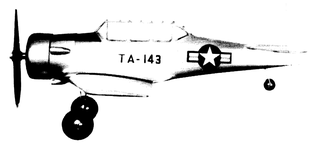
NORTH AMERICAN T-6 TEXAN

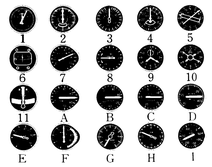
1/9 SCALE RADIO CONTROL MODEL

FOR :PROPORTIONAL RADIO-IDEAL FOR NEW SMALL EQUIPMENT

WING SPAN: 54 inches **WING AREA:**324 Sq. inches. **LENGTH:** 37 inches **ENGINE:** .29 TO.50 R/C

APPROVED BY DALE WILLOUGHBY





1. Standard ALTIMETER
2. Sensitive ALTIMETER
3. Standard AIRSPEED Indicator
4. Sensitive AIRSPEED Indicator
5. Direction Indicator REMOTE
6. Magnetic COMPASS
7. Air THERMOMETER
8. RATE OF CLIMB Indicator
9. CLOCK
10. CLOCK
11. TURN & BANK Indicator

A. OIL TEMPERATURE Gauge
B. OIL PRESSURE Gauge
C. FUEL PRESSURE Gauge
D. CARBURETOR AIR Thermometer
E. FUEL Quantity Gauge
F. MANIFOLD Pressure
G. SUCTION Gauge
H. TACHOMETER
I. CYLINDER HEAD Temperature Gauge

40 R/C ENGINE
KEEP THE SCREWS AND NUTS TIGHT TO MINIMIZE THE EFFECTS OF VIBRATION

CANOPY
DO NOT INSTALL CANOPY UNTIL MODEL IS FINISHED & PAINTED

RECEIVER ANTENNA
EXTEND FULLY

TIE RUBBER BAND TO END OF RECEIVER ANTENNA AND LOOP OVER R-3 WHEN FLYING

F-1 F-2 F-3 F-4 F-5 F-6 F-7 F-8 F-9

F-31 (PLASTIC CANOPY)

F-32 (ANTENNA, HARDWOOD)

F-12 (STRINGER)

F-13 (STRINGER)

F-14 (STRINGER)

F-27 (FUEL TANK, PLASTIC)

SERVOS

F-22 (PLYWOOD SERVO MOUNT)

F-19 (FUSELAGE SIDE SHEET)

R-3 (VERTICAL FIN)

R-4 (RIB)

R-2 (RIB)

R-1 (RIB)

S-11 (HINGE)

R-5 (RUDDER)

8°

10°

BIND WITH BUTTON THREAD TIGHTLY & COAT WITH CEMENT

F-26 (STABILIZER PLATFORM)

METAL QUICK-LINK

R-7 (CONTROL ROD, STICK)

R-6 (LINKAGE FROM TAIL WHEEL BRACKET TO RUDDER)

S-11 (HINGE)

RUDDER HORN

F-23 (AIR SCOOP)

C.G.

SWITCH
LOCATE OPPOSITE ENGINE EXHAUST

S-12 (CONTROL ROD, STICK)

F-30 (METAL TAIL WHEEL ASSEMBLY)

F-11 (HARDWOOD STRINGER)

F-20 (FUSELAGE BALSA SHEET)

F-15 (KEEL)

F-10 (BALSA FORMER)

ALTHOUGH ENGINE MOUNTS ARE MADE TO BE AUTOMATICALLY ASSEMBLED AT 3 DEGREE DOWN THRUST, BE SURE CRANK SHAFT OF ENGINE IS SET FOR 3 DEGREE DOWN THRUST BY ADDING SEVERAL FLAT WASHERS UNDER THE REAR ENGINE LUG, IF NECESSARY.

F-29 (HARDWOOD ENGINE MOUNTS)

F-18

F-28 (METAL COWLING)

W-20 W-19 W-14 W-22

W-10 (HARDWOOD LANDING GEAR MOUNT)

F-16 (FUSELAGE FILLET)

CLEARANCE SLOT FOR PUSH-ROD

AILERON, ELEVATOR & RUDDER GIVE EACH CONTROL SURFACE AT LEAST 10 DEGREE EXCESS TRAVEL THAN THAT DRIVEN BY SERVO. INSULATE ELECTRICALLY CONTROL-RODS AND HORN OF EACH CONTROL SURFACE

VIBRATION WILL LOOSEN MOUNTING SCREWS COAT NUTS WITH WHITE GLUE OR LOKTITE.

