

# CURTISS P-40F

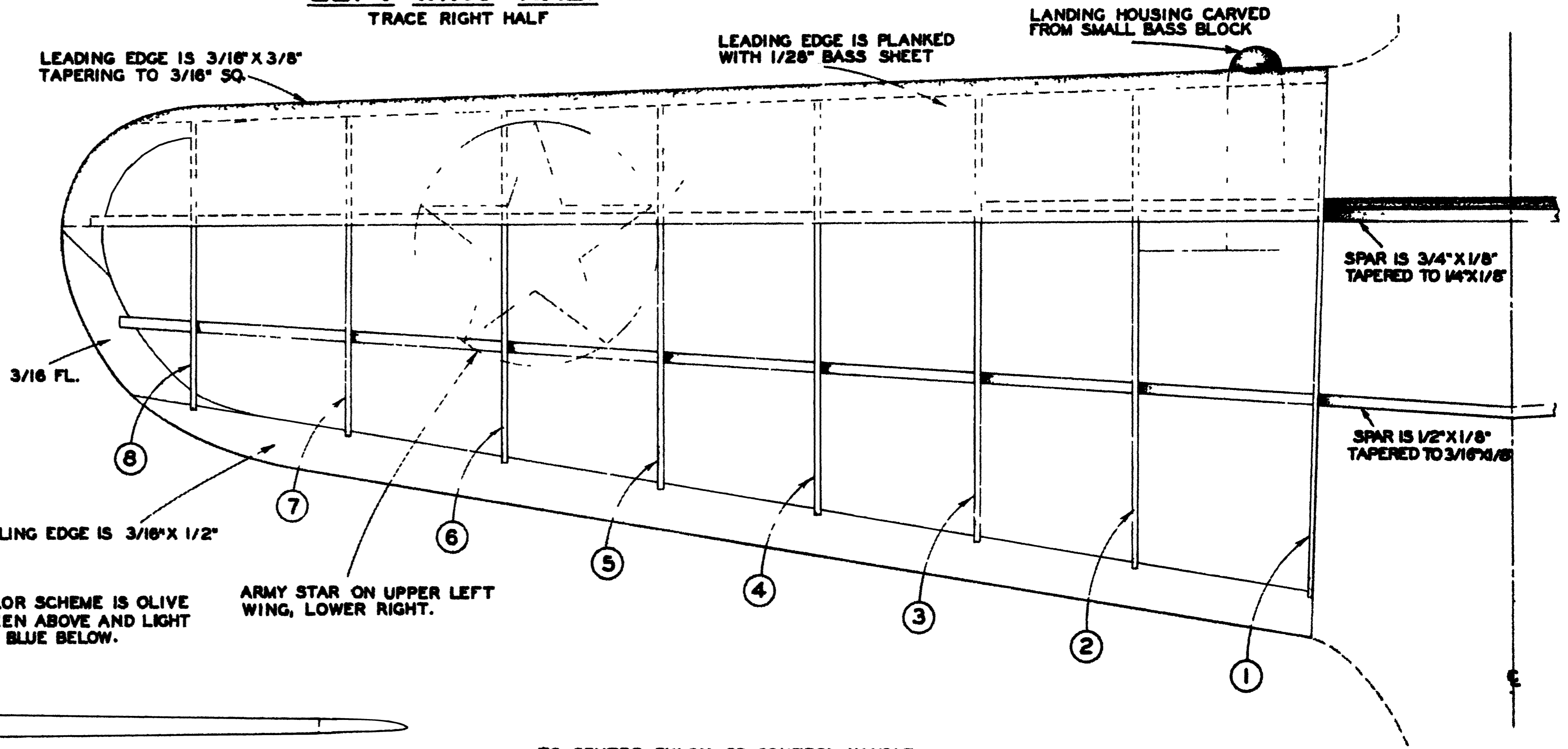
DRAWN BY CLAUDE McCULLOUGH

FULL-SIZE PLANS of this model may be obtained by sending fifteen cents to  
AIR TRAILS FULL-SIZE PLANS, 79 7TH AVE., NEW YORK, N. Y.

