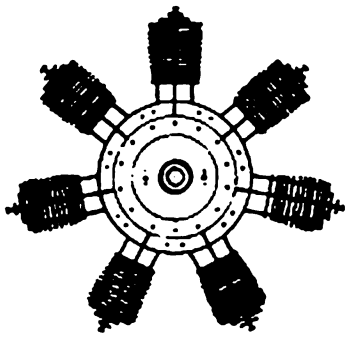


TO PROTECT THE FUSELAGE RIGGING, A WINDING TUBE IS SUGGESTED.

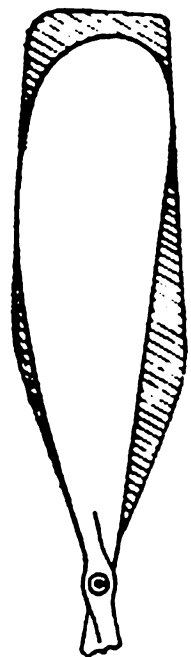
TYPICAL WING RIB  
4 REQUIRED 1/16" SHEET  
24 " 1/32"



GNOME ROTARY CAN BE SIMULATED MOST EASILY BY SLIGHTLY MODIFYING A WILLIAMS BROS. 1/2" SCALE UNIVERSAL DUMMY ENGINE KIT BY ROUNDING OFF THE CRANKCASE CORNERS, ADDING PUSH RODS, ETC.

NOTE: FOR CLARITY, ONE HALF OF LANDING GEAR, ONE TANK, AND LEADING EDGE WING RIGGING HAVE BEEN OMITTED FROM TOP VIEW.

3/8" SCALE WILLIAMS BROS. PLASTIC NOSE BEARING

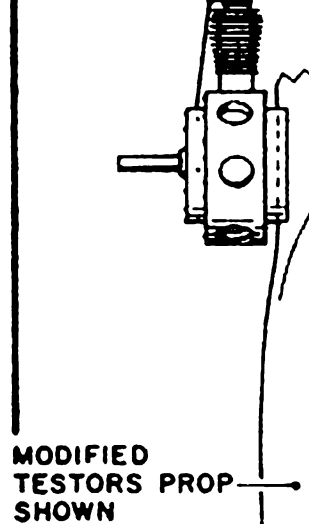


HALF VIEW OF PROPELLER SHOWING HOW A 6" DIAMETER TESTORS PLASTIC PROP MAY BE MODIFIED TO RESEMBLE A SCALE CHAUVIERE USED ON THE REAL AIRCRAFT.

