to indent No. 4625

# Building instructions

# TAXI

**Multi-channel R/C model**
**for .15/.35 cu. in. displ. engines (2,5—6 cc)**

**Suitable for installation of**
**2- to 6-channel R/C equipment**

**An "exploded view" drawing**
of the model is supplied as supplement to the German-language building instructions. Remove it from the center pages; it will be a big help, when you study the ensuing instructions.

**For illustrations refer to German text please.**

## Technical data

| | |
|---|---|
| Wingspan | 59 1/16" |
| Length | 40 3/16" |
| Wing area | 493 sq.in. |
| Stab area | 129 sq.in. |
| Total surface area | 622 sq.in. |

| Weight, ready to fly, | |
|---|---|
| without R/C equipment, approx. | 2 lbs. 14 ozs. |
| with R/C equipment installed up to | 4 lbs. 7 ozs. |
| Total surface loading | 10.48 / 16.38 ozs p.sq.ft. |

JOHANNES GRAUPNER · 7312 KIRCHHEIM-TECK · GERMANY

**Generalities**

Special features of the R/C model TAXI are: simple, rapid, but very robust construction and excellent stability, making the model not at all demanding as regards piloting skill. It is, in fact, well suited as an ab-initio trainer for the tyro R/C pilot, but is also an excellent choice for the more experienced R/C flyer, who, for a change, may use it for flying for fun.

The king-sized fuel tank is another noteworthy feature, which, used in conjunction with a .15 cu.in. engine, permits power-on durations of approx. half an hour. This ensures extra long flights.

For the first time in a GRAUPNER kit the fuselage, which is always subjected to great mechanical loads, is built from BALSA-PLYWOOD. This ensures extra high strength.

One-piece, splice-free fuselage sides are provided for ease of assembly, an important point for any modeller.

The choice which control functions you want to provide should be made prior to building the model. Next decision is which make and type of engine you are going to install. Instructions for the installation of R/C gear are given in the appropriate R/C INSTALLATION-PLAN.

It is mandatory that you get fully acquainted with both building instructions and plans before you start building the model. Do carefully read the instructions and the drawings of the appropriate R/C INSTALLATION-PLANS. Depending on the type of R/C gear you intend to install, modifications to the assembly sequence or to the shape and drillings of individual parts may be required, which, of course, cannot be covered by the general instructions supplied with the kit, as these apply to the installation of the R/C gear recommended or specified for the job and are not universally applicable.

**Recommended engine sizes**

| | R/C gear | control functions | recommended engine size |
|---|---|---|---|
| 1 | 2-channel | rudder-only | .15 cu.in. 2.5 cc |
| 2 | 4-channel | rudder + engine throttle or<br>rudder + elevator | .15 — .209 cu.in.<br>2.5 — 3.5 cc |
| 3 | 6-channel | rudder, elevator<br>+ engine throttle | .209 cu.in. 3.5 — 6 ccm |

Please note that even in case of the full-house multi model mentioned in Pos. 3 (gross weight approx. 4 lbs.) an engine of approx. .209 cu.in. displ., (such as the OS MAX 20, 3.24 ccm) provides ample power and should, in fact, be preferred to a more powerful engine, in order to retain the forgiving flight characteristics of the trainer model.

TAXI may also be flow as a hydro, equipped with floats built from the float kit- indent No. 123. In this case a more powerful engine, such as the OS MAX 30 RC, should be used on account of the higher drag and to facilitate the R.O.W. take-off.

**Building instructions**

follows the sequential order of the parts numbering, generally refers to the actual build without covering the installation of R/C gear. The latter item is fully covered by the instructions supplied on the appropriate R/C INSTALLATION-PLAN.

For instructions and hints re. R/C operation please refer to the RC-INSTALLATION-PLAN.

**Be sure to make good use of the plan, the exploded view, the list of materials with its stripwood and sheet keys, while building the model.**



**Preparations**

Carefully remove all die-cut parts from the sheets with a razor blade or a sharp knife; remove fuzz, if any.

Cement all parts, marked "2-parts" in the list of materials according to plan.