15c

## LEFT WING HALF

TRACE RIGHT HALF



### BILL OF MATERIALS

36" LENGTHS	
2	$1/16" \times 1/4"$ RUDDER, ELEVATOR
1	$3/16" \times 3/8"$ L. E. WING
1	$3/16" \times 1/2"$ T. E. WING
1	$1/28" \times 2"$ PLANKING
1	$1/16" \times 2"$ WING RIBS
1	$3/32" \times 2"$ WING FILLET
2	$1/8" \times 2"$ TAIL OUTLINE
1/2	$3/16" \times 2"$ WING TIPS, ELEV.
1	$2" \times 2 1/2" \times 22"$ BASS BLOCK
1	$2 1/2" \times 2 1/2" \times 22"$ BASS BLOCK
1/8	PLYWOOD FOR WING SPAR
$3/32"$ DIA. PIANO WIRE, $1/16"$ WIRE, .035 WIRE, 2" SPONGE WHEELS, $3/16"$ ALUMINUM TUBING, FISHLINE, DOPE CEMENT, SILKSPAN, CELLULOID, SOLDER, IGNITION WIRE, ETC.	

### WING FILLETS

1. CEMENT WINGS TO FUSELAGE WITH SPARS JOINING AT CENTER LINE.
2. "FILL IN" SPACE BETWEEN RIB 1 AND FUSELAGE WITH  $3/32"$  BY 2" PIECES, TOP & BOTTOM
3. FORM FILLETS WITH PLASTIC WOOD. ALLOW TO DRY SLIGHTLY FOR EASIER HANDLING AND WORK CAREFULLY TO SHAPE WHILE STILL SOFT.
4. ALLOW TO DRY. SAND WITH SANDPAPER WRAPPED AROUND  $1/2"$  DOWEL. FILL IN SMALL HOLES AND CRACKS WITH CEMENT. THIS MAKES A SUPER STRONG WING-FUSELAGE CONNECTION

