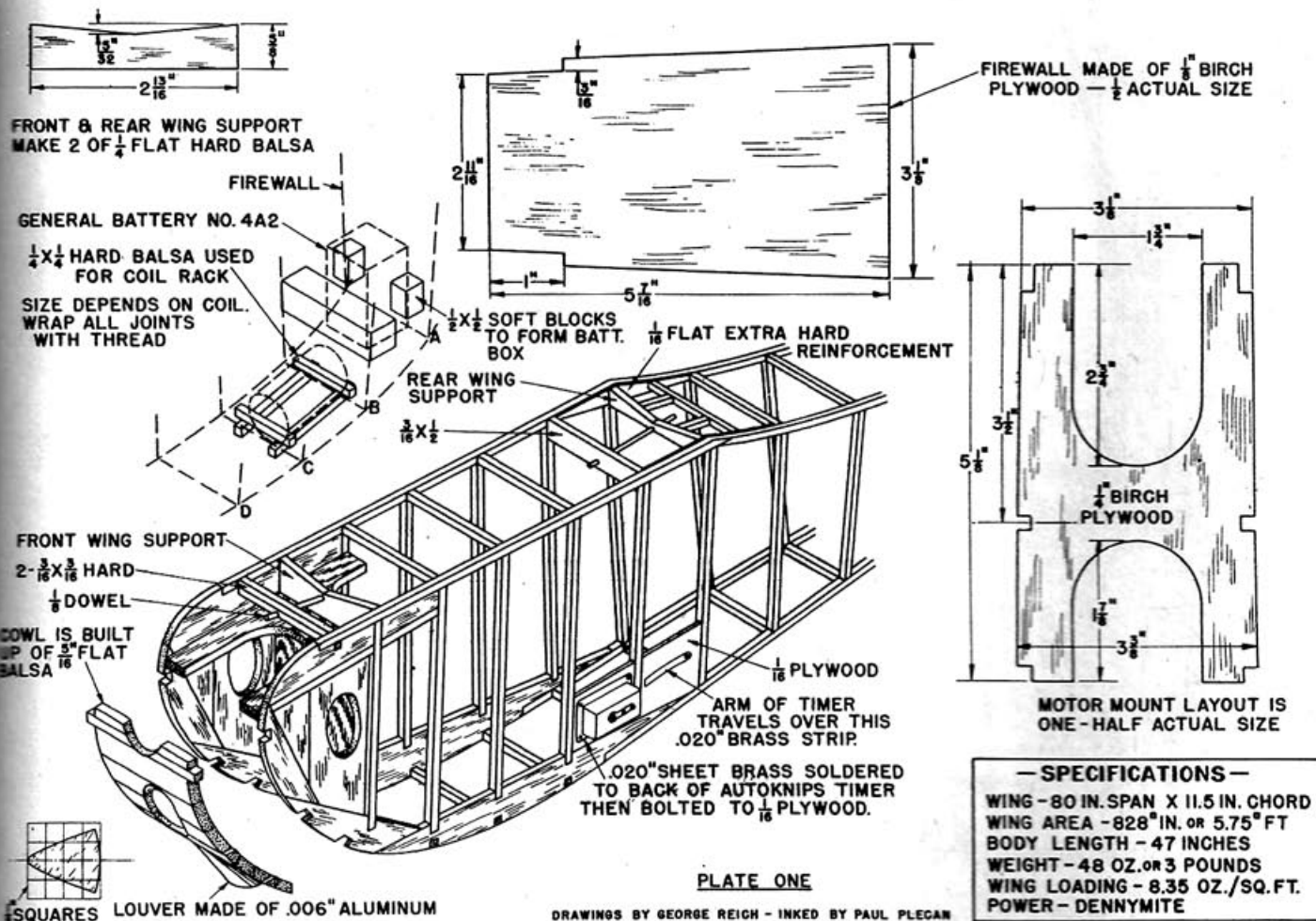


The nose is simple to make, rugged, streamlined. Note hole for filling tank



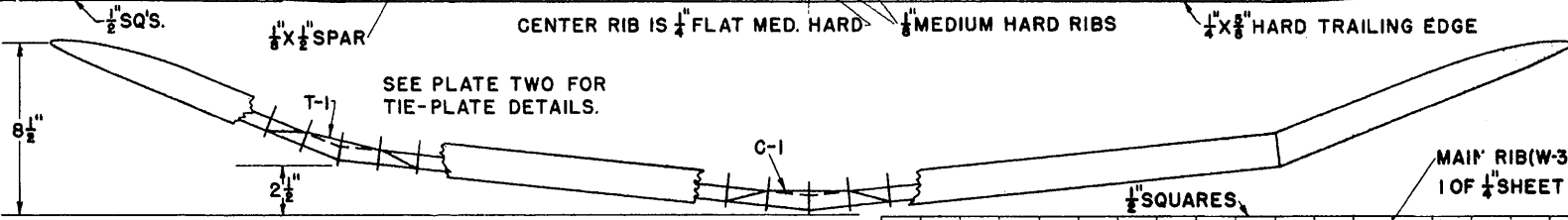
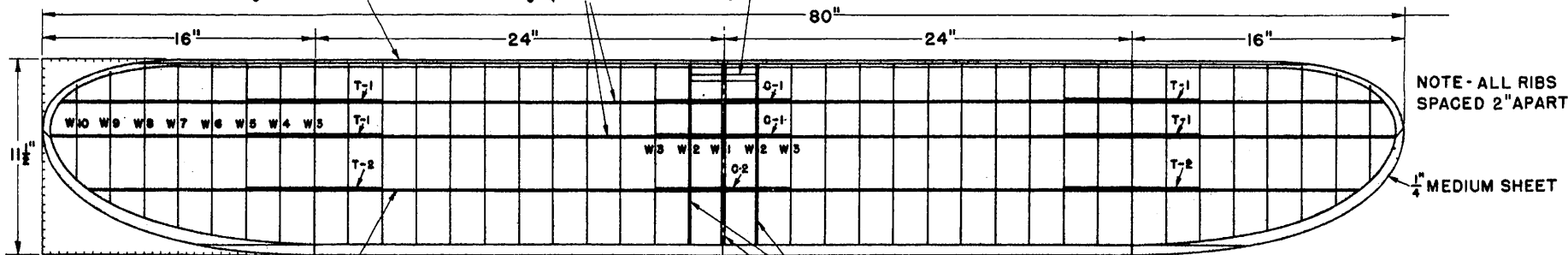
And this shows how inverted Denny is installed. Note antispread chassis.

Careful design and a high-lift wing section in harmony with the proper location of