

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. Please refer to the supplemental building notes for the arrangement of 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 stooze 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.

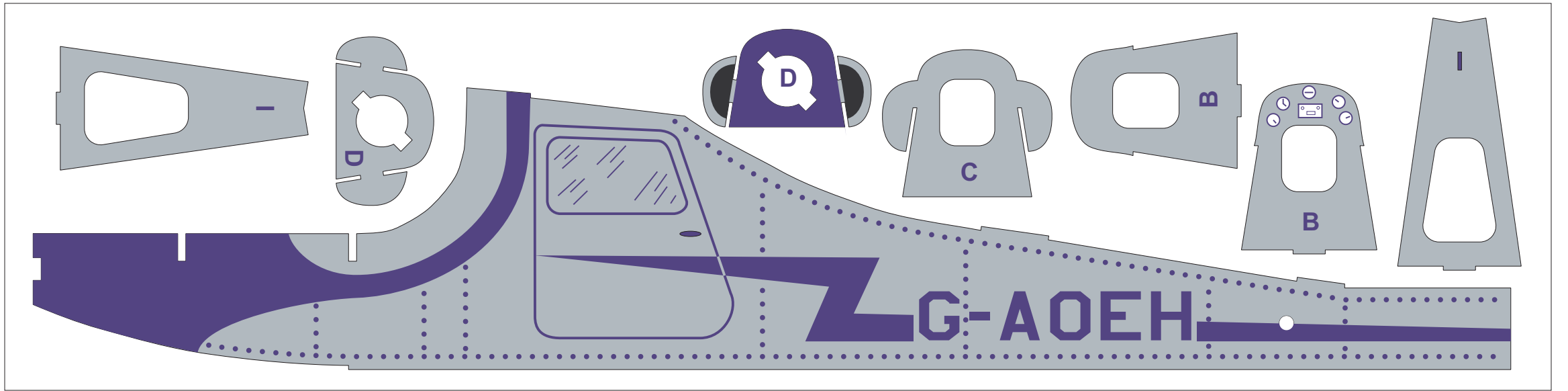
Another modification made to the original kit was to add camber to each wing panel. The original kit used 1/16" balsa for the wing panels and had them flat. The reproduction drawing assumes 1/32" is being used and to increase span wise bending strength camber was added. Two ribs are drawn for each wing panel. One is to be used at the wing root dihedral joint and the other further out near the mid span point of each panel.

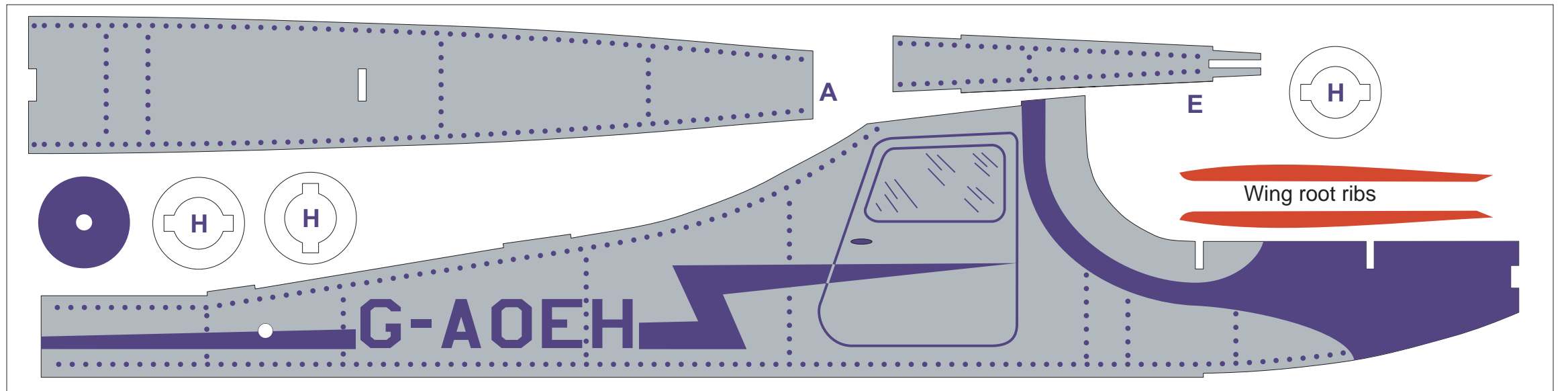
The original kit spinner came molded with a prop. A separate spinner has been drawn for use with a better performing prop.

