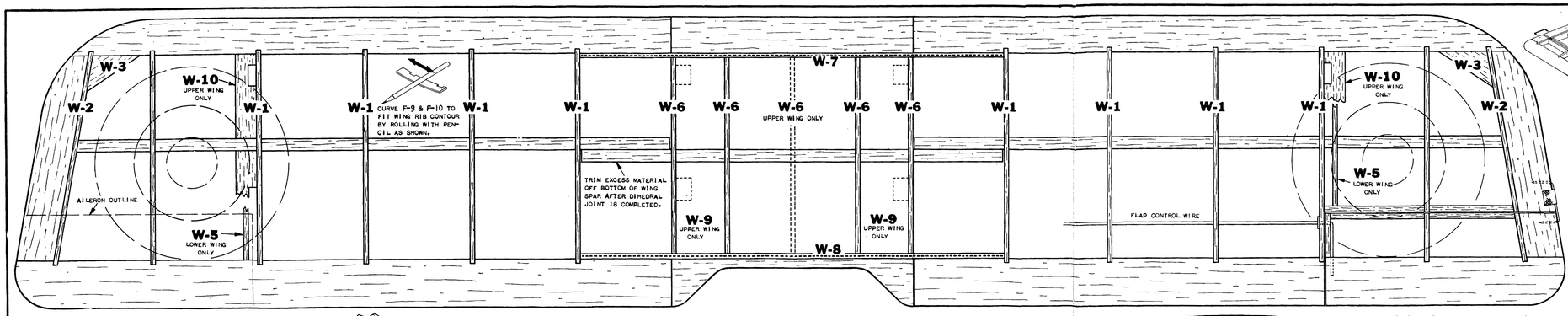
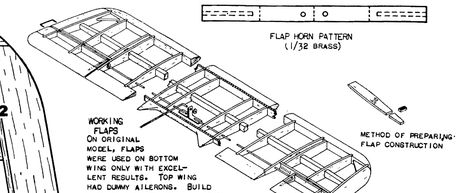
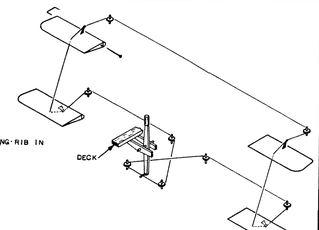




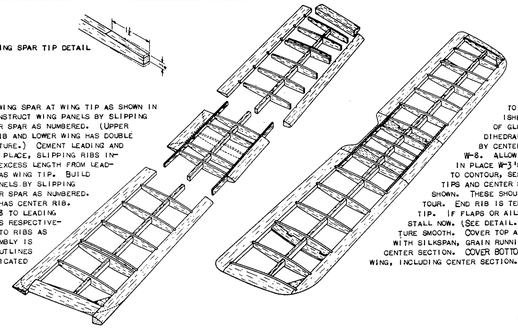
WORKING FLAPS

ON ORIGINAL MODEL, FLAPS WERE USED ON BOTTOM WING ONLY WITH EXCELLENT RESULTS. TOP WING HAD DUMMY AILERONS. BUILD WING AS IN WING DETAIL. THEN CUT OUT SECTION IN OUT-BOARD DOUBLE RIB W-1 TO FORM IN-BOARD ROOT OF FLAP OR AILERON. REMOVE RIB FROM TRAILING EDGE AND CEMENT TO SAME AGAINST ADJOINING RIB AS SHOWN. CEMENT IN PLACE LEADING AND TRAILING EDGES OF WING AND FLAP RESPECTIVELY. WHEN DRY, SLICE ENTIRE UNIT FROM WING. HOLLOW OUT AND ROUND OFF FLAP AND WING AS SHOWN IN CIRCLE DETAIL. BEND ACTUATING ROD FROM 1/16 WIRE. MAKE HOLES IN RIBS TO RECEIVE SAME. NOTCH TRAILING EDGE OF FLAP TO RECEIVE ACTUATING ROD SPUR. INSERT ACTUATING ROD IN FLAP AND CEMENT IN PLACE SECURELY. FILL NOTCH IN FLAP TRAILING EDGE WITH SCRAP. CEMENT WASHER TO ADJOINING RIB FOR BEARING. INSERT COMPLETED FLAP AND ACTUATING ROD IN WING. BEND FLAP HORN USING PATTERN. SOLDER ACTUATING ROD TO HORN SECURELY AS SHOWN. BEND WIRE HINGES FROM 1/32 WIRE AND CEMENT FIRMLY IN PLACE. ADD CLOTH RETAINER. DO NOT CEMENT HINGE TO FLAP. BE CERTAIN THAT FLAP WILL PIVOT FREELY.



