

### Using the Manual

Be sure to read each step thoroughly before you start the step. Test-fit the parts together to make sure they fit properly. If necessary trim to fit.

Beside each step you will notice a check box (or two). These are so you can keep track of your progress while building your kit. For steps that have two boxes, as in the construction of the left and right wing halves, these steps must be performed two times.

- Your Old School Model Works aircraft should not be considered a toy, but rather a sophisticated, working model that functions very much like a full-size airplane. Because of its performance capabilities, this model, if not assembled and operated correctly, could possibly cause injury to yourself or spectators, and damage to property.
- You must assemble this model according to the instructions. Do not alter or modify this model, as doing so may result in an unsafe or un-flyable model. In a few cases the instructions may differ slightly from the photos. In those instances the written instructions should be considered as correct.
- You must take time to build straight, true and strong.
- You must use a R/C radio system that is in firstclass condition, a correctly sized power system and components (electronics, batteries, wheels, etc.) throughout the building process.
- You must correctly instal<sup>1</sup> all R/C and other components so that the model operates correctly on the ground and in the air. (Installation shown in the manual is a suggestion. You may have to adjust the mounting steps to accommodate the size of your radio equipment.)
- You must check the operation of the model before every flight to insure that all equipment is operating and that the model has remained structurally sound. Be sure to check clevises or other connectors often and replace them if they show any signs of wear or fatigue.

#### WEDELL-WILLIAMS PROTOTYPE

#### Specifications:

- Wingspan: 44 in. Wing Area: 560 sq in.
- Airframe Length: 34.75 in.
- Weight: airframe only: 2.25 lbs. ready-to-fly - 3.75-4.5 lbs.
- If you are not an experienced pilot or have not flown this type of model before, we recommend that you get the assistance of an experienced pilot in your R/C club for your first flights. If you're not a member of a club, your local hobby shop has information about clubs in your area whose membership includes experienced pilots.
- While this kit has been flight tested to exceed normal use, if this model will be used for extremely high stress flying, such as racing, or if a power system larger than one in the recommended range is used, the modeler is responsible for taking steps to reinforce the high stress points and/or substituting hardware more suitable for the increased stress.

Remember: Take your time and follow the instructions to end up with a wellbuilt model that is straight and true.



www.oldschoolmodels.com

# WARNING

READ THROUGH THIS MANUAL BEFORE STARTING CONSTRUCTION. IT CONTAINS IMPORTANT WARNINGS AND INSTRUCTIONS CONCERNING THE CONSTRUCTION AND USE OF THIS MODEL.

A Radio-Controlled aircraft is not a toy! If misused, it can cause serious bodily harm and damage to property. Fly only in open areas, preferably at AMA (Academy of Model Aeronautics) approved flying sites, following all instructions included with your radio, powerplant, electronics and batteries.

# **INCLUDED ITEMS**

# Wood parts included in this kit:

- 1 LP1 Laser Cut 1/8" x 5" x 24" sheet
- 1 LP2 Laser Cut 1/8" x 5" x 24" sheet
- 2 LP3 Laser Cut 1/8" x 5" x 24" sheet
- 2 LP4 Laser Cut 1/8" x 5" x 24" sheet
- 2 BP1 Laser Cut 1/8" x 4" x 24" balsa
- 4 BP2 Laser Cut 1/8" x 4" x 24" balsa
- 3 BP3 Laser Cut 1/8" x 4" x 24" balsa
- 1 BP4 Laser Cut 1/8" x 4" x 24" balsa
- 2 BP5 Laser Cut 1/8" x 4" x 24" balsa
- 2 BP6 Laser Cut 1/8" x 4" x 15" balsa
- 2 BP7 Laser Cut 1/8" x 4" x 15" balsa
- 1 BP8 Laser Cut 1/4" x 4" x 11" balsa
- 1 BP9 Laser Cut 1/4" x 4" x 10" balsa
- 1 BP10 Laser Cut 1/4" x 4" x 11" balsa
- 1 BP11 Laser Cut 1/4" x 4" x 10" balsa
- 1 BP12 Laser Cut 1/4" x 4" x 10" balsa
- 1 BP13 Laser Cut 1/4" x 4" x 10" balsa
- 1 BP14 Laser Cut 1/4" x 4" x 10" balsa
- 1 BP15 Laser Cut 1/4" x 4" x 10" balsa
- 2 BP16\* Laser Cut 1/4" x 4" x 11" balsa
- 4 BP17\* Laser Cut 1/4" x 4" x 11" balsa
- \*some Trophy Racers do not include these wheelpant sheets.
- 2 BP18 Laser Cut 1/16" x 4" x 24" balsa
- 4 BP19 Laser Cut 1/16" x 4" x 24" sheet
  4 BP20 Laser Cut 1/16" x 4" x 24" balsa
- 4 BP20 Laser Cut 1/16" x 4" x 24" balsa
- 2 BP21 Laser Cut 1/16" x 4" x 24" balsa
- 4 1/16" x 4" x 24" balsa sheets
- 2 1/4" x 1" x 36" balsa strips
- 2 1/4" x 1/2" x 36" balsa strips
- 4 5/16" x 1/2" x 36" balsa strips
- 4 1/4" x 1/4" x 36" balsa strips
- 2 3/16" x 3/16" x 36" balsa strips
- 3 3/16" x 3/8" x 36" basswood

We urge you to join the AMA (Academy of Model Aeronautics) and a local R/C club. The AMA is the governing body of model aviation and membership is required to fly at AMA clubs.

Though joining the AMA provides many benefits, one of the primary reasons to join is liability protection.

Additionally, training programs and instructors are available at AMA club sites to help you get started the right way. There are over 2,500 AMA chartered clubs across the country. Contact the AMA at the address or toll-free phone number below:

#### Academy of Model Aeronautics

5161 East Memorial Drive • Muncie, IN 47302 Phone (800) 435-9262 • www.modelaircraft.org

**IMPORTANT!!!** Two of the most important things you can do to preserve the radio controlled aircraft hobby are to avoid flying near full-scale aircraft and avoid flying near or over groups of people.

۷ is

WARNING: This product can expose you to chemicals including lead, which is known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

# Hardware parts included in this kit:

- 1 Pre-bent landing gear (port)
- 1 Pre-bent landing gear (starboard)
- 2 axle shafts w/ matching locknuts
- C/A type hinges for control surfaces
- 4 control horns
- 4 wheel collars 5/32" I.D.
- 14 2-56 x 3/4" self-tapping screws
- 3 4-40 x 1-1/2" bolts and matching lock nuts
- #4 washers
- 1 1/4"x 6" wooden dowel.