Assemble individual parts on a plane plank of soft wood. A very good choice would also be "ship's balsa wood", indent No. 505/E, 25/32" thick. In case the 7 3/32" with should prove inadequate, cement two widths. Pin appropriate section of the plan to the building board and protect the plan by a sheet of transparent paper.

Prior to assembly of individual components (fuselage, wing, empennage) arrange all parts for same in the sequence of their numbering.

Before cementing any parts they must be carefully fitted and sanded, respectively, prior to their installation. Sandpaper of various grades (refer to GRAUPNER catalogue FS) is one of the most important tools for the construction of a model.

Use either UHU-hart or RUDOL-hart for cement. UHU-coll, a slower setting cement (indent No. 958) may be used in all cases where larger surfaces are to be cemented, such as on parts (6) — (9), or (14) and (15). For the application of the wing planking UHU-kontakt, indent No. 957, is well suited. Use UHU-plus, indent No. 950/41, for wood/metal connections. These special cements are not contained in the kit.

**The fuselage**

consists of parts (1) — (49).

Commence with the assembly of the right-hand fuselage side (1). Use illustration at upper edge of the plan as a guide and cement the longerons (2), the uprights (3) — (5) and the reinforcing members (6) — (9) in position. To facilitate their fitting, the contours of the uprights and reinforcing members, shown in broken lines, are continued beyond the outline of the fuselage side. This eliminates the need for marking the position of these parts on the fuselage side.

Fig. 1 Right and left fuselage sides, with longerons, cross mebers and reinforcing formers and engine mount members prepared for installation.

The left-hand fuselage side is build on the reverse side of the plan, mirror-image fashion. Lightly grease the plan at the appropriate places with an oily cotton wad to make it translucent.

The nose wheel landing gear is assembled, as per plan. Solder bound section well. Shorten top end of nose l.g. wire (10) and fasten to bulkhead (11) with eyebolts and STOP-nuts (don't forget to insert washers).

Another preparatory step is cementing the main landing gear box from formers (14) and facing plates (15) and drilling holes for the engine throttle linkage in formers (11) — (13). These holes must be located either on the right or left side, to suit the engine installed in the model.

Next follows the assembly proper of the fuselage. Place a fuselage side on the builduing board and insert formers (11) — (13), as well as (14), (15) and (16); cement in position. Then add the second fuselage side, after applying cement to the formers. Lightly press together all glueing stations by ballast weights.

Fig. 2 Fuselage sides with formers cemented in position. In the foreground miscellaneous parts and the main landing gear.

When thoroughly dry, remove assembly from the building board and proceed with the build by inserting parts (17) — (24). Be sure to build a perfectly symmetrical fuselage; use planview of fuselage to ensure a warp-free fuselage structure.

Now add the cabin structure. It consists of parts (25) — (33) and is assembled in the sequence of the numbering of the parts.

Insert part (34), which supports the stunt tank.

The lid of tank compartment (35) — (38) is assembled as a separate unit and is not permanently cemented to the fuselage, but slipped below part (32) and attached to former (11) with a semi-roundhead woodscrew 5/64 x §/32".

The installation of the fuel tank, indent No. 132 (not contained in the kit) is shown in the plans. In order to prevent fuel from soaking the interior of the fuselage, the filler tubes and their fuel-line extensions are lead through rubber double-washers, indent No. 3513 (not contained in the kit).

This arrangement permits instant accessibility to the tank for maintenance and checking — an important factor in everyday's flying.

Now the stab platform (39) may be attached, at p r o p e r a n g l e s .

The engine mounts (40) are rounded at the sides (see sectional view A-A) and at the front section shaped to suit the engine to be installed in the model. The width of the latter's crankcase is the determining factor. Be sure to incorporate proper side thrust (check planview of fuselage on the plan). Then the engine mounts are fitted and c a r e f u l l y cemented in position, using a m p l e cement. The engine mounts stand proud 5/64" of the i n n e r f a c e of the fuselage in order to provide additional glueing area. After the cement has thoroughly set, check engine fit in the engine mounts, re-work, if necessary. Place engine on the mounts and carefully mark the position of the mounting holes on them, then drill holes for the bolts at proper angles. Drill two holes for the bolts in each of the sheet metal strips (41), drill also 2 holes at the center for the wire pins. Provisionally bolt engine to mount before soldering the STOP-nuts to the brass strips; the sheet metal strips are degreased and cemented to the bottom face of the engine mounts (40) with UHU-plus and secured with a wire pin each.

