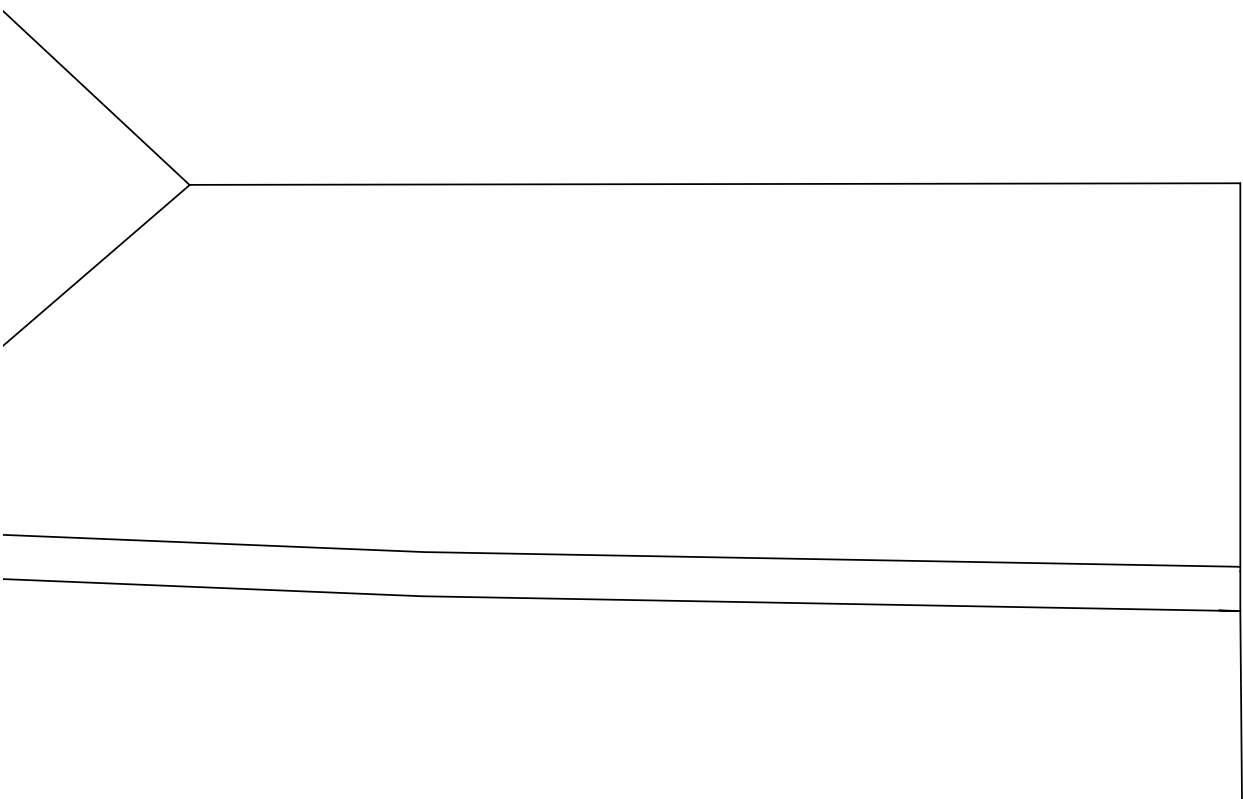
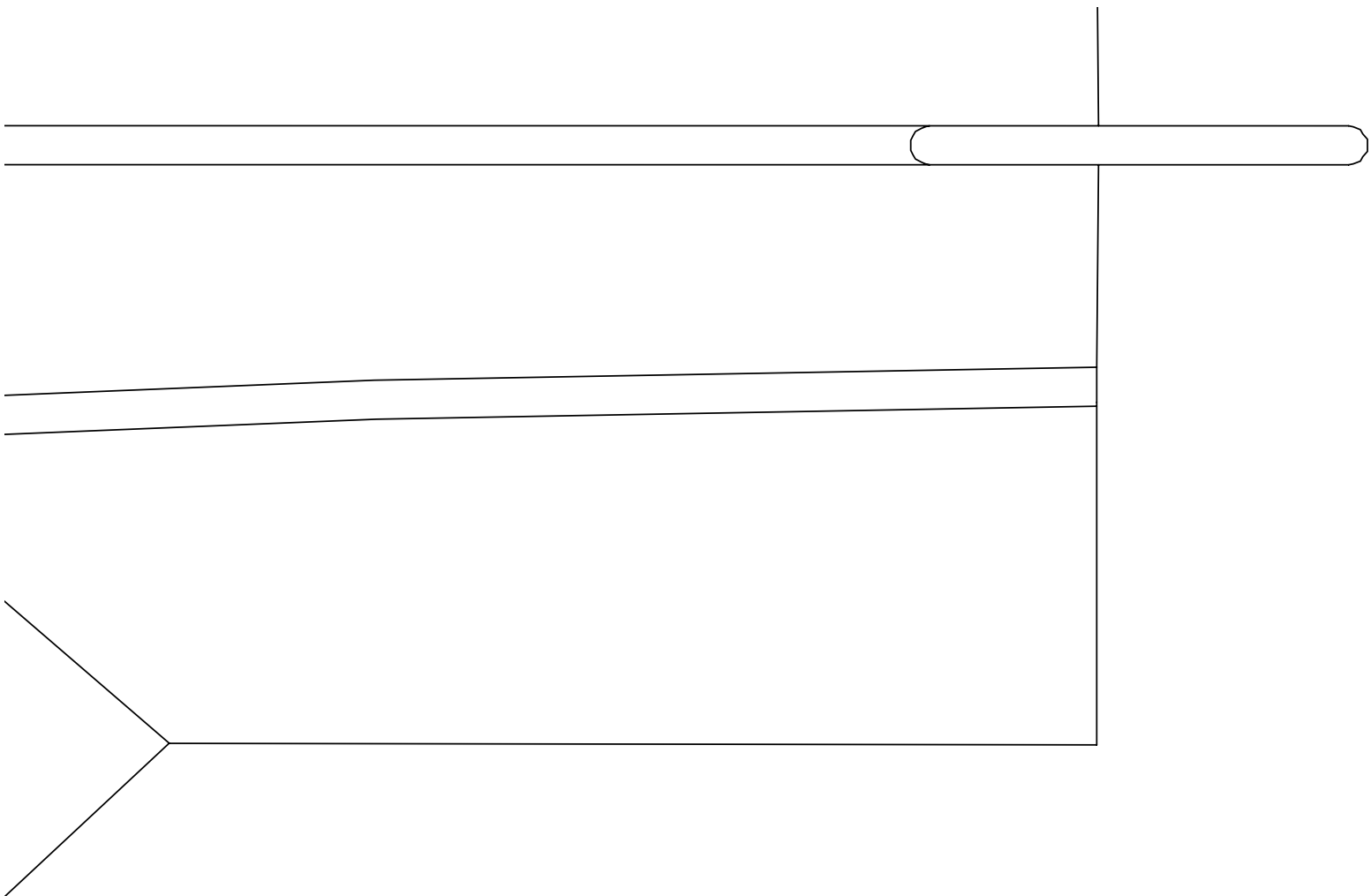


