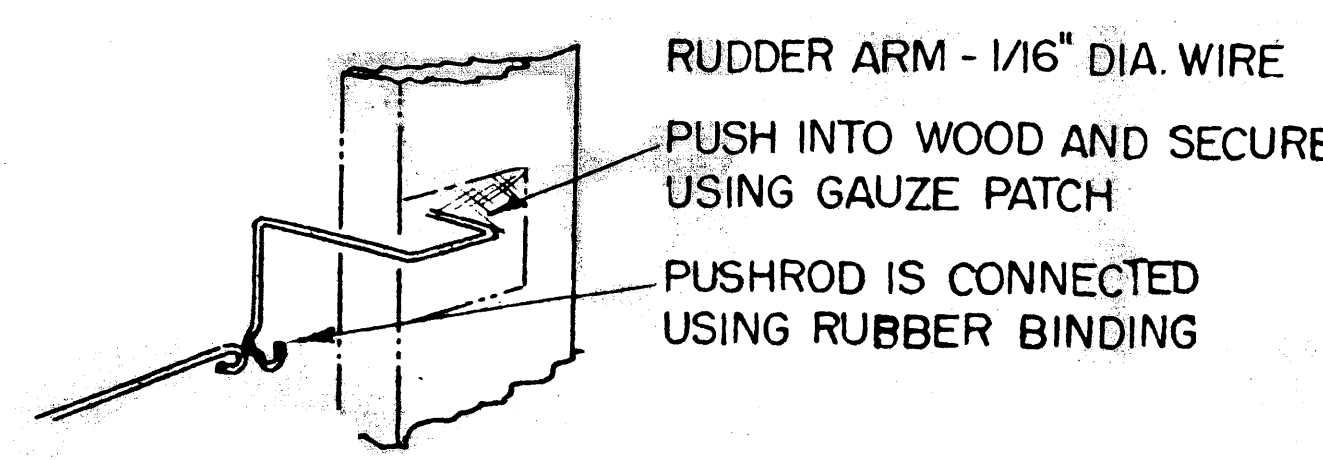
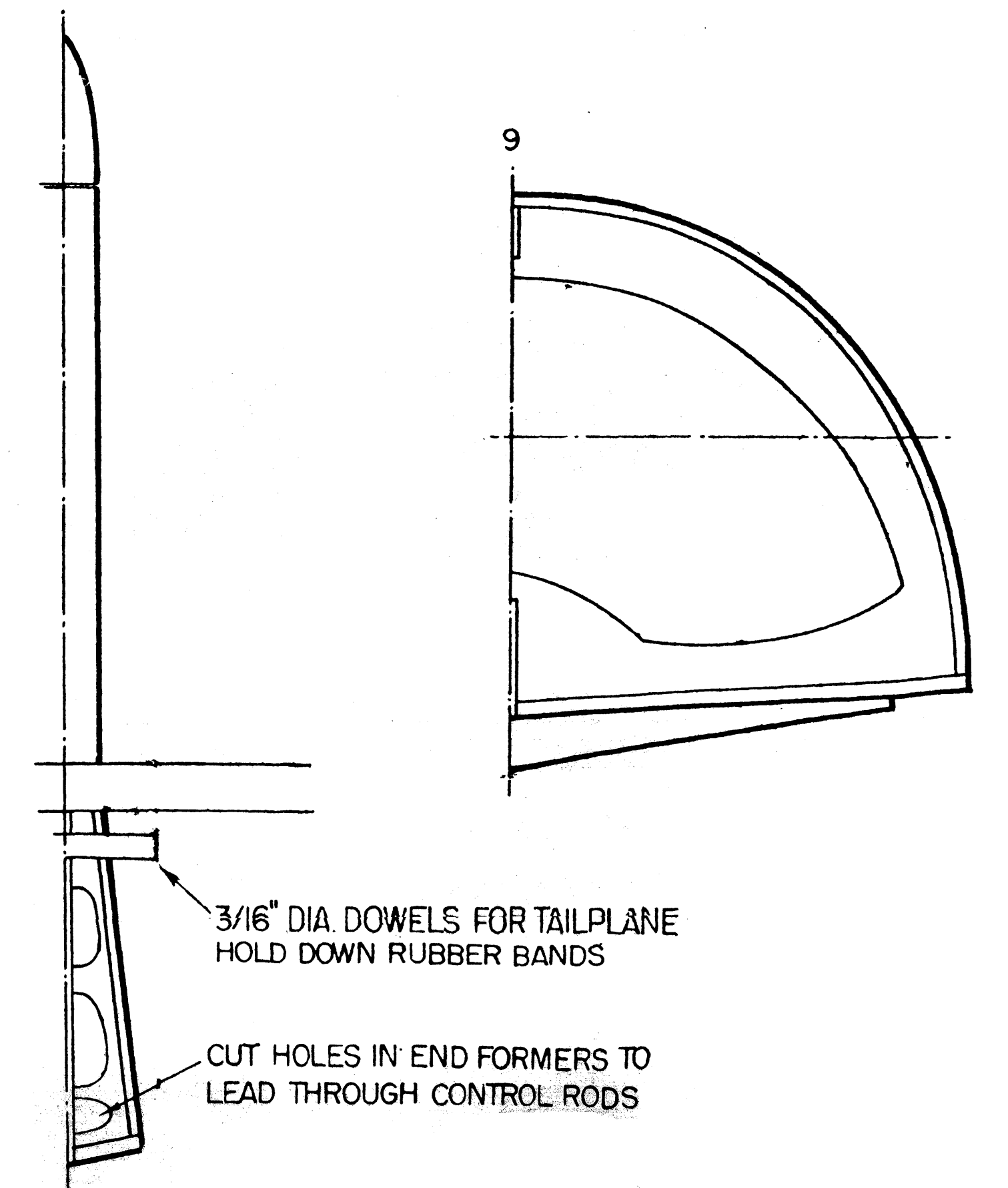
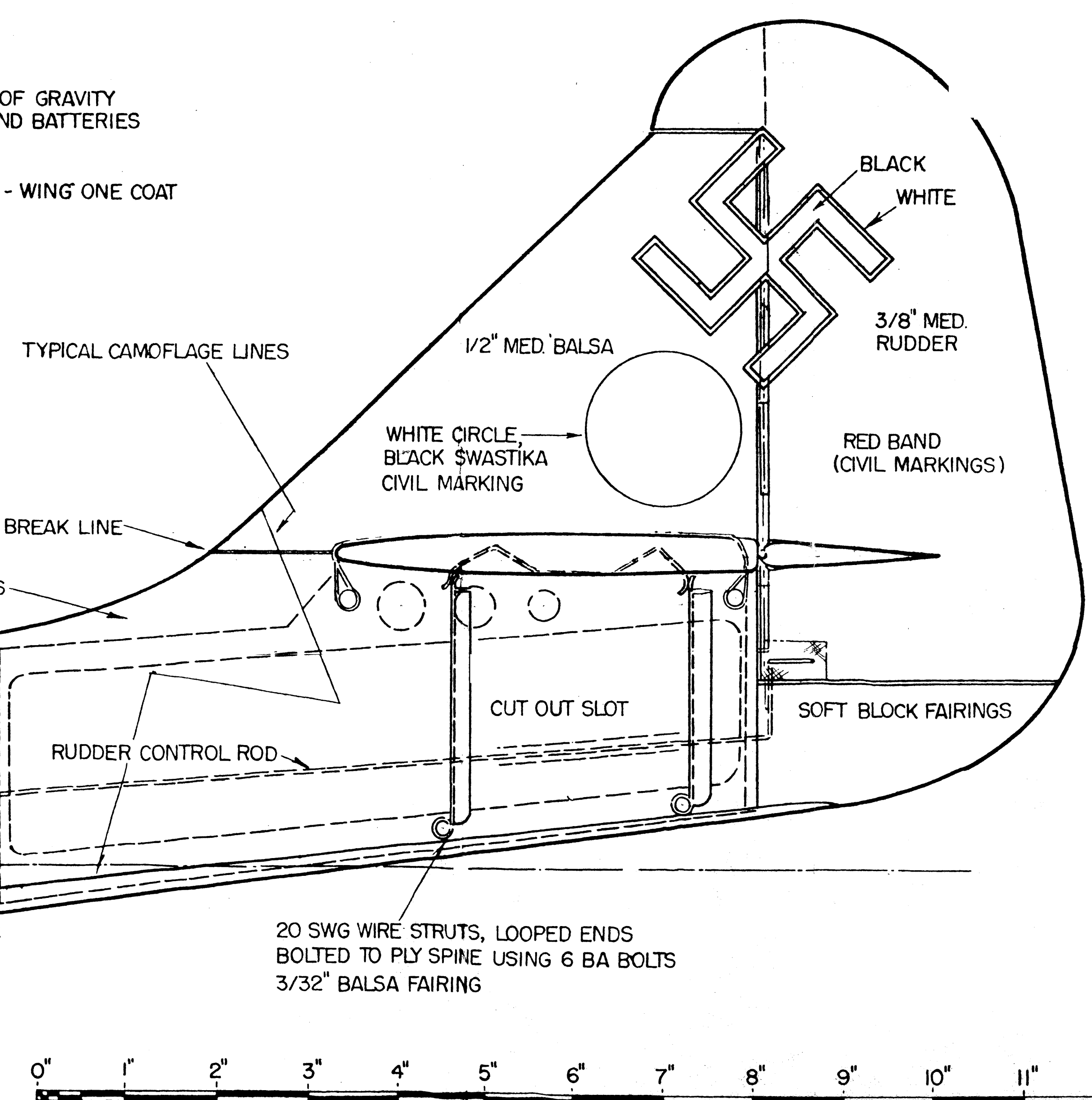
