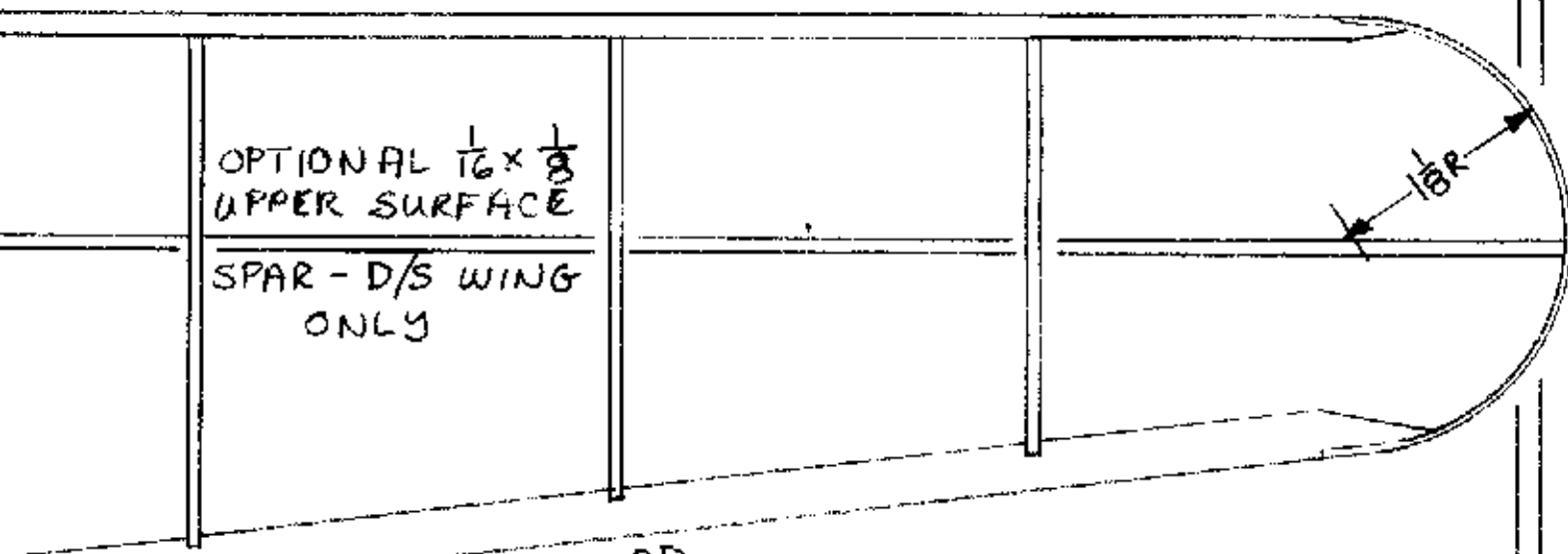
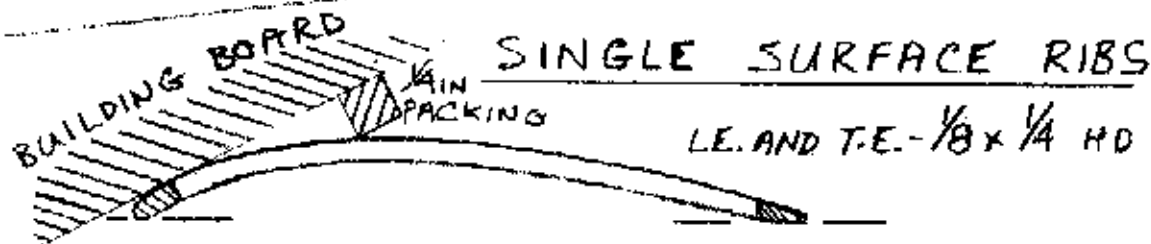


