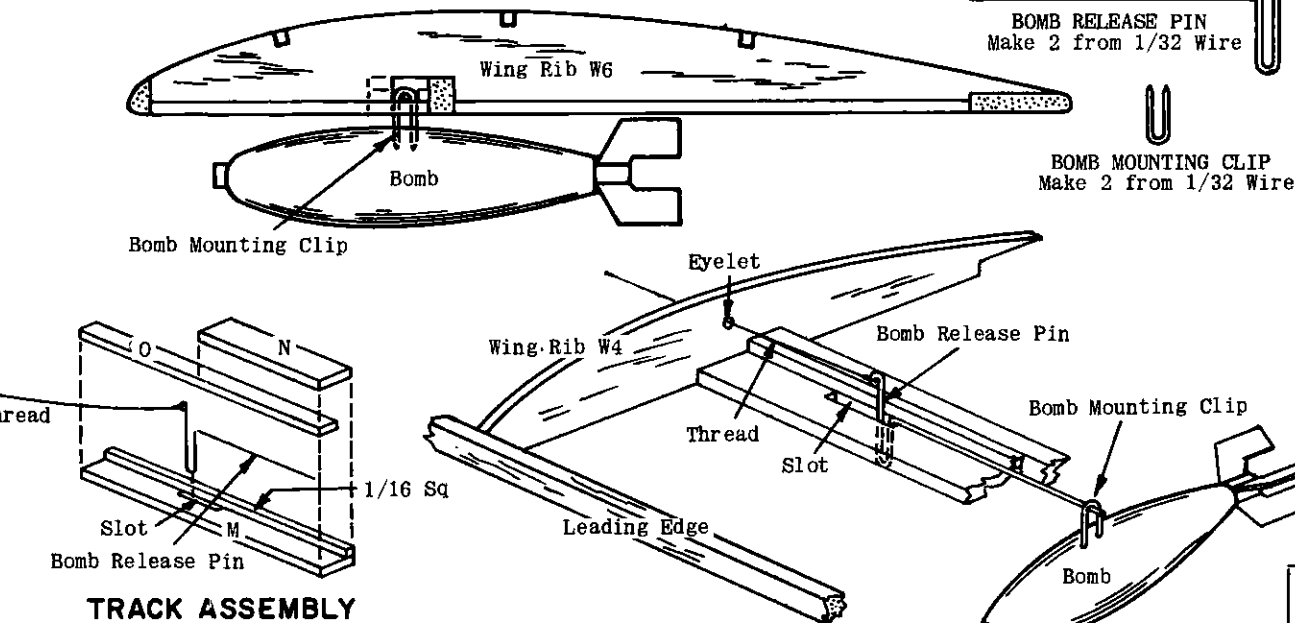


**FINAL ASSEMBLY**

On R/C models, wing is removable as described in R/C Note. For other models, cement wing securely in fuselage between bulkheads P2 & P5, lining up ribs W2's under side keel L6's. Press wing tightly against L6's to insure proper incidence, otherwise model may not fly. Hold in place with pins until dry. Assemble radiator parts. Cement 2 SC's (each) together to make double layer sides. When dry, cement to SC1 as shown. Hold with pins and set aside to dry. It is necessary to have access to rear hook to replace rubber motor. Cut out stringer immediately above side keel L5 on right side, between P2 & P5. Fit a piece of 1/16 balsa into space. Cement cloth tape to top (half over door and half over fuselage) to act as hinge. Cement a strip of 1/16 sq balsa to top of side keel L5 to act as stop to keep the door flush with surface. Hold bottom with Scotch Tape. Cement stabilizer horizontally into slot against P9 at rear of fuselage. Cement rudder to top and rear of fuselage, in line with center keel L2. Using patterns provided, cut out wing fairings from stiff paper. Cement between wing and fuselage as shown in 3-views, side point at trailing edge. Small pieces fit below large fairing and against trailing edge. Hold in place with pins until dry. Assemble & trim all plastic parts, see detail note. Cement cowl to P1. Use cement sparingly, or it may deform the plastic. Cement L6's to inside of wire landing gear struts in position shown on side view. Round off and

