

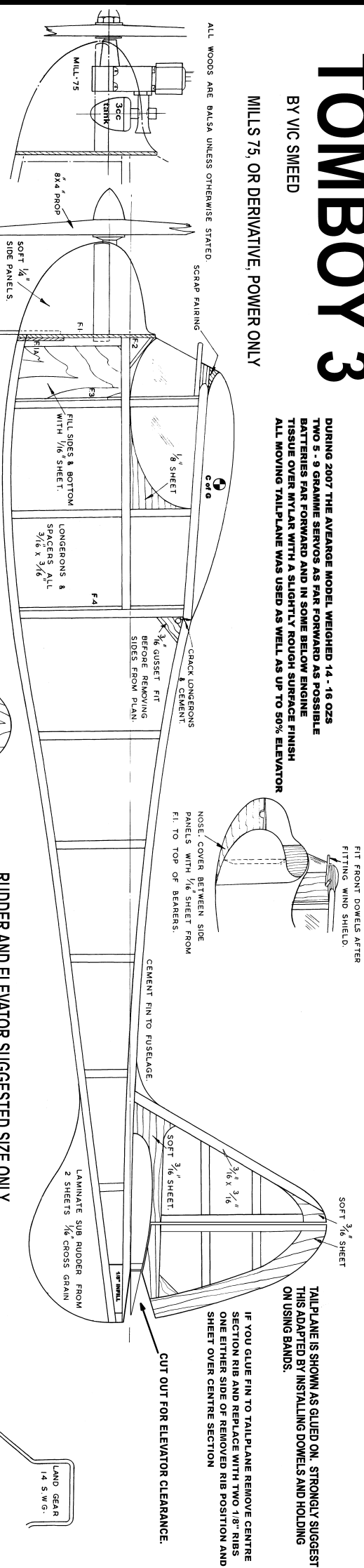
TOMBOY 3

BY VIC SNEED

MILLS 75, OR DERIVATIVE, POWER ONLY

DURING 2007 THE AVERAGE MODEL WEIGHED 14 - 16 OZS
TWO 5 - 9 GRAMME SERVOS AS FAR FORWARD AS POSSIBLE
BATTERIES FAR FORWARD AND IN SOME BELOW ENGINE
TISSUE OVER MYLAR WITH A SLIGHTLY ROUGH SURFACE FINISH
ALL MOVING TAILPLANE WAS USED AS WELL AS UP TO 50% ELEVATOR

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED



FIT FRONT DOWELS AFTER FITTING WIND SHIELD.

NOSE COVER BETWEEN SIDE PANELS WITH 1/16" SHEET FROM FIL TO TOP OF BEARERS.

CEMENT FIN TO FUSELAGE

SOFT 3/16" SHEET

LAMINATE SUB RUDDER FROM 2 SHEETS 1/16" CROSS GRAIN

CUT OUT FOR ELEVATOR CLEARANCE.

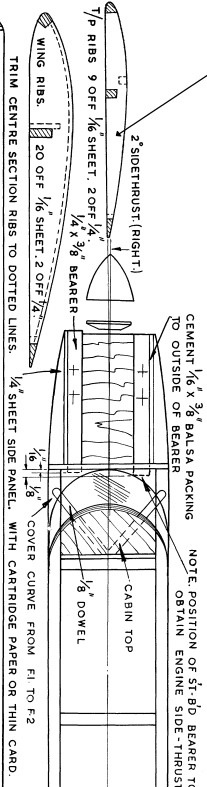
TAIL PLANE IS SHOWN AS GLUED ON. STRONGLY SUGGEST THIS ADAPTED BY INSTALLING DOWELS AND HOLDING ON USING BANDS.
IF YOU GLUE FIN TO TAILPLANE REMOVE CENTRE SECTION RIB AND REPLACE WITH TWO 1/8" RIBS ONE EITHER SIDE OF REMOVED RIB POSITION AND SHEET OVER CENTRE SECTION

RUDDER AND ELEVATOR SUGGESTED SIZE ONLY
ADJUST TO SUIT PERSONAL PREFERENCE

ENSURE THE SPAR IS STRONG AS IF IN LIFT
YOU MAY WISH TO LOSE HEIGHT BY SPIRAL DIVING
SOME USE SPRUCE AND OTHERS ADD A CAP STRIP
OF CARBON

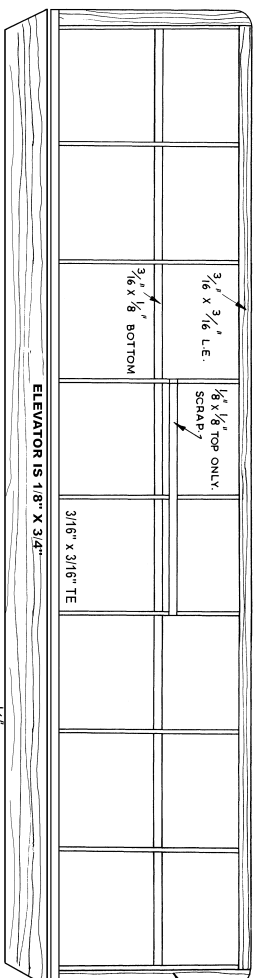
FORMERS REQUIRE HOLES TO BE CUT
WHERE SNAKES, CABLES, PUSHRODS
WILL RUN

ADJUST TAIL RIB TO SUIT CHOSEN
ELEVATOR SIZE



ADJUST BEARER GAP FOR YOUR PARTICULAR ENGINE

CABIN TOP, 3 OFF. CEMENT TOGETHER CHAMFER FRONT CURVE



SOME MODELS DIHEDRAL BRACE EXTENDED OUT ONE MORE BAY
AND TWO USED OR ONE OF 3/32