CAN BE HANDLED NORMALLY.  
 PRE-SHRINK AND DOPING CAN BE  
 DONE ON FRAMES MADE OF  $\frac{1}{4} \times \frac{1}{2}$

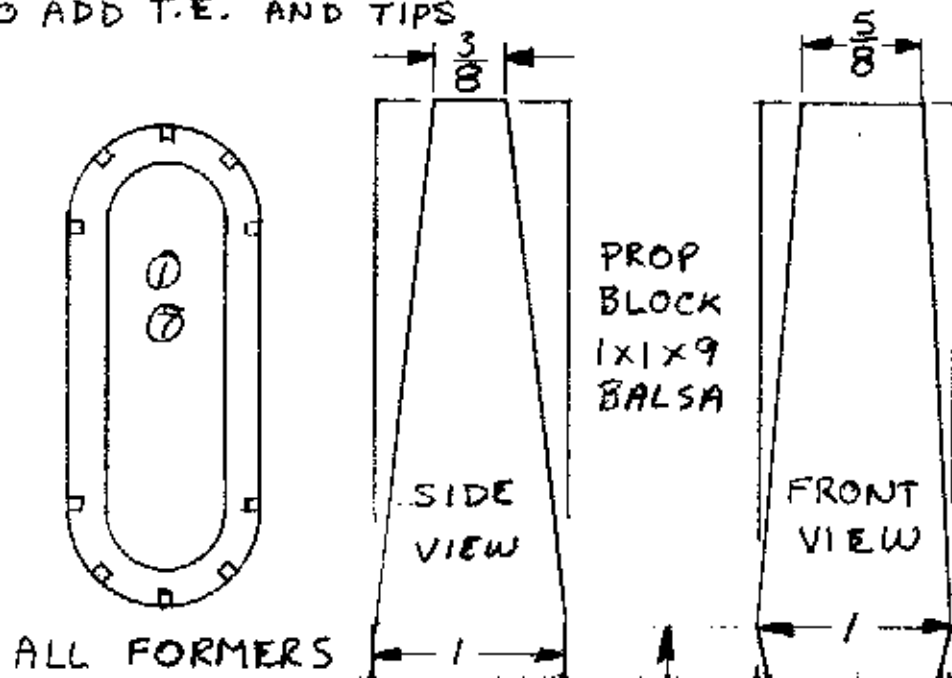
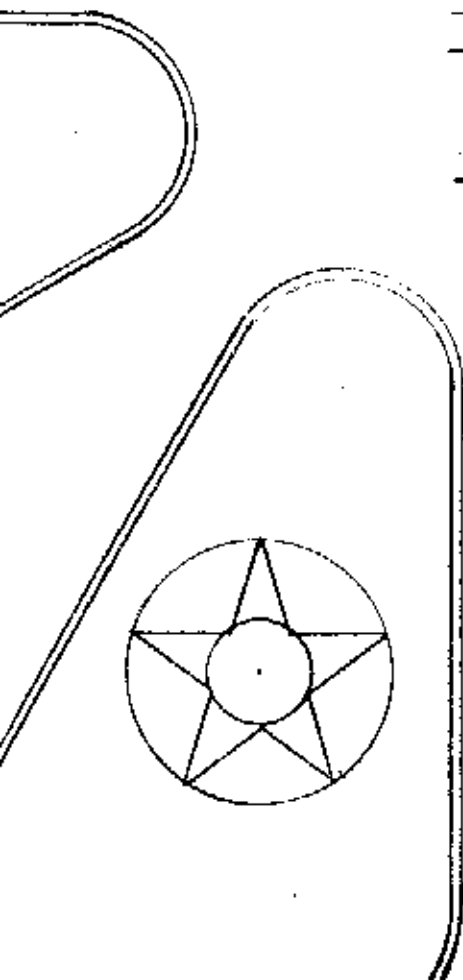
BALSA. TO CONTROL SHRINK-  
 KING TRY USING VERY THIN  
 BALSARITE INSTEAD OF DOPE.

