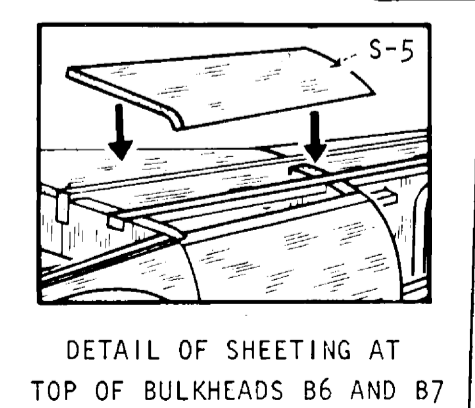


PATTERN SHEET
Kit No. 1501 CESSNA 170A

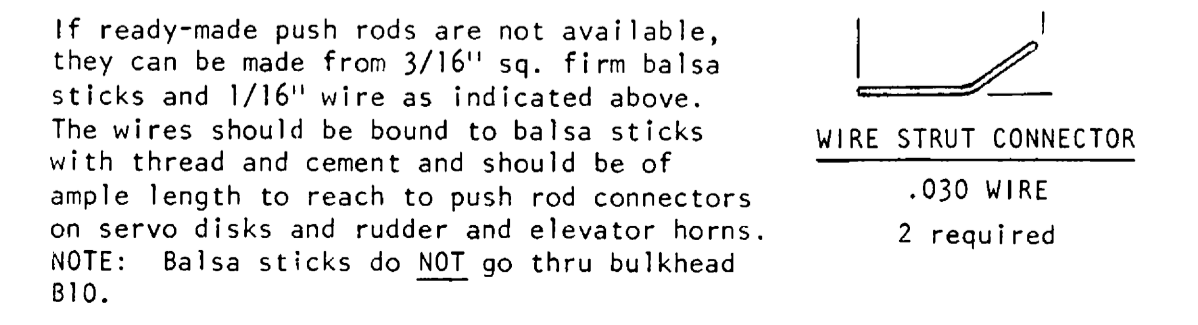