F-17 (BALSA BLOCK FOR WING DOWEL)

F-21 (HARDWOOD AND BOLTS)

A

F-9

F-30 (METAL TAIL WHEEL ASSEMBLY)

S-2 (TIP, RIGHT)

F-30 (TAIL WHEEL ASSEMBLY)

TO RUDDER HORN

TO SERVO MOTOR

S-11 (HINGE)

S-7 (RIB)

R-6 (LINKAGE FROM TAIL WHEEL BRACKET TO RUDDER)

F-3 F-1 F-29

HOLE FOR NECK OF PLASTIC FUEL TANK

LANDING GEAR

2 3/8" WHEEL

HOLE FOR NECK OF PLASTIC FUEL TANK

F-12 F-2 F-11 F-3 F-11 F-29 F-1

W-27 (LANDING GEAR WITH WHEEL)

F-19 (FUSELAGE SIDE SHEET)

F-5 F-6

F-19 (FUSELAGE SIDE SHEET)

F-11 (HARDWOOD STRINGER)

THIS SECTION OF F-5 & F-6 EXPLAINS THE FILLET LINE TO BE INCORPORATED ON F-16

F-11 (HARDWOOD STRINGER)

F-20 (FUSELAGE BALSA SHEET)

F-20 (FUSELAGE BALSA SHEET)

S-4 (LEADING EDGE, RIGHT)

F-16

F-14 F-9 F-10 F-7 F-8

BALSA SHEETING SILK

A

BIND WITH BUTTON THREAD TIGHTLY & COAT WITH CEMENT

S-3 (STABILIZER LEADING EDGE DOUBLER, BALSA WOOD)

S-6 (RIB)

S-1 (TRAILING EDGE, BALSA WOOD)

S-11 (HINGE)

S-10 (ELEVATOR CONTROL HORN)

S-5 (RIB)

F-25 (TAIL CONE BLOCK, RIGHT)

35°

RUDDER HORN

F-10 (BALSA STICK)

RUDDER

35°

S-5 (RIB)

S-11 (HINGE)

R-6 (LINKAGE FROM TAIL WHEEL BRACKET TO RUDDER)

S-11 (TRAILING EDGE, BALSA WOOD)

S-6 (RIB)

S-8 (ELEVATOR, LEFT)

S-7 (RIB)

S-11 (HINGE)

S-2 (TIP, LEFT)

F-17 (BALSA BLOCK FOR WING DOWEL)

F-24 (HARDWOOD BLOCK FOR COWLING, RIGHT)

F-1

F-29 (HARDWOOD ENGINE MOUNT, RIGHT)

W-10 (HARDWOOD LANDING GEAR MOUNT, RIGHT)

FUEL TANK
BE CAREFUL SO THAT THE FUEL DOES NOT RUN ON THE RADIO EQUIPMENT

W-1 (RIB)

W-14 (WING SPAR, TOP & BOTTOM)

ENGINE THROTTLE WIRE

RECEIVER

SERVO

SERVO

SREVO

BOLT

BOLT

W-22 (HARDWOOD WING MOUNTING BLOCK)

F-31 (PLASTIC CANOPY)

R-7 (CONTROL ROD, STICK)

F-8

F-9

S-12 (CONTROL ROD, STICK)

F-7

F-27 (FUEL TANK)

F-18 F-2 F-3 F-4 F-5 F-6

ALTHOUGH ENGINE MOUNTS ARE MADE TO BE AUTOMATICALLY ASSEMBLED AT 3 DEGREE RIGHT THRUST, BE SURE CRANK SHAFT OF ENGINE IS SET FOR 3 DEGREE RIGHT THRUST BY ADDING SEVERAL FLAT WASHERS UNDER THE REAR ENGINE LUG, IF NECESSARY.

