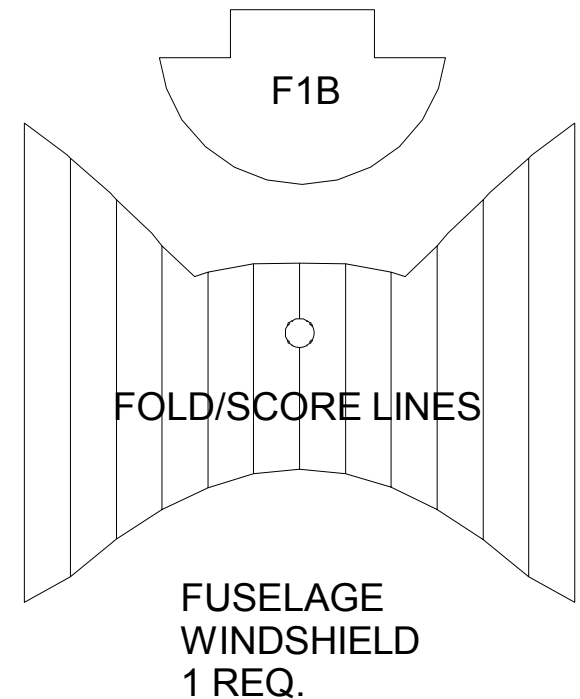
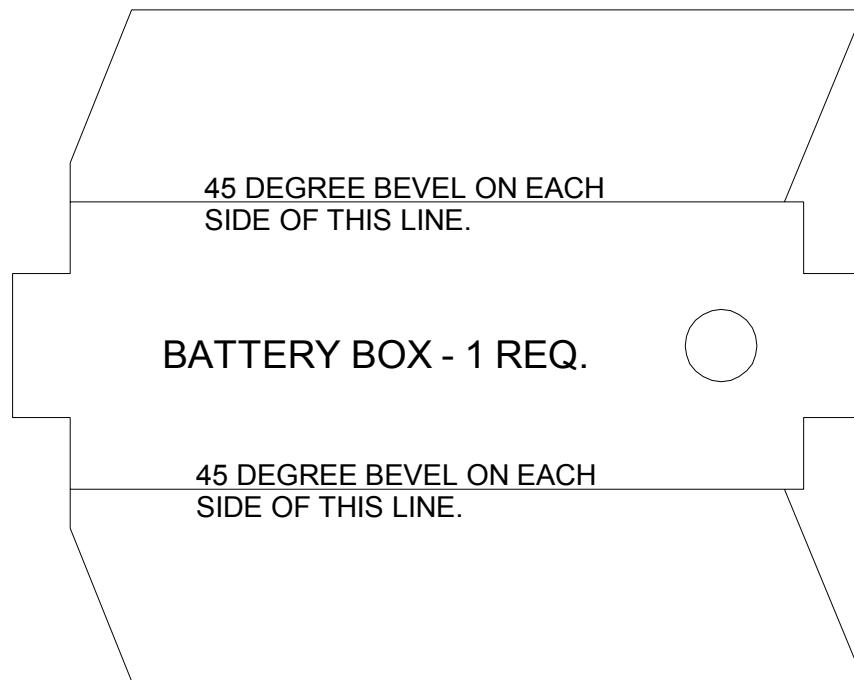
Servos - HXT 500 5g (two req.)

