COMET

Super Stars

AIRCRAFT CLASSICS

Exclusive NEW FEATURES

- ADAPTABLE TO RUBBER POWER (Supplied) OR EITHER .020 or .049 GAS ENGINES
- FLIES AS CONTROL-LINE, FREE FLIGHT OR RADIO CONTROL USING SINGLE CHANNEL ¼ A EQUIPMENT
- PLASTIC COWLING, MACHINE GUNS, PILOT, BOMBS, ETC. MAKES AN OUTSTANDING AUTHENTIC STATIC DISPLAY MODEL

- YEARS AHEAD IN DESIGN AND CONSTRUCTION
- RUGGED SUPER-X NON-WARPING WING ASSEMBLY
- EXCLUSIVE EASY TUBE-O-MATIC CONSTRUCTION
- LARGE AUTHENTIC WORLD WAR I DECALS

LARGE 32" WINGSPAN
SCALE: 1"-1'

PRINTED DIE-CUT PARTS AND DETAILED PLASTIC ACCESSORIES FEATURING HIGH QUALITY MATERIALS AND CREATIVE ENGINEERING

BRITISH **SOPWITH CAMEL**

BALSA WOOD *True Scale* FLYING MODEL

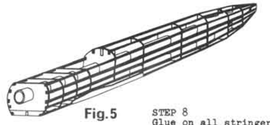


Fig.5

After completing STEP 8, turn plan around and continue with WING CONSTRUCTION - STEP 9. (For ease in handling, plan can be cut in half on dotted line.)

STEP 8
Glue on all stringers (Fig. 5). Glue F12 in place on both sides where indicated on FIG. A. Now glue F5 to each side of F1 as shown in Fig. 18.

STEP 7
Repeat this mounting procedure for upper wing support. Wing will be attached later.

STEP 6
Bend landing gear wire to angle as shown in FIG. A. Lay wire over plan first to be sure you have the correct wire piece to be inserted. Now assemble the main landing gear wire (Fig. 4) to former A as indicated. Use "sandwich" technique gluing scrap hardwood around wire. (The hardwood is not the 2" x 2" square. That is for the engine mount only.) This gives maximum support. Attach hardwood braces to wire then wrap with paper as in Fig.4a.

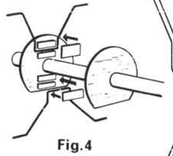


Fig.4

UPPER MAIN WING SUPPORT FRONT VIEW

LANDING GEAR WIRE FRONT VIEW

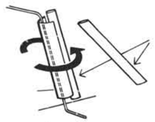
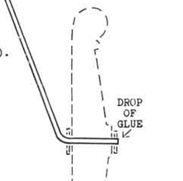


Fig.4a



DROP OF GLUE

STEP 5
Position and glue F1 into top slots of E, F, G, H, J, and K, and to F2 (Fig.3).

STEP 4
Glue F4 in place on both sides. Glue TS as indicated on FIG. A.

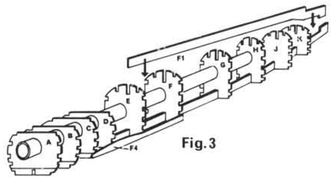


Fig.3

STEP 3
Slip formers J and K on to F2. Position and spot glue in place (Fig. 3).

STEP 2
While formers are drying, glue F2 to F3 over plan (FIG. A). Note: Use wax paper on top of plan so glue will not stick to paper. When dry glue into bottom slots of A, B, C, D, E, F, G, and H (Fig. 1).

Fig.2

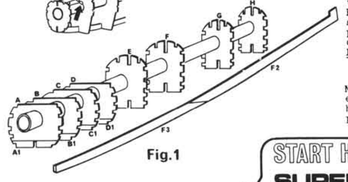


Fig.1

STEP 1
Carefully punch out all die-cut formers. Glue A1 to A, B1 to B, C1 to C, and D1 to D. Slip formers A, B, C, D, E, F, G, and H on to tube as shown in Fig. 1. Use side view of plan (FIG. A) for exact positioning of pieces. Spot glue in place as in Fig. 2. CHECK ALIGNMENT.

NOTE: Diagram sketches may not be exact for the plan you are building, however, they show correct assembly procedures.

START HERE WITH COMET'S SUPERXSPEED CONSTRUCTION

FUSELAGE CONSTRUCTION

SOPWITH CAMEL

It was named the "perfect fighter". Not by the country that designed and built her, but by the enemy! The German Flying Corps. This was an apt description of an outstanding aircraft and well deserved. It sprang from the drawing board of Herbert Smith, an aircraft designer for the Sopwith Aviation Co. LTD., Canbury Park Road, Kingston-on-Thames, England.

The Camel had a proud heritage - the Schneider Trophy racers of 1912 - and the Sopwith Pup that held its own against strong German aircraft early in the war. Now, with the advent of superior German war machines - the DR-1 and the D-VII - a more advanced craft was needed. Enter the "Camel". She outshot her adversaries two to one and had the highest number of "kills" of any plane that flew in World War I. Two .30 cal. Vickers machine guns fired through the 130 h.p. Clerget rotary engine, and she could top 113 m.p.h. at 16,000 feet.