### LANDING GEAR DETAIL

BEND FROM  $3/32"$  WIRE

BIND WITH FINE  
COPPER WIRE  
AND SOLDER

SOLDER

PLASTIC WOOD  
 $3/32" \times 2"$  PIECES

BIND WITH  
THREAD

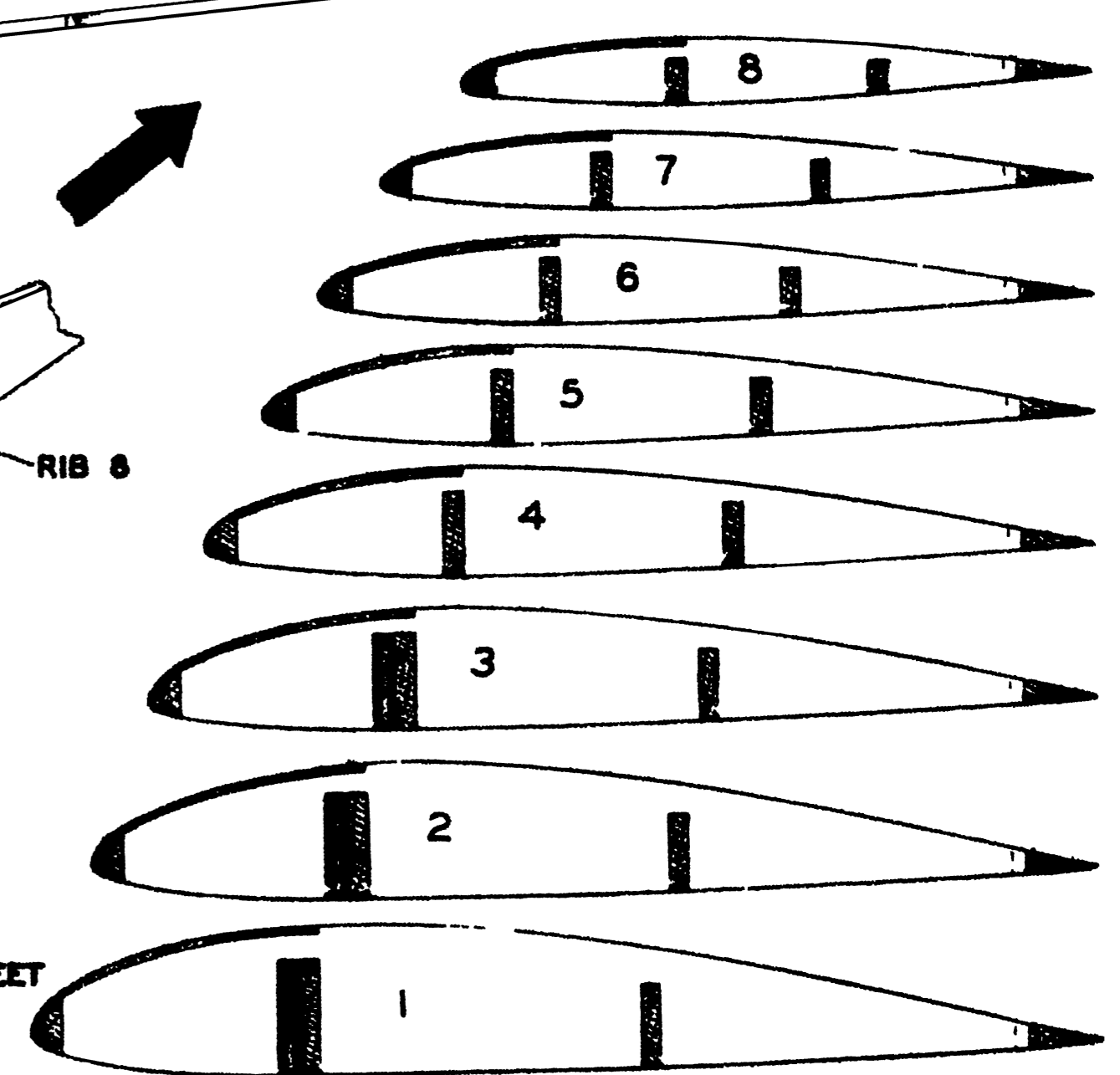
$1/8"$  PLYWOOD SPAR MADE  
IN ONE PIECE.

### SPREADER DETAIL

LEADING EDGE PLANKED  
WITH  $1/28"$  SHEET

RIB 8

WING RIBS  
CUT FROM  $1/16"$  SHEET



**SPINNER**  
TURN ON LATHE, OR— CUT ROUGHLY TO SHAPE - CEMENT 1/16" WIRE IN CENTER—FASTEN IN HAND DRILL—SAND TO SYMMETRY WHILE TURNING

**VENT**  
FOR COOLING AND EXHAUST—MAKE FROM LIGHT BRISTOL BOARD. COAT INSIDE WITH CEMENT—BEND TO SHAPE WHILE DRYING.

**MOTOR MOUNT** IS CARVED AS PART OF FUSELAGE. HOLD MOTOR IN WITH 1" SCREWS IF LOOSENED BY VIBRATION REMOVE SCREWS AND FILL HOLES WITH PLASTIC WOOD.

TOP VIEW SHOWS UPPER RIGHT FUSELAGE SHELL REMOVED FOR CLARITY.

