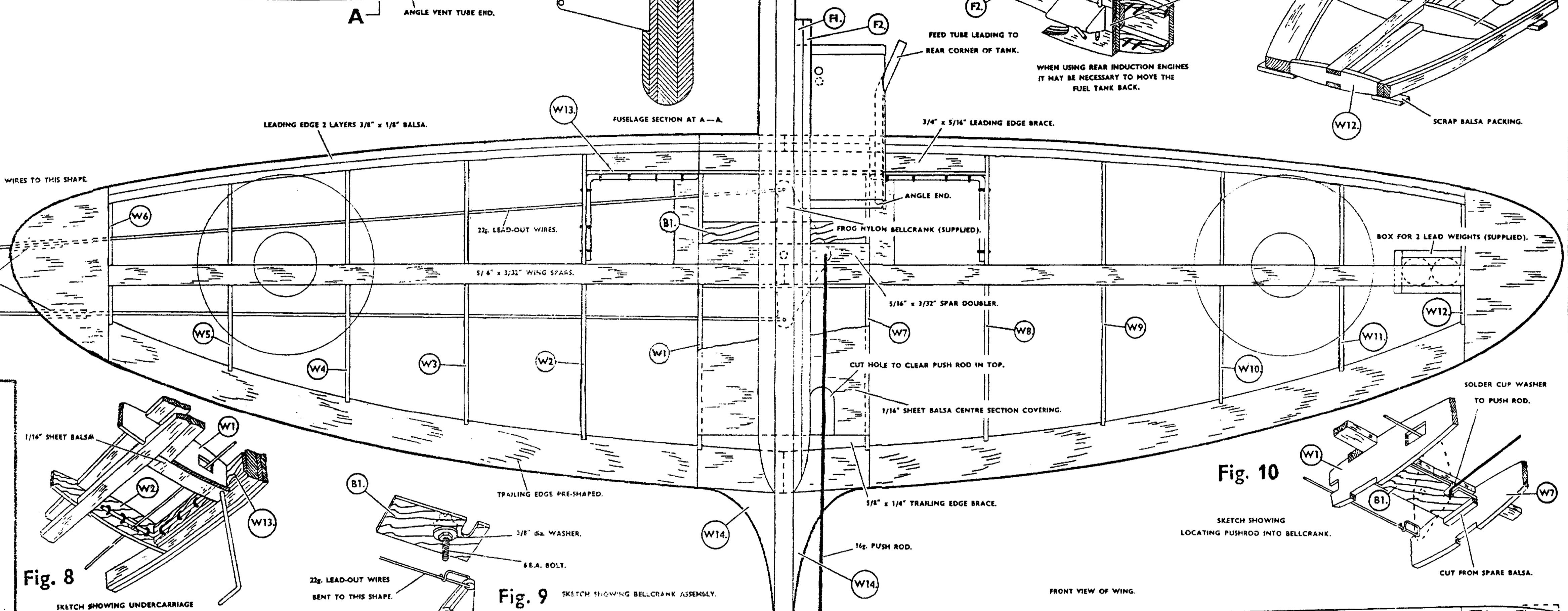
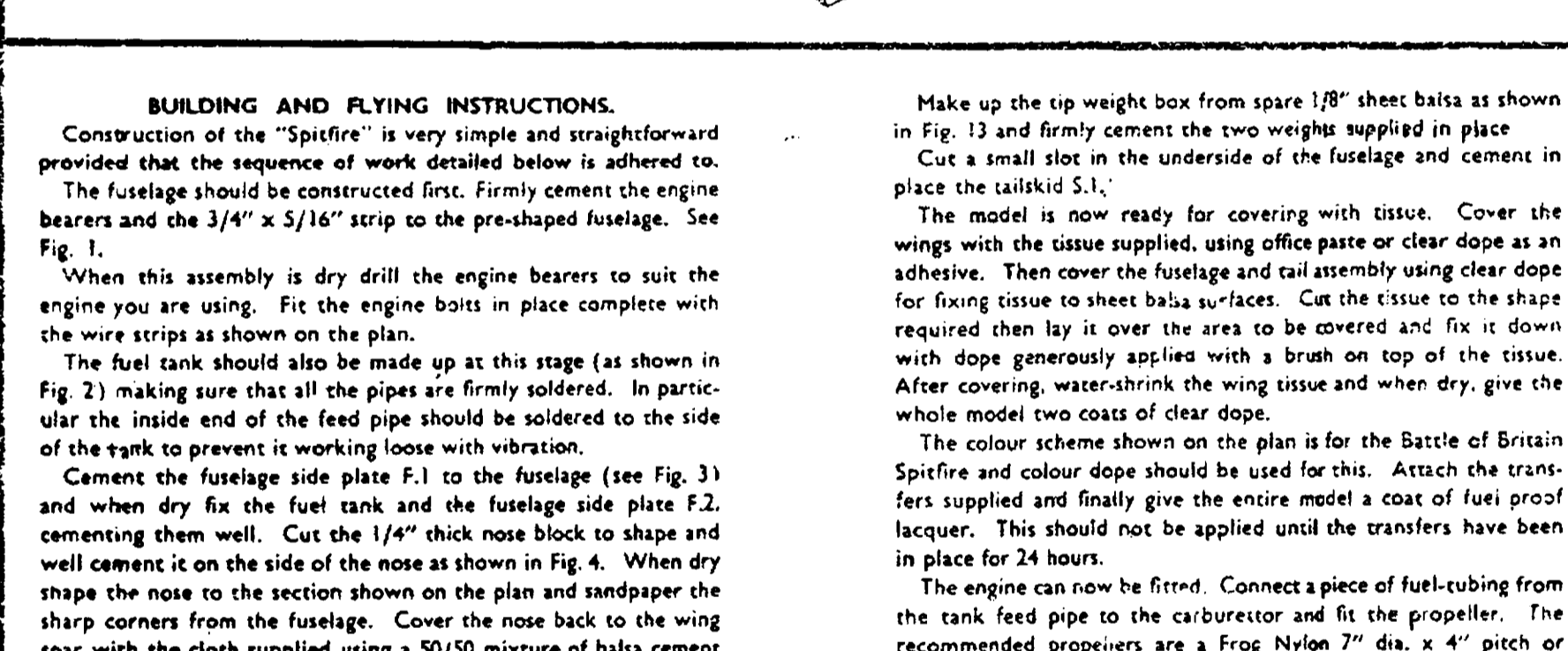
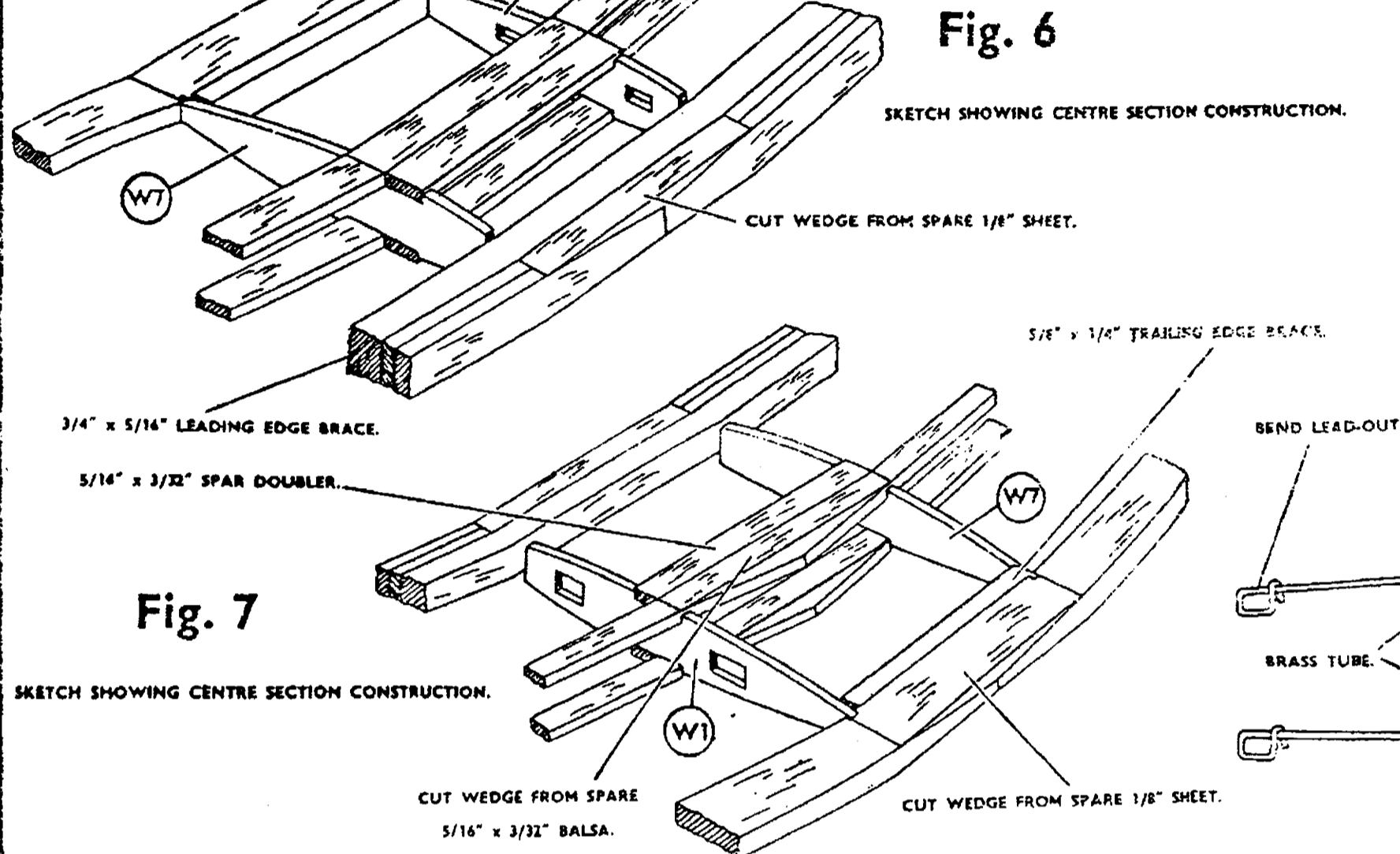
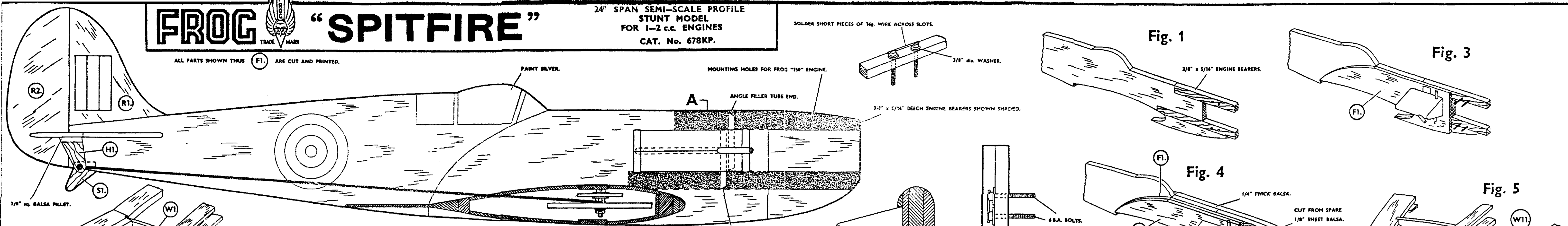


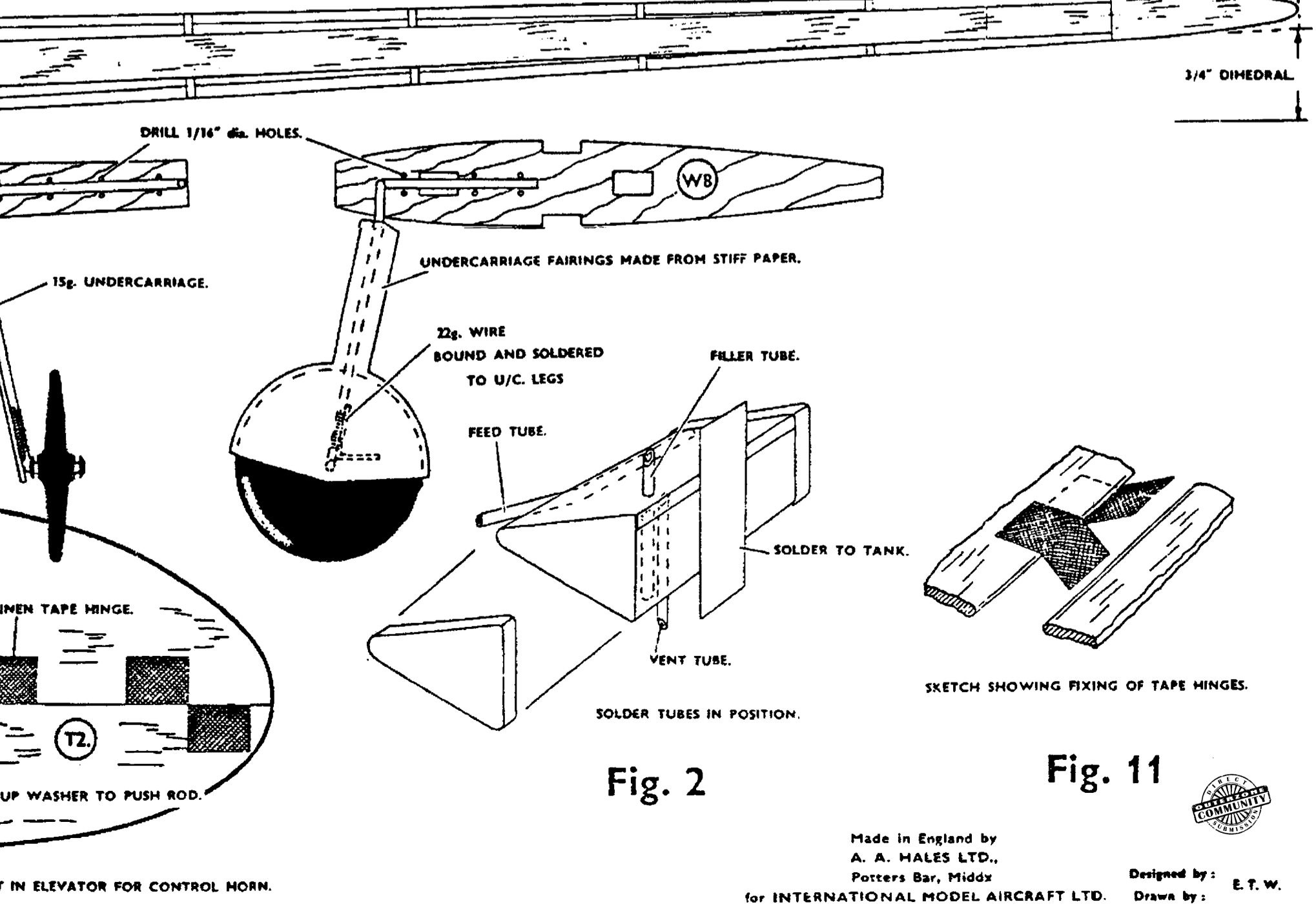