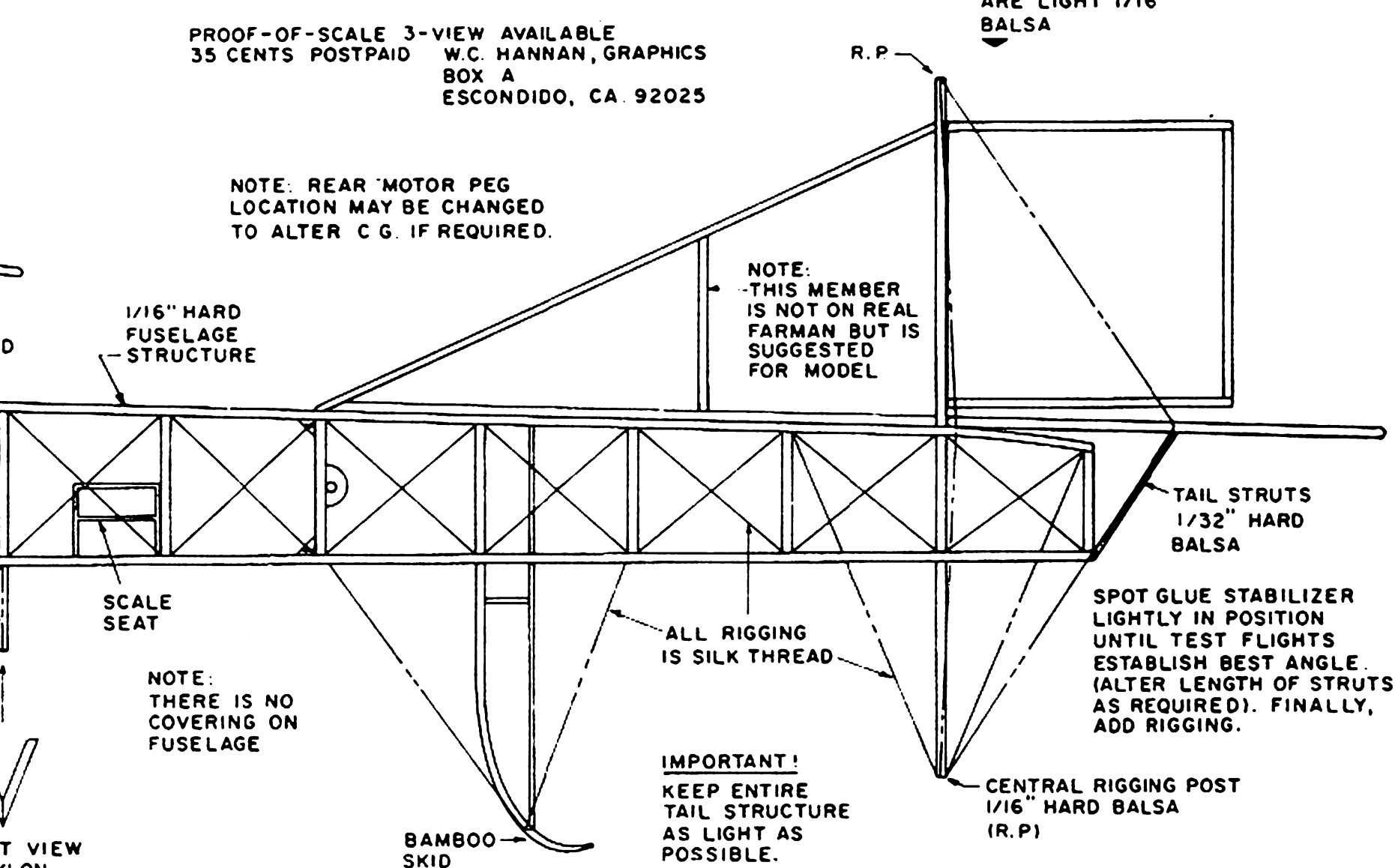
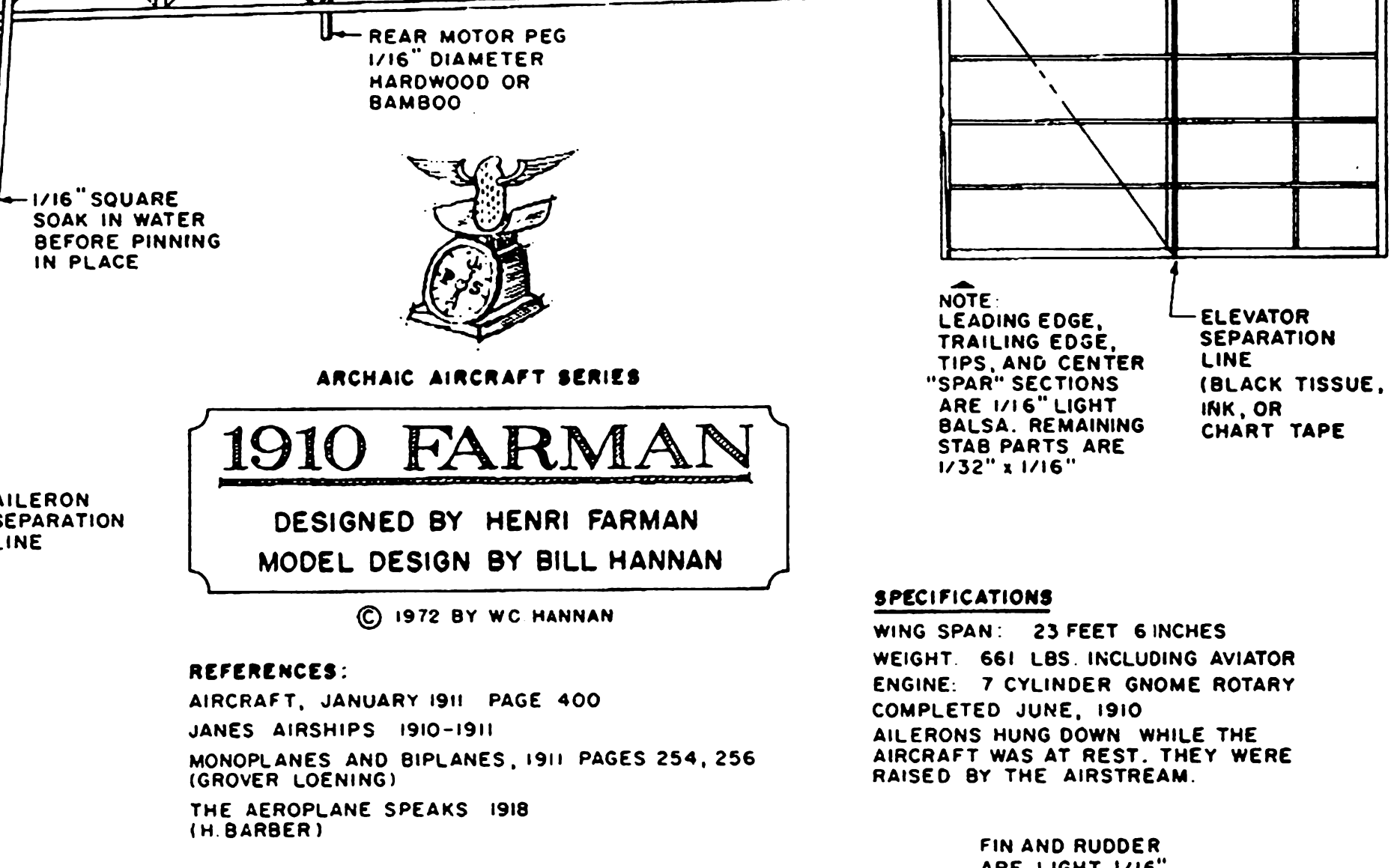
