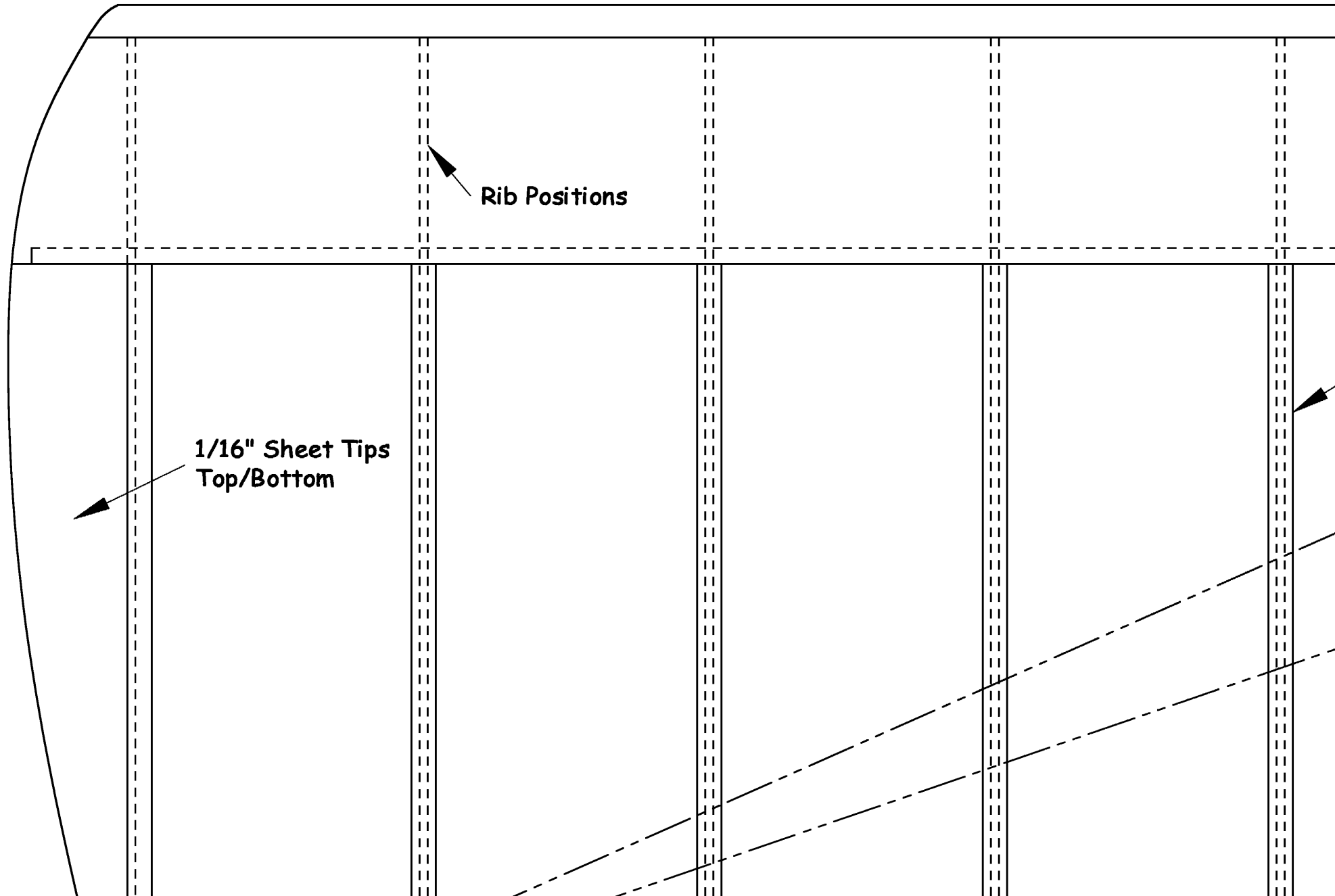


Notching LE for ribs greatly improves strength.



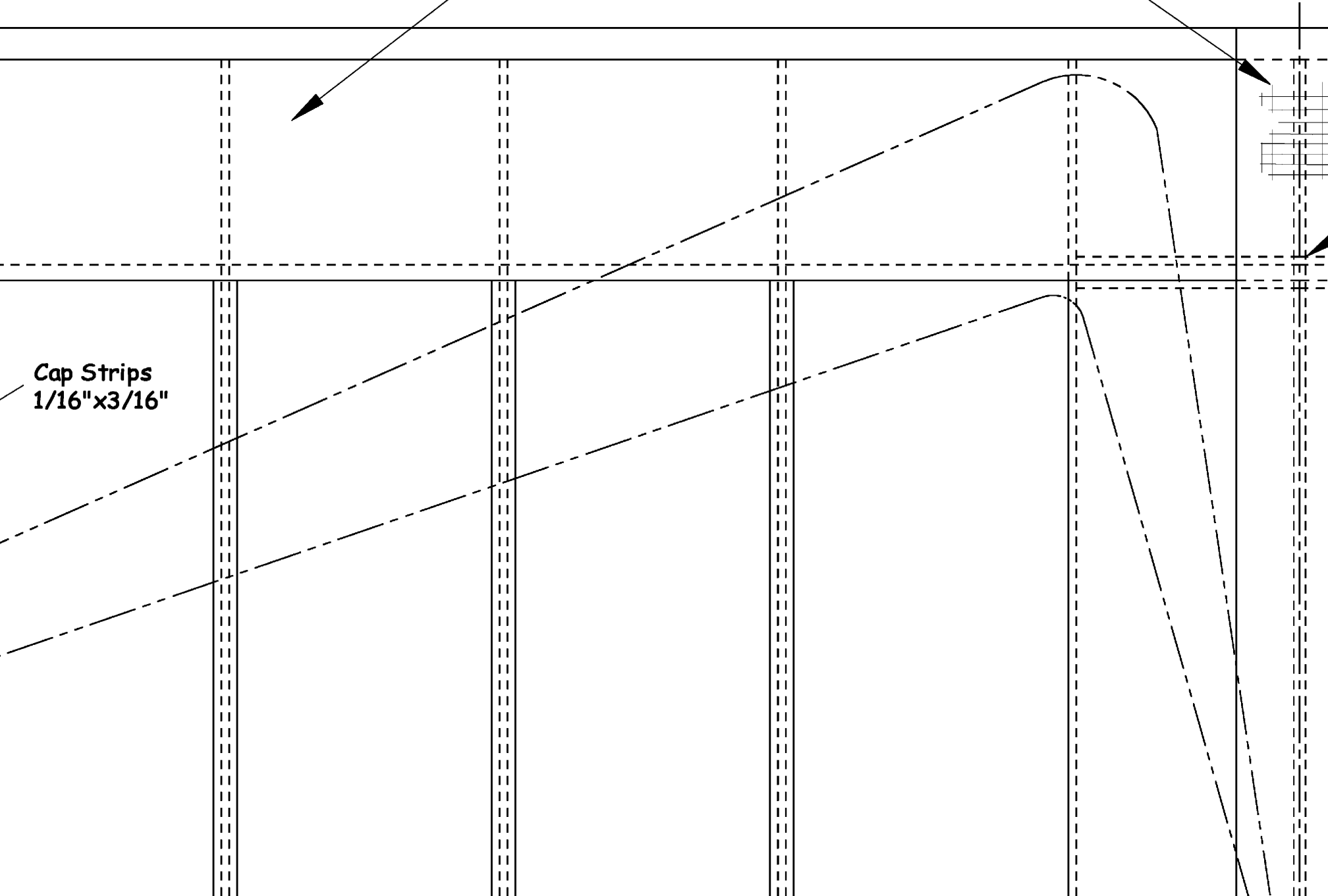
Rib Positions

1/16" Sheet Tips
Top/Bottom

L.E. Top & Bottom
Sheeting 1/16" Balsa

1" Wide, 1/2 oz. Glass
Tape and Epoxy Wrap

Cap Strips
1/16"x3/16"