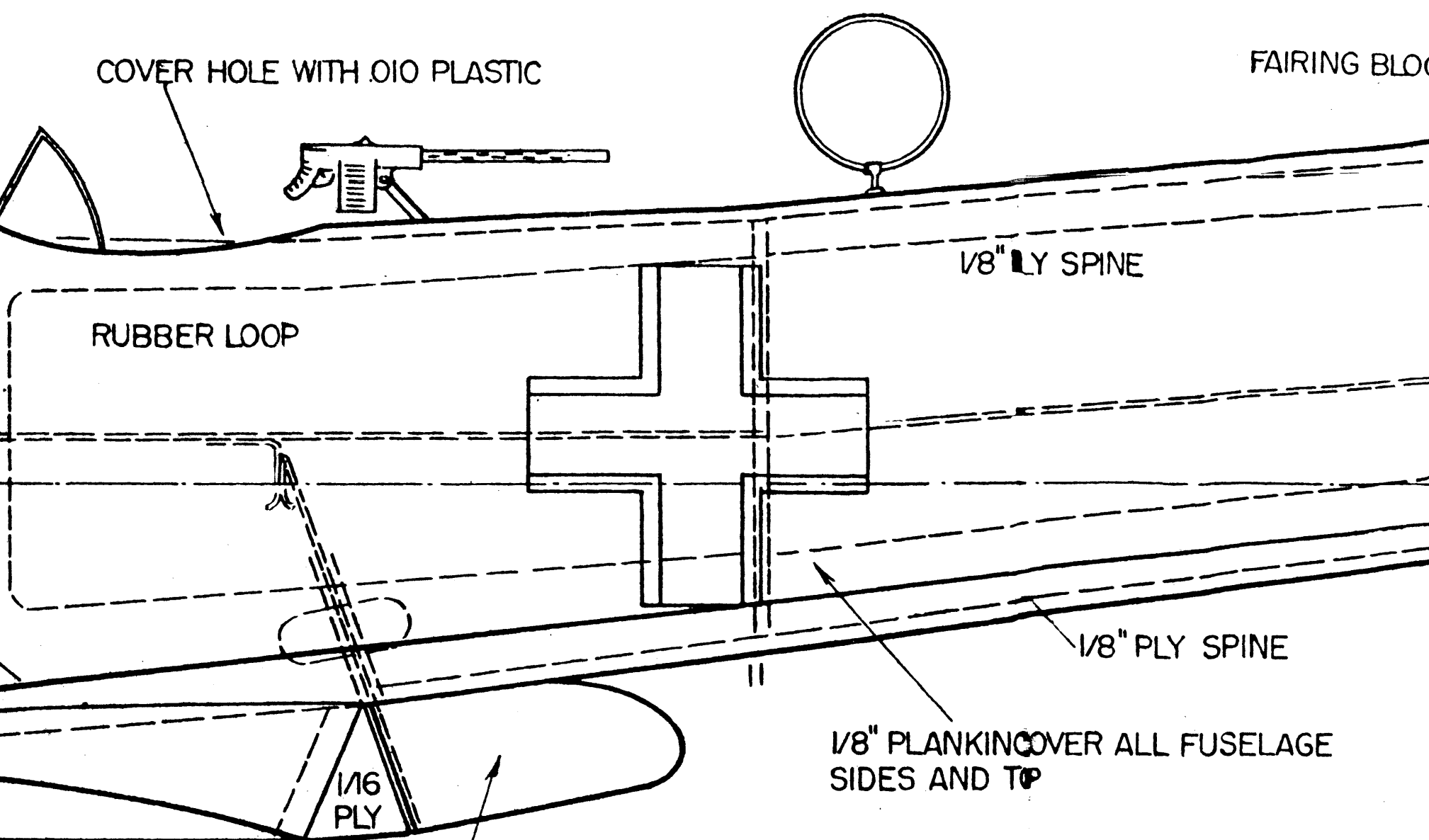
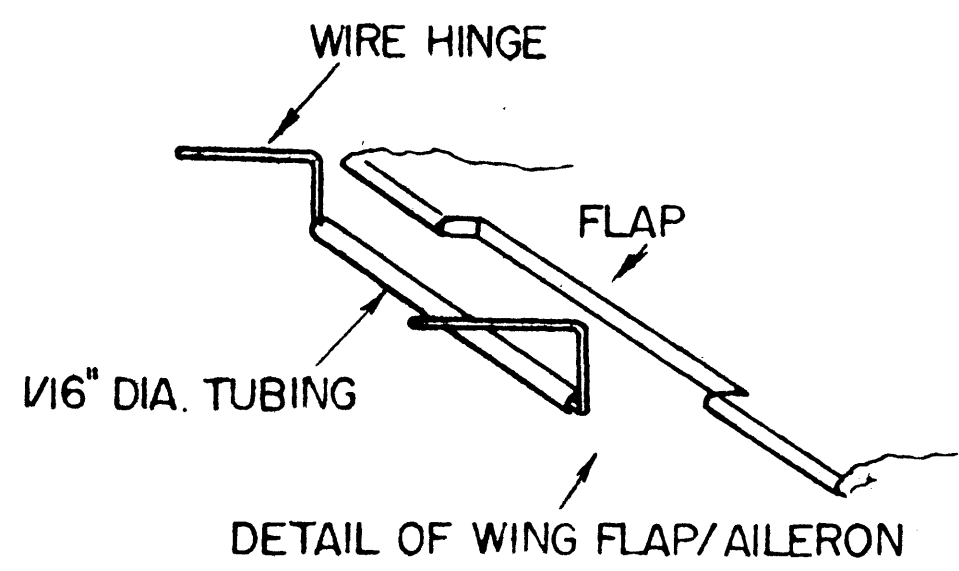