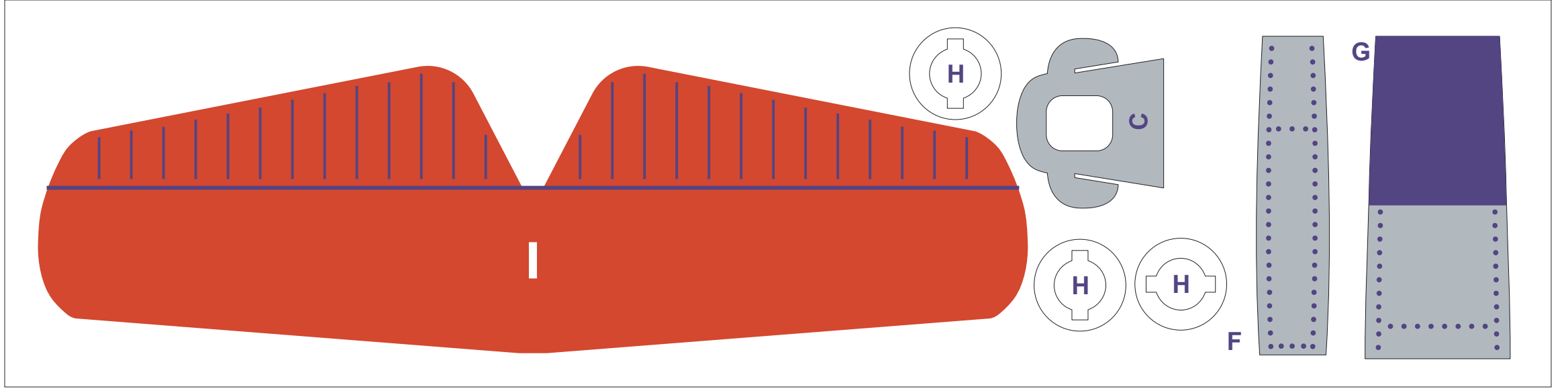
The drawings for the Keil Kraft Sedan are based on a scan of the kit plan. Scans of the original kit parts were not available. I do think the drawings are a very close representation of the original kit. The color and markings are based on the kit box art. I do not know if the original kit used those markings or something else as is the case with the scale models in the EeZe Bilt line of kits.

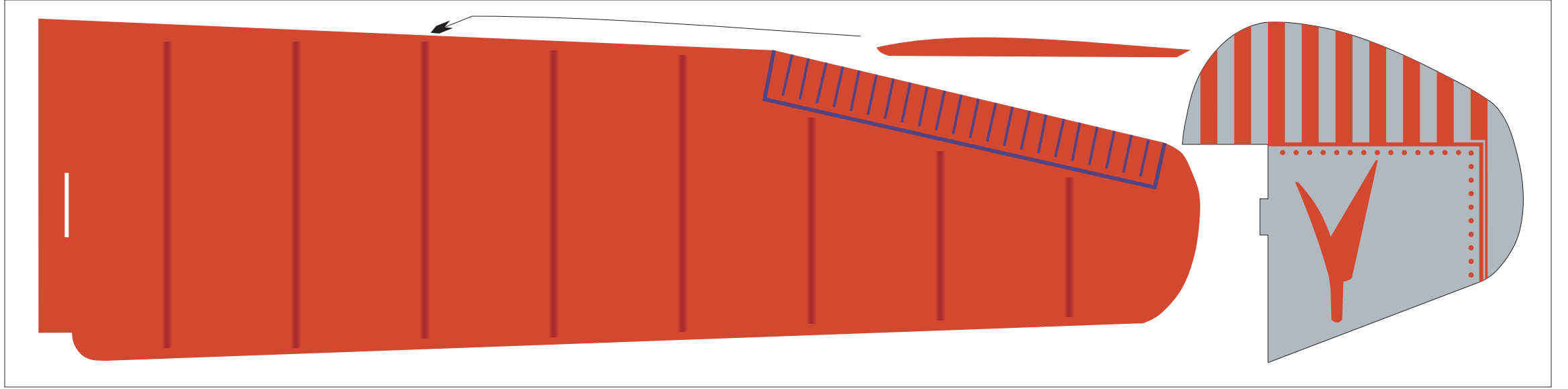
I do hope you build and enjoy a model from this plan package.

