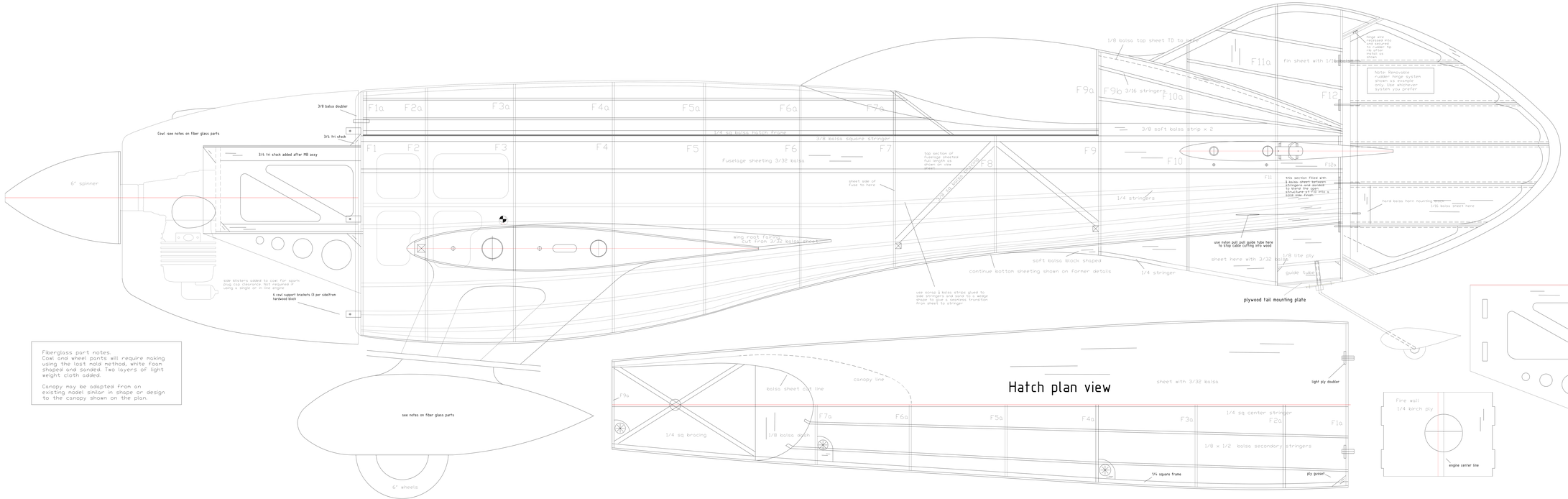


Fiberglass part notes.
Cowl and wheel pants will require making using the lost mold method, white foam shaped and sanded. Two layers of light weight cloth added.

Canopy may be adapted from an existing model similar in shape or design to the canopy shown on the plan.

# Gee Bee R3

Page 1 of 5

Wing span 50"
Wing area 400 sqin
Wing loading 25 oz/sqft
Length 40.25"
Flying weight 64 oz - 4 pounds

Motors Lee Richards 1371 lip 7" Power
Prop Gemini 12x6 Sport
Radio Futaba 6 ch
Receiver Futaba R6203SB
CG set @ 6.25" from lead of

The designer assumes no liability has continued experimental and building this model is just further level water weeds.