**BOMB RELEASE OPERATION**

Automatic bomb dropping in flight operates on rubber-powered models only. Installation is simple and action is positive, if directions are followed carefully. Install mechanism as described in Bomb Release Installation. To operate: Wind rubber motor. This will pull rear hook forward to a horizontal position, loosening thread. This now permits release pins to be slid outward towards tips thru ribs W6's to position shown in sketch #1, while at the same time engaging bombs thru its wire mounting clips. Mechanism should now look exactly as drawn in bomb sketch #1. Model is now released, and towards the end of flight when motor unwinds rear hook pulls back into vertical position. This tightens the lines, pulling release pins back past W6's which releases and drops bombs. Bombs can also be triggered by third line or escapement. **GOOD HUNTING!!!**

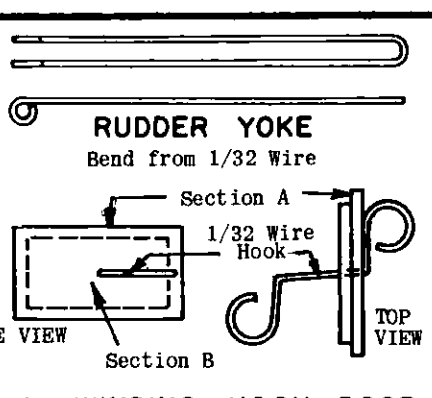


**BOMB RELEASE INSTALLATION**

Assemble slide track (see detail sketch) by cementing part O flush with front of W as shown. Cement a length of 1/16 sq. flush with rear. Cement assembly into notches in bottom of ribs W4 to W6 on both sides. Bend 2 bomb release pins and place into track with handle extending down thru slot. Cement N to top of track between ribs W5 & W6 on both sides. Make small holes at punch marks in ribs W2's & W3's. Cement small eyelets in both W2's and longer eyelet in both W3's. Slip a 10" length of thread across center of wing thru eyelets and notch in center rib. Push both bomb release pins to end of slot toward wing tips and hold there with straight pin. Thread is now tied to both release pins. Thread must be snug when bomb release pins are in this position. Straight ends of pins extend past slot in ribs W6. Cement knots and when dry, see that pins

**BOMB SKETCH-1**

move freely in track. Wing is now covered as described in silkspan tissue note. Complete fuselage installation by cementing small eyelets in bulkheads P5 & P7, approximately 3/16" above L4. Insert a 15" length of thread thru eyelets. Rear of thread passes thru and is brought out of fuselage past P8. Front drops thru fuselage at P5. P fuselage is now covered as described in silkspan tissue note. When installing wing (final assembly) securely tie and cement front of fuselage thread to thread in wing between ribs W1 & W2 on right side. Rear of fuselage thread is now tied to rear hook thru door. Thread should be pulled snug, holding bomb release pins against inside of slots toward fuselage, while rear hook remains in vertical position.