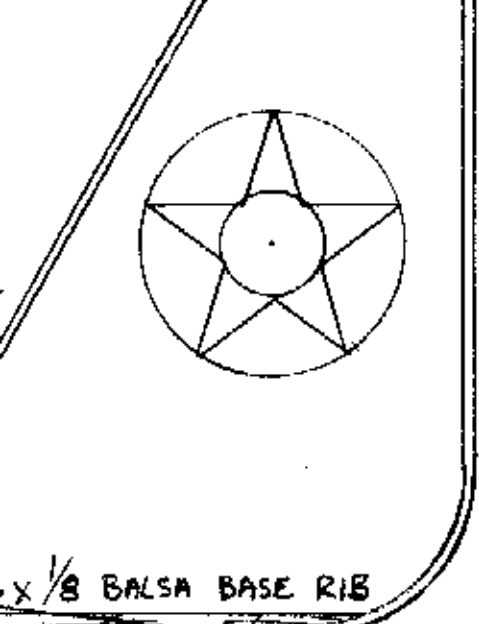


AS ADDED  
 ING USES A  
 RY  $1 \times \frac{7}{8} \times 9$ )

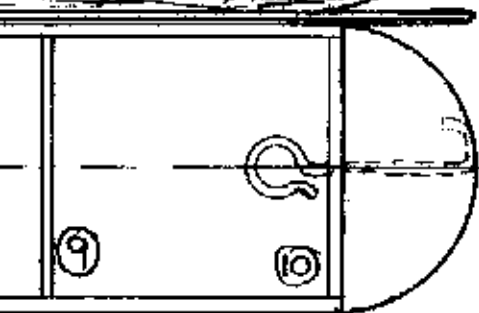


- SLICE RIBS FROM  $\frac{1}{16}$  SHEET
- SUGGEST EXTRA LENGTH TO ALLOW NOTCHING INTO LEADING AND TRAILING EDGES AS PER WING PLAN
- GLUE RIBS TO L.E. FIRST IN UPSIDE DOWN POSITION WITH  $\frac{1}{4}$  IN PACKING AS SHOWN ABOVE THEN LAY UPRIGHT TO ADD T.E. AND TIPS





$\frac{1}{8}$  Balsa Base Rib

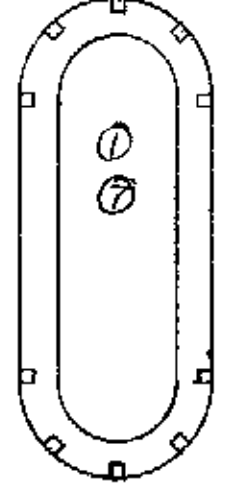


REMOVABLE  
TAIL CONE

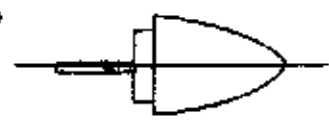
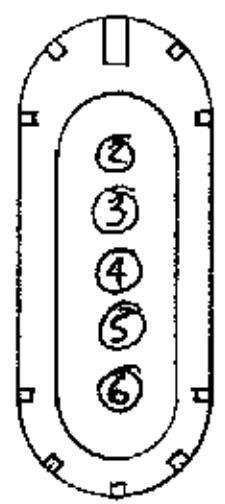