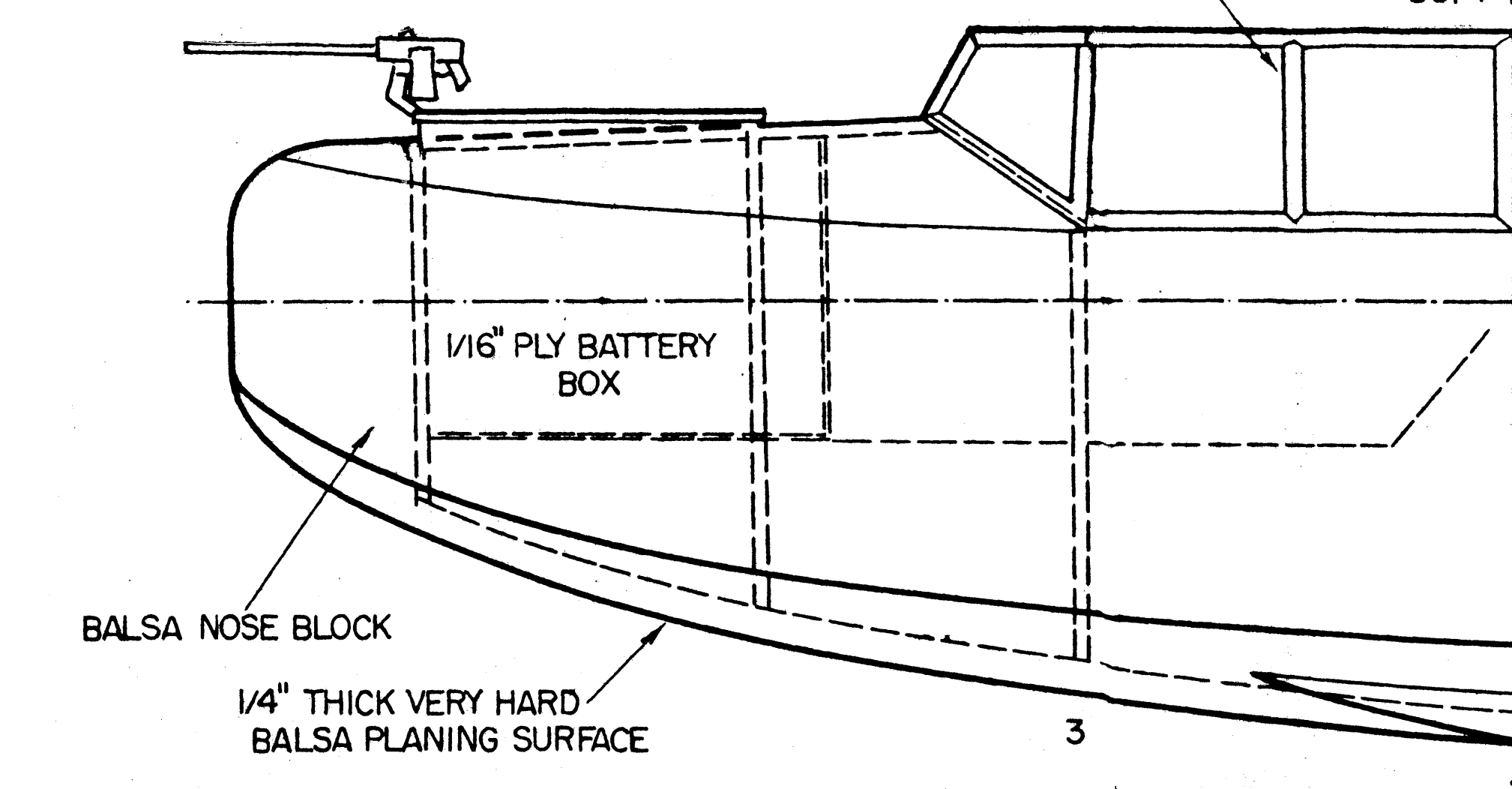
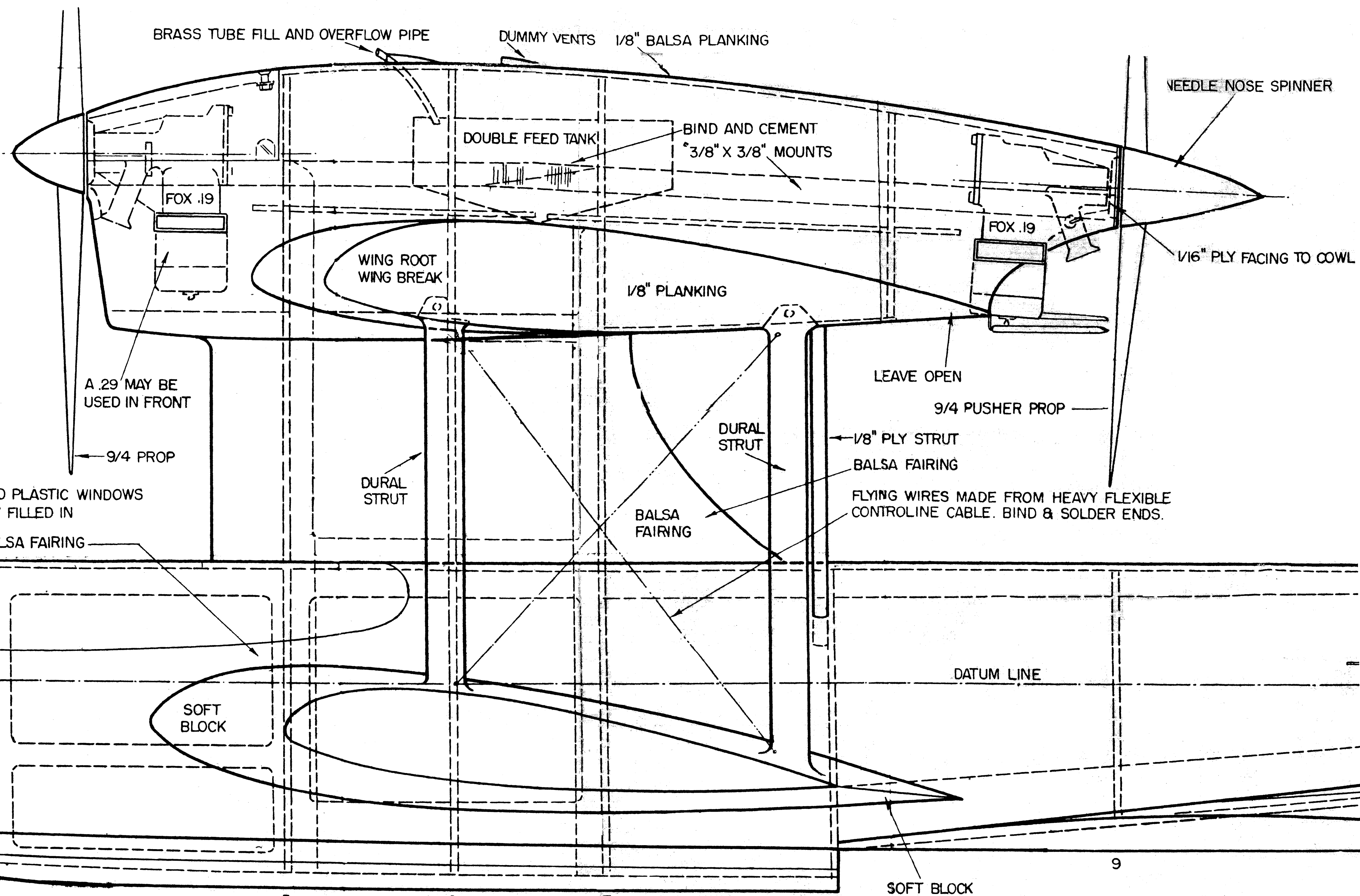
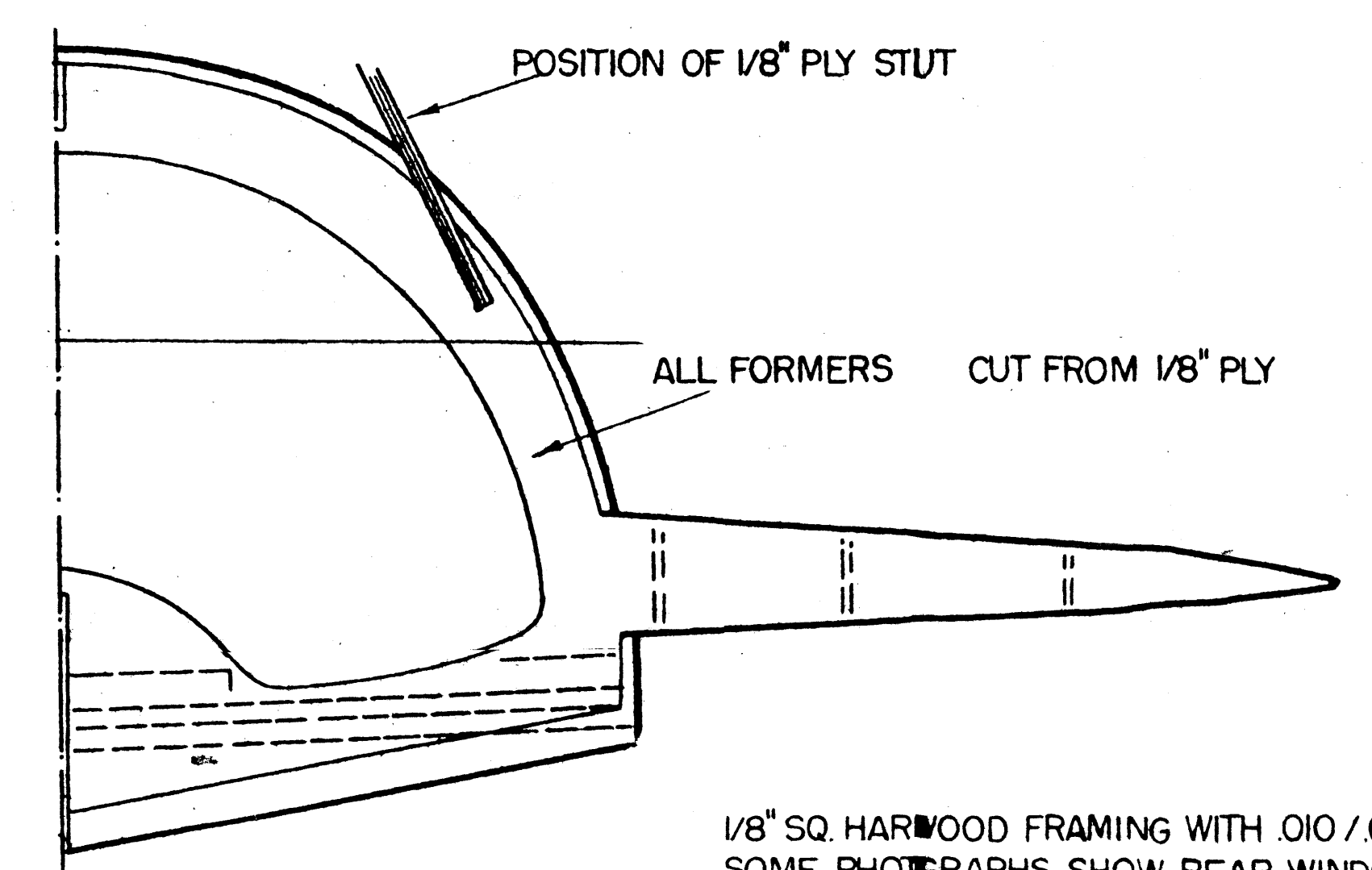