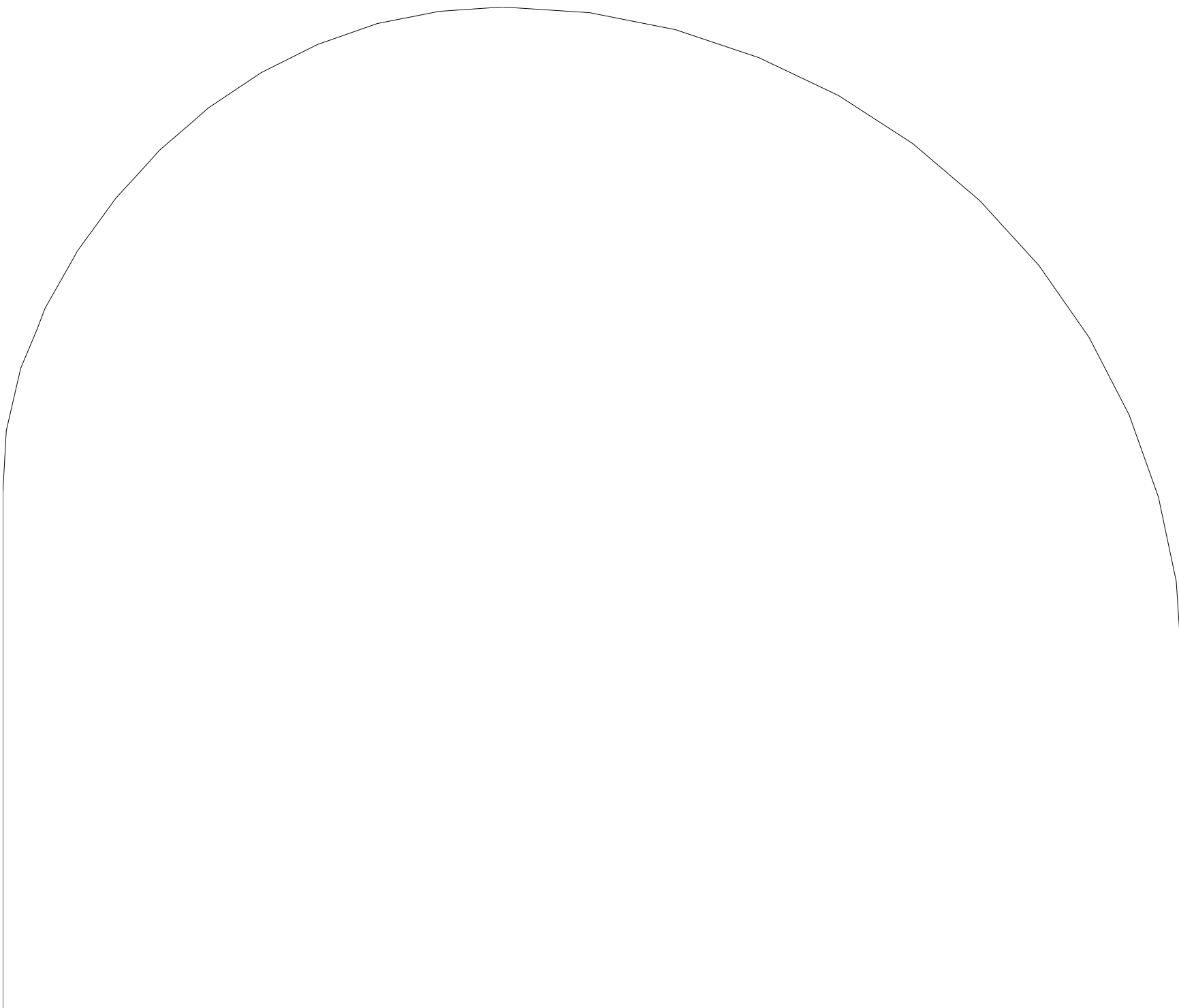
Released 14-DEC-2014

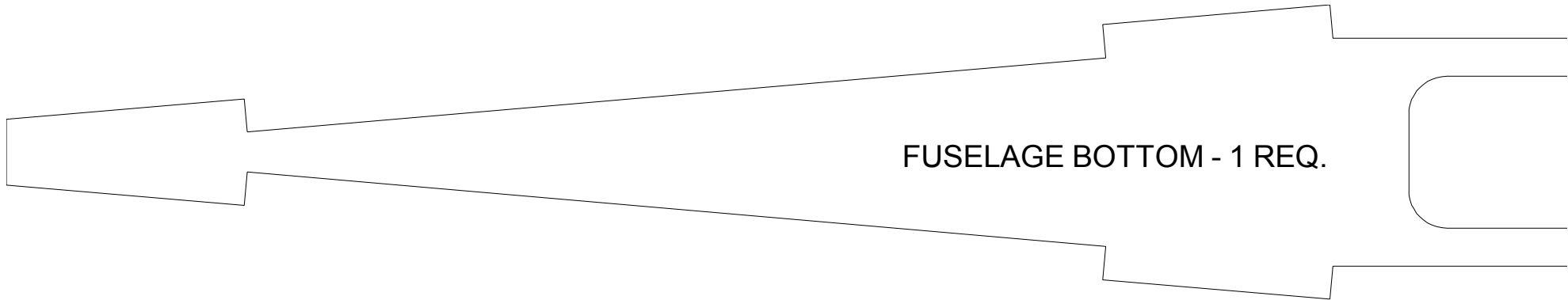
Rev. A 16-DEC-2014 Corrected stab slot depth
on fuselage sides.

AN ALTERNATIVE TO MANUAL BEVELING TO ALLOW FOLDING OF BATTERY BOX, SERVO TRAY/NOSE REINF PANELS IS TO REMOVE .22" OF MATERIAL FROM THE OUTSIDE OF THE BEVEL LINE MAKING THESE PARTS IN THREE PIECES.