#### Other items included in this kit:

- 2 Rolled plans (fuselage and wing)
- 1 Construction Manual
- Sticker Sheet

# **ITEMS NEEDED**

## Hardware needed (not included in the kit)

For some of these items there is more than one option which will require a bit of decision making ahead of time. There isn't a right or a wrong choice, so choose the items that work best for you. Our power recommendation is a .40-.45 two-stroke or an electric motor with similar power output, such as the E-Flite 15BL 1050kv motor, 40 amp ESC (minimum), and 4s 2400mAh lipo.

Here is a list of additional parts needed to complete and fly this kit, all of which must be purchased separately. Again, we would recommended supporting your local hobby shop.

- Propeller
- Engine/Motor mount and mounting hardware
- Receiver (4 channel minimum)
- 4 standard size servos
- 1 9-12" extension for the starboard aileron servo.
- Pushrods (two 5" for ailerons, two 24" for elevator & rudder,

one 12" for throttle if glow powered)

- 8 clevises for the pushrods
- 2 3" diameter wheels
- 1 tailwheel assembly
- Covering
- If a glow engine is used: 6-8 ounce tank and fuel tubing 1 mini servo for throttle control Throttle pushrod with clevises.

# Additional Required Building Tools and Adhesives

- Drill & assorted drill bits
- Hobby knife and new, sharp blades
- Sandpaper: coarse (80 or 100 grit) & medium (150-200 grit)
- Pencil or pen
- Long metal straightedge 12" minimum.
- T-Pins
- Waxed paper
- Building board
- 30 minute epoxy (brushes and mixing sticks)
- Adhesives of your choice. We recommend thin and medium CA (cyanoacrylate) viscosities
- Threadlocking compound

# **Before Starting Assembly**

Closely inspect the supplied laser cut parts for damage. If you find any damaged or missing parts, contact us immediately.

When removing the laser cut parts from their sheets, you'll notice the parts are held in place by several small "tabs". These tabs are uncut pieces of wood and can sometimes make it difficult to remove a part. Rather than breaking and/or splintering the wood by forcing out the part, we recommend removing any laser cut parts from their sheets by using a hobby knife with a new, sharp blade. A quick cut of the tab will allow the piece to be removed with no damage. Sand any tab remainders flush with the part so there will be no problem aligning them later.

It's best to not remove parts from their sheets until they are needed. Refer to Appendix A of this manual as a reference to what all the laser cut parts look like and are called.

For each step, we highly recommend that you dry fit the parts in each step first. Lightly sand as needed to ensure a good fit. Once you're satisfied with the fit, then and only then, glue the parts in position.

Closely inspect the supplied laser cut parts for damage. If you find any damaged or missing parts, contact us immediately.

IT IS VERY IMPORTANT THAT YOU ASSEMBLE THIS KIT IN THE ORDER DESCRIBED. SKIPPING FORWARD IN THE STEPS COULD LEAVE YOU WITHOUT THE PROPER LENGTHS OF WOOD TO FINISH THE KIT. WE'VE INCLUDED ENOUGH WOOD TO EASILY COMPLETE THIS KIT, BUT YOU MUST TAKE CARE TO PROPERLY MEASURE AND NOT WASTE WOOD WHEN CUTTING.

# **Online Supplementary Photos**

We realize that the smaller black-andwhite photos in this manual might not show some of the steps as clearly as you might want. So we've anticipated this and made these photos available on our website. You can either scan the QR code or type this address into your browser:



# www.oldschoolmodels.com/mpics/tracer

Let's begin construction by working on the right (starboard) wing of your Trophy Racer

# Prepare your work area

You'll need a flat building surface that is a minimum of 36" long. Position the starboard wing plan over the surface and tape into position. Tear off a length of waxed paper long enough to cover the wing plan and



tape that into position, over the plan.

# Step 1 - Alignment triangles

Pre-cut into LP1 are two triangles, one inside the other. These can be used to vertically align any of the parts in the construction of your Trophy Racer. LP1 also includes two foot pieces that can be used with



the triangles to hold both triangles vertical hands-free. We recommend using the smaller triangle in the wing construction as it's small enough to fit between the ribs.

# Step 2 - Wing Assembly (lower spar)

The lower spar is cut from one of the  $3/16 \times 3/8"$  basswood strips. Position over the plan, measure the length and cut. The remainder of this piece will be used for the upper spar, so set it aside so it's not used for anything else.



Attach the spar over the plans, using a couple small drops of medium CA instead of t-pins. Be sure it is aligned properly and is straight over it's entire length. The alignment of this spar is critical as the rest of the wing panel is based off this single piece.

## Step 3 - Wing Assembly (R1)

Locate one R1 rib from BP5.

Position R1 so it is absolutely vertical and perfectly aligned with the plans. This rib is key to the alignment of the wing and fuselage later on, so make sure it's spot on before gluing in position.



#### Step 4 - Wing Assembly (WB2 & WB2A)

Locate one WB2 and one WB2A sheer web from BP20.

Note that these have a small circle engraved on one side. This designates the side that should be inserted into R1.

Place these in position so the tabs in WB2 fit all the way into R1 (WB2 in front, WB2A in back. When satisfied with the fit and

location, glue these pieces in place. Make sure that the WB2's are glued to the spar as well as R1.

# Step 5 - Wing Assembly (R2)

Locate R2 from BP5 and two WB3 sheer webs. R2 fits into place as shown here, notching into WB2 tabs.

The WB3 pieces are installed next and when satisfied with the fit and location, glue these pieces in place.



Locate three R3s from BP3 and four WB3 sheer webs. These fit in place as shown, using the same techniques you used in attaching the R2 ribs.

When satisfied with the fit and location, glue these pieces in place.

#### Step 7 - Wing Assembly (R4)

Locate two R4s from BP2 and four WB3 sheer webs. These fit in place as shown, using the same techniques you used in attaching the other ribs.

When satisfied with the fit and location, glue these pieces in place.



#### Step 8 - Wing Assembly (R4 servo rails)

On the bottom of each R4 you'll see a pair of rectangular cutouts. These are used to locate the aileron servo mounting rails. Locate a full length of 3/16 x 3/8" basswood strip. This will be your "scrap" piece that all mounts and smaller pieces will be cut from. Measure and cut two lengths of the basswood (roughly 2.5"



long). Slide these in position as shown, the glue in position when satisfied with the alignment.