WORKING AILERON CONTROL

A METHOD OF HOOKING UP WORKING AILERONS FROM JOY STICK IN COCKPIT IS SHOWN ABOVE. SMALL PULLEYS MAY BE MADE OF 5/16" DIAMETER DOWELING SLIGHTLY GROOVED WITH RAZOR AND ANCHORED WITH PIN. SET UP JOY STICK AS SHOWN AND CONNECT ALL UNITS WITH ONE CONTINUOUS LENGTH OF HEAVY THREAD. SAME TYPE OF SYSTEM MAY BE USED FOR TAIL SURFACES.

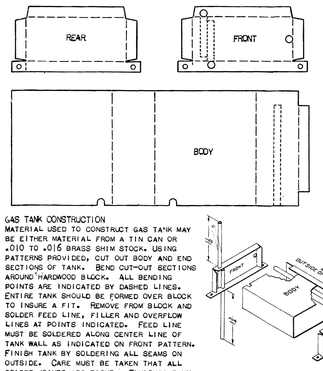


WING CONSTRUCTION
STEP 1

TAPER 1/4 x 3/8 WING SPAR AT WING TIP AS SHOWN IN ABOVE SKETCH. CONSTRUCT WING PANELS BY SLIPPING RIBS IN PLACE OVER SPAR AS NUMBERED. (UPPER WING HAS SINGLE RIB AND LOWER WING HAS DOUBLE RIB AT STRUT JUNCTURE.) CEMENT LEADING AND TRAILING EDGES IN PLACE, SLIPPING RIBS INTO NOTCHES. CUT EXCESS LENGTH FROM LEADING EDGE AND USE AS WING TIP. BUILD CENTER SECTION PANELS BY SLIPPING RIBS IN PLACE OVER SPAR AS NUMBERED. ONLY UPPER PANEL HAS CENTER RIB. CEMENT W-7 AND W-8 TO LEADING AND TRAILING EDGES RESPECTIVELY. THEN CEMENT TO RIBS AS SHOWN. WHEN ASSEMBLY IS DRY, TRACE WING OUTLINES FROM PLANS AS INDICATED BY DOTTED LINES.

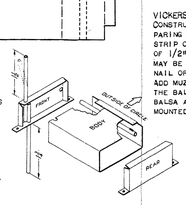
WING CONSTRUCTION
STEP 2

SLIDE OUTER WING PANELS ONTO CENTER SECTION TO FORM FINISHED WING. USE 2 OR 3 COATS OF GLUE ON THIS OPERATION. WING DIHEDRAL IS AUTOMATICALLY ALIGNED BY CENTER SECTION PLYWOOD W-7 AND W-8. ALLOW TO DRY THOROUGHLY. CEMENT IN PLACE W-3½, W-9½, AND W-10½ (ROLL TO CONTOUR, SEE DETAIL.) FINISH WING TIPS AND CENTER SECTION TRAILING EDGE AS SHOWN. THESE SHOULD BE SANDED TO SMOOTH CONTOUR. END RIB IS TEMPLATE FOR SHAPING WING TIP. IF FLAPS OR AILERONS ARE TO BE USED, INSTALL NOW. (SEE DETAIL.) SAND ENTIRE WING STRUCTURE SMOOTH. COVER TOP AND BOTTOM OF LOWER WING WITH SILKSPAN, GRAIN RUNNING SPAN WISE. DO NOT COVER CENTER SECTION. COVER BOTTOM SURFACE ONLY OF UPPER WING, INCLUDING CENTER SECTION.



GAS TANK CONSTRUCTION

MATERIAL USED TO CONSTRUCT GAS TANK MAY BE EITHER MATERIAL FROM A TIN CAN OR .010 TO .016 BRASS SHIM STOCK. USING PATTERNS PROVIDED, CUT OUT BODY AND END SECTIONS OF TANK. BEND CUT-OUT SECTIONS AROUND HARDWOOD BLOCK. ALL BENDING POINTS ARE INDICATED BY DASHED LINES. ENTIRE TANK SHOULD BE FORMED OVER BLOCK TO INSURE A FIT. REMOVE FROM BLOCK AND SOLDER FEED LINE, FILLER AND OVERFLOW LINES AT POINTS INDICATED. FEED LINE MUST BE SOLDERED ALONG CENTER LINE OF TANK WALL AS INDICATED ON FRONT PATTERN. FINISH TANK BY SOLDERING ALL SEAMS ON OUTSIDE. CARE MUST BE TAKEN THAT ALL SOLDER JOINTS ARE TIGHT. FINISHED TANK MAY BE TESTED WITH WATER TO CHECK FOR LEAKAGE. INSTALL TANK IN FUSELAGE AS SHOWN ON SIDE VIEW, TAKING CARE THAT FEED LINE IS ON SAME LEVEL AS NEEDLE VALVE ON ENGINE USED.