After completing STEP 15, continue construction here.

STEP 16
IT IS IMPORTANT AT THIS TIME TO DECIDE WHAT VERSION OF THE PLANE YOU ARE BUILDING.

(A) **RUBBER POWERED** (Supplied)
If your plane is to be rubber powered, the plane should be covered with tissue (or other material) at this point. Refer to enclosed sheet for tips on covering your model.

(B) **GAS ENGINE VERSION**
If you decide to assemble your plane as a gas engine powered craft for either control line, free flight or radio control, follow these steps: To provide extra strength for gas engine mounting, a 2" x 2" plywood piece included will serve as your engine mount. This is not diecut because of the many different engine shapes available. Mount engine to plywood square and glue to former A as in Fig. 13. Be certain at this time that your engine is mounted properly. For best flights, the engine has to be canted downward and to the right very slightly (less than 2 degrees). This can be accomplished by putting one or two small washers behind the engine on the upper left bolt that fastens the engine to the plywood square. Now cut plastic cowling to accommodate your particular engine and glue to fuselage. If your engine has crank-case side mounts (Fig. 14), you will have to add two support beams (hardwood) into formers A and B. This support is required for the strength needed to fly this plane as a control line model. Drill appropriate holes in support beams and mount your engine making sure that you have a direct "thrust line". Cut plastic cowling to accommodate your particular engine and glue to fuselage. Cover the plane with tissue (or other material) at this point. Refer to enclosed sheet for tips on covering your model.

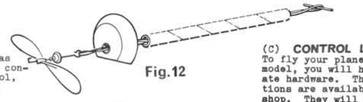


Fig.12

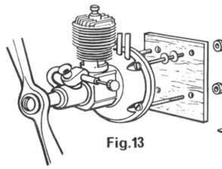


Fig.13

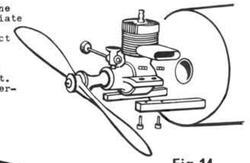


Fig.14

(C) ***CONTROL LINE VERSION***
To fly your plane as a control line model, you will have to add the appropriate hardware. These inexpensive additions are available at your local model shop. They will include flying wires, handle, line clips, bell crank and pushrods. See Fig. 15 for mounting this assembly. However, these units do vary in design and you may want to assemble yours in your own particular manner. We recommend a ¼A gas engine for control line flight. Now cover all pieces with tissue (or other material). Refer to enclosed sheet for tips on covering your model.

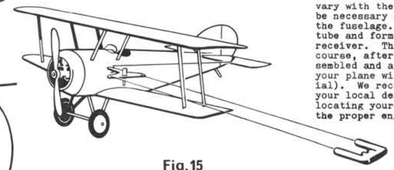


Fig.15

(D) **RADIO CONTROL VERSION**
Your kit is capable of handling a number of radio control units and you will have to determine which unit best suits your model. We recommend a single channel version to begin with, perhaps "rudder only" might be the easiest to install and use. Your plane will require numerous alterations to permit installation of the radio receiver and actuators. It would be difficult for us to show all the methods of installation for the radio units that would perform in this craft, therefore, our instructions have to be general in nature. Batteries and radio should be mounted over the center of gravity, which is indicated on the plan but will vary with the engine weight. It will be necessary to "clear" the inside of the fuselage. This means cutting the tube and formers away to fit your receiver. This should be done, of course, after your plane has been assembled and allowed to dry. Now cover your plane with tissue (or other material). We recommend that you contact your local dealer for assistance in locating your radio unit, as well as the proper engine and radio.

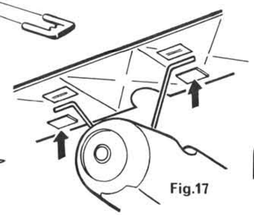


Fig.17

STEP 17
Final assembly (Fig. 16). Assemble sections as shown. Mount the upper wing as follows: The wire support brace ends are glued into grove (Fig.17) and then capped with small scrap hardwood (FIG. G). Sand edges until smooth. Lay fuselage and wing upside down to dry. Prop up fuselage at tail so entire plane is level. Add rear braces at this time for maximum support (Fig. 21). Glue bottom wings to fuselage. NOTE: To attach to fuselage, trim main spar to fit flush against F3, then use extra balsa spar to add support and to hold wings in place.

Glue stabilizer in place. Glue rudder in position. Assemble wheels to landing gear wires. Glue wing braces in place. Cut out instrument panel and glue to former D.

SMALL GROOVES TO ACCOMODATE WIRE

FIG. G

WIRE

WOOD

Fig.21

F5

F5

Fig.18

Fig.16

INSTRUMENT PANEL

PLASTIC PARTS
Your kit contains plastic parts, engineered with a high degree of accuracy, that let you add superb detail to your plane. With a reasonable amount of care in cutting, painting, and application, you will add a new dimension of modeling to your aircraft.