RUDDER AND STABILIZER HAVE BEEN ENLARGED FROM SCALE

TRACE RIGHT HALF OF STABILIZER

SLOT IN RUDDER TO PASS CONTROL WIRE

.035 WIRE

PLANK FRONT OF STABILIZER WITH 1/28" BASSWOOD SHEET

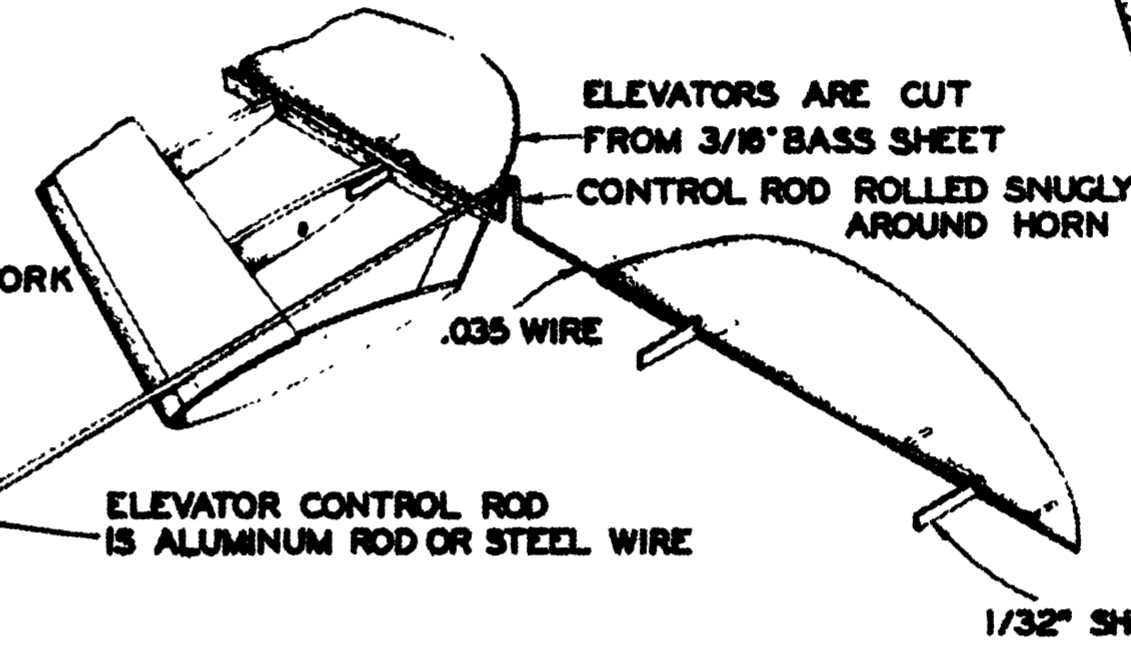
1/8" FL.