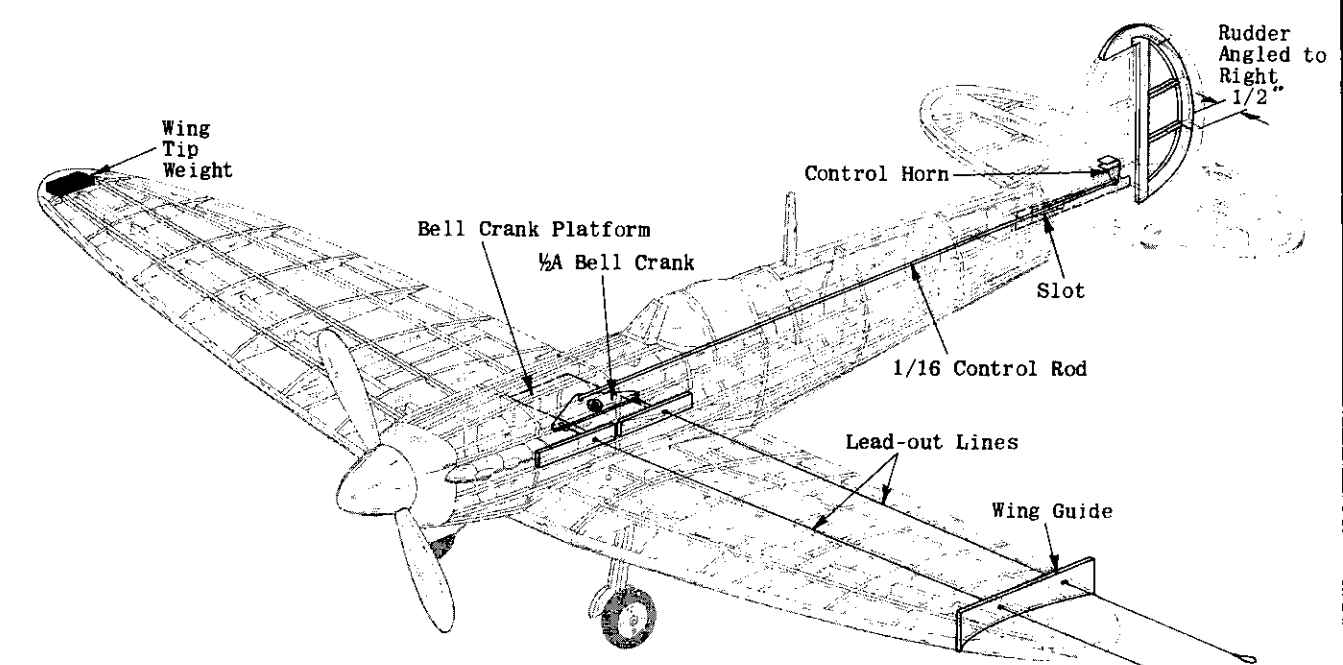
**R.C. WINDING HOOK DOOR**

Cut out stringer above side keel between P2 & P5 and cover section with 1/16 balsa flush with outside. Cut out section to shape of A (see sketch) and cement it to a piece of 1/16 balsa cut to shape of section B. Grain running crosswise to form door. Bend half of hook shown from 1/32 wire and push straight end thru door. Bend hook in other end and cement securely to door in position shown. Place loop of rubber between escapement & inner door hook.

**RADIO CONTROL INSTALLATION**

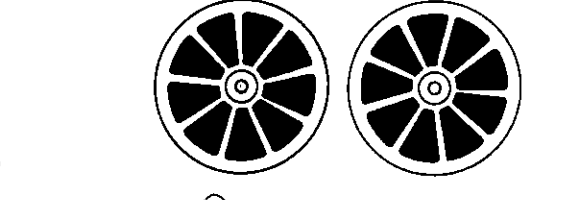
Test models used, and drawing shows, Citizen-Ship MRL Receiver, SE2 Escapement, used with SRX Transmitter. This equipment and other material necessary is not provided in kit. On radio models, wing is removable. Pin, BUT DO NOT CEMENT, wing into position as described in Final Assembly. Cement a 2-1/4 length of 1/8 dowl across top of L4's and front of P2, and a 2-1/4 length on top of L4 across rear of P5 as shown. Dowels protrude evenly from fuselage. Remove control keel L4 between P2 and P5. Front half or entire fuselage should be covered with 1/32 or 1/16 sheet balsa. Balsa is also covered with silkspan as described in note. Cut rudder apart at location shown by dotted lines, then assemble together with cloth hinges. Bend wire yoke from 1/32 wire and install on rudder with 2/56 nut and bolt. But cement base from 1/16 plywood and cement to front of P5. When dry, install escapement with 2/56 nuts and bolts. Insert an 18" length of 1/16 wire thru slot made in rear

