Construction Notes:
1. Reinforce all air frame tubing with three wraps of 6 oz fiberglass
2. Reinforce motor coupler and altimeter bay coupler with internal fiberglassing
3. Reinforce parachute bay with 1/2" anti-zipper steel band below fiberglass
4. Reinforce fin to motor tube connection with fiberglass strips
5. Use 1/4" threaded rods in fin can
6. Use 5/16" threaded rod in altimeter bay
7. Use 5/16-18 x 2,500L x 1.375W U-bolts
8. Shield altimeter bay from electrical interference from payload transmitters.

All dimensions are in inches

WildFire
Vern Knowles
June 2002

Body tubes: 5.500 OD
- Top View, Bulkhead B6
- Bottom View, Bulkhead B5
- 2 Each, PVC ejection charge cups
- PVC wire seal cup
- Drill 1/4" (3 plcs)
- Drill 5/16" (2 plcs)
- Drill 13/32"
- Drill 11/64" for 8-32 bolt
- Offset threaded rods between fins so that they do not interfere with rail button mount points.
- Fin mount tabs are 1 inch angle brackets
- Motor tube: 31.375
- Booster coupler: 9.750
- Threaded rods: 32.500
- Anti-zipper steel band: 0.016 x 0.500
- 3 each, 10-32 Tee nuts for motor retention plate
- 3-3/16 inch diameter bore in bottom bulk head to accept aft motor closure
- 0.5" Bulkhead (B3)
- Slot tube 22.625 for fins
- 0.5" Bulkhead (B2)
- 0.75" Bulkhead (B5)
- 0.5" Bulkhead (B4)
- 0.5" Bulkhead (B6)
- 0.5" Bulkhead (B1)
- 1.00" Bulkhead (B1)
- Drill 5/8" for Transmitter holder
- 0.67
- 0.50
- 0.094
- 14.500
- 1.094
- 1.094
- 0.094