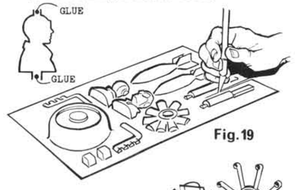
STEP 18
Carefully cut out each piece with a slight "lip" around the part.(Fig. 19). This lip lets you glue parts together for a three dimensional look. Parts should be painted with plastic model paint before attaching to model.

ENGINE: Assemble as indicated in Fig. 20. Glue parts together, then paint metallic blue-black. Slide onto tube in position shown in FIG. A.

ENGINE COWLING: Needs no lip when cut out. Trim to fit onto fuselage then paint bright red. Glue in place on fuselage. Assemble propeller and nose button on wire (bend wire as shown in Fig. 12). Attach rubber (many loops then tied for desired length) and drop through tube until it protrudes past F12. Insert wooden dowel through hole in F12, pick up rubber loop and through hole in F12 on other side of fuselage.

FUSELAGE COWLING: Cut carefully and fit over top front of fuselage. Be careful not to cut away too much when fitting. Glue in place.

PILOT, BOMBS, MACHINE GUNS: Use "lip" around edges to glue halves together. Paint pilot (face-flesh, leather jacket and helmet-brown, goggle rims-metallic blue, glass-white, fur collar-gray) bombs and machine guns (metallic blue-black). Glue to plane. Add detailed propeller (two toned wood color, metallic hub) if you are making a display model.



GLUE

GLUE

Fig.19

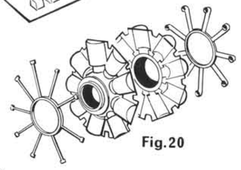


Fig.20

STEP 19
Paint your model with dope and add decals. Add thread or light line braces between fuselage and wing struts. See box cover for details and color scheme.

COLOR SCHEME

FUSELAGE:	OLIVE GREEN. FOUR WHITE STRIPES ON REAR FUSELAGE, LAVENDER PANEL
ENGINE SIDE PANELS:	ALUMINUM
TOP WING:	TOP: OLIVE GREEN, BOTTOM: YELLOW-TAN
BOTTOM WING:	TOP: RED AND WHITE STRIPES BOTTOM: YELLOW-TAN
RUDDER:	OLIVE GREEN
ELEVATOR:	TOP: OLIVE GREEN, BOTTOM; YELLOW-TAN
WING STRUTS:	WOOD COLOR
TIRES:	BLACK

