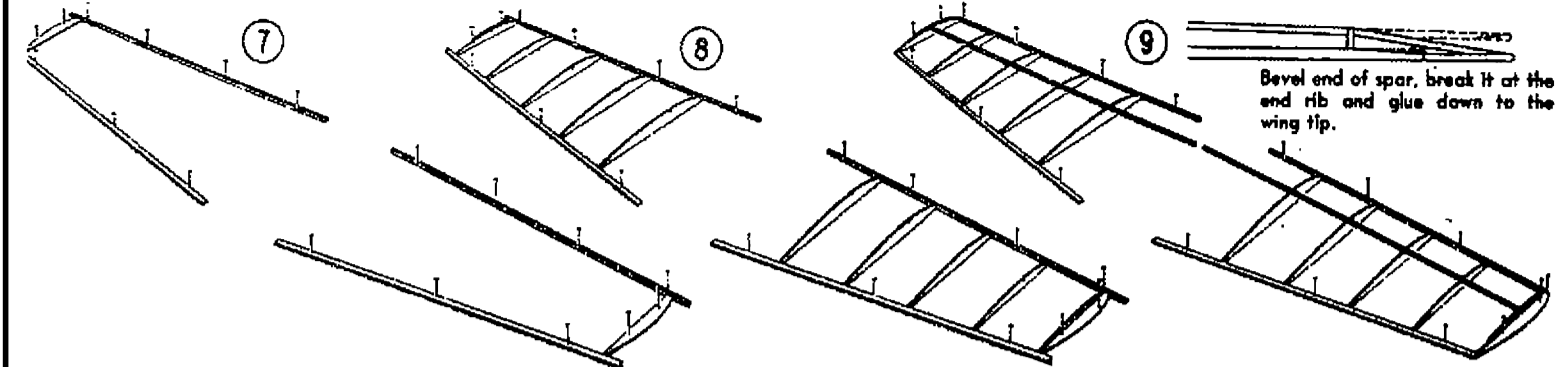


The end rib is installed by first sliding the spars into the dihedral jig until the leading and trailing edges touch the wing base plates. Then glue the end ribs to the spar and leading and trailing edges, keeping the rib flat against the fuselage.



Build the wings directly over the plan. A piece of waxed paper may be used over the plan to prevent glue from sticking to it. Start by pinning down the leading and trailing edges. Cut out wing tip pieces and glue in place.

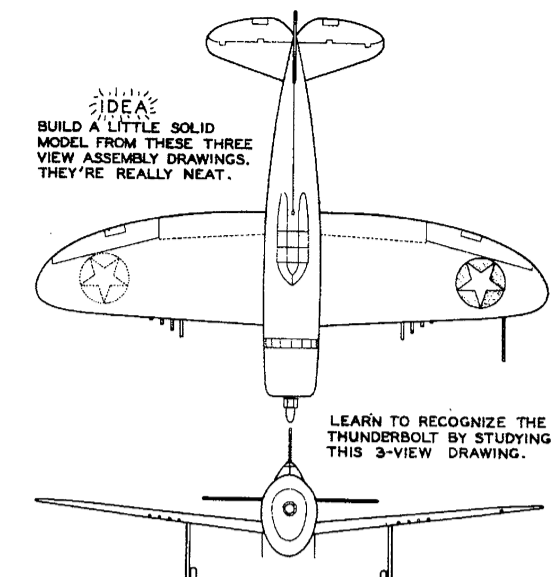
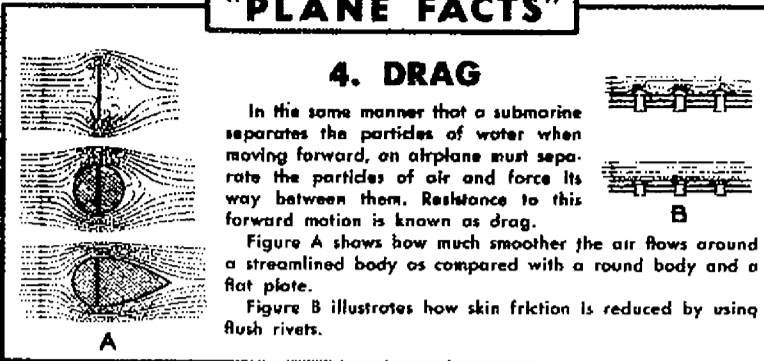
Cut out wing ribs carefully and glue them between the leading and trailing edges, trimming to fit if necessary. Do not install the end ribs yet as they have to be put in with a slant to accommodate the dihedral angle.

