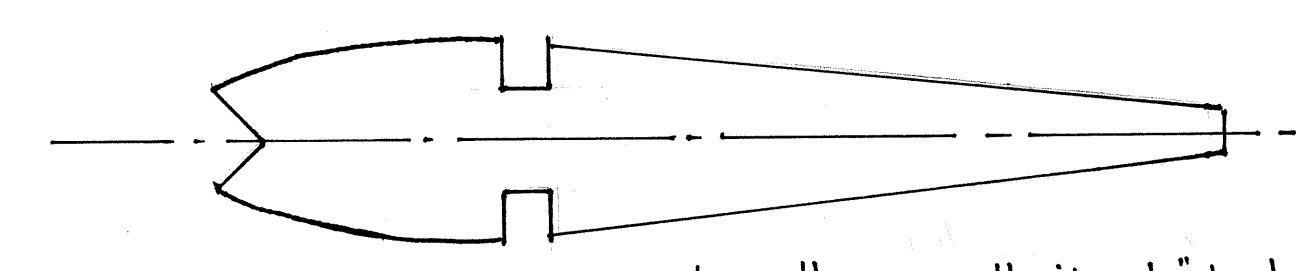


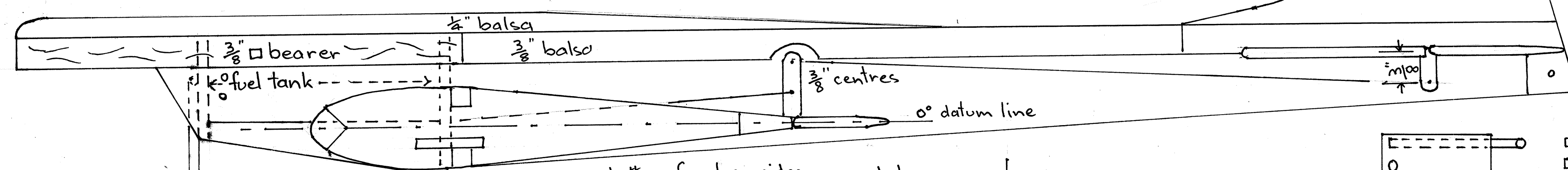


SUNDANCER by Merv Bell

fin - $\frac{1}{16}$ " ply or $\frac{1}{8}$ " hard balsa



rib pattern - all ribs $\frac{1}{16}$ " balsa
reduce profile of centre sheeted ribs by $\frac{1}{16}$ "