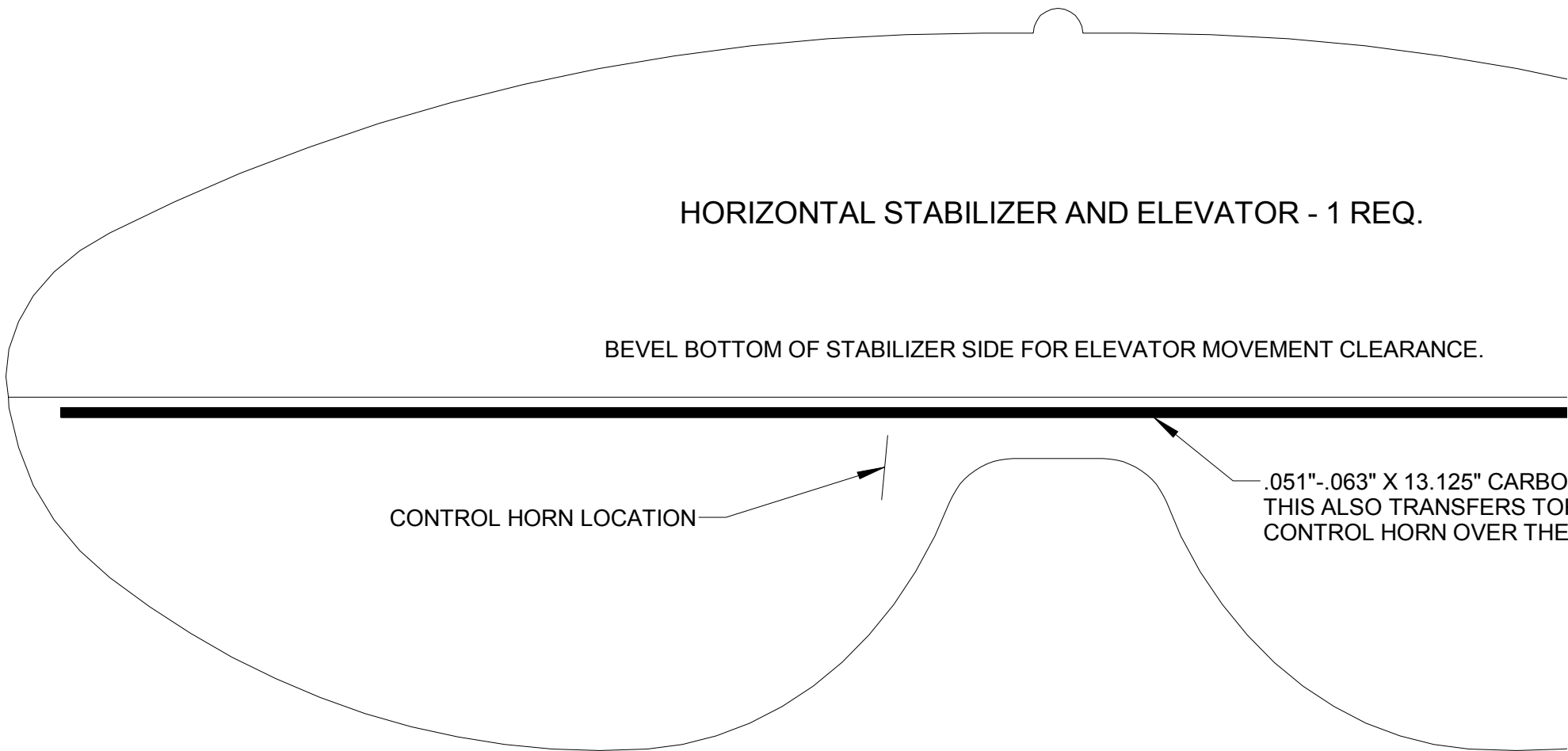
THE FOLD/SCORE LINES TO MAKE BENDING THE WINDSHIELD EASIER CAN BE ACCOMPLISHED USING THE TINES OF A FORK PULLED ACROSS THE FOAM MAKING LINE IMPRESSIONS.







FUSELAGE BOTTOM - 1 REQ.

