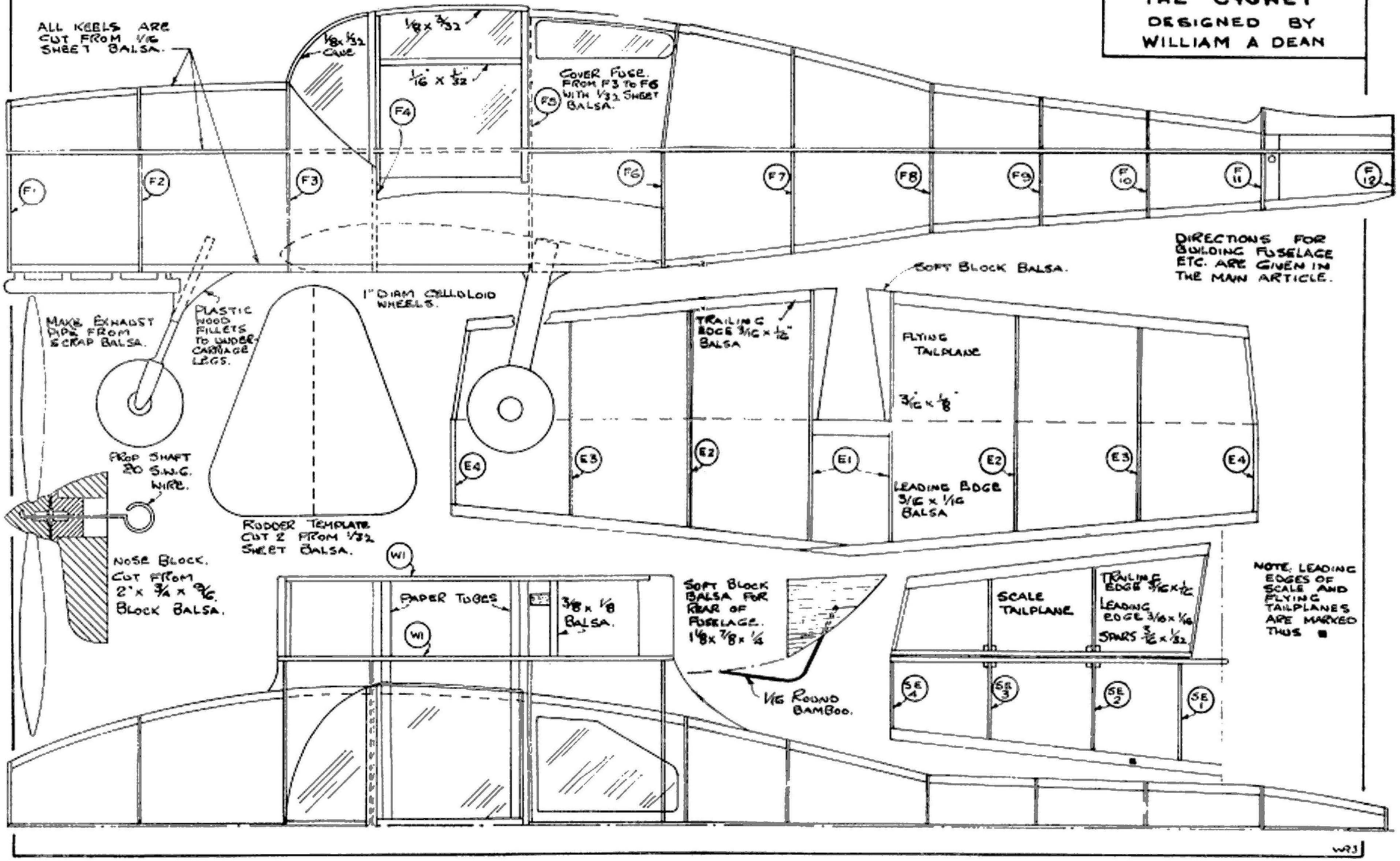
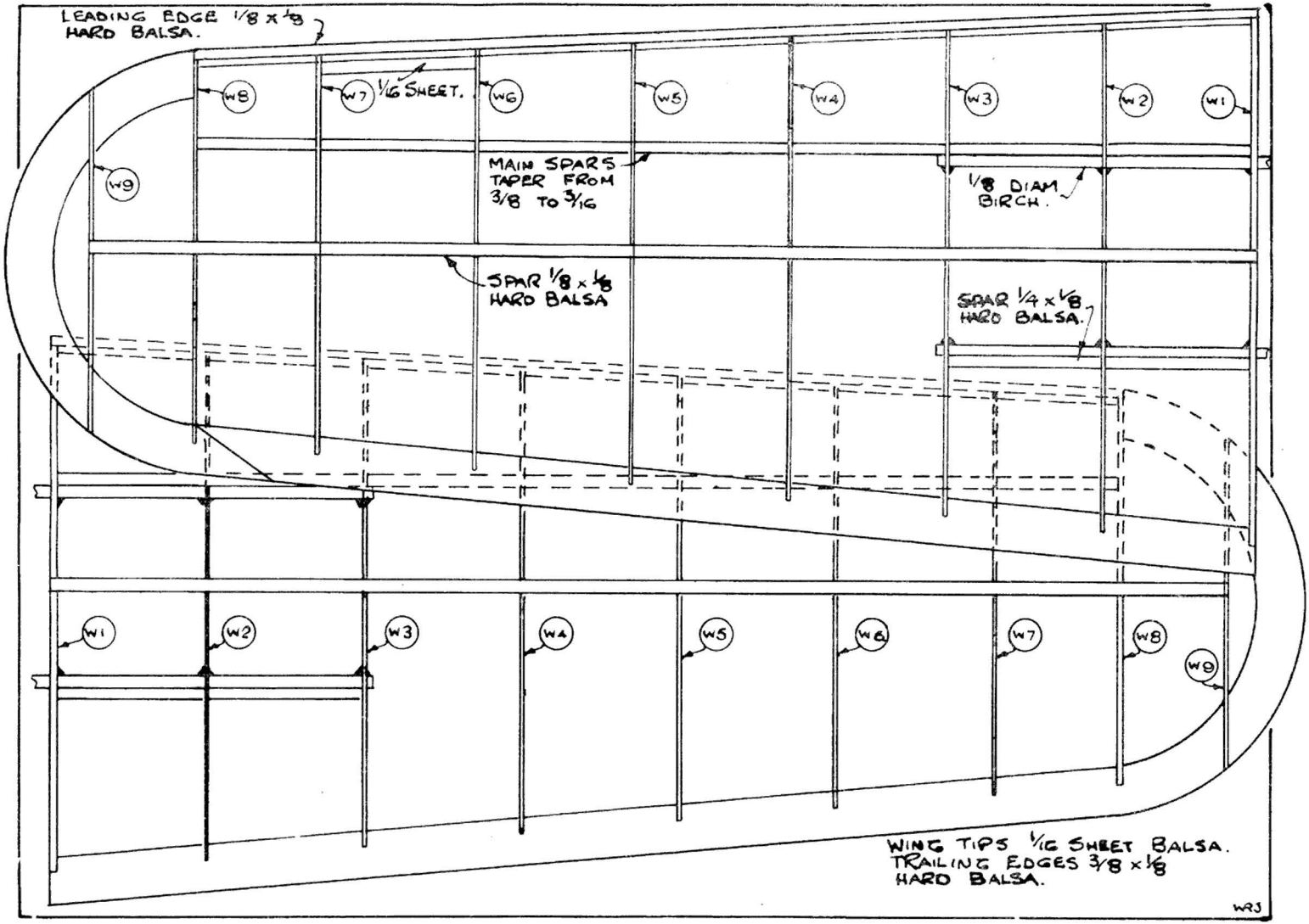
