

THE LADY BUG

The *Lady Bug* kit is designed to be a low cost, but *high quality* balsa only kit. Before you begin building, be sure to study the plans and read the instructions, *carefully*. Refer to the plans for needed hardware.

POWER OPTIONS: PISTON or ELECTRIC POWER

PISTON POWER

This plane has flown with glow engines as small as the .010, and as large as a .061. The smaller engines and the lighter weight covering and radios make for a docile plane. The bigger engines require a fast brain to fly!!

Note: A solid firewall is used on the glow-powered *Lady Bug*. Cox engines are mounted directly to the firewall. Other engines will require a commercial mount. I recommend the Sullivan 1 oz round fuel tank.

ELECTRIC POWER

Lots of variety possible here too. The 280 to 400 direct drive has been used with success. The 400 is very hot and the 280 should be used with a lightweight radio and covering. The Light Stick type motor works well as does the mini max motor. I suggest leaving the belly uncovered and velcroing the battery in place on a shelf from below. The extended landing gear on the plans allows large diameter propellers to be used.

BUILDING THE LADY BUG

The *Lady Bug* is designed to be built directly over the wax paper covered plans, using the plans as a jig.

FUSELAGE

First cover the plans with wax paper. Build the left fuselage side directly over the plans. When this side is complete, remove it from the plans and flip the completed side over. Then cover it with wax paper (or plastic wrap). You then use the flipped -over completed left side as the jig on which you will build your *right* side fuselage. If you forget to flip the side over, you'll get two left sides.

Cut the fuselage cross members to size from sticks. Pin the fuselage sides together at the tail post and then pin all the cross members in place. Carefully inspect the fuselage for proper alignment before gluing. Install the firewall, windshield frames, and bottom sheeting.

WING

Begin by assembling the wing tips over the (wax paper covered) plans. Once dry, prop up the wing tips to the correct dihedral angle. Cut and install the basswood leading and trailing edges. Install the wing gussets and top spars. Once dry, remove from the plans and install the bottom spars.

COVERING

The lighter the covering the better!!! Especially with smaller motors. The same can be said of the radio gear. It is optional to install a tailwheel or steerable tailskid. Another option is to use thicker wood to make the rudder a vertical fin and use small plastic hinges with removable hinge pins to make the tail removable. Use the balance point shown in the side view of the plans, and the recommended control throws. Have Fun, Good Luck, and Happy Landings! - Andy Clancy

WING

(NOTE) SHORT WING SHOWN DUE TO ARTISTIC LAZINESS BUT THE LONG WING IS RECOMMENDED FOR EASY FLYING

ROUND THESE CORNERS

USE THE HARDEST WOOD HERE THERE (L.E. + T.E.)

(NOTE) THE BOTTOM OF THE RUDDER IS A STEARABLE TAIL SKID

FRONT WING HOLD DETAILS (L.E. + T.E.)

WIRE

FT 1A

FUSELAGE

THREAD

IB

FT 1B

RUBBER BAND

ELECTRIC

MOTOR MOUNT

RUBBER BANDS

A SCRAP

BALSA

CRADLE FOR

FOOT

IS USED FOR

RUBBER BANDS

GEARED MOS

OPTIONAL GLOW FIREWALL