There are several notes I need to provide to aid you with the enclosed package. The original kits used 1/16" balsa. Since I wanted to print these directly on balsa sheet I developed the parts for 1/32" balsa sheet. My printer will handle up to 1/20" sheet, but I find 1/32" is a little easier to handle in the printer. As a result, some of the parts have been drawn to allow for cross grain laminations. The fuselage formers are a good example. This works fine as long as you are using 1/32" sheet stock.

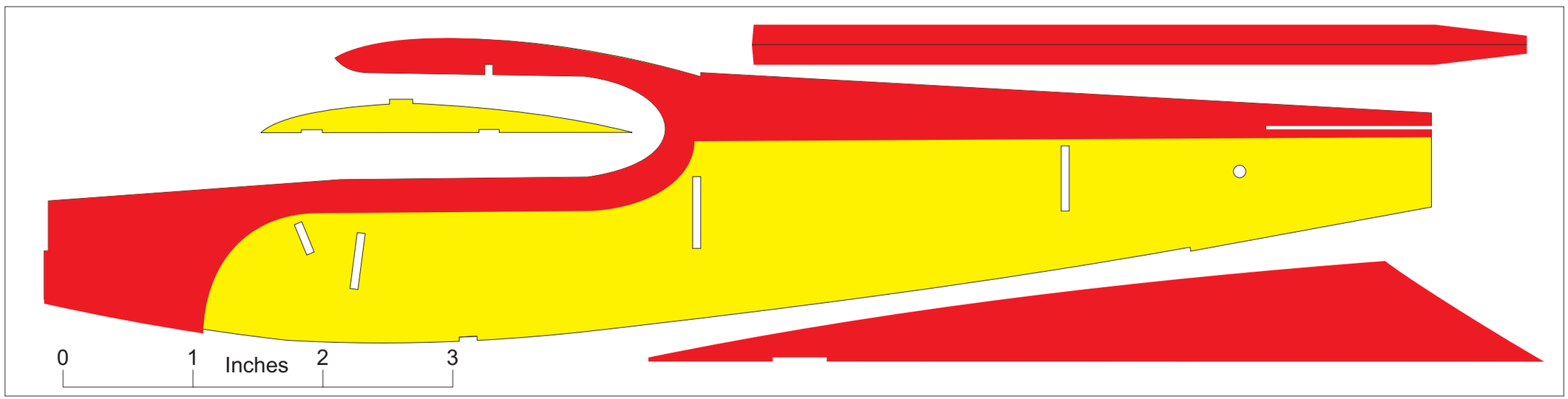
I like to use a removable nose for winding. The parts have been drawn with this in mind. The nose former has been drawn so a removable nose plug can be used. A colored nose plug has also been drawn. Back the colored nose piece with 1/64” plywood. This assembly will then plug into the opening formed by the fuselage structure. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose plug.

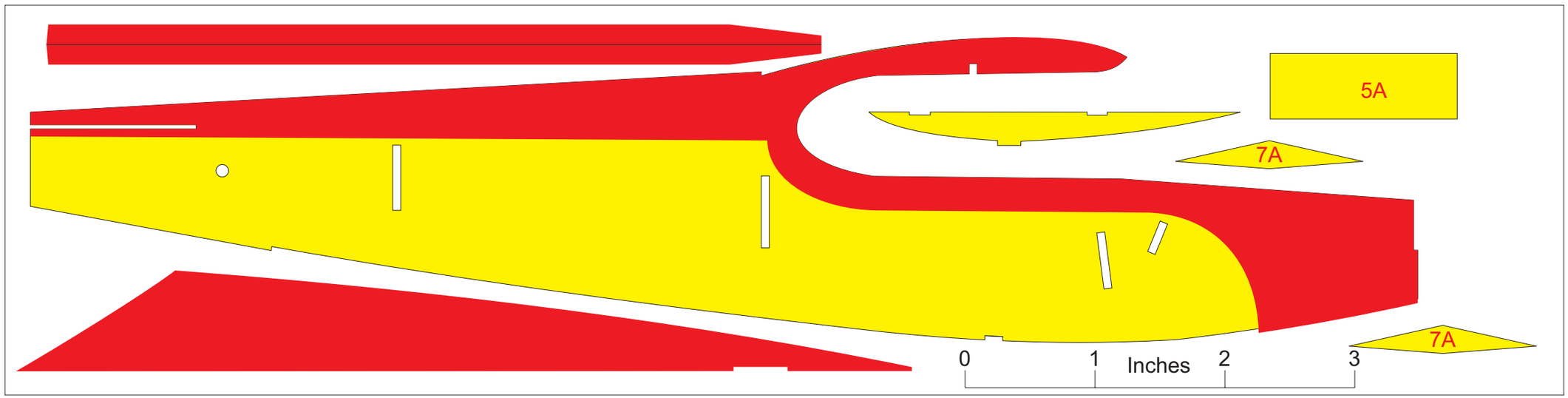
When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. This makes holding the model in a winding stooge very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of 1/64” plywood to the inside of each fuselage side at the peg location. This has proven to be plenty strong for a fully wound motor of 1/8" Tan II rubber. A piece of 3/32” OD aluminum tubing is used for the rear motor peg.