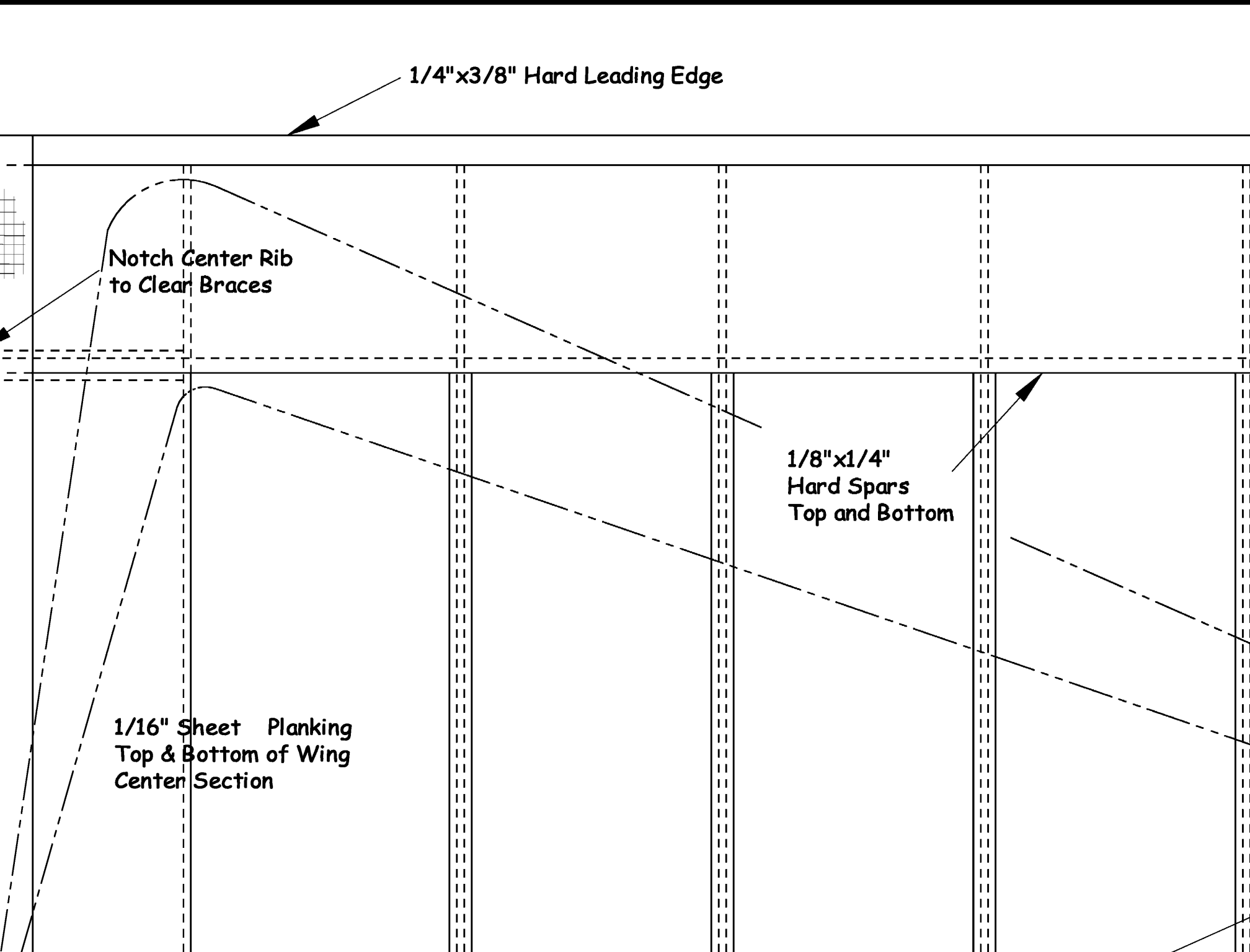


1/4"x3/8" Hard Leading Edge

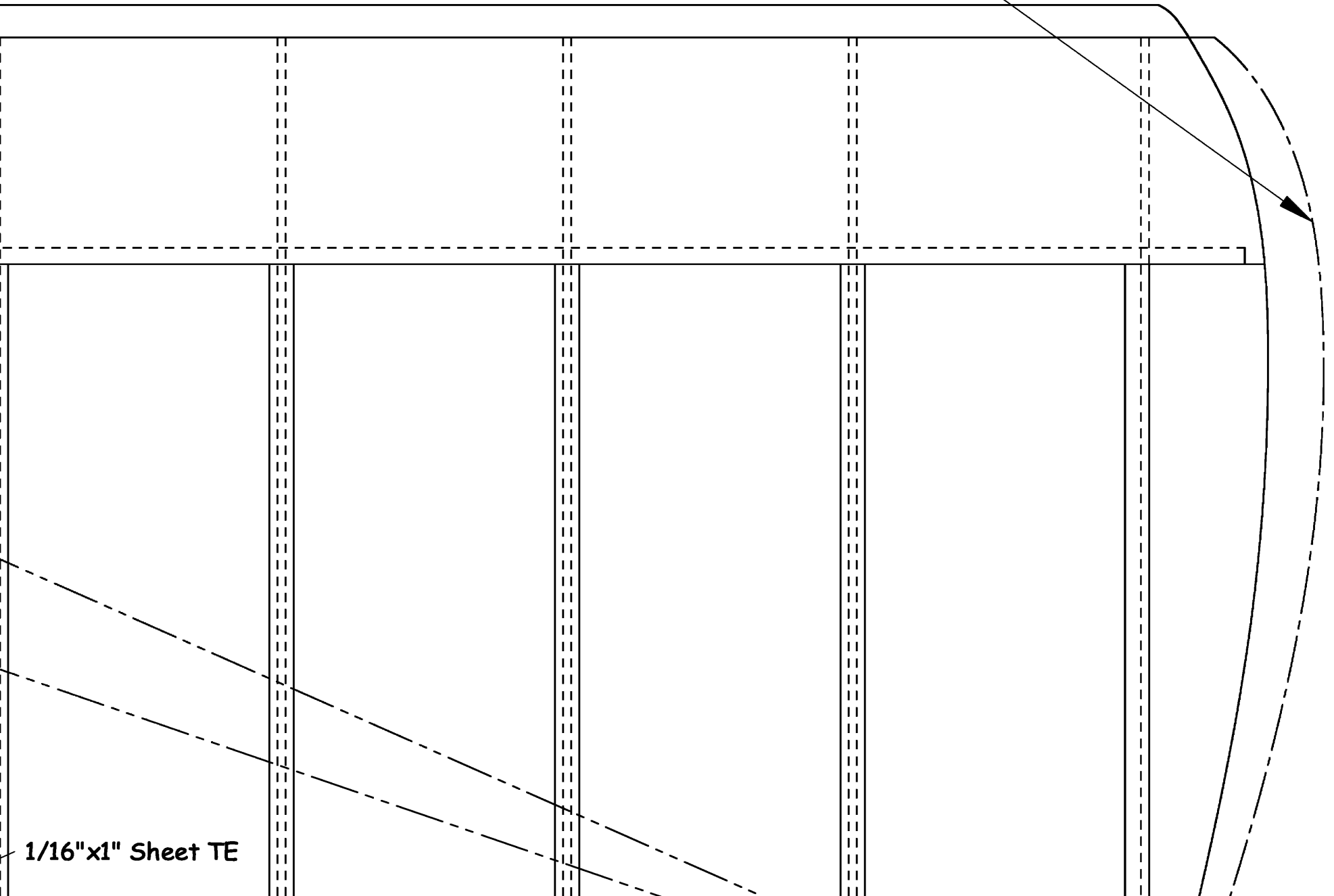
Notch Center Rib
to Clear Braces

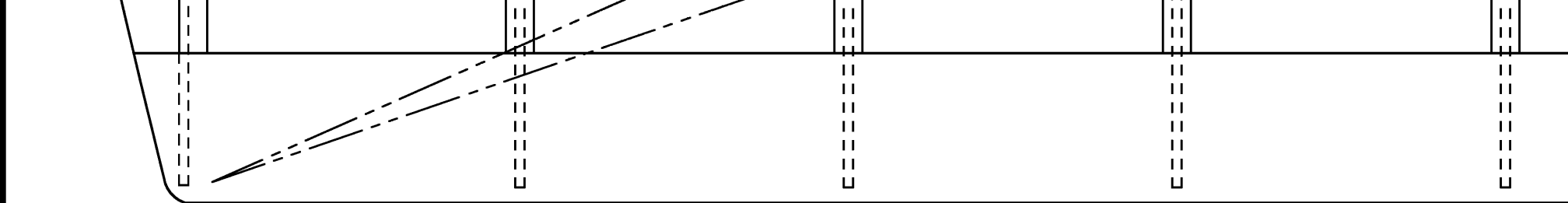
1/8"x1/4"
Hard Spars
Top and Bottom

1/16" Sheet Planking
Top & Bottom of Wing
Center Section



Rough Wingtip Pattern
Sand and Plank Top Side