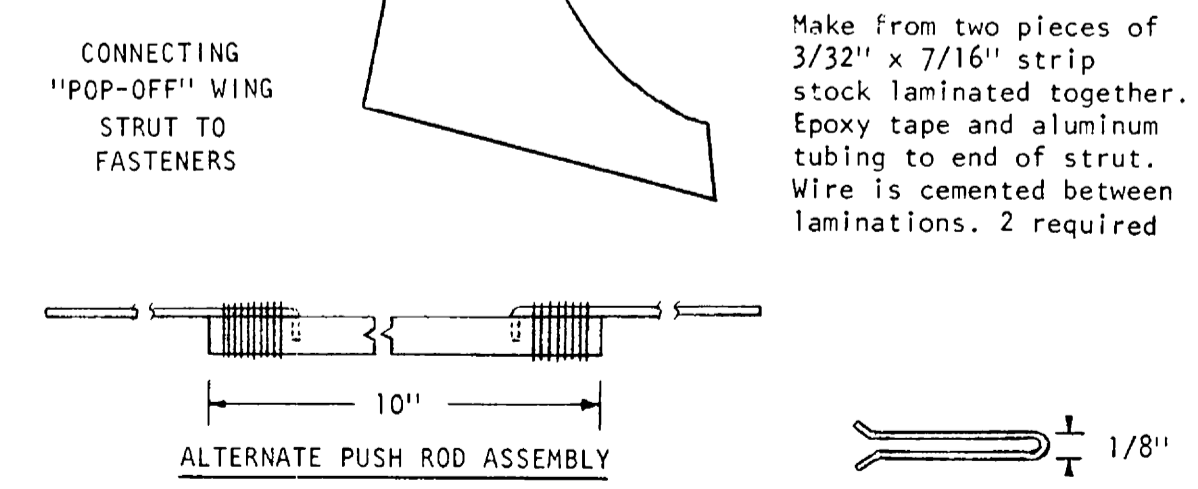
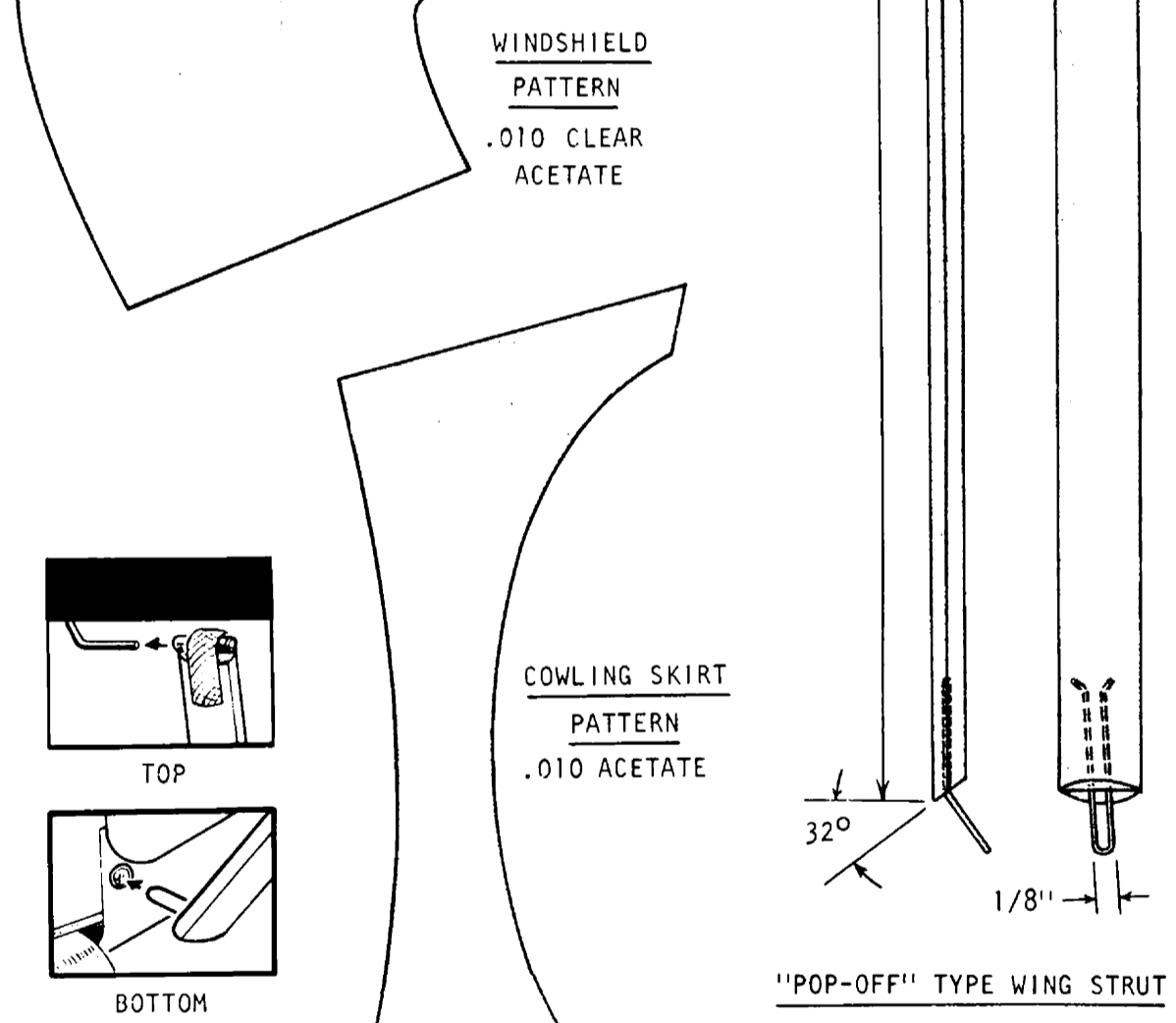
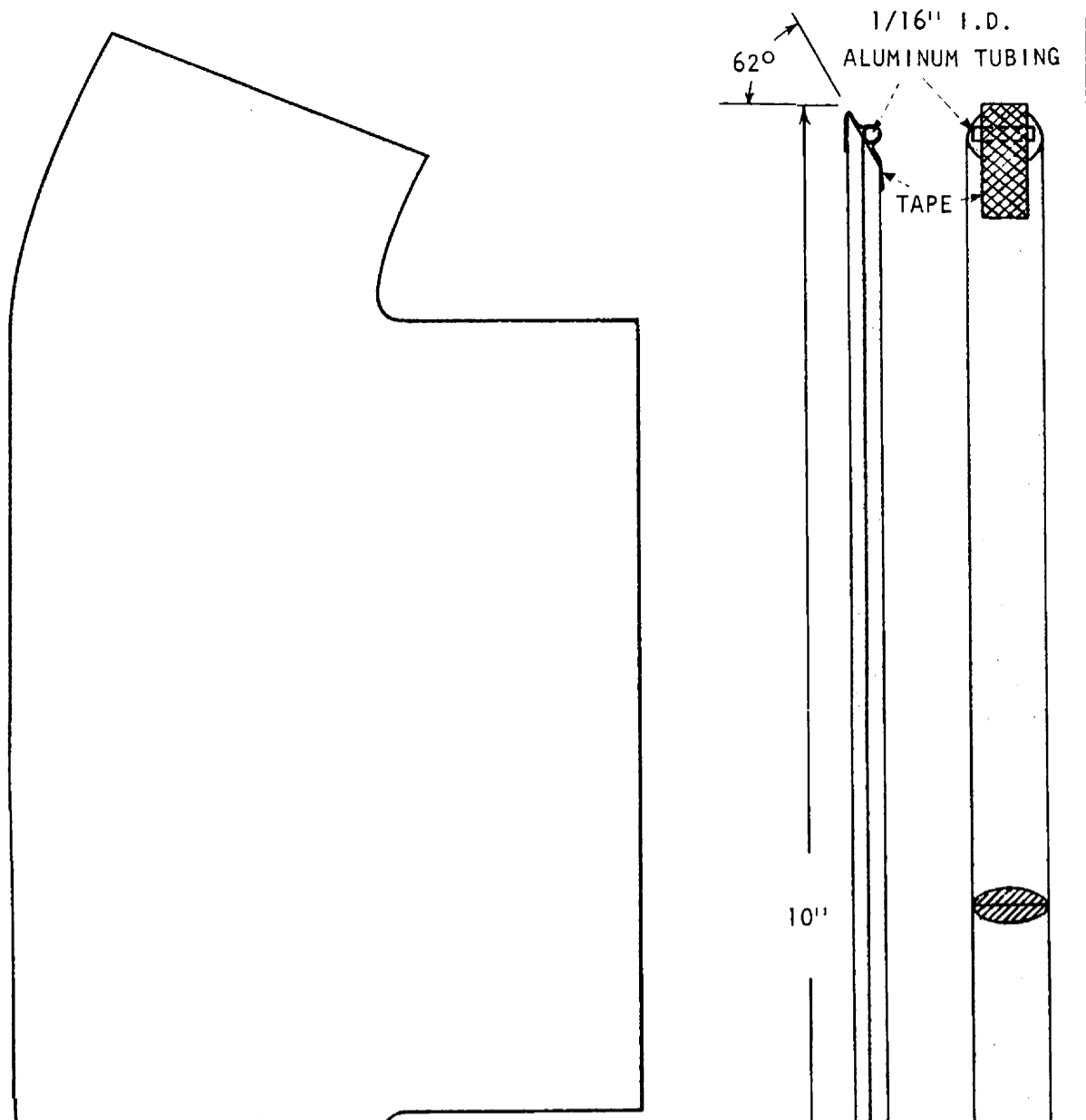
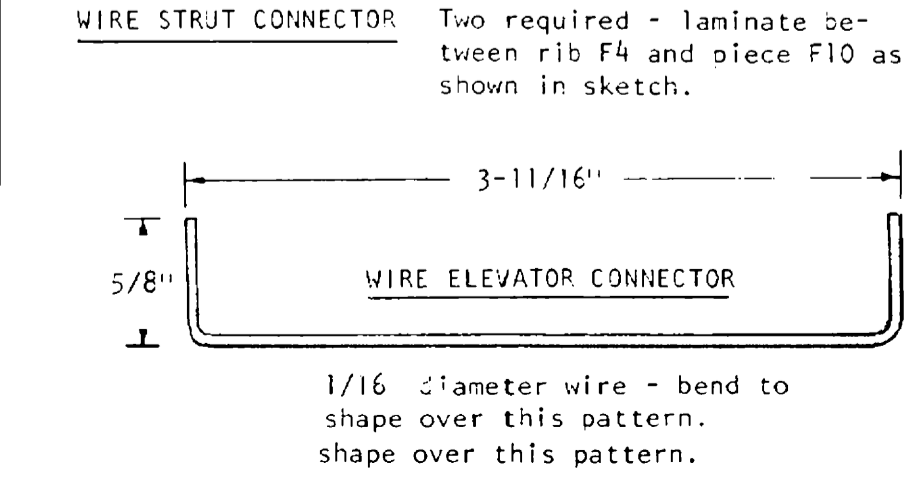