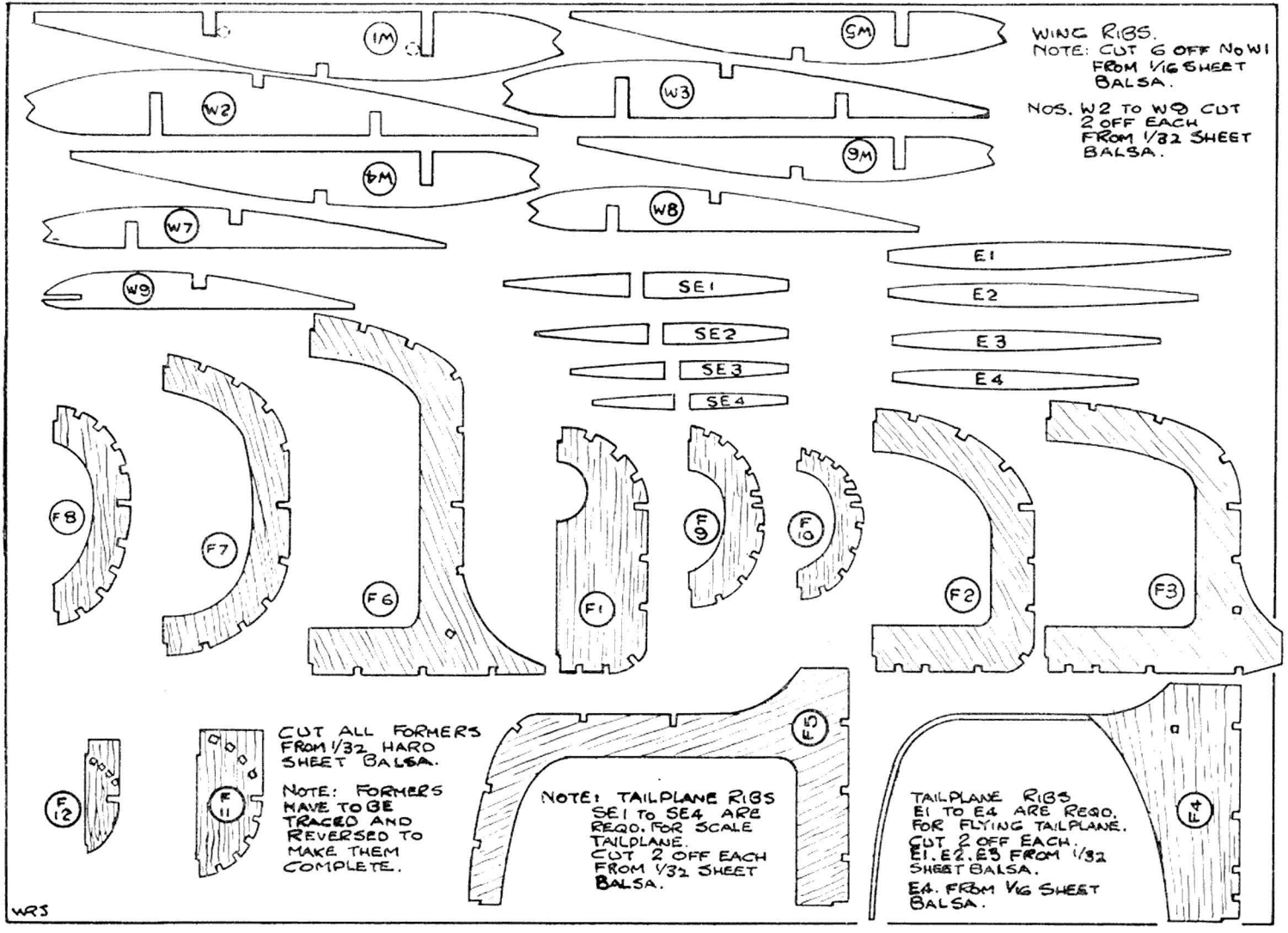
THE CYGNET
DESIGNED BY
WILLIAM A DEAN




