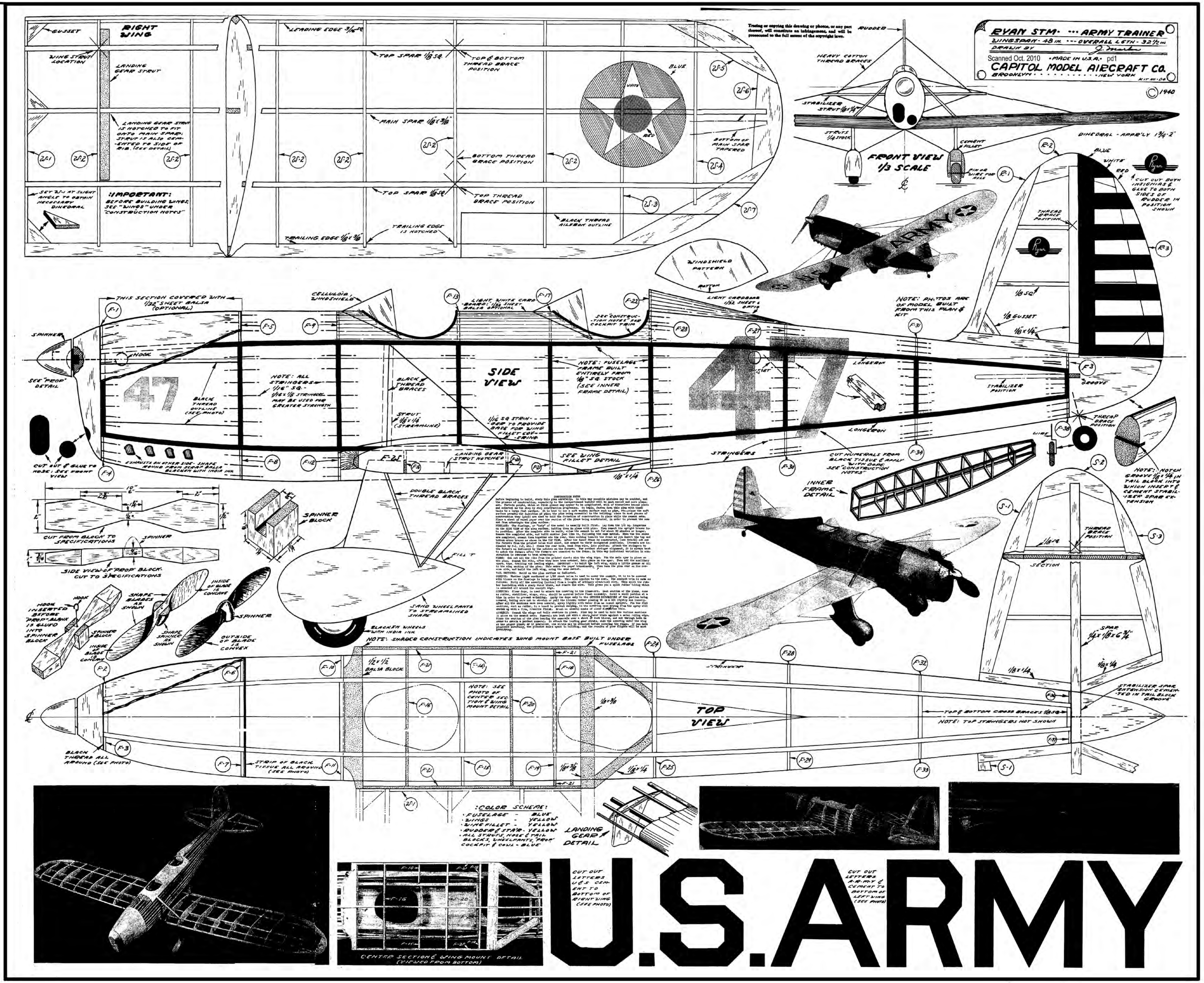
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CONSTRUCTION NOTES

Before beginning to build, study this plan carefully. In this way possible mistakes may be avoided, and the process of construction, especially to the inexperienced builder will be much 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 this plan with thumb tacks to a large flat surface. It is best to use a soft wooden surface such as pine, etc.; since the soft surface permits the injection of pins; the pins being essential to the building; since in most phases of construction they (pins) are used to hold the formation of construction in place while the cement sets. Place a sheet of waxed paper over the section of the plane being constructed, in order to prevent the cement from adhering to the plan surface.

FUSELAGE: The fuselage, or "body" of the model is usually built first. Lay down the 1/8 sq. longerons on the SIDE VIEW of the plan surface, holding them in place with pins. Then cement the upright braces into position. After the complete side is built, allow the cement to set for about 30 minutes or longer. Remove the completed side, and build another just like it, following the same method. When the two sides are completed, cement them together at the rear, then working towards the front as you insert the top and bottom cross braces as shown in the TOP VIEW. After the inner frame is constructed, (see detail) cut out the formers from the printed balsa wood sheet, and cement to their designated positions. (Formers are indicated by F-1, F-2, etc.) Place the rear hook, bent from wire, into position. Attach the stringers to the formers as indicated by the notches on the formers. For perfect stringer alignment, it is always best to notch the formers after the formers are cemented to the frame. In this way individual variation in construction is overcome to best advantage.

WINGS: Cut out all the ribs from the printed sheet; also the wing tips. Pin the main spar in place on the plan. Cement the ribs, after they have been notched, into place on the spar. Then add the auxiliary spars, tips, trailing and leading edges. IMPORTANT - to build the left wing, apply a little grease or oil to the wing section of the plan. This makes the paper translucent. Then turn the plan over on the reverse side, and build the left wing, using the same method.

TAIL SECTIONS: Build on the plan surface as indicated.

COCKPIT: Whether light cardboard or 1/32 sheet balsa is used to cover the cockpit, it is to be covered with tissue as the fuselage is being covered. This also applies to the cowl. The cockpit trim is made as follows: Strip off the covering (cotton) from a length of ordinary electrical wire. Then split the rubber insulation with a sharp razor blade, and remove the wire. This gives you a split rubber tubing which is cemented all around the cockpit edge.

COVERING: Clear dope, is used to adhere the covering to the framework. Each section of the plane, such as rudder, stabilizer, wings, etc., should be covered before final assembly. Cover a small portion at a time in order to prevent wrinkling. Apply the dope only to the OUTSIDE EXTREMITIES of the portion being covered, taking care not to stretch or pull the tissue; rather placing it on a bit lightly and loosely. After all the sections have been covered, spray lightly with water from an insect sprayer. Pin the flat sections, such as rudder, to a board to prevent warping, as the covering upon drying from the spray will shrink up with a firm, drumlike finish. Brush on several coats of clear dope after this.

ASSEMBLY: Cement the wings and tails sections in place. Pins may be used to hold the various sections in place as the cement sets. Numerals are best cut out with a sharp razor blade against a metal ruling edge. Place the section of the plan bearing the numerals over a sheet of dark tissue, and cut through both in order to obtain a perfect numeral. To attach the landing gear struts, slit the covering under the wing at the proper place; or if preferred, the struts may be attached before covering the wings. If you have proceeded carefully, the pleasant hours spent in building, and the results of your flights will be most gratifying.