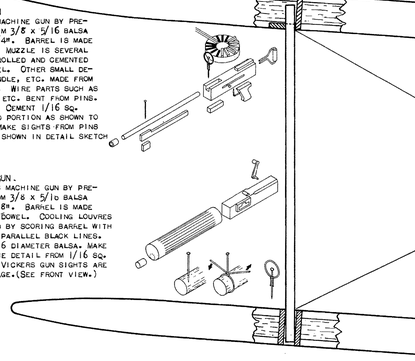


LEWIS MACHINE GUN

CONSTRUCT LEWIS MACHINE GUN BY PREPARING BREECH FROM 3/8 x 5/16 BALSA STRIP CUT TO 1-3/4". BARREL IS MADE OF 1/8 DOWELING. MUZZLE IS SEVERAL LAYERS OF PAPER ROLLED AND CEMENTED ONTO TIP OF BARREL. OTHER SMALL DETAILS SUCH AS HANDLE, ETC. MADE FROM 1/16 SCRAP BALSA. WIRE PARTS SUCH AS SIGHTS, TRIGGER, ETC. BENT FROM PINS. DRUM IS DIE CUT. CEMENT 1/16 SQ. STRIPS ON PRINTED PORTION AS SHOWN TO COMPLETE DRUM. MAKE SIGHTS FROM PINS AND SOFT WIRE AS SHOWN IN DETAIL SKETCH

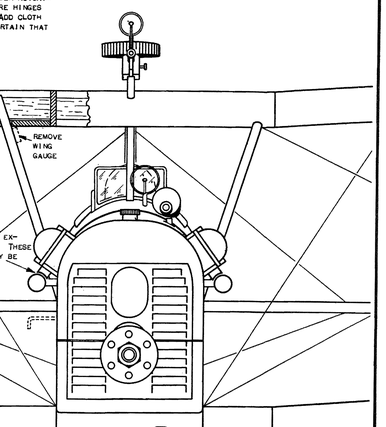
VICKERS MACHINE GUN.

CONSTRUCT VICKERS MACHINE GUN BY PREPARING BREECH FROM 3/8 x 5/16 BALSA STRIP CUT TO 1-7/8". BARREL IS MADE OF 1/2" DIAMETER DOWEL. COOLING LOUVRES MAY BE REPRODUCED BY SCORING BARREL WITH NAIL OR PAINTING PARALLEL BLACK LINES. ADD MUZZLE OF 3/16 DIAMETER BALSA. MAKE THE BALANCE OF THE DETAIL FROM 1/16 SQ. BALSA AND PINS. VICKERS GUN SIGHTS ARE MOUNTED ON FUSELAGE. (SEE FRONT VIEW.)



FLYING WIRE DETAIL

FLYING WIRES ARE SIMULATED USING HEAVY BLACK THREAD.

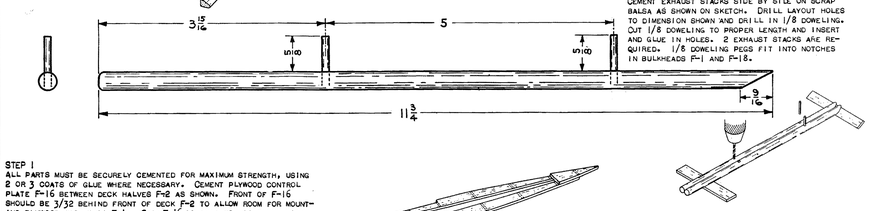


COWL NOTE

EXHAUST STACK IS NOT CEMENTED ON SHORT EXHAUST PIPES COMING FROM CYLINDER BANK. THESE ARE LEFT OPEN AS SHOWN SO THAT COWL MAY BE REMOVED.

EXHAUST STACK

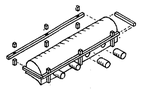
BEVEL END OF DOWELING FOR EXHAUST AS SHOWN ON DRAWING. CUT TO LENGTH AND ROUND OFF FRONT. CEMENT EXHAUST STACKS SIDE BY SIDE ON SCRAP BALSA AS SHOWN ON SKETCH. DRILL LAYOUT HOLES TO DIMENSION SHOWN AND DRILL IN 1/8 DOWELING. CUT 1/8 DOWELING TO PROPER LENGTH AND INSERT AND GLUE IN HOLES. 2 EXHAUST STACKS ARE REQUIRED. 1/8 DOWELING PEGS FIT INTO NOTCHES IN BULKHEADS F-1 AND F-18.

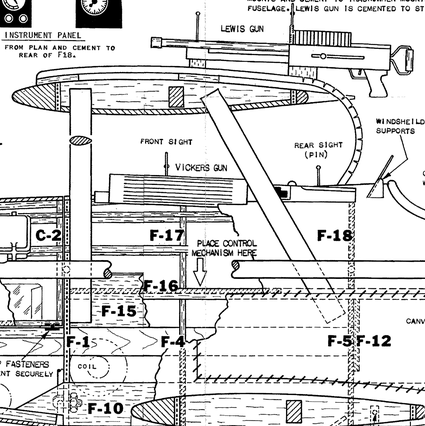


CUT FROM PLAN AND CEMENT TO REAR OF F-18.