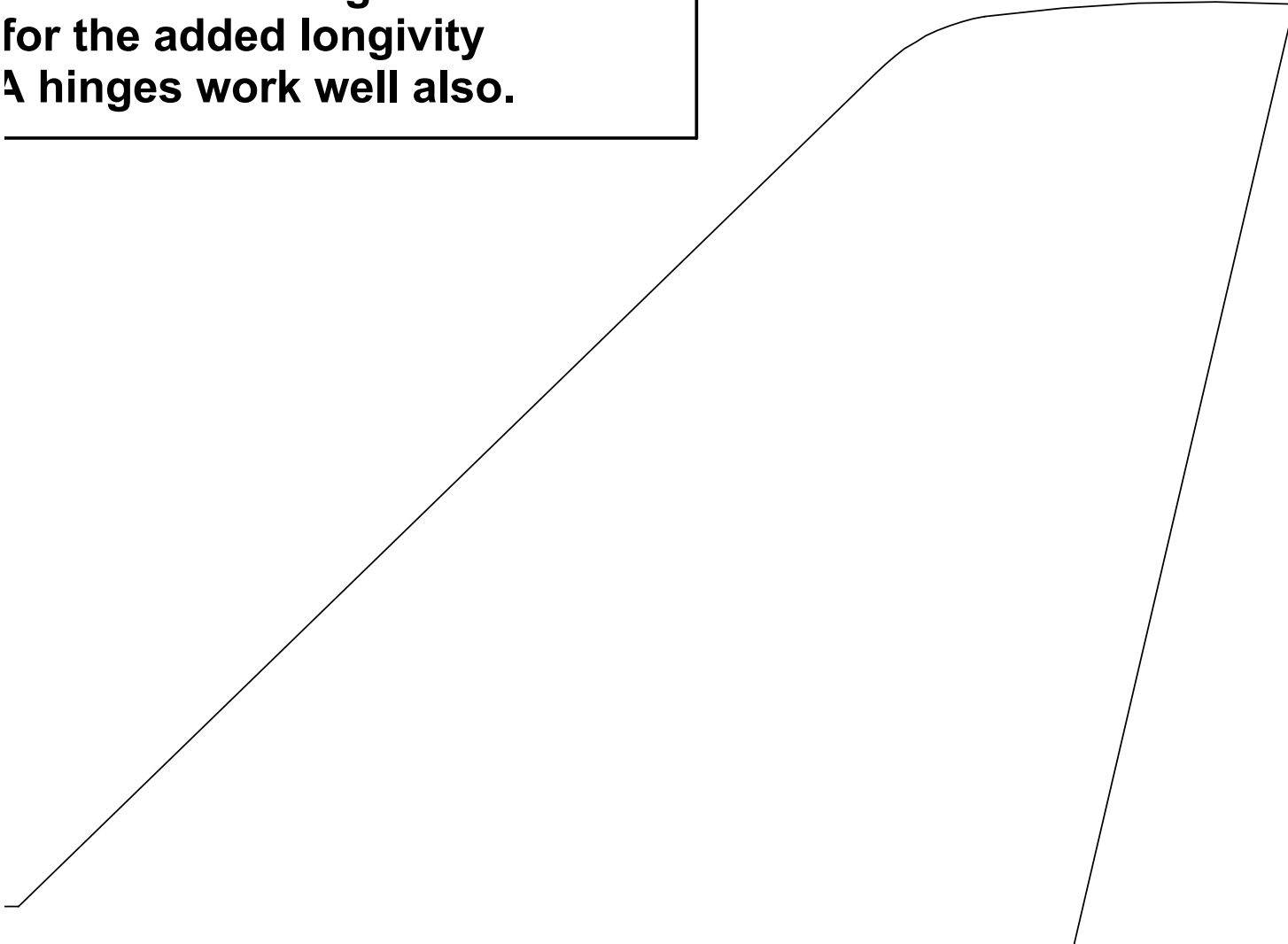
Batt Amps	Watts/lb	Static thrust, oz	Pitch speed, mph	Comments
9.7	93.2	14.4	48.7	Max amps and watts with GWS brushed motor for reasonable life
12.1	113.0	18.5	43.4	VERY hard on motor
11.6	108.7	18.9	43.8	Pitch speed slow
12.4	115.8	18.3	49.2	Great combo
14.2	129.2	20.0	45.0	
15.0	135.0	18.9	50.0	
12.9	118.7	20.0	45.0	
13.8	126.1	19.3	50.5	Great combo
13.4	122.7	17.1	53.1	
13.6	124.5	15.6	51.3	
15.4	138.3	18.2	43.3	Pitch speed slow
15.3	126.1	17.7	56.9	
9.2	89.1	14.7	49.2	Least current for good performance
13.2	122.7	19.7	51.1	Great combo