Now the fairing (42) — (44) may be fitted and cemented; attach dowels (45) and (46). The main landing gear strut (47) ist inserted next and part (48) fitted, but not yet cemented. Remove part (48) and landing gear again, to facilitate sanding the fuselage. Sanding the latter should be done v e r y c a r e f u l l y (check sectional views!). In particular he section of he fuselage aft of the wing should be sanded thorougly and rounded at the edges. The more thoroughly this section is sanded, the lighter the rear end of the model will be and the smaller will be the ballast weight required for balancing the model.

**The engine**

is mated to the top engine fairing (42) and provisionally mounted in position to check whether these parts fit properly. Fashion the wedge-shaped support (49) from sheet brass. The present shape is the one required for engines of .15 cu.in.displacement. In case a larger engine is installed an increase of the downthrust angle would be advisable (that is, the prop shaft should point more steeply downward than shown); this prevents the model from climbing excessively and from "stalling" in powered flight; a stall is indicated by a phugoid flight path. Adjust downthrust while testflying the model, until optimum setting has been found.

Check the linkage for operating the engine speed control, then remove the engine, as this greatly simplifies the finishing and varnishing of the fuselage.

**The tailplane**

consists of stabilizer and elevators and is assembled from parts (50) — (58).

The stabilizer is a simple framework, assembled from balsa strip (50) — (55) on a flat board. The gussets (56) are also fashioned from 5/16 x 5/16" balsa strip. After the cement has set, the stabilizer is c a r e f u l l y shaped and sanded, as per plan. view. Round off leading edge (50) well. Check cross-section G-G!

The elevators consist of two parts (57) and are assembled with part (58) flat on a plane board. Drill holes for the two angled shanks of the wire. Secure the wire in position with a length of Perlon ribbon.

Check proper alignment of the two elevators, correct angular differences, if any, of the two parts. Otherwise control of the model would be difficult.

Fig. 3 Assembly of the tailplane.



Sand elevators to proper shape (as per cross-sectional view), then attach them to stabilizer. If model is to be equipped with a controllable elevator, a readily movable attachment must be provided, with Polyamid ribbon serving as a hinge (see plan). In case of rudder-only operation of the model attach elevators rigidly.

**The vertical tailsurfaces**

are comprised of fin (59) and rudder (60). The latter is movably hinged to the fin by Polyamid ribbon. After sanding the assembly (see cross-sectional view) the fin is cemented to the tailplane at p r o p e r a n g l e s .

Dowel (61) is cemented in position in such a manner that one half of its thickness stands proud of the structure. Finally sand fillets (62) to indicated shape and cement them in position.

**The wing**

consists of part (63) — (92).

Start assembly with the build of the l e f t - h a n d wing panel; assemble component over the plan, as usual.

Cement the lower main spar (64) onto the lower planking (63), add (65) (2-parts), splice the 2-part, lower trailing edge member (66) and block up the latter, starting at the station where it is swept forward, by a wedge fashioned from a balsa strip 20 x 1/4 x 1/4". This wedge is required to ensure proper washout in the wing tip., which must not be built with the ribs pinned to the building board.

Ribs (67) and (68) — (76) are now inserted, as are the top main spar (77) and the leading edge (78); the webs (79) are then fitted and cemented in position.

The leading edge joiners (80) and spar braces (81) are v e r y c a r e f u l l y cemented in position. They protude from the inboard end of the wing panel and are angled upward (dihedral angle). Now add the front sections of ribs (82) and (83), the auxiliary spar (84) and the end sections (85). Carefully align the center rib with the aid of the dihedral gauge (W), prior to cementing it. Add part (86) to close the remaining open framework.

