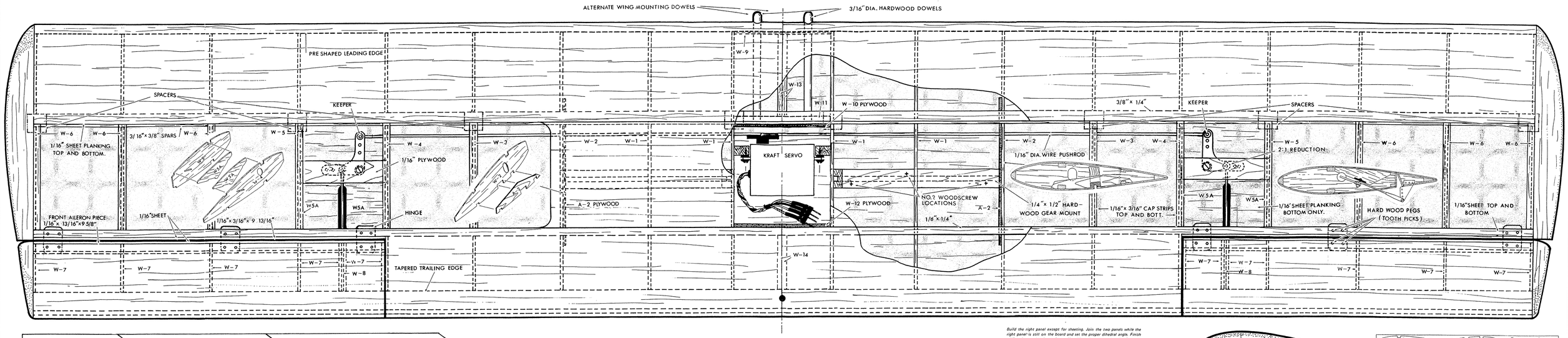
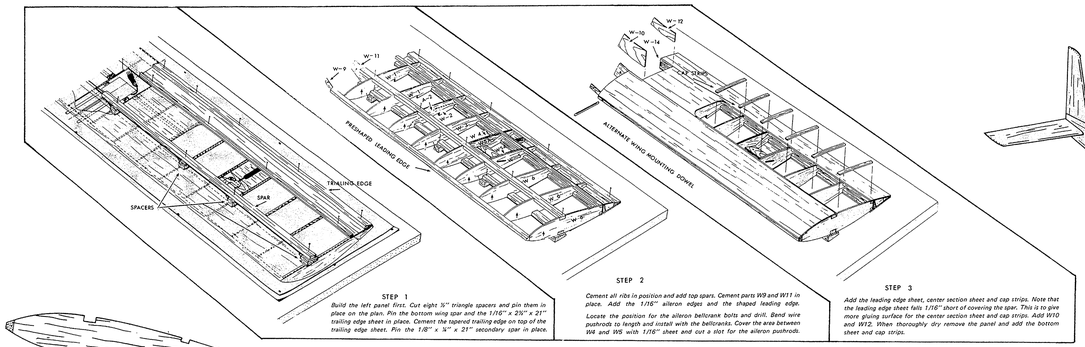




STEP 1

Build the left panel first. Cut eight ¼" triangle spacers and pin them in place on the plan. Pin the bottom wing spar and the 1/16" x 2½" x 21" trailing edge sheet in place. Cement the tapered trailing edge on top of the trailing edge sheet. Pin the 1/8" x ¾" x 21" secondary spar in place.

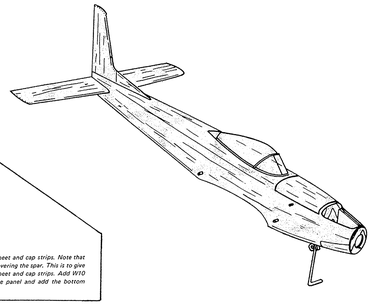
STEP 2

Cement all ribs in position and add top spars. Cement parts W9 and W11 in place. Add the 1/16" aileron edges and the shaped leading edge.

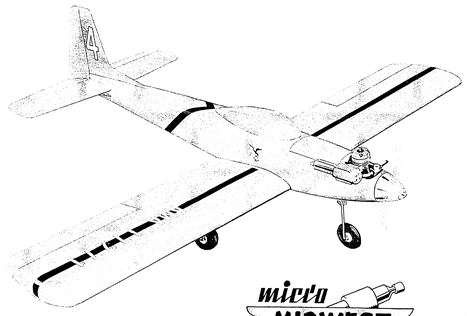
Locate the position for the aileron bellcrank bolts and drill. Bend wire pushrods to length and install with the bellcranks. Cover the area between W4 and W5 with 1/16" sheet and cut a slot for the aileron pushrods.

