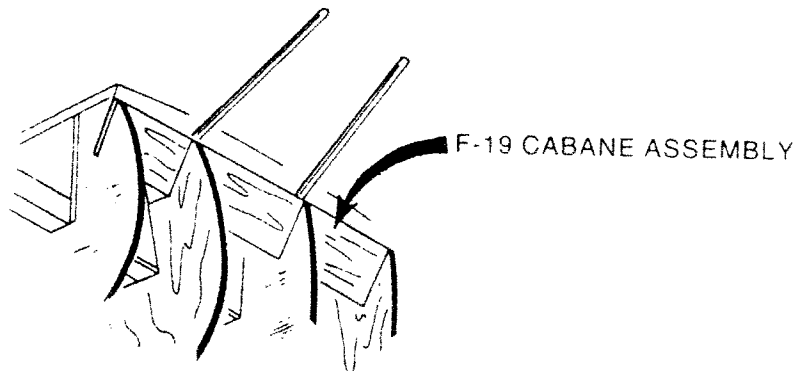


[ ]

27. Remove all pins, clothespins, tape, etc... Lift the fuselage from the building board. Trim both F-29 CRUTCHES to allow the F-19 CABANE ASSEMBLY (Made in Step "A") to slide into place. When satisfied with the fit, glue it in place so the front edge is flush against F-4B PLY (1/8 Die Cut). Make sure the assembly is set firmly in place then RE-GLUE all joints. Bear in mind these joints support the structure that holds the TOP WING on. With out the top wing you would be flying a low wing mono-plane. Your wing loading will double.



**NOTE:** THE FOLLOWING FUSELAGE SHEETING USED IN THE FOLLOWING STEPS RELATING TO THE GLUING OF THE FUSELAGE SHEETING TO THE FUSELAGE HAPPEN TO BE OVERSIZED, ALLOWING ONE TO TRIM AND OR FIT ACCORDING TO ONES EXPERTISE. REFERENCE TO THE POSITION OF THE SHEETING CAN BE FOUND ON THE TOP OF THE FUSELAGE PLANS.

[T]

29. Glue [2] F-24A's BOTTOM FRONT FUSELAGE SHEETING ( $5/32 \times 3-1/8 > 3 \times 9-1/4$ ) between the landing gear struts and from formers F-7B PLY (1/8 Die Cut) thru F-4B PLY (1/8 Die Cut). Wet the outside of the SHEETING with a water and alcohol solution. (either variety), to help form the wood following the radius, so that you do not cuss, or crack the wood, which means that if you crack the wood you will call us complaining that the wood ain't good etc. etc. etc. and the bind you place us in is unimaginable n' my nerves are shot albeit.

[T]

30. Glue [2] F-24B's SIDE FRONT FUSELAGE SHEETS ( $5/32 \times 3 \times 9-1/2$ ) and [2] F-24C's SIDE FRONT FUSELAGE SHEETS ( $5/32 \times 4 \times 4-1/4$ ) in place using the same technique that you should have used in step 29.