the center of gravity accounts for the Albatross' fine glide. Model has a 4-minute average for all contests entered. Takes Ohlsson 60, too.



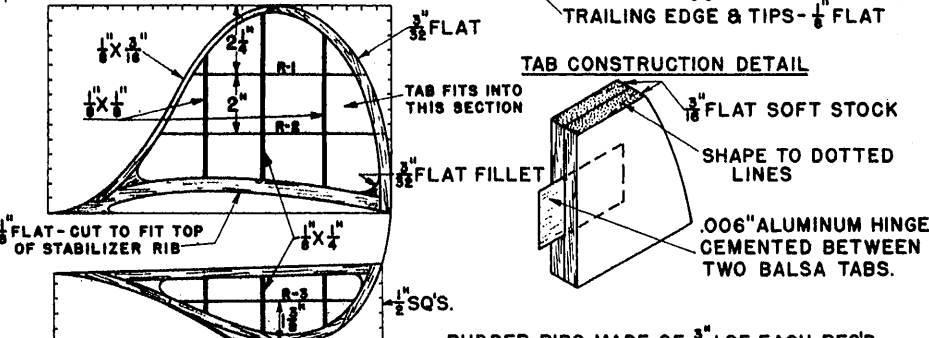
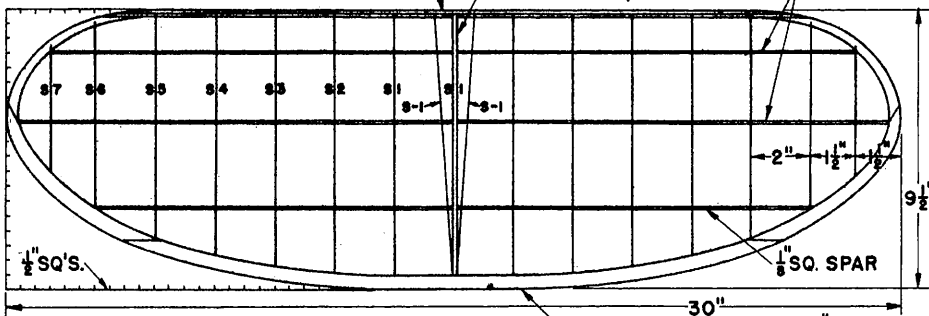
$\frac{3}{8}$ " SQ. HARD LEADING EDGE $\frac{1}{8}$ " X $\frac{3}{4}$ " MEDIUM SPARS $\frac{3}{8}$ " SQ. FLUSH WITH UNDERSIDE OF RIBS.