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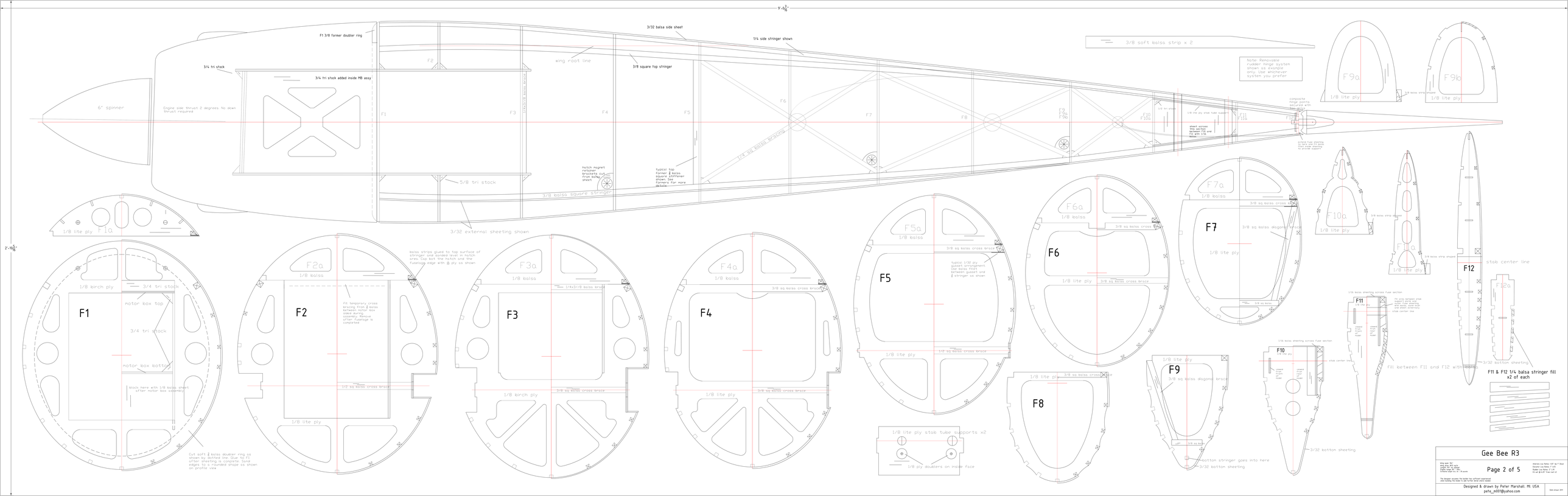
Date drawn 2/11