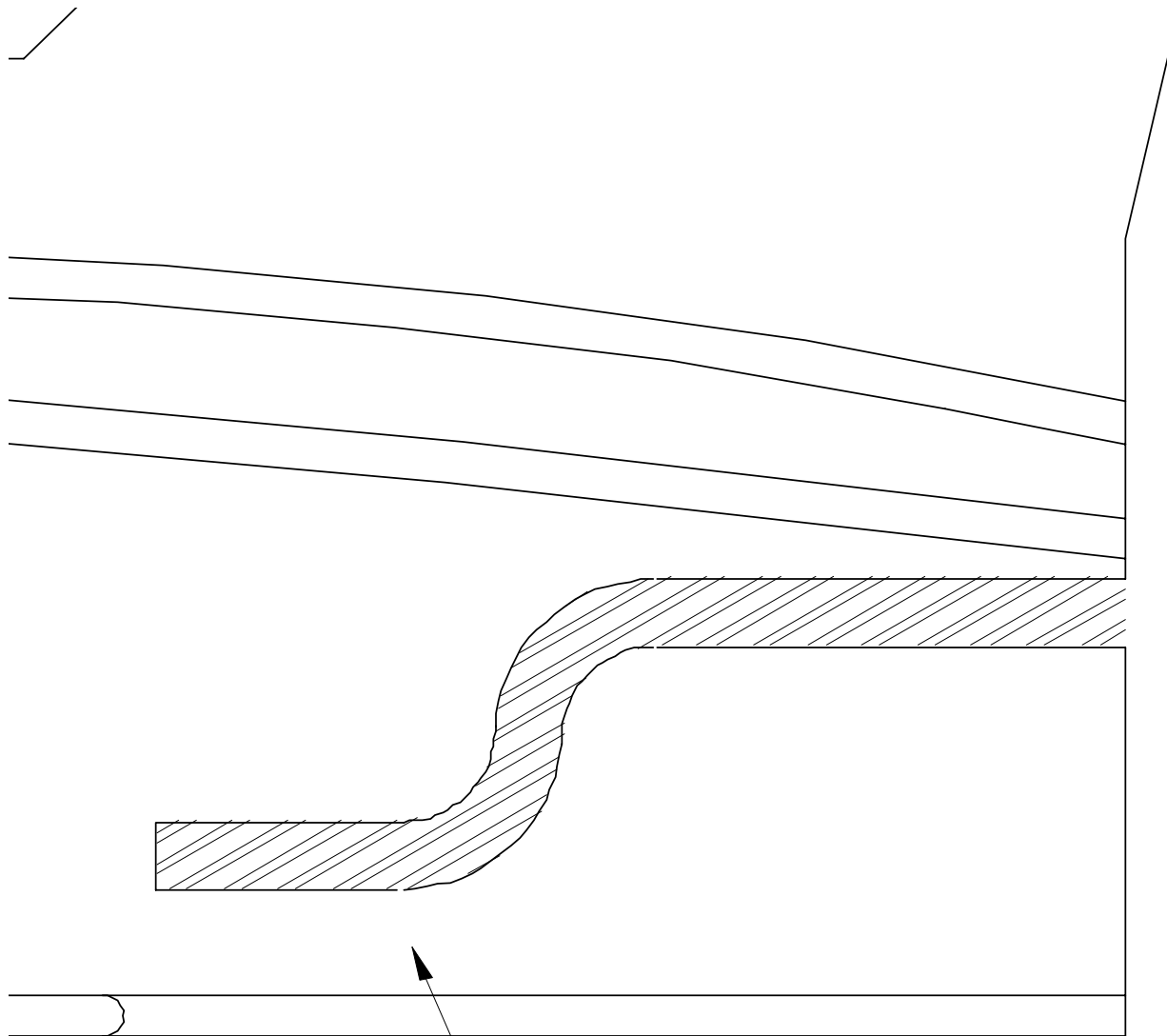
□





**urfaces can be packing
prefer robart hinge
for the added longevity
A hinges work well also.**





**Laser cut 1/4" birch motor block.
Epoxy into plane. DO NOT use
CA on the motor mount.**

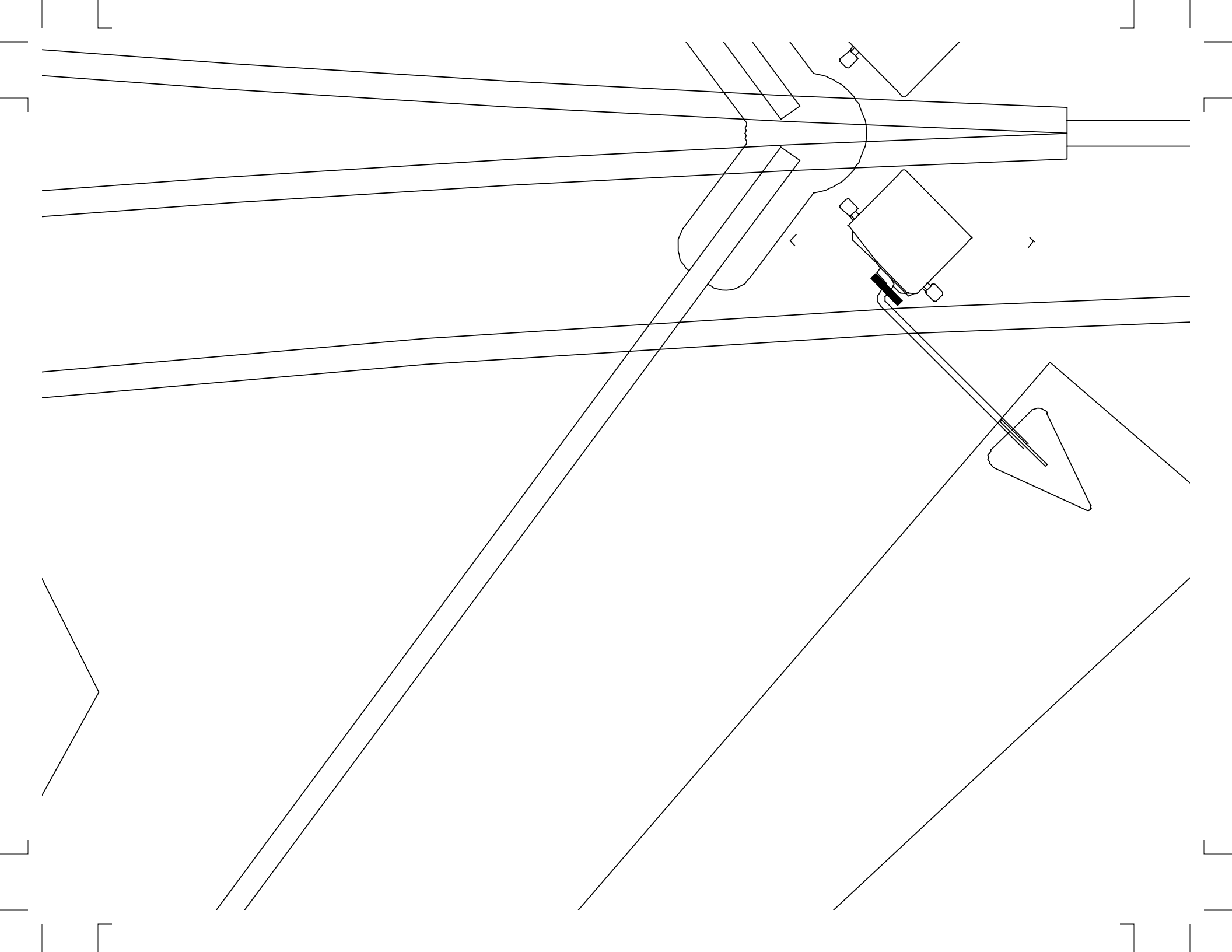
#1

Motor	Gearing	Prop	Batt Amps
GWS EPS-350	5.33	8x6	9.7
"	"	9x6	12.1
Himaxx 2015-4100	4.43	9x6	11.6
"	"	9x7	12.4
"	3.75	9x6	14.2
"	"	9x7	15.0
Himaxx 2015-5400	5.33	9x6	12.9
"	"	9x7	13.8
"	4.43	8x6	13.4
Axi 2212/20	NA	8x6	13.6
"	"	9x6	15.4
Mega 16-15-5	Direct	6.5x4	15.3
Razor RZ350	4.43	8x6	9.2
"	"	9x7	13.2



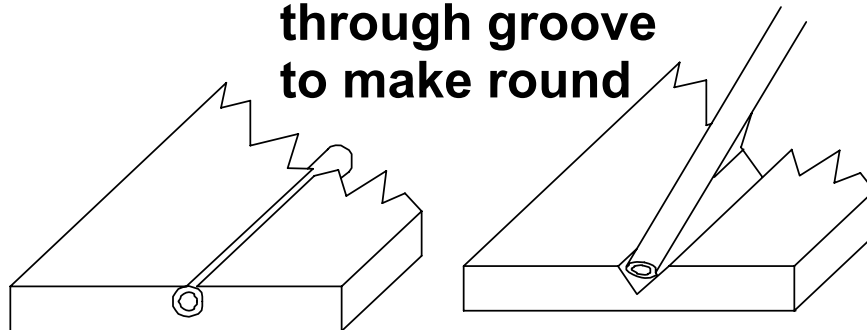
This technical drawing illustrates a wing assembly. A prominent feature is a long, narrow, double-lined component labeled "Laser cut 1/4\" wing stiffner", which runs diagonally across the frame. To the right, a diamond-shaped component is shown, connected to the main structure by a line. Various other lines and shapes represent the wing's internal structure, including a curved section at the bottom right and a triangular shape further right. The drawing is framed by a series of L-shaped corner marks.