KEEP REAR STRONG, BUT LIGHT. CENTER OF GRAVITY SHOULD BE AT BULKHEAD 7. SHIFT R.C. AND BATTERIES TO OBTAIN

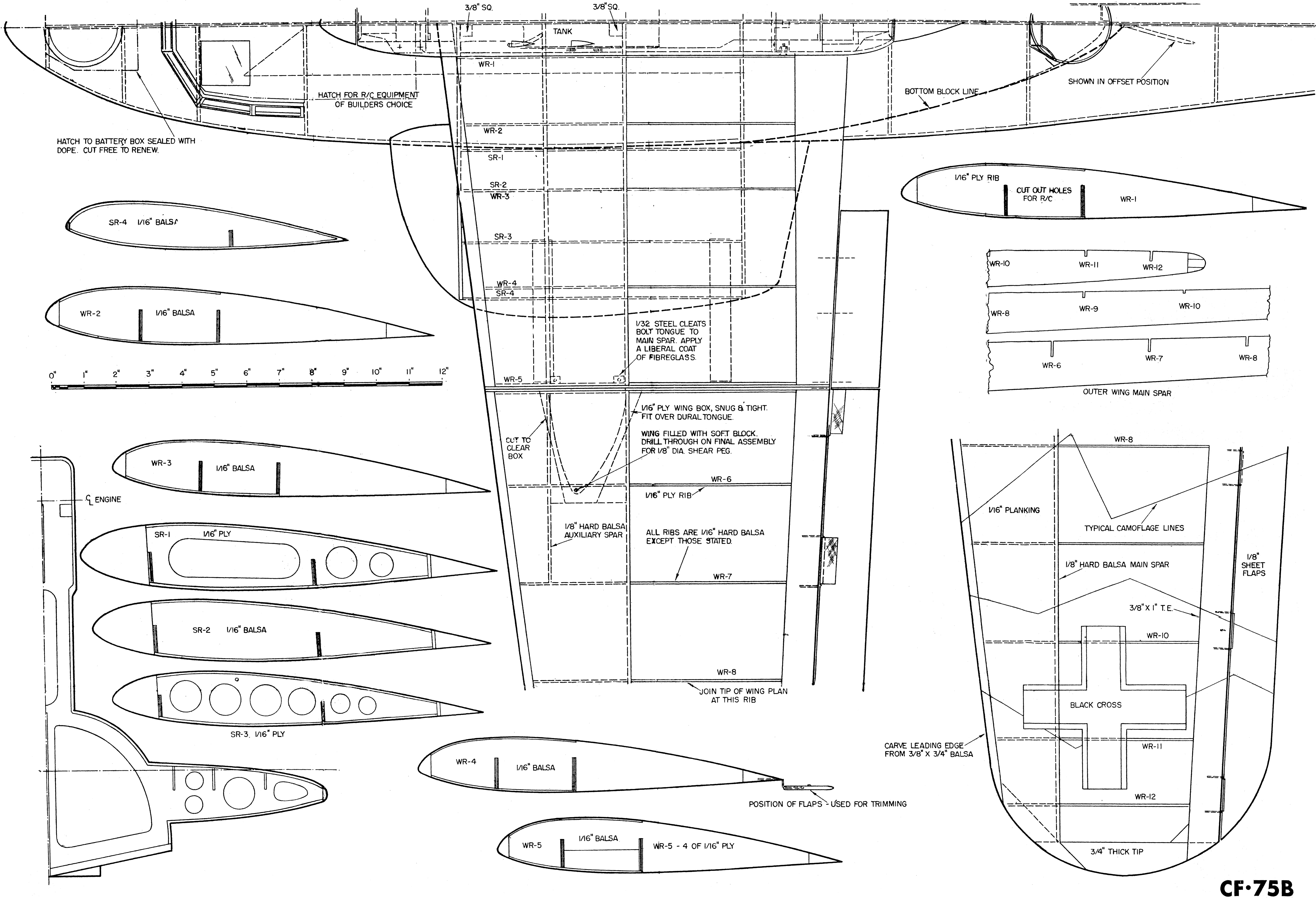
GIVE HULL TWO COATS OF CLEAR VARNISH - WING ONE COAT



.010 SHIM BRASS RUDDER WRAPPED WITH 1/16" DIA. WIRE AND SOLDERED LEAD WIRE THROUGH BRASS TUBE WHICH IS SOLDERED TO BRACKET AND BOLTED TO PLY SPINE.



SOFT BLOCK WIGES CEMENTED TO PLANING BOTTOM

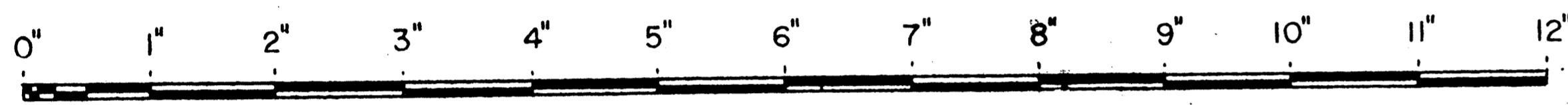


HATCH TO BATTERY BOX SEALED WITH DOPE. CUT FREE TO RENEW.