CYLINDER BANK DETAIL

OUTLINE CYLINDER BANK WITH 1/16 SQ. BALSA CUT FROM SCRAP AS SHOWN IN DETAIL. ADD SHORT EXHAUST PIPES OF 3/16 DIAMETER BALSA. DO NOT CEMENT SHORT EXHAUST PIPES TO MAIN EXHAUST STACK SO THAT COWL IS REMOVABLE.



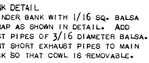


WINDSHIELD PATTERN OUTLINE IN BLACK

LANDING GEAR IS SECURED WITH STERLING LANDING GEAR ANCHOR LUGS PROVIDED IN HARDWARE KIT

LANDING GEAR DETAIL

REAR STRUT IS SHOWN FULL SIZE. BEND FROM 1/8 WIRE. IF SPREADER BAR IS USED, BEND SAME. (SEE FRONT VIEW.) SOLDER REAR STRUT AND SPREADER BAR TO LANDING GEAR AS SHOWN. TOP OF REAR STRUT RIDES FREELY THROUGH HOLE IN FUSELAGE SKIN. SLOT L-1, REAR STRUT FAIRING, AND SPREADER BAR FAIRING AS SHOWN AND CEMENT IN PLACE. WHEN DRY, SAND TO STREAMLINE SECTION AS SHOWN. BE CERTAIN THERE IS AT LEAST 3/8" SHOCK TRAVEL BEFORE TOP OF REAR FAIRING MEETS FUSELAGE.

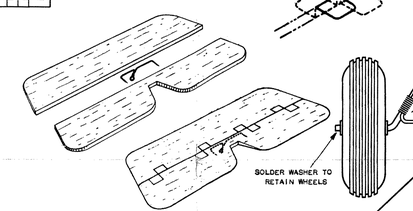


LEWIS GUN TRACK DETAIL

CUT 1/8 SQ. BALSA TO SIZE AS SHOWN ON TRUE LENGTH TOP VIEW. CUT PART WAY THROUGH WITH RAZOR BLADE WHERE INDICATED. THIS WILL MAKE TRACK FLEXIBLE. BEND TO SHAPE SHOWN. TRACK SHOULD BE GIVEN SEVERAL COATS OF CEMENT SO THAT IT WILL HOLD SHAPE PERMANENTLY. STREAMLINE 1/8 SQ. BALSA FOR TRACK MOUNTS AND CEMENT TO TRACK WHEN MOUNTED. TRACK IS CEMENTED TO WING AND FUSELAGE. LEWIS GUN IS CEMENTED TO STREAMLINE BLOCKS. (SCRAP-SEE SIDE VIEW)

HINGE DETAIL

CUT 8- 1/2"x1 1/2" HINGES FROM CLOTH IN HARDWARE KIT. MOUNT AS SHOWN ABOVE.

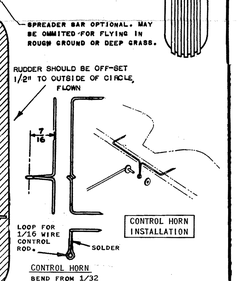


BIND LANDING GEAR JOINTS WITH SOFT WIRE THEN SOLDER SECURELY

SOLDER WASHER TO RETAIN WHEELS

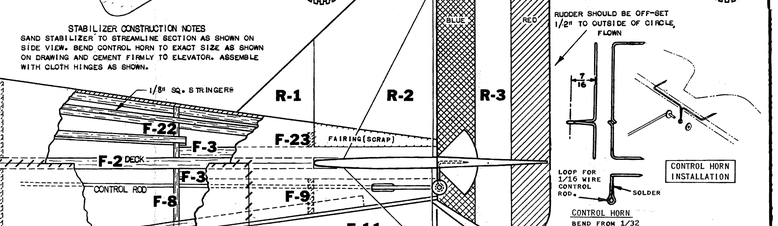
SPREADER BAR OPTIONAL. MAY BE OMITTED FOR FLYING IN ROUGH GROUND OR DEEP GRASS.