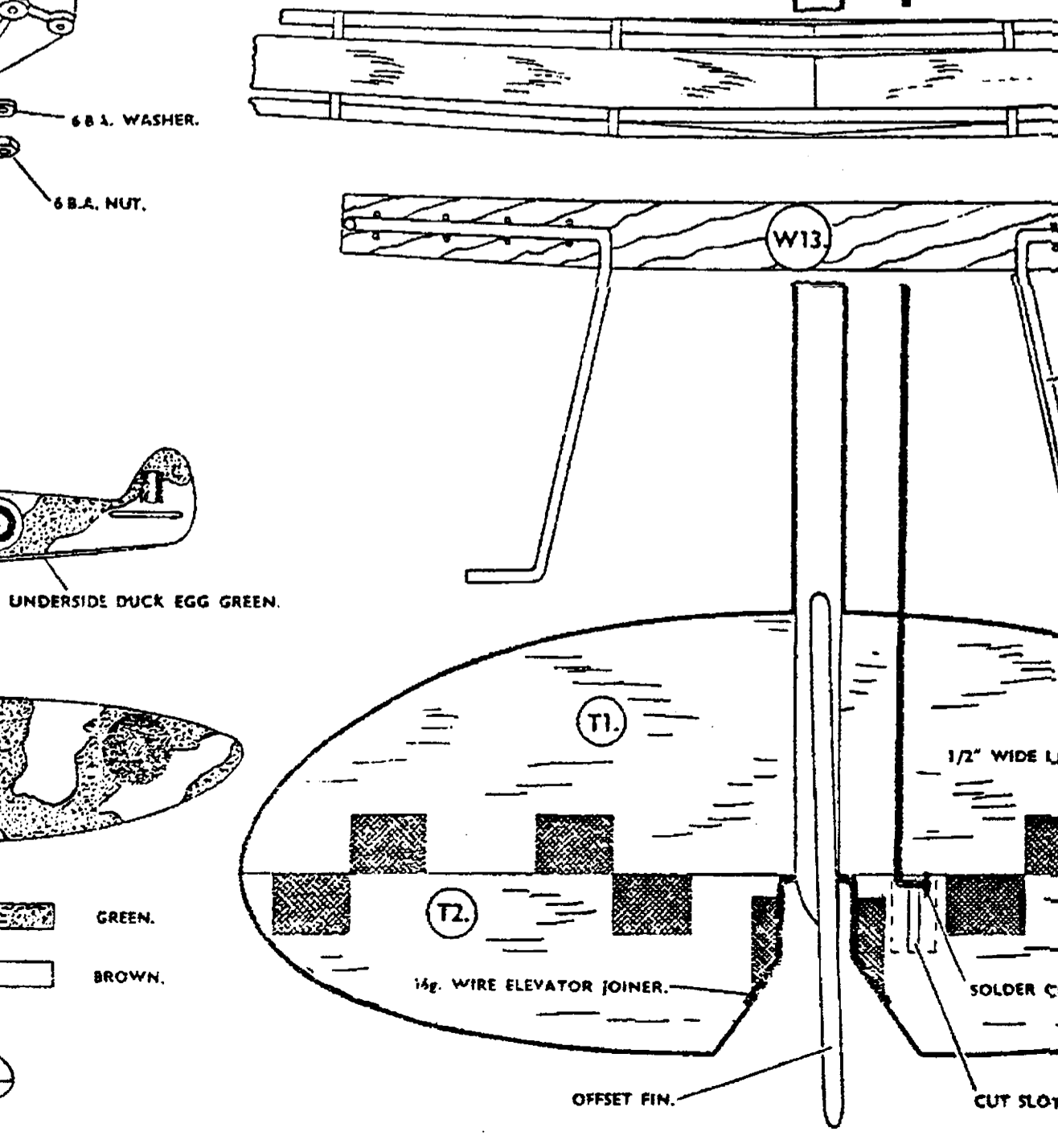
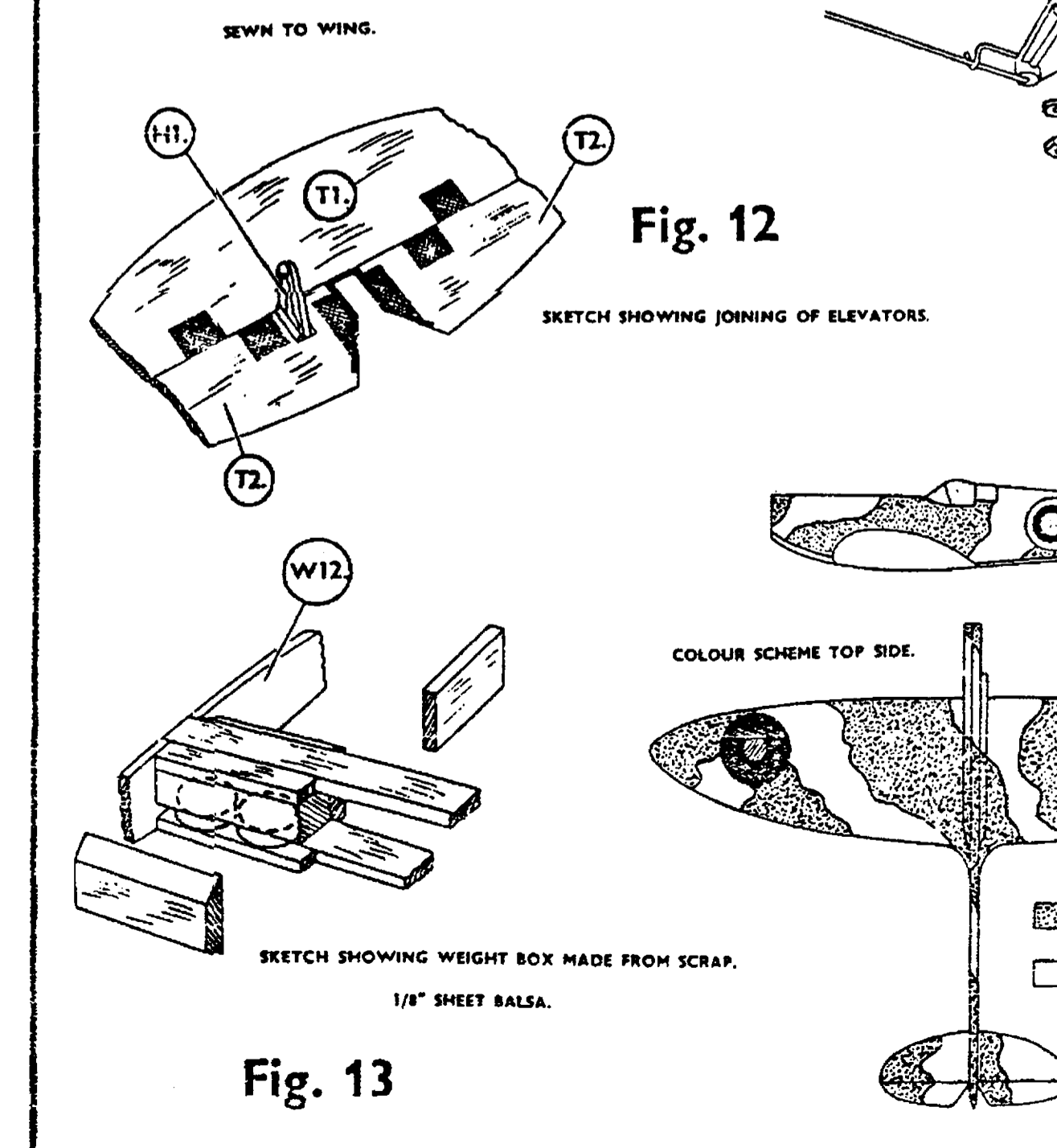
# FROG "SPITFIRE"

24" SPAN SEMI-SCALE PROFILE  
STUNT MODEL  
FOR 1-2 c.c. ENGINES  
CAT. No. 678KP.

ALL PARTS SHOWN THUS (F1.) ARE CUT AND PRINTED.



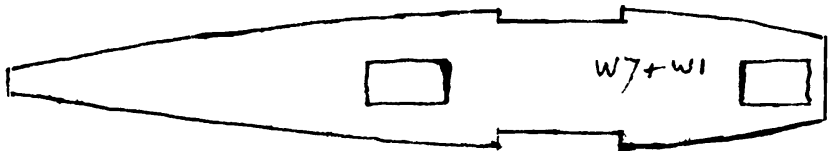
**BUILDING AND FLYING INSTRUCTIONS.**  
Construction of the "Spitfire" is very simple and straightforward provided that the sequence of work detailed below is adhered to. The fuselage should be constructed first. Firmly cement the engine bearers and the 3/4" x 5/16" strip to the pre-shaped fuselage. See Fig. 1.  
When this assembly is dry drill the engine bearers to suit the engine you are using. Fit the engine bolts in place complete with the wire strips as shown on the plan.  
The fuel tank should also be made up at this stage (as shown in Fig. 2) making sure that all the pipes are firmly soldered. In particular the inside end of the feed pipe should be soldered to the side of the tank to prevent it working loose with vibration.  