HATCH FOR R/C EQUIPMENT OF BUILDERS CHOICE

SR-4 1/16" BALS

WR-2 1/16" BALS



WR-3 1/16" BALS

ENGINE

SR-1 1/16" PLY

SR-2 1/16" BALS

SR-3 1/16" PLY

WR-4 1/16" BALS

WR-5 1/16" BALS

WR-5 - 4 OF 1/16" PLY

TANK

WR-1

WR-2

SR-1

SR-2

WR-3

SR-3

WR-4

SR-4

WR-5

1/32 STEEL CLEATS BOLT TONGUE TO MAIN SPAR. APPLY A LIBERAL COAT OF FIBREGLASS.

1/16" PLY WING BOX, SNUG & TIGHT. FIT OVER DURAL TONGUE.

WING FILLED WITH SOFT BLOCK. DRILL THROUGH ON FINAL ASSEMBLY FOR 1/8" DIA. SHEAR PEG.

ALL RIBS ARE 1/16" HARD BALS EXCEPT THOSE STATED.

WR-6

1/16" PLY RIB

1/8" HARD BALS AUXILIARY SPAR

WR-7

WR-8

JOIN TIP OF WING PLAN AT THIS RIB

CARVE LEADING EDGE FROM 3/8" X 3/4" BALS

POSITION OF FLAPS - USED FOR TRIMMING

BOTTOM BLOCK LINE

SHOWN IN OFFSET POSITION

1/16" PLY RIB

CUT OUT HOLES FOR R/C

WR-1

WR-10

WR-11

WR-12

WR-8

WR-9

WR-10

WR-6

WR-7

WR-8

OUTER WING MAIN SPAR

WR-8

1/16" PLANKING

TYPICAL CAMOFLAGE LINES

1/8" HARD BALS MAIN SPAR

1/8" SHEET FLAPS

3/8" X 1" T.E.

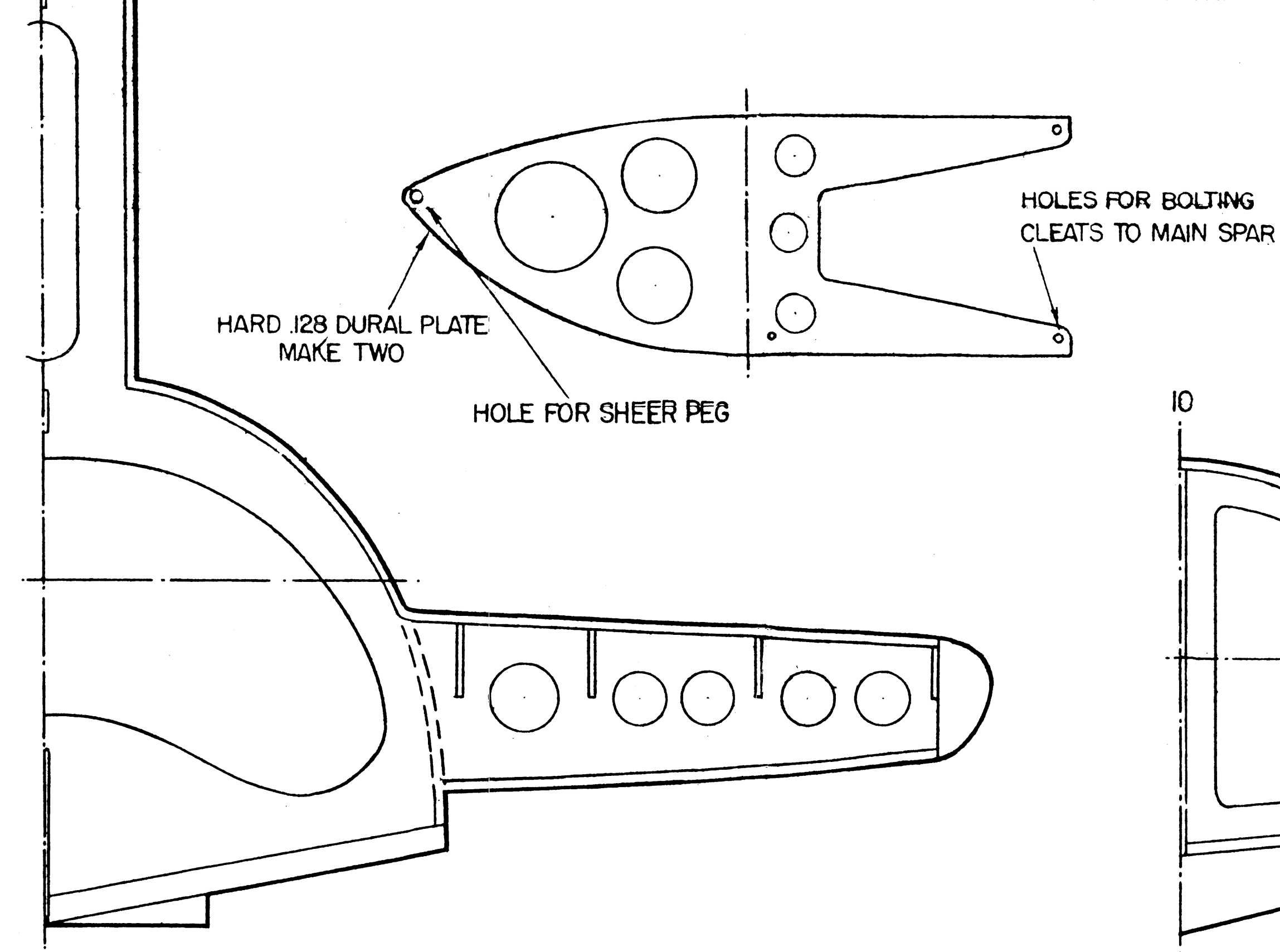
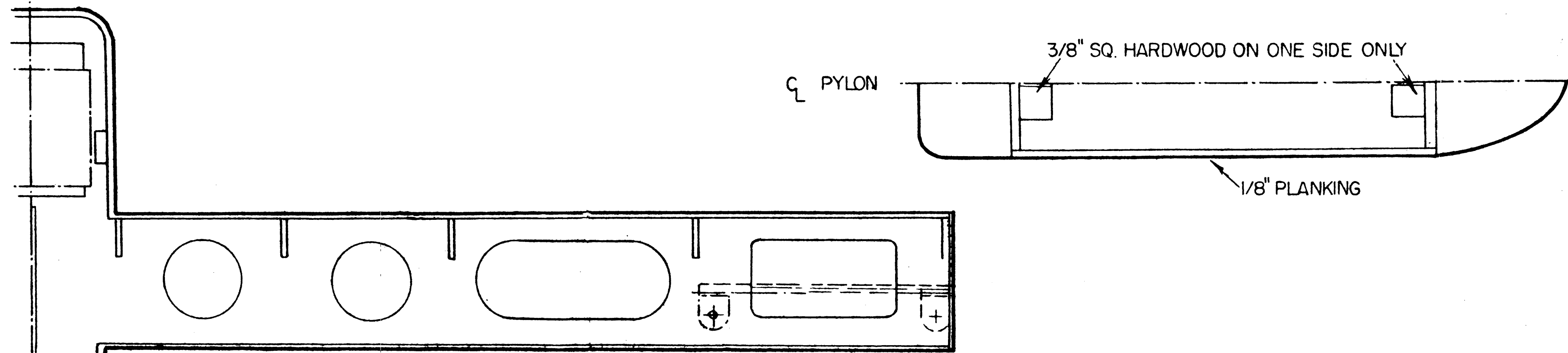
WR-10