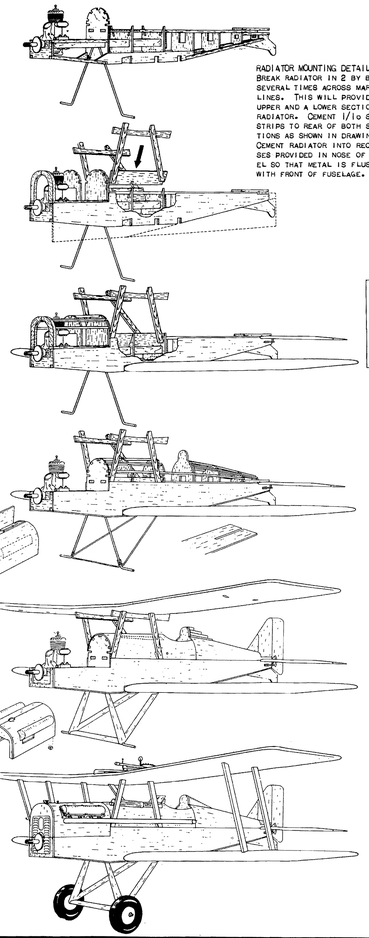
RUDDER SHOULD BE OFF-SET 1/2" TO OUTSIDE OF CIRCLE, FLOWN



STABILIZER CONSTRUCTION NOTES

SAND STABILIZER TO STREAMLINE SECTION AS SHOWN ON SIDE VIEW. BEND CONTROL HORN TO EXACT SIZE AS SHOWN ON DRAWING AND CEMENT FIRMLY TO ELEVATOR. ASSEMBLE WITH CLOTH HINGES AS SHOWN.





STEP 1

ALL PARTS MUST BE SECURELY CEMENTED FOR MAXIMUM STRENGTH, USING 2 OR 3 COATS OF GLUE WHERE NECESSARY. CEMENT PLYWOOD CONTROL PLATE F-16 BETWEEN DECK HALVES F-2 AS SHOWN. FRONT OF F-16 SHOULD BE 3/32 BEHIND FRONT OF DECK F-2 TO ALLOW ROOM FOR MOUNTING PLYWOOD FIRE WALL F-1. SHIM F-16 SO THAT TOP IS FLUSH WITH DECK AS SHOWN. CEMENT END PLATE F-3 TO TOP REAR OF DECK AS SHOWN. ALLOW TO DRY SECURELY.

STEP 2

TURN ASSEMBLED DECK OVER AND INSTALL BOTTOM END PLATE F-3. SLIP FRONT OF DECK INTO NOTCHES ON PLYWOOD FIREWALL BULKHEAD F-1 AND CEMENT SECURELY. NOW, INSTALL LOWER BULKHEADS F-4, F-5, F-6, F-7, F-8, AND F-9. ADD SIDE KEELS F-10. CEMENT PLYWOOD TAIL SKID F-11 IN PLACE, TAKING CARE THAT IT IS VERTICAL WITH DECK. SLIDE MOTOR MOUNTS THROUGH NOTCHES PROVIDED. ALL FUSELAGE JOINTS SHOULD HAVE AT LEAST 2 COATS OF CEMENT, ESPECIALLY AROUND JOINTS OF MOTOR MOUNTS AND PLYWOOD ASSEMBLIES.

STEP 3

CEMENT BULKHEAD F-12 TO REAR OF BULKHEAD F-5 TO BACK UP MOTOR MOUNT. INSTALL LANDING GEAR ON BULKHEAD F-1, USING STERLING LANDING GEAR ANCHOR LUGS AS PROVIDED. POUR CEMENT GENEROUSLY OVER NUTS TO PREVENT LOOSENING. CEMENT NOSE BULKHEAD F-13, MAKING CERTAIN NOSE BULKHEAD F-13 IS VERTICAL TO MOTOR MOUNTS. (GLUE F-14 TO SIDES OF MOTOR MOUNTS. THESE ARE FILLER PIECES TO SUPPORT SKIN COVERING.) CEMENT 3/16 SQ. LONGERONS TO FRONT & REAR OF FUSELAGE. INSTALL ENGINE AT THIS POINT. LOCK MOTOR BOLTS IN PLACE WITH PIN SOLDERED ACROSS SLOTS IN HEAD OF BOLTS AS SHOWN IN SIDE VIEW.