LEADING EDGE 1/8 x 1/8 HARD BALSA.
W8
W7
1/16 SHEET.
W6
W5
W4
W3
W2
W1
W9
MAIN SPARS TAPER FROM 3/8 TO 3/16
1/8 DIAM BIRCH.
SPAR 1/8 x 1/8 HARD BALSA
SPAR 1/4 x 1/8 HARD BALSA.
W1
W2
W3
W4
W5
W6
W7
W8
W9
WING TIPS 1/16 SHEET BALSA.
TRAILING EDGES 3/8 x 1/8 HARD BALSA.
WRJ


WING RIBS.
NOTE: CUT 6 OFF No W1 FROM 1/16 SHEET BALSA.
NOS. W2 TO W8 CUT 2 OFF EACH FROM 1/32 SHEET BALSA.
1M
5M
W2
W3
4M
9M
W7
W8
W9
E1
E2
E3
E4
SE1
SE2
SE3
SE4
F8
F7
F6
F1
F9
F10
F2
F3
F12
F11
CUT ALL FORMERS FROM 1/32 HARD SHEET BALSA.
NOTE: FORMERS HAVE TO BE TRACED AND REVERSED TO MAKE THEM COMPLETE.
F15
NOTE: TAILPLANE RIBS SE1 TO SE4 ARE REQD. FOR SCALE TAILPLANE. CUT 2 OFF EACH FROM 1/32 SHEET BALSA.
TAILPLANE RIBS E1 TO E4 ARE REQD. FOR FLYING TAILPLANE. CUT 2 OFF EACH. E1. E2. E3 FROM 1/32 SHEET BALSA.
E4. FROM 1/16 SHEET BALSA.
F4
WRS