HAS BEEN ACHIEVED. Check wings and tail for warps. If any have developed, remove with steam method as described in Covering Instructions. Wait for calm weather for test flights. Field test R/C equipment before flying, as described in manufacturer's instructions. Start engine and THROTTLE DOWN TO LOW SPEED, then launch model with nose pointed slightly down at a point 50 or 60 feet in front of you and release at approximate flying speed. Model should fly in a straight line and either maintain or slightly lose altitude. If model turns to either side, rudder or engine may be off set to opposite side to achieve a straight flight, which is how it should glide and fly. If model glides well but stalls under power, point front of engine down (down thrust) by placing wedge behind top of tank. Increase engine RPM as adjustments are made, checking R/C controls before each flight. **GOOD LUCK AND GOOD FLYING!!!**



**CONTROL LINE INSTALLATION**

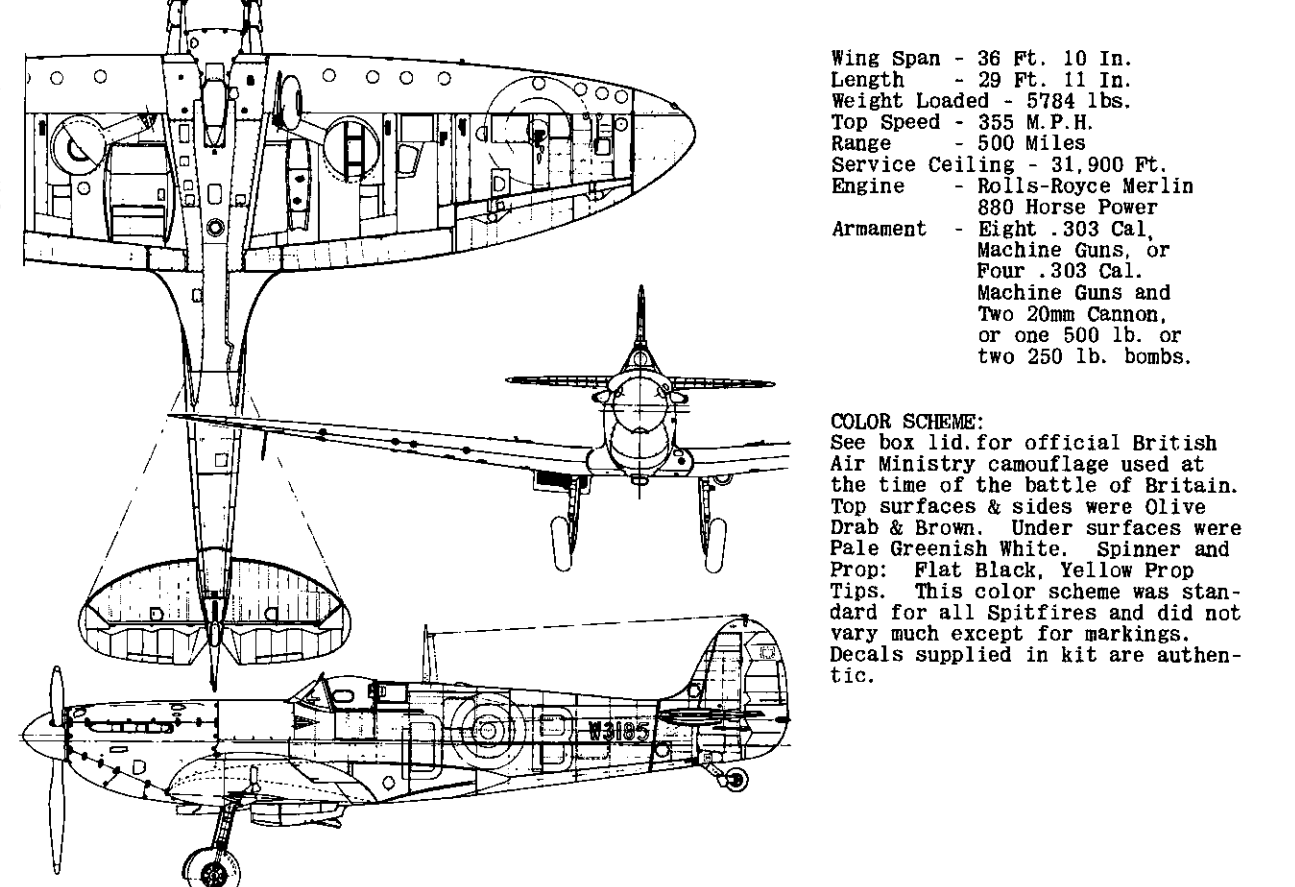
Materials required for control line installation are not provided in kit. Install controls after Fuselage Step 4 has been completed. Fill in area between P2 and P4 from side keel L5 to stringer below it, with scrap 1/16 sheet balsa, flush with outside of frame; also area from P9 to rear, between L5 and stringer below in same manner. Cut 1/8 slot in rear for control rod as shown. Cut 2 18" lengths of lead-out lines and fasten them to bell crank. Mount bell crank on plywood platform as shown in installation sketch above. Lead-out lines come thru fuselage at holes drilled for them as shown. Cover fuselage with balsa and tissue as described in detail note. Cut stabilizer thru wide main spars, as indicated by dotted lines on full size drawings. Round edges and install control horn at location shown on drawing, then join together with cloth hinges shown. Cement stabilizer to fuselage as described in Final Assembly Note. Tape elevators in neutral position (in line with stabilizer, neither up or down). Bend 1/4" of one end of 1/16 wire for control rod at right angle. Loosen bell crank and insert rod from top with spur vertical, then secure bell crank. Control rod should be in line with elevator horn, if not, bend accordingly so that rod passes thru slot freely. Make a right angle bend at rear end of rod at precisely the location of hole in elevator horn with bell crank in neutral position as shown. Clip off excess and insert into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cut rudder apart on dotted lines, cement fin in place. Cement rudder to fin and rear of fuselage, angled 1/2" to outside of circle fowl as shown. Assemble wing to fuselage as described in Final Assembly Detail. Make wing guide from 3/32 balsa scrap, drilling holes indicated. Cement securely to wing over rib W10 as shown. Reinforce fuselage and wing guide holes with washers or eyelets. Thread lines thru holes in wing guide and tie loops in end of lines at least 2" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. **CAUTION:** Model must balance (or slightly nose down) at point where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/2A control lines when flying your Spitfire Mk1. **GOOD LUCK AND GOOD FLYING!!!**