WING PLAN IS $\frac{1}{2}$ ACTUAL SIZE

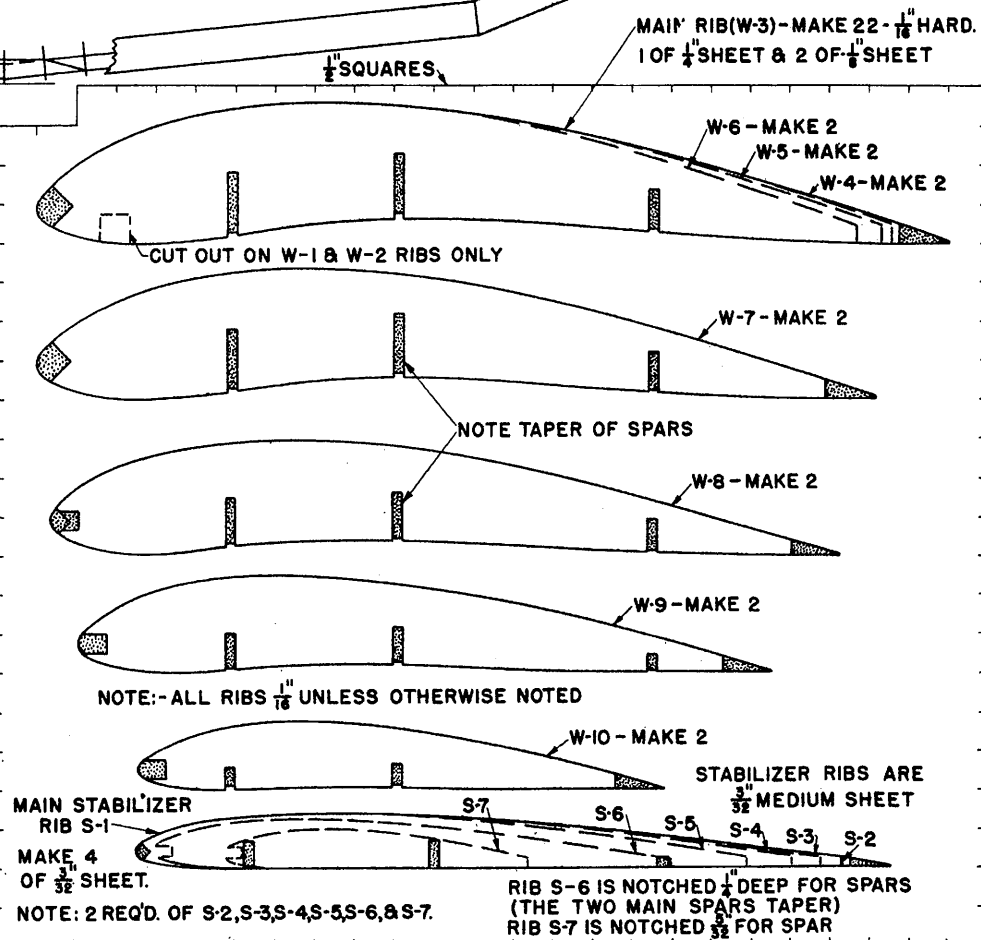
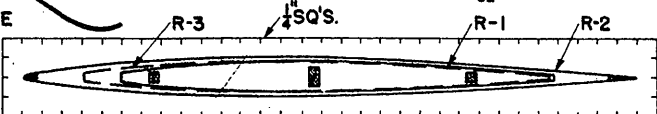


SCALE OF TAIL - $\frac{3}{16}$ " = 1"

LEADING EDGE IS $\frac{3}{16}$ " SQ. MED. HARD. CENTER RIB IS $\frac{1}{4}$ " THICK



RUDDER RIBS MADE OF $\frac{3}{32}$ " OF EACH REQ'D.