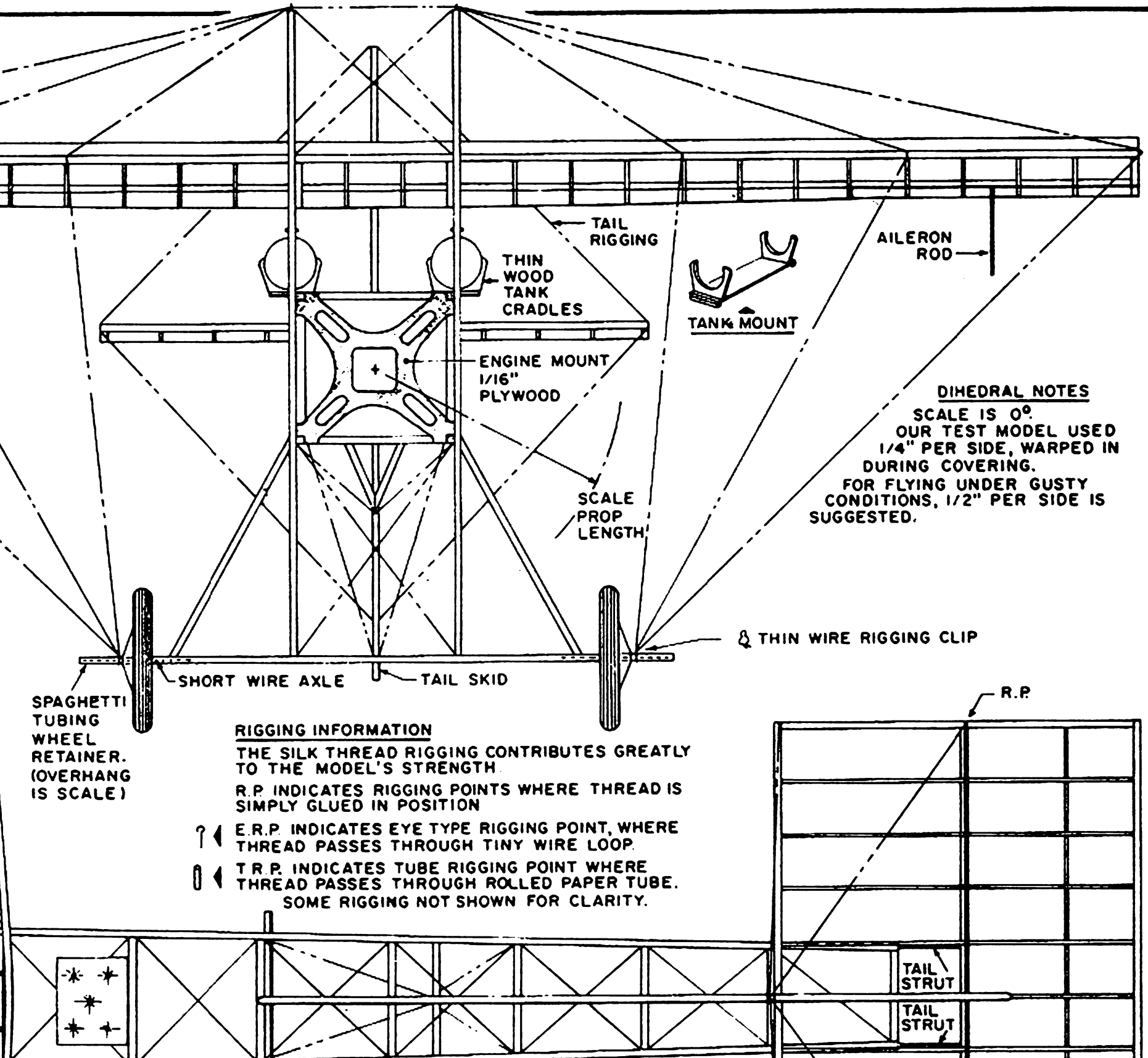
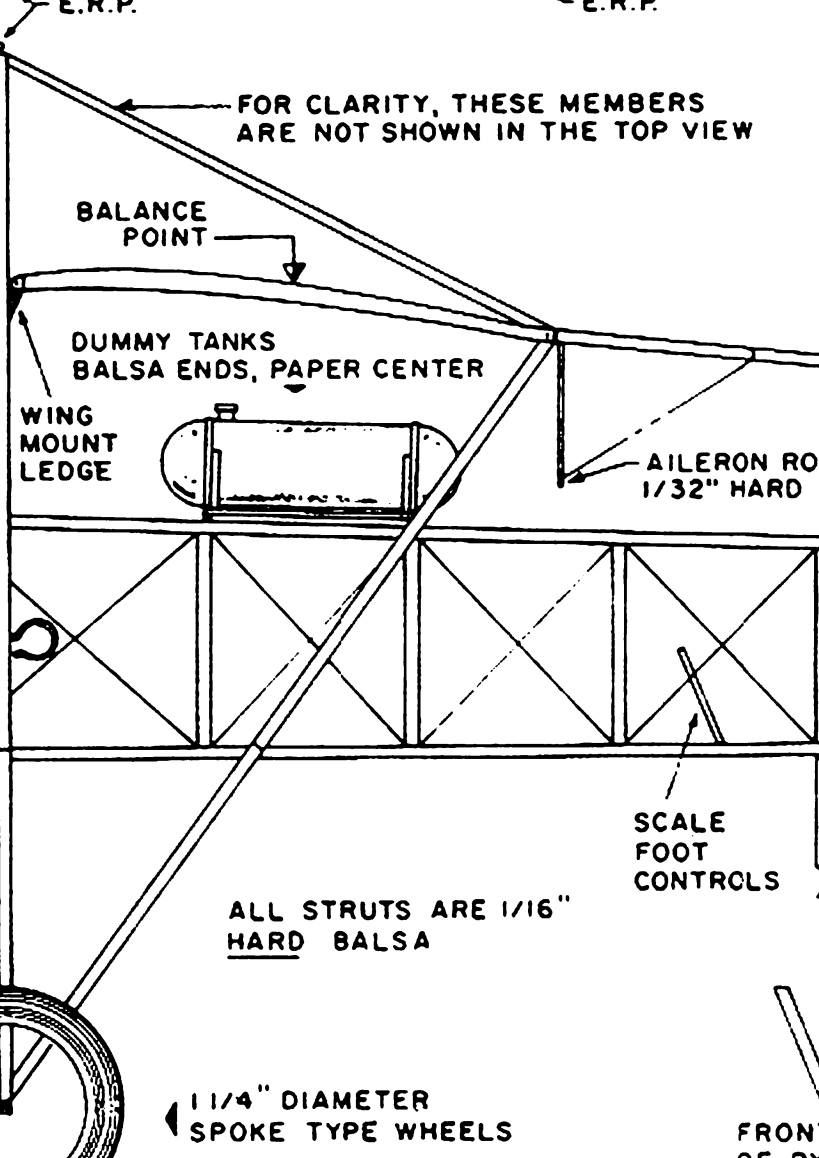