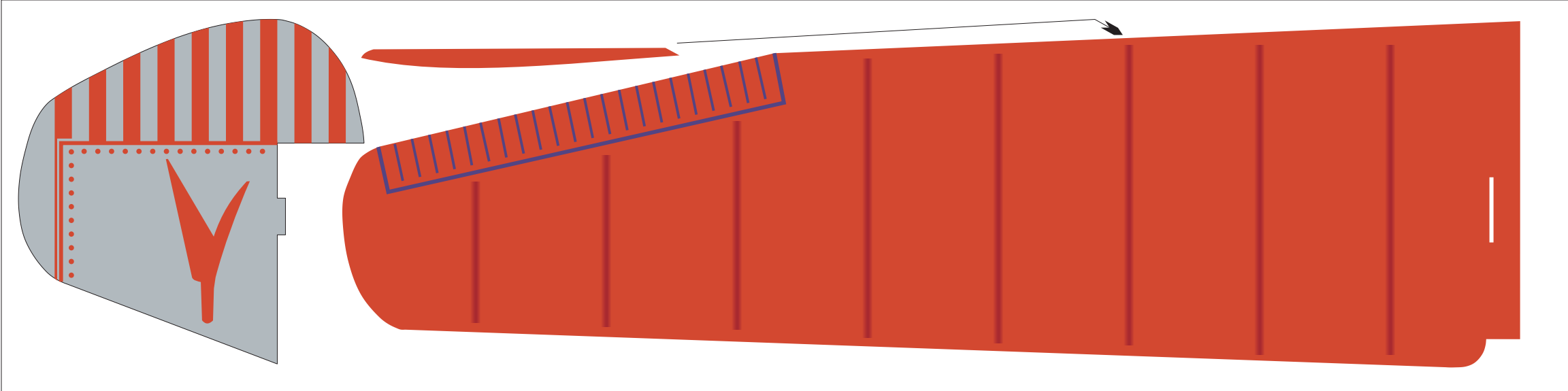
Paul Bradley

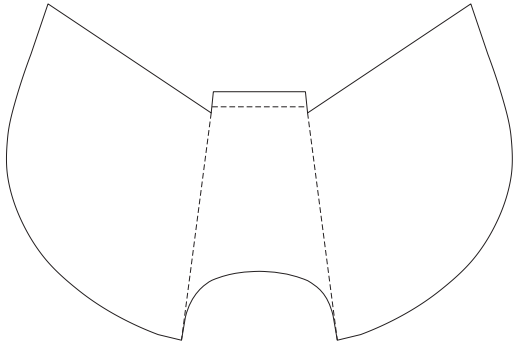




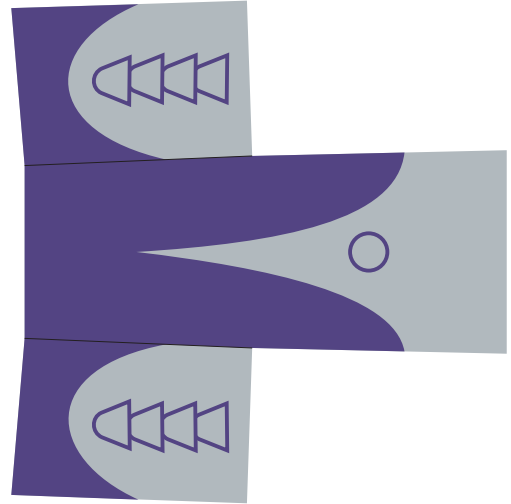




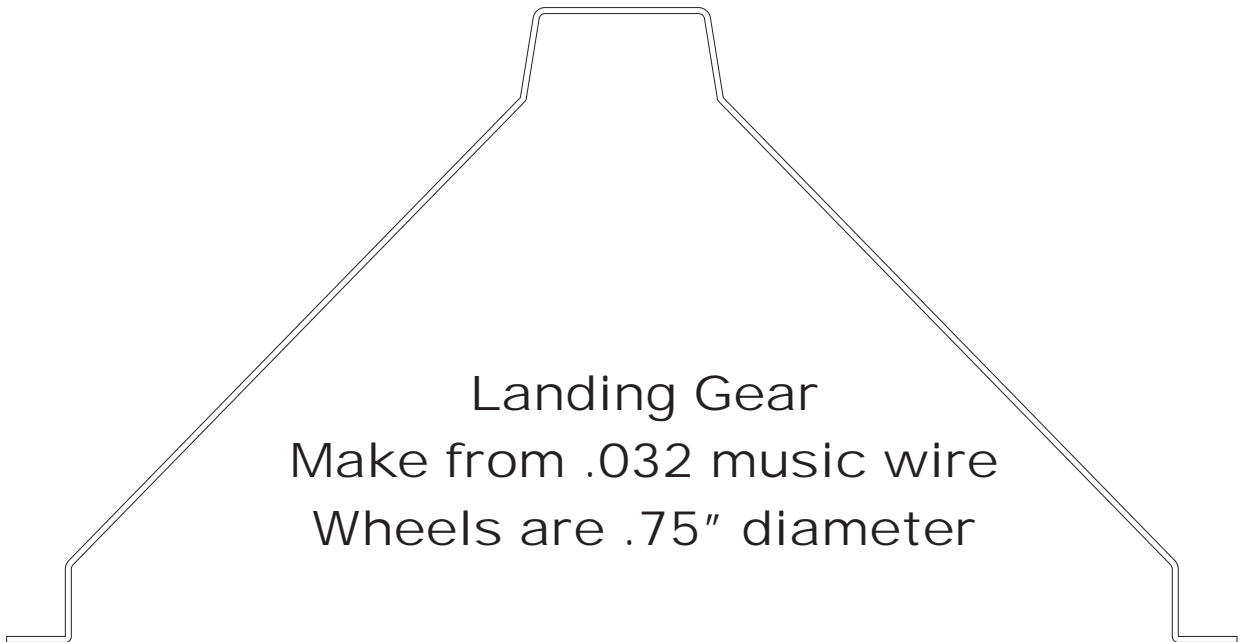




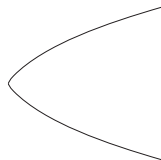
Windshield Pattern



Cowl - print on paper with a smooth finish



Landing Gear  
Make from .032 music wire  
Wheels are .75" diameter



Spinner

