

XLT



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X L T

Construction of the XLT is quite straight forward. However, since this is not a beginners kit, it is assumed that you as a builder, have had some experience in this type of construction, and should not experience any difficulty.

RECOMMENDED ADHESIVES

Five and thirty minute epoxies, Hobby Pox 2, cyanocrylate adhesives of both types, i.e. instant and positionable, and K&B resin for the fiber glass work.

To make sure all parts are sanded evenly and straight, make up a couple of sanding blocks to be approximately 12 to 18 inches long, and at least 3 inches wide. Sandpaper can be attached with rubber cement which makes for easy replacement when the paper gets too ratty to use.

All retract references are for Kraft retracts only. Use manufacturers instructions for your particular brand.

CONSTRUCTION

WINGS-Cores are covered with 3/32" thk balsa sheeting, to be prepared as follows:

1. Each surface consists of three 36" long x 4" wide balsa sheets, and one 34" long x 4" wide balsa sheet. Edge sand the edges so that there are no gaps.
2. Edge glue the four sheets together with the shorter piece at one side - this is the leading edge side. Make four assemblies in all.

3. Lightly sand and vacuum the cores.
4. Locate position of wing retracts on bottom of the cores. Note: The airfoil is symmetrical, and once you have marked the retract position, this now becomes the BOTTOM of the wing.
On bottom of wing core, measure in 5-7/8" from trailing edge root, and draw a line along the wing panels longitudinal axis such that it ends approximately where the center of the wheel is located in its retracted position. Note the dot on the wing plan is where the center of the gear leg at the retract mechanism end when in its extended position. This dot is 11" out board from the wing panel center section butt end.
5. Using this line as a centerline, make a 3/8" wide x approximately 1" deep slot in the core. Do this on both cores. This is for the retract gear wires. Remember - length of slot to go only as far as the wheel center.
6. Install the 3/32" thk sheeting using your favorite adhesive. Hobby Poxy 2 really does the job and is easy to apply. Use the styrofoam pieces that the cores were cut from to set the cores in to assure a true wing during the sheeting installation. If you use Hobby Poxy 2, and are real fast, you can cover all core sides at once. Plact at least 75-100# of weight on the pile during the cure time, (over night). It is generally easier, using this adhesive, to do one side of each core, let dry over night (using the weights of course), and then repeat for the opposite sides. Use a plastic wrap between the sheeting and outside foam pieces to prevent these pieces from sticking together in case the adhesive oozes through the wing skins.

7. After completely curing, remove panels and trim the sheeting around the leading and trailing edges and ends.
8. Add leading edges, and the trailing edge cap pieces. Trim to length.
9. Draw a centerline along the longitudinal axis of the leading and trailing edges.
10. Trim the leading and trailing edges to be flush with the wing skins.
11. Identify the top of each wing panel. Place the top of the panels upside down on a flat surface and sand in the dihedral on each panel root. Make sure the sanding block is perpendicular to the work surface, and at right angles to the panel root during this operation. Because the panels are tapered on both sides, sanding the root ends in this manner will result in the wing being flat on its top surface and a dihedral on its bottom surface when joined together.
12. Once satisfied that the two panels mate perfectly, and with both panels upside down on the flat surface, glue them together using 5 minute epoxy. To make sure that the two panels are straight, i.e. no sweepback or sweepforward, use a long straight edge along the trailing edge of wing.
13. Locate the two balsa wing tip blocks and draw a centerline around the circumference of both blocks.
14. Install the wing tip blocks using the centerlines for alignment.
15. Sand the leading, trailing edges and wing tips to shape using the centerlines as a reference. Refer to plans to L.E. shape. Tape the ailerons in place and use these as a reference to accurately shape the T.E. of the wing tips.

16. Locate the center T.E. sections, and cut a groove in both pieces to accommodate the aileron horns. Locate the horns as per the plans.
17. With the T.E. pieces taped in place, roughly cut each aileron to length, and tape in place, aligning the outboard end to the wing tip. The inboard end should align with the center section T.E. pieces. If they are not in alignment, then sand the front of the T.E. pieces till they do.
18. Remove the ailerons.
19. Install the aileron horns in their respective T.E. pieces. Use a cyanoacrylate adhesive. Be careful not to glue the horn and sleeve together.
20. Using 5 minute epoxy, install the T.E. assembly, making sure you have a left and a right. Relieve the area where the aileron horn comes out of the top of the T.E. so as to obtain proper movement of the control horns.
21. Fit the ailerons to the wings, leaving a 1/16" gap at each end.
22. Drill a 1/8" diameter hole in each aileron to accommodate the aileron control horn. Refer to plans.
23. Temporarily install the ailerons to be sure of proper fit and alignment. Slots for the hinges can now be done if you wish. Refer to plans for hinge location.
24. Sand wing.