#### Step 9 - Wing Assembly (R5)

Locate R5 from BP4 and fit it in place as shown, using the same techniques you used in attaching the other ribs. When satisfied with the fit and





#### Step 10 - Wing Assembly (W4)

Locate two WB4 sheer webs from BP18. Note that the WB4s have a small circle engraved on one side. This designates the side that should face the wing tip, glued to R6 in a later step.



#### Place these in position as shown and when satisfied with the fit and location, glue these pieces in place

### Step 11 - Wing Assembly (WT1)

Locate one WT1, one R6 from BP1, and one T3 from BP5. These three pieces interlock as shown, first sliding the T3 into the rear slot in WT1, then that assembly slots into the center of R6. When satisfied with the fit, glue these pieces together.



#### Step 12 - Wing Assembly (T2)

Locate two T2s from BP2. These are positioned in the slots toward the front of WT1. One goes on each side as shown here. When satisfied with the fit, glue these pieces together.



#### Step 13 - Wing Assembly (R7A, R7B, R7C)

Locate one R7A, R7B and R7C from BP1. These fit into the slot

in WT1 as shown. Note that there are two sets of slots, and when installed as shown here, they will automatically align with the correct slots. When satisfied with the fit, glue



these pieces in place, making sure the R7 pieces are 90° to the surface of WT1.

## 📙 📙 Step 14 - Wing Assembly (R7D, R7E, R7F)

Locate one R7D, R7E and R7F from BP1. These fit on the underside slots of WT1 as shown. When satisfied with the fit, glue these pieces in place, making sure the R7 pieces are 90° to the surface of WT1.



#### Step 15 - Wing Assembly (attach R6)

Fit the R6 assembly in position. Make sure it is vertical and the WB4 tabs are properly inserted in the slots of R6. When satisfied with the fit and location, glue R6 in place.



#### Step 16 - Wing Assembly (trailing edge)

Remove one of the 1/4" x 1"x 36" balsa sticks. This will form the trailing edge of the wing. Measure and cut to length.

This piece will slide into the rear notches of all the ribs, as shown here. When satisfied with the fit and location, glue

to all of the ribs. Be careful to keep glue out larger gap cut into ribs R4-R6.

### Step 17 - Wing Assembly (aileron leading edge)

Using the remainder of the 1/4" x 1" x 36" balsa stick from the previous step, measure and cut to form the leading edge of the aileron. This piece will slide into the remaining rear notches of the R4, R5 and R6 ribs, as shown here.



When satisfied with the fit and location, glue to all of the ribs - **but** not to the trailing edge of the wing.

#### Step 18 - Wing Assembly (WT2)

Locate WT2 from BP1. The tabs in this piece fit into the slots on the rear of R6 as shown here.

When satisfied with the fit and location, glue it in place.





Step 19 - Wing Assembly (upper front sub-spar)

Locate one of the 3/16″ square balsa sticks. Measure and cut to make the upper front sub-spar. When satisfied with the fit and location, glue to all of the ribs.



Step 20 - Wing Assembly (trailing edge sheeting) Now locate one of the 1/16" x 4" x 24" balsa sheets. Measure and cut a 3/4" strip the entire length of the piece to form the trailing edge sheeting.

It fits in place as shown, butting up against the trailing edge balsa strip.

When satisfied with the fit and location, glue to all of the ribs and the trailing edge.



#### Step 21 - Wing Assembly (leading edge)

Now locate two of the 5/16" x 1/2" x 36" balsa sticks. These are glued together to form the leading edge of the wing. As all stick balsa typically has a slight warp (bend) to it, use a straightedge (a metal yardstick is shown here) as an edge to press the pieces against when gluing.



Note that the 5/16" edges should be glued together to give you a 5/16" x 1" strip when finished.

# Step 22 - Wing Assembly (leading edge)

The leading edge strip from the previous step is now measured, cut and glued into position as shown here.



#### Step 23 - Wing Assembly (WB1)

Locate one WB1 from LP4. It is installed a shown here, with the tab fitting into the slot of the R2 rib. When satisfied with the fit and location, glue in place.



#### 📙 📙 Step 24 - Wing Assembly (TR1 / TR2)

Locate either one TR1 or one TR2 from the LP1/2 sheets. The one you choose will depend on the powerplant you will be using - specifically, the weight of that powerplant. For 99% of you, the longer TR2 is the one to choose as it will allow you to mount your engine/motor further forward



- giving you better C.G. balance. If your motor is particularly heavy say a larger 4-stroke, you might opt for the shorter TR1 piece. Regardless of the one you choose, this piece is installed into the open area between the R1 and R2 ribs as shown. Note that you will need to also notch the leading edge strip installed in the previous step to allow the TR1/2 piece to lie flat and true.

#### Step 25 - Wing Assembly (cutting R1 & R2)

Carefully cut away the center of the R1 and R2 ribs, leaving a box as shown in the photo. Carefully sand the inside of the box so the edges are smooth and flush. This forms three sides of the dihedral box and needs to be smooth and free from edges so the dihedral braces will slide in smoothly when joining the wing halves later.



Lightly

#### Step 26 - Wing Assembly (cut upper spar)

Lightly sand the edges of the bottom face of the spar as shown in the drawing to the right. This will help the spar slide in easier.

This next part takes a bit of time, so we recommend against using an instant

setting glue. If you are using CA, use a thicker formulation that gives you a bit of working time.

Locate the extra length of 3/16" x 3/8" basswood strip you marked as the upper spar.



Lightly

Apply glue to the top of the ribs where they will contact this spar. Working from the tip rib (R6), carefully press the upper spar into position. This will be a tight fit and might require "wiggling" the spar from side to slip in-between the sheer webs. Be sure to press the spar completely into the slot in each rib, making it flush with the sheer webs.

Now wick thin C/A along the spar to sheer web joints (front and back) along the entire length of the spar

When fitting the upper spar to make the top of the dihedral box, be careful not to drip excess glue into the box formed between R2 and R1.

#### Step 27 - Wing Assembly (leading edge sheeting)

Locate the remainder of the 1/16" x 4" x 24" sheet you trimmed back on step 21. This will be used as the upper leading edge sheeting. Measure and cut to length. Rather than attempting to wrap and install this entire piece at one time, glue the leading edge sheeting in place as shown here.

To aid in making sure the entire length is properly held in place, use the same straight-edge from back in step 20 to push down along



#### Step 28 - Wing Assembly (leading edge sheeting)

Once the glue has cured from the previous step, then you can carefully start to wrap the leading edge sheeting to the ribs. Make sure that the sheeting is glued to the surface of each rib, the front sub-spar and the top main spar. Sometimes it helps to add a few weights to the rear of the wing to hold in place while bending the sheeting.