# Keil Kraft EeZe Built Sedan

## Use these notes to supplement the kit plan.

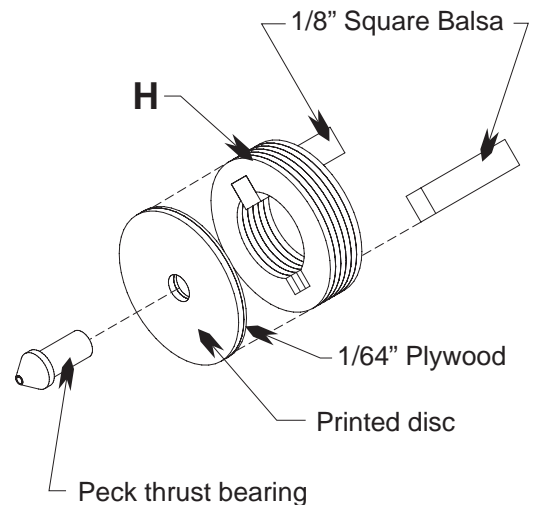
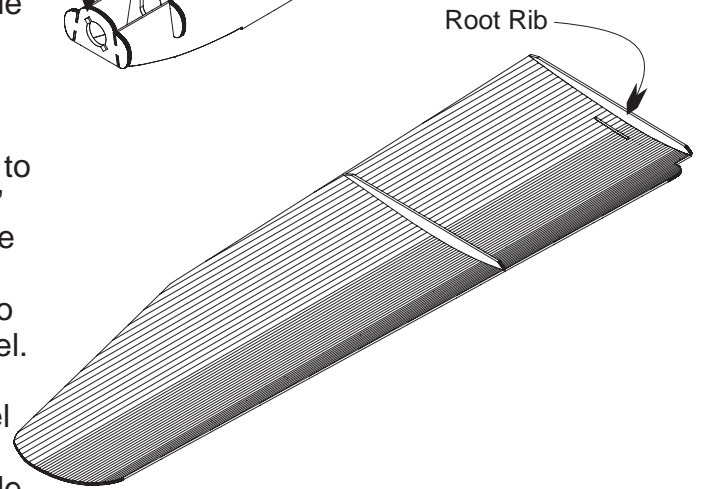
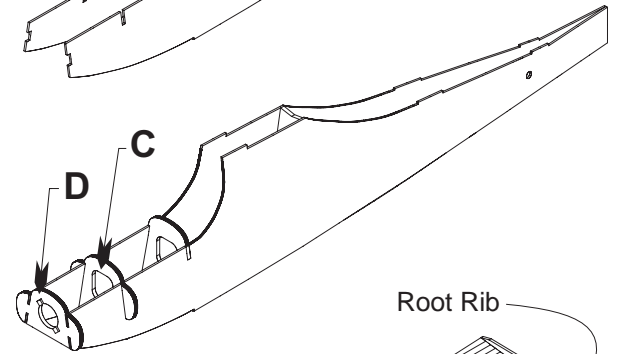
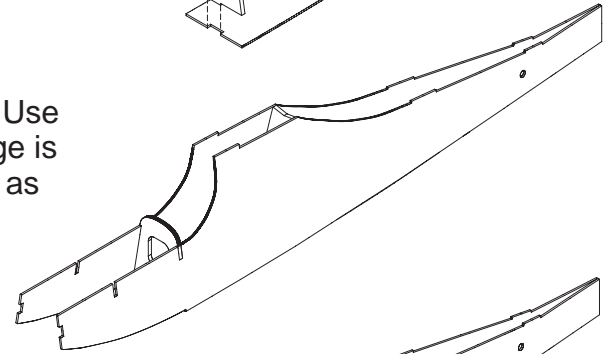
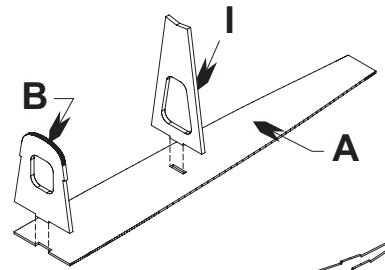
1. As called out in the kit plan, start by pinning down part A to the building board. Glue formers A and I to part A. Note that former I is a modification from the original kit and has been added to make assembly of the fuselage easier and more accurate. Use the drawing to the left when pinning part A to the building board.

2. Glue the fuselage sides to parts A, B, and I. Use the drawing at the left to make sure the fuselage is straight and glue the sides together at the rear as called out in the kit plan directions.