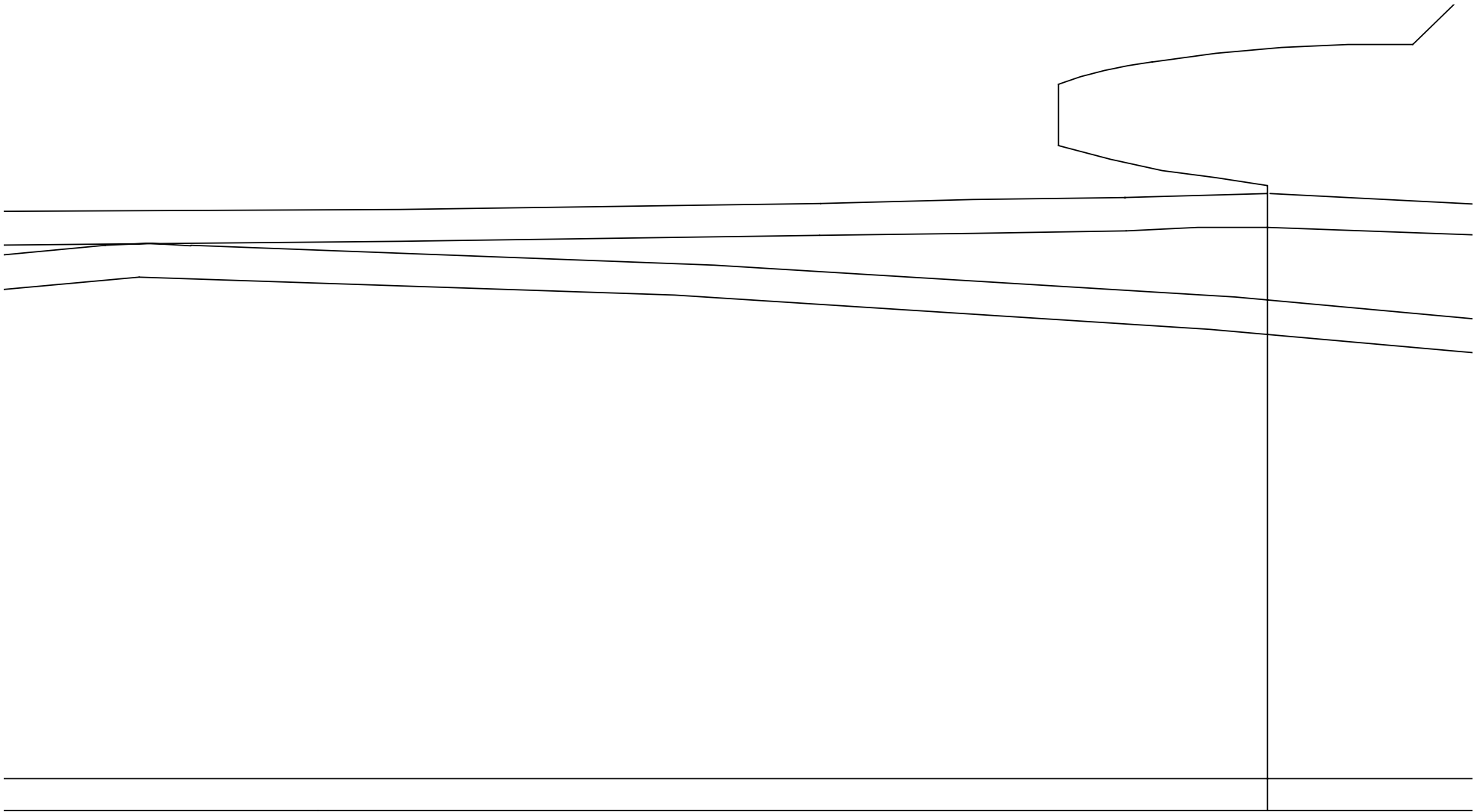
Laser cut 1/4" wing stiffner



All hinging for control surface tape or actual hinges. I prefer points epoxied in place for t and control freeness. CA hir

Cut a "V" groove in foam for spars. Pull spar through groove to make round







CG INFO

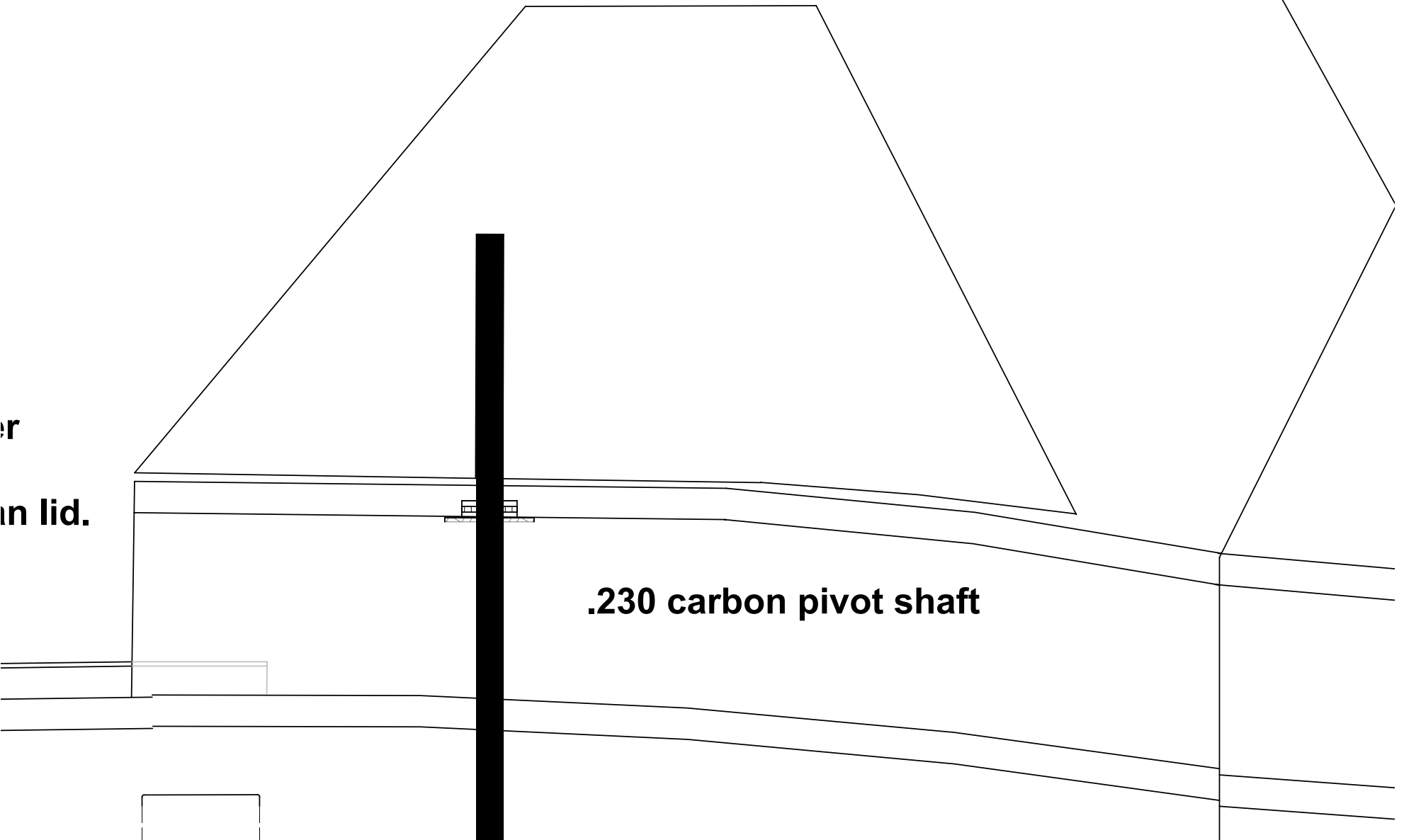
Start with the recommended CG range. You can adjust it further back as you become more familiar with the jet..