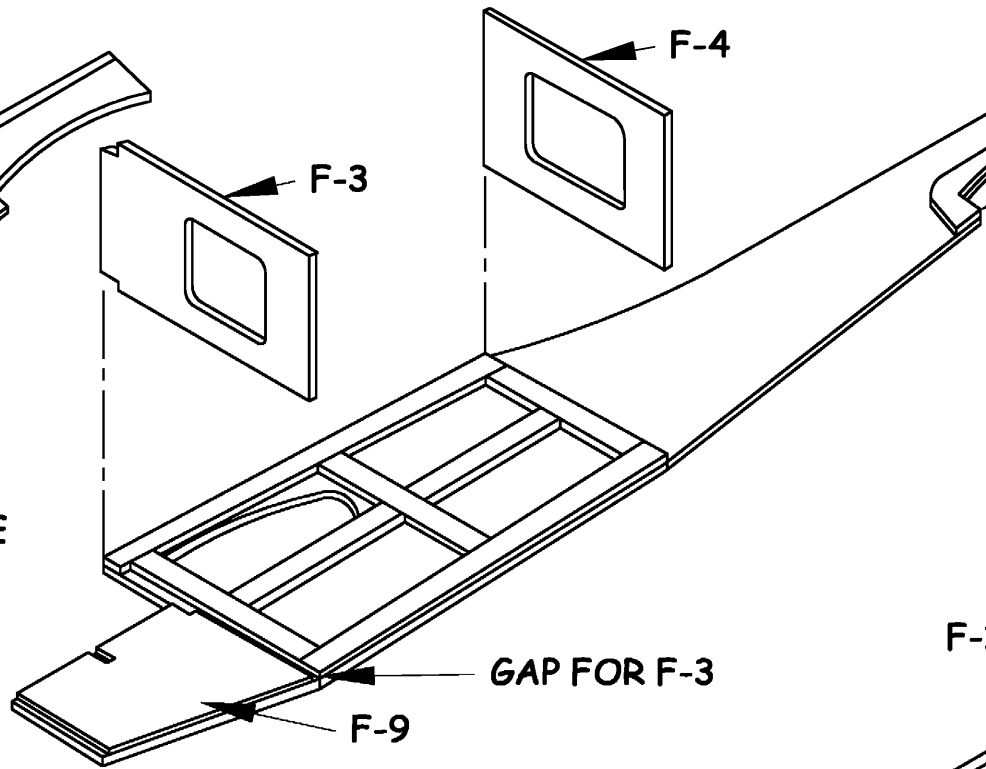
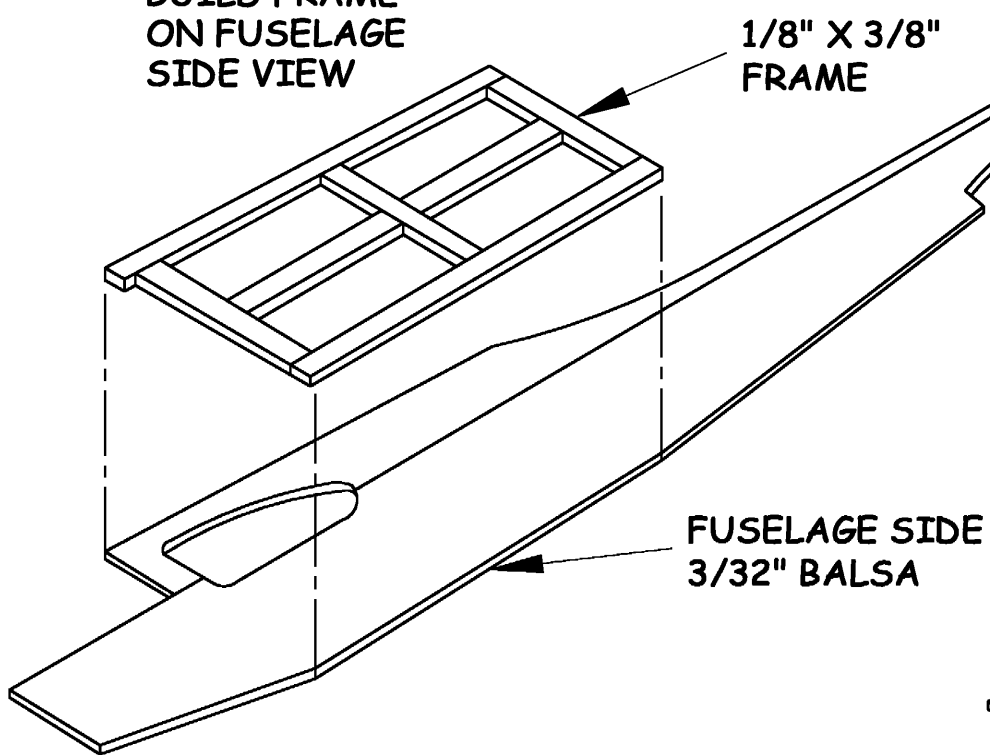




**BUILD FRAME
ON FUSELAGE
SIDE VIEW**

**1/8" X 3/8"
FRAME**

**FUSELAGE SIDE
3/32" Balsa**



GAP FOR F-3

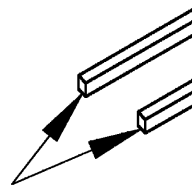
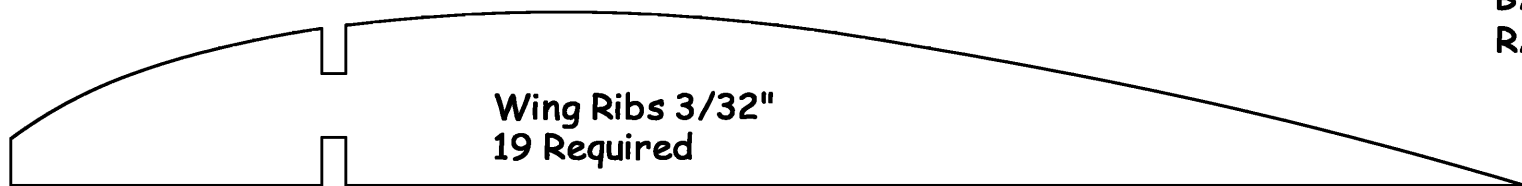
F-9

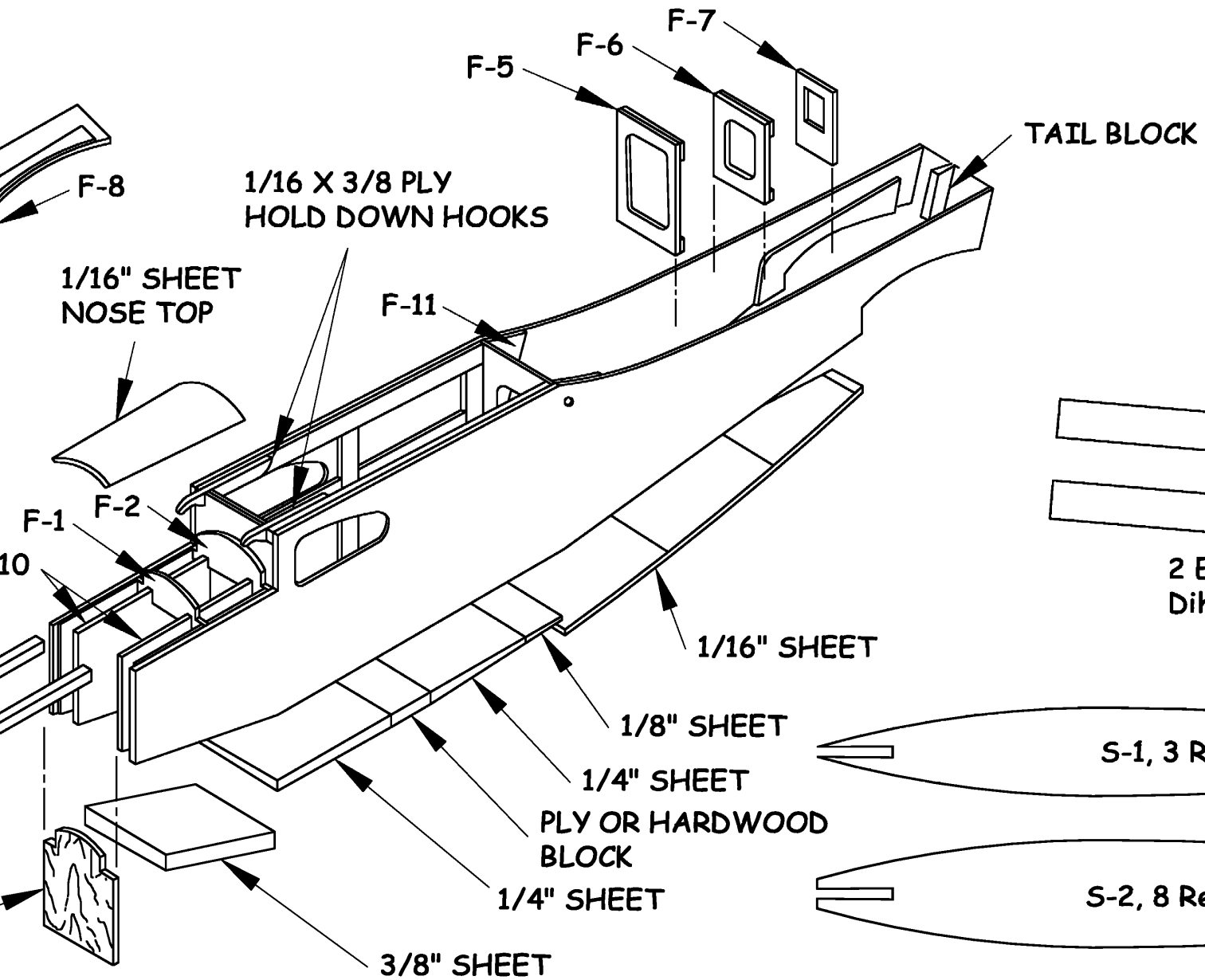
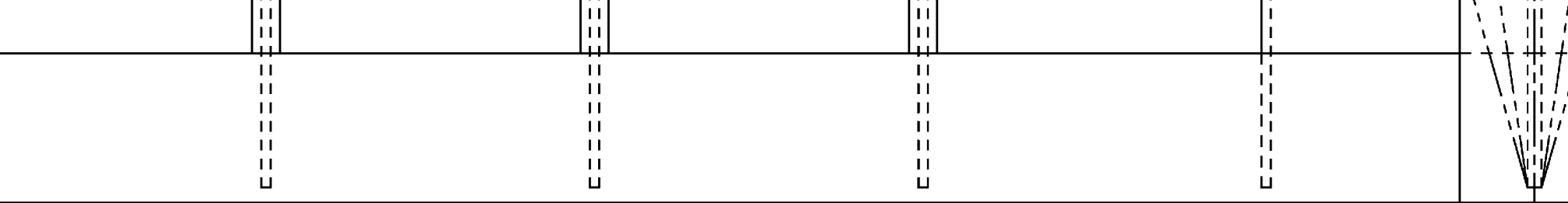
F-