HORIZONTAL STAB AND ELEVATOR

1. Prepare cores as per wings.
2. Edge glue the shaped 1/16" balsa sheeting, and install on cores in same manner as the wings. Use approx. 25# of weight for each panel.
3. Trim the excess sheeting.

4. Using the plans as a reference, locate the stab/elevator hinge line, and using a soft pencil, draw the line on the panels.
5. On the stab side, measure 1/4" in from the stab/elevator hinge line and draw a parallel line.
6. Repeat for the elevator side.
7. You should have three parallel lines on both stab panels.
8. Place the stab panels on the foam cut outs. Check that when cutting the two outside lines that the saw cut is perpendicular to the stab.
9. Cut along the outside lines and cap the leading and trailing edges as per the plans. Sand so that edges are flush with the stab skins.
10. Locate the balsa stab tips and draw a center line around the circumference of both tip pieces.
11. Draw a centerline on the stabs leading and trailing edges.
12. Glue the tips to the stab panels, aligning the centerline to the L.E. and T.E. centerlines.
13. Sand the L.E. and T.E. to shape using the centerlines as guides. Refer to plans.
14. The horizontal stab has anhedral of 1 3/16" from centerline of center section to centerline of stab tip. Sand in anhedral angle at the stab center section so that a good fit will be obtained at the center when both tips are propped up to 1 3/16" IN RELATION TO THE CENTERLINES that were drawn earlier.
15. Using 5 minute epoxy, glue stab halves together while maintaining the proper anhedral angle. Use a straight edge at the T.E. to assure of no sweepback or sweep forward.
16. Apply a 1" wide piece of 4 oz glass cloth to both sides of the center section. Use K&B resin.

ELEVATORS

1. Install elevator L.E. cap and T.E. pieces. Refer to plans.
2. Sand edges to be flush with top of skins.
3. Tack glue elevators to stab and sand entire assembly to shape. Refer to plans.
4. Remove elevators and cut proper angles on the inboard ends as per the plans. Also cut elevators to proper length.
5. Cap both ends with either 1/16" balsa sheet or 1/32" ply.
6. Angle elevator leading edges as per plans.
7. Cut hinge slots in both horizontal stab and elevators. Refer to plans for hinge location.
8. Set horizontal stab and elevators aside.

FUSELAGE

1. Splice the 3/16" thick sheet balsa fuse sides together. Doubler is not necessary if glued properly.
2. Using a soft lead pencil, locate and mark the positions of the 1/4" thick ply bulkhead #2, and the 1/4" thick sheet balsa bulkhead #3 on the fuse sides.
3. Glue the 1/2" x 3/4" balsa triangular stringers to the top edge of both fuse sides. Make sure you have a left and right side! Refer to plans for stringer location.
4. Glue 3/8" balsa triangular stock to rear bottom of both fuse sides.

5. Taper the triangular stringers at the rear of both fuse sides as follows:
___ On top stringer - measure from rear top towards front approximately 8" and make a mark.
___ At rear of stringer - measure in 5/16" from outside edge, and mark.
___ Repeat above steps for both sides.
___ Draw a line on top of stringers connecting these two marks.
___ On bottom triangular stringer - measure from rear approximately 6" toward front of fuse and mark.
___ At rear of stringer - measure in 5/16" from outside edge and mark.
___ Repeat for both sides.
___ Draw a line along the stringers connecting the marks.
___ Using a knife or sandpaper, taper the stringers using the lines as a guide.
6. Draw a vertical centerline on both sides of 1/4" ply bulkhead #2.
7. Glue this bulkhead to the R.H. fuse side. Use a square to be sure it is at right angles to the fuse. Use top of fuse as a reference. Make sure bulkhead is perpendicular to the fuse side also.
8. Turn the R.H. fuse side upside down and place over top view of fuse plan view.
9. Glue L.H. fuse side to bulkhead #2. Use a piece of scrap balsa the same width as bulkhead #2, and clamp in place where bulkhead #3 goes. This will allow bulkhead #2 to be attached squarely to the sides. Allow adhesive to dry, then remove the scrap piece.