3. Glue formers C and D to their respective positions. Note that both parts look different than the drawings on the kit plan. These parts have been modified to make them more robust during assembly and to facilitate stretch winding with a removable nose plug.

4. The original kit used a flat plate style wing. The reproduction has been drawn to use thinner balsa for the structure (1/32" rather than 1/16"). To enhance span wise stiffness of the wing, camber has been added. This is achieved by adding ribs to the root and mid span of each wing panel. Glue the ribs to each panel before the dihedral is added. Sand each wing panel root flat after the root ribs are glued in place. The root ribs should be at an angle to accommodate the dihedral angle when the panels are joined.

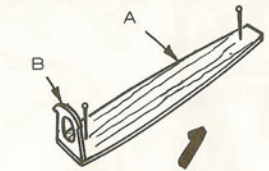
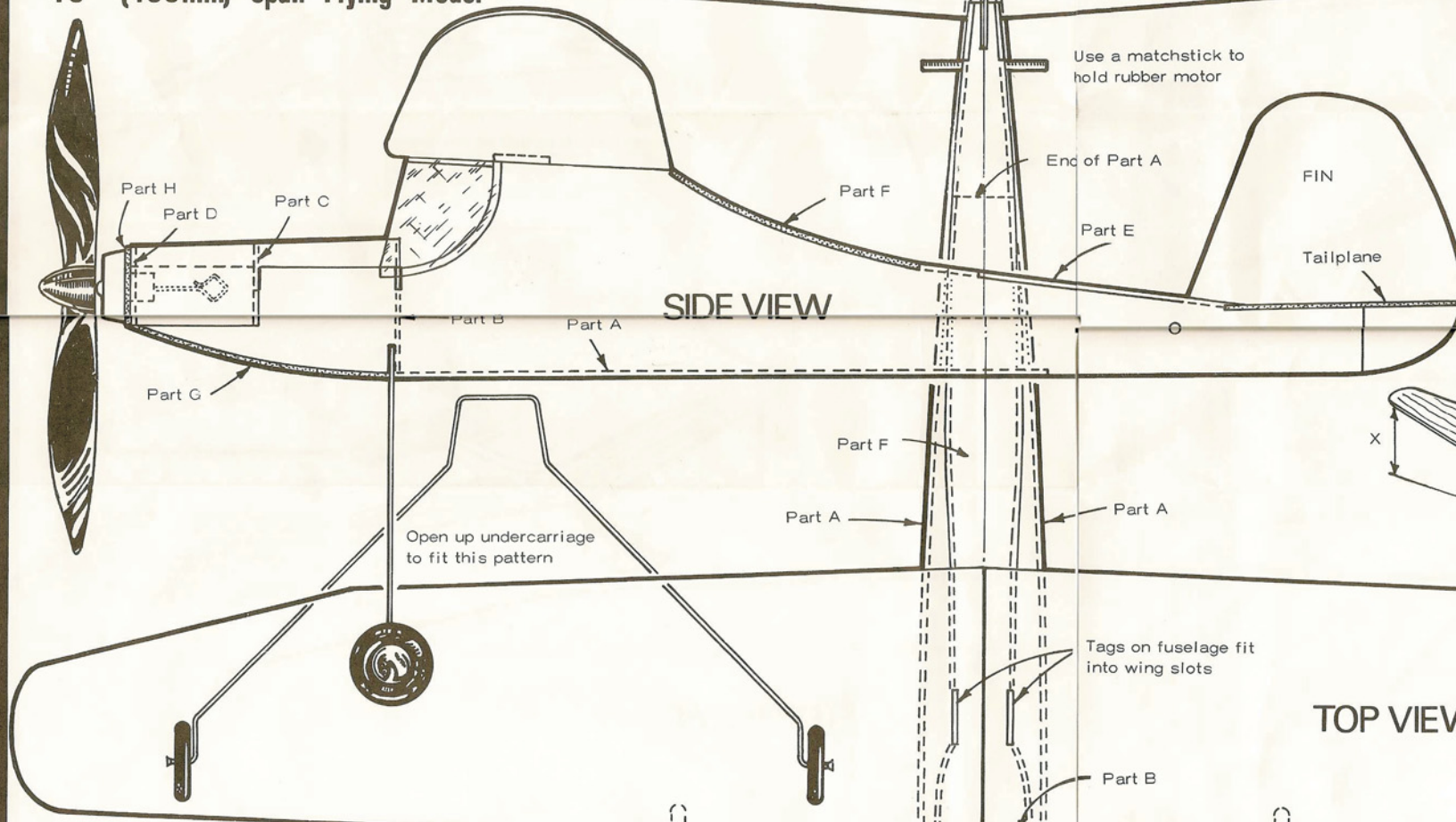
5. The nose plug is made up of 6 layers of 1/32" balsa (part H), a printed disk backed by a 1/64" plywood disk, a Peck thrust bearing, and two 1/2" pieces of 1/8" square balsa. The 1/8" square balsa pieces extend into the keys cut into part D. The nose plug and prop can be pulled out for stretch winding.