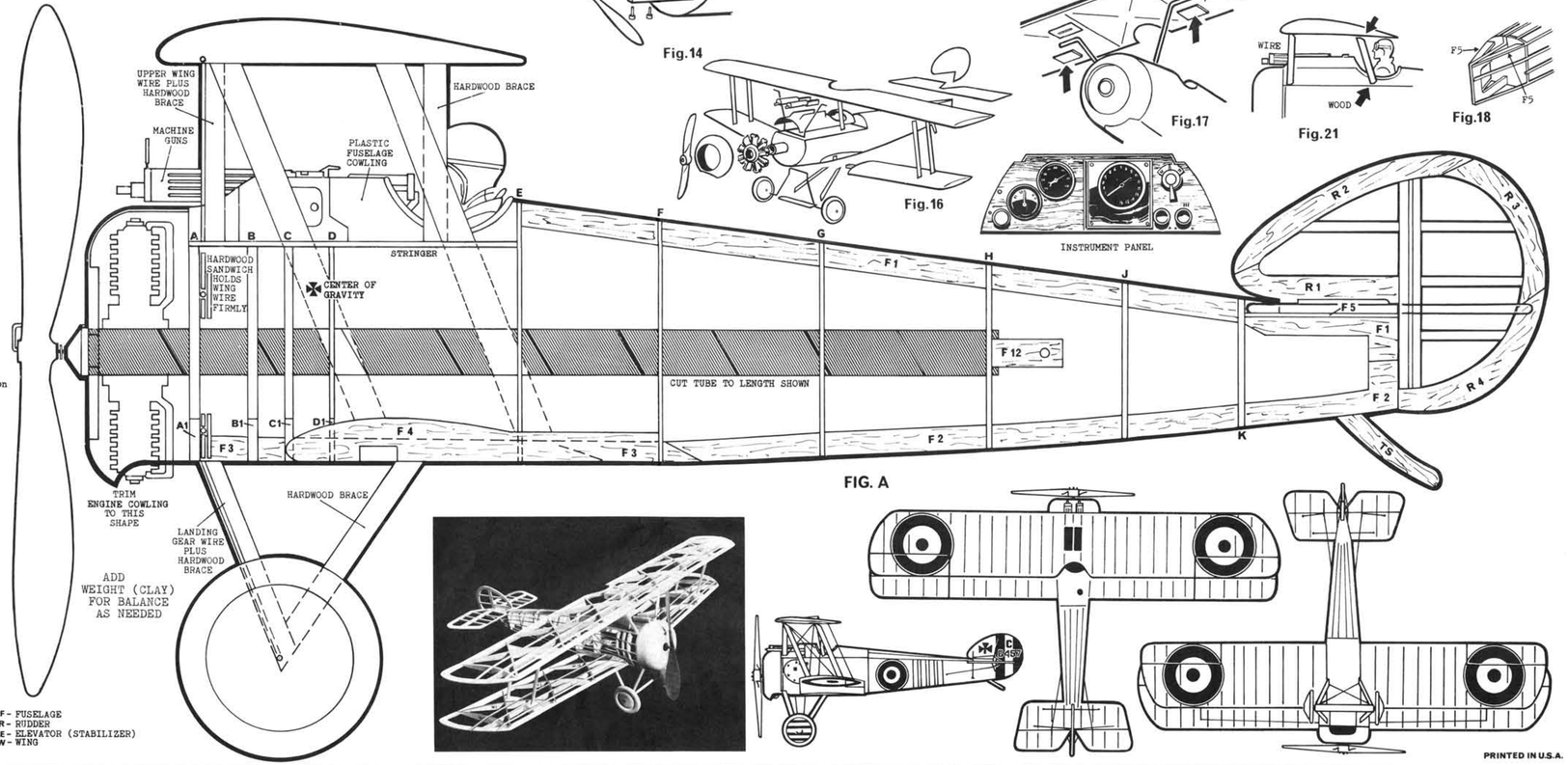


FIG. A

F - FUSELAGE
R - RUDDER
E - ELEVATOR (STABILIZER)
W - WING

PRINTED IN U.S.A.

SOPWITH CAMEL

FEATURING SUPERXSPEED CONSTRUCTION

WINGSPAN 32 INCHES
LENGTH 20 5/8 INCHES
KIT NO. 3647

DESIGNED BY Mike Holden

COMET

COMET INDUSTRIES CORP, Chicago, Illinois 60609

WING CONSTRUCTION

STEP 9
To construct lower wing, cut trailing edge from 3/4" stringer and pin to plan (FIG. B). Lay wax paper over plan first so pieces can be easily lifted off.

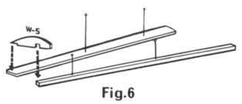


Fig.6

STEP 10
Cut main spar to length and pin to plan (FIG. B) as indicated. Glue W5 to it and trailing edge as in Fig. 6.

STEP 11
Now criss cross wing formers W14 and W15, place in position on FIG. B and glue to main spar and trailing edge. Repeat with W2 and W1 pieces (Fig. 7). Glue W16 to W13. Then glue in place at angle shown in FIG. E. This angle gives the dihedral for the bottom wing halves only. The upper wing does not have a dihedral. It remains straight.

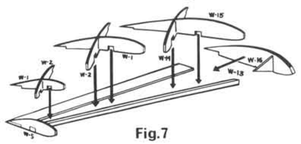


Fig.7

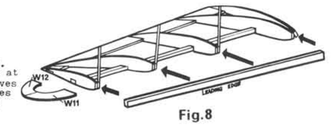


Fig.8

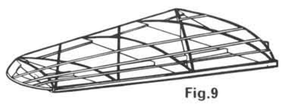


Fig.9

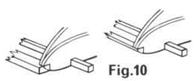


Fig.10

For beautifully detailed full color aircraft calendar, send check or money order for $4.00 to:

CALENDAR, P.O. BOX 1034
OAK BROOK, ILLINOIS 60521