**BALSA NOSE
RAILS**

PLY FIREWALL

**Wing Ribs 3/32"
19 Required**

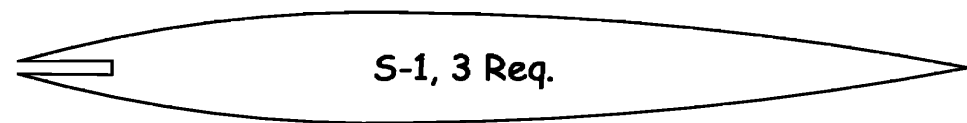




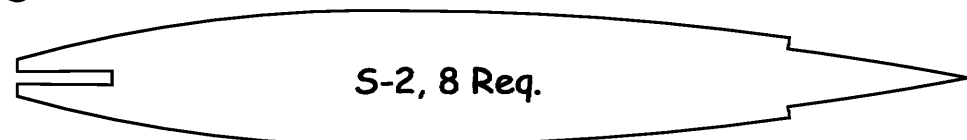
LIL TRI



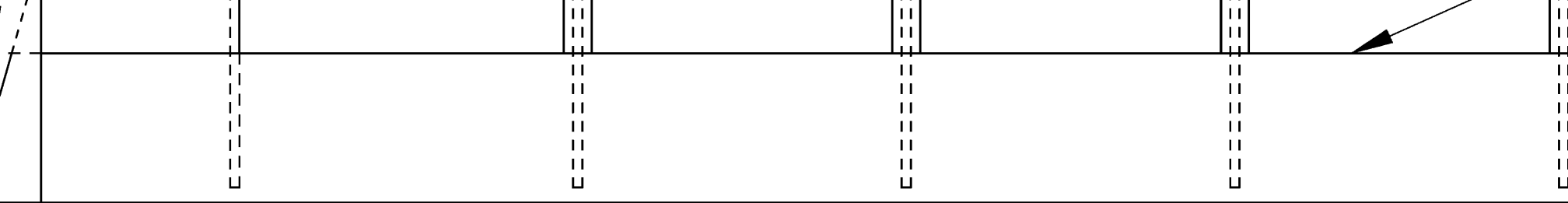
2 Ea. 1/16" Birch Ply
Dihedral Joiners



S-1, 3 Req.



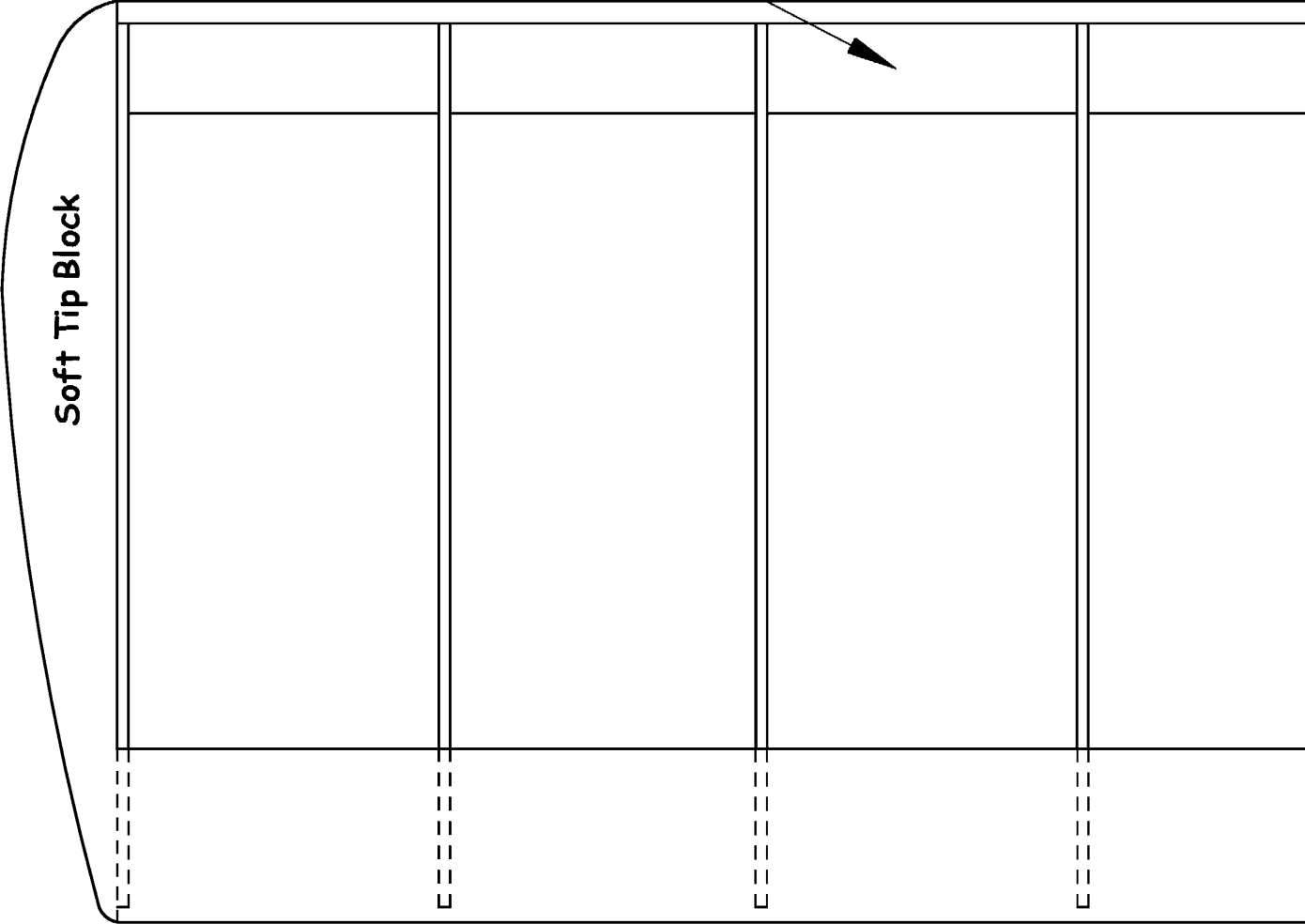
S-2, 8 Req.