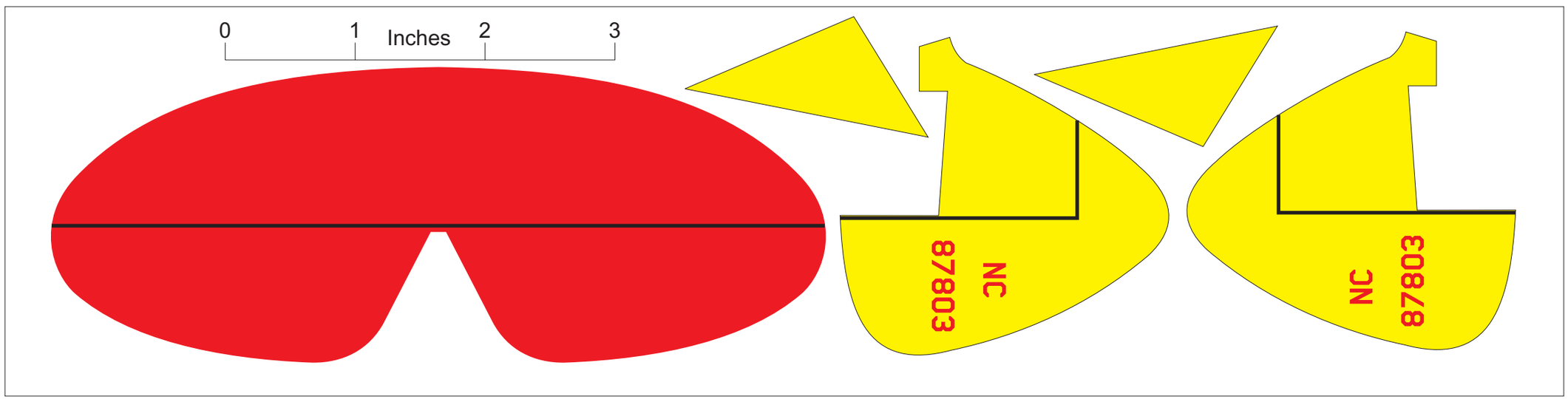
The original kit markings used red on bare balsa. The bare balsa was to simulate white paint on the full scale aircraft. I find natural balsa on these models to be a bit drab so I used yellow in the areas that were originally left bare.

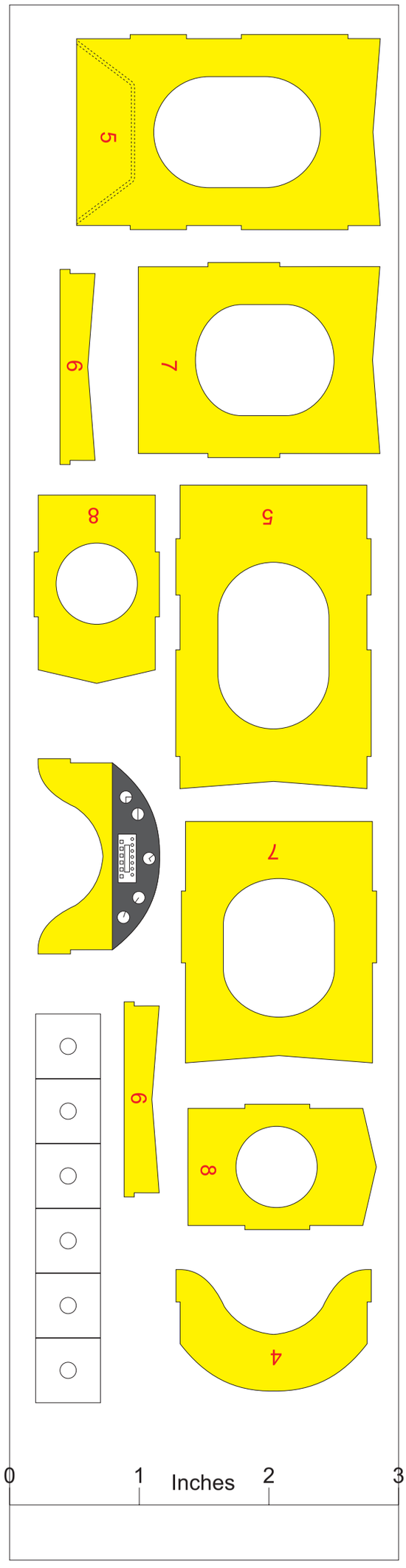
I do hope you build and enjoy a model from this plan package.