STEP 12
Now glue W11 to W12. When dry, glue to W9 (Fig. 8). Cut leading edge spar to length (FIG. B) and glue to front of ribs, pin to hold in position while drying (Fig. 8). Now complete wing by gluing top stringers into notches (Fig. 9), trim off excess when dry. Glue WSS2 to top surface of wing between stringers in the positions indicated in FIG. B. Repeat wing assembly steps for other wing half. Finish leading edges by trimming excess wood and sanding to rounded edge (Fig. 10). Trailing edge can also be sanded and rounded at this time.

STEP 13
To construct upper wing (FIG. C), follow the same general directions as for the two lower wing halves. NOTE: Main spar pieces included in kit are not long enough without splicing. Refer to Fig. 11. This splicing technique should also be used to assemble the leading edge.

Connect trailing edge with W9. Stack and glue the three W10 pieces and glue on top of W9. Glue W6 and W7 to the two W6 pieces, then, glue in place as shown on FIG. C.

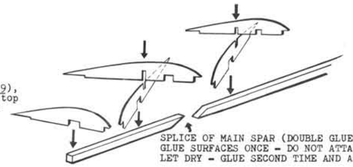


Fig.11

FIG. E FRONT VIEW (BOTTOM WING)

RUDDER AND STABILIZER

STEP 14
Glue rudder pieces in position over plan, cut cross bracing from 1/8" stringer wood to fit as shown (FIG. A). Glue stabilizer pieces in place as in FIG. D. Again cut cross bracing from 1/8" stringer wood to fit as shown.