9'-8 7/16"
2'-10 5/8"
F1 3/8 former doubler ring
3/32 balsa side sheet
1/4 side stringer shown
3/4 tri stock
3/4 tri stock added inside MB assy
wing root line
3/8 square top stringer
6" spinner
Engine side thrust 2 degrees. No down thrust required
F1
F2
F3
F4
F5
F6
F7
F8
F9
F10
F11
F12
1/4x1/8 balsa brace
1/4 sq balsa arch
5/8 tri stock
3/8 balsa square stringer
3/32 external sheeting shown
hatch magnet retainers brackets cut from balsa sheet
typical top former & balsa square stiffener shown. See stab plans for more details
3/8 soft balsa strip x 2
Note: Removable rudder hinge system shown as example only. Use whatever system you prefer
1/8 tri stock
1/8 lite ply stab tube supports
sheet across this section to add strength and fill with 1/16 balsa
composite hinge points secured with epoxy
plywood fuse sheeting extends one frame back. Hatch inside sheeting to provide support
F9a
1/8 lite ply
3/8 balsa strip shaped
F9b
1/8 lite ply
F1a
1/8 lite ply
F2a
1/8 balsa
1/8 birch ply
3/4 tri stock
motor box top
3/4 tri stock
motor box bottom
block here with 1/8 balsa sheet after motor box assembly
F1
balsa strips glued to top surface of stringer and sanded level in notch area. Cap bolt the hatch and the fuselage edge with 1/8 ply as shown
fit temporary cross bracing from 1/8 balsa sheet and motor box sided during assembly. Remove after fuselage is completed
F2
1/2 sq balsa cross brace
1/8 lite ply
Cut soft 1/8 balsa doubler ring as shown by dotted line. Glue to F1 after sheeting is complete. Sand edges to a rounded shape as shown on profile view
F3a
1/8 balsa
1/4x3/8 balsa brace
F3
1/8 birch ply
3/8 sq balsa cross brace
F4a
1/8 balsa
3/8 sq balsa cross brace
F4
1/8 lite ply
3/8 sq balsa cross brace
F5a
1/8 balsa
3/8 sq balsa cross brace
typical 1/32 ply gusset arrangement for stab tube retaining gusset and 1/8 stringer as shown
F5
1/2 sq balsa cross brace
1/8 lite ply
1/8 lite ply stab tube supports x2
1/8 ply doublers on inside face
F6a
1/8 balsa
3/8 sq balsa cross brace
F6
1/8 lite ply
3/8 sq balsa cross brace
1/8 lite ply
3/8 sq balsa cross brace
F8
F7a
1/8 balsa
3/8 sq balsa cross brace
F7
3/8 sq balsa diagonal brace
1/8 lite ply
3/8 sq balsa
1/8 lite ply
F9
3/8 sq balsa diagonal brace
3/8 sq balsa
bottom stringer goes into here
3/32 bottom sheeting
F10a
1/8 lite ply
3/8 balsa strip shaped
F10
1/8 lite ply
stab center line
cheapest plywood cut out
cheapest plywood cut out
3/32 bottom sheeting
1/8 balsa sheeting across fuse section
F11
1/8 lite ply
F11a
1/8 lite ply
3/8 balsa strip shaped
stab center line
F12
F12a
3/32 bottom sheeting
Fill between F11 and F12 with balsa
F11 & F12 1/4 balsa stringer fill x2 of each
Gee Bee R3
Page 2 of 5
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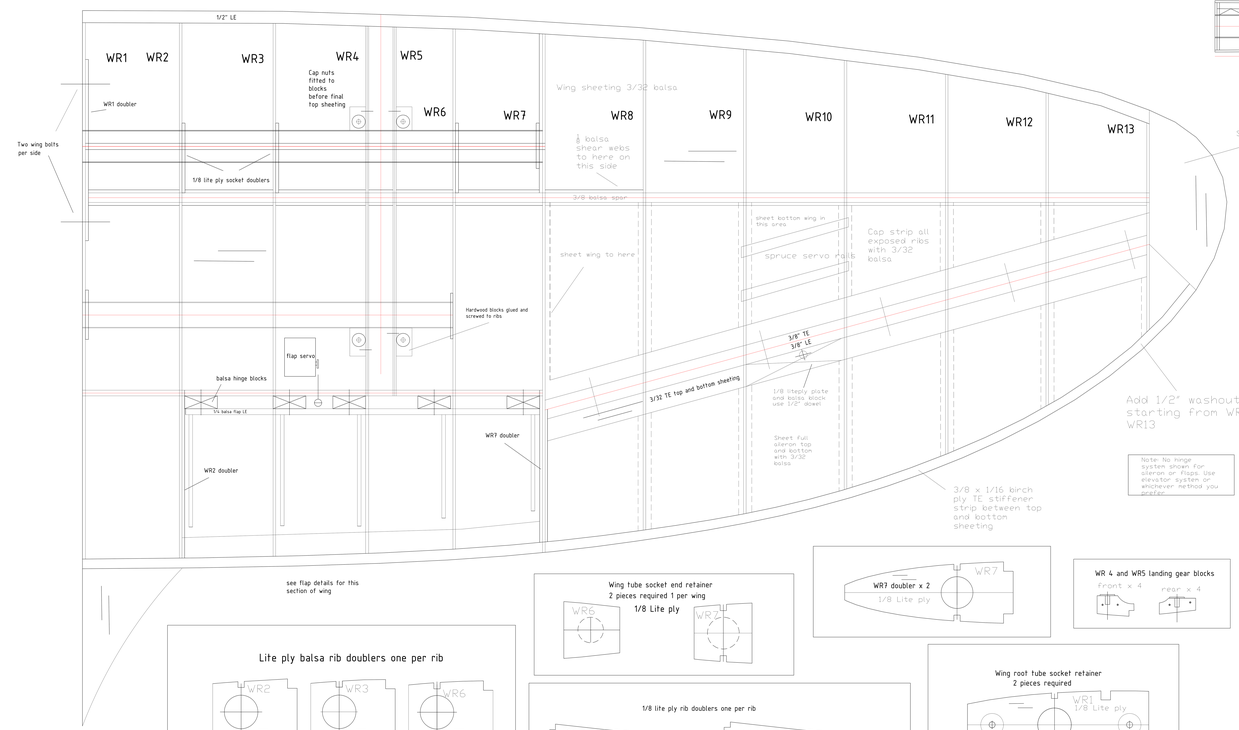
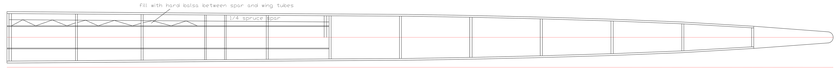
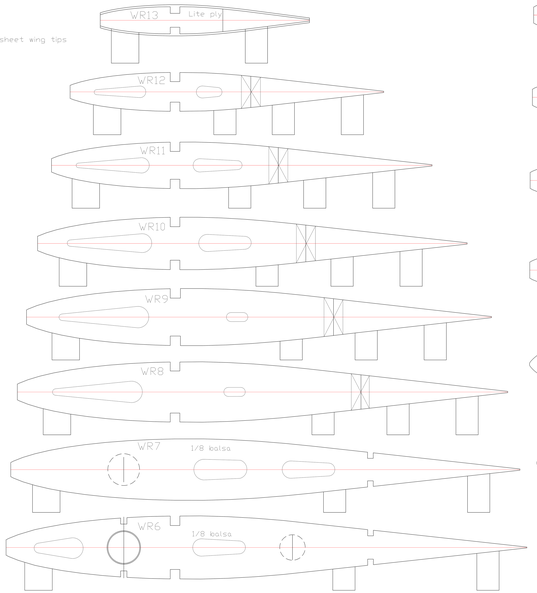
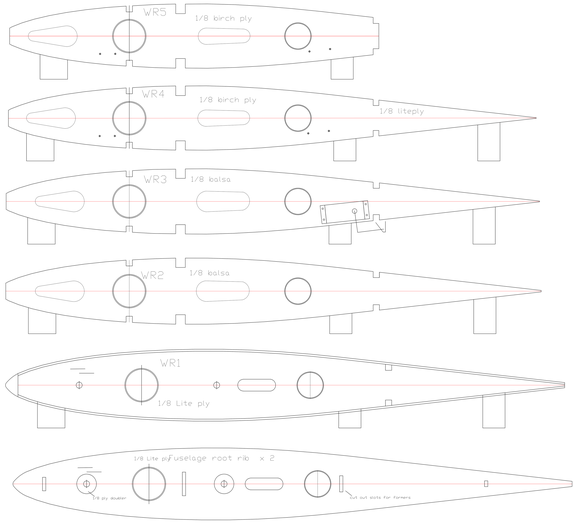