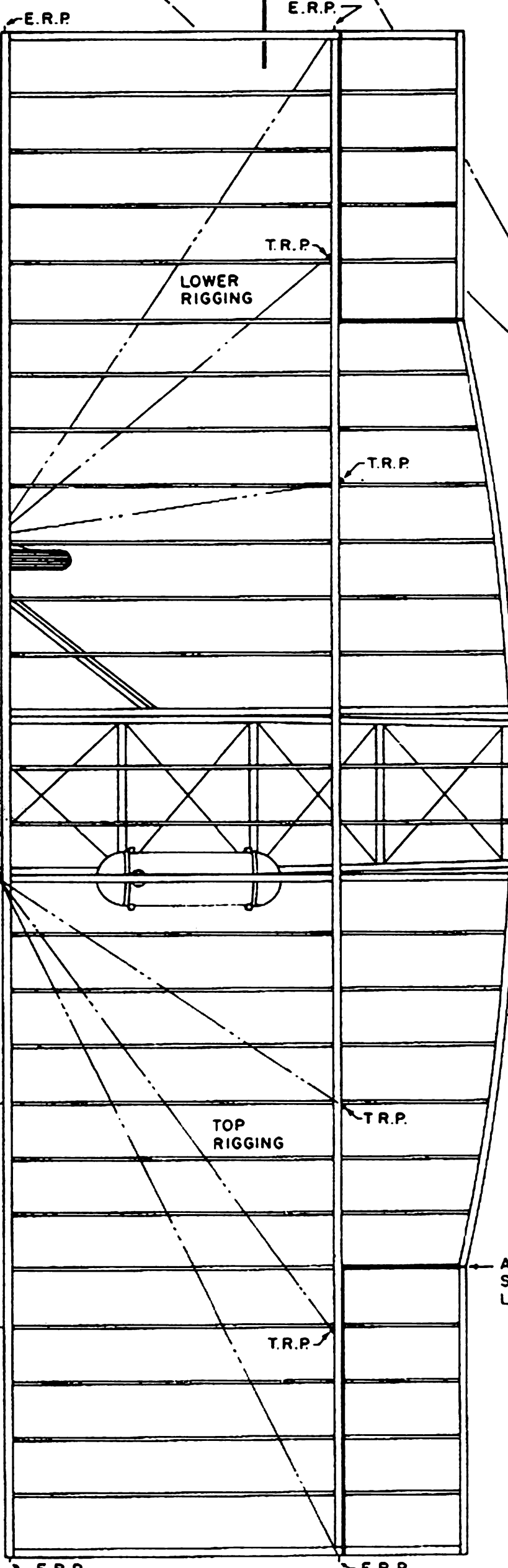
A NYLON WILLIAMS BROS. PROP WOULD ALSO WORK WELL. EITHER OF THESE PLASTIC PROPS WILL HELP TO MOVE THE C.G. FORWARD AS WILL THE DUMMY GNOME.