#### Step 29 - Wing Assembly (center sheeting)

The ends of BP18 and BP19 have extra 1/16" sheeting that are used for this step. Measure and cut a few pieces to form the center sheeting between the R1 and R2 ribs. The sheeting should be flush with the R1 rib, but overlap



R2 by a 1/16" or so. Note the grain direction also. You'll have to piece this together from a couple of pieces and take your time to ensure a proper fit.

When satisfied with the fit, glue pieces in place as shown.

#### Step 30 - Wing Assembly (cap strips)

Many of the 1/16" laser cut sheets have 1/4' wide cap stripping precut into them. Use a few lengths of this to make the cap strips for the top of the wing.

Cap strips are centered over each of the R3-



R5 ribs. The cap strip is flush with the edge of the R6 rib, resting against the T1 and T2 pieces already glued as part of the wing tip assembly.

Each cap strip runs from the back of the leading edge sheeting to the front edge of the trailing edge sheeting.

#### Step 31 - Wing Assembly (aileron top sheeting)

Locate one AS from BP19. This is the top aileron sheeting. Note the position as the

shorter cutout is located in between the R4 ribs and towards the rear of the wing.



When satisfied with the positioning, glue it in place, making sure it is glued to each of the R4, R5 and R6 ribs and to the leading edge of the aileron.

#### Step 32 - Wing Assembly (rear wing sheeting)

Locate one TS from BP19. This is the sheeting for the back edge of the wing. Glue it in place on the back of each of the R2 and R3 ribs, as well as the trailing edge of the wing.

Page 6

#### Step 33 - Wing Assembly (R3A)

Carefully remove the wing half from the board and flip it over. Locate one R3A from sheet BP5 and a small piece of left-over 1/8" balsa sheeting.

This sheeting is used as a spacer to position R3A in place as shown here. Be

careful not to glue the 1/8" sheeting in place when you glue R3A in position.

#### Step 34 - Wing Assembly (removing alignment feet)

Now take a bit of time to cut away all of the alignment feet that are on each rib. Make sure when cutting/sanding them, that you remove just enough so that each rib has a smooth, airfoil shape.



The rear tip of each rib

should be brought to a point, as shown here.

Also, both ailerons should be able to be separated from the wing at this point. Once the feet are removed they should fall away.

#### Step 35 - Wing Assembly (aileron bottom sheeting)

Locate one AS from BP19. This is for the bottom aileron sheeting.

Note the position as the shorter cutout is located in between the R4 ribs and towards the rear of the wina.

When satisfied with the

positioning, glue it in place, making sure it is glued to each of the R4, R5 and R6 ribs, to the leading edge of the aileron, and to the top sheeting along the trailing edge.

### Step 36 - Wing Assembly (rear wing sheeting)

Locate one TS from BP19. This is the sheeting for the back edge of the wing. When satisfied with the positioning, glue it in place on the back of each of the R1, R2 and R3 ribs, as well as the trailing edge of the wing.





Locate the leftover 3/16" square balsa stick you cut back on step 19. Measure and cut to make the lower front sub-spar. When satisfied with the fit and location, glue to all of the ribs.



#### 📙 📙 Step 38 - Wing Assembly (servo rails)

Way back in step 8, you put a piece of 3/16" x 3/8" basswood aside as "scrap". Locate that piece and cut two servo mounting rails. These will span the distance between R1 and R2. Glue these in position as shown.



One note here: When doing

this for second time (making the port wing), extend these two pieces to butt up against R3. The extended length will also act as the rails to mount the radio hatch cover.

#### Step 39 - Wing Assembly (trailing edge sheeting)

Now locate another of the 1/16" x 4" x 24' balsa sheets. Measure and cut a 3/4" strip the entire length of the piece to form the trailing edge sheeting.



It fits in place as shown, butting up against the trailing edge balsa strip.

When satisfied with the fit and location, glue to all of the ribs and trailing edge.

#### Step 40 - Wing Assembly (leading edge sheeting)

Using the rest of the 1/16" x 4" sheeting you just cut, it's time to sheet the bottom leading edge. Just as you did in steps 27 & 28, glue the front edge in place first, then work your way backwards. Again, make sure the



sheeting is glued to each rib and the spars.

#### Step 41 - Wing Assembly (servo mount)

Locate one SH1 and one SH1D from sheet LP4. These two pieces are glued together as shown to make the servo mount.

Note that we positioned the etching so it won't be visible from the outside when it's glued in place on the next step.



#### Step 42 - Wing Assembly (servo mount)

Using the SH1 assembly from the last step, glue it in position as shown here on the two rails between R1 and R2.



#### Step 43 - Wing Assembly (center sheeting)

Just as you did in step 29, it's time to use some of the scrap 1/16" sheeting from the BP pieces to make the center sheeting. You'll also have to cut a couple of smaller strips to fill the gap between the



edge of the servo mount and the edge of the R1 rib.

#### Step 44 - Wing Assembly (lower cap strips)

Now it's time to install the lower cap strips, using the same technique as you did when cutting and installing the upper cap strips.

Again, these strips are precut in many of the 1/16" laser cut sheets Use a few lengths of this to make the

cap strips for the underside of the wing.

Cap strips are centered over each of the R2-R5 ribs. The cap strip is flush with the edge of the R6 rib, resting against the T1 and T2 pieces already glued as part of the wing tip assembly.

Each cap strip runs from the back of the leading edge sheeting to the front edge of the trailing edge sheeting.

#### Step 45 - Wing Assembly (aileron servo mount)

Locate one SH2 and one SH2D from sheet LP3. These two pieces are glued together as shown to make the servo mount. Note that we positioned the etching so it won't be visible from the outside when it's glued in place on the next step.



#### Step 46 - Wing Assembly (aileron servo mount)

Locate the SH2 assembly from the last step and glue it in position as shown here, on the two rails between the R4 ribs.



#### Step 47 - Wing Assembly (hinge reinforcement)

Locate the piece of leftover leading edge (two 5/16" x 1/2" pieces glued together).

We recommend cutting smaller blocks to place inside the wing and

aileron as shown here. You'll need them glued in place where the hinges are marked on the plans. Doing this will give the hinges and glue more surface for a better bond later on.