SCALE IN INCHES 1 2 3 4 5 6

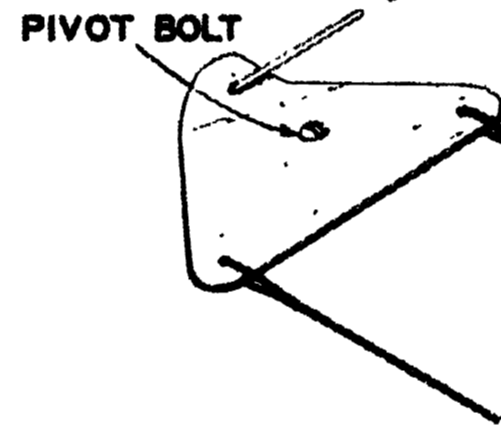
**CONTROL HOOK-UP**  
NOT TO SCALE

ALL PIVOT POINTS WORK FREELY

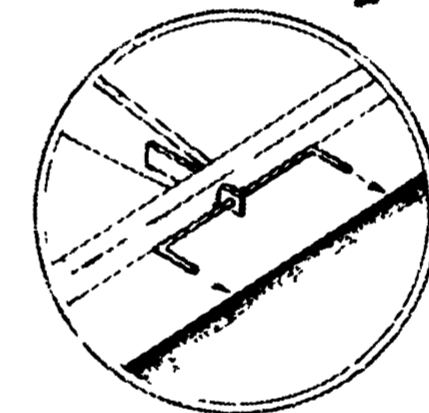
NOTE BEND TO LIFT LINE OF ACTION



CONTROL LINES ARE 30 LB. TEST ENAMELED FISH LINE. 35 FEET FOR TESTS - 52' 6" FOR MEASURED 16 LAP MILES

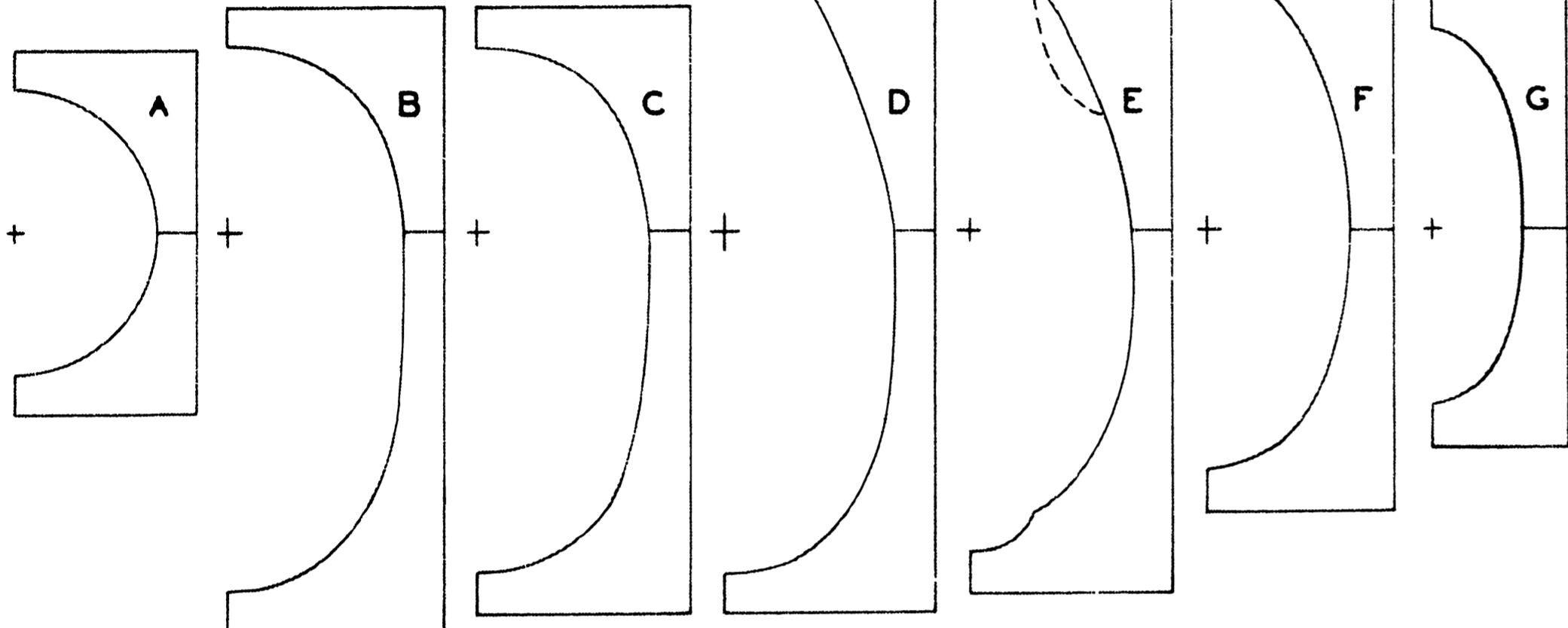


**ELEVATOR HINGE DETAIL**



**TEMPLATE SHEET**

GLUE TO LIGHT CARDBOARD. CUT OUT TEMPLATES.