10. Draw a vertical centerline on both sides of 1/4" thick sheet balsa bulkhead #3.
11. With fuse upside down over top view of fuse plan, center ply bulkhead #2 centerline over the fuse centerline.
12. Install balsa bulkhead #3, making sure bulkhead centerline is centered on plan centerline.
13. With fuse still upside down over top view of fuse plans, and centered on its centerline, pull the aft sides together making sure the joints are aligned over the plan centerline, and that both sides are vertical. Using 5 minute epoxy, glue sides together while keeping them in alignment.
14. Remove fuse from plans and install the four 1/16" thick ply doublers. (There are two on each side). Refer to plans for their location.
15. Install the two 1/4" thick ply wing hold down plates, and add the 3/8" triangular stock as shown on plans. Note cut out in forward wing hold down plate.
16. Prepare the 3/8" thick ply engine mount bulkhead #1 by first drawing a vertical centerline on both sides.
17. Drill holes to suit your particular engine mount, plus holes for the fuel lines, throttle and in flight N.V. pushrods.
18. Install engine mount blind nuts on backside of bulkhead #1.
19. On backside of bulkhead #1, locate nose gear position, and drill 1/16" diameter holes for the gears nylon mounting box.

20. With fuse upside down over the plans fuse top view, install bulkhead #1. Make sure bulkhead centerline is in line with plan view centerline, as well as rest of fuse. Also, note built in down thrust in fuse sides. The #1 bulkhead front side should align perfectly with the fuse side ends.
21. Install aft fuel tank compartment 3/8" balsa triangular stock.
22. Install the Kraft nose gear box onto the rear of bulkhead #1. Box flanges may have to be relieved to clear the blind nuts and/or mounting bolts.
23. Put fuel tank in position and temporarily install the nose gear complete with nose wheel. NOTE: Use a Goldberg axle so that gear leg does not have to be cut to length at this time.
24. Retract gear to see if wheel clears the fuel tank. If not, relieve the 1/4" ply bulkhead #2 such that the tank can be closer to top of fuse to clear nose wheel. Tank should be able to be removed by sliding it back between bulkhead #2 and the front wing mounting plate. Relieve bulkhead #2 ONLY ENOUGH to allow clearance of nose wheel, otherwise the tank position may be too high for your particular engine. Also, you may break through into the tank compartment during the process of shaping the top nose block.
25. Install 3/8" balsa triangular stock at rear of bulkhead #1.
26. Fit tank compartment top block. This block will have to be hollowed out to suit your particular tank.

27. With block taped in place, drill fuel line holes in block using holes in bulkhead #1 as guides.
28. Drill holes for throttle and N.V. pushrods using holes in bulkhead #1 as guides. Using a long drill, continue these holes through Bulkhead #2.
29. While block is still taped in place, check that nose gear wheel will clear tank when in the retract position. Remove block.
30. Locate the shaped 1/4" thick sheet balsa top block and draw a centerline on both sides.
31. Install top block on top of fuse. Refer to plans for its location.
32. Install top tank compartment block.
33. Fit bottom nose blocks. Blocks will have to be relieved to clear nose gear when in retract position.
34. Now is a good time to prepare the fuel tank and temporarily install it with fuel lines running through the #1 bulkhead and top block holes. If there is any interference with the lines, this can be easily rectified now. If satisfied with the fit, remove the tank and fuel lines.
35. Fuel proof inside of tank area including the two bottom nose blocks.
36. Install the two bottom nose blocks.
37. Fuel proof front of bulkhead #1 and install the engine mount. Make sure that the mounting bolts do not protrude through the back so as to interfere with nose gear mount.
38. Install the 4" x 3 1/2" x 2 1/16" bottom front nose block. This will have to be hollowed out to fit your particular engine.