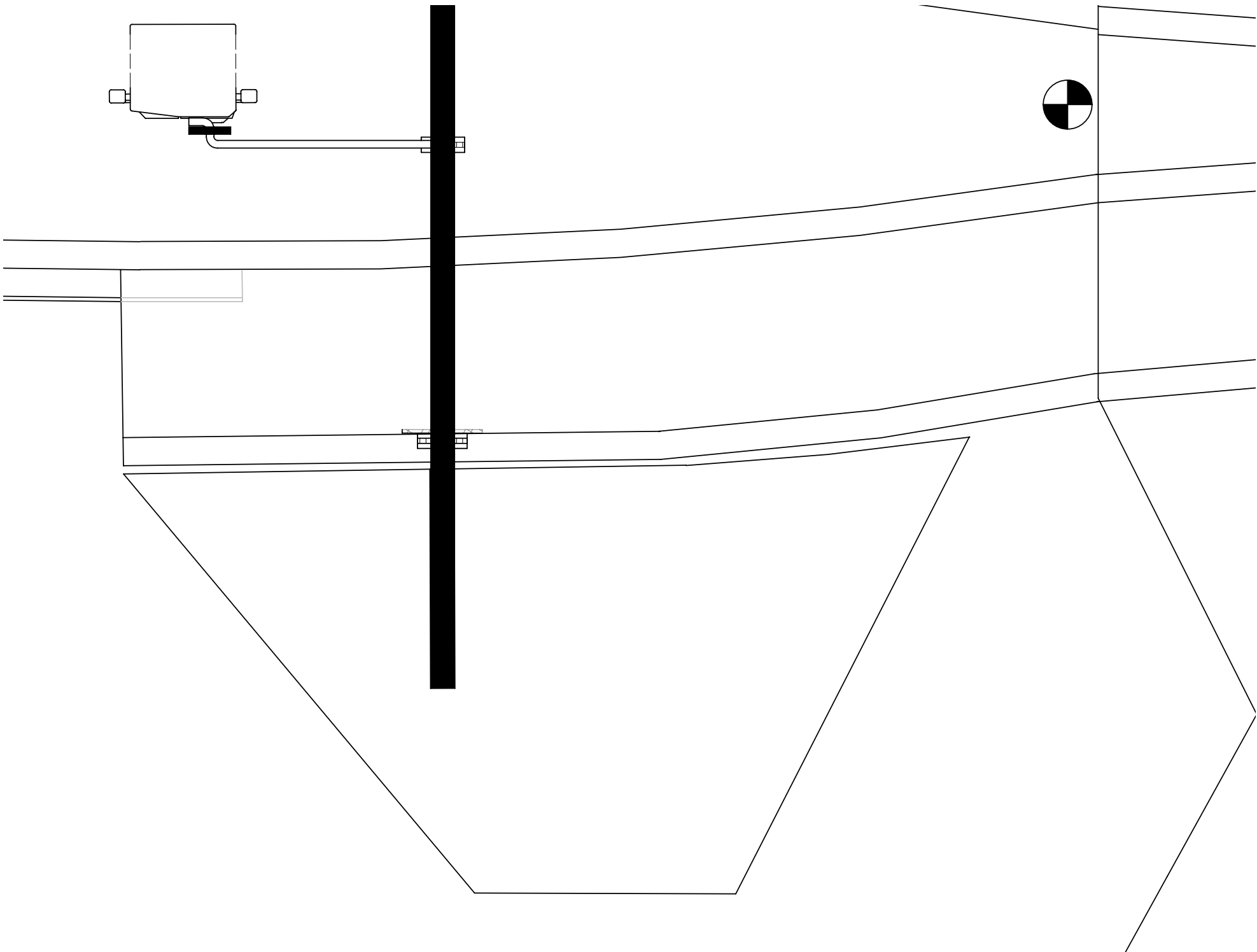
Balance 1/4" ahead of

more familiar with the jet..
Balance 1/4" ahead of
wing root leading edge.

er
in lid.