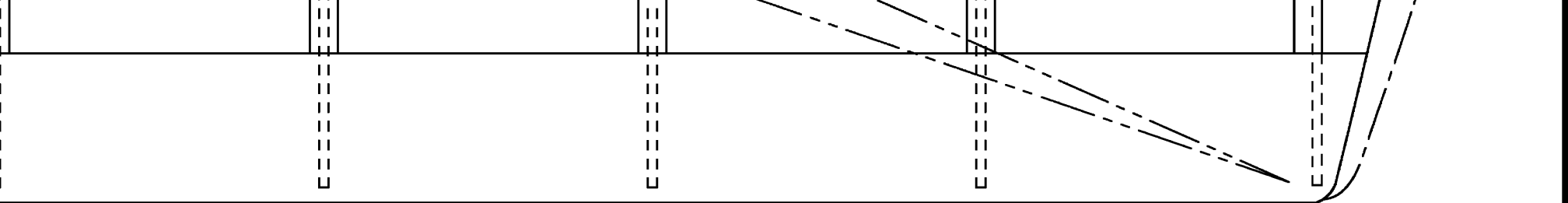


1/16"x1/2" Hard L.E. Spar

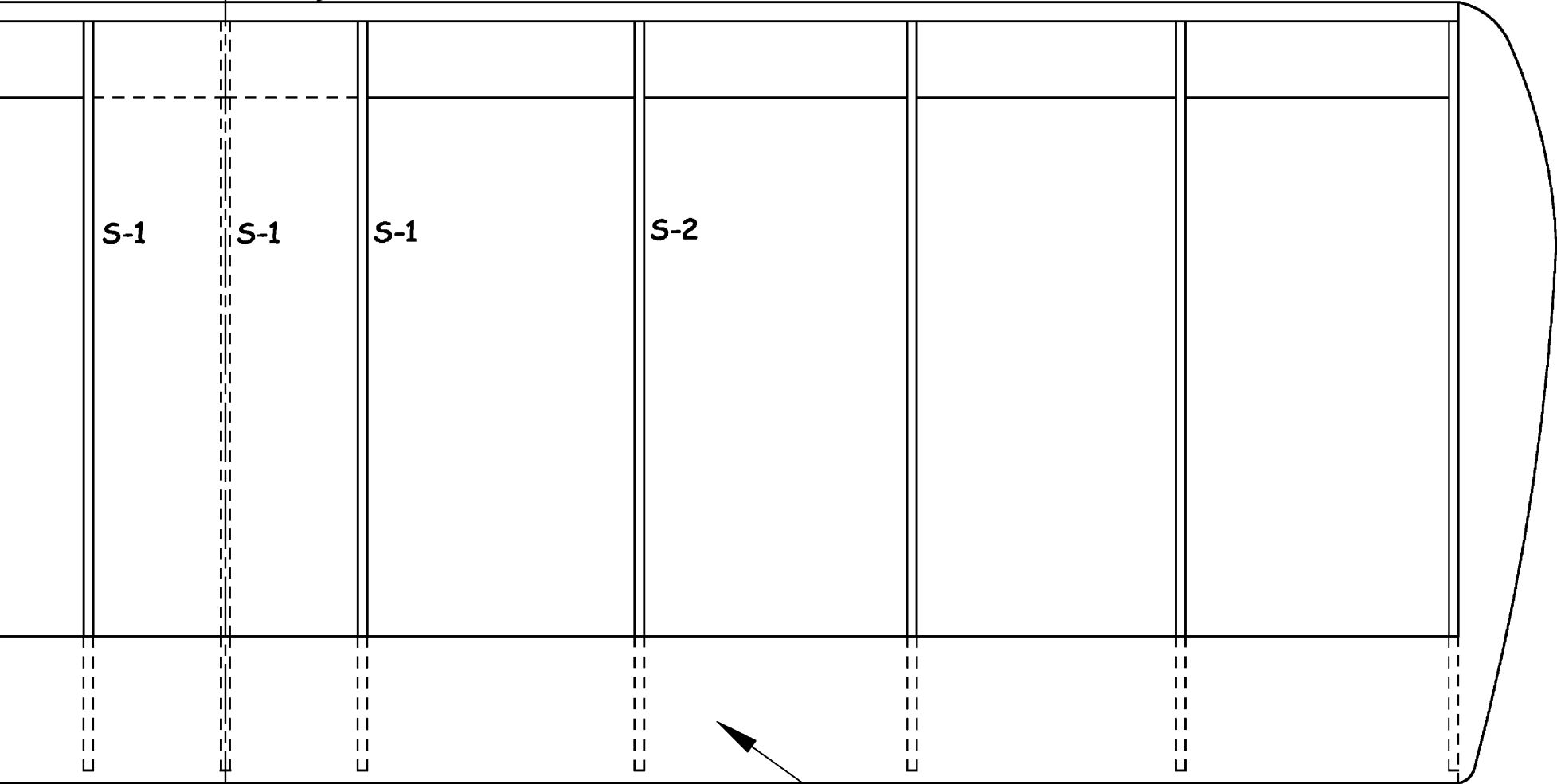
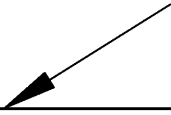
-SQUIRE

Soft Tip Block





1/8" x 3/16" L.E.



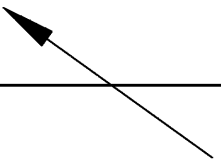
S-1

S-1

S-1

S-2

1/16" x 1" T.E.



CONSTRUCTION SEQUENCE (Please read FIRST)

* FUSELAGE:

Make 2 frames from 1/8" x 3/8" stock over the shaded outline on the plan making sure you cut the pieces exactly as shown for maximum strength. Notice on the small detail drawing of the frame that the top rail is 1/8" beyond the front vertical piece to extend through 1/8" Former F-3 together with the 1/16" x 3/8" plywood wing hold-down. Edge glue the die cut pieces to make the two fuselage sides. When dry, cement the two frames, the 1/16" x 3/8" plywood wing hold downs & Doublers F-9 & F-8 in place on the sides making sure to leave a 1/8" gap between F-9 and the frame to receive Former F-3. At this point take care not to make two the same. You should have 1 right side and 1 left side. Mark Positions of Formers F-5 & F-6 on inside of fuselage sides so that they may be positioned accurately after the sides are joined. Lay one side flat and glue Formers F-3 & F-4 in position being careful to keep them vertical. Add other fuselage side - be sure sides are lined up one directly over the other so that when ends are pinched together they will meet exactly. Let this assembly dry thoroughly.

Sand the 1/8" x 1/2" tail block to a wedge shape and glue the 1/16" x 3/8" cross braces to Formers F-5 & F-6. Pinch the sides together and glue in the tail block holding clamped together with a couple of spring clothespins until dry. Make sure before allowing to dry that both sides are bent the same. Glue the 1/8" x 3/8" cross braces on to Former F-4 and glue in Doublers F-11 & formers F-5, F-6, & F-7.

Bolt the nose gear to the firewall, glue and clamp in place between sides. Glue in 1/8" sheet Battery Compartment Floor and glue Formers F-10 in place. Glue in Formers F-1 and F-2 and the 1/8" x 1/8" x 3-1 then the die cut Top Cowl. Top & Bottom planking is glued on as shown getting progressively thicker on the bottom towards the nose. The nose blocks are glued in as shown cutting clearance for the wire nose gear where required. Allow to dry thoroughly and sand to final rounded shape.

*WING:

Pin into position 1/4" x 3/8" leading edge to plan. Glue bottom planking and cap strips 1/8" x 1/4" spar, and also rear trailing edge bottom. Glue all wing ribs except center rib in position and top 1/8" x 1/4" spar. When dry, glue in dihedral and dihedral braces. Pin down one half wing and add center rib. Plank leading edge and trailing edge. When dry, do the same to the other wing. Add 1/16" x 3/16" cap strip and finish planking. Add tips, sand well and cover.

*RUDDER AND FIN:

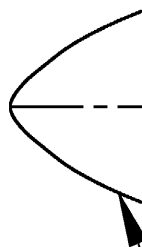
Assemble rudder and fin from 3/32" x 3" die cut sheet. Sand to shape and cement to top of fuselage. It is very important that the proper alignment be maintained. Cut and sand 3/16" sq. strip braces to shape shown before glueing in place. Fabric hinges are recommended.

*STABILIZER:

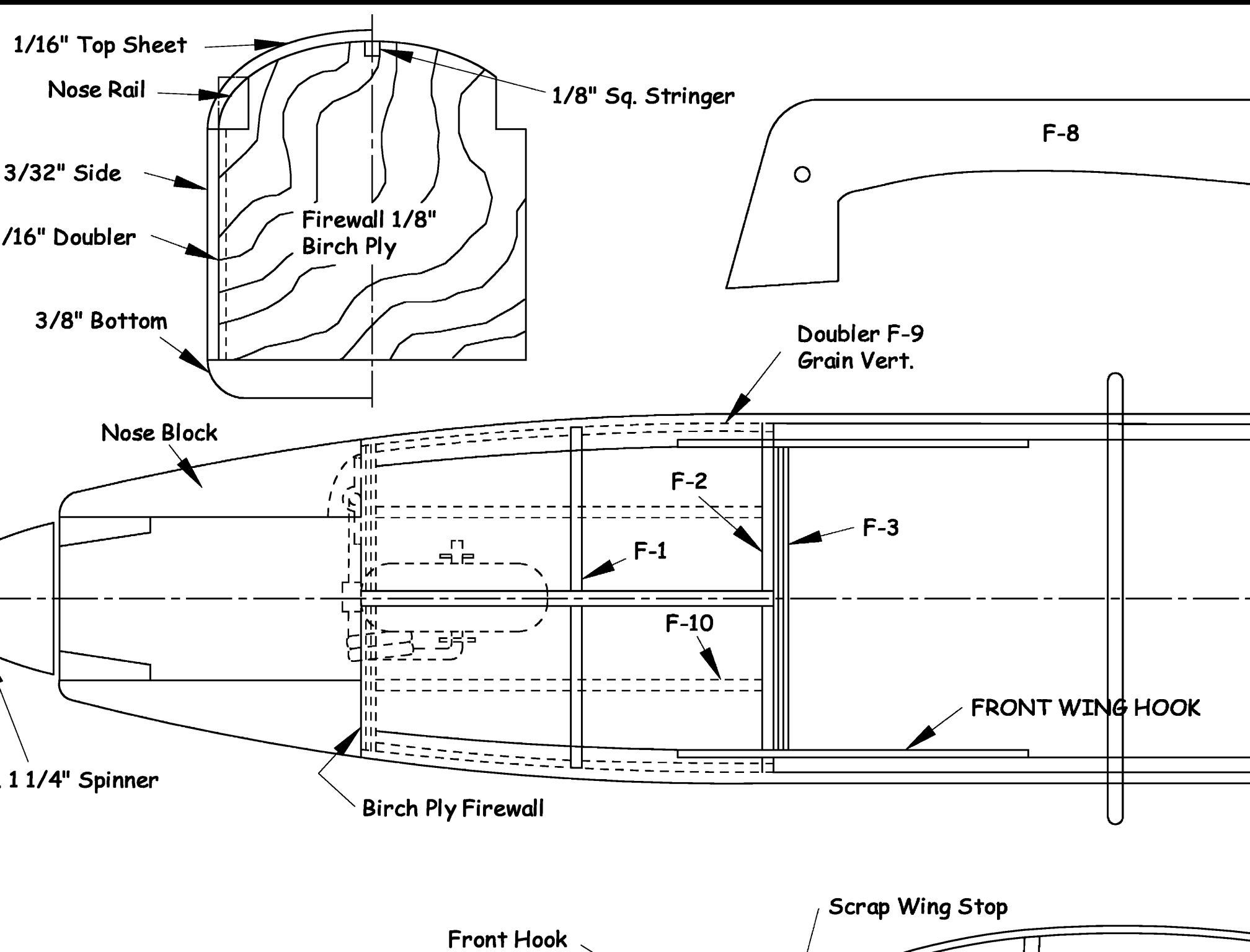
Mark 1/16" x 1/2" x 1/16" stabilizer spar for proper rib location and glue in all ribs taking care that ribs S-1 are located in proper spot. They are undercut 1/16" to allow for center planking. Pin bottom trailing edge to plans and glue ribs into position and add top planking. Add 1/8" x 3/16" leading edge. When dry, add tip blocks and plank center section. Sand well and cover. If 1/8" x 1/2" strip elevator is used cover and dope before hinging in place.