BLACK CROSS

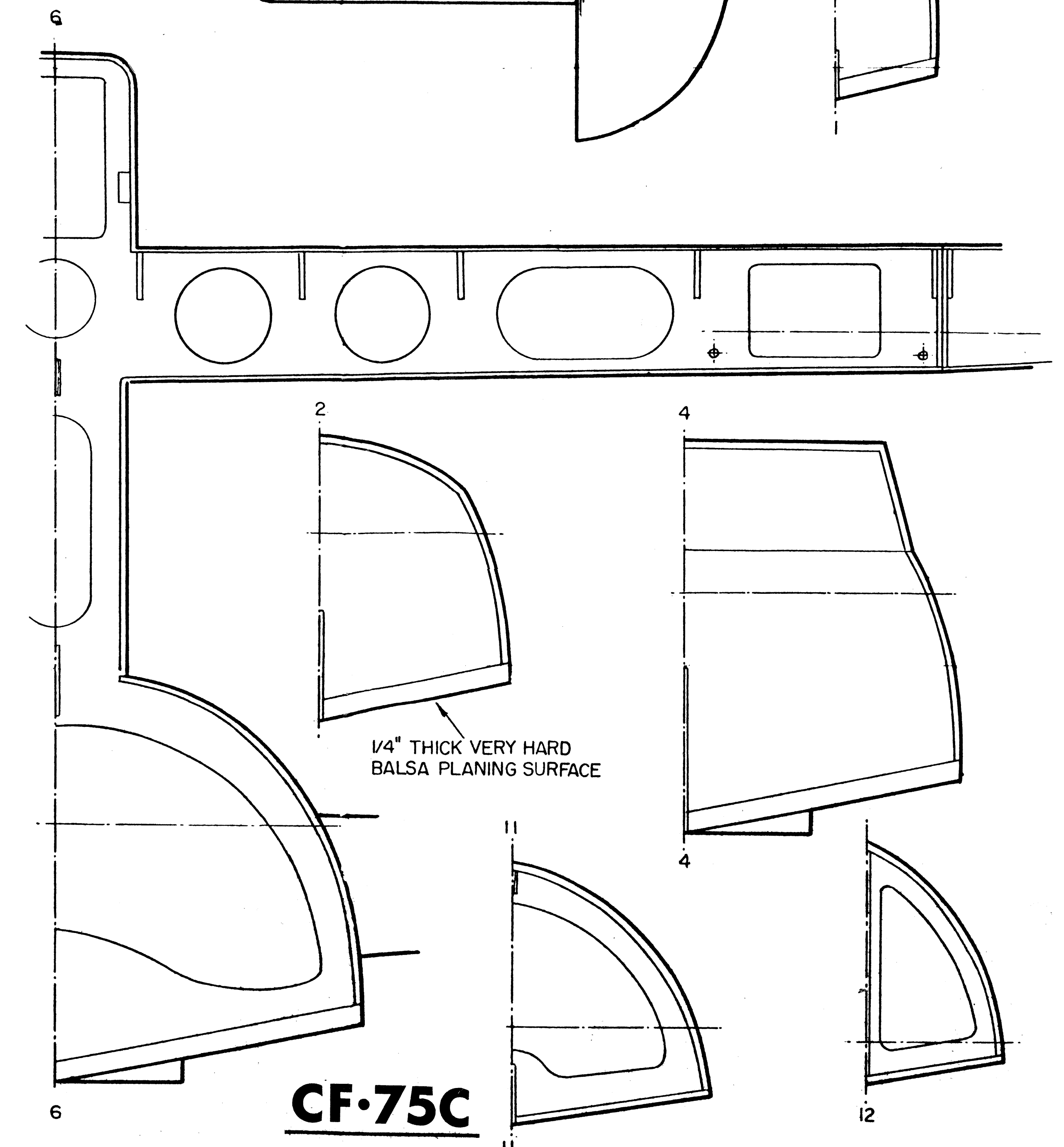
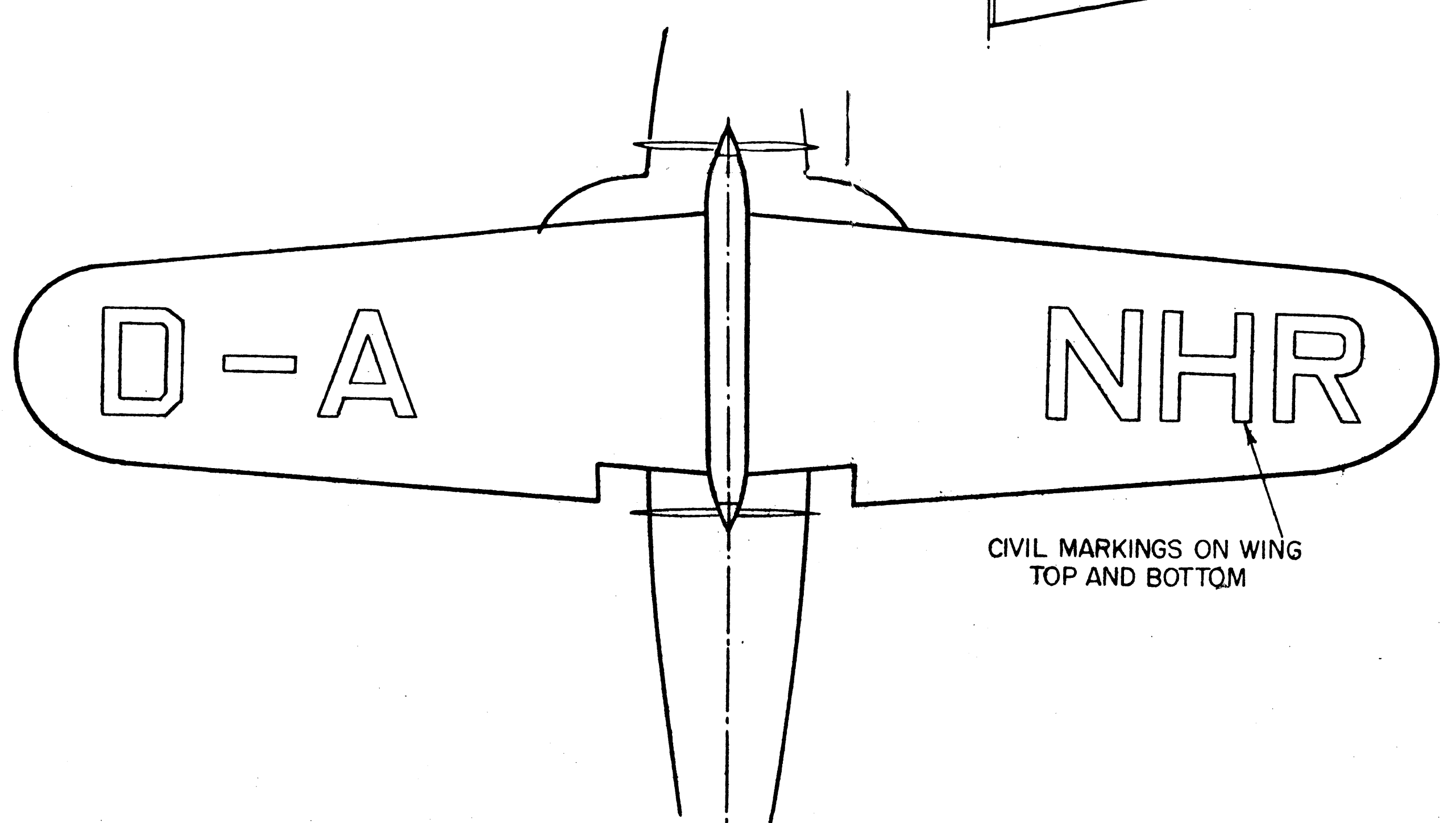
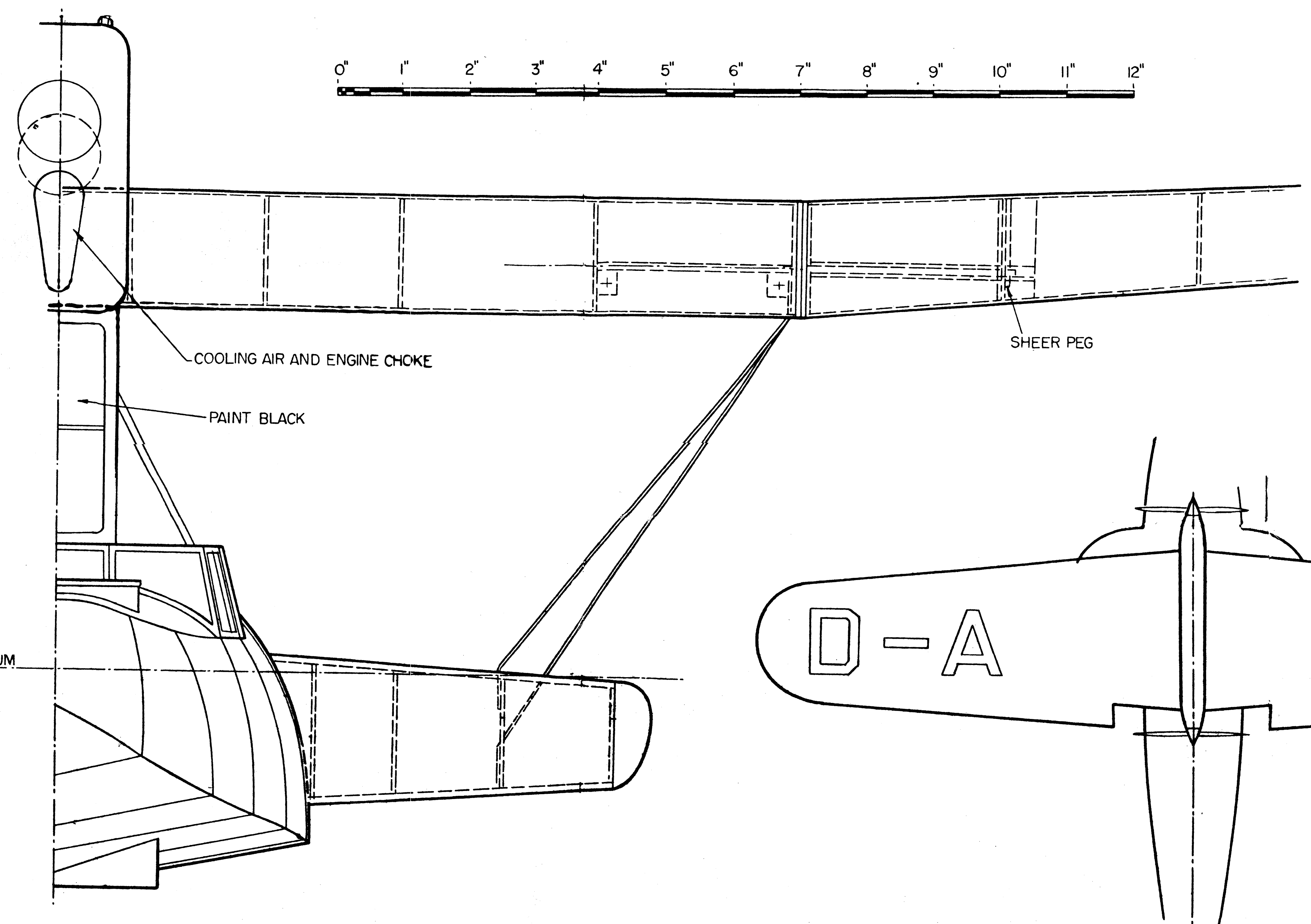