.230 carbon pivot shaft





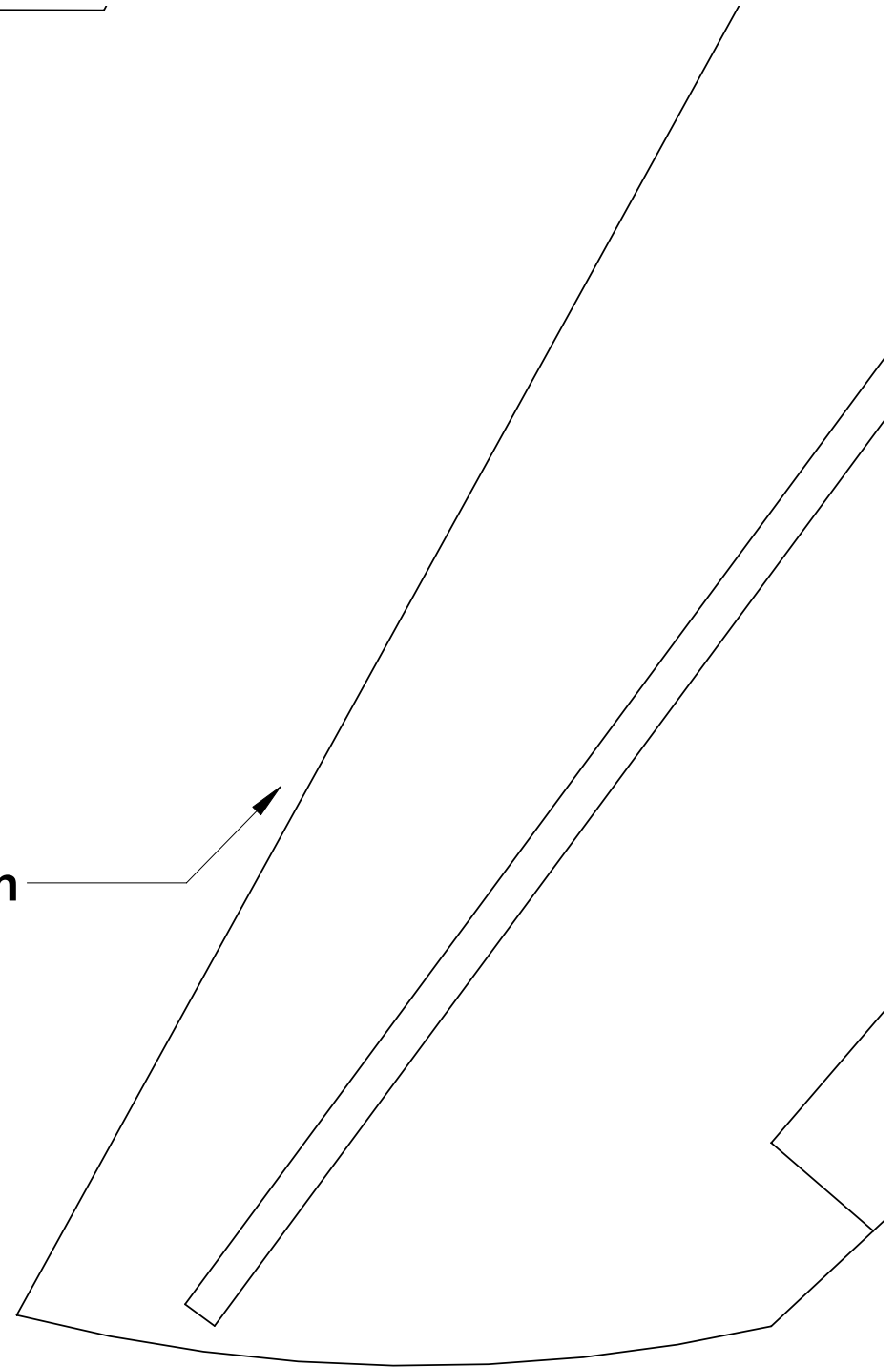
fuse:

**i-15 minute epoxy for the main
e not strong enough, and will crack**

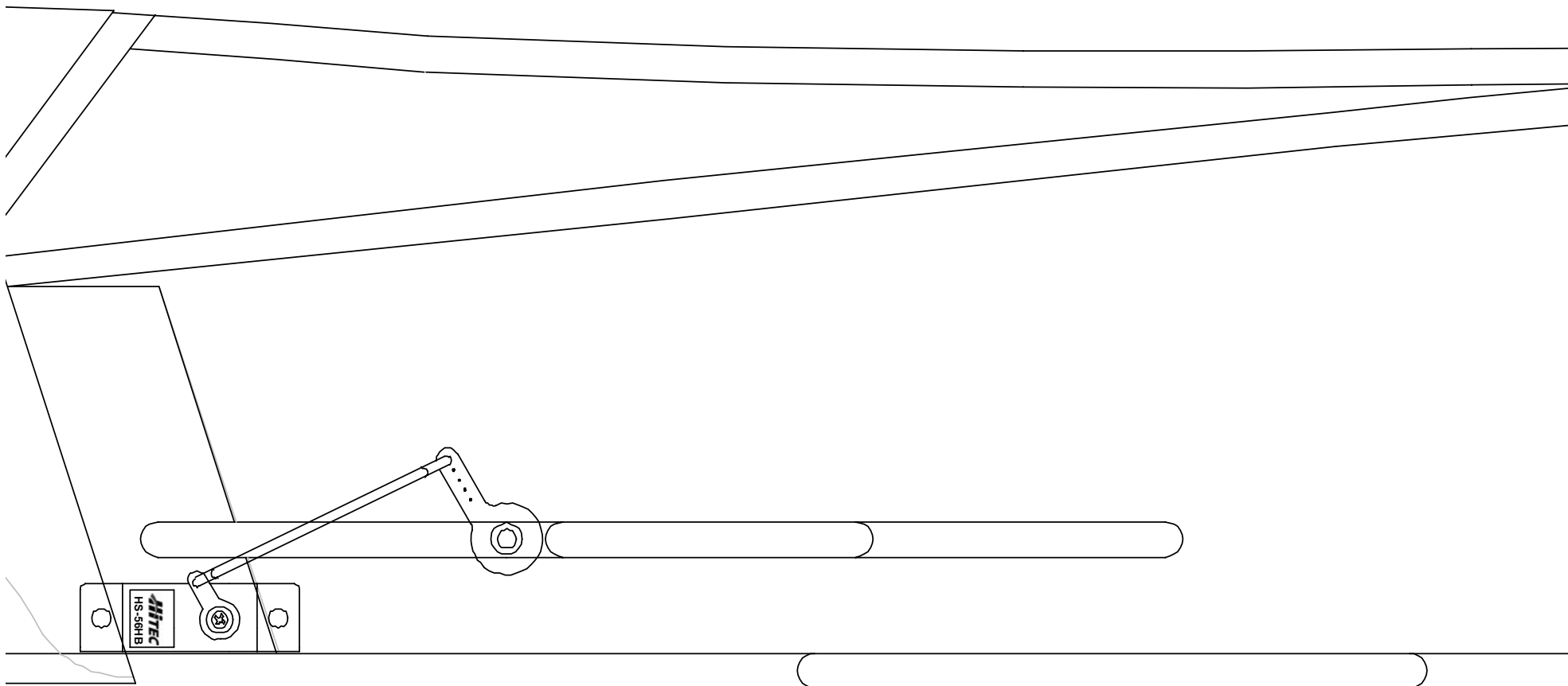
nd LE, apply 3M 1" Satin tape for protection

Vacuum Formed Canopy

(Send from foam if scratch built)

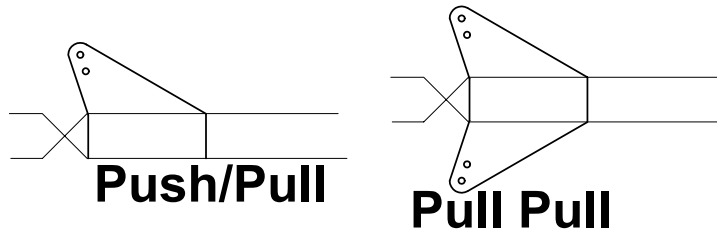


Vacuum Formed Canopy (Sand from foam if scratch built)



