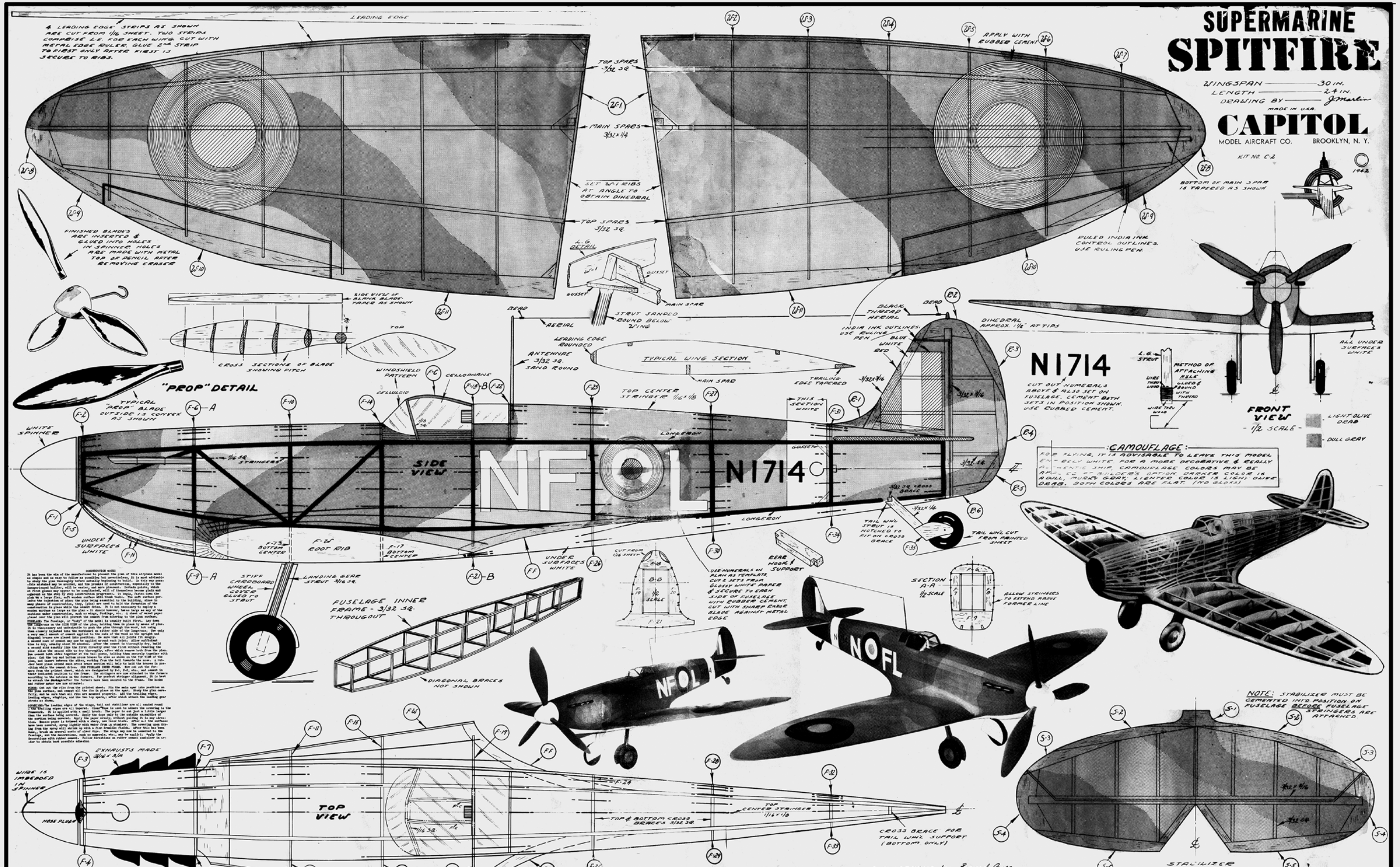


CONSTRUCTION NOTES

It has been the aim of the manufacturer to present the plan of this airplane model as simple and as easy to follow as possible; but nevertheless, it is most advisable to study the plan thoroughly before actually beginning to build. In this way possible mistakes may be avoided, and the process of construction, especially to the inexperienced builder, will be easier, and more pleasant. Certain points, which at first glance may appear to be complicated, will of themselves become plain and coherent as the step by step construction progresses. To begin, fasten down the plan to a large flat, soft wooden surface with thumb tacks. The soft surface permits the injection of pins; the pins being essential to the building, since in many phases of construction, they, (pins) are used to hold the formation of the construction in place while the cement dries. It is not necessary to employ a wooden surface as large as the plan - it should however, be as large as any of the sections under construction, such as wings, fuselage, etc. A sheet of waxed paper placed over the plan will prevent the cement from adhering to the plan surface.

FUSELAGE: The fuselage, or "body" of the model is usually built first. Lay down the longerons on the SIDE VIEW of the plan, holding them in place by means of pins. It is unnecessary and undesirable to push the pins through the wood, but using them closely injected into the workboard on either side of the longerons. Use only a very small amount of cement applied to the ends of the wood as the upright and diagonal braces are placed into position. Be sure that all joints fit snugly. A second coat of cement may now be applied around each joint. Allow sufficient time to dry, usually about 30 minutes. After the cement is thoroughly dry, build a second side exactly like the first directly over the first without removing the pins. Allow the second side to dry thoroughly, after which remove both from the plan. Now cement both sides together at the tail posts, holding them securely together with pins. Cut the top and bottom cross braces to size as shown on the TOP VIEW of the plan, and insert between the sides, working from the tail towards the nose. A rubber band placed around each cross brace section will help to hold the braces in position while the cement dries. SEE FUSELAGE INNER FRAME. Now cut out the formers from the printed sheet, which are designated by F-1, F-2, etc., and cement in their indicated position to the frame. The stringers are now attached to the formers according to the notches on the formers. For perfect stringer alignment, it is best to attach the stringers after the formers have been secured to the frame. The hooks and rubber motor are now attached.

WINGS: Cut out the ribs from the printed sheet. Pin the main spar into position on the plan surface, and cement all the ribs in place on the spar. Study the plan carefully, and be sure that all ribs are mounted properly. Add the trailing edges, leading edges, wingtips, and the two top spars,; after which attach the landing gear struts as shown.

COVERING: The leading edges of the wings, tail and stabilizer are all sanded round & the trailing edges are all tapered. Clear dope is used to adhere the covering to the framework. It is applied with a small brush. The paper is cut just a little larger than the surface being covered. Apply the dope only to the outside extremities of the portion being covered. Apply the paper evenly, without pulling it in any direction. Excess paper is trimmed with a sharp, new razor blade. After all the surfaces have been covered, spray lightly with water from an atomizer. The covering upon drying from the spray will shrink up with a fine drumlike finish. After this has been done,, brush on several coats of clear dope. The wings may now be cemented to the fuselage, and the decorations, such as numerals, etc., may be applied. Apply the decorations with rubber cement. Follow directions on rubber cement container in order to obtain best possible adhesion