Install the top spars, gluing them into notches in top of ribs. When dry, remove framework from plan.

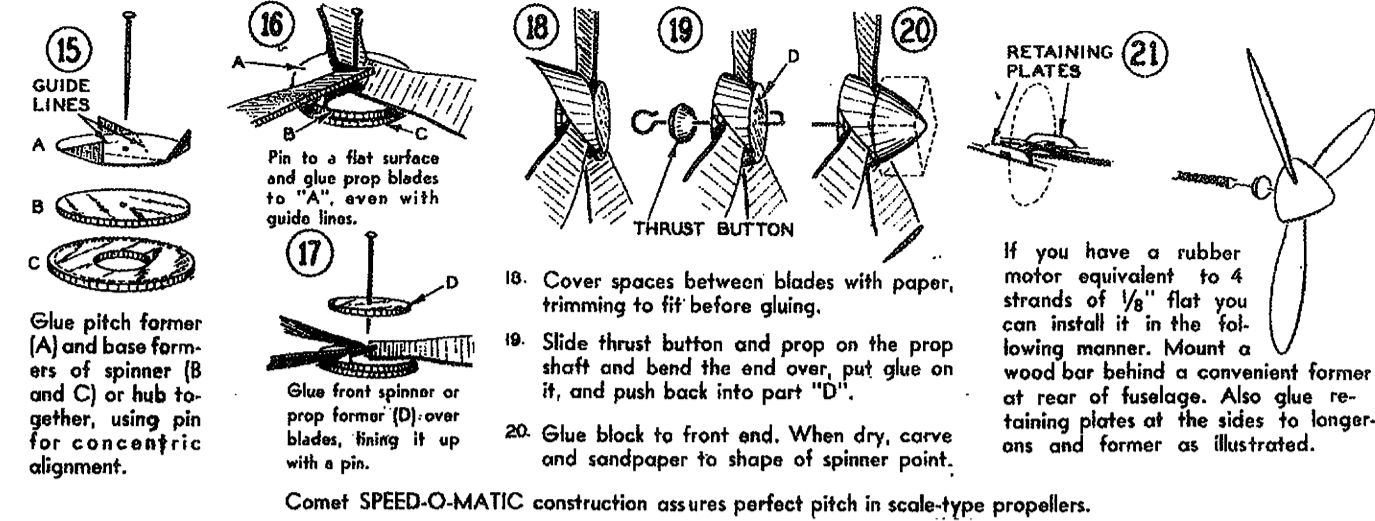
"PLANE FACTS"

4. DRAG

In the same manner that a submarine separates the particles of water when moving forward, an airplane must separate the particles of air and force its way between them. Resistance to this forward motion is known as drag. Figure A shows how much smoother the air flows around a streamlined body as compared with a round body and a flat plate. Figure B illustrates how skin friction is reduced by using flush rivets.



LEARN TO RECOGNIZE THE THUNDERBOLT BY STUDYING THIS 3-VIEW DRAWING.



Glue pitch former (A) and base formers of spinner (B and C) or hub together, using pin for concentric alignment.

Glue front spinner or prop former (D) over blades, lining it up with a pin.

Cover spaces between blades with paper, trimming to fit before gluing.

If you have a rubber motor equivalent to 4 strands of 1/8" flat you can install it in the following manner. Mount a wood bar behind a convenient former at rear of fuselage. Also glue retaining plates at the sides to longerons and former as illustrated.

Comet SPEED-O-MATIC construction assures perfect pitch in scale-type propellers.

