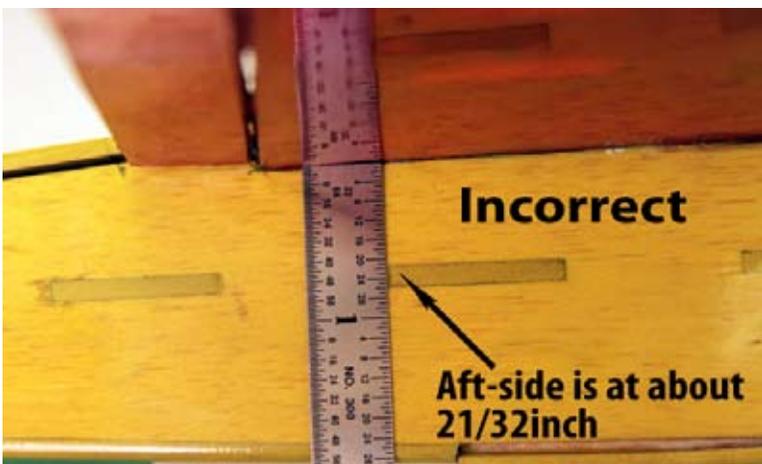


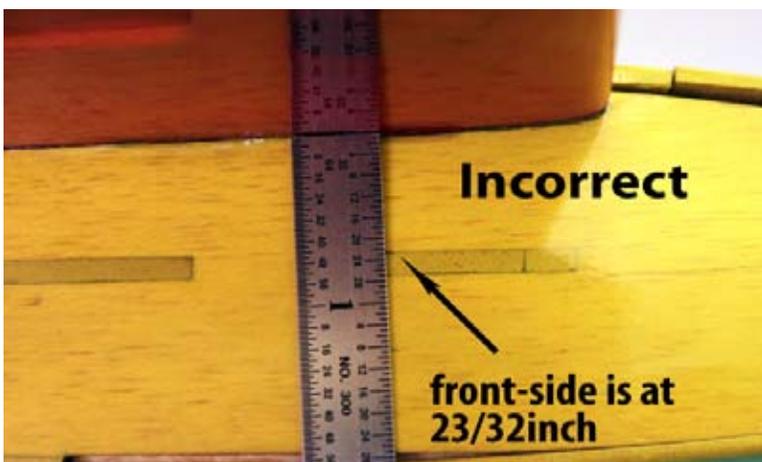
The center slots in the side of the fuselage is parallel to the True Zero Wing incidence on this plane. Therefore, you can use it as a guide to calibrate how much positive wing incidence there is on this airplane. Use a ruler to line up with the center line and you can see the front of the wing is higher than the rear side. This is positive wing incidence.



Here is another view. By aligning the ruler to the flat bottom portion of the wing you can see that there is a little over 1/16 inch positive wing incidence. This is too much and may cause the airplane to climb too much



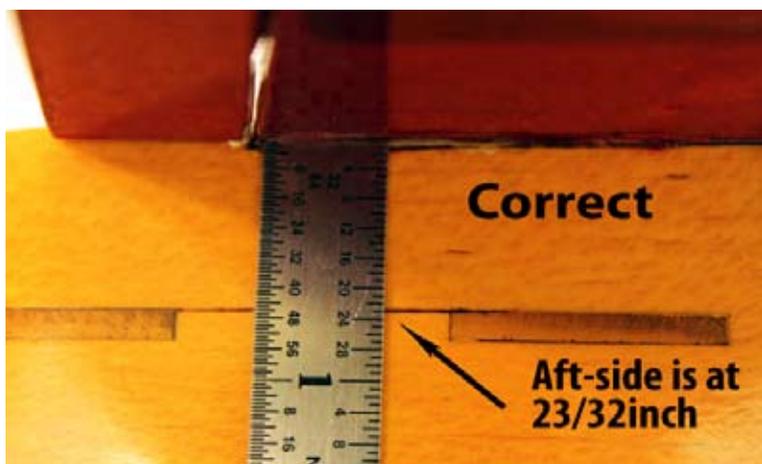
You can use the slots to measure the rear side of the wings position against the slots. Here it is 21/32"



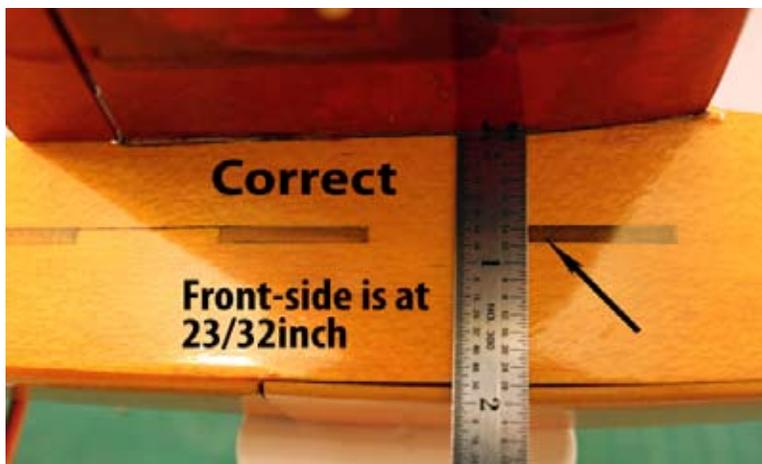
Measuring from the flat part of the bottom toward the front before it curves up you can see that it is 23/32" This is about 1/16 or more if you simply seat the wing fully into the slots on the fuselage top. This is **Incorrect** for most builders unless you know how to sand the wing into a more symmetrical airfoil than a flat bottomed semi-symmetrical airfoil. Therefore to simplify it follow the next page.



Before you glue on the wing simply raise the rear side to match or nearly match the front measurements to the center line. Here it is at $23/32$ "

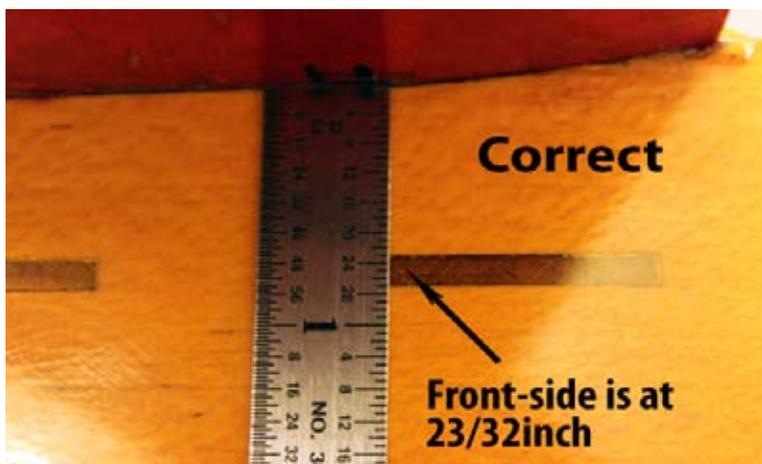


You can draw a line to help measure more accurately as shown here



Make sure you measure from the flat bottom portion of the wing closest to the front leading edge before the curve up of the semi-symmetrical airfoil. Here you can see that the Front is also the same as the rear at $23/32$ " This will be correct.

Note: There can be some differences in your measurements from what is described here depending on how you sand your wing.



Take the time to sand the airfoil well for good performance and be sure to have sanded a good Semi-symmetrical shape. you can also decide to leave maybe about $1/64$ " inch positive incidence. If you didn't sand some reflex or wash-out into the wing tips, then you can use your hot iron and curve the trailing edge wing tips up to create reflex (wash-out) This adds good stability.