Jet

04 3DFoamy.com.
erved.
rawn by Chris Reiter
pdated: 11/28/2004

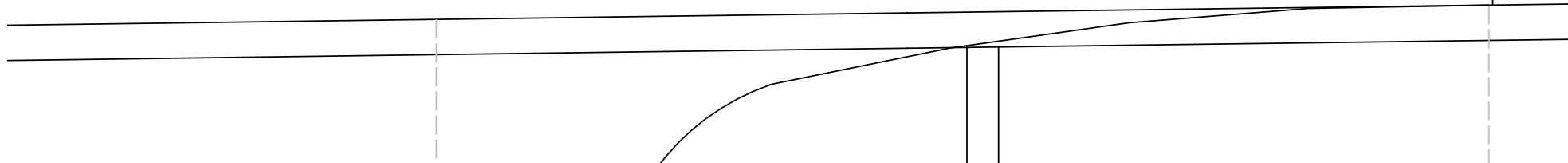


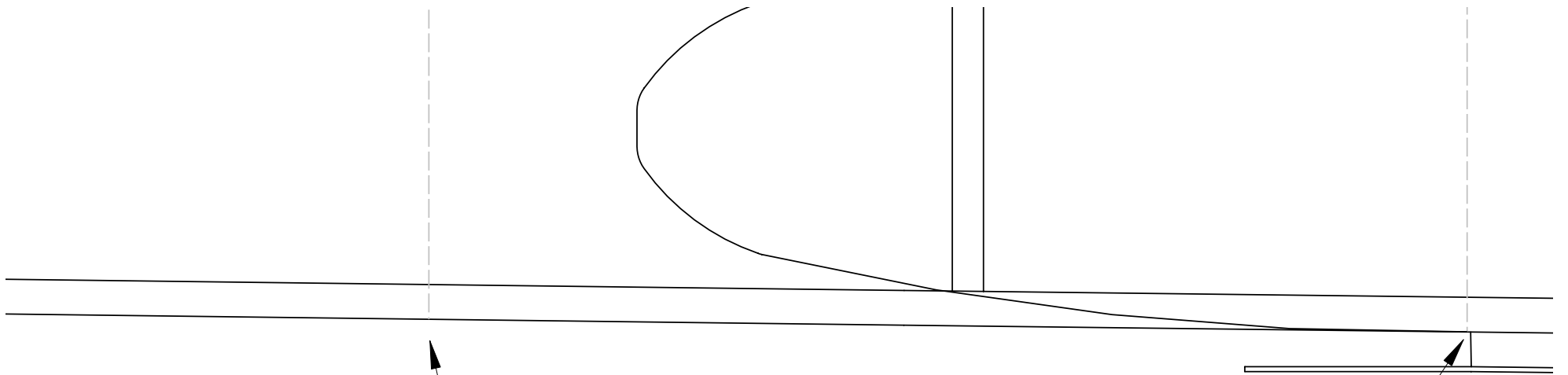
**Cut Control horns from 1/32"
ply or a plastic coffee can lid.**