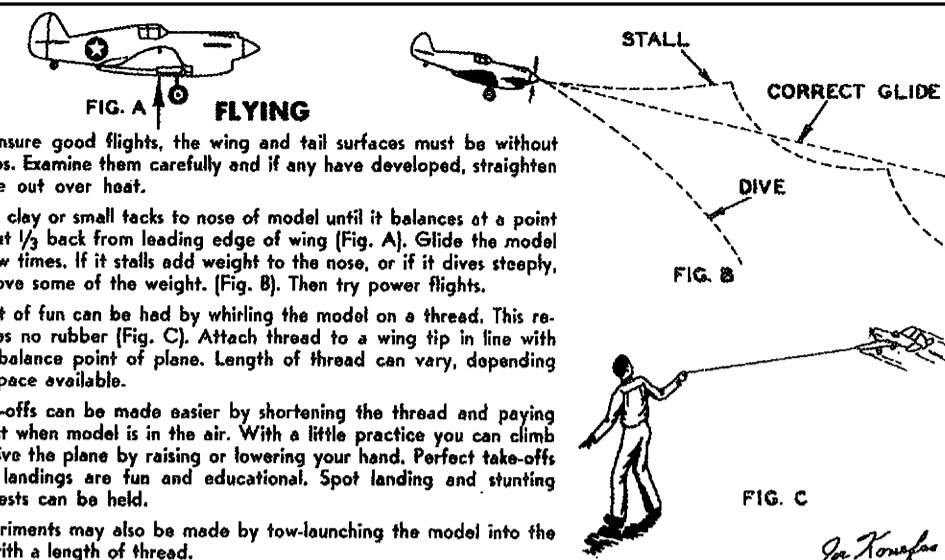


FIG. A FLYING

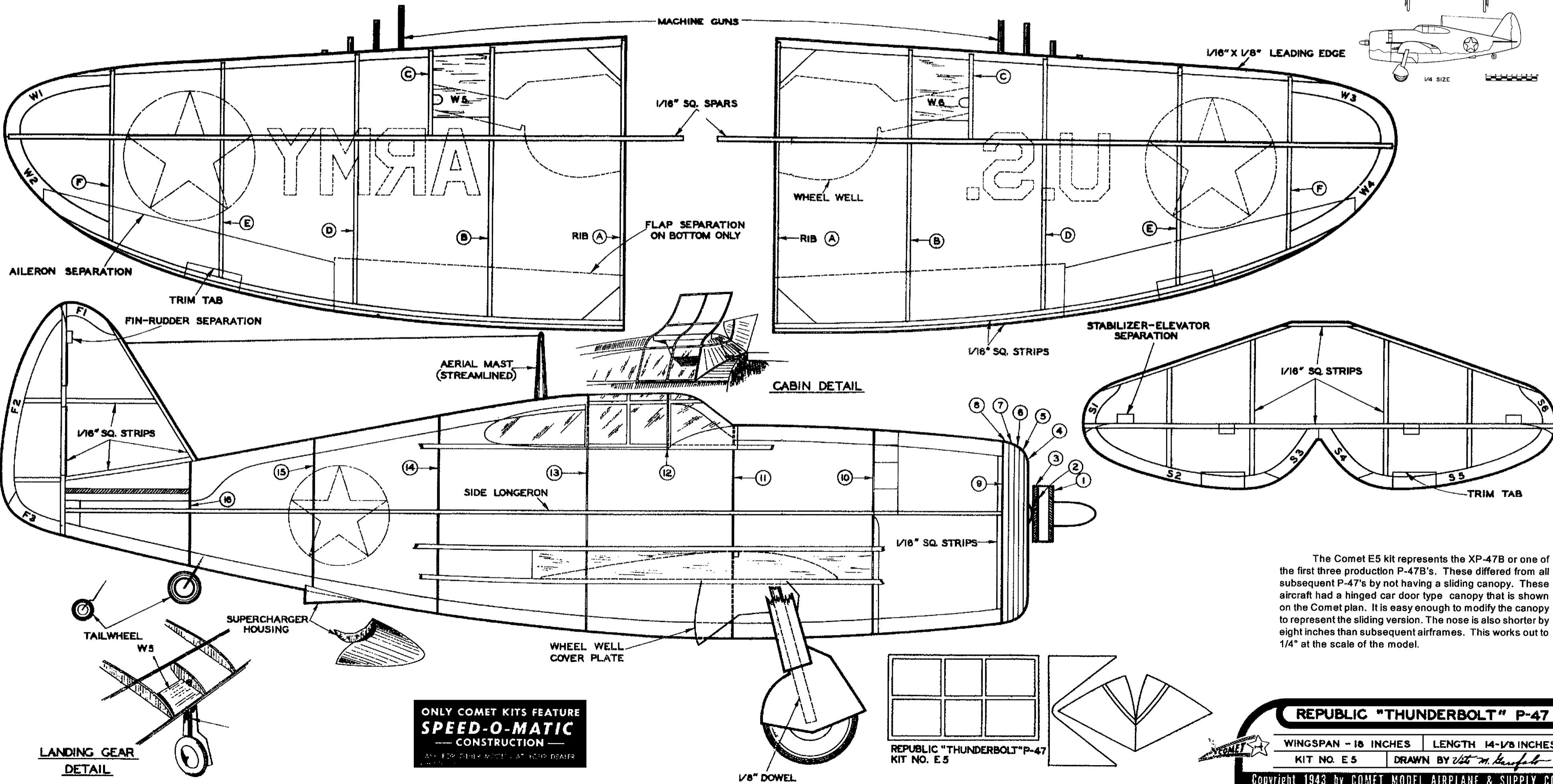
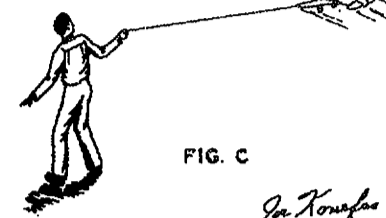
To insure good flights, the wing and tail surfaces must be without warps. Examine them carefully and if any have developed, straighten these out over heat.