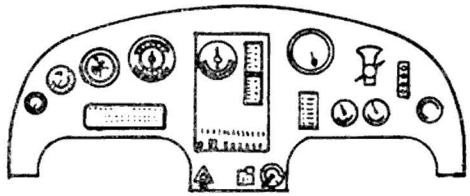
G-AFVR

CIVIL REGISTRATION LETTERS FOR FUSELAGE SHOWN ABOVE.

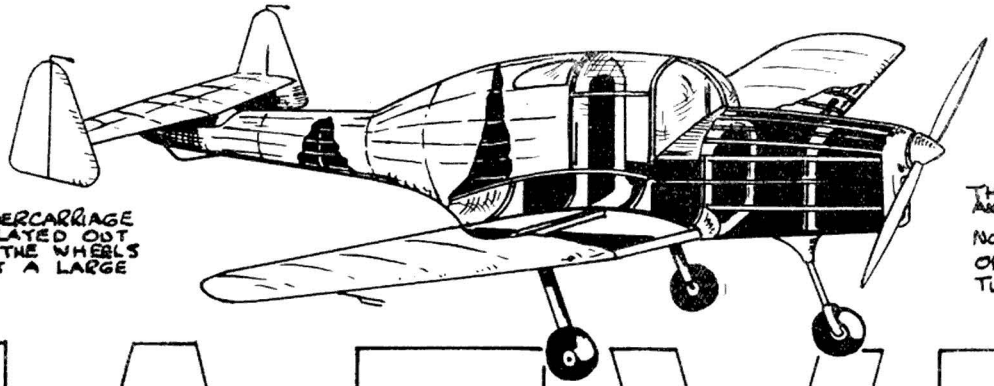
REGISTRATION LETTERS FOR WINGS ARE SHOWN BELOW.

BELOW IS SHOWN A CUTAWAY SKETCH OF THE CYGNET.

NOTE: THE VERY PLEASING LINES.



SKETCH OF INSTRUMENT PANEL. CUT OUT AND GLUE ONTO FORMER No 3.



THE MAIN UNDERCARRIAGE LEGS ARE SPLAYED OUT SLIGHTLY AND THE WHEELS TOE INWARD AT A LARGE ANGLE.

THE DIHEDRAL ANGLE IS 1½°

NOTE THE POSITION OF THE PITOT TUBE.

G-AFVR

WRS.