STEP 3

Add the leading edge sheet, center section sheet and cap strips. Note that the leading edge sheet falls 1/16" short of covering the spar. This is to give more gluing surface for the center section sheet and cap strips. Add W10 and W12. When thoroughly dry remove the panel and add the bottom sheet and cap strips.

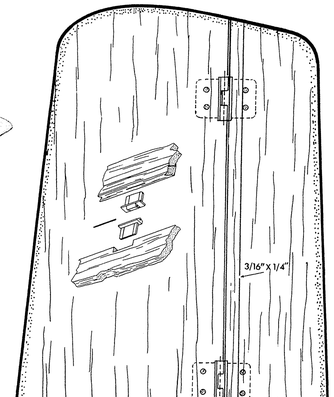


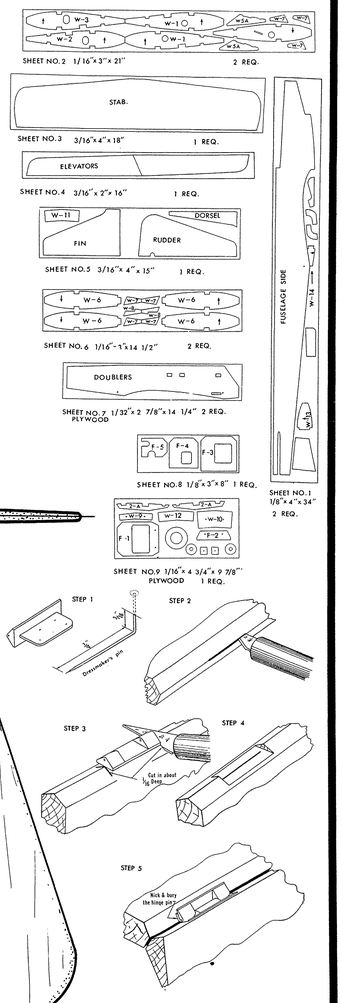
Build the right panel except for sheeting. Join the two panels while the right panel is still on the board and set the proper dihedral angle. Finish adding the top sheeting and cap strips. When dry remove the wing from the board and add the remaining sheeting and cap strips.

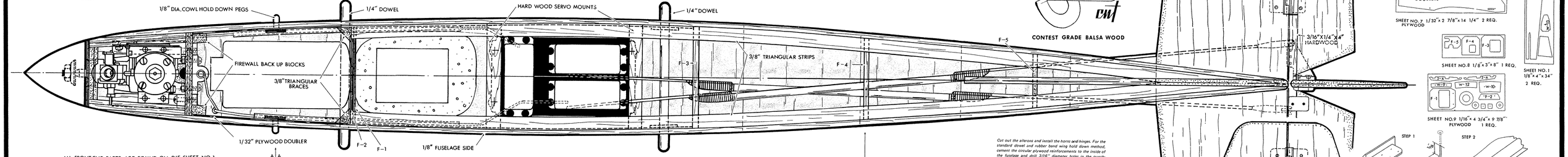


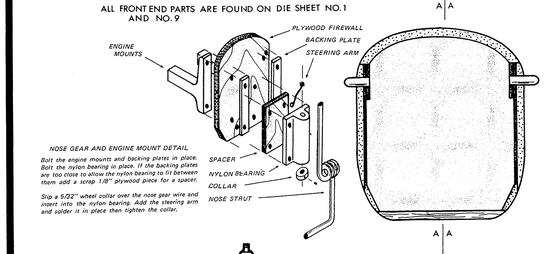
micro MIDWEST cut

CONTEST GRADE BALSA WOOD





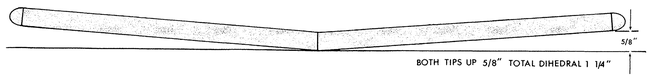




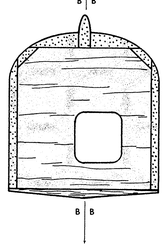
NOSE GEAR AND ENGINE MOUNT DETAIL

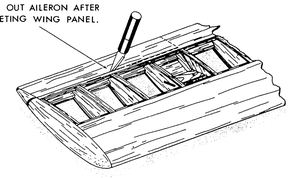
Bolt the engine mounts and backing plates in place. Bolt the nylon bearing in place. If the backing plates are too close to allow the nylon bearing to fit between them add a scrap 1/8" plywood piece for a spacer.