STEP 15
Now sand fuselage, wings, and tail pieces lightly so that no sharp edges protrude on surfaces that are to be covered with tissue (or other material such as silk span, silk, etc.).

Now continue with STEP 16.

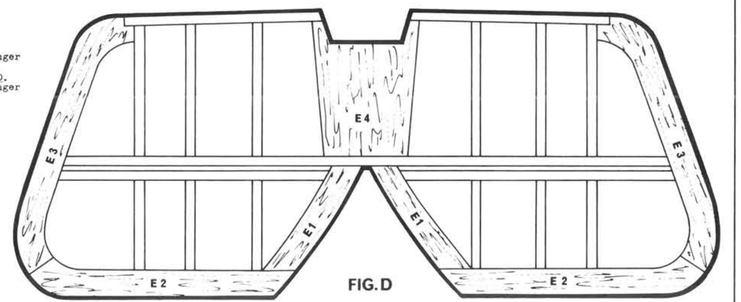


FIG. D

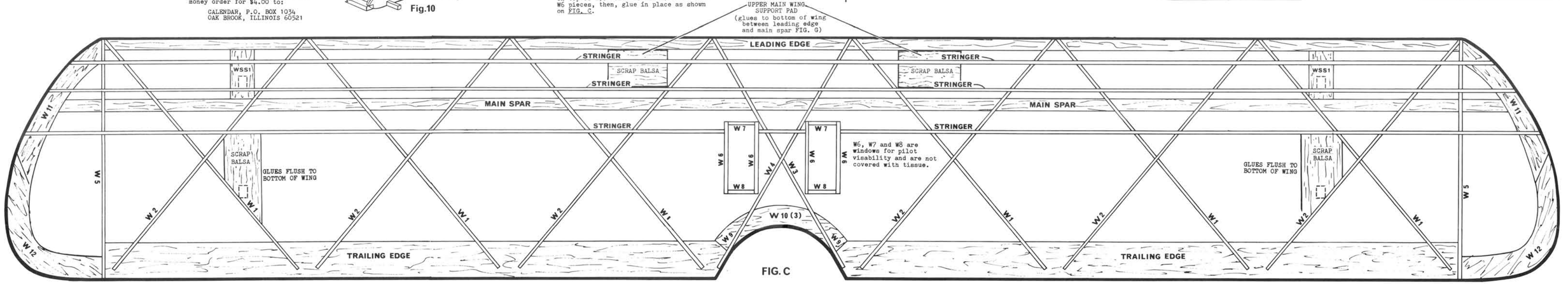


FIG. C

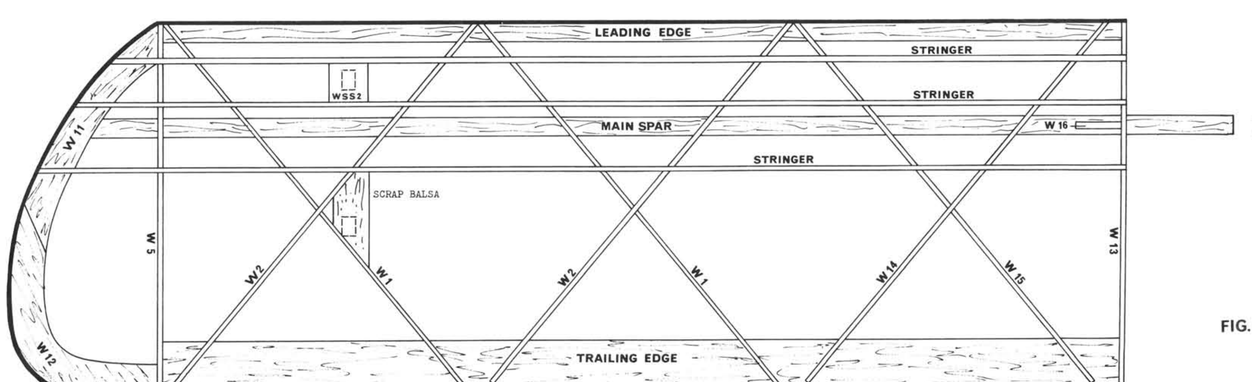
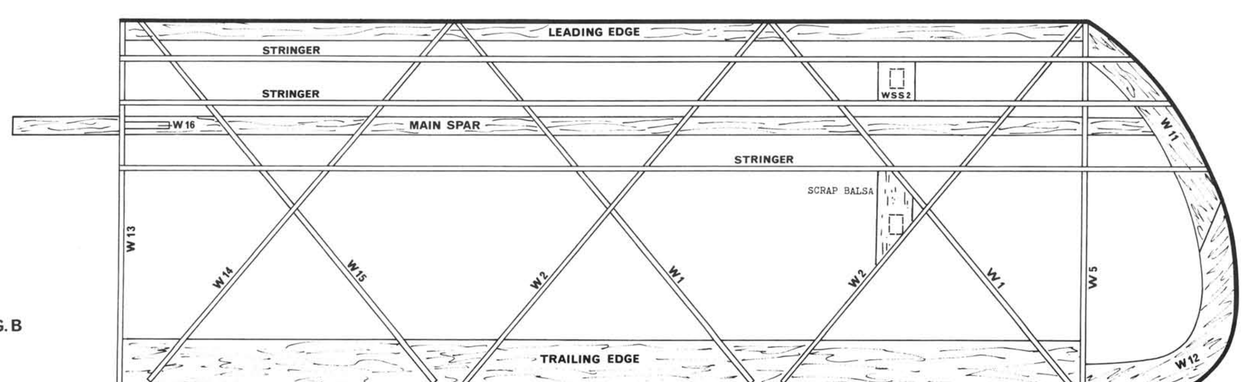