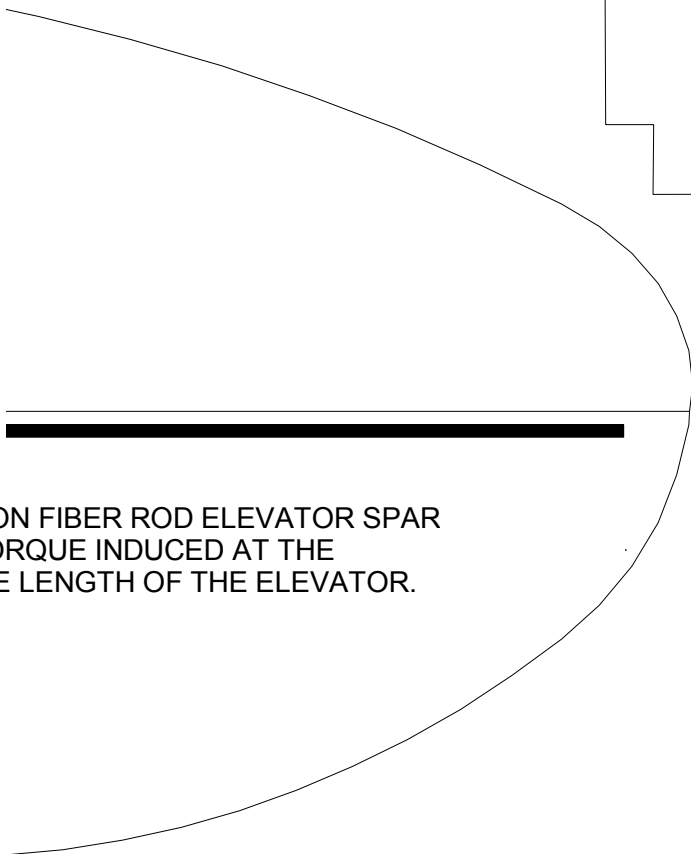
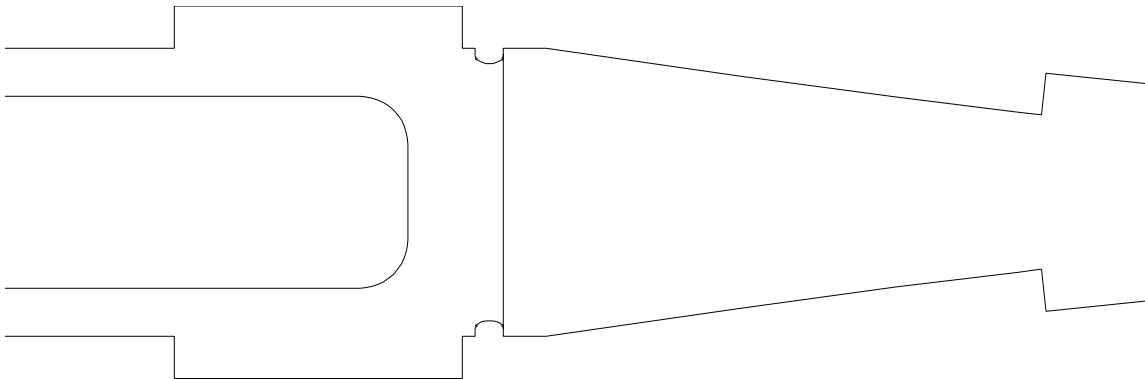


HORIZONTAL STABILIZER AND ELEVATOR - 1 REQ.

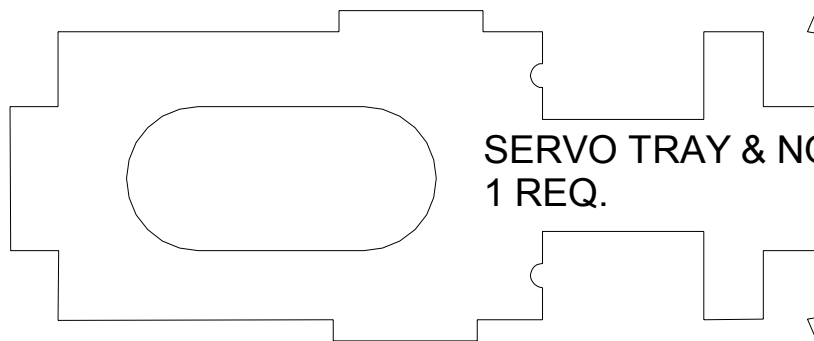
BEVEL BOTTOM OF STABILIZER SIDE FOR ELEVATOR MOVEMENT CLEARANCE.

CONTROL HORN LOCATION

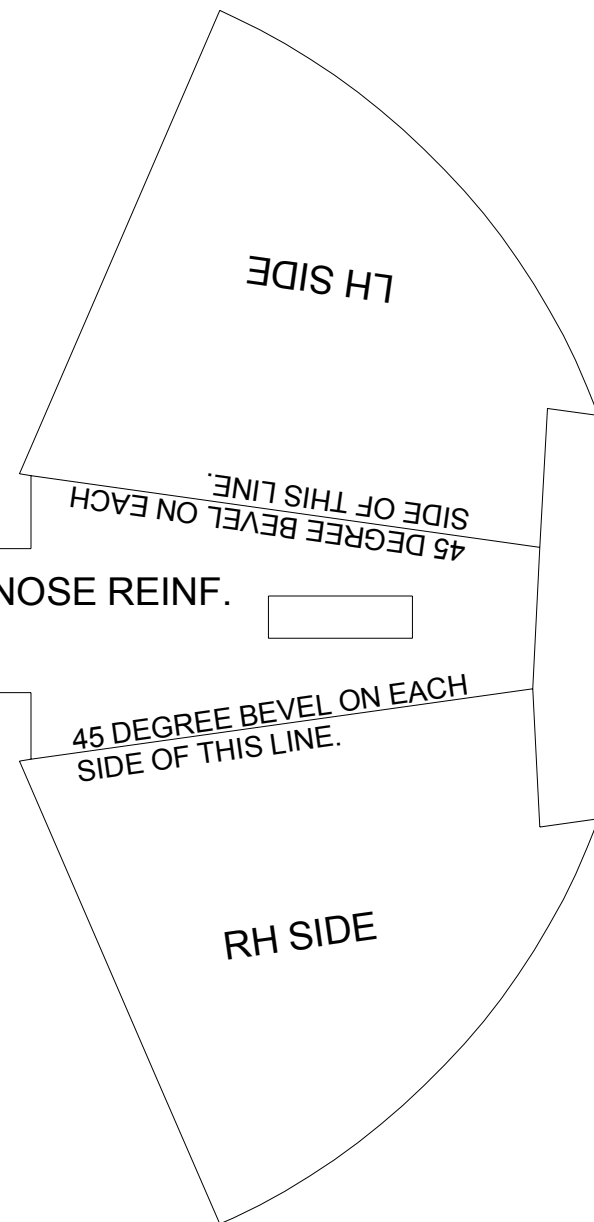
.051"-.063" X 13.125" CARBON F
THIS ALSO TRANSFERS TORQUE
CONTROL HORN OVER THE LE