see flap details for this section of wing




## Wing front end view




Note: No hinge system shown for aileron or flaps. Use elevator system or whichever method you prefer.

Wing tube socket end retainer
2 pieces required 1 per wing
1/8 Lite ply







WR7 doubler x 2




WR 4 and WR5 landing gear blocks







Lite ply balsa rib doublers one per rib



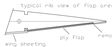

1/8 lite ply rib doublers one per rib



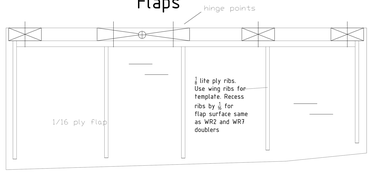

Wing root tube socket retainer
2 pieces required

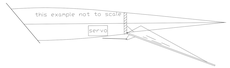



Note: When flap is closed it should be flush with wing bottom sheeting from WR2 to WR7. The flap should seal against those rib doublers




## Flaps




# Gee Bee R3

Page 3 of 5

Wing span: 96"
Wing area: 1012 sq.in.
Wing loading: 16.6 oz/sq.ft
Engine: .91cu.in. 4 - 5HP
Airframe weight: 24 lb / 10 pounds

Aileron Low Rates: 1/2" up 1" Down
Aileron High Rates: 1" Up 1" Down
Rudder Low Rates: 1" L/R
CG (wf @ 1/3)": 1"ish (ref 12)

The designer assumes the builder has sufficient experienced when building the model to add further detail where needed.