PROP SHOULD BE BOTH MECHANICALLY ATTACHED AND GLUED TO DUMMY ENGINE.

TEST MODEL REQUIRED RIGHT THRUST AND DOWN THRUST. NOSE BEARING MAY BE SHIMMED OR REDRILLED.



MODIFIED TESTORS PROP SHOWN



**DIHEDRAL NOTES**  
SCALE IS 0°  
OUR TEST MODEL USED 1/4" PER SIDE, WARPED IN DURING COVERING.  
FOR FLYING UNDER GUSTY CONDITIONS, 1/2" PER SIDE IS SUGGESTED.

**RIGGING INFORMATION**  
THE SILK THREAD RIGGING CONTRIBUTES GREATLY TO THE MODEL'S STRENGTH  
R.P. INDICATES RIGGING POINTS WHERE THREAD IS SIMPLY GLUED IN POSITION  
E.R.P. INDICATES EYE TYPE RIGGING POINT, WHERE THREAD PASSES THROUGH TINY WIRE LOOP  
T.R.P. INDICATES TUBE RIGGING POINT WHERE THREAD PASSES THROUGH ROLLED PAPER TUBE. SOME RIGGING NOT SHOWN FOR CLARITY.

ARCHAIC AIRCRAFT SERIES

# 1910 FARMAN

DESIGNED BY HENRI FARMAN  
MODEL DESIGN BY BILL HANNAN

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**REFERENCES:**  
AIRCRAFT, JANUARY 1911 PAGE 400  
JANES AIRSHIPS 1910-1911  
MONOPLANES AND BIPLANES, 1911 PAGES 254, 256 (GROVER LOENING)  
THE AEROPLANE SPEAKS 1918 (H. BARBER)

PROOF-OF-SCALE 3-VIEW AVAILABLE  
35 CENTS POSTPAID W.C. HANNAN, GRAPHICS  
BOX A ESCONDIDO, CA. 92025

**SPECIFICATIONS**  
WING SPAN: 23 FEET 6 INCHES  
WEIGHT: 661 LBS. INCLUDING AVIATOR  
ENGINE: 7 CYLINDER GNOME ROTARY COMPLETED JUNE, 1910  
AILERONS HUNG DOWN WHILE THE AIRCRAFT WAS AT REST. THEY WERE RAISED BY THE AIRSTREAM.

NOTE: LEADING EDGE, TRAILING EDGE, TIPS, AND CENTER "SPAR" SECTIONS ARE 1/16" LIGHT Balsa. REMAINING STAB PARTS ARE 1/32" x 1/16"

ELEVATOR SEPARATION LINE (BLACK TISSUE, INK, OR CHART TAPE)

NOTE: REAR MOTOR PEG LOCATION MAY BE CHANGED TO ALTER C.G. IF REQUIRED.

NOTE: THIS MEMBER IS NOT ON REAL FARMAN BUT IS SUGGESTED FOR MODEL

NOTE: THERE IS NO COVERING ON FUSELAGE

SPOT GLUE STABILIZER LIGHTLY IN POSITION UNTIL TEST FLIGHTS ESTABLISH BEST ANGLE. (ALTER LENGTH OF STRUTS AS REQUIRED). FINALLY, ADD RIGGING.