$\frac{1}{32}$  PLY TAILSKID

NOTCH TOGETHER  
+ GLUE WELL



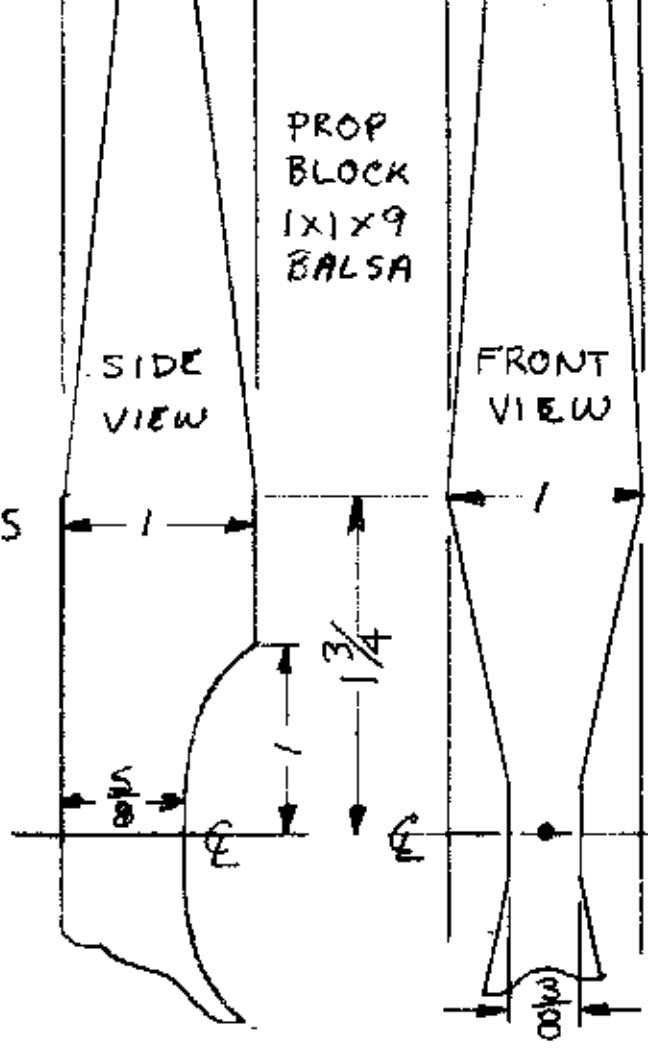
ALL FORMERS  
 $\frac{1}{16}$  Balsa



TAILCONE TOP VIEW



$\frac{1}{16}$  SQ UPRIGHTS  
 $\frac{1}{16} \times \frac{1}{4}$  TOP  
AND BOTTOM  
FORMERS



JOE OTT'S  
1931

# SKY PURSUIT

FROM-MODEL AIRPLANES  
BUILDING AND FLYING, JOE OTT

DWN 84  
BRUCE MATTHEWS

Nov 8  
1991

COVERING - FOR TAIL SUR-  
FACES AND SINGLE SURFACED  
WING COVER WITH PRE-SHRUNK,

PRE-DOPED TISSUE ON TOP  
SURFACES ONLY TO AVOID  
WARPING. OTHER STRUCTURE

WING PLAN  
SHOWING DOUBLE  
SURFACE CONST-  
RUCTION



DOUBLE CENTER  
RIBS (NOT ORIGINAL)

