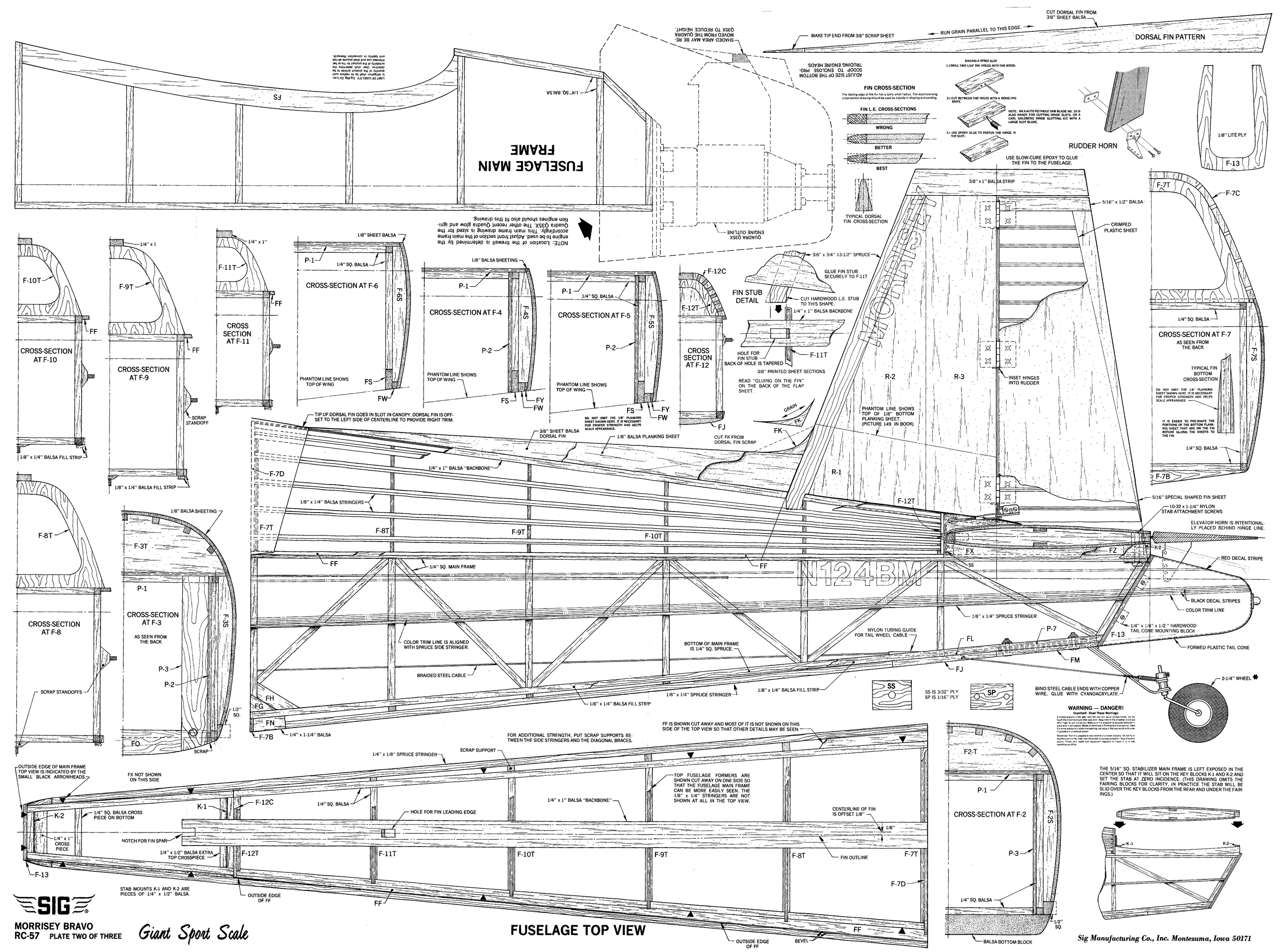
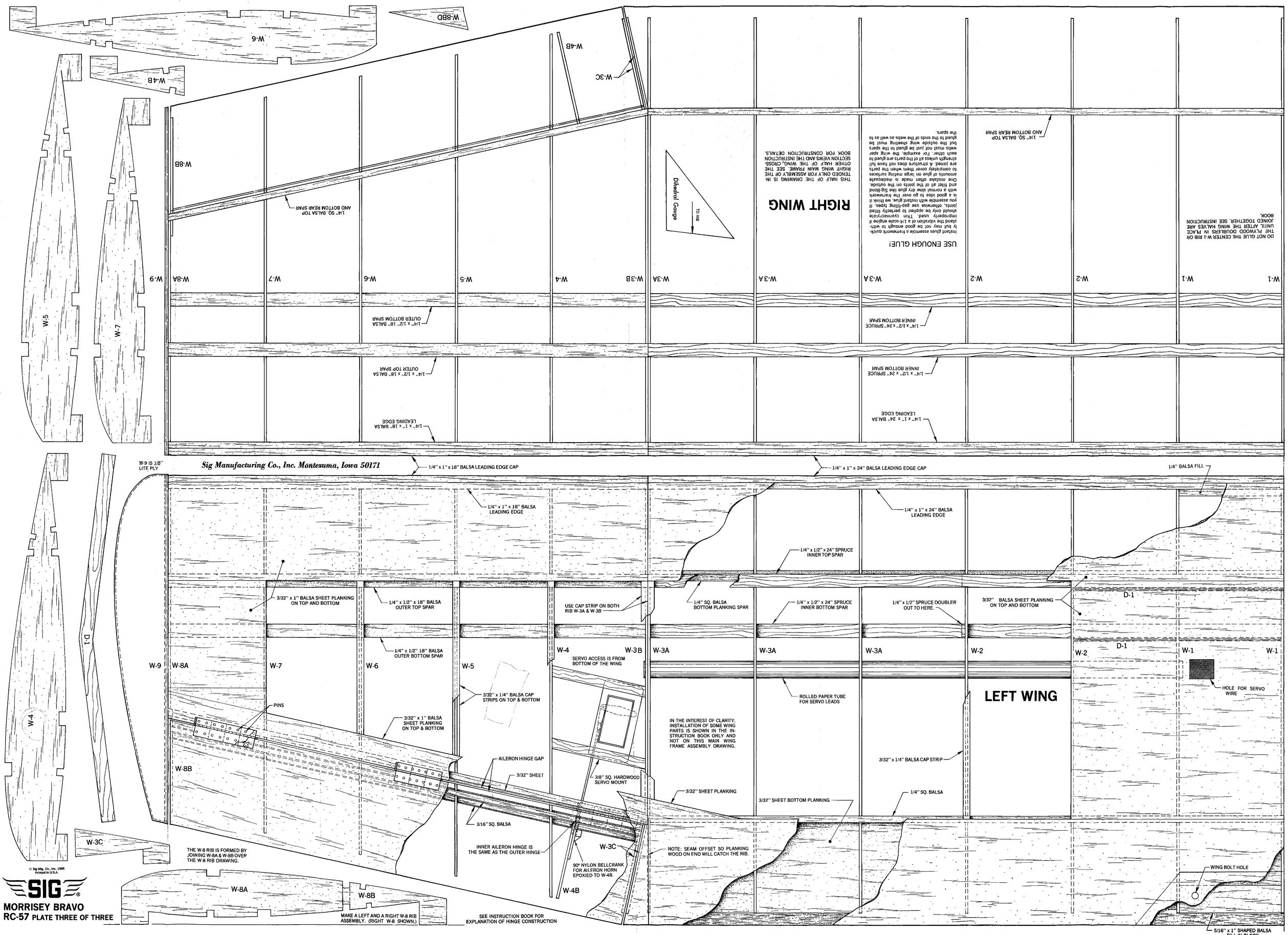

FUSELAGE MAIN FRAME
FS
1/4" SQ. BALSA
LIMIT OF LIABILITY: SIG Mfg. Co.'s entire liability of the product proven to be defective. User shall determine the suitability of the product for its or her intended use and shall assume all risk and liability in connection therewith.
NOTE: Location of the firewall is determined by the engine to be used. Adjust front section of the main frame accordingly. This main frame drawing is sized for the Quadra Q35X. The other recent Quadra glow and ignition engines should also fit this drawing.
QUADRA Q35X ENGINE OUTLINE
SHAPED AREA MAY BE RE-MOVED FROM THE QUADRA Q35X TO REDUCE HEIGHT.
ADJUST SIZE OF THE BOTTOM SCOOP TO ENCLOSE PRO-TRUDING ENGINE HEADS
MAKE TIP END FROM 3/8" SCRAP SHEET
RUN GRAIN PARALLEL TO THIS EDGE.