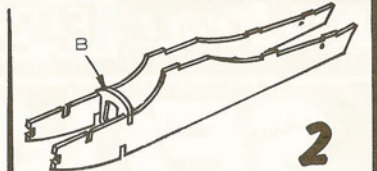


# SEDAN

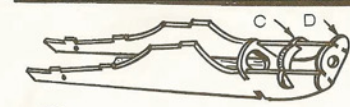
18" (455mm) span Flying Model



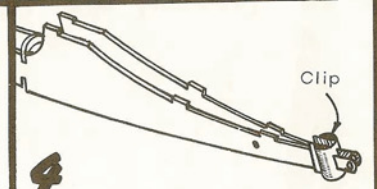
**1**  
PIN THE PLAN DOWN OVER A FLAT BUILDING BOARD. PIN PART A OVER THE PLAN TOP VIEW (COLOUR SIDE DOWN). CEMENT PART B ON TOP OF A AT THE FRONT EDGE.



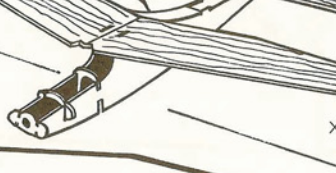
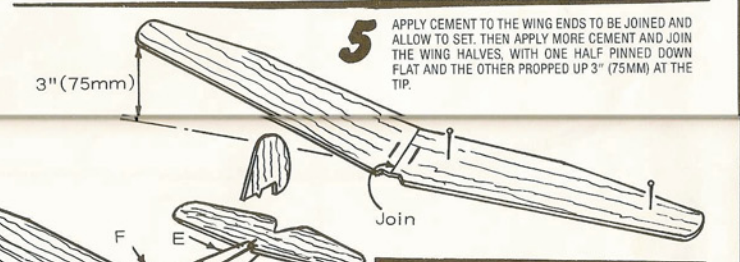
**2**  
APPLY BALSA CEMENT TO THE SIDES OF PART B AND PRESS THE FUSELAGE SIDES IN PLACE (COLOUR SIDE OUTWARDS).



**3**  
APPLY CEMENT TO THE SLOTS AND FRONT NOTCHES OF PART C AND PART D AND FIT THESE CAREFULLY BETWEEN THE FUSELAGE SIDES. TAKE CARE THAT THE FUSELAGE ASSEMBLY REMAINS TRUE AND SQUARE, LEAVING PART A STILL PINNED DOWN ONTO THE PLAN.



**4**  
APPLY CEMENT TO THE BOTTOM INSIDE EDGES OF THE SIDES, AND REAR. PULL SIDES TOGETHER AT REAR AND HOLD WITH A CLIP UNTIL SET.



