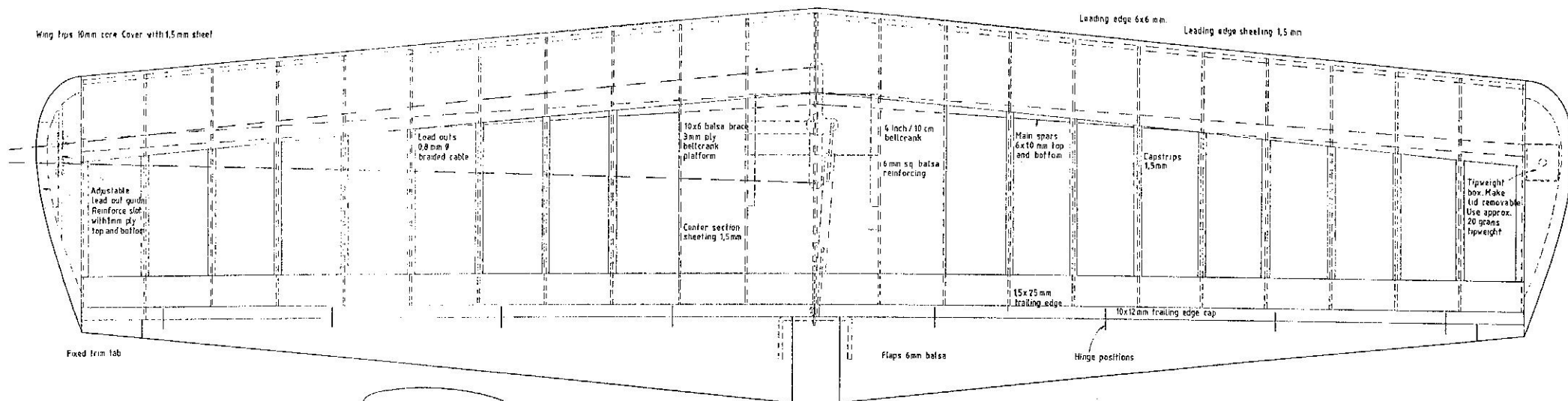


Wing tips 10mm core Cover with 1.5mm sheet

Leading edge 6x6 mm
Leading edge sheeting 1.5 mm



TIP: Make aluminum or thin ply templates of the roof and fin ribs and make the ribs by shaping 11 rib blanks sandwiched between templates

Flap horn 2.5mm Ø cycle spoke silver soldered to mid steel upright. Holes for pushrods are brass bushed

Note fin section

Engine offset 2"

Sheet between engine bearers Cross grain

Fuselage top view. Alter fuse width if necessary to fit your engine

Landing gear 3mm piano wire fix to F3 with J-bolts

Landing gear fairings 23x6mm hard balsa Groove for wire, glue with epoxy and bind with glass cloth or silk

Formers F1, F2 and F3 are 3mm ply All others are 2mm balsa

Fin cap. 6mm. Sand fin to section shown in top view

Plastic canopy

Fuselage top 2mm wet moulded balsa

Dorsal fin. 3mm balsa

Ribs 1.5mm Fin bottom 10mm

Elevator horn 3mm piano wire silver solder to mid steel upright 10x20mm

Spinner Ø 45 mm

Engine bearers 10x12 3mm balsa. Relieve 2mm inside 1 comp. 2mm ply engine mount plates F2 Tank compartment

J-bolts

F3

Cowl Fixed with dowel and bolt

10x10mm tank mounting rails

Fuselage bottom 12mm and 6mm. Hollow to 5mm wall thickness

Arrowshaft pushrods with wire ends

Shape of cowl after sanding

REAR LEG 2mm piano wire

25mm wheel

Wheels 55mm Ø

Wheel pants. Shape from 2 pieces of 12mm.

TE 12x6

Elevator LE 10x12mm

Main spar 10x12 mm

LE 12x6

12mm sheet

12x2 spruce doubler

12mm sheet tips

TOP FLITE GIESEKE NOBLER 1978

Henk de Jong 1998

NOTE This plan was drawn from the plan of the kit which is no longer in production. Dimensions have been made metric. Structure has been slightly modernised. The model is not Classic legal by PAMA rules but is the best performing NOBLER.

Shim LE of stabiliser and TE of elevators with 3mm strip when building.