CUT DORSAL FIN FROM 3/8" SHEET BALSA
DORSAL FIN PATTERN
FIN CROSS-SECTION
The leading edge of the fin has a fairly small radius. The accompanying cross-section drawing should be used as a guide in shaping and sanding.
FIN L.E. CROSS-SECTIONS
WRONG
BETTER
BEST
TYPICAL DORSAL FIN CROSS-SECTION
MAKING A HINGE SLOT
1.) DRILL TWO 1/16" DIA. HOLES INTO THE WOOD.
2.) CUT BETWEEN THE HOLES WITH A MODELING KNIFE.
3.) USE EPOXY GLUE TO FASTEN THE HINGE IN THE SLOT.
NOTE: AN X-ACTO KEYHOLE SAW BLADE NO. 15 IS ALSO HANDY FOR CUTTING HINGE SLOTS, OR A CARL GOLDBERG HINGE SLOTTING KIT WITH A LARGE SLOT BLADE.
RUDDER HORN
1/8" LITE PLY
F-13
USE SLOW-CURE EPOXY TO GLUE THE FIN TO THE FUSELAGE.
3/8" x 1" BALSA STRIP
5/16" x 1/2" BALSA
CRIMPED PLASTIC SHEET
F-7T
F-7C
1/4" SQ. BALSA
CROSS-SECTION AT F-7
AS SEEN FROM THE BACK
F-7S
TYPICAL FIN BOTTOM CROSS-SECTION
DO NOT OMIT THE 1/8" PLANKING SHEET SHOWN HERE. IT IS NECESSARY FOR PROPER STRENGTH AND HELPS SCALE APPEARANCE.
IT IS EASIER TO PRE-SHAPE THE PORTIONS OF THE BOTTOM PLANKING SHEET THAT ARE ON THE FIN BEFORE GLUING THE SHEETS TO THE FIN.
F-7B
3/8" x 3/4" 13-1/2" SPRUCE
GLUE FIN STUB SECURELY TO F-11T
FIN STUB DETAIL
CUT HARDWOOD L.E. STUB TO THIS SHAPE.
1/4" x 1" BALSA BACKBONE
HOLE FOR FIN STUB BACK OF HOLE IS TAPERED
F-11T
3/8" PRINTED SHEET SECTIONS
READ "GLUING ON THE FIN" ON THE BACK OF THE FLAP SHEET.
F-12C
F-12T
FJ
CROSS SECTION AT F-12
GRAIN
FK
CUT FK FROM DORSAL FIN SCRAP
R-2
R-3
R-1
INSET HINGES INTO RUDDER
PHANTOM LINE SHOWS TOP OF 1/8" BOTTOM PLANKING SHEET. (PICTURE 149 IN BOOK)
F-10T
FF
CROSS-SECTION AT F-10
1/8" x 1/4" BALSA FILL STRIP
F-9T
CROSS-SECTION AT F-9
SCRAP STANDOFF
1/4" x 1"
F-11T
CROSS SECTION AT F-11
1/4" x 1"
1/8" SHEET BALSA
P-1
1/4" SQ. BALSA
CROSS-SECTION AT F-6
F-6S
PHANTOM LINE SHOWS TOP OF WING
FS
FW
1/8" BALSA SHEETING
CROSS-SECTION AT F-4
F-4S
P-2
FY
1/4" SQ. BALSA
CROSS-SECTION AT F-5
F-5S
DO NOT OMIT THE 1/8" PLANKING SHEET SHOWN HERE. IT IS NECESSARY FOR PROPER STRENGTH AND HELPS SCALE APPEARANCE.
TIP OF DORSAL FIN GOES IN SLOT IN CANOPY. DORSAL FIN IS OFF-SET TO THE LEFT SIDE OF CENTERLINE TO PROVIDE RIGHT TRIM.
3/8" SHEET BALSA DORSAL FIN
1/8" BALSA PLANKING SHEET
1/4" x 1" BALSA "BACKBONE"
F-7D
1/8" x 1/4" BALSA STRINGERS
F-8T
F-9T
F-10T
1/4" SQ. MAIN FRAME
N124BM
5/16" SPECIAL SHAPED FIN SHEET
10-32 x 1-1/4" NYLON STAB ATTACHMENT SCREWS
ELEVATOR HORN IS INTENTIONALLY PLACED BEHIND HINGE LINE.