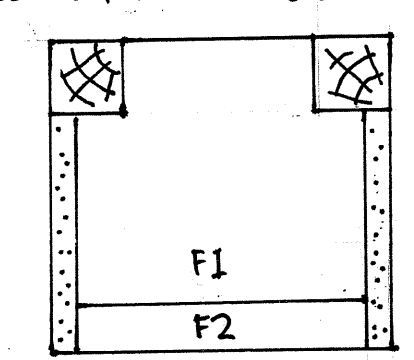
16 swg u/c leg
stitch to F1

remove bottom fuselage sides as needed
to allow fitting of wing

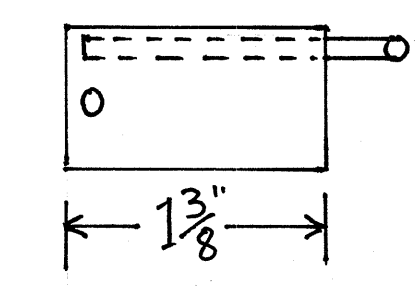
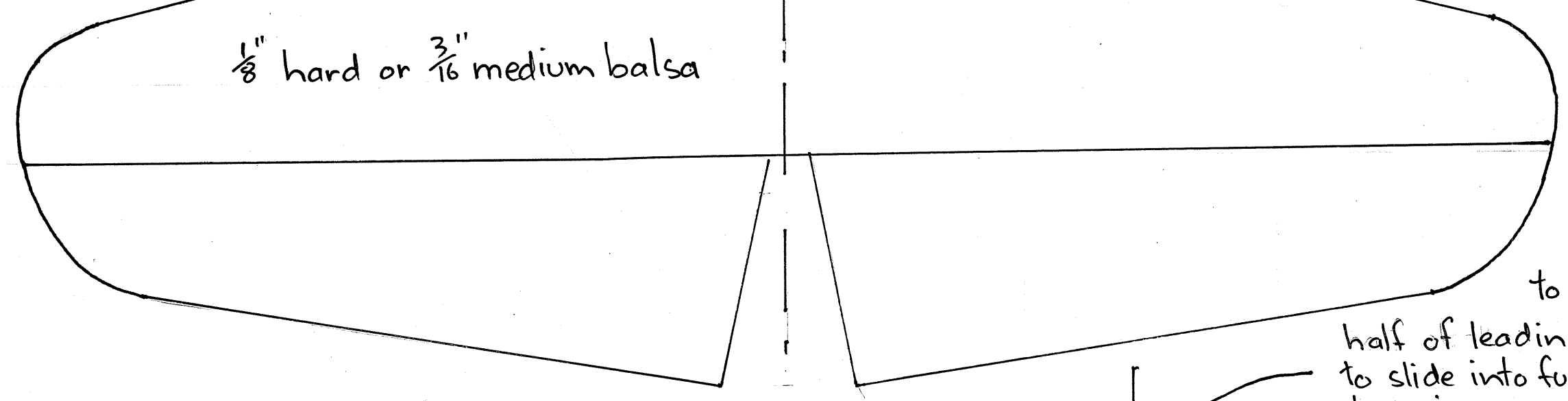
$\frac{1}{2}$ " diameter
streamline wheel

F1 - $\frac{1}{4}$ " deep
F2 - $\frac{1}{8}$ " deep

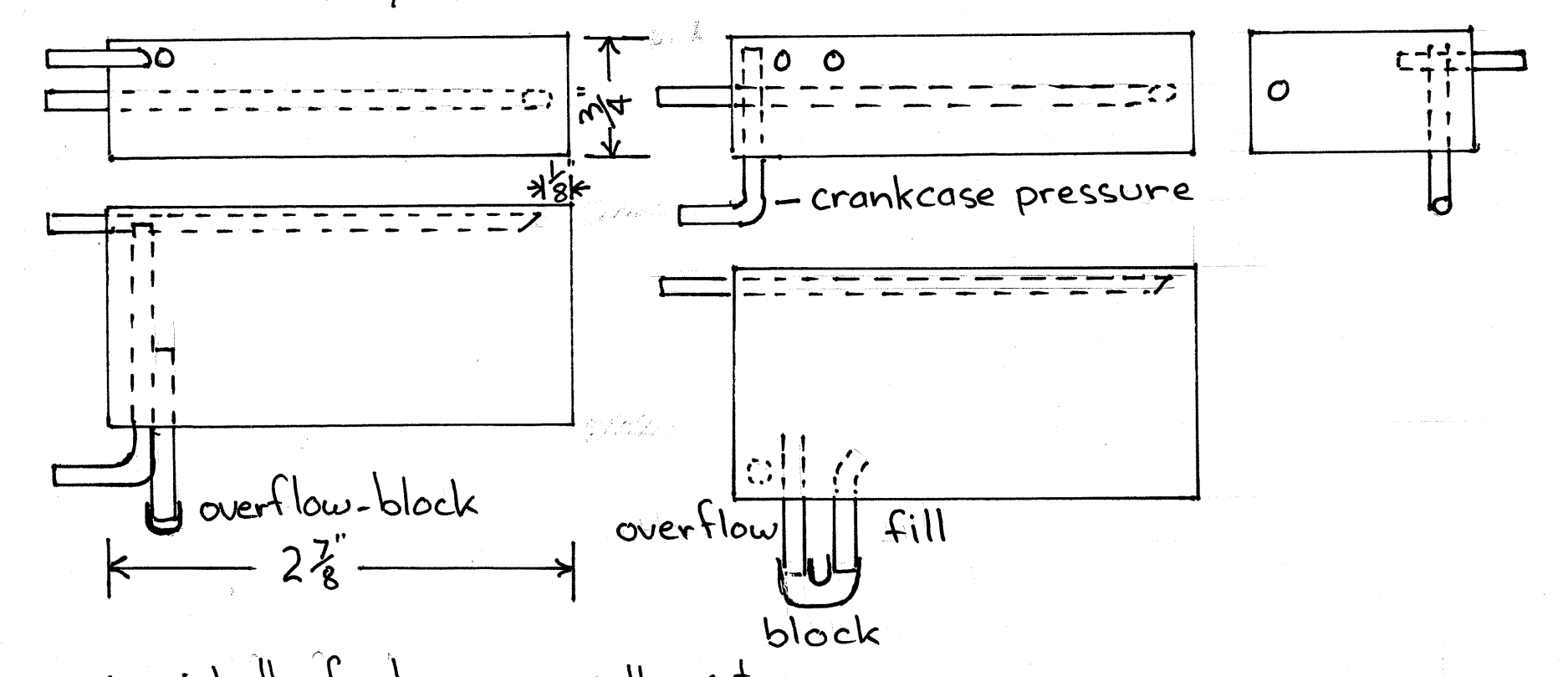
make F1 & F2 the correct
width to suit desired engine