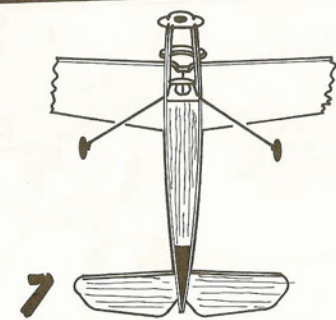
**5**  
APPLY CEMENT TO THE WING ENDS TO BE JOINED AND ALLOW TO SET. THEN APPLY MORE CEMENT AND JOIN THE WING HALVES. WITH ONE HALF PINNED DOWN FLAT AND THE OTHER PROPPED UP 3" (75MM) AT THE TIP.

**6**  
WHEN THE WINGS HAVE SET, CEMENT IN PLACE ON THE FUSELAGE WITH THE TAGS ON THE FUSELAGE FITTING THE SLOTS IN THE WINGS. CHECK THAT MEASUREMENT 'X' IS THE SAME EACH SIDE. CEMENT ON PARTS F AND E, FOLLOWED BY THE TAILPLANE AND FIN. MAKE SURE THAT THE TAILPLANE AND FIN LINE UP ACCURATELY, AND THAT THE FIN IS VERTICAL.

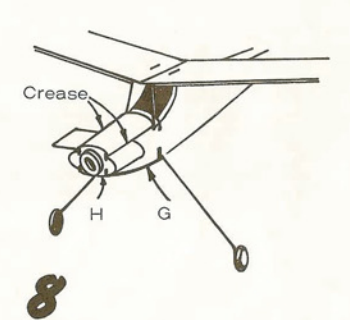
## TOP VIEW



Shape of windscreen- fold on dotted lines before fitting



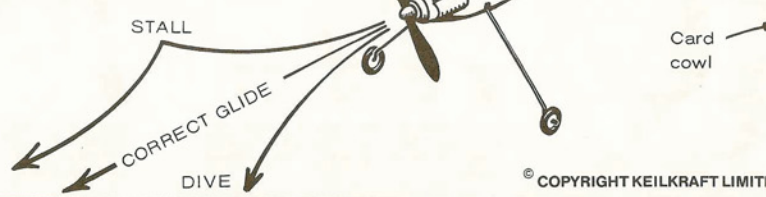
**7**  
APPLY CEMENT TO B AND SLOTS IN FUSELAGE SIDE AND SLIDE UNDERCARRIAGE IN PLACE. APPLY MORE CEMENT WHEN SET TO MAKE A REALLY STRONG FIXING.



**8**  
CREASE THE CARD COWL AND FIT AS SHOWN. CEMENT PART G UNDER NOSE; AND PART H TO PART D WITH GRAIN IN OPPOSITE DIRECTION. CUT AND FIT CABIN WINDSCREEN.

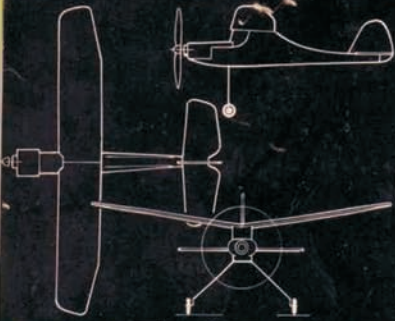
## FLYING

ATTACH RUBBER MOTOR TO PROPELLER HOOK, DROP OTHER END DOWN FUSELAGE AND SECURE WITH A MATCHSTICK. TEST GLIDE MODEL OVER LONG GRASS ON A STILL DAY. IF IT DIVES, ADD A SMALL PIECE OF PLASTICINE TO THE TAIL END TO CORRECT. IF IT STALLS, ADD PLASTICINE TO THE NOSE. WHEN YOU HAVE TRIMMED THE MODEL FOR CORRECT GLIDE YOU CAN TRY 'POWER' FLIGHTS WITH THE RUBBER MOTOR WOUND UP WITH ABOUT 150 TURNS.





**KEIL KRAFT**



**EZE BILT**

18" (455mm) SPAN FLYING MODEL



**SEDAN**



MADE IN ENGLAND USING Balsa BY