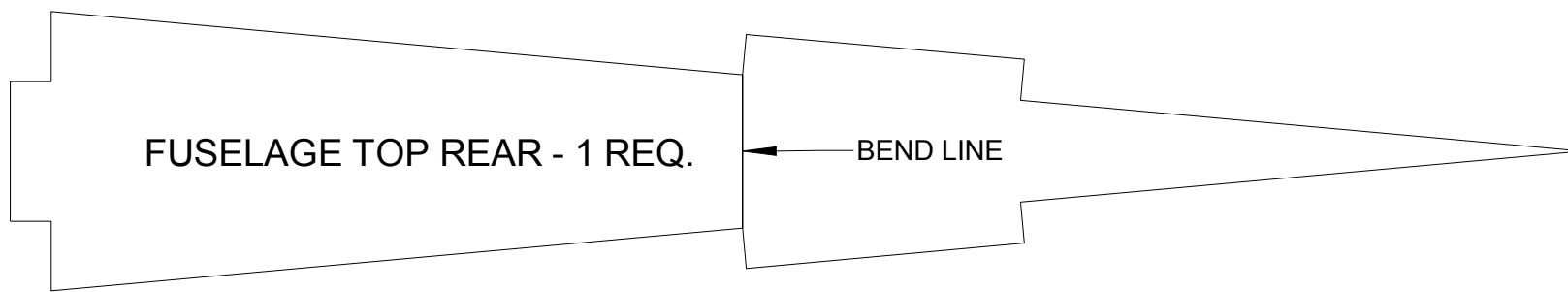
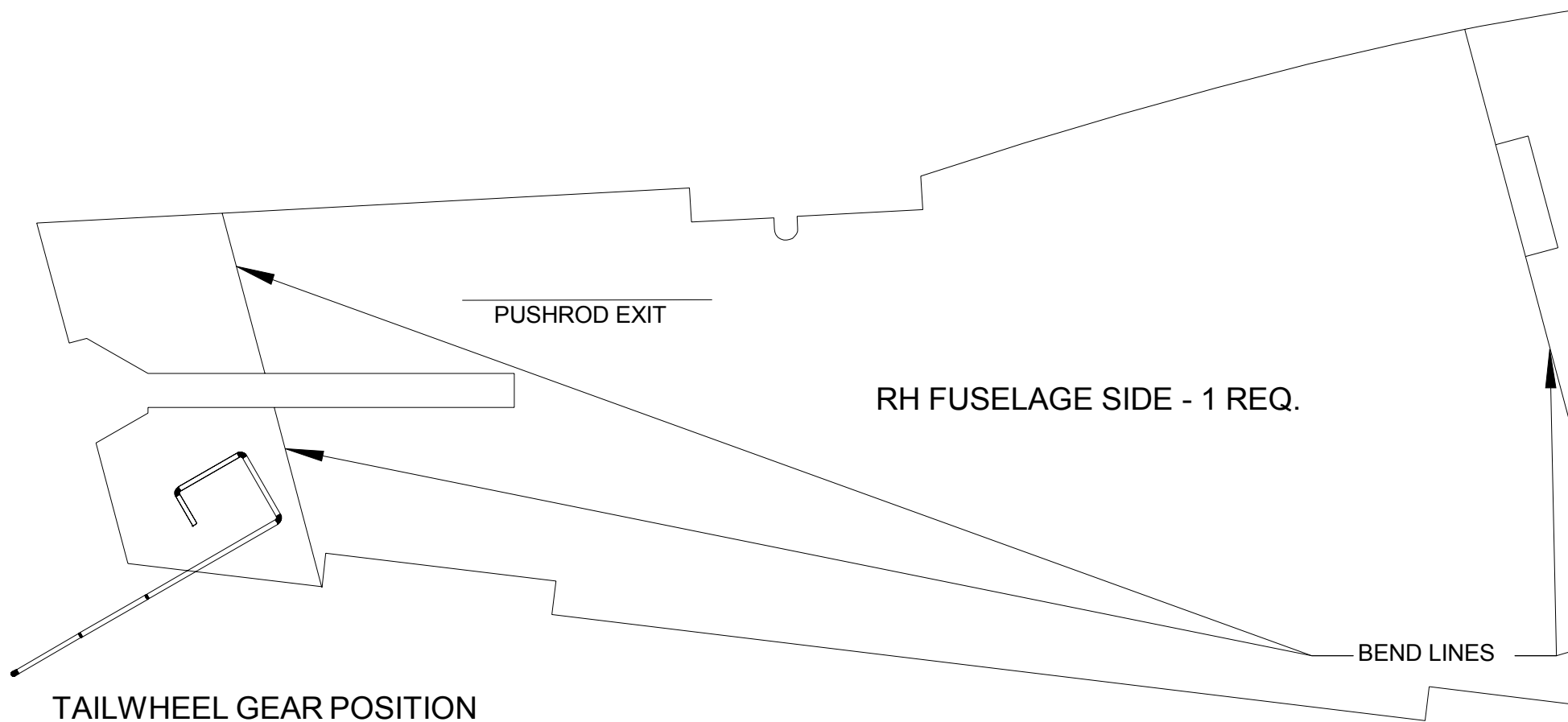