After careful fitting (see cross-sectional view H-H) parts (87) and (88) are cemented. Now add the top planking (89). This step is simplified by using UHU-kontakt glue (be sure to observe the instructions for use supplied with this glue).

Fig. 4 Left and right wing panels, prior to final assembly.

The top member of the leading edge (66) is spliced, sanded at the rear edge, as per cross-section J-J, and cemented in position. He who is not yet used to work very rapidly, should preferably use UHU-coll for this time-consuming step, because this is a slower drying glue than UHU-hart and RUDOL-hart.

The tip is now fully covered with planking (90), which consists of two parts. After fitting and cementing the cap strips (91), the top planking (65), consisting of 2 parts, is also attached.

Proceed in a similar manner for the build of the right-hand wing panel. In this case, too, the plan is turned upside-down, after greasing the appropriate section of the part with oil to make it translucent. When joining the two wing panels at the dihedral braces (80) and (81), block up the left-hand wing panel in the manner indicated in the plan (schematic of wing dihedral).

Next comes a most important step: final sanding. In particular the shape of the leading edge of the wing must be carefully duplicated from the contours of the wing as shown in the sectional views of the plan.

Finally the reinforcing wire (92) is attached to the trailing edge and secured with Polyamid ribbon.

The build of the framework is therewith concluded.

Fig. 5 Wing panels joined and cemented. For clarity's sake the top planking has been omitted.

Fig. 6 TAXI in the assembly stage

**Preparing the model for covering**

Apply two coats of GLATTFIX-porefiller, indent No. 207 (not contained in the kit), to the fuselage. Sand carefully with finest sandpaper after each coat, when dry.

Application of one or two coats of GLATTFIX to all parts of the wing and empennage, which are contacted by the covering, is also recommended. This procedure is not absolutely necessary, but it prevents the wood from swelling, when the tissue covering is moistened, and from forming unsightly bumps. Sand well!

**The covering**

is applied with GLUTOFIX paper glue. Be sure to attach the paper with the grain running spanwise on wing and elevator, otherwise there'll be wrinkles!

After the paper glue has thoroughly dried, lightly moisten all tissue covered parts with water, thereby causing it to tighten.

He who wants to have a particulary robust model should cover fuselage and vertical tailsurfaces with synthetic silk KUNSTSEIDE, indent No. 615 (not contained in the kit). If KUNSTSEIDE is also used to cover wing and tailplane, instead of JAPICO MODELLSPAN, the strength of these components will, of course, be increased, too.

**Finishing**

Apply 3—5 coats of heavily thinned clear SPANNFIX-IMMUN (indent No. 1408/1) to wing and tailplane; pin both parts to building board for several hours after each coat. Be sure to block up the wing properly (washout)! Preferably block up the tailplane, too, with a couple of strips running chordwise, as the keying dowel protudes at the bottom.

The fuselage and the vertical tail are not painted with clear SPANNFIX. Prior to the colour finish the landing gear (47) is inserted and locked by part (48). Secure wheel in position by soldering two washers to each axle.

For the colour finish use fuel-proof SPANNFIX-IMMUN, indent No. 1408/2-16, colour optional. The illustration on the lid of the box may well serve as a guide for an attractive colour scheme.

Coloured varnishes are heavier than the clear variety. They should therefore be used sparingly in order to keep the weight of the model low, otherwise its performance may suffer!

**Decals**

are cut up into individual groups, then soaked in water for approximately 20—30 seconds and carefully slid from their paper backing onto appropriate part of the model. Permit decals to dry well!

**The engine**

may now be permanently installed.

**The installation of R/C equipment**

is fully explained in the appropriate R/C INSTALLATION-PLAN; it should be performed with utmost care. See also p. 3, chapter "Generalities" for hints.



**Balancing the model**

is one of the most importent steps of the build of a model. If the center of gravity is not correctly positioned, the model is unable to fly properly.

Correct position of the c.o.g. is indicated on the plan. The model, supported at this point at either side of the fuselage, should belance, preferably with the nose pointing slightly downward. Proper balance is a must; generally adding some ballast at the fuselage nose or tail is required.