MAIN STABILIZER RIB S-1 MAKE 4 OF $\frac{3}{32}$ SHEET. NOTE: 2 REQ'D. OF S-2, S-3, S-4, S-5, S-6, & S-7.

STABILIZER RIBS ARE $\frac{3}{32}$ " MEDIUM SHEET RIB S-6 IS NOTCHED $\frac{1}{4}$ " DEEP FOR SPARS (THE TWO MAIN SPARS TAPER) RIB S-7 IS NOTCHED $\frac{3}{32}$ " FOR SPAR

PLATE TWO SCALE - $\frac{3}{16}'' = 1''$

COWL IS CARVED TO SHAPE FROM SOFT BALS

FILL IN AFTER MOTOR MOUNT IS INSTALLED.

COLOR LINE
 $\frac{1}{8}''$ PLYWOOD

$\frac{1}{8}''$ MUSIC WIRE

$\frac{1}{8}''$ MUSIC WIRE

LARGE WASHER SOLDERED ON EACH SIDE OF WHEEL

BIND WITH SOFT IRON WIRE AND SOLDER WELL.

LANDING GEAR IS BOLTED TO FIREWALL WITH FOUR FITTINGS AS PER DETAIL.

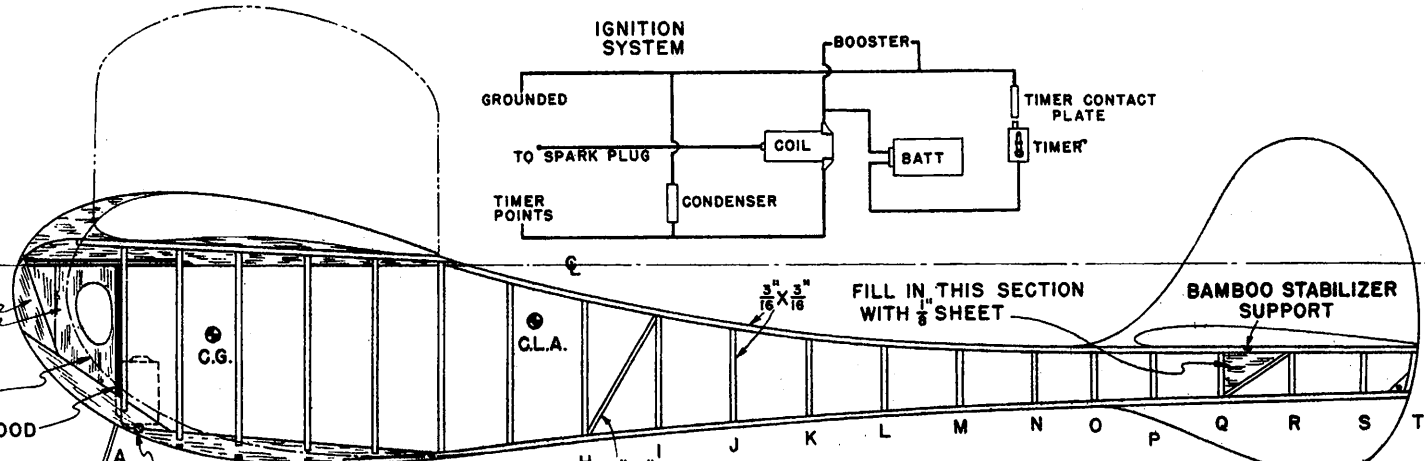
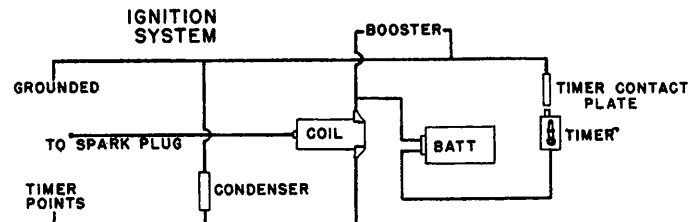
ACTUAL LENGTH BEFORE BENDING - ONE INCH.