$\frac{1}{32}$  WIRE  
WING CLIPS



ORIGINAL WAS  
FIRST BUILT WITH SINGLE  
SURFACE WING. THE DOUBLE SURFACED

WING WAS  
LATER. THE  $\frac{5}{8}$  WING  
FINER PITCH PROP (TRY

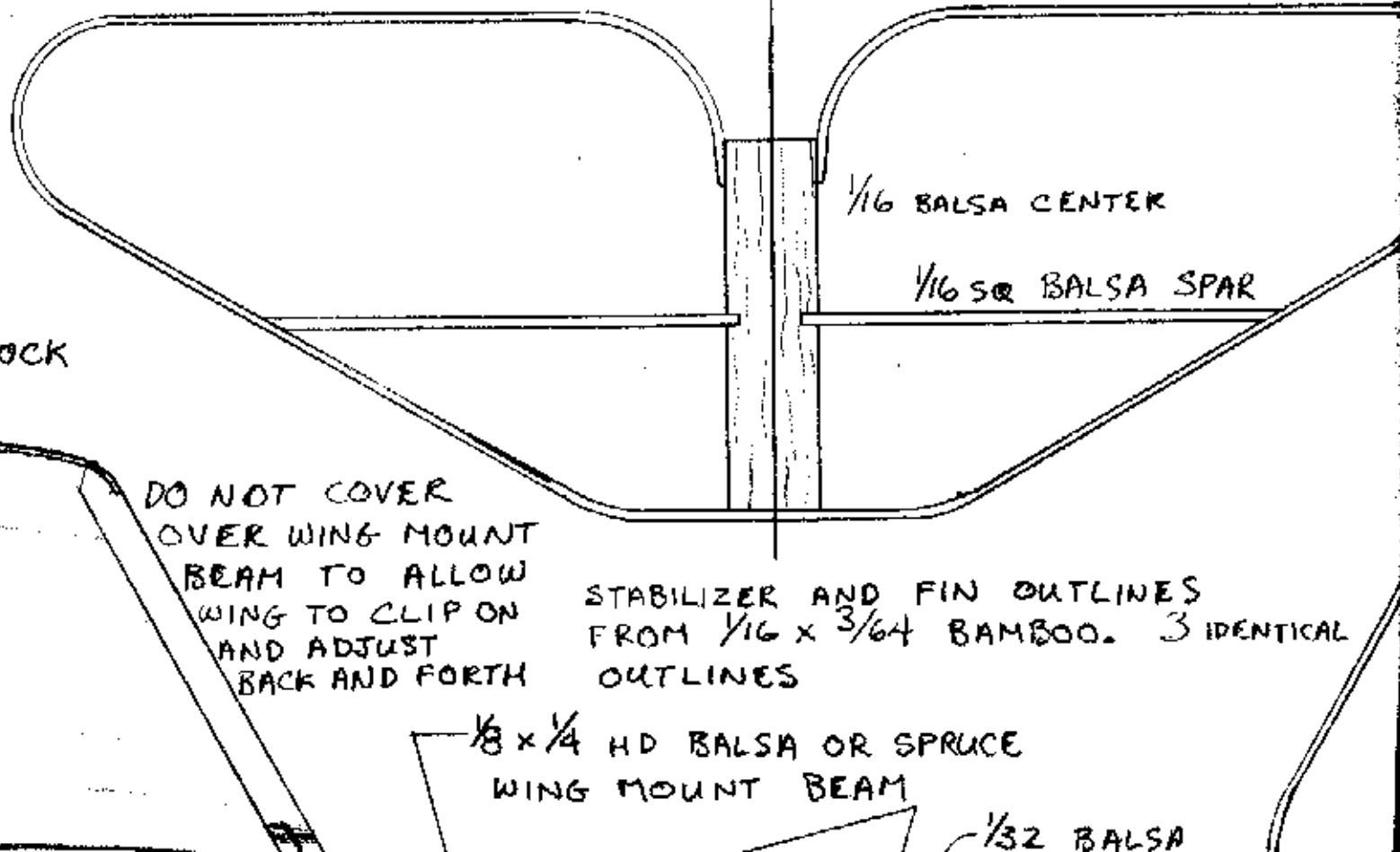
BLOCK

DO NOT COVER  
OVER WING MOUNT  
BEAM TO ALLOW  
WING TO CLIP ON  
AND ADJUST  
BACK AND FORTH

STABILIZER AND FIN OUTLINES  
FROM  $\frac{1}{16} \times \frac{3}{64}$  BAMBOO. 3 IDENTICAL  
OUTLINES

$\frac{1}{8} \times \frac{1}{4}$  HD Balsa OR SPRUCE  
WING MOUNT BEAM

$\frac{1}{32}$  Balsa



DO NOT COVER  
OVER WING MOUNT  
BEAM TO ALLOW  
WING TO CLIP ON  
AND ADJUST  
BACK AND FORTH

STABILIZER AND FIN OUTLINES  
FROM  $\frac{1}{16} \times \frac{3}{64}$  BAMBOO. 3 IDENTICAL  
OUTLINES

$\frac{1}{8} \times \frac{1}{4}$  HD BALSA OR SPRUCE  
WING MOUNT BEAM

$\frac{1}{32}$  BALSA

ALL  
STRINGERS

FROM  
⑤  $\frac{1}{16}$  SQ.