**55 servos, 10 amp ESC
; twin rudders**

**Plastic Intake Splitter
Cut from 1/32"
ply or a plastic coffee can lid**

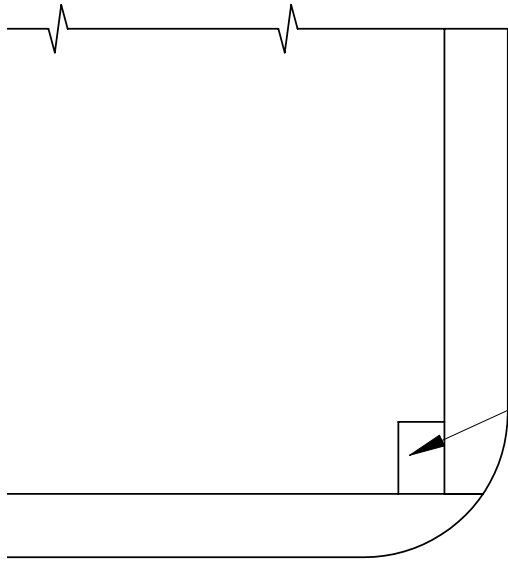
F-1





End of Canopy Frame

Front of Canopy Frame

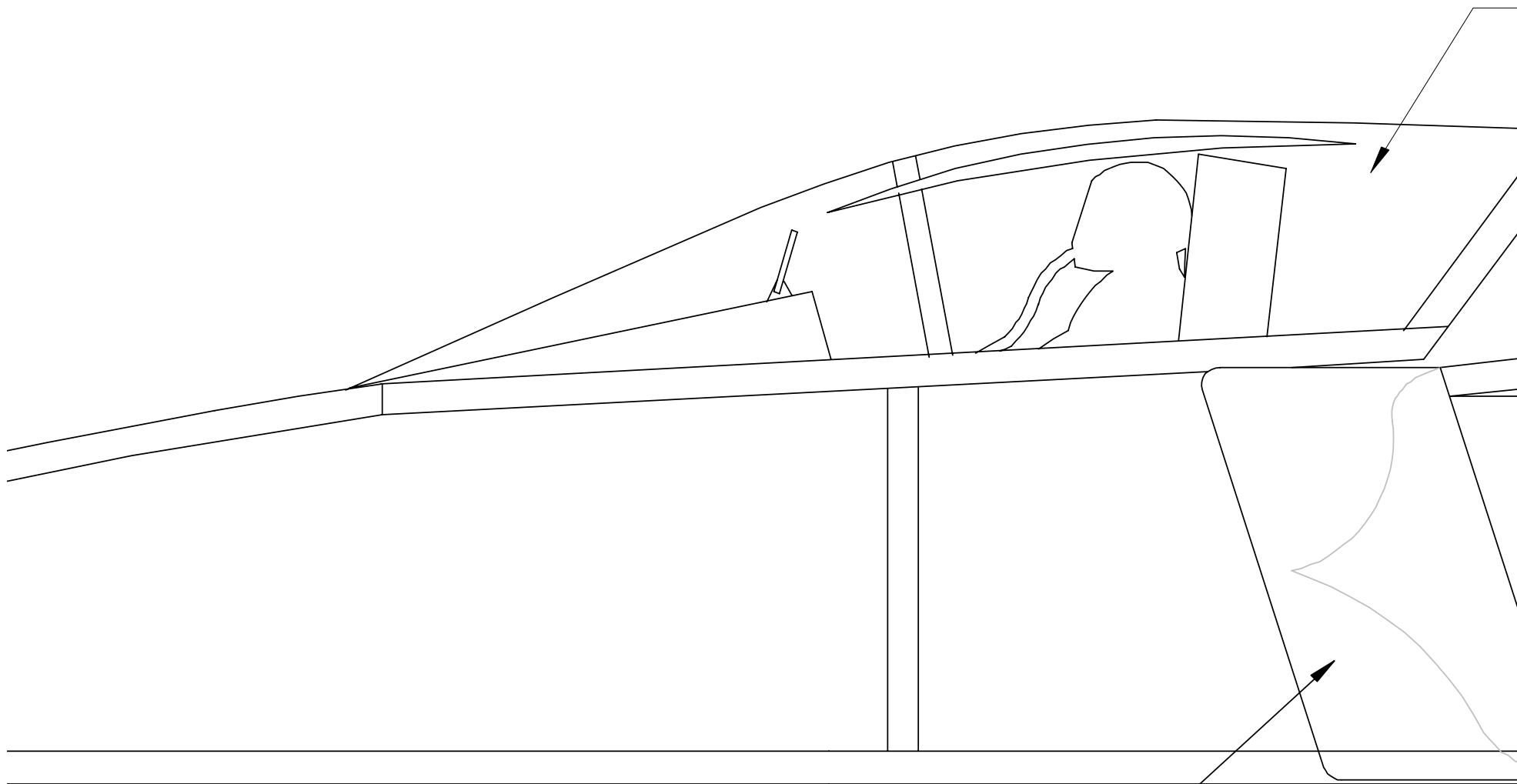


Depron Rails

Notes on the fus

**Make sure to use 5-15
parts...foam CA are no
under the torque.**

Round I



F-1

Laser cut intake splitter

Specs:

X-29 Park J

3D FOAMY

Copyright © 2004 3D
All rights reserved
Designed and Drawn
& Levi Jordan Updated

Weight

14-18 oz.

Thrust

14-24 oz.

Radio

4-5 Chanel

Area

294 in² (incl. canards)

Loading

6.9-8.8 oz/ft²

WWW.3DFOAMY.COM

Prototype Setup/Specs

Wing area: 294 sq in (effective area, which includes canards)

Span: 27.6

Length: 43.1 in

Weight RTF: 15.6 oz as shown

Wing loading: 8.2 oz/ft² (based on effective wing area)

Motor: GWS EPS-350 with "C" gearing

Battery: 11.1V 1200 mAh Lipo

Prop: GWS 8x6 SF

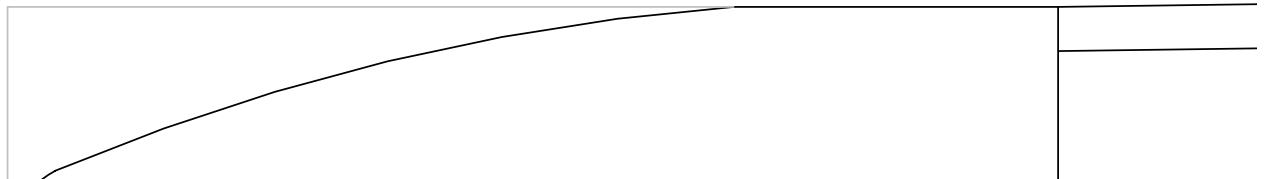
Current draw: 9.7 amps

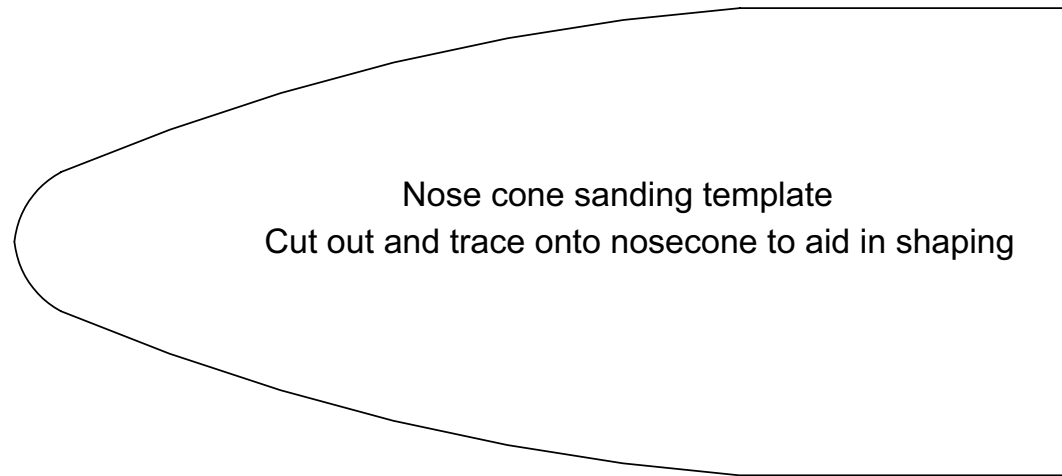
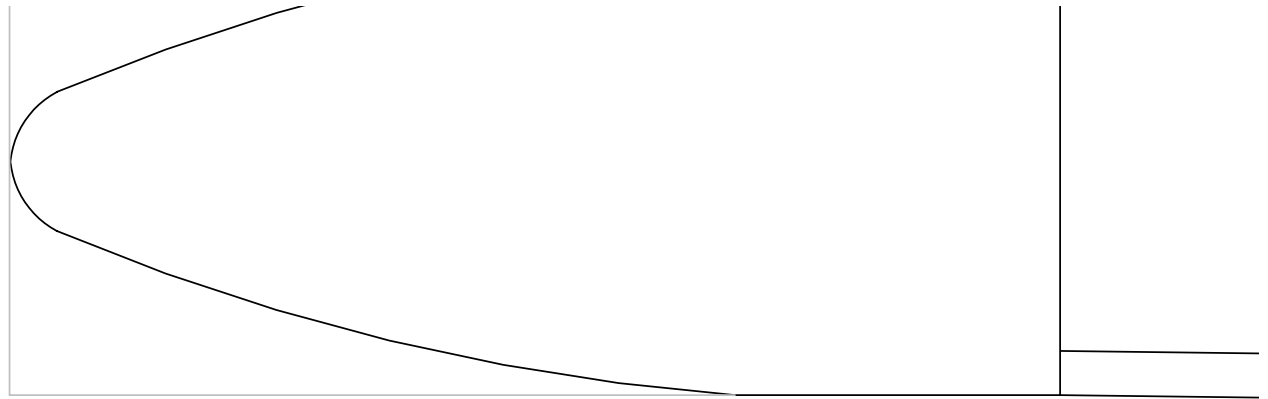
Power loading: 101 watts/lb

Radio equipment: GWS R-6 receiver, GWS Pico and Hitec HS-55 servos

Flight controls: Wing flaperons, full-flying horizontal stabilizer, two ailerons

Materials used: Either 6mm Depron or BlueCore fan fold foam





Nose cone sanding template
Cut out and trace onto nosecone to aid in shaping

**Sand the fuselage corners round
with 80 grit sand paper,
then finish smooth with 200 and 400**