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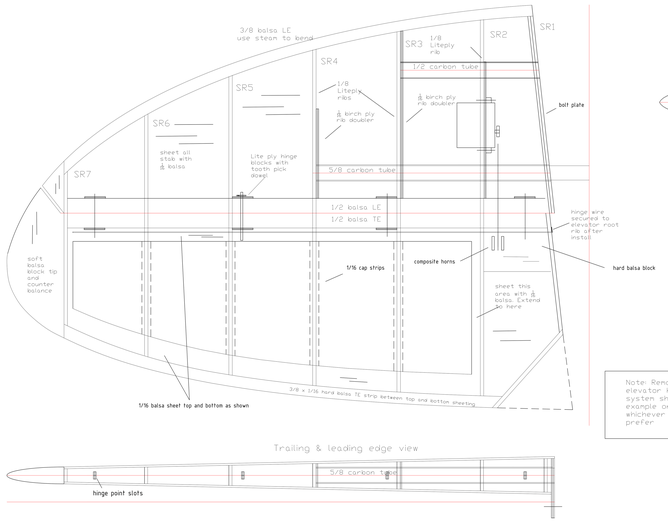
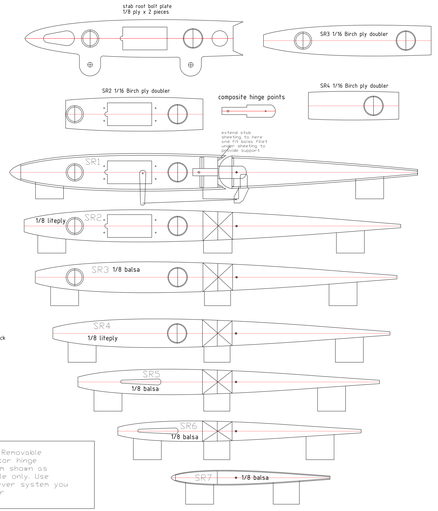
Date drawn:

# Horizontal stab



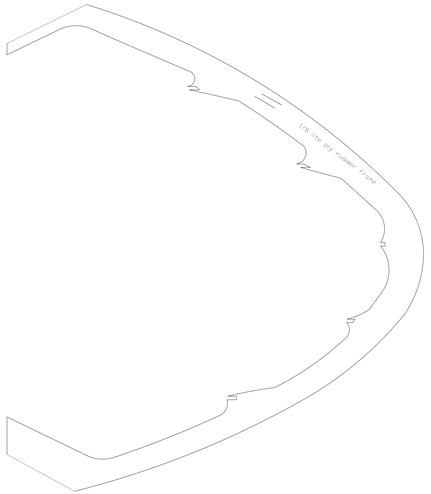


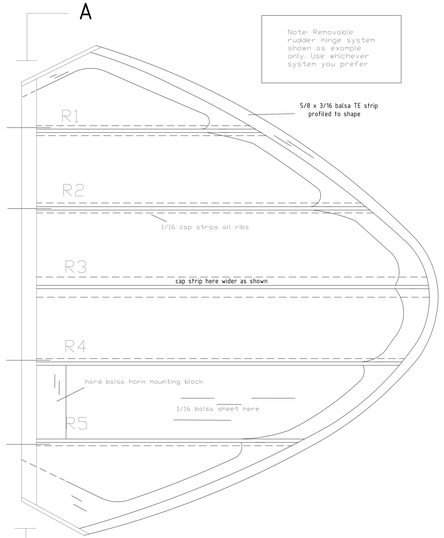





Note: Removable elevator hinge system shown as example only. Use whichever system you prefer