39. Temporarily install engine to engine mount. It is assumed that you have already drilled the mount for your engine. If not, remove mount from bulkhead and do it before proceeding further.
40. Fit the two 4" x 1 5/16" x 1 9/16" side blocks. These go on top of the bottom blocks, and on each side of the engine. Fit blocks around engine, and glue onto top of bottom block.
41. From a piece of 1/16" thick sheet ply, draw two circles, the outer circle to be 2 3/8" in diameter, and the inner circle to be 2 1/4" in diameter. Cut out around the outer circle. Remove enough of the center so that the ring will fit snugly over the engine's front boss O.D.
42. Allow enough clearance for spinner back - at least 1/32". You may have to shorten the nose blocks depending on your particular engine.
43. With engine temporarily installed, glue on the 1/16" thick ply nose ring. Check again to make sure there is clearance for the backside of spinner.
44. Remove engine.
45. Temporarily tack glue top 4" x 3 1/2" x 1 1/2" balsa block in place.
46. Sand nose to shape. Do not round edges or corners yet.
47. Rough fit wing to fuse. Wing leading edge will have to be squared off at center section as shown on plans.
48. Glass center section 3" either side of wing butt line using 6 oz glass cloth, and K&B resin.

49. Measure either side of center and draw a line to run from L.E. to T.E.
50. Cut two pieces of 6 oz glass cloth to be 6" wide and long enough to overlap the wing chord approximately 1" at both ends.
51. Using resin, apply fiber glass cloth to bottom of wing and let cure. After curing, turn wing over and repeat for top side.

Overlap the edges with resin approximately 3/8", this will aid when feathering edges during final sanding.

NOTE: If Hobby Pox 2 was used to join the wing panels and for the sheeting, run a thin coat of 5 minute epoxy over the center section joint and any of the glue that may have seeped through the wing skins. The reason for doing this is that resin will not properly cure over Hobby Pox 2.

When glassing the top of wing, place vaseline in the slots where the aileron horns come out. This will prevent the resin from sticking to the aileron horns and from filling the slots. While waiting for the resin to cure, the following is performed:

52. Fit the horizontal stab to the fuse -- trace the outline of the stab airfoil onto a piece of tracing paper. Use the fuse plan view to obtain the correct shape.
53. Lay this outline on the fuse side using the cut out in the 3/16" thick sheet balsa side as a guide. Now take a pin and prick along the top side of the outline onto the fuse. Repeat for the other side.
54. Using a soft pencil, connect the pin holes and cut out along the lines.

55. Temporarily install the horizontal stab. It should fit snugly against the fuse sides Bottom. You may have to do a little trimming to obtain a good fit on the top side of the airfoil. Check stab incidence - it should be 0-0 to top of fuse. When satisfied with the fit, remove stab and lay it to one side.
56. Construct the vertical stab and rudder over the plans using the 1/2" thick balsa sticks supplied.
57. Remove from plans and sand to shape as indicated on the plans. Assembly can be slotted for the hinges at this time.
58. Sand sub-fin to shape as per the plans.
59. Set these pieces aside for the time being.
60. FINAL FITTING OF WING TO FUSE: With fuse upside down, fit wing so that it fits snugly in the saddle, i.e. no gaps between wing and fuse.
61. Using a straight edge or piece of heavy carpet thread, align wing to fuse. Place a pin on the centerline at the bottom rear of fuse. Now measure between this pin and the corner of the wing where the outboard end of the aileron intersects with the wing tip. Make sure the wing is centered on the fuse during this operation. When both measurements on each wing panel are equidistant, mark this position with a pencil line at both the L.E. and T.E..
62. Remove wing from the fuse, and referring to the plans, locate the position of the front 3/4" diameter hardwood wing hold down dowels.

63. After locating the dowel positions on the wing, drill or cut two 3/4" diameter holes through the wing.
64. Before trimming dowels to length, locate the center of the dowels and using a #7 drill, drill a hole through the center of both dowels, (along their longitudinal axis). If possible, use a V-block and drill press to accurately drill the holes.
65. Trim dowels as per the plans. Note bevel on top side of dowel. This is so that it will fit flush against the front 1/4" thick ply hold down plate.
66. Using 5 minute epoxy, glue in the dowels.
67. After the epoxy has cured, and with the fuse upside down, place wing on fuse, and MAKE SURE IT IS CENTERED according to the marks placed earlier. A recheck of the wing position is a good idea.
68. With the wing in its proper position, locate position of the rear 1/16" thick ply plate, and epoxy this plate to the bottom of the T.E. Refer to plans for plate location.
69. With wing held in position via pins or masking tape (recheck wing position again), refer to plans and locate position of the rear hold down bolt. Using a #7 drill, drill through the 1/16" ply plate, T.E., and the 1/4" thick ply hold down plate.
70. Remove wing and using a 1/4-20 tap, tap the hole in the 1/4" ply wing hold down plate.
71. Using a 1/4" diameter drill, open up the #7 hole in the wing T.E.
72. Replace wing on fuse, and using a 1/4-20 nylon bolt, attach the wing to the fuse at the T.E.