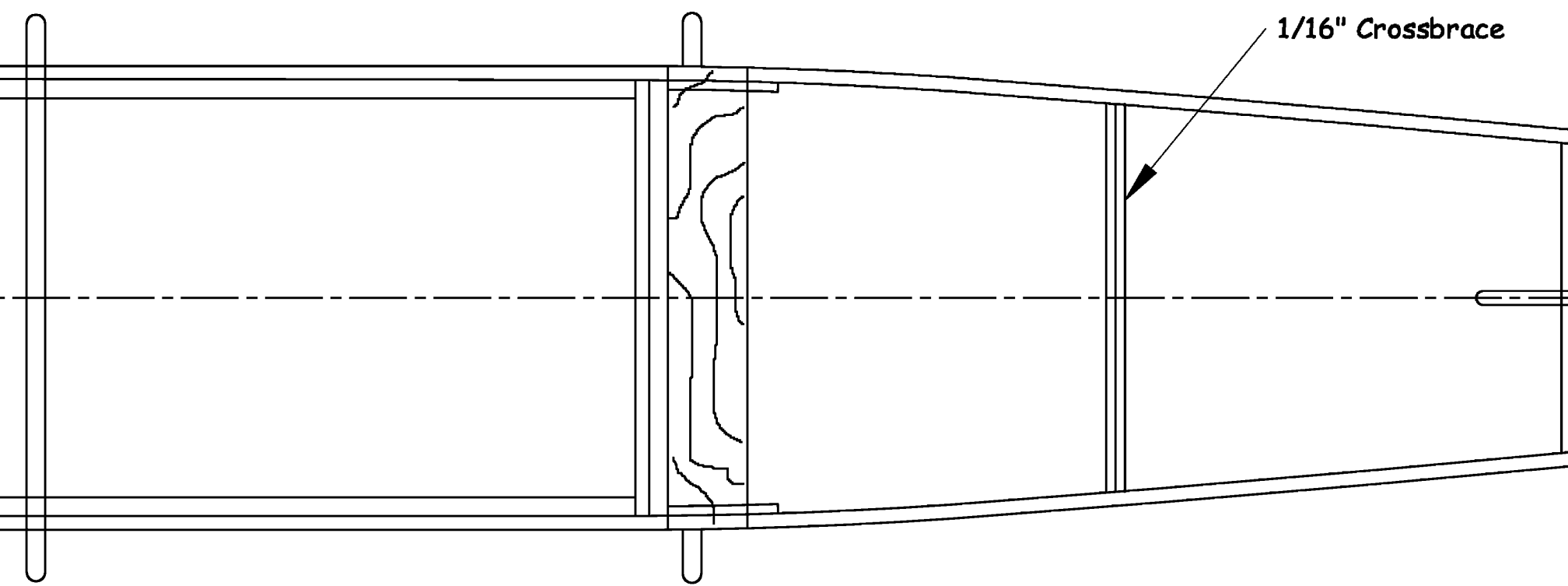
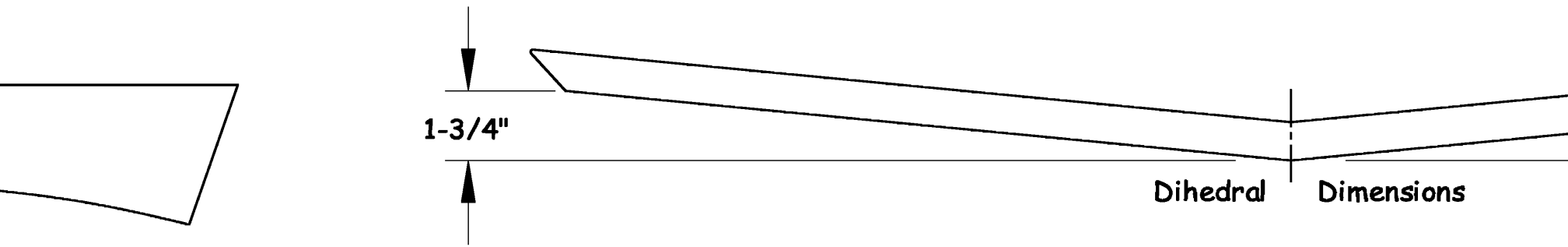
*FLYING THE "LIL TRI-SQUIRE"

Check your model for warps making sure all warps are removed. Locate the C/G of your Lil Tri-Squire. It should fall within 1/2" of

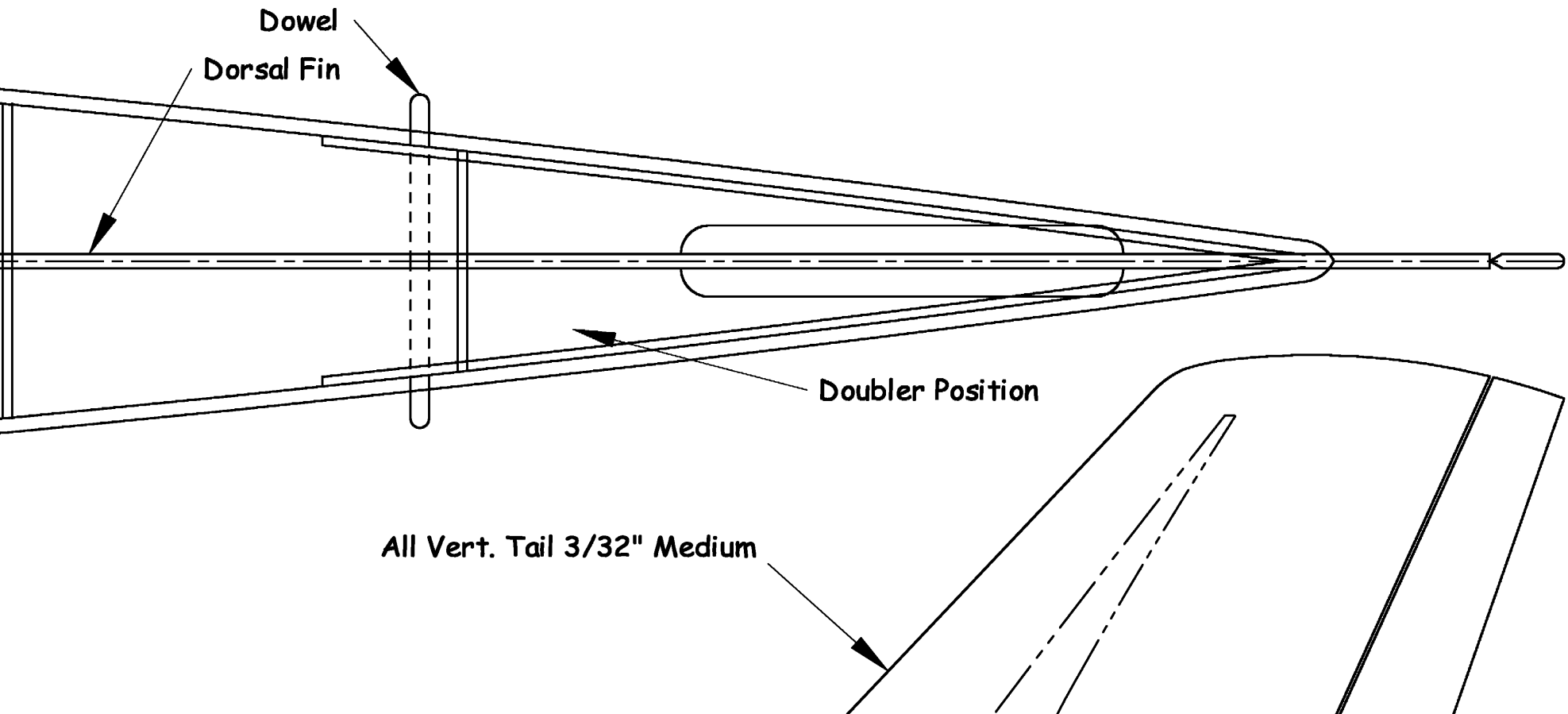
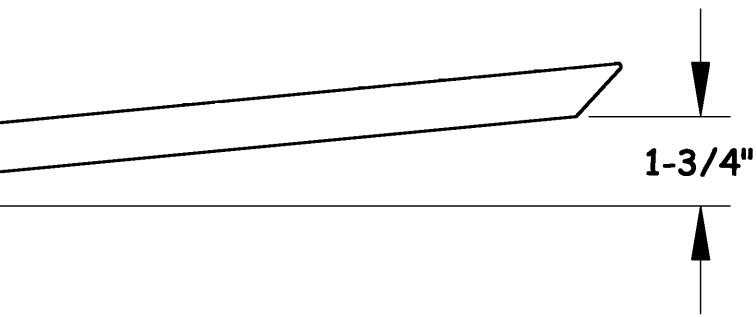


C.B.