**Testflying**

Select a calm or anyway near-calm day and a meadow, which slopes downward in the direction from which the wind is coming, for the initial flights.

After assembling the model check wing and stab for proper alignment with eachother and with the fuselage. Also check neutral setting of all control surfaces.

Then handlaunch TAXI with a gentle movement of your arm and in a slightly d o w n - w a r d direction; never launch the model in an upward direction! Model must glide straight and flat.

If model was built accurately and as per plan, no adjustments, or only minor ones, should be necessary.

Should the model stall, that is, fly in a wavy manner, this means that it is tailheavy and requires additional ballast in the fuselage nose or blocking up the trailing edge of the wing approx. 1/64".

If it dives, it is noseheavy and ballast must be removed from the nose, or some added at the tail.

Circling flight may be caused by improperly neutralized control surfaces (correct their setting!) or by warps. These faults should be corrected at once!

Once the glide is okay, attempt powered flights. In case that no throttle is installed fill only small amount of fuel into tank. Corrections of the power flight must only by made by adjustments to the thrustline setting. Do not change the glide settings any more! Should the model climb excessively increase downthrust by blocking up the engine at the rear end. If model turns to the left increase right thrust.

**Radio controlled flight**

He who has never before flown a R/C model is well advised to secure the help, experience and advice of someone who has already acquired some experience in this field.

In the R/C INSTALLATION-PLANS all linkages are shown hooked up to those holes of the control horns which provide medium control surface response. He who wishes to obtain a less responsive action for initial flights should move the linkage/horn attachment to a more o u t w a r d hole.

It is good practice to control the model o n l y w h e n n e c e s s a r y during initial flights, particularly when the model is still near the ground, that is mainly during takeoff and landing.

In addition to enjoyable "flying for fun" TAXI permits simple aerobatics, including inverted flight; a capability which will, no doubt, prove a useful asset of TAXI.