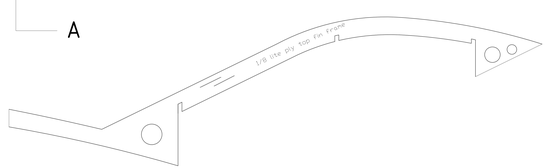
# Rudder / Fin

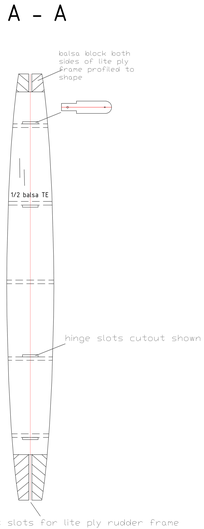


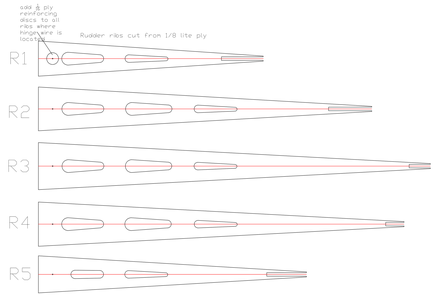




Note: Removable rudder hinge system shown as example only. Use whichever system you prefer

5/8 x 3/16 balsa TE strip profiled to shape




## Gee Bee R3

Wing span: 96"
Wing area: 900 sq.in.
Airfoil: Modified Clark Y
Engine range: 90 - 180cc
Finished weight: ex. 9 - 10 pounds

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Ailerons Low Rates: 1/32" Up 7" Down
Elevator Low Rates: 7" UED
Rudder Low Rates: 2" L/R
CG set @ 6.25" from nose LE

The designer assumes the builder has sufficient experienced what building the model to add further detail where needed


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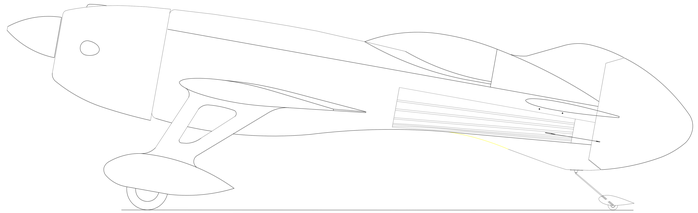
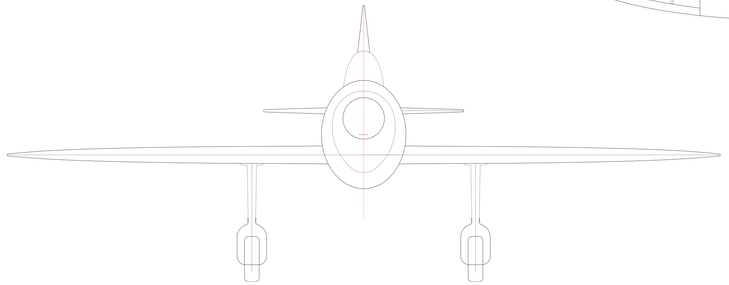
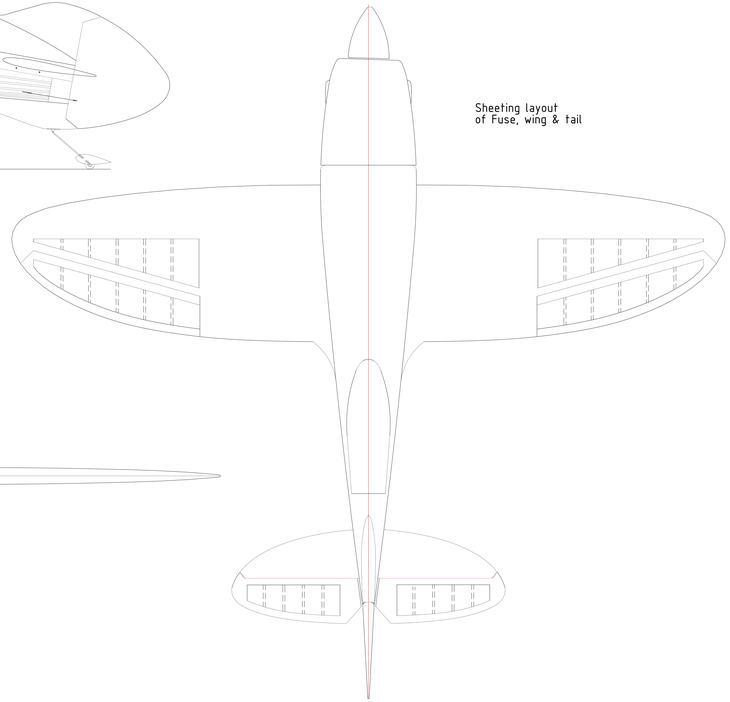
Date drawn 2011