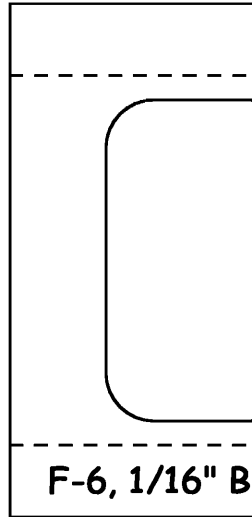
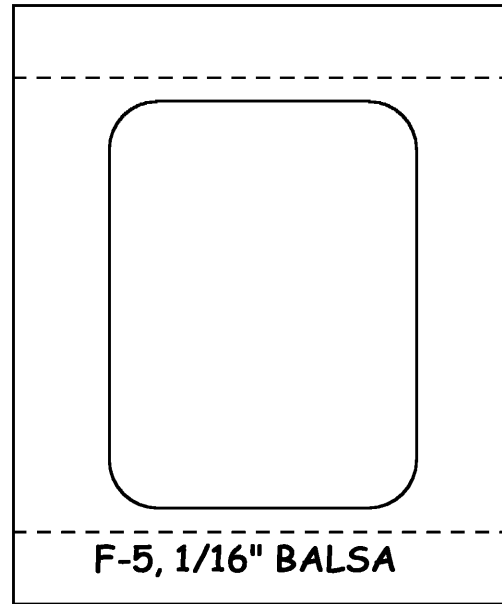
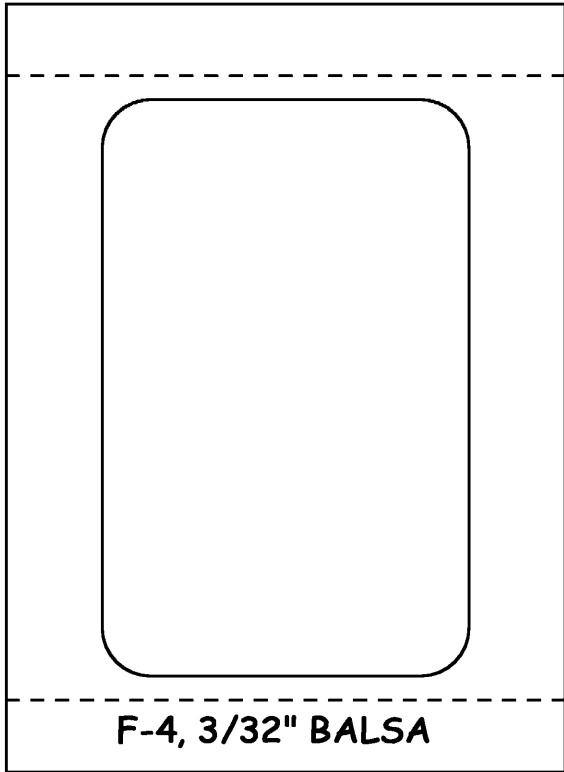
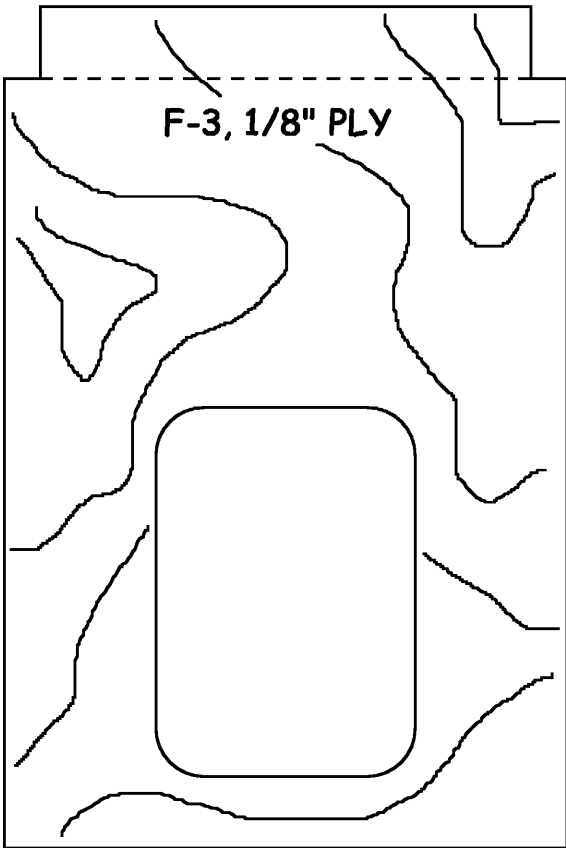
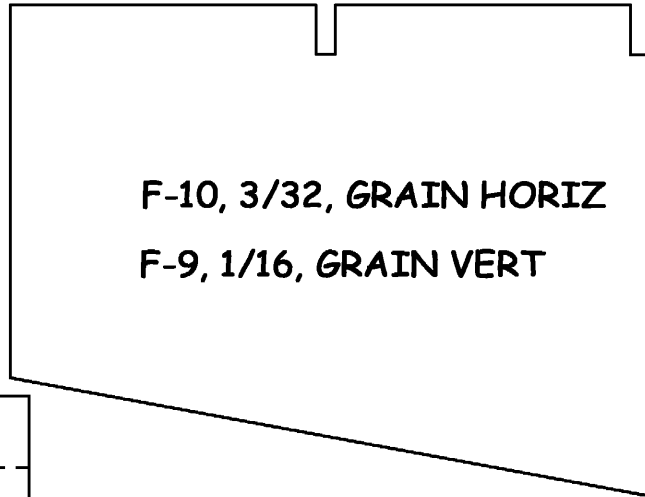
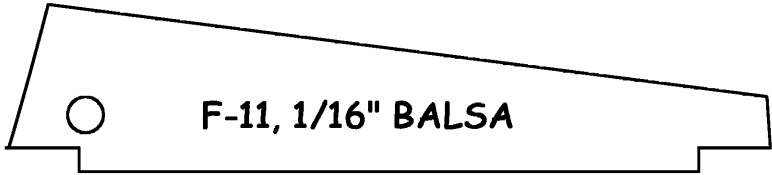




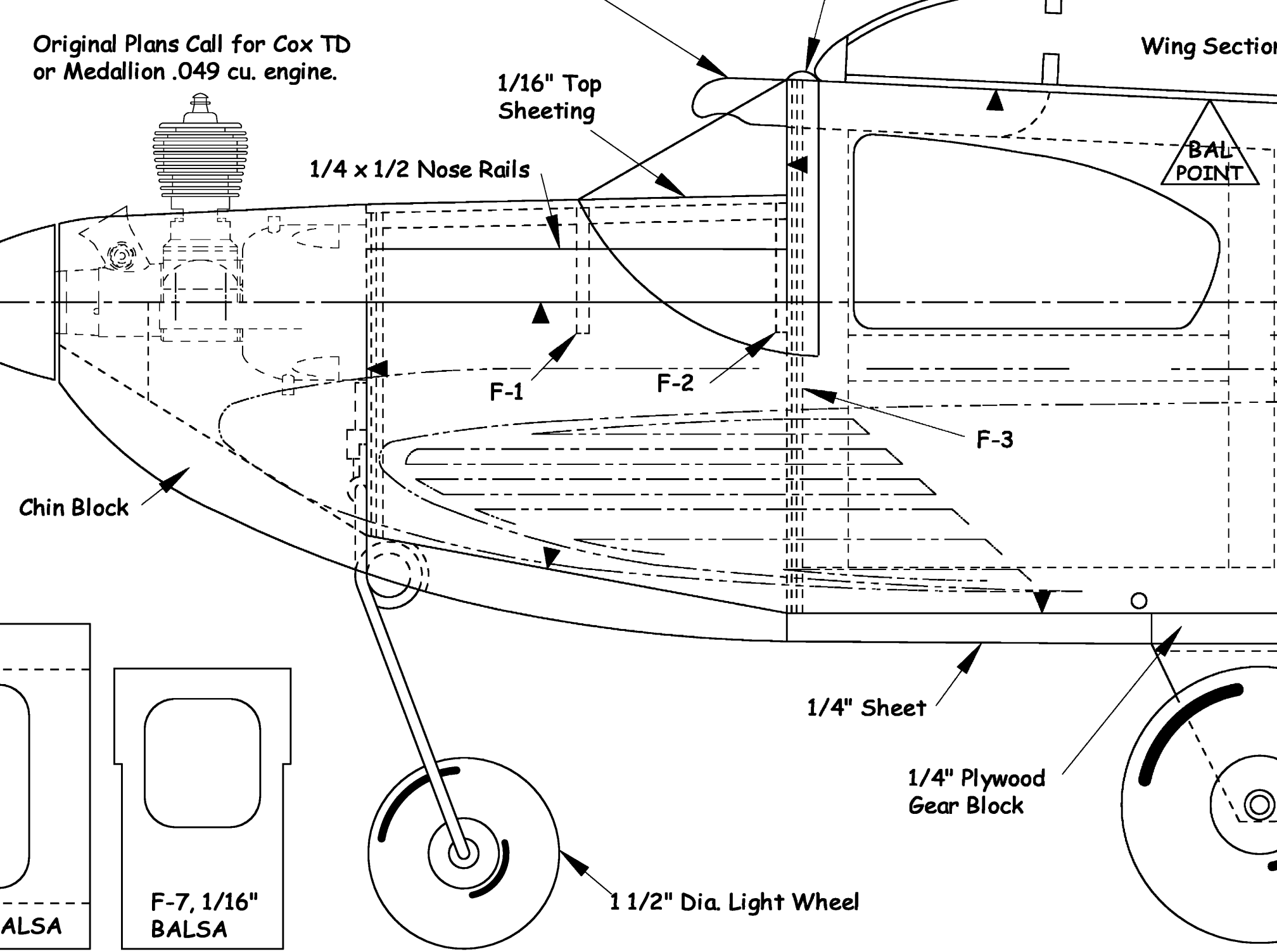
Midwest Lil Tri-Squire
Designed by Vince Micchia
Circa 1970 1/2a Trainer
Span 41"
Cad by Dave Fritzke, 2009
Checked by Gene Rock