Cement the fuselage side plate F.1 to the fuselage (see Fig. 3) and when dry fix the fuel tank and the fuselage side plate F.2, cementing them well. Cut the 1/4" thick nose block to shape and cement it on the side of the nose as shown in Fig. 4. When dry shape the nose to the section shown on the plan and sandpaper the sharp corners from the fuselage. Cover the nose back to the wing spar with the cloth supplied using a 50/50 mixture of balsa cement and clear dope as an adhesive.  
The wing should be constructed next. To do this, first pin the plan down on a suitable flat building board. Pin the two halves of the lower spar to the plan and assemble the wing W.1 to W.12 to the spar using packing at the leading and trailing edges as in Fig. 5. Next fit the trailing edges and the upper wing spar halves. Now cement in place the leading edge strips. When dry remove the wings from the board and add the wing tip blocks.  
Chamfer the wing spars and the leading and trailing edges at the centre section to allow for the dihedral. Pin one wing flat on the building board and pack up the other wing to the required dihedral angle and cement in place the spar doublers, the 3/4" x 5/16" leading edge brace and the 5/8" x 1/4" trailing edge brace. When this assembly is dry remove from the board and add the leading edge, trailing edges and spar wedges as shown in Figs. 6 and 7. Bend the undercarriage legs to shape and sew them to the undercarriage spar W.13 with the twine supplied. Cement this unit to the leading edge brace and when dry sew the undercarriage legs to the wing ribs W.2 and W.8 as in Fig. 8.  
Next fit the lead-out wires to the bell-crank and assemble to the plywood mount B.1 as shown in Fig. 9. The push-rod hole in the bell-crank should be opened out to 1/16" dia. to give an easy fit on the push-rod. Slide the lead-out wires through the holes in the wing ribs and well cement B.1 in place.  
The push-rod should now be bent and fitted as in Fig. 10. Lift the front end over the bell-crank in the slot provided and rotate the bell-crank until the push-rod can be pushed down through the hole. Then solder a small washer to the projecting end. (A small electric soldering iron is ideal for this job.)  
Fit the brass tube lead-out guides to the wing tip and bend the hooks on the lead-out wires. Cover the wing centre section with 1/16" sheet balsa and leave to dry. The wing leading and trailing edges can now be carved and sandpapered to shape.  
Next well cement the wing to the fuselage and put aside to dry. Make sure it is square with the fuselage.  
Build up the tailplane parts T.1 and T.2 as on the drawing making hinges from the tape supplied. See Fig. 11. Fit the 16g. wire elevator joiner as shown in Fig. 12. Drill a small hole in the elevator horn H.1 for the push-rod; then cement the tailplane to the fuselage. Assemble the fin parts R.1 and R.2 together and when dry cement the fin in place on the fuselage with offset as shown in plan view. Push the rear end of the push-rod through the hole in the elevator horn and solder a small washer on to the end of the wire.



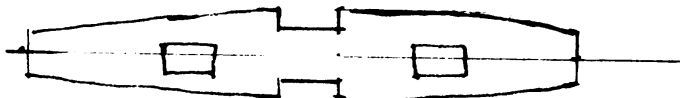
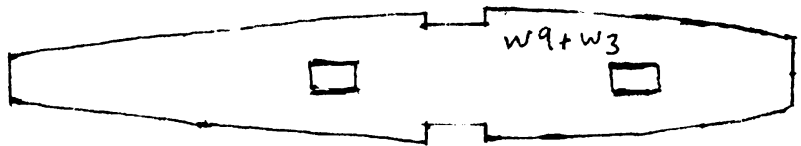
**IMPORTANT.** It is most advisable to have a third party insurance when flying power-driven model aircraft. Full details of this and of the rules pertaining to stunt flying can be obtained from the Society of Model Aeronautical Engineers, 19 Park Lane, London, W.1.

**NEVER** fly a Control-Line Model near high tension electricity pylons. The voltage is so high that a fatal shock can be given even when the Model is several feet from the cable.

# FROG SPITFIRE PROFILE C/L RIBS



LE



$W11+W5$



$W12+W6$