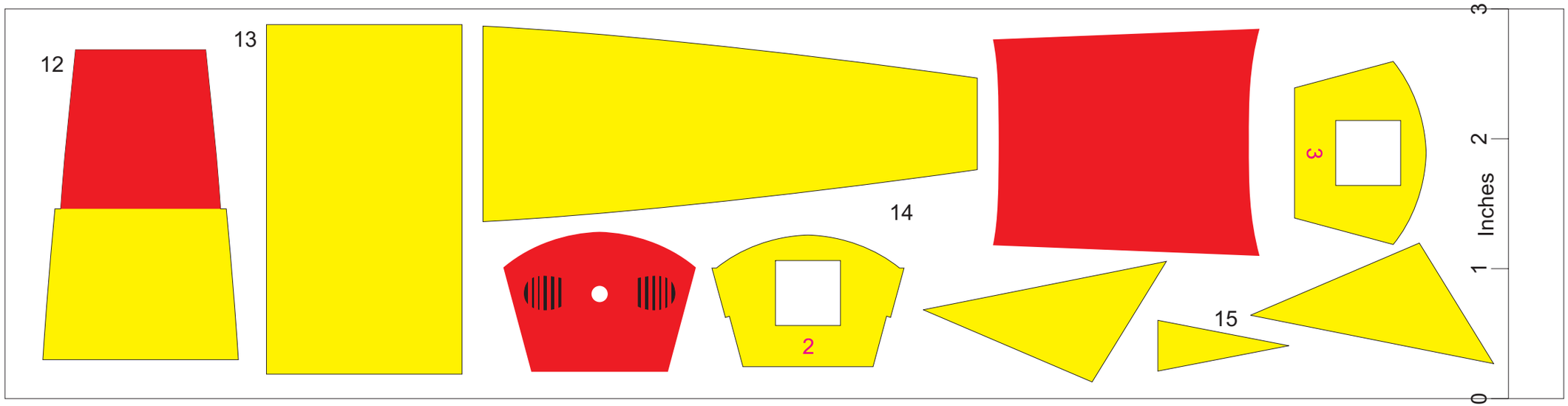
Paul Bradley


0
1
Inches
2
3

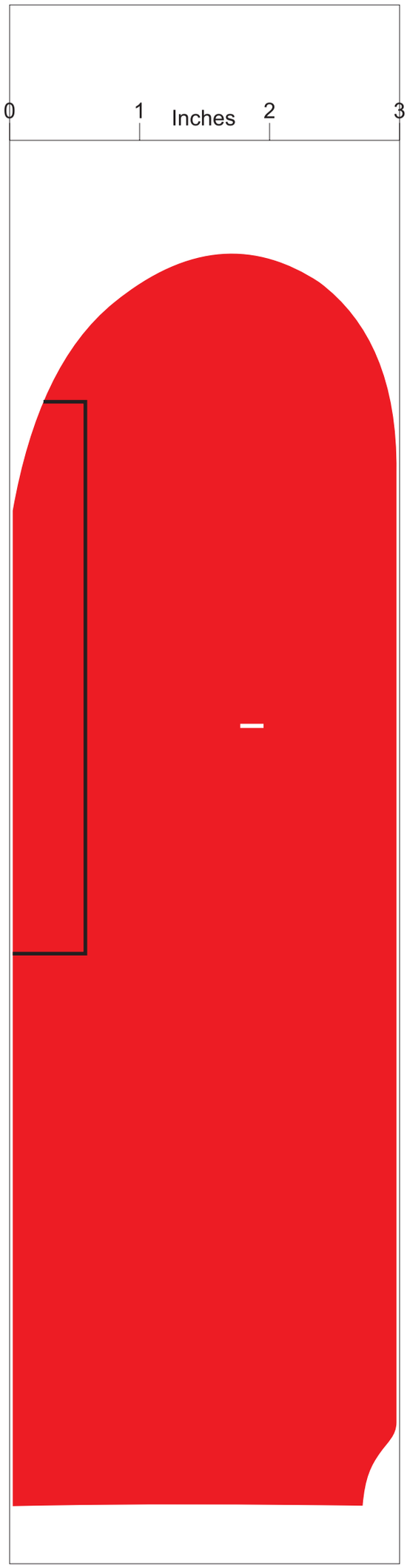

5A
7A
7A
0
1
Inches
2
3


0
1
Inches
2
3
NC
87803
NC
87803

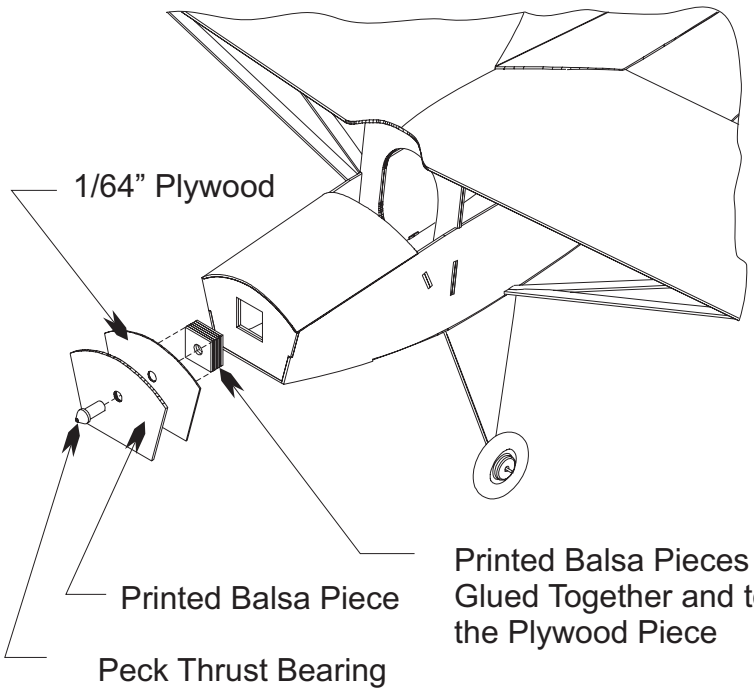

5
9
7
8
5
7
9
8
4
0
1
Inches
2
3


12
13
14
15
2
3
0
1
2
3
Inches

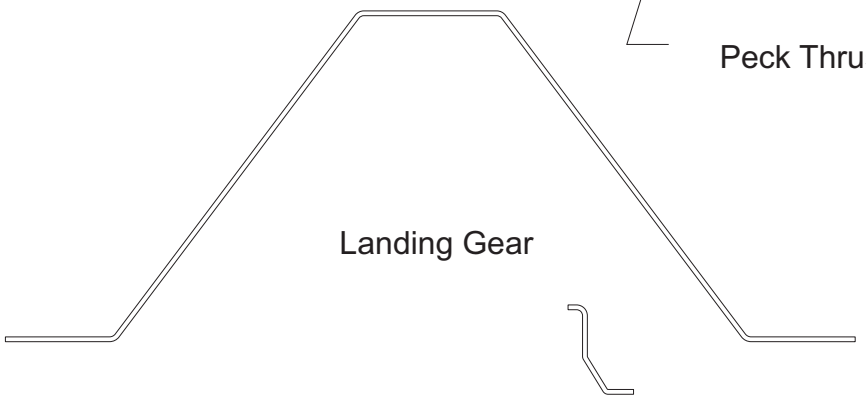

NC87803
Inches
0
1
2