FIG. B



SOPWITH CAMEL 3647
COMET MODEL HOBBY CRAFT CORP.

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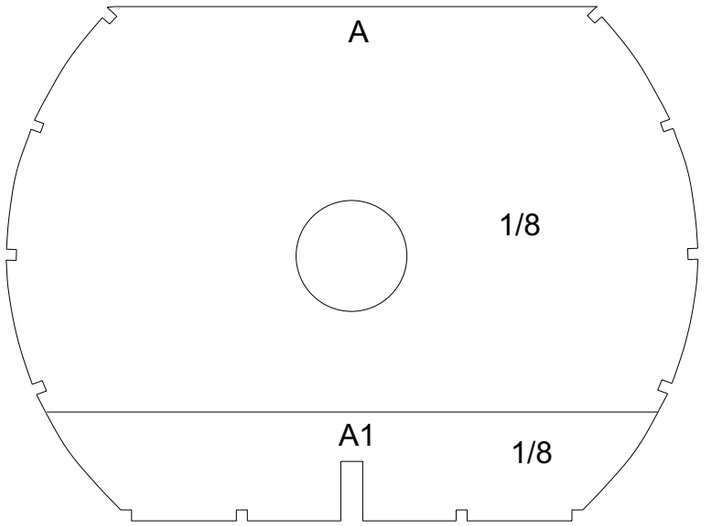
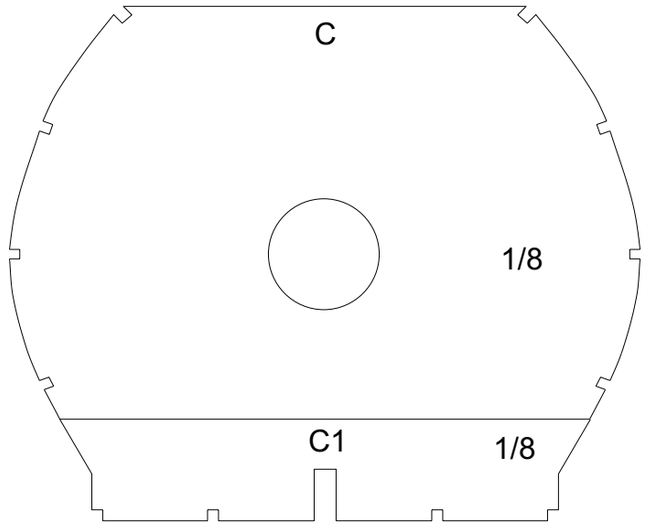
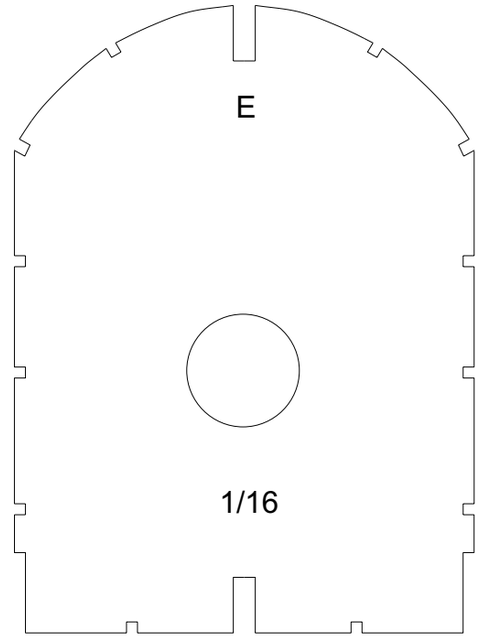
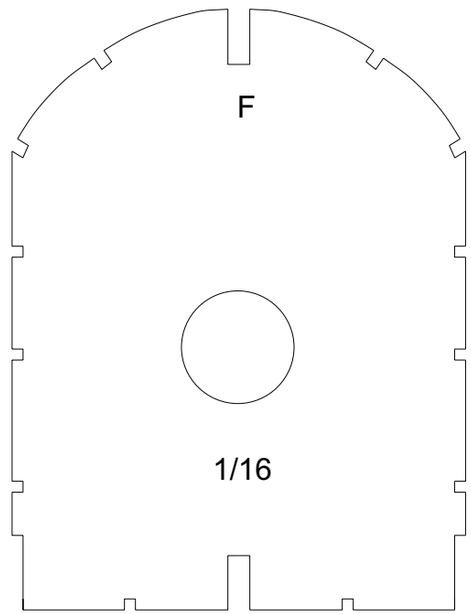
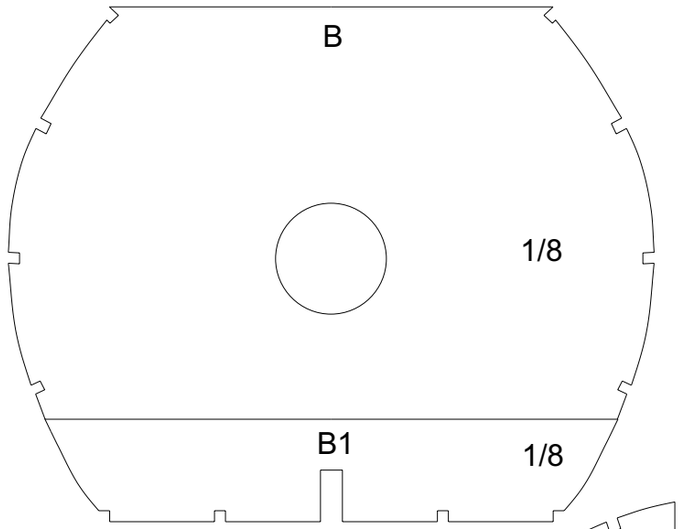
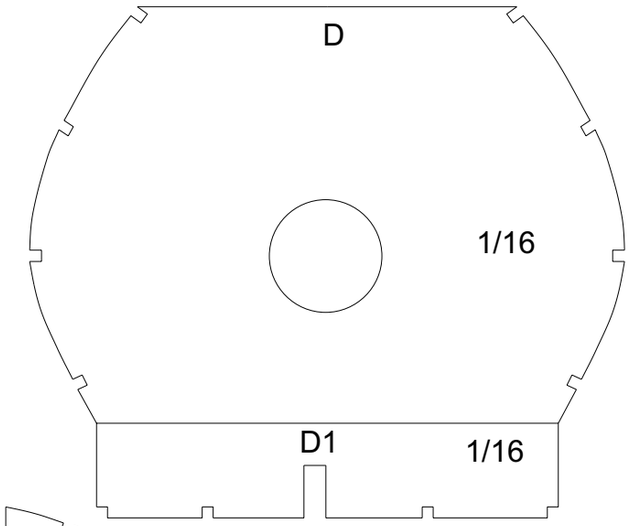