K-1
K-2
FX
FZ
SS
RED DECAL STRIPE
BLACK DECAL STRIPES
COLOR TRIM LINE
1/8" x 1/4" SPRUCE STRINGER
1/4" x 1/4" x 1/2" HARDWOOD TAIL CONE MOUNTING BLOCK
FORMED PLASTIC TAIL CONE
P-7
F-13
FL
FM
FJ
NYLON TUBING GUIDE FOR TAIL WHEEL CABLE
BOTTOM OF MAIN FRAME IS 1/4" SQ. SPRUCE.
COLOR TRIM LINE IS ALIGNED WITH SPRUCE SIDE STRINGER.
BRAIDED STEEL CABLE
1/8" x 1/4" BALSA FILL STRIP
1/8" x 1/4" SPRUCE STRINGER
1/8" x 1/4" BALSA FILL STRIP
BIND STEEL CABLE ENDS WITH COPPER WIRE, GLUE WITH CYANOACRYLATE.
2-1/4" WHEEL
SS
SS IS 3/32" PLY
SP IS 1/16" PLY
SP
WARNING — DANGER!
Important: Read These Warnings:
A model airplane model gets very hot! and can cause serious burns. Do not touch the motor or muffler while it is running or immediately after shutting it down but roll a finger or pull out an eye. Make sure the propeller is securely fastened in place and is not cracked. Model airplane fuel is flammable and poisonous. Take the same precautions while transporting and using it that you would with a can of gasoline or a bottle of poison.
Remember: flying is possible by low control of a model airplane. Do not fly in locations where the model may hit people or damage property. Miss of control occurs. Check your model and equipment regularly to insure it is in safe operating condition.
FF IS SHOWN CUT AWAY AND MOST OF IT IS NOT SHOWN ON THIS SIDE OF THE TOP VIEW SO THAT OTHER DETAILS MAY BE SEEN.
FOR ADDITIONAL STRENGTH, PUT SCRAP SUPPORTS BETWEEN THE SIDE STRINGERS AND THE DIAGONAL BRACES.
1/4" x 1/8" SPRUCE STRINGER
SCRAP SUPPORT
F-8T
F-3T
1/8" BALSA SHEETING
CROSS-SECTION AT F-8
SCRAP STANDOFFS
CROSS-SECTION AT F-3
AS SEEN FROM THE BACK
F-3S
P-3
P-2
1/2" SQ.
SCRAP
FH
FG
FN
FO
F-7B
1/4" x 1-1/4" BALSA
OUTSIDE EDGE OF MAIN FRAME TOP VIEW IS INDICATED BY THE SMALL BLACK ARROWHEADS.
FX NOT SHOWN ON THIS SIDE
K-2
1/4" SQ. BALSA CROSS PIECE ON BOTTOM
1/4" x 1" CROSS PIECE
NOTCH FOR FIN SPAR
K-1
F-12C
1/4" SQ. BALSA
HOLE FOR FIN LEADING EDGE
1/4" x 1" BALSA "BACKBONE"
TOP FUSELAGE FORMERS ARE SHOWN CUT AWAY ON ONE SIDE SO THAT THE FUSELAGE MAIN FRAME CAN BE MORE EASILY SEEN. THE 1/8" x 1/4" STRINGERS ARE NOT SHOWN AT ALL IN THE TOP VIEW.
CENTERLINE OF FIN IS OFFSET 1/8"
1/8"
1/4" x 1/2" BALSA EXTRA TOP CROSSPIECE
F-12T
F-11T
F-10T
F-9T
F-8T
F-7T
FIN OUTLINE
F-7D
F-13
STAB MOUNTS K-1 AND K-2 ARE PIECES OF 1/4" x 1/2" BALSA.
OUTSIDE EDGE OF FF
FF
BEVEL
F2-T
P-1
CROSS-SECTION AT F-2
F-2S
P-3
1/4" SQ. BALSA
1/2" SQ.
BALSA BOTTOM BLOCK
THE 5/16" SQ. STABILIZER MAIN FRAME IS LEFT EXPOSED IN THE CENTER SO THAT IT WILL SIT ON THE KEY BLOCKS K-1 AND K-2 AND SET THE STAB AT ZERO INCIDENCE. (THIS DRAWING OMITS THE FAIRING BLOCKS FOR CLARITY. IN PRACTICE THE STAB WILL BE SLID OVER THE KEY BLOCKS FROM THE REAR AND UNDER THE FAIRINGS.)