F-28 (METAL COWLING)

F-24 (HARDWOOD BLOCK FOR COWLING, LEFT)

F-23 (AIR SCOOP)

F-29 (HARDWOOD ENGINE MOUNT, LEFT)

A

F-16 (FUSELAGE FILLET)

F-11 (HARDWOOD STRINGER)

WHEEL WELL
OUTLINE IN BLACK (SHOWN ON RIGHT WING ONLY)

W-14 (WING SPAR, TOP & BOTTOM)

CLEARANCE SLOT FOR PUSH-ROD

S-9 (STABILIZER SHEETING, TOP & BOTTOM)

S-1 S-10 S-1 S-2 S-4 S-7 S-7 S-6 S-6 S-4 S-5 S-3 S-5

S-4 (LEADING EDGE, LEFT)

VERTICAL FIN

R-4 R-3 R-2 R-1

BALSA SHEETING STABILIZER

F-12 F-13 F-11 F-6 F-7 F-8 F-9 F-10 F-11 F-15 F-3 F-4 F-5 F-29 F-1 F-2

HOLE FOR NECK OF PLASTIC FUEL TANK

W-2 (RIB)

W-10 HARDWOOD LANDING GEAR MOUNT, LEFT)

W-15 (WING SPAR TOP & BOTTOM)

W-3 (RIB)

F-12 F-13 F-4 F-5 F-6 F-7 F-8 F-9 F-10 S-2 S-1 S-10 S-1 S-4 S-7 S-6 S-5 S-6 S-7 S-4 S-2

F-19 (FUSELAGE SIDE SHEET)