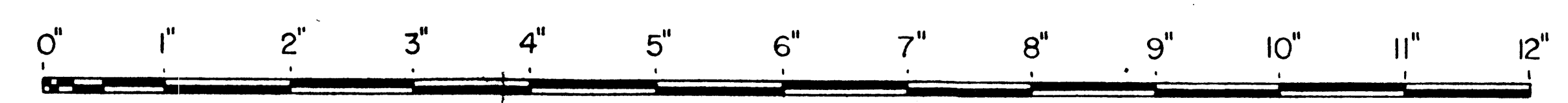
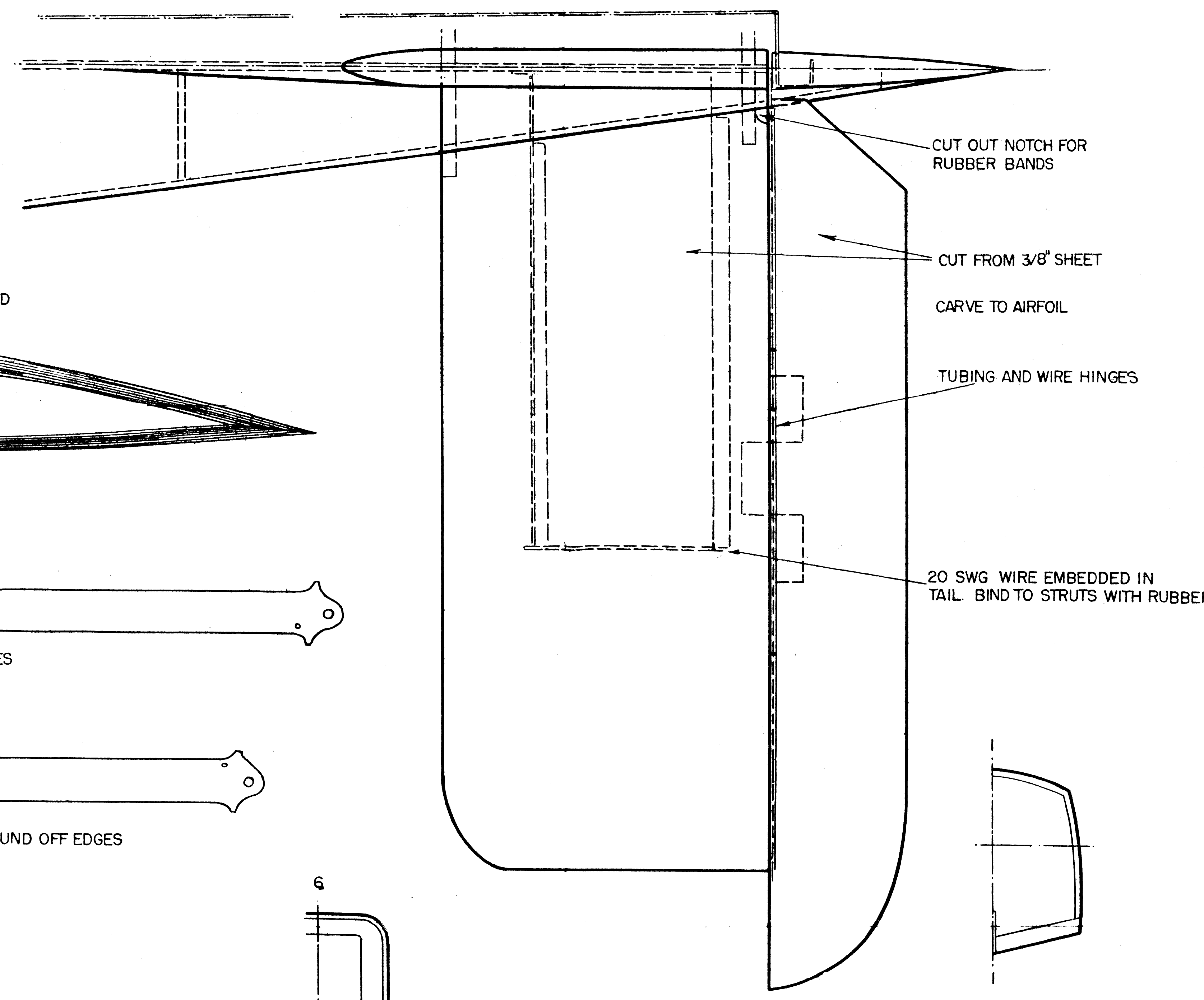
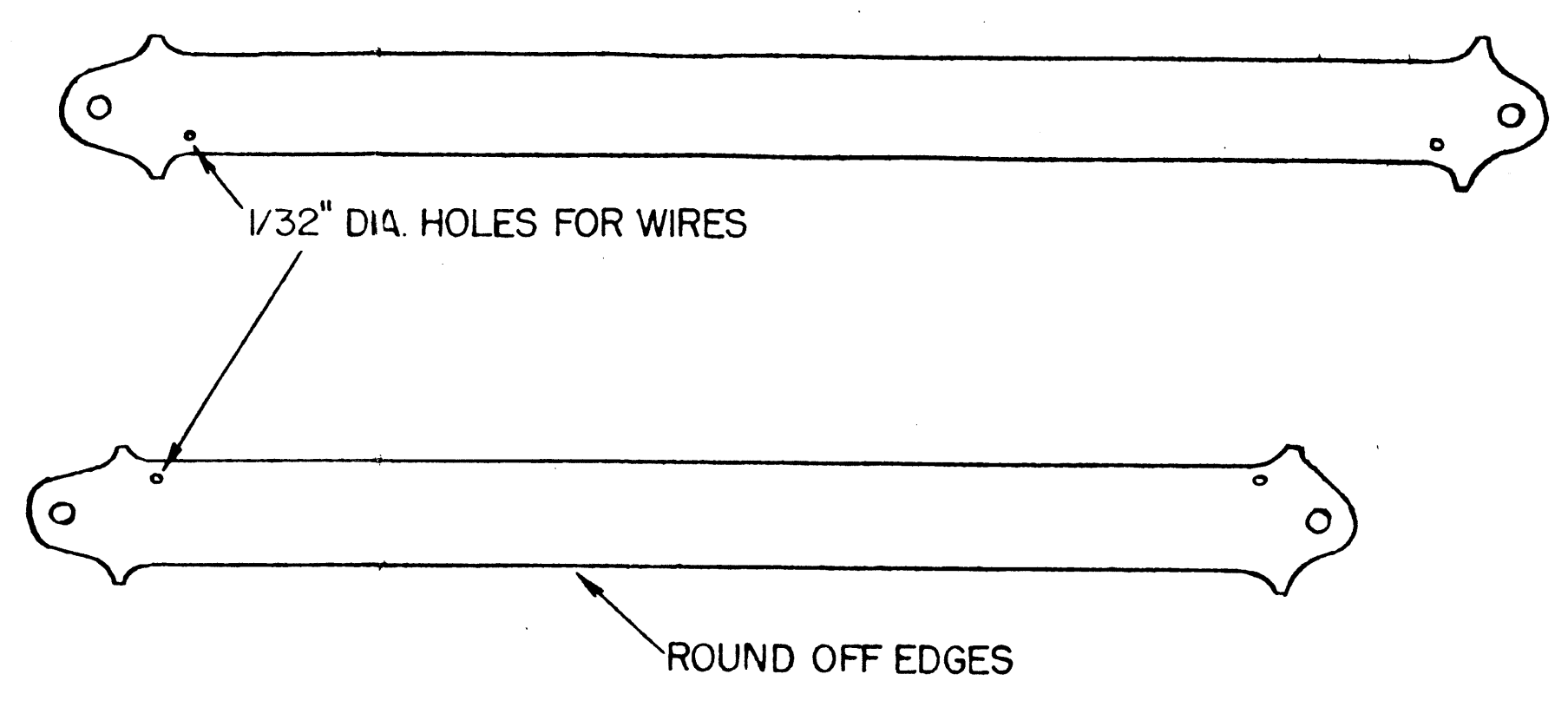
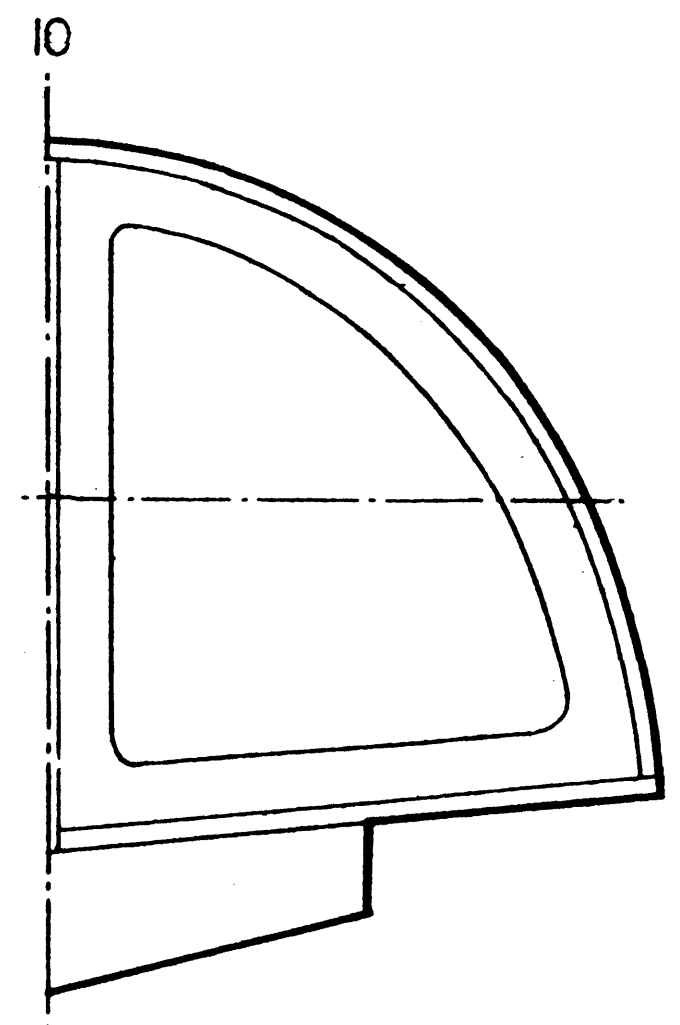