STEP 4

CONSTRUCT CENTER SECTION STRUT ASSEMBLIES DIRECTLY ON FULL SIZE PLANS AS DESCRIBED IN STRUT DETAIL. INSTALL STRUT ASSEMBLIES BY PUSHING THEM INTO FUSELAGE BULKHEAD SLOTS PROVIDED FOR SAME AS SHOWN IN SKETCH, MAKING CERTAIN THEY ARE PUSHED ALL THE WAY DOWN AGAINST MOTOR MOUNTS. GLUE SECURELY. IF WING FLAPS ARE TO BE USED, CUT OUT PRINTED SLOT ON SIDE KEELS F-10. COVER LOWER FUSELAGE SIDES WITH 1/16 SHEET BALSA AS SHOWN. EDGE OF SHEET SHOULD COINCIDE WITH NOSE. ALL OVERHANGING PORTION OF SHEET SHOULD BE AT REAR. TOP OF SHEET SHOULD OVERLAP ONLY HALF OF DECK THICKNESS TO PROVIDE A SEAT FOR UPPER SHEET BALSA COVERING. CAREFULLY TRIM OFF EXCESS SHEET COVERING. (REAR PORTION IS USED TO COVER TOP REAR OF FUSELAGE.) CUT OUT SKIN OVER NOTCHES IN KEELS F-10 TO CLEAR BANDS TO RECEIVE BOTTOM WING AND FLAP WIRE. IT WILL BE NECESSARY TO NOTCH INSIDE OF SKIN COVERING TO ALLOW SMOOTH FIT WHERE IT COVERS WING STRUTS. TEMPORARILY TACK-GLUE C-1 & 2 TO TOP OF MOTOR MOUNT AND FLUSH WITH INSIDE OF FUSELAGE SKIN COVERING TO ALLOW FOR COWL COVERING. CEMENT COWL BULKHEADS C-4, C-3, AND C-2 INTO POSITION.

STEP 5

ADD 1/8 SQ. STRINGERS TO COWLING, MAKING CERTAIN THAT BULKHEAD C-4 IS IN LINE WITH F-13 AND ENTIRE UNIT IS VERTICAL TO MOTOR MOUNTS. CONSTRUCT AND ASSEMBLE STABILIZER AS SHOWN IN DETAIL DRAWING. CEMENT COMPLETED LOWER WING (SEE WING DETAIL) IN PLACE SECURELY INTO FUSELAGE NOTCHES PROVIDED FOR SAME. ALLOW STAB AND WING TO DRY THOROUGHLY. INSTALL STABILIZER AND ENTIRE CONTROL SYSTEM AT THIS POINT AND CHECK FOR SMOOTHNESS OF OPERATION. IF IGNITION EWING IS TO BE USED, INSTALL IGNITION SYSTEM AT THIS TIME PLACING UNITS AS SHOWN ON SIDE VIEW.

STEP 6

CEMENT BULKHEAD F-20 TO REAR OF BULKHEAD F-19. GLUE BULKHEADS F-17, F-18, F-19 & F-20, F-21, F-22, AND F-23 IN PLACE. MAKE CERTAIN THAT F-18 IS PLACED SO THAT THE WORD "FRONT" IS ON SIDE OF BULKHEAD FACING NOSE. ADD 1/8 SQ. STRINGERS ALONG TOP OF FUSELAGE AS SHOWN ON DETAIL. COVER BOTTOM OF FUSELAGE WITH 1/16 SHEET COVERING PROVIDED. NOTCH REAR OF SHEET AS SHOWN TO CLEAR TAIL SKID. BEND 1/16 WIRE TO SHAPE FOR REAR LANDING GEAR STRUT, USING FULL SIZE DRAWING. SOLDER TO BOTTOM OF LANDING GEAR AS SHOWN. TOP OF STRUT RIDES FREELY THROUGH HOLE IN BOTTOM SHEET COVERING. THIS DETAIL IS SHOWN CLEARLY IN SIDE VIEW. CAREFULLY SLICE LOWER COWL PIECE C-1 FROM MOTOR BEARERS AND REMOVE COWL STRUCTURE. USING PATTERNS GIVEN, BUILD COWLING AS SHOWN. MOISTEN OUTER SURFACE OF SKIN AND SHEET BALSA WILL BEND RIGHT INTO POSITION. LOCATE CYLINDER BANK POSITION FROM PATTERNS.

STEP 7

USING PATTERNS AND PATTERN DIAGRAM, COVER LEFT FRONT OF FUSELAGE. WHEN DRY, CUT NOTCH IN SKIN FOR VICKERS MACHINE GUN. PLUG HOLES LEFT AT STRUT JUNCTURE. COVER RIGHT FRONT OF FUSELAGE IN SAME MANNER. COVER TOP REAR OF FUSELAGE USING PATTERNS PROVIDED FOR LEFT AND RIGHT SIDES AS SHOWN IN SKETCH. INSTALL UPPER WING BY SEATING SAME ON CENTER SECTION STRUT ASSEMBLIES. STRUTS SHOULD COME THROUGH NOTCHES IN SHEET COVERING AND BOTTOM OF WING SHOULD SEAT PERFECTLY ON TOP OF WING GAUGES. POUR CEMENT VERY LIBERALLY AROUND TOP OF STRUTS AND ALLOW TO DRY THOROUGHLY. COMPLETE LANDING GEAR BY CEMENTING L-1 AND REAR FAIRING IN PLACE. (SEE DETAIL.) ASSEMBLE AND CONTRACT RUDDER AS SHOWN IN DETAIL SKETCH. BE CERTAIN THAT RUDDER IS OFF-SET 1/2" TOWARD OUTSIDE OF CIRCLE FLOWN. CEMENT RUDDER SECURELY INTO POSITION. ASSEMBLE HEADREST AS SHOWN BY GLUING LAMINATIONS TOGETHER ON FUSELAGE. CARVE OFF EXCESS AND SAND TO FINISH SHAPE. CUT SHAPED CYLINDER BANK TO PROPER LENGTH, SAND SMOOTHLY AND CEMENT IN PLACE. CUT HOLES IN COWLING FOR ENGINE EXHAUST, NEEDLE VALVE, ETC. INSTALL SNAP FASTENERS PROVIDED IN POSITION AS SHOWN IN SIDE VIEW. CEMENT RADIATOR FRAME C-5 TO FRONT OF COWL. CEMENT RADIATOR FRAME F-24 TO FRONT OF FUSELAGE. AT THIS TIME THE GAS TANK SHOULD BE INSTALLED. (SEE DETAIL.)