④

⑥

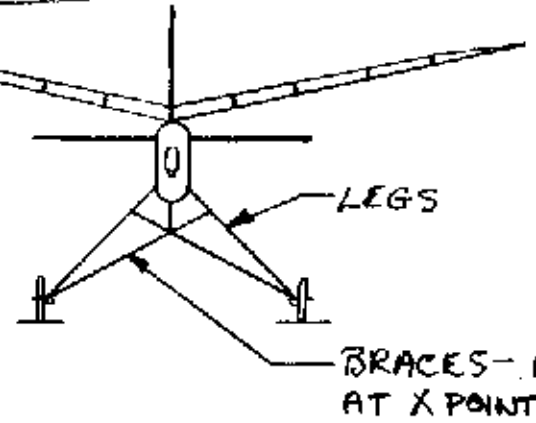
⑦

⑧

$\frac{1}{32}$  PLY LANDING  
GEAR LEGS

$\frac{1}{32} \times \frac{3}{16} \times 5 \frac{3}{4}$  PLY L.G. BRACES

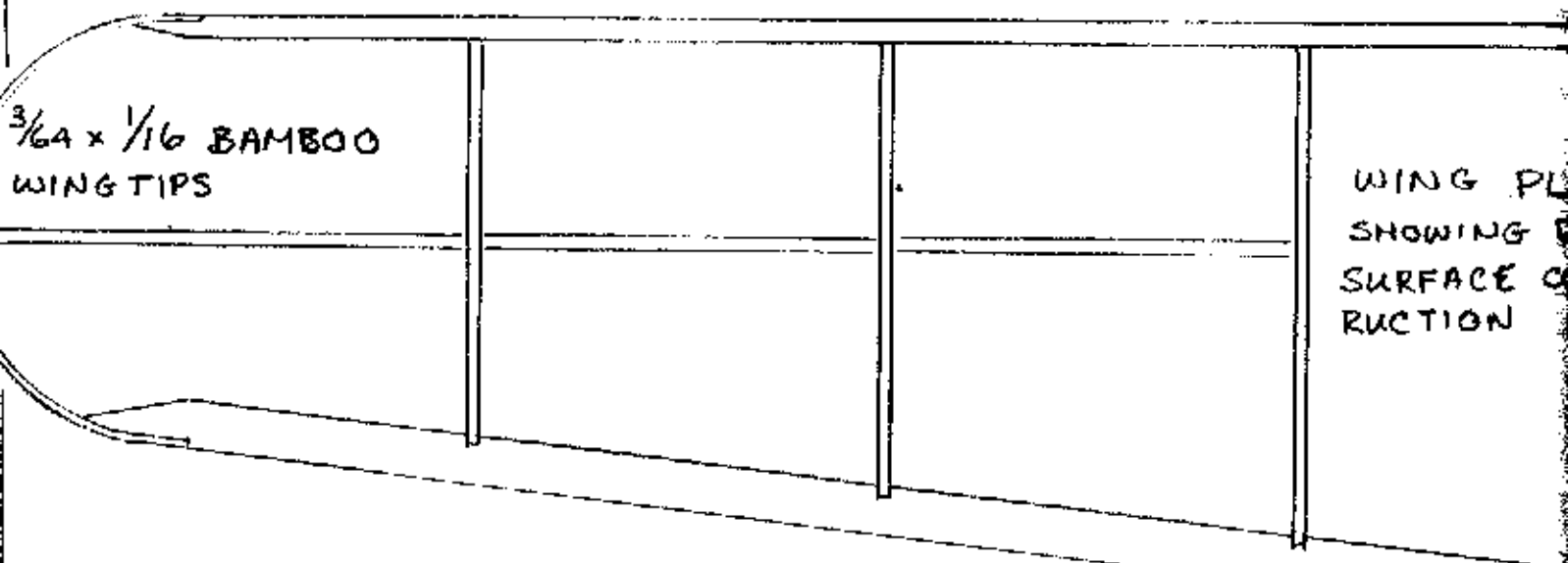
VERTICAL CENTER BRACE



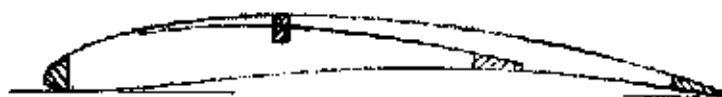
MODIFY AS REQUIRED FOR  
POP UP TAIL DETHERMALIZER.  
UPPER STRINGERS BEHIND COCKPIT  
CAN BE REPLACED BY A BLOCK WITH  
A SLOT TO CLEAR THE FIN.

