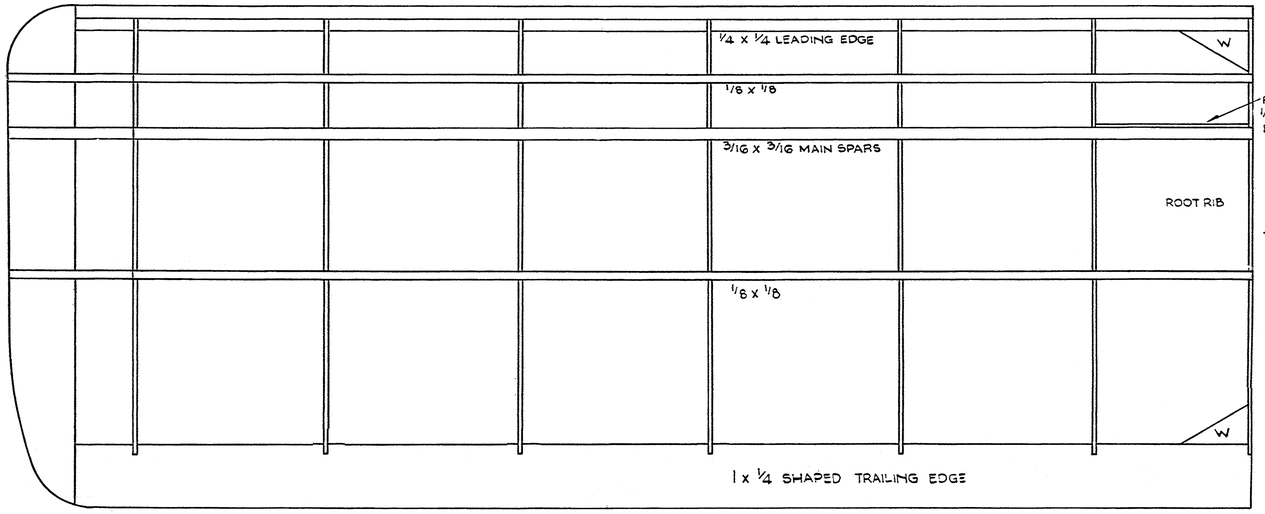
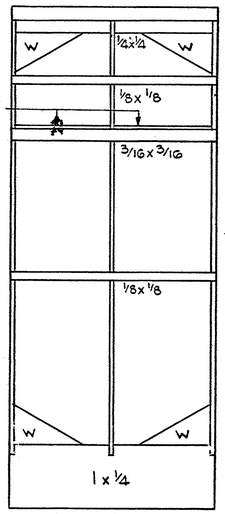
PERFORMANCE KITS "APEX"



A TO A



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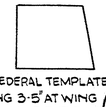
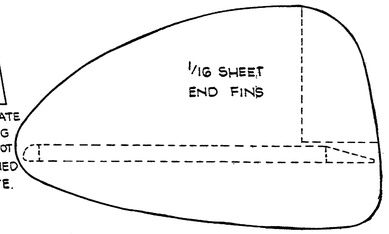
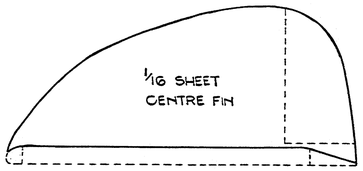
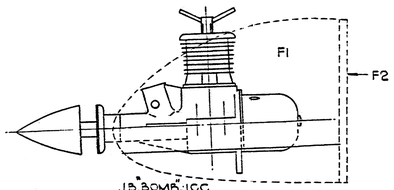
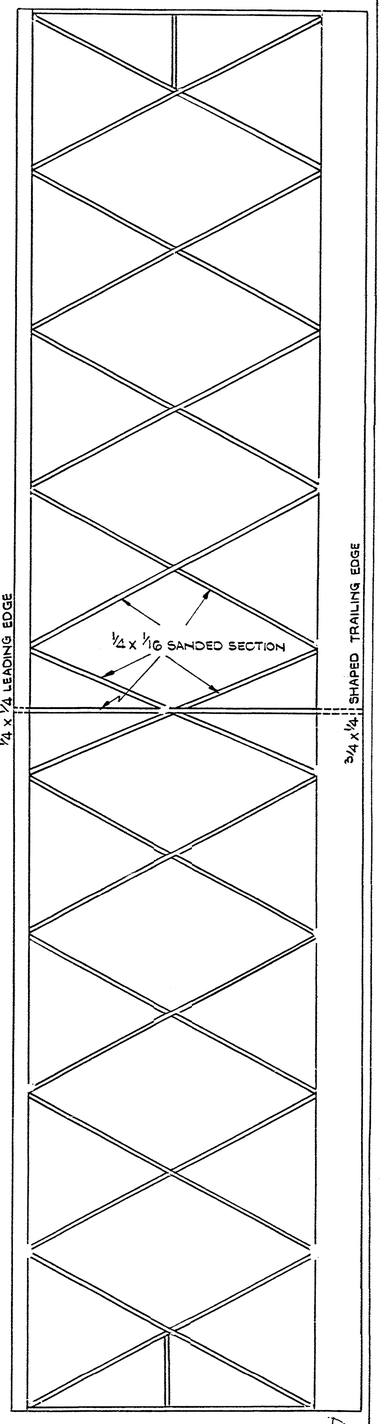