#### Step 49 - Wing Assembly (tidying up radio hatch.)

Using a bit of 1/8" scrap from the BP sheets, make two pieces to "frame" the top and bottom of the radio hatch opening. You'll need to notch them slightly so they will be flush with the cap strips.



to aid in covering later on - no real structural gain - just to make things look better down the road.

#### Step 50 - Wing Assembly (port wing construction)

Set the starboard wing half aside and begin work on the left (port) wing half. Tape the left wing plan and fresh wax paper on your board. Then follow steps 1 through 49 to complete the left wing half. Once finished, then move on to step 51.

#### Step 51 - Elevator Assembly

Tape the stabilizer/ elevator plan and fresh wax paper on your board. Locate the two S4 pieces from BP9 and the two S3



pieces from BP15. These form the elevator halves as shown here. Using your straight edge as shown will help align the two halves perfectly to each other. Pin the S3 pieces in place first, then glue the S4 pieces in place.

#### Step 52 - Elevator Assembly (elevator joiner)

Locate the 1/4" dowel from the hardware bag. Measure and cut the dowel to form the joiner as shown here. Glue this place with thicker CA, or better yet, a bit of epoxy. This joint



must be strong, so don't try to get away with a little thin CA to tack in in position.

#### Step 53 - Elevator Assembly (ribs)

Locate a 1/4" square balsa strip and use it to cut the "ribs" that form the interior of both elevator halves. Glue these in position when satisfied with the fit.



#### Step 54 - Elevator Assembly (sheeting)

Locate the four ELV SHEET pieces from BP20. These are glued to the top and bottom of the elevator halves. Note the slight difference between the inside and outside curves. Lightly sand the elevator assembly then glue on the sheeting.



When the glue has cured, remove the elevator and attach ELV SHEET pieces to the other side after a light sanding.

**TROPHY RACERS** Construction Manual

#### Step 55 - Stab Assembly

Locate the two S1 pieces from BP8 & BP11, the two S2 pieces from BP15 and S5 from BP14. These form the stab halves as shown here. Using your



straight edge as shown will help align the two halves perfectly to each other. Pin the S2 pieces in place first, then glue S5 in place. Finally, glue the S1 pieces in place.

#### **Step 56 - Stab Assembly (ribs)**

Using the same 1/4" square balsa strip from step 53, cut the "ribs" that form the interior of both stab halves. Glue these in position when satisfied with the fit.



### Step 57 - Stab Assembly (sheeting)

Locate the four STAB SHEET pieces from BP18. These are glued to the top and bottom of the stab halves after a light sanding of the stab assembly. When the glue has cured, remove the elevator and attach remaining STAB



SHEET pieces to the other side after a light sanding.

#### Step 58 - Fuselage Assembly (F1-F5)

Tape the fuselage plan and fresh wax paper on your board. Locate the F1 from BP12, F2 from BP10, F3 from BP14, F4 from

BP13, and F5 from BP15. These pieces "jigsaw" together to form the front of the fuselage. Pin one piece down first, then glue and pin each additional piece in place. Alignment is critical, so be careful when doing this.



These next steps require 1/4" square balsa strip and this is where you have to start thinking about cutting in the correct order. Make the long cuts first, then work your way down to the smaller sizes.

#### **Step 59 - Fuselage Assembly (aft framing)**

You should have some 1/4" square left from the piece used to make the elevator/stab ribs. Using that piece first, its time to start

making some of the fuselage framing.

First, measure, cut and and glue in the vertical piece, that runs from the bottom of F5, along the back of F4 and down to the bottom of the



fuselage. Then measure, cut and install the longerons that are in the middle of the fuselage.

Finally, locate F6 from BP14 and install it place between the longerons as shown on the plan.

#### Step 60 - Fuselage Assembly (vertical fin)

Locate F7 from BP8 and F8 from BP11. These form the vertical fin. Fit and alue them in position as shown. Then cut the upper and



square balsa, installing them in position. You'll need to bend these pieces and hold those bends with several t-pins, similar to what's shown in the photo.

#### Step 61 - Fuselage Assembly (framing)

Now take the time to cut the remaining framing from leftover 1/4" square balsa.

Once all the framing is in place, double check that

you've securely glued each joint.



#### Step 62 - Fuselage Assembly (plywood sheeting.)

Remove any pins you may have used in the front section of the fuselage framing, but don't remove the frame from the building board. Using 150 grit sand paper, lightly sand the surface of the fuselage framing to ensure it is smooth.



Locate FS1 from LP3 and FS2 from LP4. These will be the outer sheet for the front of the fuselage. They are glued in position as shown and you'll need to use a fair amount of glue to cover this area. If using C/A, a thicker viscosity is recommended to give you working time.

Make sure not to allow glue into any of the cutout areas.

Note - you might want to weight this sheeting down while it is curing to ensure a good bond to the inner framing.

#### Step 63 - Fuselage Assembly (weight hatches.)

Locate the two hatch pieces you punched out from the FS1 and FS2 sheets that were just glued in place. These will be used later so tape them in position for now.



#### Step 64 - Fuselage Assembly (balsa sheeting.)

Locate FS3 from BP6 and FS4 from BP7. These will be the outer sheet for the rear of the fuselage. They are glued in position as shown and you'll need to use a fair amount of glue



to cover this area. If using C/A, a thicker viscosity is recommended to give you working time.

#### Step 65 - Fuselage Assembly (LG)

Remove the fuselage from your board and flip it over. Lightly sand the starboard side. Locate the two LG pieces from LP2.

These are glued in place to form the internal landing gear support. Pay attention to the orientation of the pre-cut holes so they all line up.

# Step 66 - Fuselage Assembly (firewall)

Locate F1 from LP1 and both F2s from LP2. These pieces are laminated together to form the firewall. The two FP2 pieces are glued together first, then FP1 is glued on top as shown here.

Make sure these pieces are properly

aligned and we recommend using

epoxy for this step.



# Step 67 - Fuselage Assembly (firewall installation)

Back when you were building the wing, you made a choice as to which TR piece you used (the longer TR2 piece or the shorter TR1 piece).

Depending on your choice, will depend on which slot the firewall is mounted in.

For most of you, the longer TR2 was used, meaning the firewall should be installed in the front slots. If TR1 was your choice, then the firewall would go in the rear slots.

Glue the firewall assembly in place with the F2's facing the front (F1 with the cutouts facing the tail). Cut a couple of plugs from scrap balsa to fill the slot you won't be using.

#### Step 68 - Fuselage Assembly (firewall installation)

Locate F2A from LP4. This is glued to the back of the firewall, and to the top of the fuel/battery opening. (Shown upside-down in this photo.) Epoxy is recommended



Epoxy is recommended here for strength.