STEP 8

SNAP FINISHED COWL IN PLACE ON FUSELAGE. BREAK METAL RADIATOR IN HALF AND CEMENT 1/16 SQ. STRIPS OF BALSA TO REAR. (SEE DETAIL.) CEMENT LOWER SECTION OF RADIATOR INTO RECESS ON NOSE OF FUSELAGE. CEMENT UPPER SECTION OF RADIATOR IN RECESS IN NOSE OF COWLING. SAND SHARP CORNERS OF NOSE SMOOTHLY TO A ROUNDED CONTOUR AS SHOWN ON SIDE VIEW. INSTALL OUTER BAY WING STRUTS. WHEN DRY, COVER TOP OF UPPER WING. MAKE RUDDER FAIRINGS OF SCRAP BALSA. REMOVE WING GAUGES FROM CENTER SECTION STRUTS. AFTER PAINTING, INSTALL ALL SMALL DETAILS SUCH AS GUNS, INSTRUMENT PANEL, WHEELS, WINDSHIELD, EXHAUST PIPES, ETC.

RADIATOR MOUNTING DETAIL

BREAK RADIATOR IN 2 BY BENDING SEVERAL TIMES ACROSS MARKED LINES. THIS WILL PROVIDE AN UPPER AND A LOWER SECTION OF RADIATOR. CEMENT 1/16 SQ. STRIPS TO REAR OF BOTH SECTIONS AS SHOWN IN DRAWING. CEMENT RADIATOR INTO RECESSES PROVIDED IN NOSE OF MODEL SO THAT METAL IS FLUSH WITH FRONT OF FUSELAGE.

STRINGER AND PATTERN ARRANGEMENT NOTE

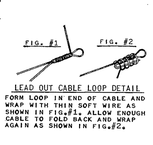
STRINGERS ARE SHOWN CLEARLY IN THIS SKETCH. NOTE THAT DOUBLE STRINGER RUNS SIDE BY SIDE ON TOP FRONT COWLING. REAR STRINGERS HAVE "Y" SECTION AFT OF COCKPIT AS SHOWN BEFORE RUNNING SIDE BY SIDE. COVERING PATTERNS ARE PLACED AS INDICATED ON DRAWING. BE CERTAIN LOCATIONS ARE MARKED FOR CENTER BANKS AND MACHINE GUNS. NOTE: MACHINE GUN CUT-OUT IS ON LEFT SIDE ONLY.

FINISH NOTE FOR SCALE DETAIL

CUT OUT AND MOUNT INSTRUMENT PANEL AND WINDSHIELD. IF WINGS ARE BUILT WITHOUT AILERONS OR FLAPS, SIMULATE SAME WITH INDIA INK. DO THE SAME FOR RUDDER AND ELEVATOR. PAINT ALL EXHAUST PIPES BLACK. CYLINDER BANKS ARE SILVER OR BLACK. PAINT ALL MACHINE GUNS BLACK. PAINT LEWIS GUN TRACK EITHER SILVER OR BLACK. WINDSHIELD SUPPORTS ARE SAME COLOR AS FUSELAGE. STRUTS CAN BE COLOR OF WING OR NATURAL WOOD FINISH. OUTLINE COCKPIT WITH TUBING. PAINT IN STEP. SIMULATE STITCHING WITH INDIA INK AS SHOWN ON SIDE VIEW. ADD FLYING WIRES AND GUN SIGHTS. CEMENT RADIATOR CAP IN POSITION. CAREFULLY SLICE DECALS FROM BACKING AND APPLY TO DESIGNATED PLACES. THIS SHOULD COMPLETE YOUR S.E.5.

PATTERN DETAILS

PATTERNS ARE FULL SIZE FOR COVERING UPPER PORTION OF FUSELAGE. TRACE FROM PLANS ON TO 1/16 SHEET BALSA. PATTERN LOCATIONS ARE SHOWN ON DETAIL DRAWING. MAKE 2 OF EACH. MOISTEN OUTSIDE OF SHEET BALSA BEFORE CEMENTING IN PLACE FOR EASY BENDING.