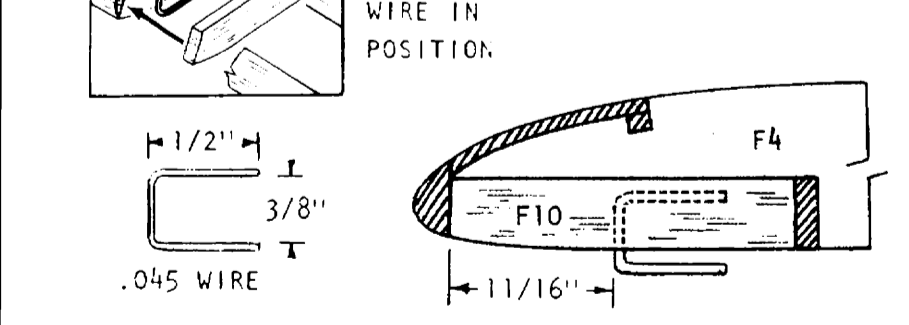
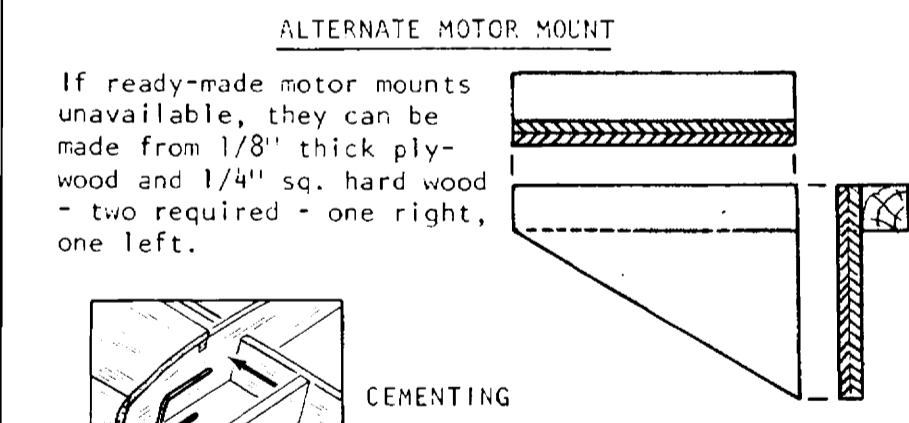
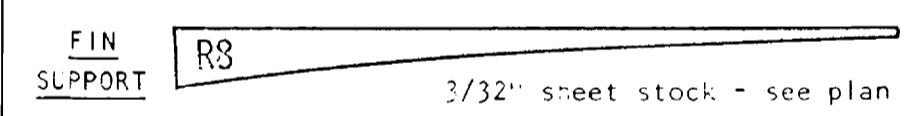