**WHEEL COVERS**

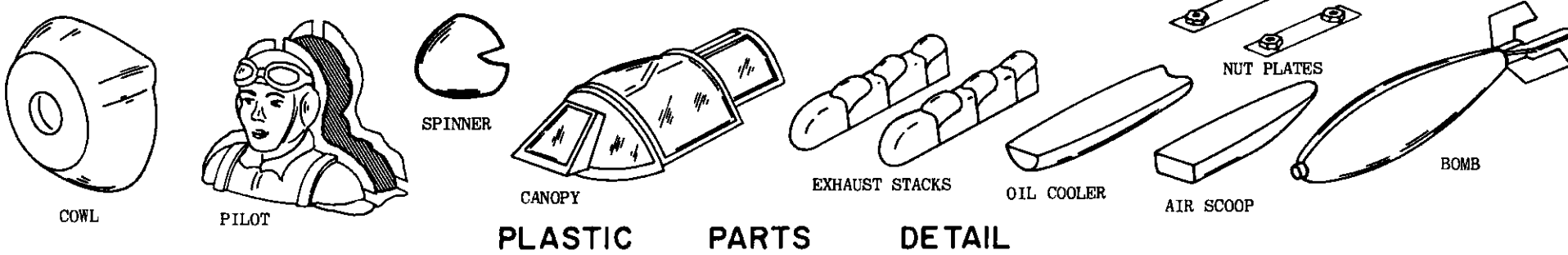
Cut wheel covers from plan and cement one to each wheel. The use of Contact Cement is recommended, although model cement will do. When installing wheels as described in Final Assembly, wheel covers should face wing tips as shown.