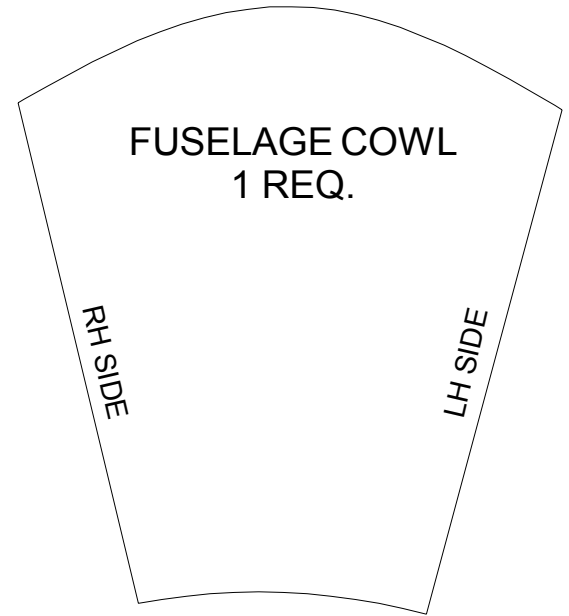
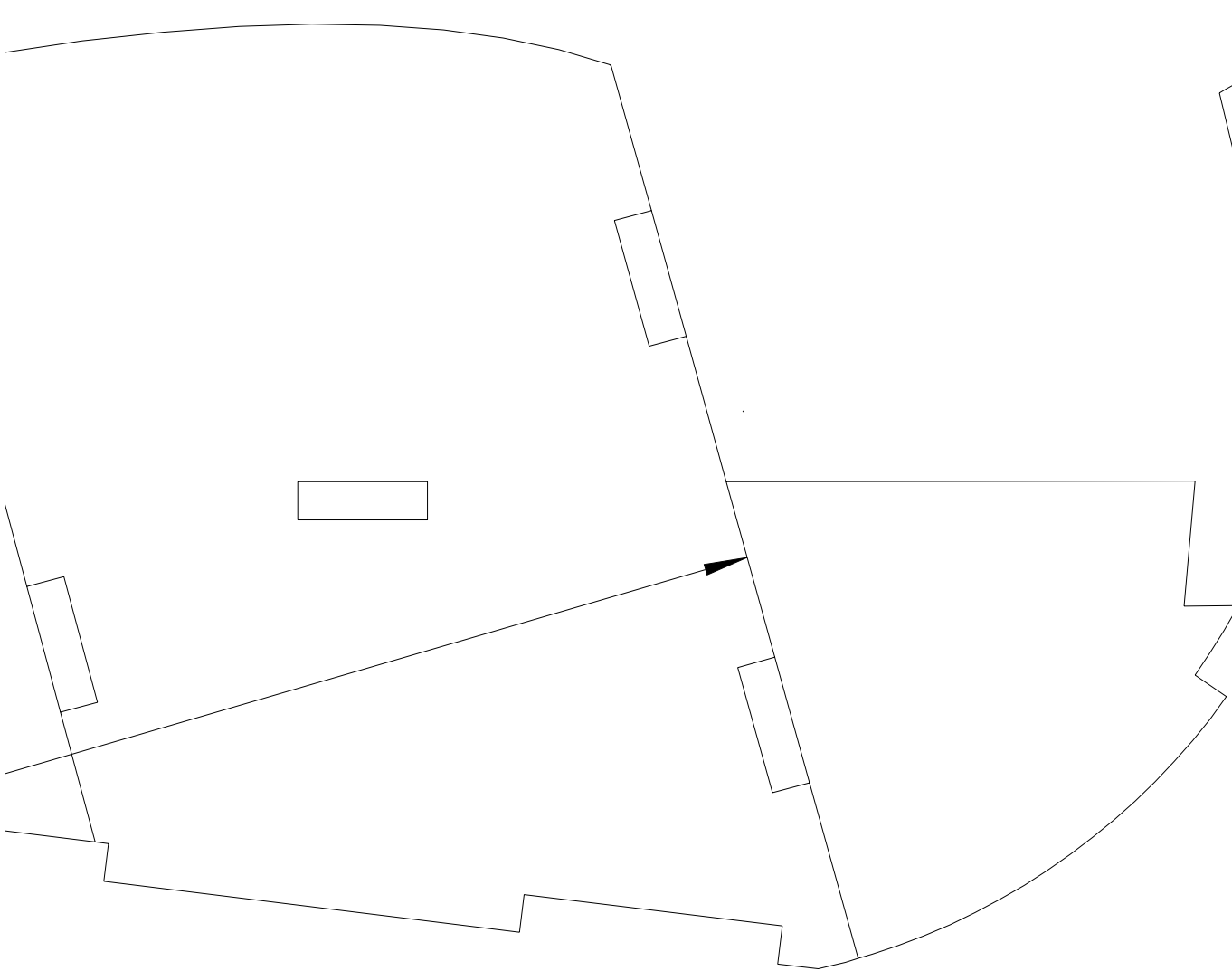
RBON FIBER ROD ELEVATOR SPAR
TORQUE INDUCED AT THE
THE LENGTH OF THE ELEVATOR.