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## List of materials TAXI

| Part No. | Designation | Amt. req. | Material | Dimensions in inches |
|---|---|---|---|---|
| 1 | fuselage side | 2 | balsa-ply | 35 1/4x3 23/64x1/8 |
| 2 | fuselage longeron | 4 | balsa | approx. 35 1/4x1/4x1/4 |
| 3 | upright | 2 | balsa | 1 13/16x1/4x1/4 |
| 4 | upright | 2 | balsa | 1 11/32x1/4x1/4 |
| 5 | upright | 2 | balsa | 15/32x1/4x1/4 |
| 6 | reinforcement | 2 | balsa | 6 27/64x41/64x1/8 |
| 7 | brace | 2 | balsa | 6 11/32x2 7/32x1/8 |
| 8 | doubler | 2 | balsa | 4 27/64x2 27/32x1/8 |
| 9 | brace | 2 | balsa | 4 1/32x1 15/64x1/8 |
| 10 | nose wheel l. g. strut | 2 | piano wire | 1/8 Ø, comm.item (one right, one left) |
| 11 | firewall | 1 | plywood | 2 9/16x2 23/32x1/4 |
| 12 | former | 1 | balsa-ply | 3 5/16x2 31/64x1/8 |
| 13 | former | 1 | balsa-ply | 3 1/8x2 23/32x1/8 |
| 14 | main l. g. bulkhead | 1 | plywood | 3 5/64x2 23/32x1/8 |
| 15 | sandwich | 2 | plywood | 2 23/32x2 31/64x1/16 |
| 16 | former | 1 | balsa-ply | 2 11/64x2 23/32x1/8 |
| 17 | former | 1 | balsa-ply | 1 25/64x1 5/64x1/8 |
| 18 | planking, bottom, front | 1 | balsa-ply | 3 3/64x2 13/32x1/8 |
| 19 | planking, bottom, front | 1 | plywood | 3 3/64x2 13/32x1/8 |
| 20 | planking, bottom | 1 | balsa-ply | 30 1/4x3 3/64x1/8 |
| 21 | cross member | 2 | balsa | 1 47/64x1/4x1/4 |
| 22 | cross member | 2 | balsa | 1 5/32x1/4x1/4 |
| 23 | planking, top | 1 | balsa-ply | 14 31/32x2 49/64x1/8 |
| 24 | reinforcement | 1 | plywood | 1 1/2x2 7/32x1/16 |
| 25 | false former | 1 | balsa-ply | 2 31/64x1 1/2x1/8 |
| 26 | cabin side, extern. | 2 | balsa-ply | 13 7/32x1 27/64x1/8 |
| 27 | wing platform | 2 | balsa | 9 17/64x1/4x1/4 |
| 28 | cabin side, intern. | 2 | balsa | 10 51/64x1 3/16x1/8 |
| 29 | false, former, front | 1 | balsa-ply | 1 27/64x2 31/64x1/8 |
| 30 | triangle | 2 | balsa | 2 29/64x59/64x1/8 |
| 31 | support | 1 | balsa | 2 31/64x5/16x13/64 |
| 32 | front fairing | 1 | balsa-ply | 2 1/8x3 1/8x1/8 |
| 33 | aft fairing | 1 | balsa-ply | 2 61/64x3 x1/8 |
| 34 | tank console | 1 | balsa-ply | 2 27/32x43/64x1/8 |
| 35 | lid | 1 | balsa-ply | 2 61/64x4 37/64x1/8 |
| 36 | lid, longitudinal member | 1 | plywood | 2 61/64x19/32x1/8 |
| 37 | fid, fairing | 2 | balsa-ply | 4 39/64x5/16x1/8 |
| 38 | lid, key | 2 | balsa | 2 31/64x5/16x5/16 |
| 39 | stab platform | 1 | plywood | 4 13/16x1 5/16x1/8 |
| 40 | engine mount | 2 | ash | 5/16, according to plan (one left, one right) |
| 41 | sheet metal strip | 2 | brass | 1 3/16x5/16x3/64 |
| 42 | engine fairing, top | 2 | balsa | 13/32, a. t. p. (one left, one right) |
| 43 | engine fairing, bottom | 2 | balsa | 13/32, a. t. p. (one left, one right) |
| 44 | engine fairing, bottom | 1 | balsa | 13/32, a. t. p. |
| 45 | dowel, wing attachment | 2 | beech dowel | 4 11/32x5/16 Ø |
| 46 | dowel, stab attachment | 2 | beech dowel | 2 3/8x13/64 Ø, and 1 9/16x13/64 Ø |