3


0
1
Inches
2
3

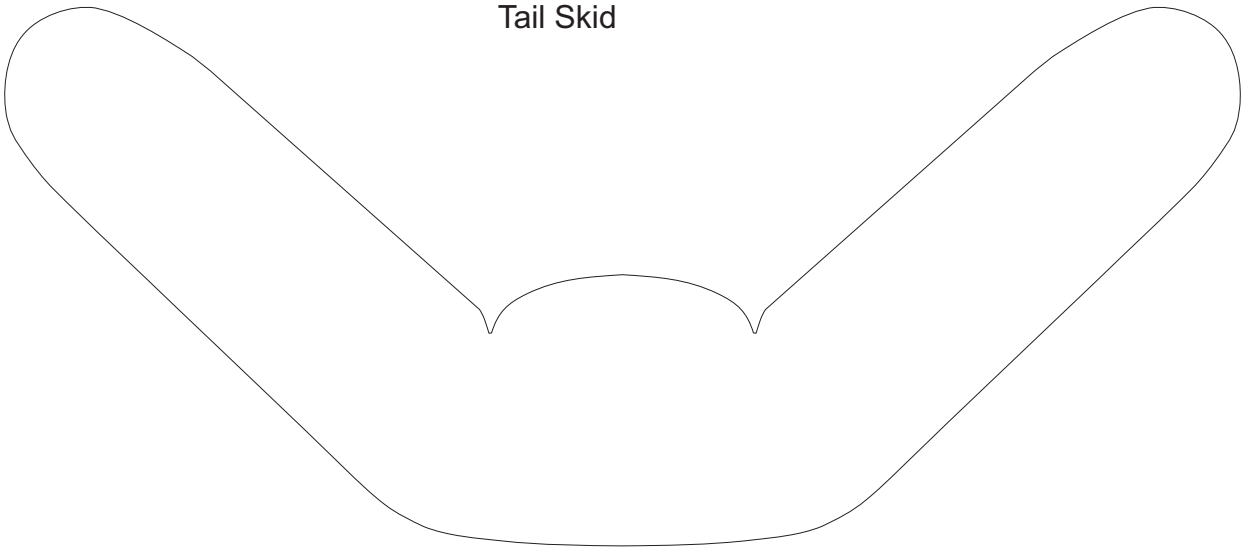
Modification to the nose to allow for a removable noise piece for stretch winding.



Make from .025 music wire
Wheels are .75” diameter



Tail Skid

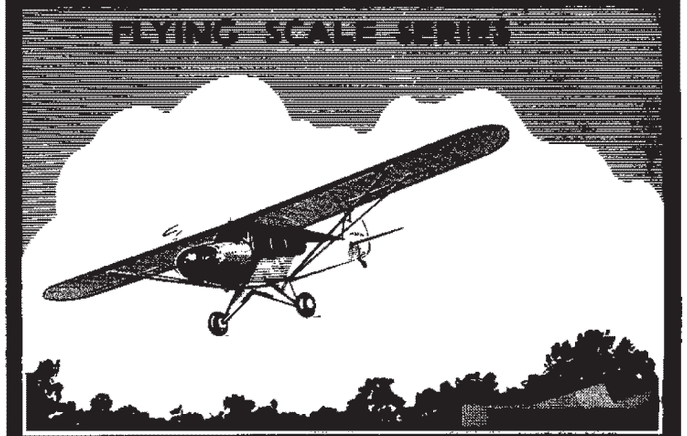


Windshield Pattern

Keil Kraft EeZe Built Piper Super Cruiser

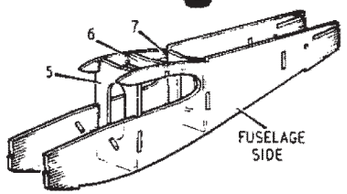
KEILKRAFT **EEZE BILT**

FLYING SCALE SERIES

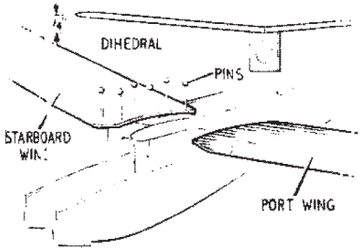


PIPER SUPER CRUISER

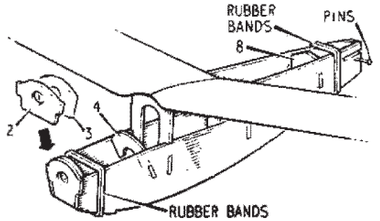
Building - -



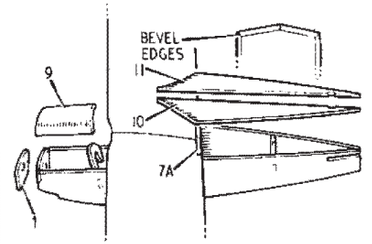
CEMENT FUSELAGE SIDES TO FORMERS 5 AND 7, AND ADD PART 6. MAKE SURE THAT ASSEMBLY IS SQUARE AND TRUE AND LEAVE TO SET. **1**