K-1
K-2
SIG
MORRISEY BRAVO
RC-57 PLATE TWO OF THREE
Giant Sport Scale
FUSELAGE TOP VIEW
Sig Manufacturing Co., Inc. Montezuma, Iowa 50171



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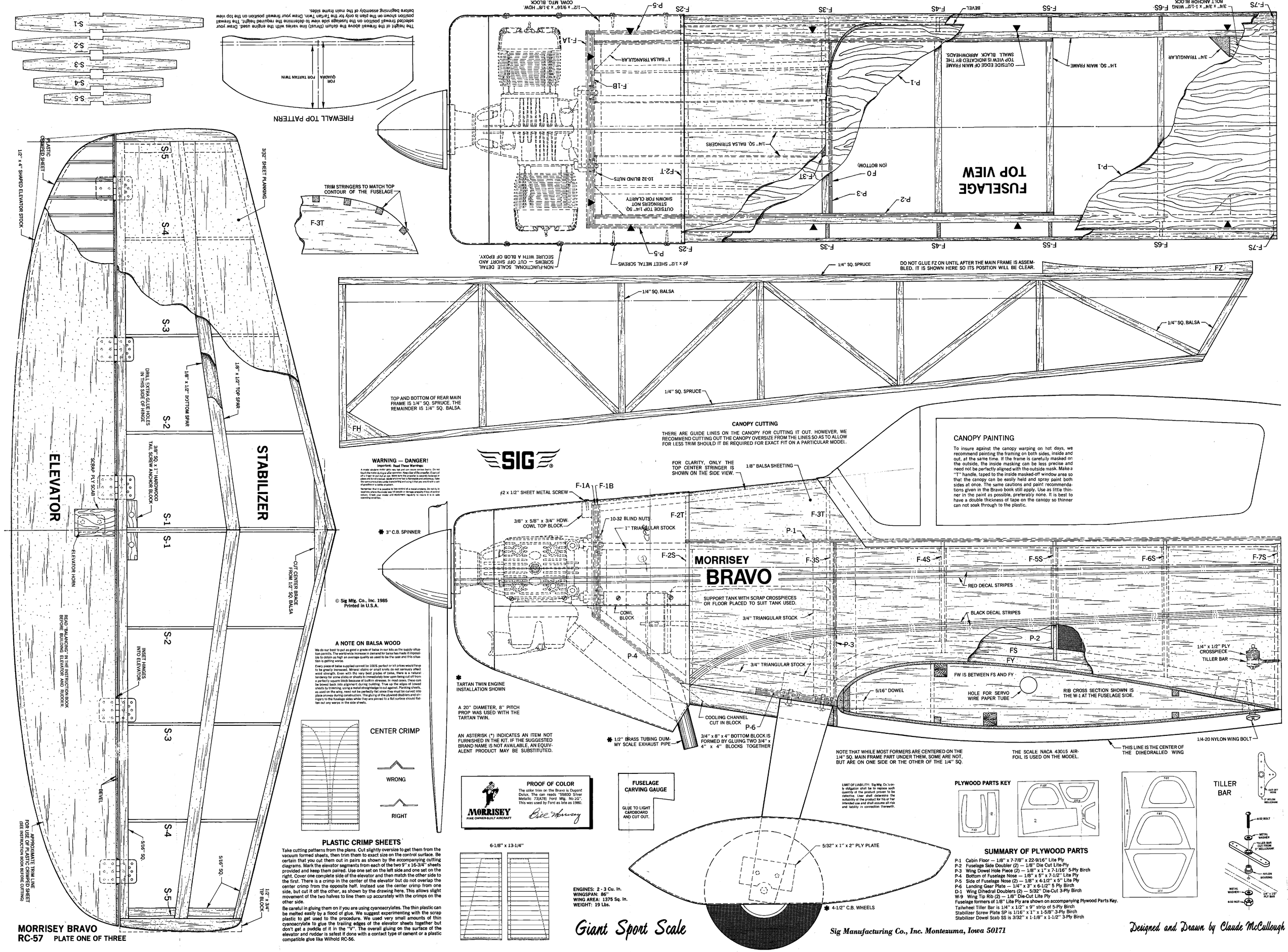
MORRISEY BRAVO

RC-57 PLATE THREE OF THREE



MORRISEY BRAVO
RC-57 PLATE ONE OF THREE