Add clay or small tacks to nose of model until it balances at a point about 1/3 back from leading edge of wing (Fig. A). Glide the model a few times. If it stalls add weight to the nose, or if it dives steeply, remove some of the weight. (Fig. B). Then try power flights.

A lot of fun can be had by whirling the model on a thread. This requires no rubber (Fig. C). Attach thread to a wing tip in line with the balance point of plane. Length of thread can vary, depending on space available.

Take-offs can be made easier by shortening the thread and paying it out when model is in the air. With a little practice you can climb or dive the plane by raising or lowering your hand. Perfect take-offs and landings are fun and educational. Spot landings and stunting contests can be held.

Experiments may also be made by tow-launching the model into the air with a length of thread.

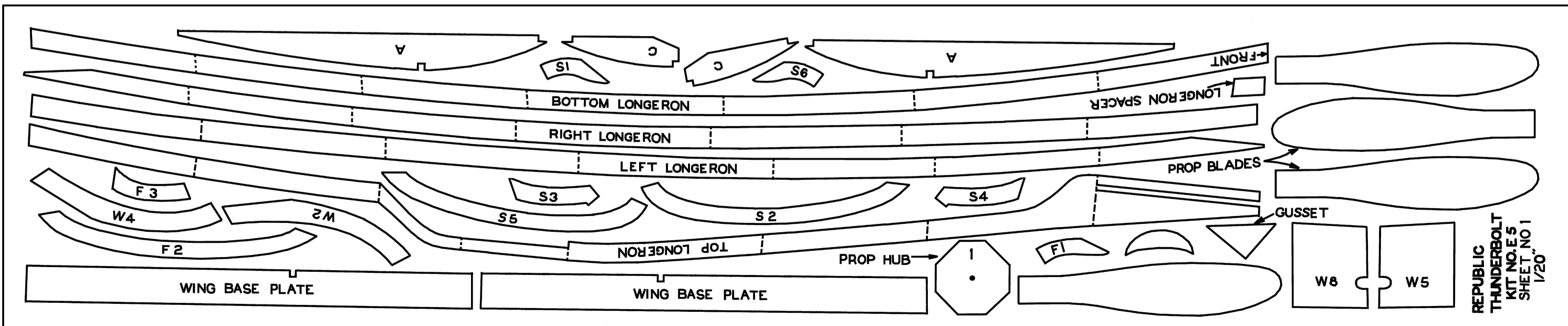
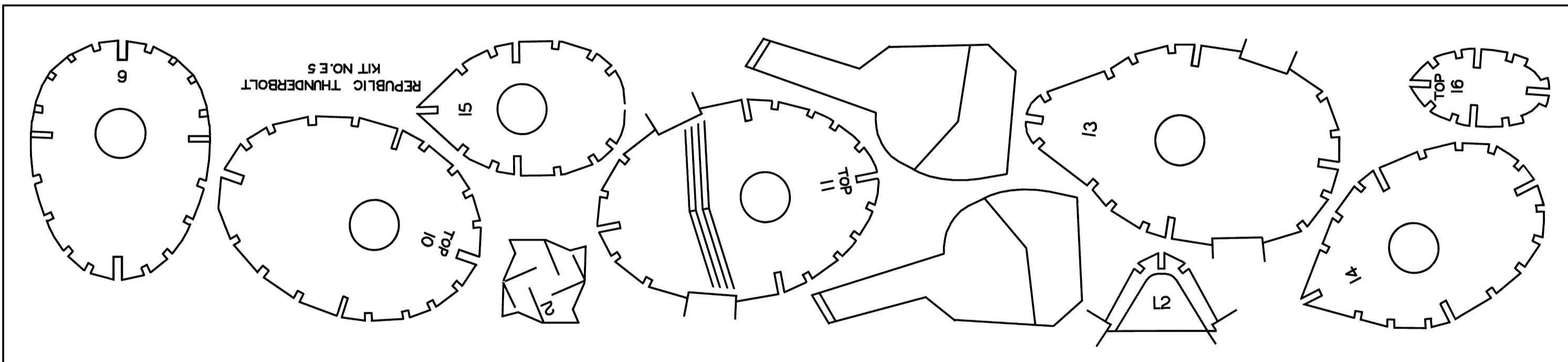
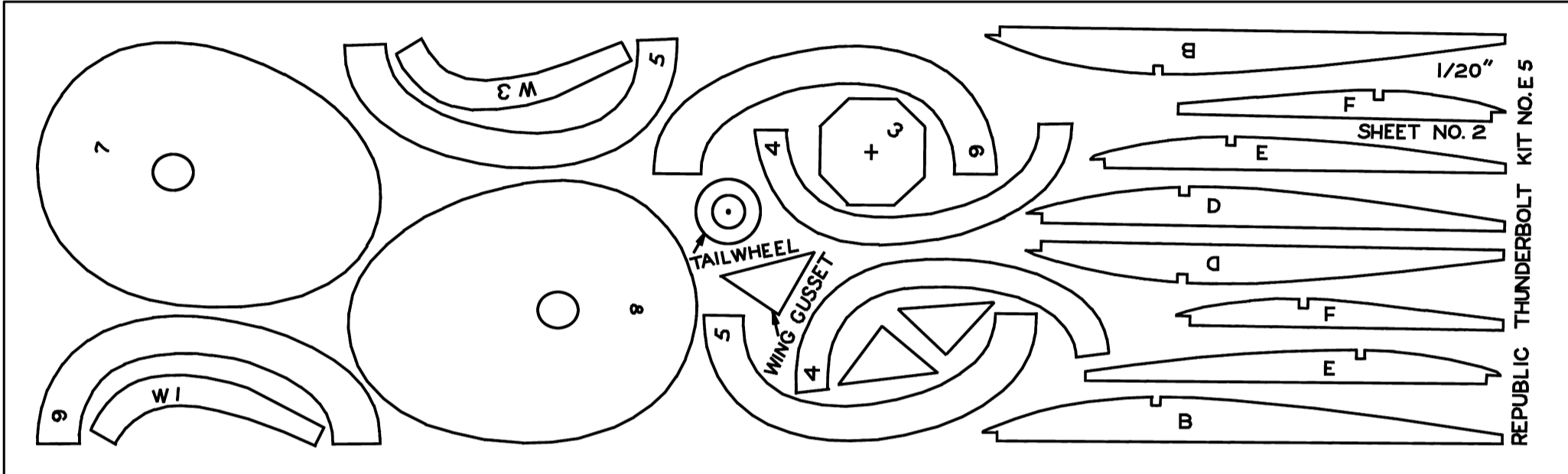


The Comet E5 kit represents the XP-47B or one of the first three production P-47's. These differed from all subsequent P-47's by not having a sliding canopy. These aircraft had a hinged car door type canopy that is shown on the Comet plan. It is easy enough to modify the canopy to represent the sliding version. The nose is also shorter by eight inches than subsequent airframes. This works out to 1/4" at the scale of the model.

REPUBLIC "THUNDERBOLT" P-47

WINGSPAN - 18 INCHES LENGTH 14-1/8 INCHES
KIT NO. E 5 DRAWN BY *Wm. Kaufert*

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ONLY COMET KITS FEATURE
SPEED-O-MATIC
CONSTRUCTION

LANDING GEAR
DETAIL

REPUBLIC
"THUNDERBOLT"
KIT NO. E 5
SHEET NO. 1
1/20"