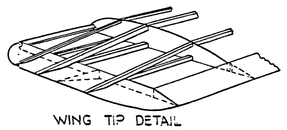
DIAHEDERAL TEMPLATE GIVING 3·5" AT WING TIPS. CANT THE ROOT RIBS TO THE INCLINED FACE OF TEMPLATE.



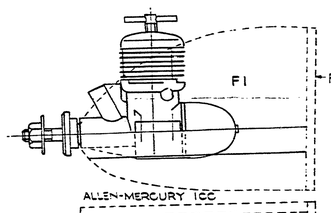


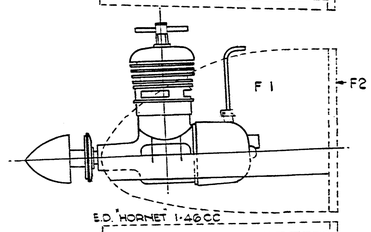


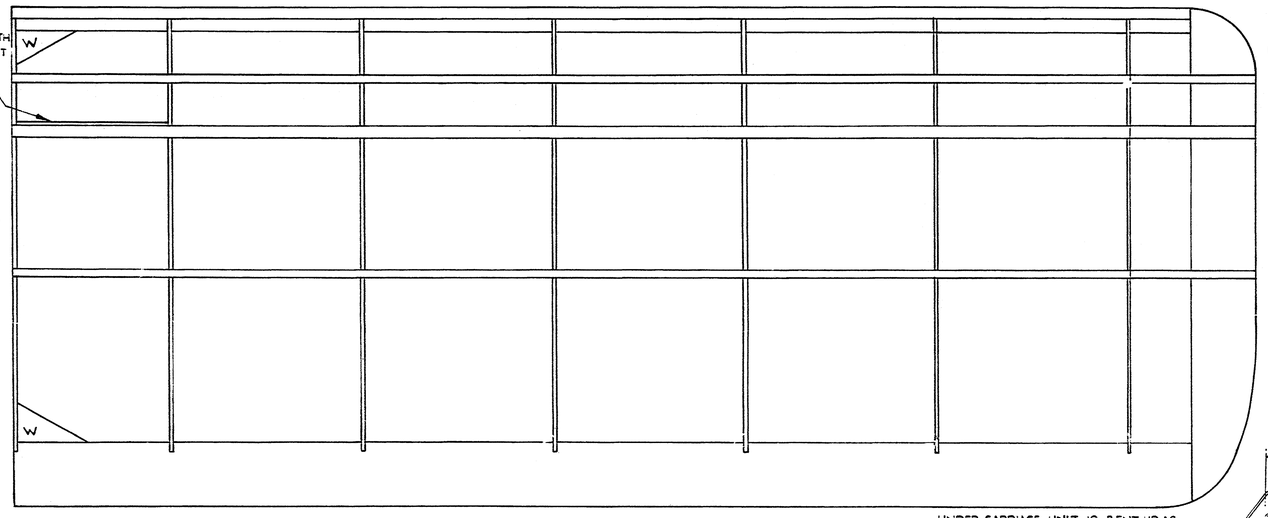




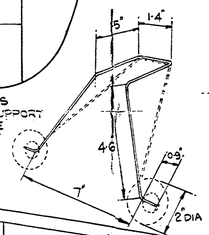
WING TIP DETAIL



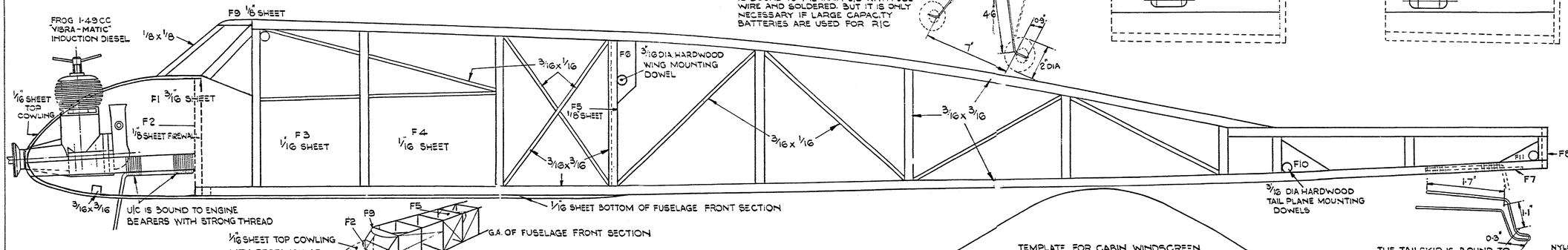


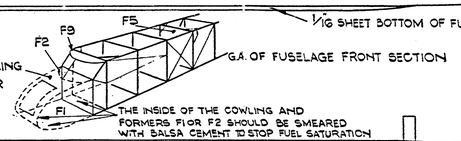


B TO B



UNDER CARRIAGE UNIT IS BENT UP AS PER THE SKETCH. THE DOTTED REAR SUPPORT IS BOUND TO THE MAIN U/C WITH FUSE WIRE AND SOLDERED. BUT IT IS ONLY NECESSARY IF LARGE CAPACITY BATTERIES ARE USED FOR R/C

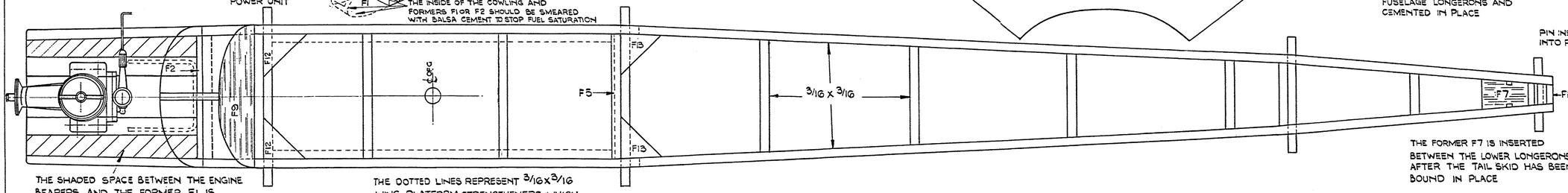




G.A. OF FUSELAGE FRONT SECTION

THE TAILSKID IS BOUND TO THE INSIDE OF THE LOWER FUSELAGE LONGERONS AND CEMENTED IN PLACE