# Views



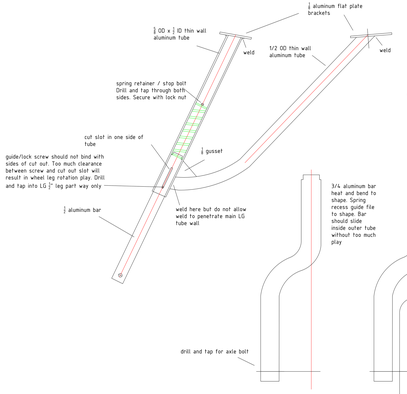




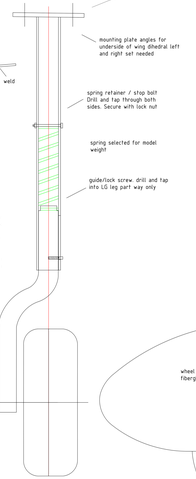
Sheeting layout
of Fuse, wing & tail

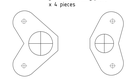
# Landing gear

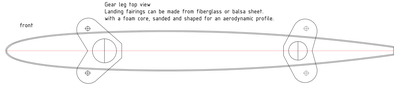
## Side view not to scale

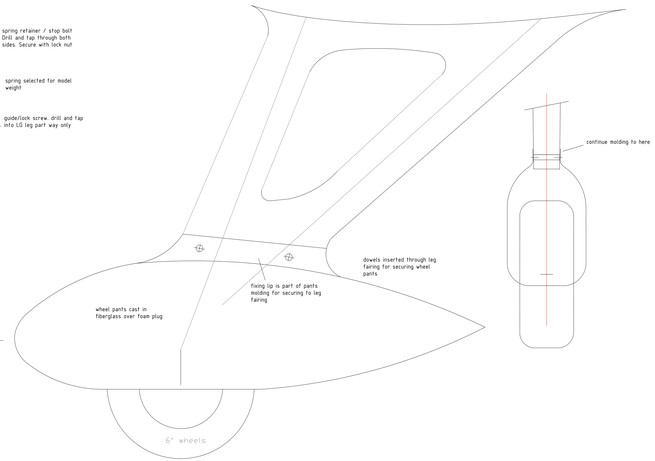



## Front view




# Gee Bee R3

Wing span: 96"
Wing area: 1012 sq.in.
Airfoil: Clark Y 15% thick
Engine: Saito 56 - 56cc
Collective weight: 24 - 26 pounds

The designer assumes the builder has sufficient experienced when building the model to add further detail where needed.

Aileron Low Rates: 1/2 up 1" Down
Aileron High Rates: 1 up 1.5" Down
Rudder Low Rates: 2" L/R
CG set @ 6.25" from root LE



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Date drawn