

Additional Instructions

Construction can be started by cutting the wing ribs, spars and sheet covering to the correct shape. It will be found that the sheet covering must be built joined segments to order to obtain the correct shape. These should be cemented together before the ribs and spars are attached. Cement the spars to the sheet covering after the spar has been tapered to the correct dimensions. Now, cement the ribs in place holding them in their proper position with pins until cement is dry. Saw the plywood wing spar jointer in one piece and firmly cement this to the spars and lower covering. This will form the correct dihedral automatically. While this is drying the landing gear should be constructed. Saw the plywood "sandwich" to shape and firmly cement the struts between them using plenty of the adhesive. When thoroughly dry, apply the sheet covering to the landing gear. This is passed through axle first and the assembly is then thoroughly cemented to the lower covering. Apply several coats of cement. Do not add the upper covering until this structure is dry. Saw the leading and trailing edge of the lower covering to the correct shape of the upper covering. The ribs and the upper covering is cut to shape and butt joined. It can be cemented to the spars. Hold the ribs in place until dry. Now, apply a slow drying cement to the upper covering. Fit the covering to these items until the covering is dry. Add the solid balsa wing tips and this assembly aside to dry.

The basic fuselage structure consists of sheet balsa sides and bottom with a planked top. First, cut the sides and bottom to the correct shape. Cement the sides and bottom to a 1/2" sheet balsa top. Now, cement the elevator and stabilizer. Note that the entire portion directly under the wing must be cemented to the fuselage. Cut where shown on the plans. Now, cement the sides to the fuselage. The rear of the sides as shown in the top view and cement together. Also cement the elevator and stabilizer in place at the line holding in place with pins until dry. Install the remaining balsa ribs, one by one, carefully bending the sides together. If necessary, wet the outside of these sides with hot water. Cement the sides to the fuselage. When you reach the nose, the mounting are installed. These can be either hardwood beam secured to the fuselage or a standard commercial metal triangle mount bolted to the fuselage. The four ribs and make it now. Either type works well. The four ribs and make it now. Either type works well. The four ribs and make it now. Either type works well.

This fuelage assembly is firmly cemented to the top of the wing and the fuselage side below the wing, and only cut away, can now be cemented in place. Cut the landing gear to the correct shape and cement to a streamline cross-section. Firmly cement the elevator to the fuselage. Cement the elevator horn and hinge this assembly to the stabilizer using cloth or paper hinges. Cement the elevator horn and hinge this assembly to the stabilizer using cloth or paper hinges. Cement the elevator horn and hinge this assembly to the stabilizer using cloth or paper hinges.

The bottom of the fuselage is now covered with 1/4" sheet balsa until cement is dry. The upper portion of the fuselage is now covered with 1/4" sheet balsa until cement is dry. The upper portion of the fuselage is now covered with 1/4" sheet balsa until cement is dry. The upper portion of the fuselage is now covered with 1/4" sheet balsa until cement is dry.

Fill the tail joints with several coats of cement and the wing joint with plastic wood. This should be applied with the fingers in many thin layers until the proper shape has been attained. Wipe thoroughly dry. The fillet can be added to its final shape to fill into the fuselage and wing. At this time, the miscellaneous items such as the engine cooling outlet can be fitted. This need only be added if an inverted engine is installed. It is suggested that the engine hatch be carefully cut away and the entire cool interior given about three coats of full-proofer. The engine can now be installed and the fuel tank cemented in place using fuel proof cement. Prepare the model for painting by applying a minimum of four coats of "Mastic Sealer" or other type of wood filler. Many more coats can be applied if desired in order to produce a super-finish. Remember, only the "Mastic" closes the pores in the wood, the paint merely colors the plane and will not fill in any pores left open by the wood filler or sealer. Therefore, be sure you have attained the desired finish with sealer before you start painting. The last few coats can be sanded with a superfine wet sandpaper. The entire lower portion of the model is colored gray while the top is made up of patches of gray and brown. The first step is to brush on two coats of "Tintone" medium gray dope over the entire model. Sand lightly when dry and brush on two more coats thinning the first coat about 10% and the next coat 20%. This should make the average model builder. Of course, added coats can be applied if desired. Wipe off the edges firmly to the surface to prevent the dope from bleeding under the surface. Apply four coats of brown dope to which has been added about 10% green dope in order to attain a very slight olive hue. Use the last two coats as prescribed in the instructions for the gray dope.