#### Step 69 - Fuselage Assembly (starboard sheeting)

Now it is time to install the starboard fuselage sheeting, just as you did before. Locate FS1 from LP3 and FS2 from LP4. *DO NOT PUNCH OUT THE FORWARD HATCH CUTOUTS ON THESE SHEETS. LEAVE THOSE IN.* 

Glue these plywood sheets in place, then locate FS3 from BP6 and FS4 from BP7. Glue those in place.

#### Step 70 - Fuselage Assembly (vertical fin sheeting)

Locate the VF SHEET from BP21. They are used to cover the vertical fin. (Some kits require 2 pieces to make each VF SHEET.

Glue them in position on each side of the vertical fin.

#### Step 71 - Fuselage Assembly (rudder)

Locate F9 from BP10 and F10 from BP11. These are used to form the frame of the rudder. Pin BP10 in place and glue BP11 to it. Now using scrap 1/4" balsa strips, make the two "rib" pieces and glue those in place.



#### Step 72 - Fuselage Assembly (rudder sheeting)

Lightly sand the rudder to make sure the surface is level and smooth. Now both RUD SHEET pieces from BP21 Glue one in place over the rudder as shown. Once the glue has cured, remove the rudder, lightly sand the opposite side and glue on the remaining RUD SHEET.



Depending on the Trophy Racer you have, it may/may-not have wheelpants. These next steps describe how to assemble them

if it does. If you fly off smooth surfaces, we would definitely recommend using them as they do add quite a bit to the look and

feel of your Trophy Racer.

If, however, you fly off of grass or rougher surfaces, they might not hold up to extended wear and abuse. The call is yours.

#### Step 73 - Wheel Pants (P3)

Locate one of the P3s from BP16. Also locate both axle shafts from the hardware bag. These axle shafts perform double duty as alignment pins to stack the wheel pant pieces.

Carefully push them through the alignment holes in P3 as shown.



#### Step 74 - Wheel Pants (P2)

Locate four of the P2s from BP17. These will be stacked up as shown here. Glue each piece to the one before it, but be very careful not to get any glue on the axle shafts.



#### Step 75 - Wheel Pants (P3)

Locate one of the P3s from BP16. This is last piece of the stack. Glue this in place, again being careful not to get any glue on the axle shafts.





#### Step 76 - Wheel Pants (P1)

Remove the axle shafts from the wheel pant assembly. Now locate two of the P1s from BP2. Carefully glue one to each side of the wheel pant to complete the assembly.



Now go back to step 73 and repeat the process to form the second wheel pant.

#### Step 77 - Sanding (airframe)

At this point you should have 10 large sub-assemblies and the radio hatch - just as pictured to the right.

Now is the time to get quite familiar with the sanding tools of your choice.

Take the time to

preform a good sanding, rounding the leading edge and blending them into the wingtips. Round the leading edge of the stab and vertical fin, as well as the trailing edges of the elevator and rudder. Smooth out the edges of the fuselage and the trailing edge of the wing. Sand bevels into the leading edge of the ailerons, elevator and rudder.

Also make sure that the root rib (R1) is flat on both wing halves. Make sure that any protruding sheeting, spars, leading and trailing edge stock is sanded flush with the rib.

But don't sand/damage the TR pieces. those should be left alone as they are.

#### Step 78 - Sanding (wheelpants)

Also it's time to round off the wheelpants. Actually, some folks just preferred to leave them in more a of a block shape, but it's up to you.



If you do round them like we have, make a

note of where the opening is on the inside so you don't sand into that area and cause yourself some problems.

Here's a photo of a before and after of our prototype's pants.

#### Step 79 - Final airframe assembly (anti-rotation pin)

From the remainder of the 1/4" dowel, cut a piece that's roughly an 1-1/2" long. Round off the edges and gently pound it into the hole in the fuselage so that it sticks out equally on both sides of the fuselage.



No need to glue this in place right now as the friction fit should be more than adequate.

#### Step 80 - Final airframe assembly (trimming)

One last bit of housekeeping before the wings can be attached. Cut open the slot in the fuselage where the dihedral brace will be inserted. You'll only be cutting through the 1/4" balsa interior.

Also trim out the excess  $1/4^{\prime\prime}$  that protrudes into the tank/



battery area. This is left there on purpose to strengthen the parts during laser cutting, but can now be cut away as it will interfere when joining the wings to the fuselage.

#### Step 81 - Final airframe assembly (dihedral brace)

Locate D2 from LP2 and four D1s from BP1 and BP2. Note that on the etched side of D2 there are two lines in the center. When attaching the D1s, make sure they line up with this line. Position two D1s as shown and glue to



D2. Roll the piece over and glue the remaining two D1s to the same end.

#### Step 82 - Final airframe assembly (dihedral brace)

When the glue has cured from the last step, it's time to start test fitting this piece into one of the wing halves. You'll need to sand a bit, round a bit and take your time to make sure that the



brace will push smoothly into the pocket in the wing.

When satisfied with the fit, mix enough epoxy to glue the brace into the wing half and let cure.

#### Step 83 - Final airframe assembly (attach first wing half)

It's time to test fit the wing half to the fuselage. You'll see that when pushed into place, the anti-rotation pin will fit into the pre-cut hole in R1. Also the TR piece will notch into the back of the firewall, resting on the cutout for the tank/battery. Sand as necessary to ensure the wing is 90° to the fuselage. When satisfied with the fit and alignment, remove the wing and mix a bit more epoxy. This time you'll need enough to coat R1 completely. With the epoxy in place, slide the wing in position and allow to cure.

#### Step 84 - Final airframe assembly (D1s)

Locate the remaining four D1s from BP1 and BP2.

Glue these on each side of the dihedral brace protruding from the other side of the fuselage. Once dry, sand them, and test fit them into the other



wing half. When satisfied with the fit, mix more epoxy, and attach the other wing half to the fuselage - again making sure it's 90° to the fuselage and in-line with the other wing.

#### Step 85 - Final airframe assembly (stab attachment)

Locate the stab assembly and test fit into the slot in the rear of the fuselage. Sand the slot as necessary to obtain a good fit - make sure not to sand the stab.



Once the stab can be properly slid into the fuselage, look at the fuselage straight on, from

the nose (or tail) and make sure that the stab is level with the wing. If not, remove the stab and gently sand the stab slot a little at time. Do this a little at a time, until you get the stab in line with the wings.