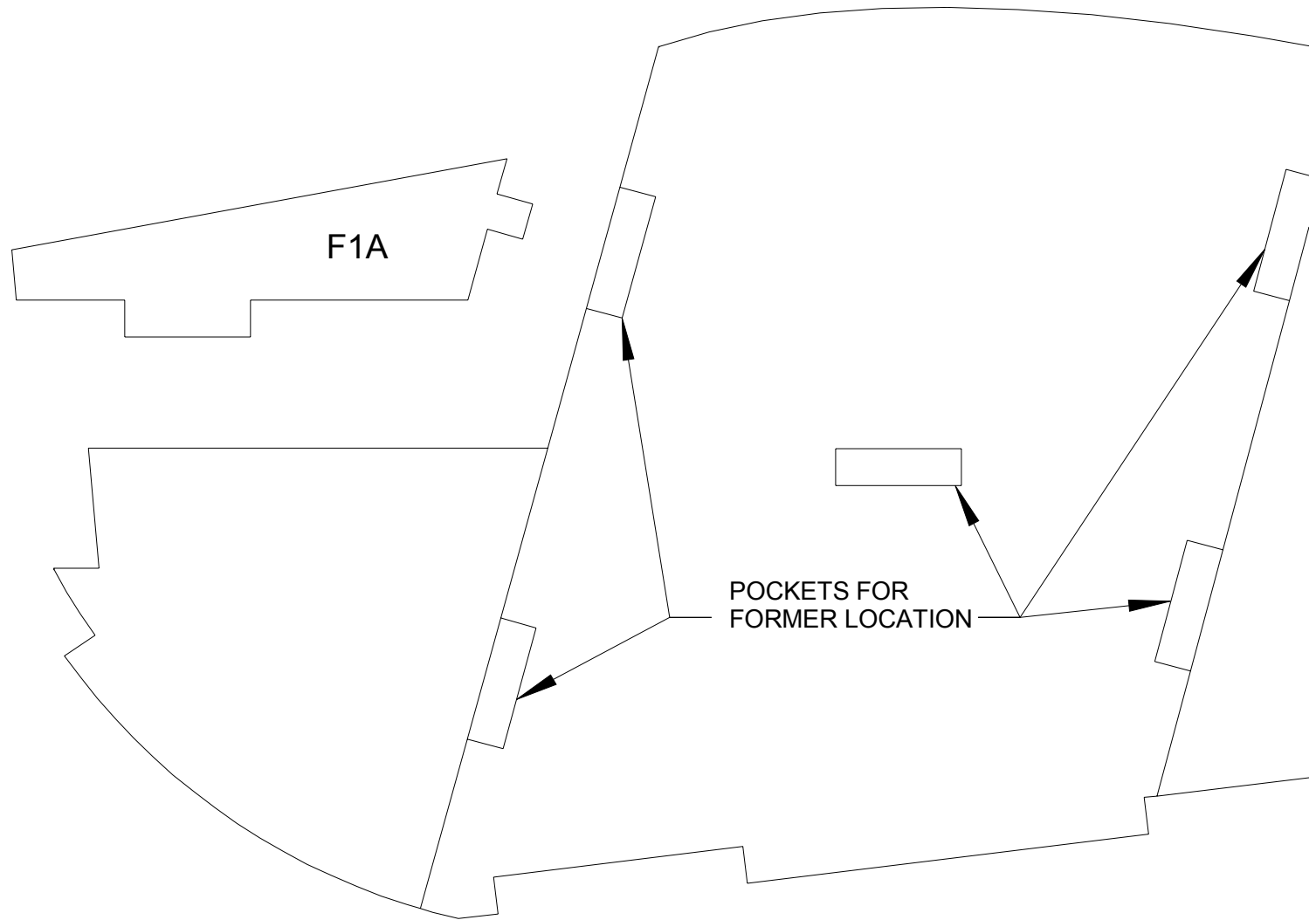


SERVO TRAY & NOSE REINF.
1 REQ.

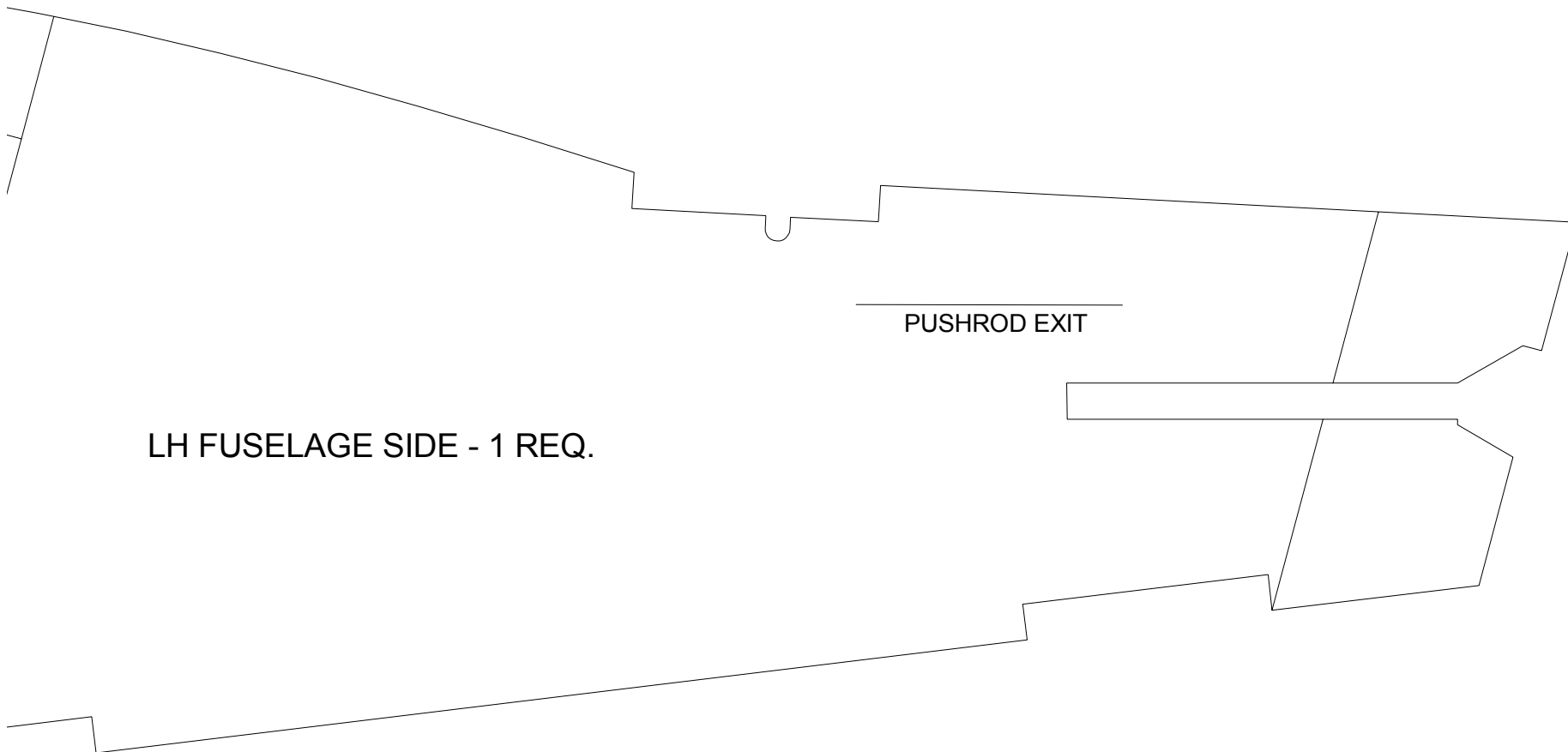








NOTE:
THE DIFFERENCE BETWEEN THE LH & RH
FUSELAGE SIDES IS IN THE NOSE TRIM NEAR
THE COWL. THIS BUILDS IN RIGHT THRUST.



LH FUSELAGE SIDE - 1 REQ.

PUSHROD EXIT