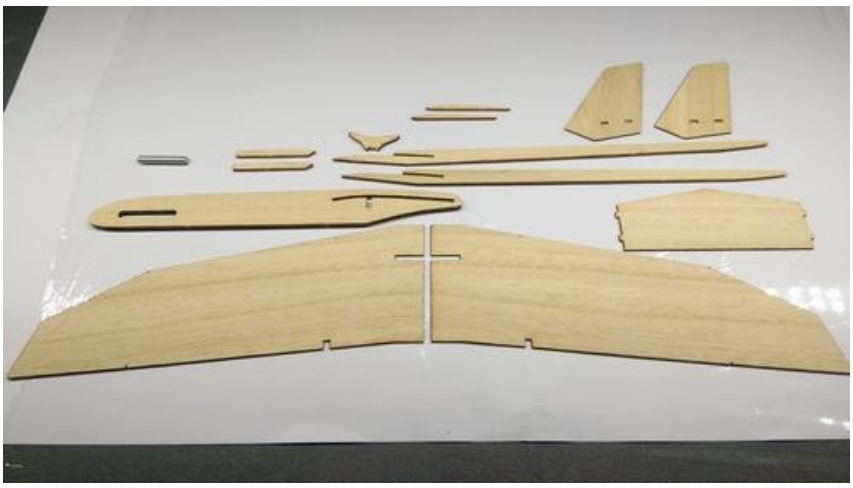
Glider Dual Fuse Fox

MicronWings.com

The Dual Fuse Fox is a fast looking modern dual fuselage design with swept back wings and sharp lines. The main wing section is curved over ribs to give it a slight airfoil shape, and this is also reinforced by the shaped wing root slots and tail boom supports. Balancing the glider is as simple as placing the ballast weight in the nose cavity and you then have a very stable glider with slow to moderate flying speeds. The Dual Fuse Fox not only looks great but has exceptional glide performance as well.

Your kit contains the following items

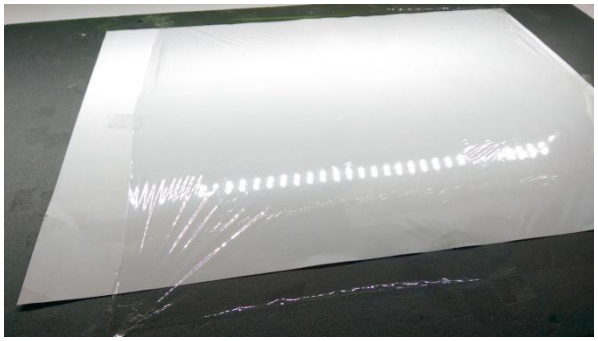
* Pre- cut parts
* Sandpaper sheet
* Diagram sheet
* Ballast weight
* Glue



Additional Items You May Need

* Cling Wrap
* Flat board (working surface)
* Hobby Knife
* Wood glue
* Masking tape

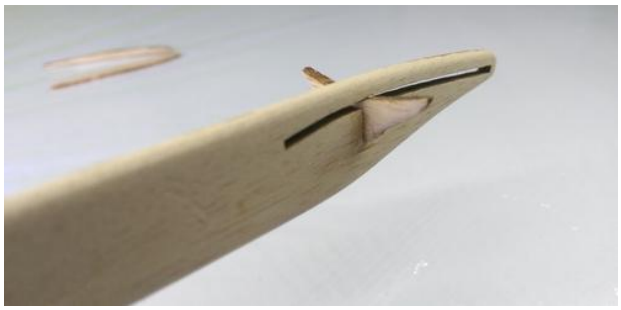
Build Procedure



Firstly it's a good idea to tape down a sheet of cling wrap over your work surface. This will stop the parts from becoming glued to the surface. It's easier to peel off cling wrap from any wooden parts.

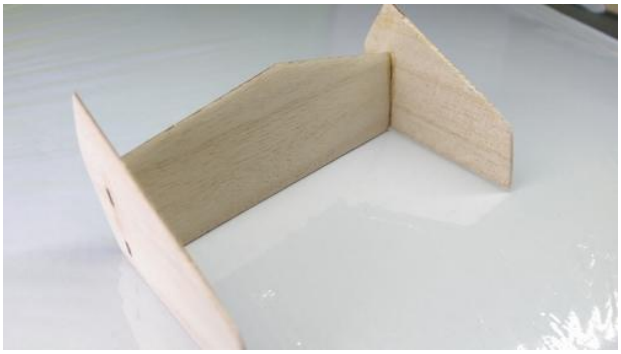
Note: although the kit is supplied with CA glue, we recommend using other glues which are suitable for balsa wood if available.

If you intend to sand down the edges of the parts, you may want to do this before you start building to make it easier.

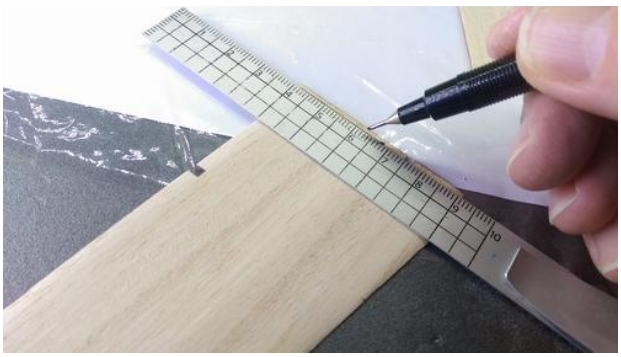


Glue in the wing support. Note that the wing support will completely block the wing slot in the main fuselage. This is how it is supposed to be. Refer to the slots in the wings to see how they attach.