#### Step 86 - Final airframe assembly (stab attachment)

Now you also need to check the side to side alignment. Using this diagram as a guide, take measurements, from the wing tips to the stab tips. Slide the stab from side to side as needed to make sure that the stab is equidistant as shown here. When in the right spot, use a pencil to make a line on



the stab where it meets the fuselage.

Remove the stab and mix just enough epoxy to glue the stab in place. Make sure things stay aligned while the glue is curing.

#### Step 87 - Main gear (axle hole)

Locate the main gear halves from the hardware bag. Each of these need a 5/16" hole drilled into the bottom bend, as shown here. This will allow the axle shaft to be inserted in the next step.



Step 88 - Main gear (attach axle)

Locate the axle shafts and their matching locknuts. These are now attached to the landing gear halves as shown here. Make sure the lock nuts are tightened firmly.



#### Step 89 - Main gear (mounting)

Locate the three  $4-40 \times 1-1/2''$  bolts and three  $4-40 \log nuts$ . These are used to bolt the main gear to the fuselage. Do this now, paying attention to the angle of the main gear. The rear of the main gear should sweep slightly forward.



Make sure the lock nuts are tightened firmly.

### Step 89 - Wheelpants (outer wall brace)

Locate both wheelpants and two P5s from LP3. One P5 is glued to the inside of the outer wall of each wheelpant to double-up and strengthen the axle hole. Note that you'll need to make sure the left wheelpant is a mirror image of the right wheelpant.

# Step 90 - Wheelpants (attaching)

Now it's time to glue the wheelpants to the inner wall brace. To do this correctly, it's best to prop-up the airframe by the wings and the tail so it is level. This will give you unobstructed access to the landing gear. Locate one P4 from LP3. Slide it onto one



of the axles, making sure that the pre-cut hex shape fits firmly over the axle's machined hex face. This pre-cut shape helps to locate the finished wheelpant and keep it from rotating.

#### Step 91 - Wheelpants (test fit)

Now, test fit the wheelpant on to that same axle. The axle should slide completely through the wheelpant and protrude about an 1/8" or so on the outside. This photo shows how it works, only upside-down.



# Step 92 - Wheelpants (attaching)

Now it's time to glue on the wheelpant to the inner wall brace. Slide the wheelpant back off the axle and apply some glue to the outside face of the P4, where it will touch the wheelpant.

Now, slide the wheelpant back on, paying attention to making it level with the airframe. When you're satisfied with the alignment, push it up against F4 and allow the glue to cure.

#### Step 93 - Wheelpants (P6)

Locate two of the P6s from LP3. These are glued to the outside surface of P4, butting up against the axle to give a more secure fit, but not glued to the aluminum main gear.



When cured, the completed wheelpant can now be slid off the axle. Now, go back to step 90 and repeat these steps to complete the other wheelpant.



This completes the airframe assembly of the Trophy Racer. You should now have a completed airframe ready for covering, as well as radio and power installation. Here's a picture of the prototype Trophy Racer at this stage.



These next steps of covering, hinging, radio and power installation are not in any particular order. Some modelers like to cover everything first, then outfit the rest. Others like to hinge and pre-install the components, working out the installation before covering. Use the method that works best for you.

We prefer to pre-install many of the components to make sure there are no surprises in the way things fit or might have to be modified for aftermarket items. We find it much easier to fix these problems now, before covering, as there's nothing worse than ruining a good covering job by having to hack a hole or provide clearance for something.

#### Radio pre-installation.

Radio installation is fairly straightforward. Standard sized servos will easily drop into the aileron, rudder and elevator mounting holes. If you're using a glow engine for power, you'll need to use a little of the

scrap 3/16" x 3/8" basswood to create mounting blocks for the throttle servo. We found it best to mount the servo underneath the TR tank/battery tray, on the starboard side. It's easy to access, helps in balance and





makes for a shorter throttle pushrod. Refer to this photo where we chose to mount our throttle servo.

Inside the wing, under the radio hatch (in the port wing) is where the receiver will be mounted. Use a bit of scrap 1/8'' sheet to

make a floor. that will span between the R1 and R2 ribs. This can then be glued to the cutouts of these ribs.

If powering with a glow motor, you'll also need to mount a receiver battery and a power



switch. Location of the battery will most likely be determined when balancing the model in later steps. We mounted ours under TR tank/ battery tray, on the port side. The switch was mounted into the radio hatch.



#### Power pre-installation.

Regardless of your choice of powerplant it will need to be installed to the firewall using your own installation hardware.

Downthrust is already designed into the fuselage, but you might want to add a little rightthrust. The easiest way to do that it so shim the left side of the mount away from the firewall by adding a couple of washers. It's quick, and



allows you to adjust as needed. We ended up with about 2° of right thrust.

For electrics, we chose to install the ESC underneath the TR tank/ battery tray, on the starboard side using a bit of hook&loop tape. The battery was also held in by hook&loop, resting in the center of the tray.

Wires were held in place with a touch of tape and a few tie-wraps.

#### ESC / Throttle servo wire cutout

If you choose to mount the ESC or throttle servo similar to how we did, you'll need to make a cutout under the wing so the signal wire can be connected into the receiver. Shown here is a sample cutout that is done just aft of the spar and rear sheer webs between R1 and R2.



#### Covering

When time to cover your Trophy Racer, remove any of the hardware you may have installed (landing gear), hatches, powerplant, pushrods, and radio. These components will get in the way of applying the covering.

Double check that all surfaces are smooth and ready to cover. Sand as necessary, then cover the entire airframe with the covering/finish of your choice.

How you cover your Trophy Racer is entirely up to you. For some designs there are several full-scale color schemes that were used back in the day. Or, come up with something completely fresh and new. That's part of the joy when building your own sport model you can finish it however you like and make it entirely unique.

#### Logos, numbers, etc.

If you want to use graphics similar to the ones we used, Old School Model Works has teamed up with Callie Graphics as a supplier for pre-cut vinyl. They are a very well known provider of custom graphics for R/C models.



We have supplied them with the artwork needed to cut the correct size logos and

numbers. You can order straight from them, choosing the colors and numbers that work for you.

Contact Callie Graphics at this link: https://callie-graphics.com or scan the QR code on the previous page.

Note that Callie Graphics is not affiliated with Old School Model Works, nor does Old School Model Works generate any income from this partnership.

#### Attach the Control Surfaces

Make the necessary slots/holes needed to hinge the ailerons, rudder and elevator to the airframe. We point out recommended hinge locations on the plans.

Now is the time to attach all the control surfaces to the airframe, by gluing the hinges in position. The supplied hinges are C/A type and require a few drops of fresh, thin CA to work properly.