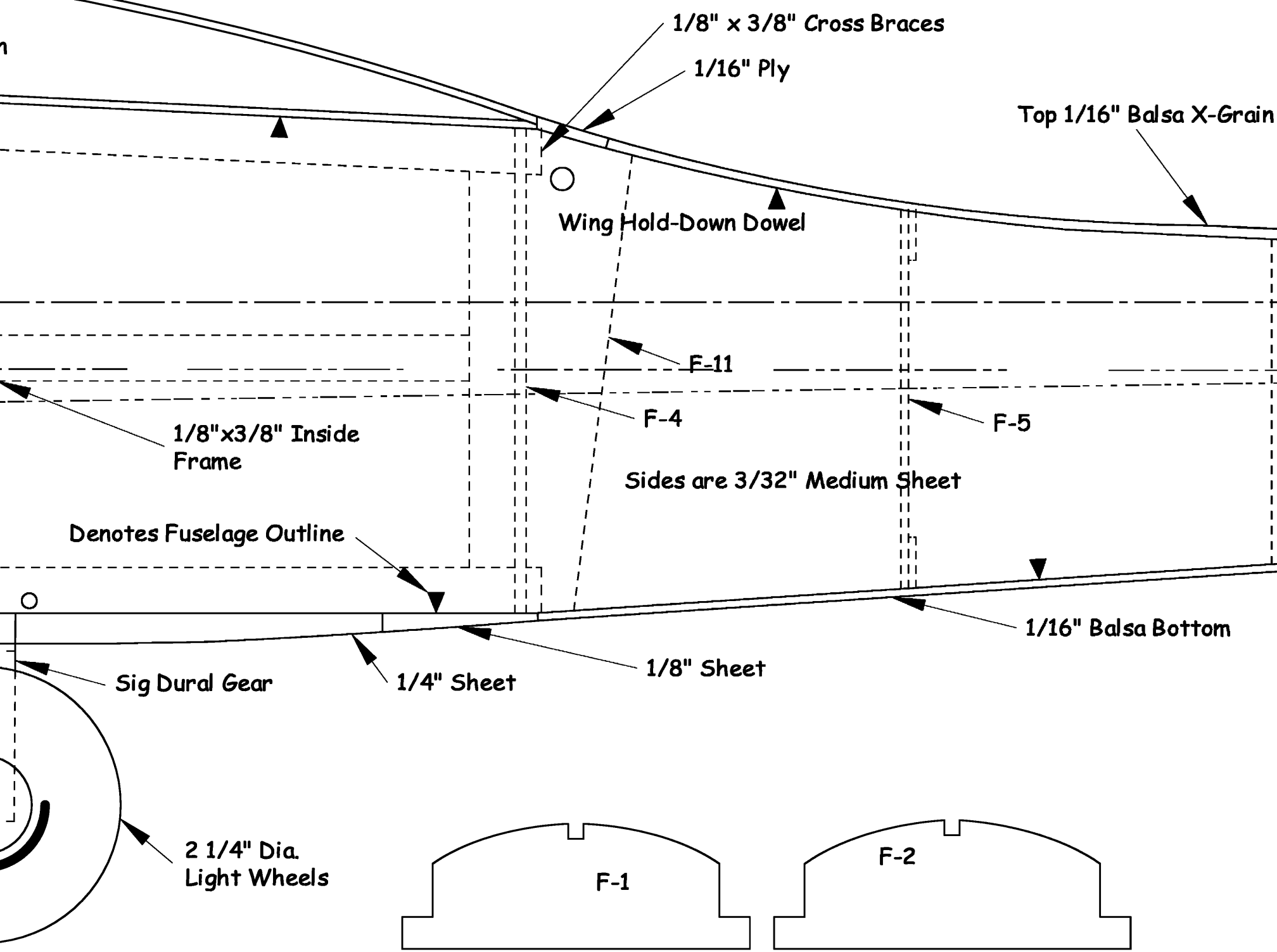


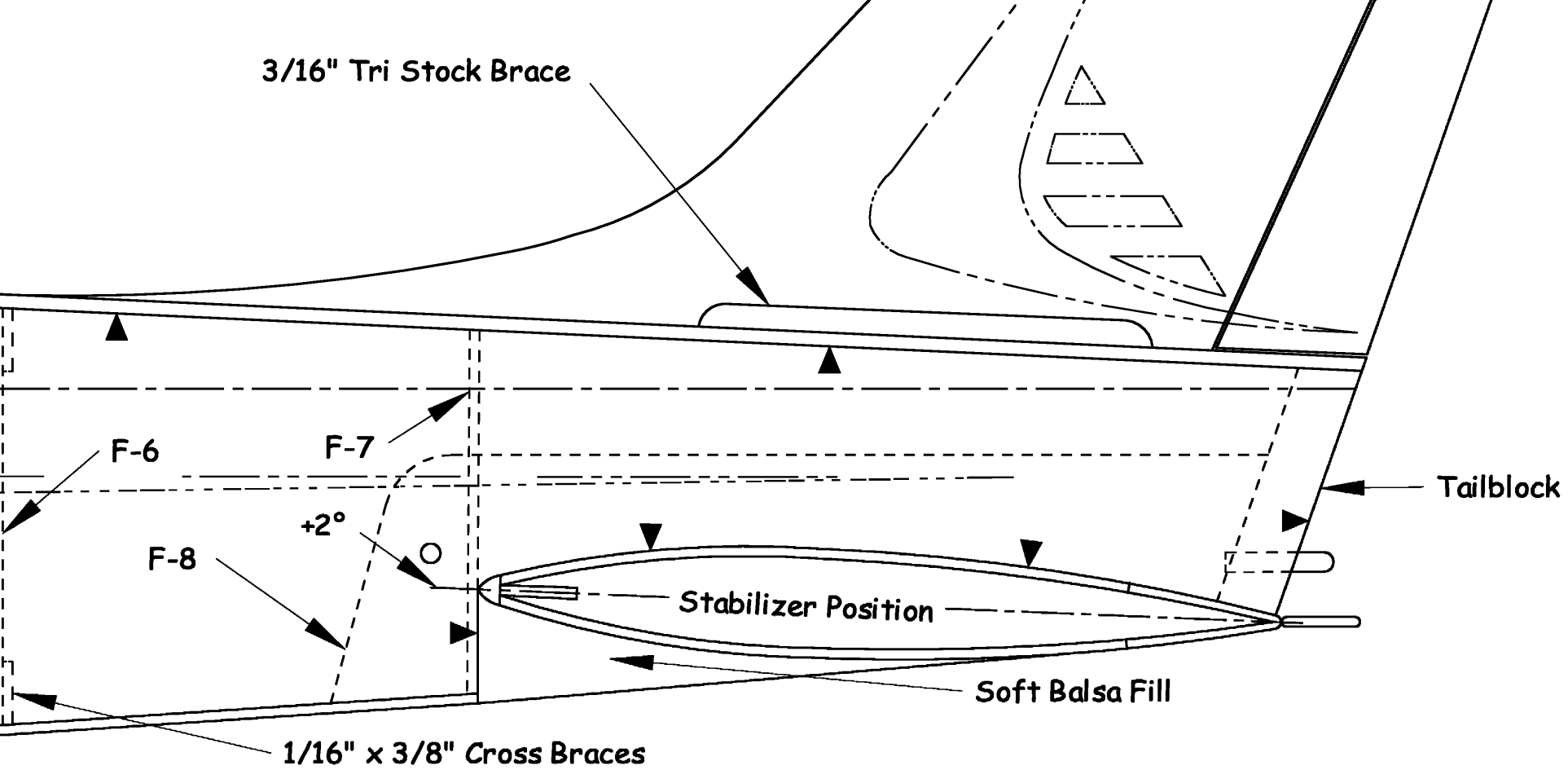
Check your model for warps making sure all warps are removed. Locate the C/G of your Lil Tri-Squire. It should fall within 1/2" of the C/G on plans. Add ballast to correct if necessary. Check out radio receiver carefully following manufacturers recommended check out procedure. Recheck with engine running. Pre flight re-ceiver checks are vitally important - don't "goof". Select calm weather for first flight. Test glide over tall grass. Lil-Tri-Squire should glide straight in a flat glide. Make slight rudder adjustment by bending yoke if necessary. If model stalls or dives in test glide add shim to stabilizer to correct. Now you are ready to fly. Start engine and adjust needle valve for steady, slightly rich running. Turn on receiver and transmitter and check rudder action. If rudder action is positive you are ready to launch. If not, stop engine and recheck receiver. If everything is OK launch (don't heave) Lil Tri-Squire from a run. Let plane gain altitude before attempting turns. Make turns gradually by pulsing transmitter. Observe flight tendency on neutral rudder carefully and correct if necessary by readjusting engine thrust. Keep ship upwind when flying. After engine cuts, circle model downwind to make landing pattern - Happy Landings.



Original Plans Call for Cox TD
or Medallion .049 cu. engine.







LIL TRI-SQUIRE