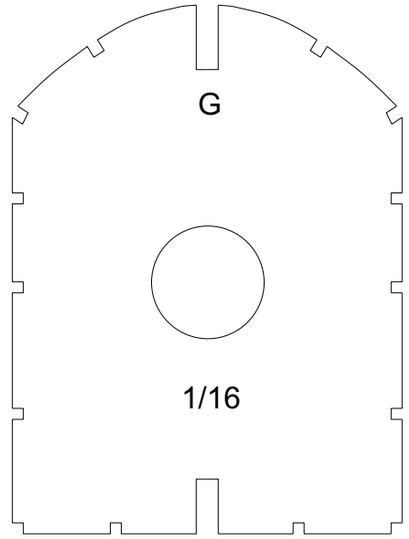


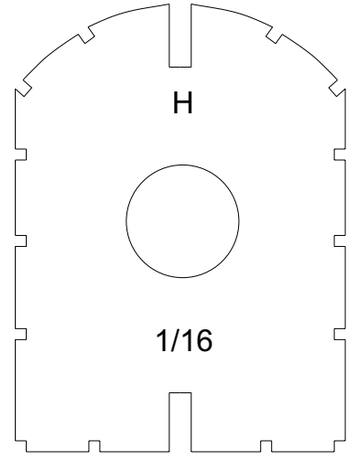


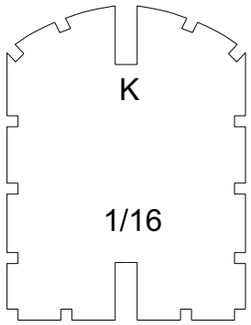


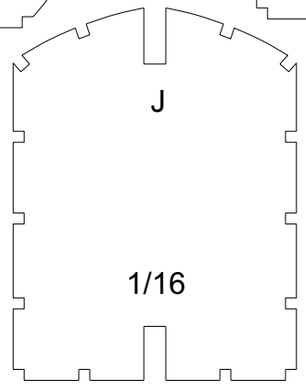












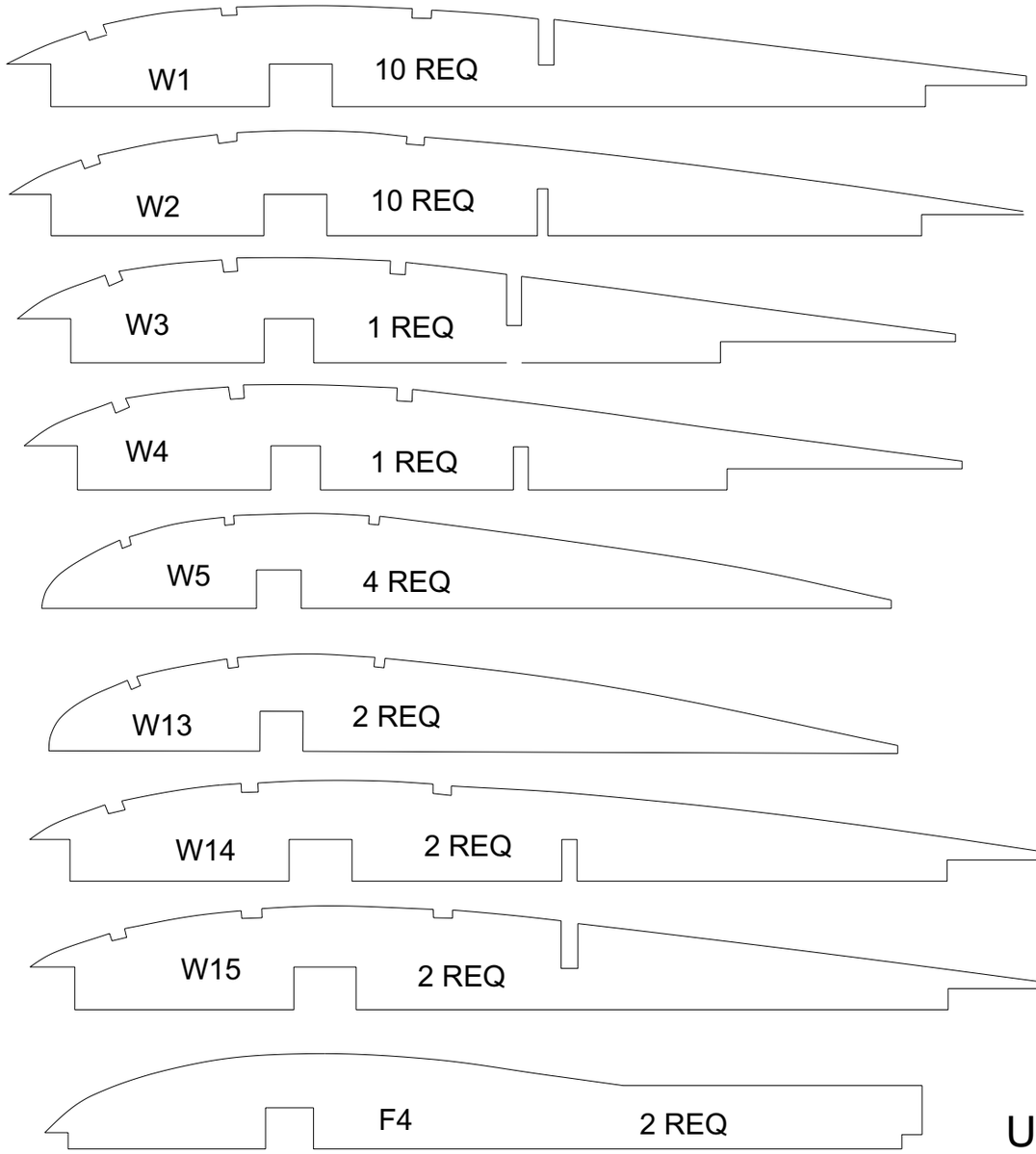
All Parts 1/16 sheet
unless otherwise noted

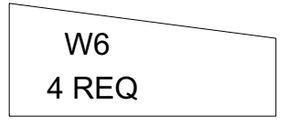
Cad Work Provided by AEROWERKES

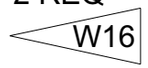
These Parts are Full size and have been reworked and corrected where needed.
Use the Plan to trace out all other parts that are not listed here.

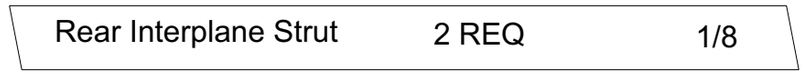
COMET SUPER STARS SOPWITH CAMEL
3647

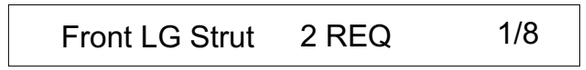
Sheet 1

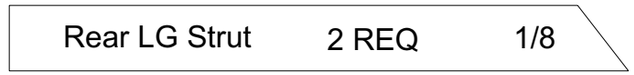


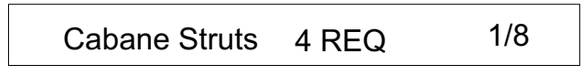


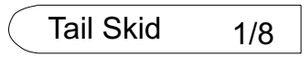












All Parts 1/16 sheet
unless otherwise noted

FULL SIZE PARTS

Use the Plan to trace out all other parts that are not listed here.

COMET SUPER STARS SOPWITH CAMEL
3647

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