#### Tailwheel mounting

Mount your choice of tailwheel to the bottom of the fuselage. We chose to bend a simple tailwheel from scrap 1/16" dia. wire. but the choice is up to you.

#### Main gear mounting

Re-install the main gear to the airframe. If you are using the wheelpants, refer to this photo as the order the parts are installed, and to what a finished installation should look like. We've included a couple of extra P5 spacers. Using standard wheels,



we found we only needed one spacer, but you might need more depending on the width of your wheels.

Make sure that the first wheel collar is pressed tightly up against the inside wall of the wheel pant to hold it securely to the the main gear and axle.

Also don't forget to file a small flat on the axle where the set screws will make contact. A bit of thread-lock on the set screws is always a good idea too.

#### Radio and Pushrod Installation

Install (or re-install) the radio at this point. Make sure that when installing the control horns, they are placed in-line with the pushrods, and that the line of holes where the clevises attach are positioned over the hinge line. The self-tapping screws provided should be able to be threaded into the surfaces without the need for pre-drilling the holes, but you can pre-drill using a 1/16" bit if you'd prefer.

Don't over-tighten the screws when installing. Once threaded

in, remove the screws and use a drop or two of fresh, thin CA to harden the wood. Then you can re-install the screws for a good, secure fit.

Also, you will not need the included backer plates for any of the control horns when mounting this way.

If you are a bit "squeamish" about threading these screws into C/A hardened balsa for the elevator and rudder, substitute our self-tapping screws for longer 2-56 x 1" machine screws (not included). Using the mounting holes in the control horns as a guide, you can then mark and drill 5/32" holes through these two control surfaces. This will allow these longer screws to go through the control horn, the control surface and have enough length to also thread into the backer plates.

Note that the ailerons have hardwood installed already so this would only need to be done for the elevator and rudder.

If you are using flexible pushrods for the elevator and rudder (such as Dubro's Lazer Rods, Sullivan's Gold-N-Rods, etc.) we have included a set of plywood retainers in LP4 that could be used along the fuselage to mount and stabilize the pushrod's outer tubing. Position these as needed for your setup and

be sure to cut away any covering so they can be glued to the fuselage sheeting.



#### Power system

Re-install the power system, prop, tanks, tubing, batteries, servos, etc. If you are using electric power, for safety's sake, don't hookup the 4S lipo yet, but put in place so you can check the C.G. in the next step.

# CAUTION! DO NOT SKIP THIS STEP!

An important part of preparing the aircraft for flight is properly balancing the model. This is especially important because of the various motor/battery combinations that can be used.

The recommended Center of Gravity (CG) location for the Trophy Racer is measured back 3.15-3.25" from the leading edge of the wing, and you'll see this marked on the fuselage plan with this symbol.





If necessary, move the battery, receiver, and/or add weight to either the nose or

the tail until the correct balance is achieved. Stick-on weights are available at your local hobby store and work well for this purpose. Also remember that we designed built-in pockets in case noseweight is needed. You can install the weight inside these pockets, place the hatch on, then cover over the hatch to hold in place.

#### **Recommended Control Throws:**

The amount of control throw should be adjusted as closely as possible using mechanical means, rather than making large changes electronically at the radio.

By moving the position of the clevis at the control horn toward the outermost hole, you will decrease the amount of control throw of the control surface. Moving it toward the control surface will increase the amount of throw. Moving the pushrod wire at the servo arm will have the opposite effect: Moving it closer to center will decrease throw, and away from center will increase throw. Work with a combination of the two to achieve the closest or exact control throws listed. Aileron 3/4" up/down - 25% expo Elevator 3/4" up/down - 30% expo Rudder 1" left/right - 15% expo

For the average pilot, we recommend starting with these settings as it provides a good balance for a smooth flight. As you learn the flying characteristics of your Trophy Racer, adjust as need to suit your flying style.

(*Expert tip:* Once the control throws have been set, cut a few pieces of medium silicone fuel tubing (or heat shrink tubing) to go around each of the clevises. This will keep them from opening during flight.)

#### Preflight:

Charge both the transmitter and receiver pack for your airplane. Use the recommended charger supplied with your particular radio system, following the instructions provided with the radio. In most cases, the radio should be charged the night before going out flying.

Check the radio installation and make sure all the control surfaces are moving correctly (i.e. the correct direction and with the recommended throws). Test run the engine and make sure it transitions smoothly from idle to full throttle and back. Also ensure the engine is tuned according to the manufacturer's instructions, and it will run consistently and constantly at full throttle when adjusted.

Check all the control horns, servo horns and clevises to make sure they are secure and in good condition. Replace any items that would be considered questionable. Failure of any of these components in flight would mean the loss of your aircraft.

#### Range check your radio before flying

Before each flying session, range check your radio. This is accomplished by turning on your transmitter with the antenna collapsed. Turn on the radio in your airplane, but do not attach the arming switch.

With your airplane on the ground, you should be able to walk 30 paces away from your airplane and still have complete control of all functions.

If not, don't attempt to fly! Have your radio equipment checked out by the manufacturer.

### AMA Safety Code.

**Old School Model Works** highly recommends that before flying this, or any other model aircraft, please read through and adhere to the guidelines spelled out the Academy of Model Aeronautics Safety Code.

A copy of this can be downloaded from their website: https://www.modelaircraft.org/sites/default/files/105.pdf

#### Warranty Information

**Old School Model Works** guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any parts damage by use or modification. In no case shall **Old School Model Works'** liability exceed the original cost of the purchased kit. Further, **Old School Model Works** reserves the right to change or modify this warranty without notice.

In that **Old School Model Works** has no control over the final assembly or material used for the final assembly, no liability shall be assumed nor accepted for any damage of the final user-assembled product. By the act of using the product, the user accepts all resulting liability.

#### Limit of Liability

In the use of this product, our only obligation shall be to replace such quantity of the product proven to be defective. The user shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith.

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and un-opened condition.



For more information on all of our other products, as well as the latest news from Old School Model Works:

Please check out out website: www.oldschoolmodels.com You can reach us on Facebook: www.facebook.com/oldschoolmodelworks Instagram: www.instagram.com/oldschoolmodelworks/ Twitter: www.twitter.com/oldschoolmodels

See photos of our kits and customer builds on Flickr: https://www.flickr.com/photos/oldschoolmodelworks/





TROPHY RACERS Construction Manual www.oldschoolmodels.com



TROPHY RACERS Construction Manual