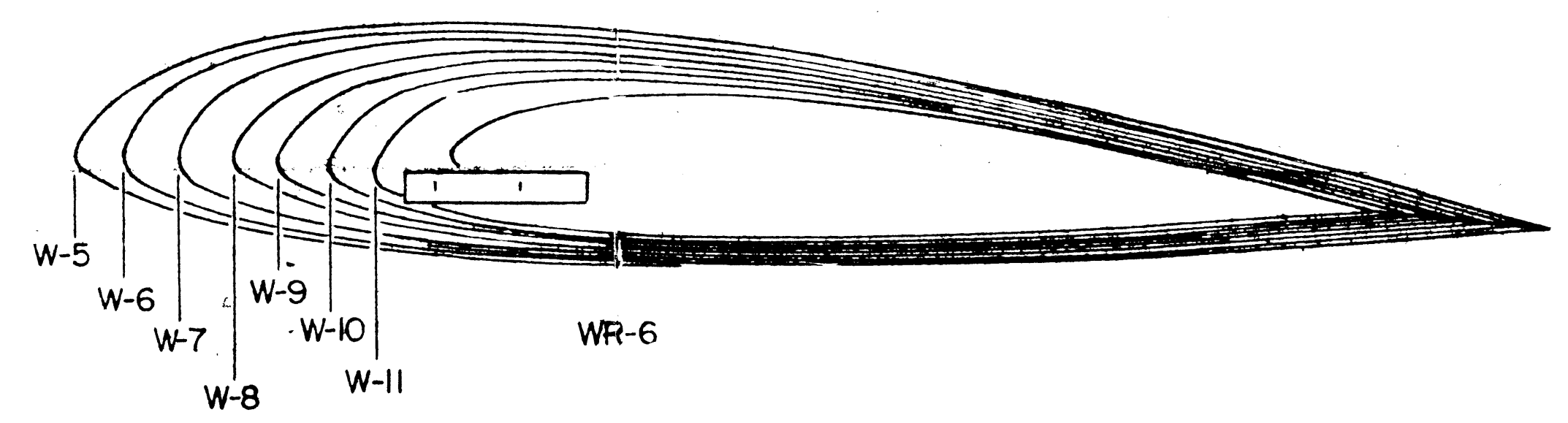
WR-11

WR-12

3/4" THICK TIP



FLAPS SHOULD BE FIXED IF NO R/C CONTROL IS CONNECTED



**CF-75C**