Look along the body from the front to check that the wing mount is level.



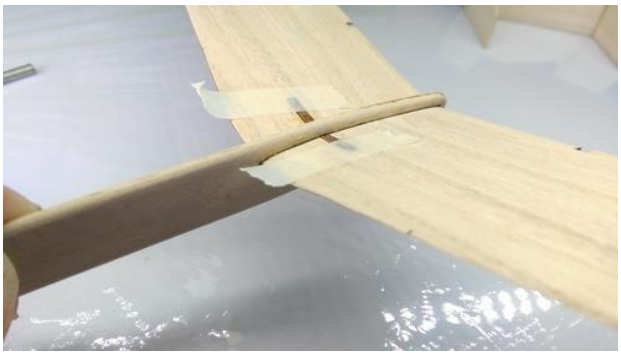
Glue on the vertical stabilisers to the horizontal stabiliser and make sure they are perpendicular (90 degree angles). Then place them down like this to dry.



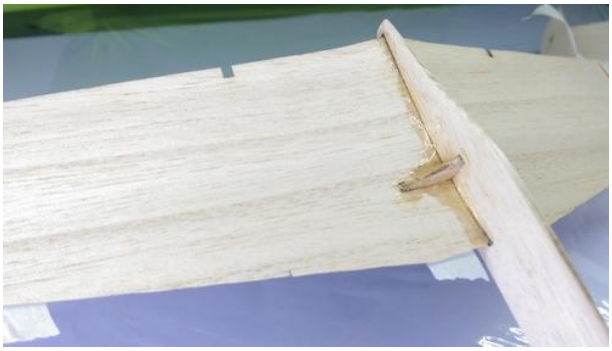
Each wing must be inserted half way into the body part, so mark a line about 2mm from the end of the wing. This will help when inserting the wings to make sure you have each wing inserted the same amount.

Wings with the guide lines drawn.

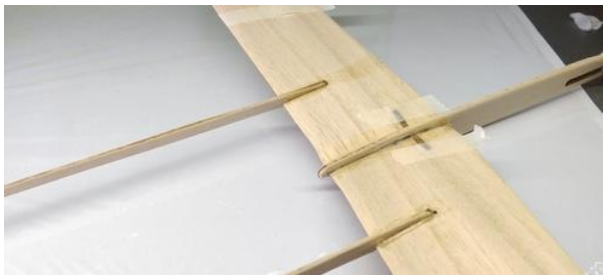
Glue in the wing ribs on the outer wing. There are marks in the wood on both the leading and trailing edge of the wing to show where to line them up.
Apply tape to pull the wing down onto the rib at the front and back and tape it in place till it dries.



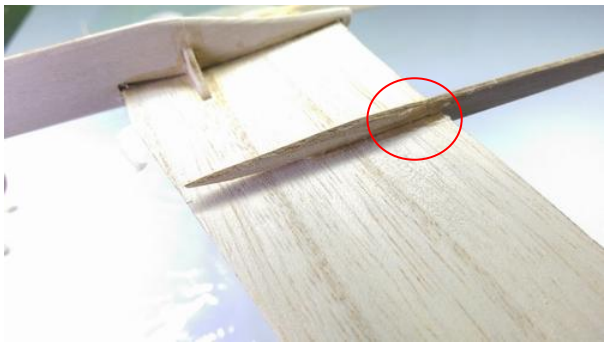
Glue the wings in place into the main fuselage ensuring they are both inserted an even amount. Ensure that you apply glue around the wing mount and put masking tape over the top like this to make sure the wings stay up while drying.
Look from the front to ensure both wings have the same amount of upward angle.



Also reinforce the joint with some extra glue under the wings.



Glue in place the tail shafts. Only glue the part on top of the wing as well as the rear 1cm under the wing.

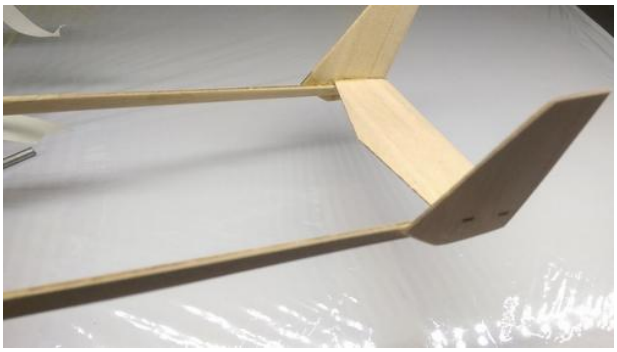


Only glue 1cm at the back of the wing underneath, and allow to dry.

Endure that the rear ends of the tail shafts are the same distance apart as the inside of the tailplane assembly.

Once the previous step has completely dried, continue to glue the rest of the tail shafts to the leading part of the wing. You can use masking tape as shown here to hold the wing down onto the tail shaft. Or you can use clips as shown below.

Alternate method of holding the wing to the tail shaft as it dries.



Glue in place the tail section as shown here on top of the tail shafts.

Place the ballast in the nose and hold it in place with tape while test flying.

Test fly and add or subtract ballast as needed to achieve a good flight path.

Once the plane is balanced properly, glue the ballast in place.

See a test glide on YouTube (Link)