MAKE FOUR OF $.020''$ THICK BRASS.

FULL SIZE

LANDING GEAR DETAIL

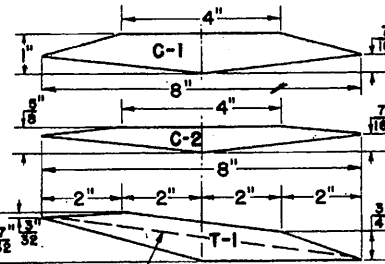
SPREADER MADE OF $\frac{1}{16}''$ MUSIC WIRE.



A $\frac{1}{4}'' \times \frac{1}{4}''$ BATT. SUPPORT
B $\frac{3}{16}'' \times \frac{7}{8}''$ STOCK

$\frac{3}{16}'' \times \frac{3}{16}''$ DIAGONALS THUS THROUGHOUT FUSELAGE

FILL IN THIS SECTION WITH $\frac{1}{8}''$ SHEET
BAMBOO STABILIZER SUPPORT



T-2 HAS THE SAME GENERAL SHAPE AS T-1, BUT IS MORE SHALLOW AS PER DOTTED LINE.

TIE PLATE DETAILS ABOVE ARE ONE-QUARTER ACTUAL SIZE.

DIAGONALS RUN IN THIS DIRECTION ALONG TOP OF FUSELAGE, OPPOSITE ALONG BOTTOM OF FUSELAGE.

$\frac{1}{8}''$ DOWEL

STABILIZER SUPPORT MADE OF $\frac{1}{16}'' \times \frac{3}{16}''$ BAMBOO - $4\frac{1}{2}''$ LONG.

FUSELAGE DIMENSIONS

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
☉ TO TOP	$\frac{13}{16}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$\frac{9}{16}''$	$\frac{7}{16}''$	$\frac{3}{8}''$	$\frac{7}{16}''$	1"	$1\frac{7}{16}''$	$1\frac{15}{16}''$	$2\frac{1}{4}''$	$2\frac{1}{2}''$	$2\frac{5}{8}''$	$2\frac{11}{16}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$	$2\frac{3}{4}''$
☉ TO BOTTOM	$5\frac{7}{16}''$	$6\frac{1}{4}''$	$6\frac{5}{8}''$	$6\frac{3}{4}''$	$6\frac{5}{8}''$	$6\frac{7}{16}''$	$6\frac{3}{4}''$	6"	$5\frac{3}{4}''$	$5\frac{1}{2}''$	$5\frac{5}{8}''$	$5\frac{1}{8}''$	5"	$4\frac{7}{8}''$	$4\frac{3}{4}''$	$4\frac{11}{16}''$	$4\frac{5}{8}''$	$4\frac{9}{16}''$	$4\frac{1}{2}''$	$4\frac{1}{2}''$
TOP WIDTH	$3\frac{3}{16}''$	$3\frac{1}{4}''$	$3\frac{1}{2}''$	$3\frac{1}{4}''$	$3\frac{1}{2}''$	$3\frac{1}{4}''$	$3\frac{3}{16}''$	3"	$2\frac{15}{16}''$	$2\frac{3}{4}''$	$2\frac{9}{16}''$	$2\frac{5}{16}''$	$2\frac{1}{16}''$	$1\frac{9}{16}''$	$1\frac{3}{8}''$	$1\frac{1}{8}''$	$1\frac{1}{8}''$	$1\frac{1}{8}''$	0	0
BOTTOM WIDTH	$2\frac{11}{16}''$	$2\frac{11}{16}''$	$2\frac{11}{16}''$	$2\frac{11}{16}''$	$2\frac{5}{8}''$	$2\frac{11}{16}''$	$2\frac{11}{16}''$	$1\frac{7}{8}''$	$1\frac{5}{8}''$	$1\frac{1}{16}''$	$1\frac{1}{16}''$	0	0	0	0	0	0	0	0	0
UPRIGHT SPACING	$3\frac{1}{2}''$	2"	2"	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{4}''$	$2\frac{1}{4}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	$2\frac{1}{2}''$	2"	2"	$2\frac{1}{4}''$	$2\frac{5}{8}''$	$2\frac{5}{8}''$	$1\frac{3}{4}''$