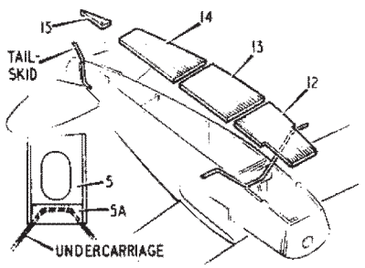
CEMENT WINGS IN POSITION. PINNING IN PLACE UNTIL DRY. CHECK THAT DIHEDRAL IS CORRECT - 3/4" UNDER EACH WING TIP AND THAT WING FITS SNUGLY IN PLACE. **2**



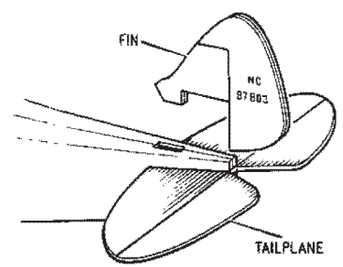
CEMENT FORMERS 2 AND 3 TOGETHER. JOIN FUSELAGE AT NOSE AND TAIL, FITTING FORM--ERS 2, 3, 4 AND 8. HOLD WITH PINS OR RUBBER BANDS UNTIL SET. **3**



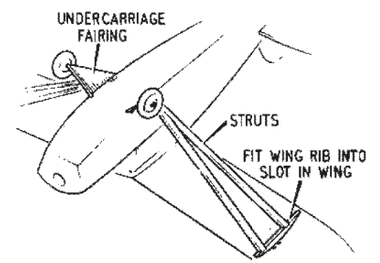
ADD FUSELAGE PARTS - 7A, 9, 10 AND 11, CHAMFERING EDGES AS SHOWN TO EN--SURE A PERFECT FIT WITH FUSELAGE SIDES AND WING. NOW FIT PART 1. **4**



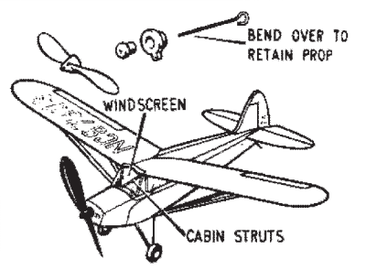
CEMENT UNDERCARRIAGE IN POSITION TO FORMER 5 AND ADD 5A. BEND TAILSKID AND CEMENT IN PLACE. ADD FUSELAGE BOTTOM - PARTS 13, 12, 14 AND 15. **5**



CHECK THAT TAILPLANE ASSEMBLES SQUARE--LY IN FUSELAGE, THEN CEMENT IN PLACE. JOIN LEFT AND RIGHT HALVES OF FIN TO--GETHER AND CEMENT IN POSITION. **6**

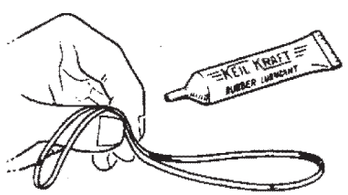


FIT WHEELS, RETAINING BY BENDING DOWN END OF AXLES AND CEMENT FAIRINGS IN PLACE. CEMENT WING RIBS FIRMLY TO WING AND ADD STRUTS. RE-CHECK DIHEDRAL. **7**

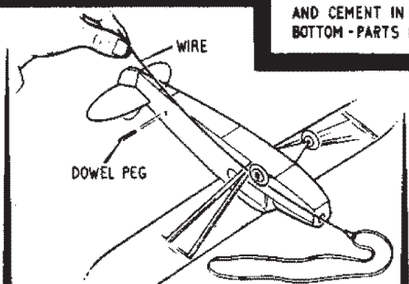


CUT AND FIT CABIN STRUTS FROM 1/16" SQ. BALSA. CHECK WINDSCREEN FOR FIT AND CEMENT IN PLACE. ASSEMBLE NOSE UNIT AND CHECK FOR FIT IN FUSELAGE. **8**