73. With the wing in alignment to the fuse (can be held in place with a couple of pins through the L.E. and into the front blocks) run a #7 drill through the holes already in the dowels, and through the front 1/4" thick ply wing hold down plate.
 74. Remove the wing, and using a 1/4-20 tap, tap the two holes in the front 1/4" thick ply hold down plate.
 75. Using a series of incrementally larger drills, open up the #7 holes in the wing dowels to 1/4" diameter. This method will result in ROUND 1/4" diameter holes.
 76. Replace wing on fuse, and attach using all three 1/4-20 nylon bolts. Recheck alignment. Wing incidence should be 0-0 in relation to top of fuse.
 77. Remove wing and install the 1/32" thick sheet ply fillet platforms. This is done by laying the two platforms in place on the wing saddles, and reinstalling the wing. Platforms can be aligned by loosening the wing bolts, adjusting the platforms and then re-tightening the wing bolts. Run Goldberg Jet or equivalent along the fuse and platform joint. Any gaps can be filled with 5 minute epoxy. Do not cut off rear portion of platforms yet. These will be cut off and glued into position later. Recheck for incidence.
- Prior to assembling the wing plan, locate the position of the wing retracts.

Measure up 5 7/8" from inboard edge of the 1/4" thick T.E. cap. Do this in two places. Now, from center section butt joint, measure outboard 11" using the two marks as a guide. At the end of this 11" line, make a mark with a pen or awl. This is the center of the gear leg at the retract mechanism end with the gear in its extended position. Angle of bottom of wing will position the wheel axle at 3/8" behind the top of the gear leg.

WING PAN ASSEMBLY - With wing bolted in place to the fuse, the wing pan can now be built onto the bottom of the wing center section.

78. Trace outline of side of plan from the fuse plan side view, and cut out two sides from 3/16" thick sheet balsa.
79. Fit these two side pieces to the wing and fuse. Rear of pan sides to be flush with bottom of fuse. Front of pan sides are 1/8" lower than bottom front blocks. Refer to fuse plan side view.
80. Install 3/8" triangular stock to bottom of pan sides. It may be necessary to scarf the triangular pieces in order to follow the pan's contour. Refer to fuse plan side view.
81. Make rear bulkhead from 1/4" thick sheet balsa. Using the pan side pieces as a guide, epoxy the rear bulkhead to the wing. Use a piece of waxed paper between fuse bulkhead #3 and rear plan bulkhead to prevent gluing to fuse. Remove pan sides before epoxy sets up.
82. Repeat for the front pan bulkhead. Don't forget, the top of the front bulkhead has to be 1/8" lower than the front bottom block surface so that when the 1/8" thick sheet balsa bottom is installed, it will be flush to the bottom blocks surface.

83. Fabricate the two middle bulkheads from 1/4" thick sheet balsa. Refer to fuse plan side view for their location.
84. With pan sides temporarily installed, check for fit of these two bulkheads.
85. Using 5 minute epoxy, install pan sides to the front and rear bulkheads and wing. After epoxy cures, install the two middle bulkheads.
86. With wing still on fuse, install the bottom 1/8" thick cross grained sheet balsa. Don't forget to locate the hold down bolt access holes. One way of doing this, is to remove the wing hold down bolts, and being careful not to move the wing, pin a 1/8" thick balsa bottom sheet at the front of the wing pan, making sure it is flush against the nose blocks. Now do the same at the rear of the wing pan, aligning the rear edges. Remove the wing, and run a 1/4" diameter drill through the mounting holes from the top of the wing, and through the 1/8" sheeting. Remove the sheeting and bolt the wing back onto the fuse.
87. Sheet the bottom of fuse and wing pan, starting at the front, using the piece that has the two 1/4" diameter holes drilled in it.
88. Proceed along until you come to the rear hold down bolt. Use the piece that has the one 1/4" diameter hole drilled in it. You will have to trim the forward edge of this piece in order to get the hole centered directly over the rear hold down bolt.
89. Complete the bottom sheeting, and trim ends to be flush with the fuse sides.