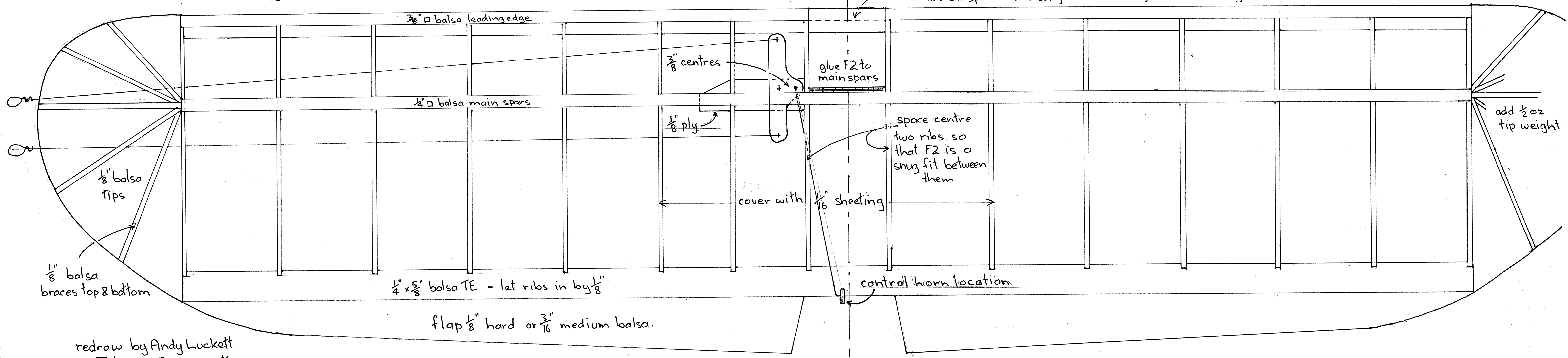
notice that the engine bearers
overhang the edge of F1 & F2 and
the fuselage sides butt up to them



fuel tank layout
suction - glow/diesel
pressure - glow



to fit the wing into the fuselage remove the Δ top
half of leading edge and centre sheeting to allow wing
to slide into fuselage past F2 and tank for a snug fit - glue F2
to mainspar and fuselage sides to wing centre sheeting.



$\frac{1}{8}$ " balsa
tips

$\frac{1}{8}$ " balsa
braces top & bottom

$\frac{1}{4}$ " x $\frac{5}{8}$ " balsa TE - let ribs in by $\frac{1}{8}$ "

flap $\frac{1}{8}$ " hard or $\frac{3}{16}$ " medium balsa.

cover with $\frac{1}{16}$ " sheeting

control horn location

glue F2 to
main spars

space centre
two ribs so
that F2 is a
snug fit between
them

add $\frac{1}{2}$ oz
tip weight

redraw by Andy Lockett
July 2015