## List of materials TAXI

| Part. No. | Designation | Amt. req. | Material | Dimensions in inches |
|---|---|---|---|---|
| 47 | main landing gear wire | 1 | piano wire | 1/8 Ø, a.t.p., ready-formerd |
| 48 | core plate | 1 | plywood | 1 35/64x2 3/64x1/8 |
| 49 | wedge support | 2 | brass | 1 3/16x5/16x3/64 |
| 50 | stab, leading edge | 2 | balsa | 14 3/8x5/16x5/16 and 11 5/8x5/16x5/16 |
| 51 | stab, trailing edge | 1 | balsa | 23 5/32x5/16x5/16 |
| 52 | stab, trailing edge brace | 1 | balsa | 5 53/64x5/16x5/16 |
| 53 | stab, tip | 4 | balsa | 14 3/8x5/16x5/16, all |
| 54 | stab, rib | 8 | balsa | 31 1/8x5/16x5/16, all |
| 55 | diagonal | 8 | balsa | 36 1/4x5/16x13/64, all |
| 56 | gusset | 2 | balsa | 43/64x5/16x5/16 |
| 57 | elevator | 2 | balsa | 11 7/64x1 15/32x19/64, symmetrically tapered |
| 58 | elevator axle | 1 | piano wire | ready-formed |
| 59 | fin | 1 | balsa-ply | 7 21/64x4 27/32x1/8 |
| 60 | rudder | 1 | balsa-ply | 8 23/64x2 9/64x1/8 |
| 61 | key | 1 | beech dowel | 3 55/64x1/8 Ø |
| 62 | fillet | 2 | balsa | 4 27/32x5/16x13/64 |
| 63 | wing, lower planking | 2 | balsa | 28 7/32x2 61/64x1/16 |
| 64 | wing, main spar, bottom | 2 | pine | 28 7/32x13/64x1/8 |
| 65 | wing, center planking (2-parts) | 4 | balsa | 2 19/64x5 21/64x1/16 |
| 66 | wing, trailing edge (2-parts) | 4 | balsa | 19 11/16x63/64x1/16, and 14 1/16x63/64x1/16 |
| 67 | rib | 4 | balsa | 1/16, a. t. p. |
| 68-76 | rib | 2 | balsa | 1/16, a. t. p. |
| 77 | wing, main spar, top | 2 each | pine | 29 21/32x13/64x1/8 |
| 78 | wing, leading edge | 2 | balsa | 28 7/8x5/16x5/16, pre-shaped |
| 79 | wing, web | 2 | balsa | 17 11/32x2 3/32x1/16, all |
| 80 | wing, leading edge joiner | 20 | plywood | 1/16, a. t. p. |
| 81 | wing, spar joiner | 1 | plywood | 1/16, a. t. p. |
| 82 | wing, rib, front section | 2 | balsa | 1/16, a. t. p. |
| 83 | wing, center rib, front section | 4 | balsa | 1/16, a. t. p. |
| 84 | wing, aux, spar | 1 | plywood | 1/16, a. t. p. |
| 85 | wing, rib, end section | 6 | balsa | 1/16, a. t. p. |
| 86 | wing, spar joiner fairing | 2 | balsa | 1/16, a. t. p. |
| 87 | wing, tip brace | 2 | balsa-ply | 1/8, a. t. p. |
| 88 | tip | 2 | balsa-ply | 1/8, a. t. p. |
| 89 | top planking | 2 | balsa | 29 21/32x3 5/64x1/16 |
| 90 | planking (2-parts) | 2 | balsa | 1/16, a. t. p. |
| 91 | cap strip | 44 | balsa | approx. 17'x13/64x1/16, all |
| 92 | trailing edge reinforcement | 1 | zinc-plated iron wire | 5 29/32x1/16Ø |

**Also required and contained in the kit**

1 tube UHU-hart or RUDOL-hart
1 bag GLUTOFIX paper glue, for attaching the tissue covering
3 sheets JAPICO-MODELLSPAN tissue paper, medium heavy, indent No. 524/3

3 AIR-X wheels, 2 3/64" Ø, ex No. 163/51
4 eyebolts, for attaching the nose wheel l.g., ex indent No. 231
1 slotted semiroundhead screw 5/64 x 9/32 DIN 96ST, for attaching the tank lid
8 STOP-nuts M3, for attaching the nosewheel gear and the engine, ex intend No. 713
2 wire tacks, for fastening the sheet metal strip (engine), ex indent No. 547/7
8 washers 5/16 OD 1/8 ID, for attaching the nose l.g., ex indent No. 560/4
6 washers 1/4 OD, 1/8 ID for l.g. wheels, ex indent No. 718
5' soft iron wire for soldering the nose l.g., ex indent No. 602
10 elastics 13/64 x 3/64 x 1 37/64 Ø, for attaching wing and stab, ex indent No. 723/2
1 Polyamid ribbon (rudder hinge and for securing the trailing edge reinforcement wire to wing) 29 1/2 x 19/32, ex indent No. 110/1
1 dihedral gauge (W) plywood 1/16 } for wing assembly
1 auxiliary strip (l) balsa 20 x 1/4 x 1/4 }
1 decal TAXI
1 decal owner's address

**Required, but not contained in the kit**

GLATTFIX-porefiller, primer for balsa surfaces, indent No. 207
SPANNFIX-IMMUN, for doping and colouring, indent No. 1408/1-15
1 stunt tank, approx. 12 cu.in. capacity, indent No. 132
4 roundhead bolts M 3 x 51/64 for attaching the engine (shorten, as required)
2 rubber double-washers, for closing openings in tank lid, ex indent No. 3513
1 bottle UHU-coll, indent No. 958
1 pack UHU-plus, indent No. 950/20
1 tube UHU-kontakt, indent No. 957
sheet lead, for balancing the model, indent No. 548
KUNSTSEIDE synthetic silk, for optional reinforcement of fuselage and fin and for covering wing and tailplane, indent No. 615