**SPITFIRE Mk I SPECIFICATIONS AND COLOR SCHEME**



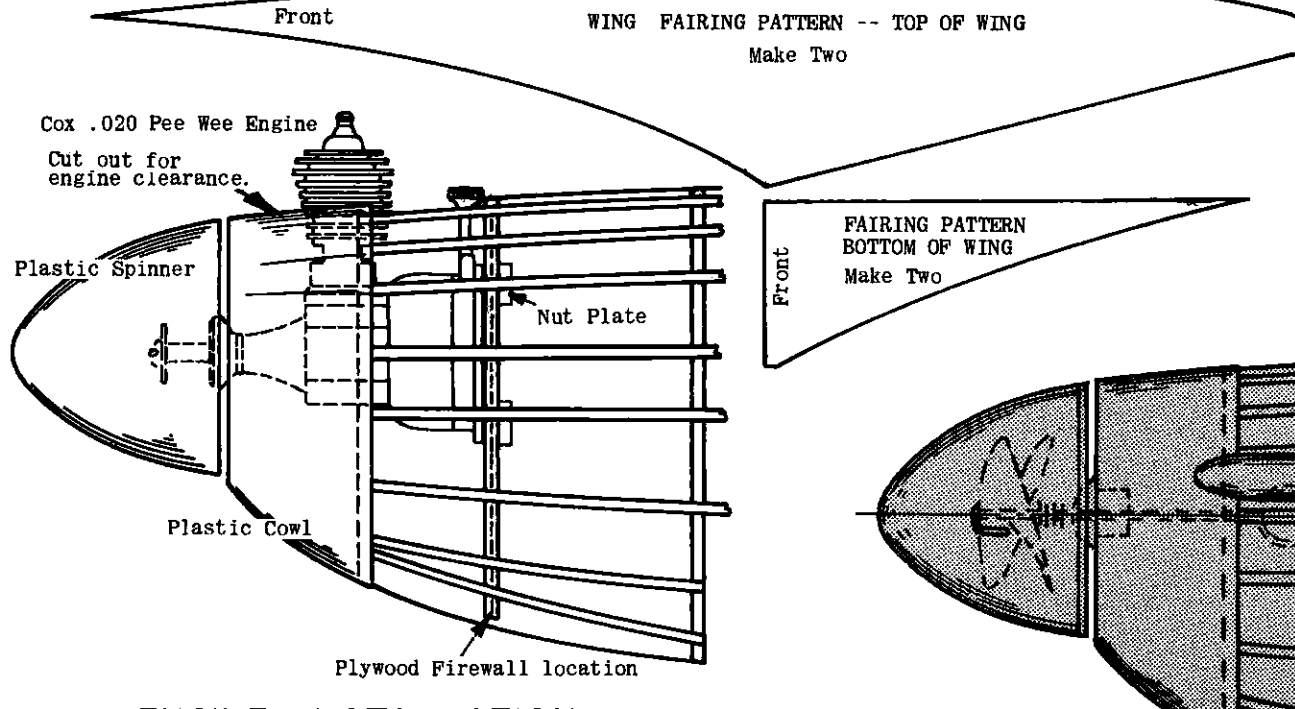
Wing Span - 36 Ft. 10 In.  
Length - 29 Ft. 11 In.  
Weight Loaded - 5704 lbs.  
Top Speed - 355 M.P.H.  
Range - 500 Miles  
Service Ceiling - 31,900 Ft.  
Engine - Rolls-Royce Merlin  
- 880 Horse Power  
Armament - Eight .303 Cal. Machine Guns, or Four .503 Cal. Machine Guns and Two 20mm Cannon, or one 500 lb. or two 250 lb. bombs.

**COLOR SCHEME:**  
See box lid for official British Air Ministry camouflage used at the time of the battle of Britain. Top surfaces & sides were Olive Drab & Brown. Under surfaces were Pale Greenish White. Spinner and Prop: Flat Black, Yellow Prop Tips. This color scheme was standard for all Spitfires and did not vary much except for markings. Decals supplied in kit are authentic.