LEAD OUT CABLE LOOP DETAIL

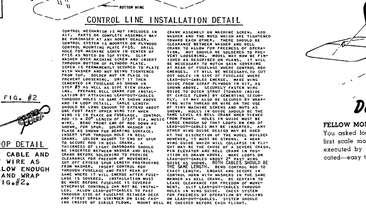
FORM LOOP IN END OF CABLE AND WRAP WITH THIN SOFT WIRE AS SHOWN IN FIG #1. ALLOW ENOUGH CABLE TO FOLD BACK AND WRAP AGAIN AS SHOWN IN FIG #2.

STRUT DETAIL

PIN WING GAUGE AND F-15 DIRECTLY TO PLANS AS SHOWN. SAND 3/8 x 5/32 WHITE PINE PROVIDED TO STREAMLINE SHAPE AS SHOWN ON SIDE VIEW. USING FULL SIZE LAYOUT, CUT TO PROPER LENGTH. CEMENT STRUTS PERMANENTLY TO F-15 AND ONLY TACK-GLUE TO WING GAUGE. (WING GAUGE WILL BE REMOVED WHEN UPPER WING IS MOUNTED IN PLACE.) WHEN DRY, CUT CORNER OFF TOP OF REAR STRUT AS SHOWN.

FINISHING THE S.E.5

THERE WERE VARIOUS COLOR SCHEMES USED ON THE S.E.5. SOME WERE ALL WHITE WITH BLACK DETAILS AS OUR MODEL WAS FINISHED. SOME WERE CAMOFLAGED WITH BROWNS, YELLOWS, OLIVE DRABS, ETC.; BOTTOM PAINTED SKY BLUE. ANOTHER COLOR SCHEME WAS OLIVE DRAB FUSELAGE AND RUDDER WITH YELLOW WING AND TAIL. ALL EMPLOY THE REGULATION INSIGNIA. FOR BEST RESULTS LEAVE ALL DETAILS SUCH AS EXHAUST, GUNS, ETC. OUT UNTIL AFTER MODEL HAS BEEN PAINTED. CHECK ENTIRE MODEL FOR SMOOTHNESS BEFORE APPLYING PAINT. USE FOLLOWING PAINT PROCEDURE: ALL WOOD AND TISSUE SURFACES SHOULD HAVE 2 OR 3 COATS OF CLEAR DOPE. APPLY 3 HEAVY COATS OF DUCO PYROXALIN AUTO PRIMER, SAND TO GLASS LIKE FINISH WITH #400 WET-OR-DRY SANDPAPER, USED WET. FINAL FINISH IS OBTAINED BY USING 4 COATS OF DUCO AUTOMOBILE LACQUER. USE SPRAY GUN FOR BEST RESULTS. ALLOW FINISH TO DRY AT LEAST 3 DAYS. USING CHEESE CLOTH AND DUCO SUPERFINE RUBBING COMPOUND, RUB FINISH UNTIL A BEAUTIFUL HIGH GLOSS IS OBTAINED. ADD SCALE DETAILS. WHEN FINISHED, BE CERTAIN MODEL BALANCES APPROXIMATELY 2" BACK OF LEADING EDGE OF TOP WING. IF NECESSARY, ADD WEIGHT TO NOSE. GOOD LUCK!!



CONTROL LINE INSTALLATION DETAIL

CONTROL METHOD USED ON THIS MODEL IS THE SAME AS USED ON ALL STERLING CONTROL LINE MODELS. IT IS THE MOST SIMPLE AND EFFECTIVE METHOD KNOWN. CONTROL HORN MAY BE MADE FROM SCRAP BRASS OR BENT FROM WIRE. IT IS SHOWN AS BENT FROM WIRE. IT IS ALSO AVAILABLE AS A STAMPED PART IN OUR HARDWARE KITS. CONTROL HORN IS SOLDERED TO CONTROL WIRE AND CEMENTED TO ELEVATOR. CONTROL WIRE IS BENT TO FORM A LOOP AT ONE END AND SOLDERED TO CONTROL HORN. OTHER END IS BENT TO FORM A HANDLE AND INSERTED IN HANDLE. CONTROL LINES ARE ATTACHED TO LOOP IN CONTROL WIRE. CONTROL LINES ARE ATTACHED TO CONTROL WIRE BY MEANS OF A LOOP AT ONE END OF CABLE. LOOP IS FORMED AND WRAPPED AS SHOWN IN DETAIL. CABLE IS THEN SOLDERED TO CONTROL WIRE. CONTROL WIRE IS BENT TO FORM A HANDLE AND INSERTED IN HANDLE. CONTROL LINES ARE ATTACHED TO LOOP IN