SPINNER FASTENED TO PROP WITH DRESS SNAPS - CEMENT HEAVILY

HEAVY LINE INDICATES REMOVABLE SECTION

CELLULOID COCKPIT COVER SHOULD BE MADE SLIDING ON WIRE TRACK OR REMOVABLE FOR EASY ACCESS TO CONTROL PLATE

NEEDLE VALVE EXTENSION IS 1/16" STEEL WIRE

GROMMETS

HEADREST

HOOKS FOR HOLDING TOP ON WITH RUBBER BANDS.

SLOT FOR TIMER ARM

THREE-BLADED PROP FOR DISPLAY ONLY. MAKE FROM GOOD BLADES OF THREE BROKEN 9" PROPS

USE OHLSSON 19 OR 23, BANTAM, OR SIMILAR SIZE CLASS A OR B ENGINE

USE ONLY BEST QUALITY OIL-RESISTANT IGNITION WIRE

NEOPRENE CHOKE TUBE

COOLING FLAPS MADE FROM TIN SALVAGED FROM TOBACCO CAN. ENDS ROLLED AROUND WIRE HOOP. OPEN FOR FLYING.

HATCH IS LIGHT BRISTOL BOARD—COAT WITH CEMENT—CURVE TO SHAPE WHILE DRYING

SP. LEAD

COIL

BATTERIES

2" SPONGE WHEELS

**IGNITION SYSTEM**

INSTALL IN LOWER FUSELAGE HALF SHIFT FOR BALANCE

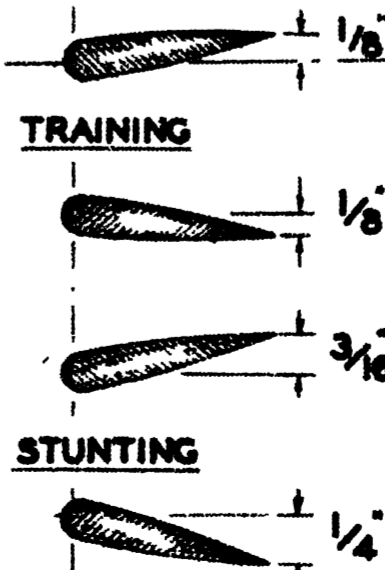
TO TIMER POINTS

GROUND TO ENGINE

**FUSELAGE CARVING**

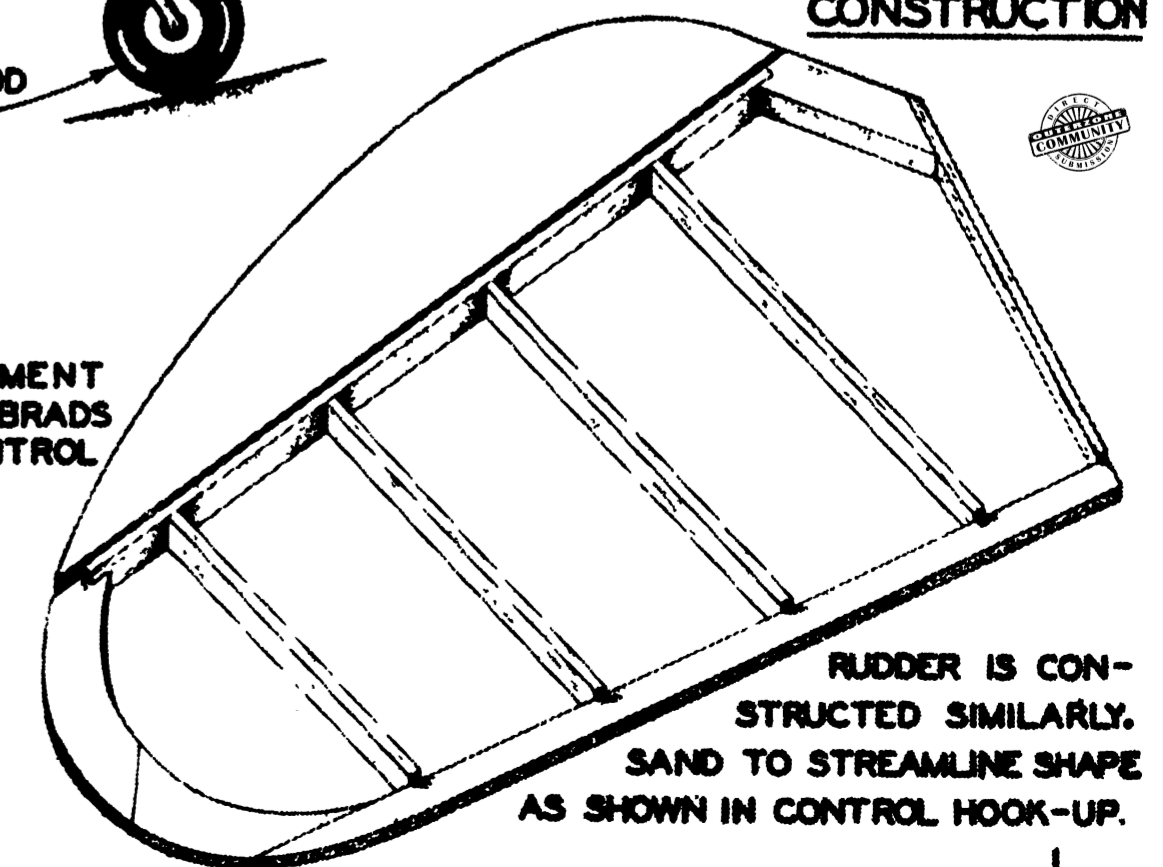
1. GLUE TOGETHER LIGHTLY AT THRUST LINE TWO BASS BLOCKS, 2x2 1/2"x22" AND 2 1/2"x2 1/2"x22".
2. TRACE SIDE AND TOP VIEWS ON.