2 1/2 INCHES DIHEDRAL PER PANEL

COVERING  
FACES AND  
WING COVER

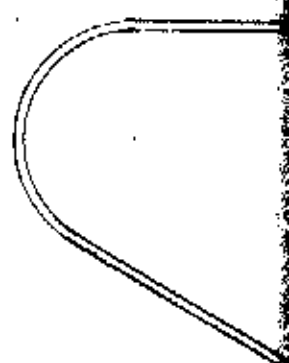
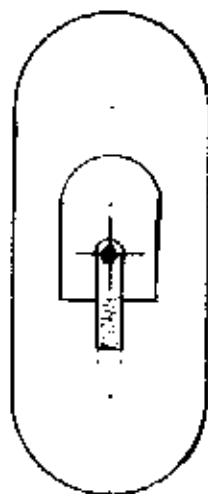


DOUBLE SURFACE RIB

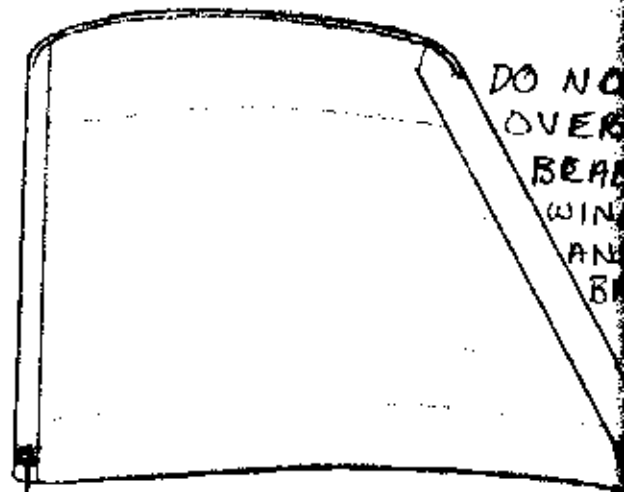
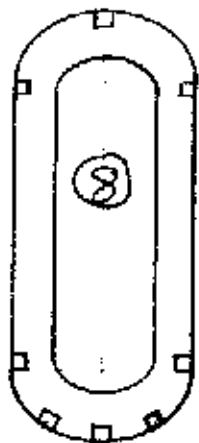
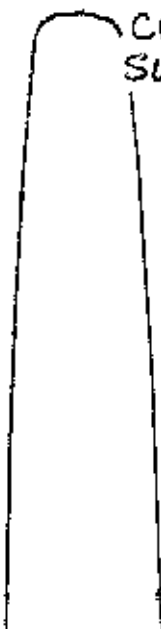


LE  $\frac{1}{8}$  x  $\frac{1}{4}$  HD - CUT TAPERED RIBS FROM  
 ROOT TEMPLATE BY  
 CUTTING BOTTOM CURVE  
 FIRST THEN DROP T.E. OF  
 UPPER CURVE DOWN TO  
 T.E. OF RIB FOR CORRECT  
 LENGTH AS SHOWN ABOVE  
 - ORIGINAL USED D/S RIBS  
 CUT FROM  $\frac{1}{32}$  SHEET  
 SUGGEST USING  $\frac{1}{16}$