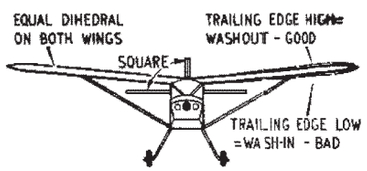
Flying - - -



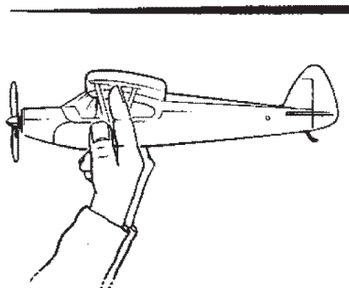
PREPARE RUBBER MOTOR FOR FLYING BY LUBRICATING WITH RUBBER LUBRICANT OR CASTOR OIL CAREFULLY RUN IN. MOTOR SHOULD TAKE APPROX. 200 - 250 TURNS **1**



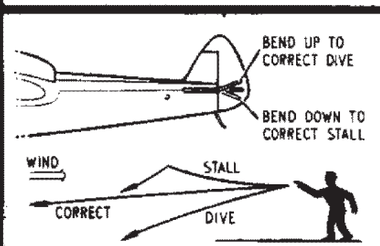
INSTALL RUBBER MOTOR BY MEANS OF A PIECE OF WIRE OR THREAD INSERTED FROM THE TAIL END OF FUSELAGE. SECURE AT REAR END WITH 1/8" DOWEL PEG **2**



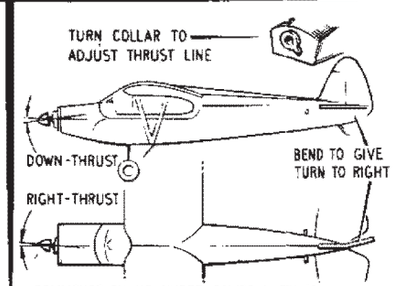
CHECK THAT ALL SURFACES LINE UP TRUE WHEN VIEWED FROM THE FRONT OR FROM ABOVE. SLIGHT WASH-OUT SHOULD BE INCORPORATED IN WING TIPS. **3**



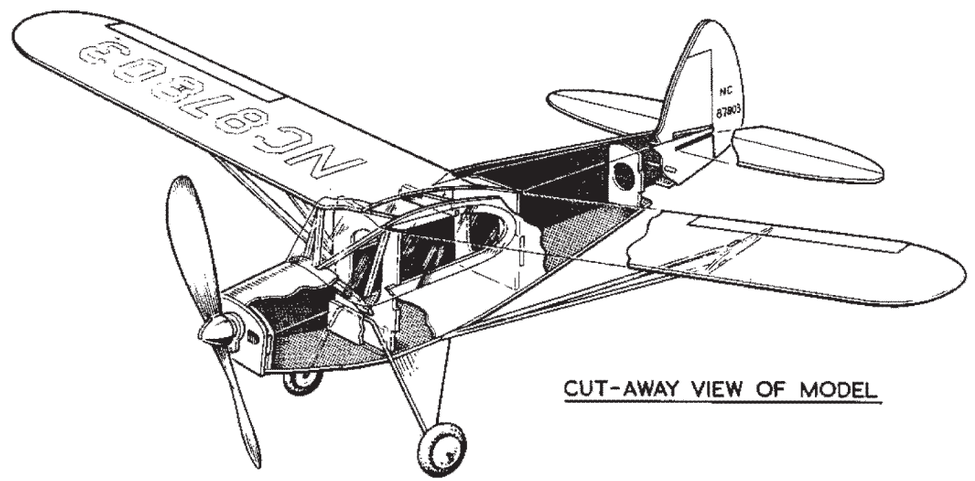
MODEL SHOULD BALANCE AT ABOUT 40% OF WING CHORD AS SHOWN. PLASTICINE MAY BE ADDED TO NOSE OR TAIL TO CORRECT IF NECESSARY **4**



TEST FOR GLIDE ON A CALM DAY. LAUNCH GENTLY AND OBSERVE FLIGHT PATH. CORRECT FAULTS BY BENDING ELEVATORS OR BY ADDING WEIGHT IF REQUIRED **5**



COMMENCE FLYING UNDER POWER WITH 50 TURNS ON MOTOR. ADJUST THRUST LINE TO PREVENT STALLING. CEMENT COLLAR IN PLACE WHEN BEST SETTING IS FOUND. **6**



CUT-AWAY VIEW OF MODEL


KEILKRAFT
MADE IN ENGLAND
USING BALSA BY
NC 87803
19" (480mm) SPAN FLYING MODEL
EEZEBILT
PIPER SUPER CRUISER