**Stripwood key TAXI, indent No. 4625**

These tables (stripwood and sheet keys) facilitate the proper selection and use of the material supplied in the kit by listing the part number for which it is required.

| Amt. req. | Material | Dimensions in inches | Req. for part No. |
|---|---|---|---|
| 8 | balsa | 30 23/32x13/64x1/16 | 91 |
| 1 | balsa | 36 53/64x5/16x13/64 | 55 |
| 1 | balsa | 15 3/4x5/16x13/64 | 31, 62 |
| 6 | balsa | 36 53/64x1/4x1/4 | 2, 3, 4, 5, 21, 22, 27 aux. strip for wing assembly |
| 3 | balsa | 36 53/64x4/16x5/16 | 38, 50, 51, 52, 54, 56 |
| 1 | balsa | 15 3/4x5/16x5/16 | 53 |
| 2 | balsa | 30 23/32x5/16x5/16 pre-shaped | 78 |
| 4 | pine | 30 23/32x13/64x1/8 | 64, 77 |
| 1 | beech dowel | 9 27/32x5/16 Ø | 45 |
| 1 | beech dowel | 5 29/32x13/64 Ø | 46 |
| 1 | beech dowel | 5 29/32x1/8 Ø | 61 |
| | | **Sheetwood key** | |
| 6 | balsa | 36 53/64x63/64x1/16 | 66, 79 |
| 4 | balsa | 30 23/32x3 5/64x1/16 | 63, 89 |
| 1 | balsa | 23 5/8x1 15/32x19/64 (symmetrically tapered) | 57 |

**The sheet brass (1 9/16x1 3/16x3/64) supplied in the kit, is required for parts 41 and 49.**



**Recommended engines and airscrews**

rudder-only, with optional engine throttle
1 OS MAX .15 2.48 cc, indent No. 1451 and, for optional engine speed control:
1 engine throttle combo, indent No. 1451/20
1 SUPER-NYLON prop, indent No. 1316/23/10 9 x 4"
1 airscrew adapter, indent No. 198/3
matching silencer: indent No. 1451/33

multi R/C
1 OS MAX 20 RC 3.24 cc, indent No. 1455 with silencer (with integral speed control)
1 SUPER-NYLON prop, indent No. 1316/23/10 9 x 4"
1 airscrew adapter, indent No. 198/3

multi-full house R/C, for the experienced R/C pilot and for TAXI flown hydro-fashion, with float kit, indent No. 123
1 OS MAX S 30 RC 4.86 cc, indent No. 1453 (with integral speed control)
1 SUPER-NYLON airscrew, indent No. 1316/23/10 9 x 4"
1 airscrew adapter, indent No. 198/1
matching silencer: indent No. 1458/33

TITAN fuel line 1/8 ID, ex indent No. 1325/2, length to suit, for tank — engine connection and for filler vent extensions.

**Text for building plan TAXI**

Double-pointed arrows indicate the direction of grain, in case of plywood that of the outer layers.

Several parts are drawn oversize to provide a reserve for sanding and mating.

Shorten part (10) at top end.

Rubber double washer, indent No. 3513

Mate

Indent No. 1397/2 or 117/50

**Attention**

Install landing gear wire in such a manner that loop is tightened when landing gear strut is moved back

Tank with lid and parts (21) through (23), (25) through (33) and (39) omitted in plan-view of fuselage.

Dihedral gauge

Spacing of engine mounts and holes to suit engine in question

| | |
|---|---|
| Wing | Perlon |
| Building board | 1 right |
| | 1 left |

Block up wing for proper dihedral

Auxiliary strip for wing assembly

Drill holes for engine throttle linkage on either left or right side to suit engine installed in model

Center of gravity

Center rib drawn vertical to plane of drawing

Mate to engine prior to cementing in position

Provide sidethrust, as indicated!