

Odds and Ends

Using 1/16" sheeting, fill the open areas on each side of the landing gear mount. Follow the photo here and put it in at an angle. If you try to fill the gap, the gear's flexing action will break the balsa. The way we have it positioned leaves room for the gear to work.



Trace the top half of F1 onto a sheet of 3/8 balsa of medium density. This will be used as a stiffener for F1. Leave about 1/16 protruding past the top so that when the hatch is installed, all the parts can be block sanded to align perfectly.

With a compass set at about 1", trace the outside line to form the inside line. Drill three relief holes for the cowl bolts with a piece of sharpened 3/8 diameter copper tubing.

We also glued in some 1/32 aircraft ply washers to keep the softer light ply from crushing. Glue the stiffener in with the cowl completely installed to keep the former aligned and flat.



Glue a length of 3/8-square balsa into the corners of the motor box and F1 from the bottom of the motor box to the stiffener you just installed.



At this point you have finished the wood portion of the fuselage for your 35% Extra 300LX. The wing and stab tube sockets will be aligned and glued into place after we have the wings and stabs ready for alignment.

Next month, we'll sheet and trim all of the foam parts, looking at several different methods to get the job done.