

## (5) “Arrow” Wings & Cross Bracing

Place a fresh piece of wax paper on your building surface. Attach the ailerons to the wings using the same hinge procedure shown in step 1 section (3). Do not install control wedges until hinge line is completed. **Make sure to use the ailerons with the tab holes for the control wedges on the top wing.**

Place the lower wing on the wax paper. You can distinguish the lower wing by the landing gear supports near the front. Use a liberal amount of Formula 560 Canopy Glue on the fuselage and cabanes prior to inserting the tabs in the holes in the wing. Use soup or vegetable cans to assure vertical alignment. Now use a liberal amount of formula 560 canopy glue on the top of the cabanes and fuselage prior to placing the upper wing into position. Place a yardstick across top of wing and add additional weight. You may need to pin leading and trailing edges to assure good contact.



**\*\*\* Do not glue at crossing at this point. \*\*\***

Insert the carbon fiber rod through the slot in the wing next to the fuselage through the slot in the cabane and finally in the slot in the wing tip. Cut of the carbon rod flush with the wing and glue with CA adhesive and accelerator. Do the same on the other wing.



At this point you can glue the drag device on the inside of the lower wing. Use the drag devices with the tabs which are wider set on the inside of wings.

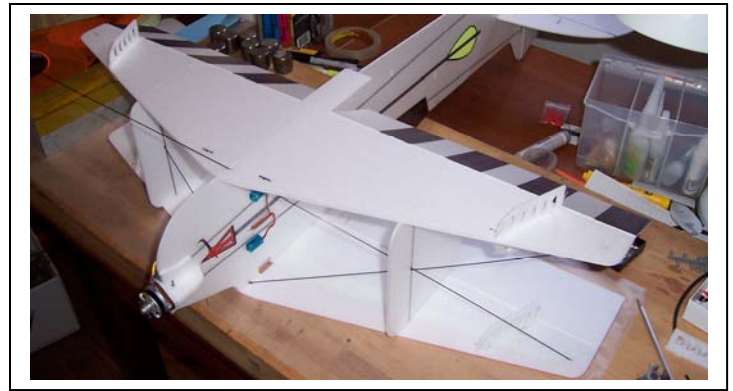
Let the wing set for a minimum of 6 hours before flipping the plane over.



After drying overnight, you can flip the plane over then insert the remaining carbon rods and glue in place.

**\*\*\* Before you glue the rods at the cabane, make sure the crossing of the rods meet just barely inside of the cabane. \*\*\***

At this point you can glue the brake devices on the inside of the upper wing.



Example: Crossing of brace should be just inside the cabane so that when you get ready to string the plane in future steps, the cross will be in the correct place.