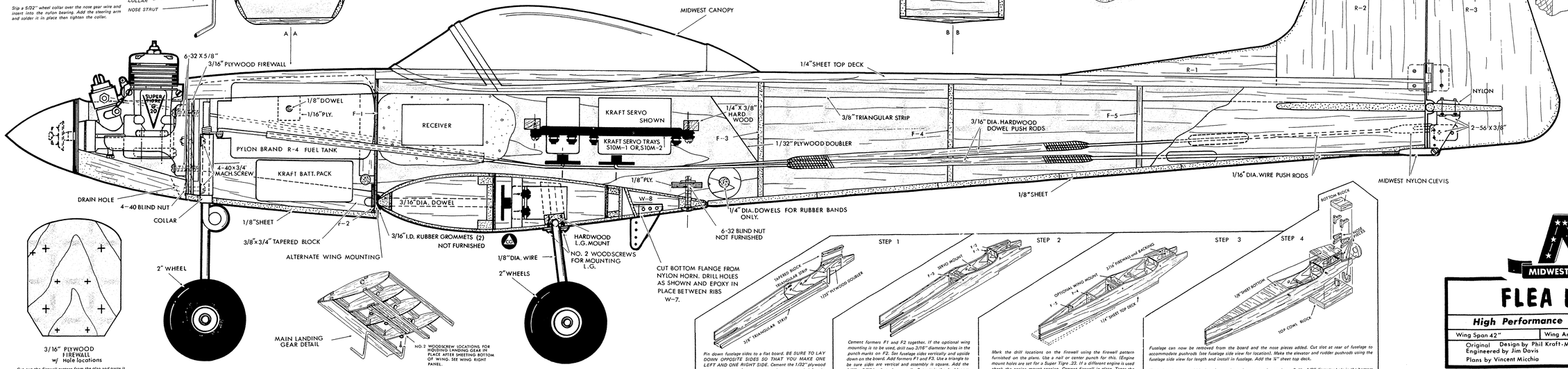
Slip a 5/32" wheel collar over the nose gear wire and insert into the nylon bearing. Add the steering arm and solder it in place then tighten the collar.



Cut out the ailerons and install the horns and hinges. For the standard dowel and rubber band wing hold down method, cement the circular plywood reinforcements to the inside of the fuselage and drill 3/16" diameter holes in the punch-marks on the fuselage side.







Cut out the firewall pattern from the plan and paste it on the plywood firewall. Using a center punch or nail,

Pin down fuselage sides to a flat board. BE SURE TO LAY DOWN OPPOSITE SIDES SO THAT YOU MAKE ONE LEFT AND ONE RIGHT SIDE. Cement the 1/32" plywood doublers in place (contact cement is recommended for the doublers). Cement the 3/8" triangular strips and the ¼ x ⅜

Cement formers F1 and F2 together. If the optional wing mounting is to be used, drill two 3/16" diameter holes in the punch marks on F2. Set fuselage sides vertically and upside down on the board. Add formers F1 and F2. Use a triangle to be sure sides are vertical and assembly is square. Add the 1/4" x 3/8" hardwood servo rails. Cutouts in the doubler are provided for either Kraft S10M or S10M2 servo trays.

Mark the drill locations on the firewall using the firewall pattern furnished on the plans. Use a nail or center punch for this. (Engine mount holes are set for a Super Tigre .23. If a different engine is used check the engine mount spacing. Cement firewall in place. Taper the 3/8" triangle strips at the rear of fuselage. Cement formers F4 and F5

Fuselage can now be removed from the board and the nose pieces added. Cut slot at rear of fuselage to accommodate pushrods (see fuselage side view for location). Make the elevator and rudder pushrods using the fuselage side view for length and install in fuselage. Add the ¼" sheet top deck.

Tack glue the top cowl block and carve the entire nose section to shape. Drill a 1/8" diameter hole in the bottom rear of engine cowl for drain and a 2/8" in the bottom cowl block directly behind the firewall for the nose gear.

RAND HINGE DETAILS

MIDWEST PRODUCTS CO.

PRESENTS

FLEA FLI + 10 KIT 123

High Performance Radio Controlled Model

Wing Span 42"	Wing Area 336 Sq. Ins.	Engines 19 to 23

Original Design by Phil Kraft-Modified by AL Novotnik
Engineered by Jim Davis — Approved by Frank Garcher
Plans by Vincent Micchia — Kit Production by Bob Baldwin

MIDWEST PRODUCTS CO. 400 S. INDIANA HOBART, IND.