All sheeting is 1/16" thick balsa. Two of each piece required - small arrows indicate front edge of each piece.

FUSELAGE SHEETING

Sheeting the fuselage is straight-forward and should present no difficulties. It is suggested that you follow the sequence outlined, however, and that you prepare yourself with a container of water, a small paint brush or swab, straight pins, and some rubber bands. A small roll of masking tape may also be useful. The printed sheet panels are slightly oversize to allow trimming, and should be prefitted to your structure before they are cemented on. It's also advisable to sheet alternate sides as you go, to minimize any tendency to warp the fuselage. Begin sheeting with the S-1 window panel on both sides and follow with S-2 aft window panels. Both of these can be installed dry, though the S-2 panels will have to be pulled in at the upper aft corners to follow the contour of bulkhead 6. S-3 should now be fitted to butt against S-2 and lap over the stringer, with the aft edge extending midway onto bulkhead 7. Do not trim the upper edge of S-3 until after it has been cemented into place on C6. Cement S-3 into place against S-2 and on the stringer. After this has dried, roll it gently into place over bulkhead 7 and onto C6. If the sheet appears stiff and in danger of cracking, moisten the outside surface and it will then roll into place. Cement and secure with pins and rubber bands. The same process can now be followed with S-4, cementing it first on top of lower stringer (refer to sketch), letting it dry, then moistening the outer surface and rolling it over bulkheads B7, B8, B9 and B10 and lapping it onto upper stringer. The two S-5 panels can now be trimmed to fit and glued into place.

Moving forward, the S-6 panel should be butted against S-1 and trimmed to lap halfway onto the side keel. Cement these two joints and let dry, then moisten the outer surface and roll over bulkheads B1, B2 and B3, and trim to lap halfway onto upper stringer. Cement and secure with pins and rubber bands. Now add the S-7's and S-8's, both of which can be done dry, and follow with S-9, moistening if necessary. Finish the nose section with the two S-10's, and then move aft with the S-11's, S-12's and S-13's in sequence, using the cement-one-edge-and-moisten technique previously described. Add the remaining S-14, S-15, S-16 and S-17 trim pieces and sand the entire fuselage thoroughly.



WIRE STRUT CONNECTOR
.030 WIRE
2 required

If ready-made push rods are not available, they can be made from 3/16" sq. firm balsa sticks and 1/16" wire as indicated above. The wires should be bound to balsa sticks with thread and cement and should be of ample length to reach to push rod connectors on servo disks and rudder and elevator horns. NOTE: Balsa sticks do NOT go thru bulkhead B10.