90. Open up the wing hold down bolt access holes such that the nylon bolts can be removed or installed. A 1/2" diameter hole is generally sufficient.
91. With wing still attached to the fuse, roughly round bottom of fuse from the 1/16" thick ply nose ring back to approximately 3" onto the wing pan. Refer to plans for proper shape.
92. Remove wing and round off top of fuse from nose ring back to approximately 3" onto top 1/4" thick sheet block. The reason for not rounding the entire fuse edges as yet, is because it is easier to fit the canopy if there are square edges to reference to.
93. Fine sand from the ply nose ring, back to bulkhead #2. Sand ply nose ring to bevel down to the 2 1/4" diameter pencilled line.
94. Remove the top engine block that was tack glued on.
95. With engine in place, carve top block to fit. Make sure you have clearance for all pushrod and fuel line holes.
96. If using a rear exhaust engine, relieve the top block for the pipe header.
97. With the engine and header in place, you can now temporarily install the tuned pipe, and locate the pipe's support position.
98. Remove pipe and install a ply or hardwood insert into the top sheet block at the position where the pipe support goes.
99. Fit the fiber glass canopy to the top of the fuse. Bottom of canopy has to be trimmed to fit the contour of the fuse top. Refer to plans.
100. With the canopy in position, draw a line around the canopy and onto the fuse top.

101. Allow for the thickness of the canopy wall, place six hardwood blocks (three on each side) around the periphery of the canopy outline. Glue in place. Canopy is held on via these blocks and #4 pan head sheet metal screws. Cut out rear of canopy to accommodate the protrusion of the pipe's aft end. Remove canopy and lay aside.
102. Install wing.
103. Using 5 minute epoxy, install horizontal stab making sure it is square to the fuse and wing, and is 0-0 incidence to the wing.
104. Install vertical stab and sub-fin. Make sure that rudder aligns to both vertical stab and sub-fin before gluing. Centerline of vertical stab should be on centerline of top fuse block, and perpendicular to fuse.
105. Cut hinge slot in sub-fin and bottom of rudder. The other hinge slots can now be cut if not already having done so.
106. With wing installed, cut rear portion of 1/32" thick ply fillet plate and glue to fuse sides as indicated on the plans.
107. Wing and empennage fillets can now be done. Use your own favorite methods. K&B resin and micro balloons work well.
108. With wing still in place, turn assembly upside down and sand the bottom of the fuse to shape.
109. Remove wing and finish sanding fuse and fillets to shape.
110. Cut out top of wing center section for the aileron servo.
111. Install the wing retracts. Cut out hole for the retract mechanism such that the top of the retract gear leg is centered on the mark that you made earlier, (when the gear is in its extended position).

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FUSELAGE

3/8 x 3 1/8 x 3 1/4	BULKHEAD #1 PLY	1
1/4 x 3 1/2 x 3 1/2	BULKHEAD #2 PLY	1
1/4 x 2 5/8 x 4 3/4	BULKHEAD #3 Balsa	1
1/4 x 1 3/4 x 15	PAN BULKHEADS Balsa	1
1/4 x 2 x 3 1/2	FRONT WING BOLT DOWN PLATE PLY	1
1/4 x 1 1/2 x 2 3/4	REAR WING BOLT DOWN PLATE PLY	1
1/16 x 1 3/8 x 2 PLY	FRONT WING BOLT DOWN PLATE DOUBLER	2
1/16 x 1 3/8 x 2 PLY	REAR WING BOLT DOWN PLATE DOUBLER	2
1/2 x 1/2 x 35	Balsa TRIANGLE STOCK	3
1 1/4 x 4 x 7 1/4	Balsa BLOCK TANK SECTION	1
3/8 x 2 1/4 x 7 1/4	Balsa BLOCKS TANK SECTION	2
1 3/4 x 3 1/2 x 4	Balsa BLOCK ENGINE SECTION BOTTOM	1
1 3/8 x 3 1/2 x 4	Balsa BLOCK ENGINE SECTION TOP	1
1 x 1 1/4 x 4	Balsa BLOCKS ENGINE SECTION	2
1/16 x 2 1/4	PLY SPINNER RING	1
3/8 x 3 1/8 x 7 1/4	Balsa BLOCK RETRACT COVER	1
3/8 x 1/2 x 1 1/2	CANOPY HOLDDOWNS	8
1/32 x 1 x 30	FILLET PLATFORM PLY	2
3/8 x 3/8 x 35	Balsa TRIANGLE STOCK	1