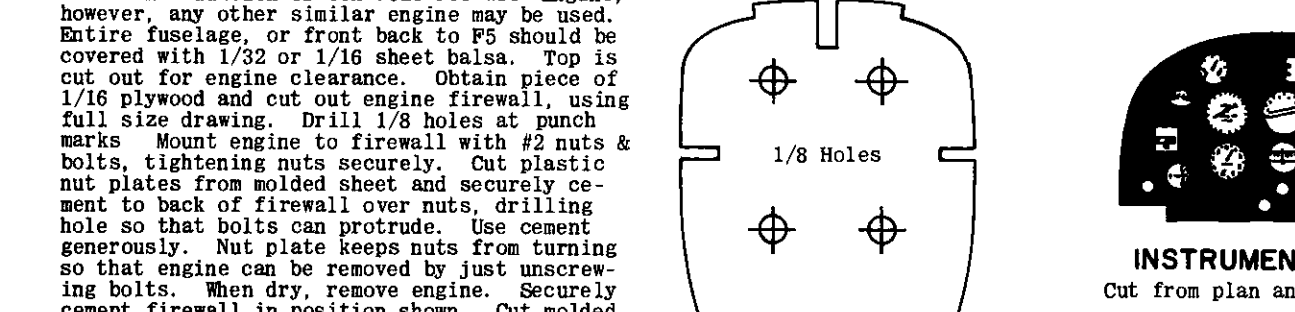
**PLASTIC PARTS DETAIL**

For best results, follow instructions carefully. **CANOPY:** Trim edges, then fit in place on fuselage. Paint raised portions (frame) of canopy same color as fuselage; after reading paint instructions at end of this note. **NUT PLATES:** Cut from sheet on trim lines and install as described in Engine Installation. **EXHAUST STACKS:** Cut from sheet on trim lines and install in position shown on side view. **SPINNER:** Cut from sheet, leaving 1/16" excess material for trim. Sand & trim off excess material carefully. Cut out for prop at scribe lines, then cement over propeller, after propeller is installed. **BOMBS:** Cut out of sheet, leaving about 1/16" excess material. Carefully trim out slots on excess material (about 1/8" wide) on top, bottom & ends; right to the edge of bomb itself as shown. This permits accurate assembly of halves. Cement halves together, lining up carefully at slots. Plastic or model airplane cement is superior in assembling and attaching plastic parts in place. Use sparingly, however, since excessive use of cement may distort the plastic. After assembly, allow to dry THOROUGHLY, then trim & sand off smooth. Cut out the bomb fins scribed on plastic sheet. Assemble as shown on sketch to rear of bombs. Make two pin holes and cement "U" shaped mount clips in place as shown and described in Bomb Release Detail. **PILOT:** Cut halves from plastic sheet, leaving about 1/8" material. Make 1/2 slots on all four sides in same manner as bombs, then cement halves carefully together. When dry, trim and sand smooth.