3. WITH BAND OR COPING SAW, CUT TO TOP OUTLINE. REPLACE CUT-OFF SIDE PIECES WITH PINS OR SMALL BRADS.
4. SAW TO SIDE OUTLINE. DO THIS SLOWLY AND ACCURATELY. REMOVE SIDE PIECES.
5. DRAW CENTERLINE ON TOP AND BOTTOM OF FUSELAGE.
6. CLAMP IN PADDED VISE AND BEGIN CARVING TO GENERAL SHAPE WITH A DRAW KNIFE OR SPOKE SHAVE. DO NOT CARVE AWAY CENTERLINES. CARVE FROM COCKPIT FORWARD AND BACKWARD.
7. WHEN ROUGHED TO SHAPE BEGIN TO CHECK WITH TEMPLATES, USING SHARP KNIFE TO BRING BLOCK TO ACCURATE CROSS-SECTION, LEAVING A LITTLE OVER SIZE TO ALLOW FOR SANDING.
8. SMOOTH WITH FINE SIDE OF A WOOD RASP. SAND WITH COARSE SANDPAPER WRAPPED AROUND A SMALL BLOCK UNTIL FUSELAGE IS FREE FROM BUMPS. THEN SAND WITH FINE SANDPAPER.
9. SPLIT FUSELAGE BLOCKS APART AT THRUST LINE.
10. WITH CUPPED CHISEL AND Mallet BEGIN REMOVING WOOD FROM FUSELAGE HALF WHICH HAS BEEN CLAMPED IN A PADDED VISE. WORK DOWN TO A SHELL APPROXIMATELY 1/8" THICK. CUT LOOSE REMOVABLE FUSELAGE TOP.

**ELEVATOR SETTINGS**



ADJUST MOVEMENT WITH SMALL BRADS STUCK IN CONTROL PLATE BASE

3/4" HARDWOOD WHEEL



**ELEVATOR CONSTRUCTION**