

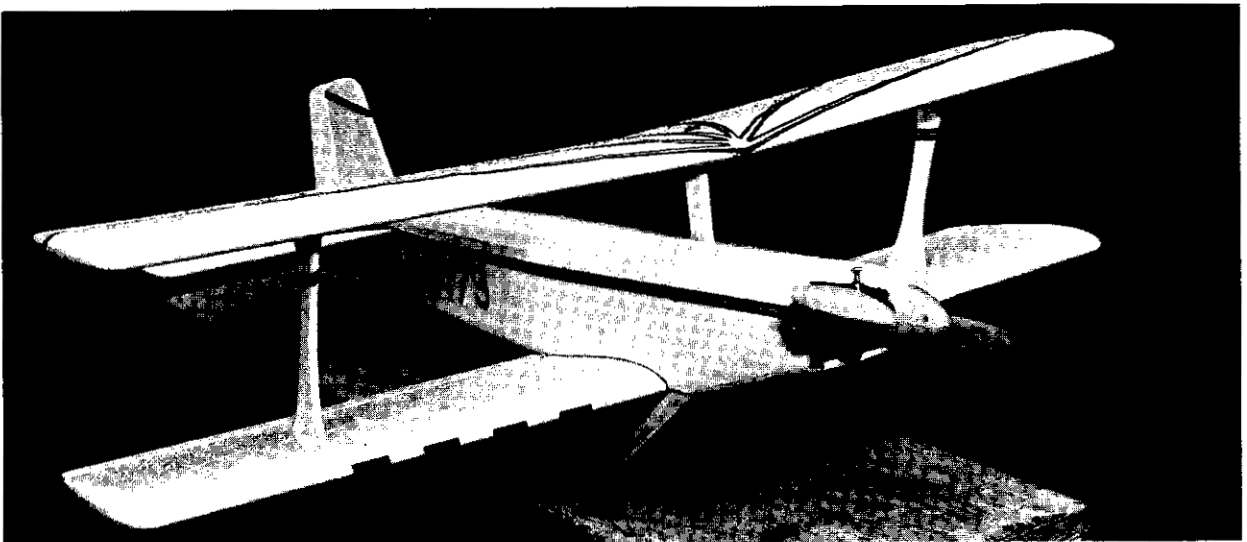
Set the fuselage on a pillow, (so you don't dent the top, Dewey), and fit the bottom wing in the saddle. Glue the Balsa "riser" and the 1/8" plywood plate in the fuselage aft end of the radio compartment. Cut the 1/8" plywood landing gear plate to fit, and then cut the groove in it for the 1/8" plywood tongue which you also cut at this time. Glue the landing gear plate in place, then set the lower wing in place nice and square and mark the slot for the wing hold down tongue. Cut the slot a little oversize and imbed the tongue in Devcon 5-minute epoxy while everything is held in place for the best fit. Later, when the sheet metal landing gear is bolted in place it completes the groove for the wing hold-down. Neat, huh Dewey? I got the idea from my Lanier Citron, which flies great, too! When all this mess is dry, drill right through the wing into the plywood hold-down plate and tap it for a 1/4 x 20 nylon bolt — then bolt it down.

With the lower wing in place you now set the horizontal stab in place, true up it's saddle, plank the saddle with 1/16" balsa scrap, and pin the horizontal stab in place. Cut a slot in the stab bottom planking and stab saddle wide enough for your bolt (I used an 8-32 x 2") and about 3/8" long, directly in front of the spar. Pin the vertical fin in place, then carve and pin the fairing blocks in place to be sure they all fit, then

be unsatisfactory and this plane absolutely will not rise off the ground (ROG). Maybe someday Chuck Cunningham will do a series on the importance of this but, for now, a general guideline would be; the tail must be lower than the nose, so if you're one of those guys who flies your tricycle gear planes with the nose lower than the tail to cheat on touch and go's I'll guarantee the conventional gear bipe will break that egg sucking habit. So anyway, glue the tail wheel assembly on the fuselage, then glue the fuselage bottom aft of the wing in place.

The original "Chigger" has 1/4" sheet balsa rib doublers but I think basswood might be better. At any rate, laminate the balsa struts with aluminum tubing imbedded then trim them to fit so both wings are parallel. Yep, no degrees differential, I guarantee it works! Next drill the rib doublers and bend the bike spokes to fit and both the whole mess together. Now cut a hole in the fuselage for the center wing strut and, likewise, install it from the bottom of the fuselage through the tank compartment with the wings in place. Then add the cross-piece and landing gear block support doublers and, lastly, drill and install the bike spoke with the nipple on top of the top wing.

All that's left now is; shape the hatch, cut the angle shown



MonoKote the fin and fairing blocks and glue all the resulting mess in place to fit. Now inlay a small piece of 1/16" scrap plywood in place with the blind nut in place as shown on the side view. If you used Devcon 5-minute epoxy you can now glue the frontdowel key in place, then screw the hold-down bolt in place and mark the inside of the fuselage for the doublers and install them and the 1/16" plywood plate holding these in place with the hold-down bolt. While this is all drying bend up the tail wheel assembly and mark the fuselage and rudder where it is to fit. Look at the fuselage sideview and notice the tail wheel wire is free to move vertically in the tube far enough to clear the fin keys when the fin is removed. This must be so, or you won't be able to remove the tail feathers we so carefully, step by step, constructed.

Another word of advice while we're at it. I didn't draw in the landing gear on the original plans I submitted to this ding-a-ling magazine for a bunch of reasons. You can use any sheet metal gear you think will work. I used a Midwest Lil Esquire gear on the original. Be sure the wheels are "toed in" a tad. I didn't draw the length of the tail wheel strut because it's super critical and if you don't get it exactly right the relative angle of the chord line in relation to the runway will

with a Zona Saw, fit the 4-40 hatch hold-down bolts just like you did the wing hold-down bolt, and dismantle and MonoKote the whole ball of wax. Excellent instructions on how to use MonoKote are included with each roll available from Top Flite Models, so I won't go into that.

I really don't know what to tell you about flying a conventional geared biplane assuming you've only flown the trikes before because I've been flying the Goodyear racers for a long time! You might try pushing it and adjusting for straight roll then taxiing and trim it for straight roll. When you first fly it use as large a runway as possible and don't try to correct back to the centerline if it wanders left or right, provided you have the space. Just stop the turn. I suggest you start the takeoff roll holding half up-elevator and don't change until you adjust the climb.

I refuse to be responsible if your CG is other than shown on the plans. I used to fly my designs and add lead to the tail one shot at a time until they wouldn't recover from a spin, then I'd say that was the aft limit! I haven't done that and have no intention of so doing with the "Chigger".

If you do try that — write Don Dewey, you'll be hard put to find someone as nutty as he is!