**ENGINE INSTALLATION**

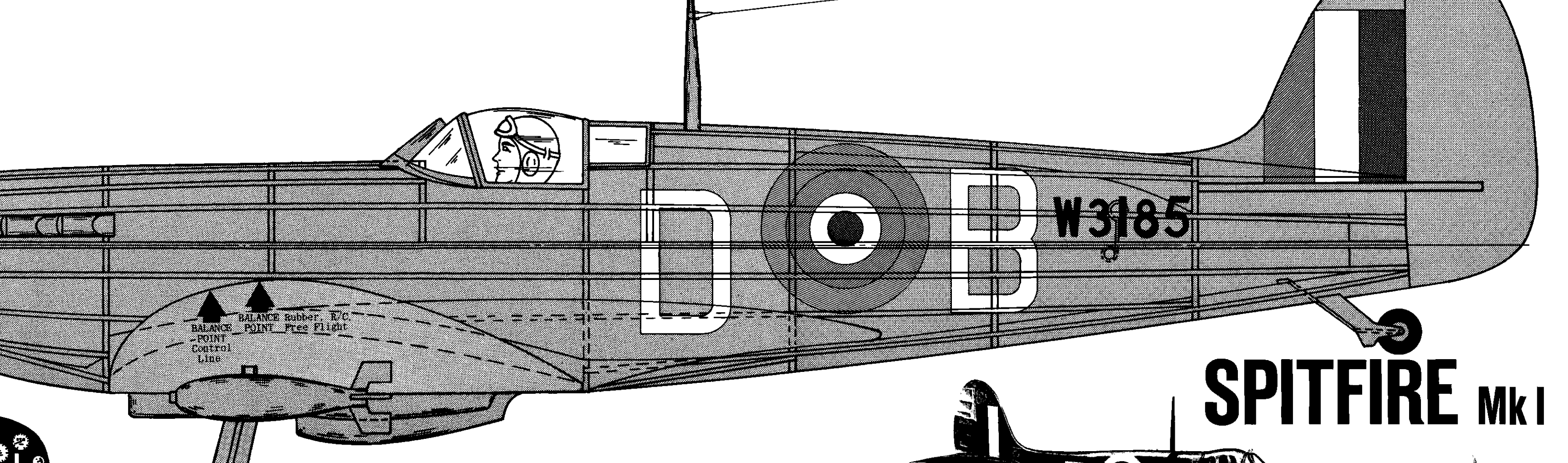
Engine is used if model is being built for control line, free flight, or engine & installation material not provided in kit. Drawing shows installation of Cox .020 Pee Wee Engine, however, any other similar engine may be used. Entire fuselage, or front base to P5 should be covered with 1/32 or 1/16 sheet balsa. Top is cut out for engine clearance. Obtain piece of 1/16 plywood and cut out engine firewall, using full size drawing. Drill 1/8 holes at punch marks. Mount engine to firewall with #2 nuts & bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and secure cement to back of firewall over nuts, drilling hole so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry, remove engine. Securely cement firewall in position shown. Cut molded engine cowl from plastic sheet as described in detail note and fit over P1. Trim cowl to clear engine. Cowl is not installed until after model is painted, and engine is installed. Cowl is then cemented or held in place with small wood screws. If it becomes necessary to remove engine for any reason, break cement joint of cowl. Engine is then re-installed and cowl re-cemented or screwed back in position. Add a 3/4" length of 1/16 I.D. plastic tubing to fuel tank fill & overflow tubes. Cut top of tubing at angle facing forward for easy admission of air stream.



**DROPS BOMBS AUTOMATICALLY IN FLIGHT!**

**INSTRUMENT PANEL**  
Cut from plan and cement to P4.

**ENGINE FIREWALL**  
1/16 Plywood



**FLIGHT INSTRUCTIONS**

When model has been completed, it must balance at point shown on side view. **DO NOT ATTEMPT TO FLY MODEL UNTIL PROPER BALANCE HAS BEEN ACHIEVED**, add weight if necessary. Model is now ready. Pick a calm day for test flying. For rubber powered models, wind motor clockwise approximately 100 turns and launch into any prevailing wind, slightly nose down at a point on the ground approximately 50 feet ahead of you. If model noses up and then falls off and stalls. (AFTER MODEL WAS BALANCED) then bend elevators down slightly using hot breath in same manner as steam. If model dives, bend elevators up. If model veers too much to one side, bend rudder to opposite side. Take offs require more power and, therefore, more turns in rubber motor. For longer flights and competition it is recommended that the loops of rubber be lubricated with model lubricant (available at most hobby shops) or Castor Oil. Apply sparingly and KEEP OFF KNOT OR IT WILL COME UNDONE! Use winder which you can make by tightening hook into hand drill. To store winds in motor, stretch rubber out to full length and then wind clockwise approximately 100 turns and launch into any prevailing wind, moving slowly back to model. Feeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the nose, motor should be completely wound. When replacing rubber motor, purchase contest grade T66 brown rubber at your favorite hobby shop. Engines powered with light models are tested and flown in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. **GOOD LUCK AND GOOD FLYING!!!**