F-15 F-29 F-16

HOLE FOR NECK OF PLASTIC FUEL TANK

HOLE FOR WING DOWEL F-6 F-21 F-23 F-1 F-17 F-3 F-4 F-5 F-18 F-16

HOLE FOR BOLTS

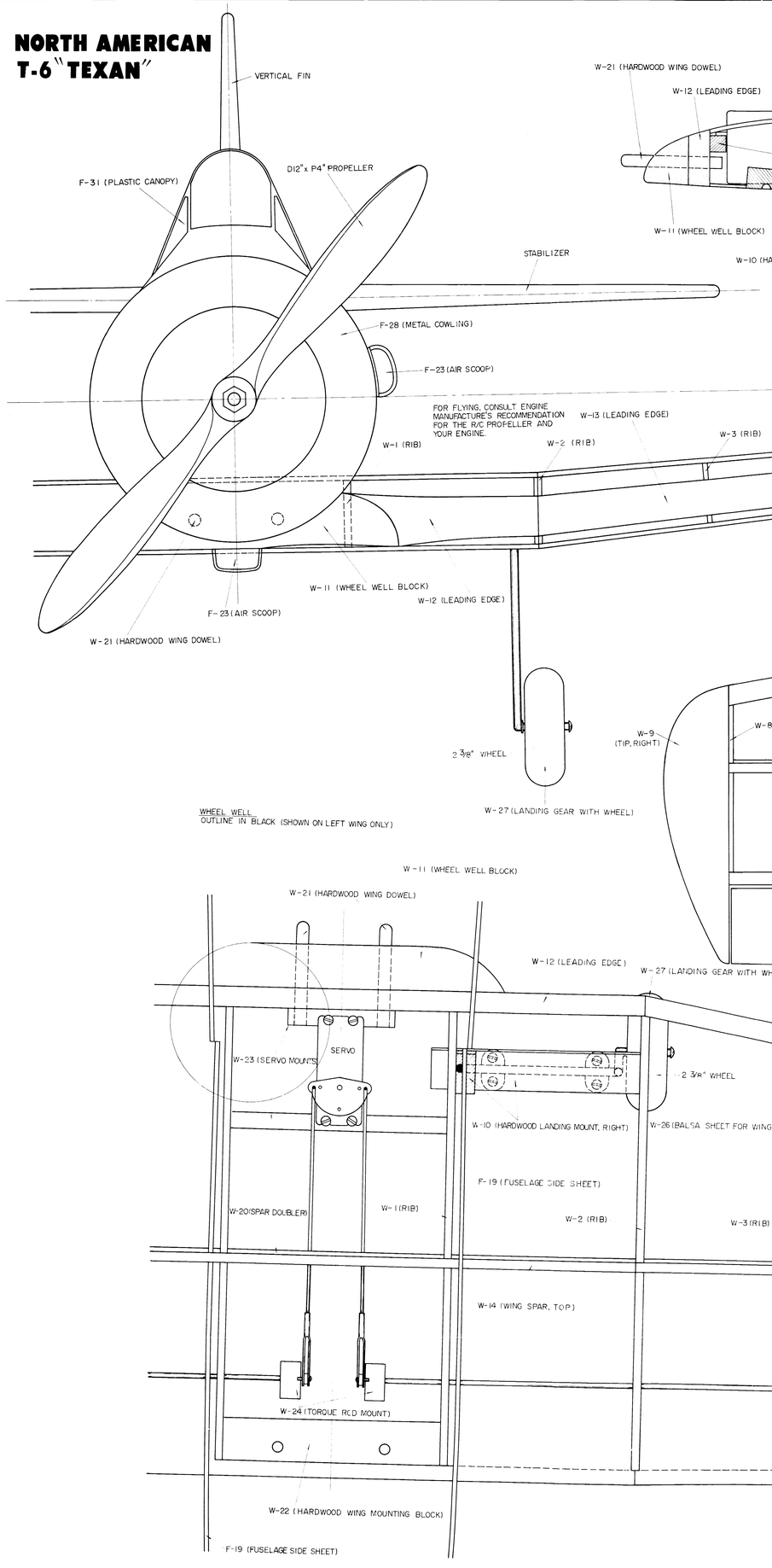
KYOSHO Kyosho Corporation

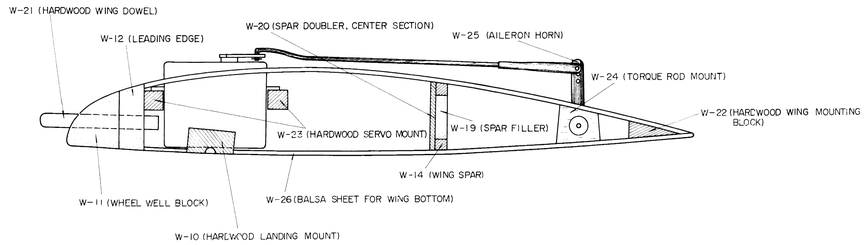
1636 EAST EDINGER, UNIT X, SANTA ANA, CALIFORNIA 92705

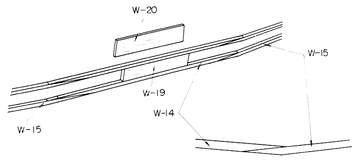
SHEET NO. 1. KIT NO. KC-1002

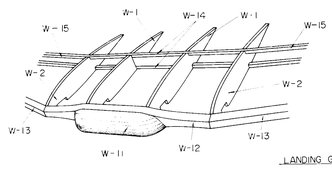
MADE AND PRINTED IN JAPAN

NORTH AMERICAN T-6 "TEXAN"

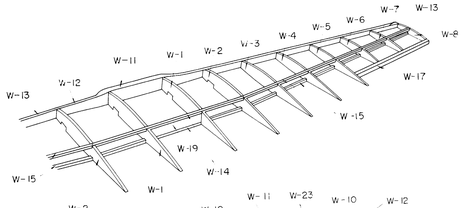


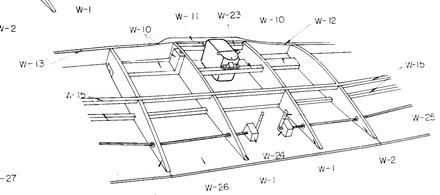


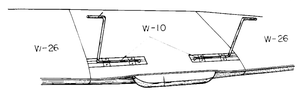


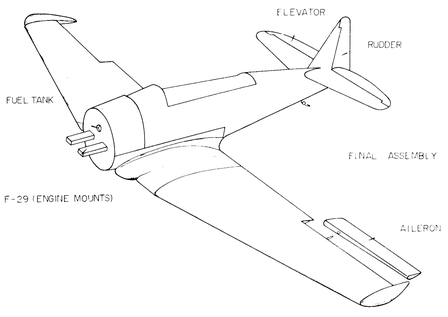


LANDING GEAR DETAILS









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