ORIGINAL WAS  
FIRST BUILT  
SURFACE WING

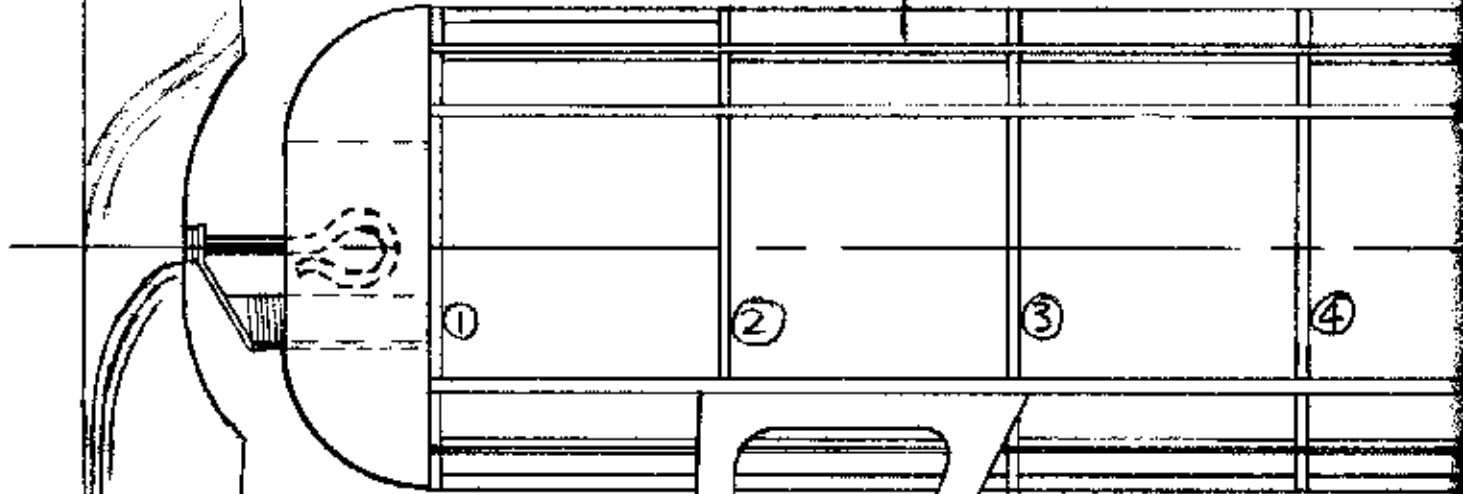
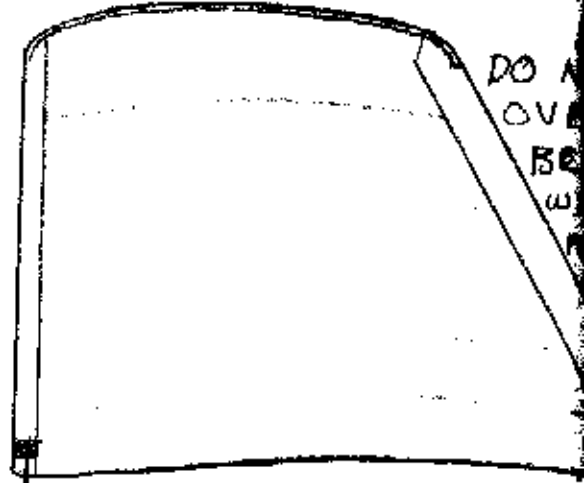
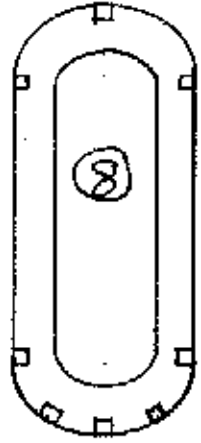


REMOVABLE NOSE BLOCK  
FRONT VIEW



DO NOT  
OVER  
BEAR  
WING  
AND  
B...

DO NOT  
OVER  
BE  
W



PROP. BEARING  
MOUNTED TO  
STICK STUB IN  
NOSE BLOCK

ORIGINAL DRAWING  
SHOWED OPTIONAL  
WHEELPANTS

$\frac{1}{32}$  PLY LAN  
GEAR LEGS

$\frac{1}{32}$  X 3