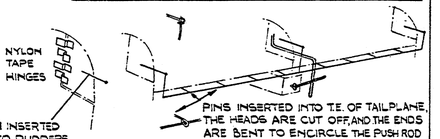
TEMPLATE FOR CABIN WINDSCREEN



THE SHADED SPACE BETWEEN THE ENGINE BEARERS AND THE FORMER F1 IS BLOCKED IN WITH SCRAP BALSA

THE DOTTED LINES REPRESENT 3/16 x 3/16 WING PLATFORM STRENGTHENERS WHICH REPLACE THE CENTRE TWO SPACERS, AND ARE INCORPORATED IF RADIO IS INSTALLED

THE FORMER F7 IS INSERTED BETWEEN THE LOWER LONGERONS AFTER THE TAIL SKID HAS BEEN BOUND IN PLACE



G.A. FOR RUDDER AGUATION FOR USE WITH RADIO INSTALLATION

PERFORMANCE KITS "APEX" MK 14

SUITABLE FOR FREE FLIGHT, SINGLE CHANNEL RADIO CONTROL, P.A.A., LOAD OR CLIPPER CARGO EVENTS

SPECIFICATION

WING SPAN: 42·25" CHORD: 7·875"

WING AREA: 332D" ASPECT RATIO: 5·36:1

DIAHEDERAL AT WING TIPS 3·5"

LENGTH OF FUSELAGE: 32·25"

DESIGNED BY

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