When thoroughly dry, rub the tape and rub the craft briskly with automotive rubbing compound applied with a wet absorbent cotton. Complete the polishing procedure with another rubbing with a clean soft flannel cloth. Rub a small area at a time and do not rub harder than necessary on one area. Rubbery polish the entire skin in several "waves" until the desired finish is obtained.

Miscellaneous items such as wheels, exhaust stacks, and antenna can be added at this time. The "Typhoon" model is equipped with three blades from standard model airplane propellers. This is made by half lapping three blades from standard propellers. This should be painted black and fitted to an antenna base. The antenna should be covered white. After all the trim and detail markings have been completed, this should be carefully applied so as not to leave any spot of the model's surface unprotected. Try to apply the clear fuel proofers in a clear dust free room because it is virtually impossible to sand or rub down any undesirable mark on this final surface.

It is most important that the model balance at the point shown before any flying is attempted. Add lead weight in the nose or tail to correct any imbalance. Models of this size and power should not be flown on thread or fish line. Use stainless steel lines of .009" to .010" diameter for complete safety. Use the smaller lines for engines under .25 cc.

The long tail moment is made our "Typhoon" model a "ramp" or "hump" on the conventional wing. This is characteristic to watch for that would cause difficulty in operation. Cut off to the final flying circle for only realistic flights with your replica "Typhoon".

Parts list: 1/4" x 1/4" x 1/4" medium balsa for stabilizer; 1/4" x 1/4" x 1/4" medium balsa for elevator; 1/4" x 1/4" x 1/4" medium balsa for fuselage planking; need 1, 1/8" x 1/4" x 1/4" plywood for fuselage; need 1, 1/8" x 1/4" x 1/4" plywood for engine and bellcrank; need 1, 1/8" x 1/4" x 1/4" plywood for landing gear; need 1, 1/8" x 1/4" x 1/4" plywood for control rod; need 1, 1/8" x 1/4" x 1/4" plywood for tail wheel; need 1, 1/8" x 1/4" x 1/4" plywood for bellcrank; need 1 scientific instrument; 2 ea. brown dope, fuel proofers, celluloid sheet, a section of hollow canopy, brass, wheels, spinner, 1 ea. black dope, pen holders, tin can, plastic balsa, dowels, fuel tank.

1/4" SHEET Balsa EMPENNAGE
STABILIZER
1/2" SHEET Balsa SOLID WING TIP
BLACK "TRIM-FILM" LANDING LIGHT
SHARPEN
CANNON LOCATION
WIRE LANDING GEAR
1/8" PLYWOOD LANDING GEAR SUPPORT
TWIST & SOLDER
3/16" DOWEL SPAR, CEMENT TO ELEVATOR HALVES
BLUE
RED
LEADOUT LINE
PLYWOOD SPAR JOINER
CLOTH HINGES
ELEVATOR
1/4" SHEET Balsa SPAR TAPER FROM 7/8" TO 3/8"
SMALL SCREW EYE
1/8" PLYWOOD WING SPAR JOINER (MAKE IN ONE PIECE)
LIGHT
Balsa SPAR
INDIA INK AILERON OUTLINE
RIB SECTION NO. 3
3/32" SHEET Balsa WING COVERING
FOUR BLACK STRIPES ON UNDERSIDE ON WING
FUSELAGE LINE
PLANE CENTERLINE
LEAD OUT LINE
1/8" PLYWOOD LANDING GEAR FOUNDATIONS
CANNON LOCATION
ROCKET MOUNT
ROCKETS (OPTIONAL)
ROCKET INSTALLATION
1/2" PINS
TIN CAN METAL WHEEL DOOR
AIR INLET OPENING
SOLDER WASHER TO AXLE
PLASTIC WOOD
ENGINE MOUNT
WHITE NOSE
CUT AWAY FOR ENGINE CYLINDER
PERFECT NO. 9 2 OZ. TANK
ROUND OFF NOSE
HOLLOW Balsa BLOCK NOSE AS SHOWN
"FOX 29" ENGINE INSTALLED
COOLING AIR INLET
COOLING AIR OUTLET
SHEET METAL DEFLECT
WHEEL COVER
3/8" SQUARES
SPACE FOR SPAR AND PLYWOOD SPAR JOINER
SHEET METAL DOOR
WHEEL COVER

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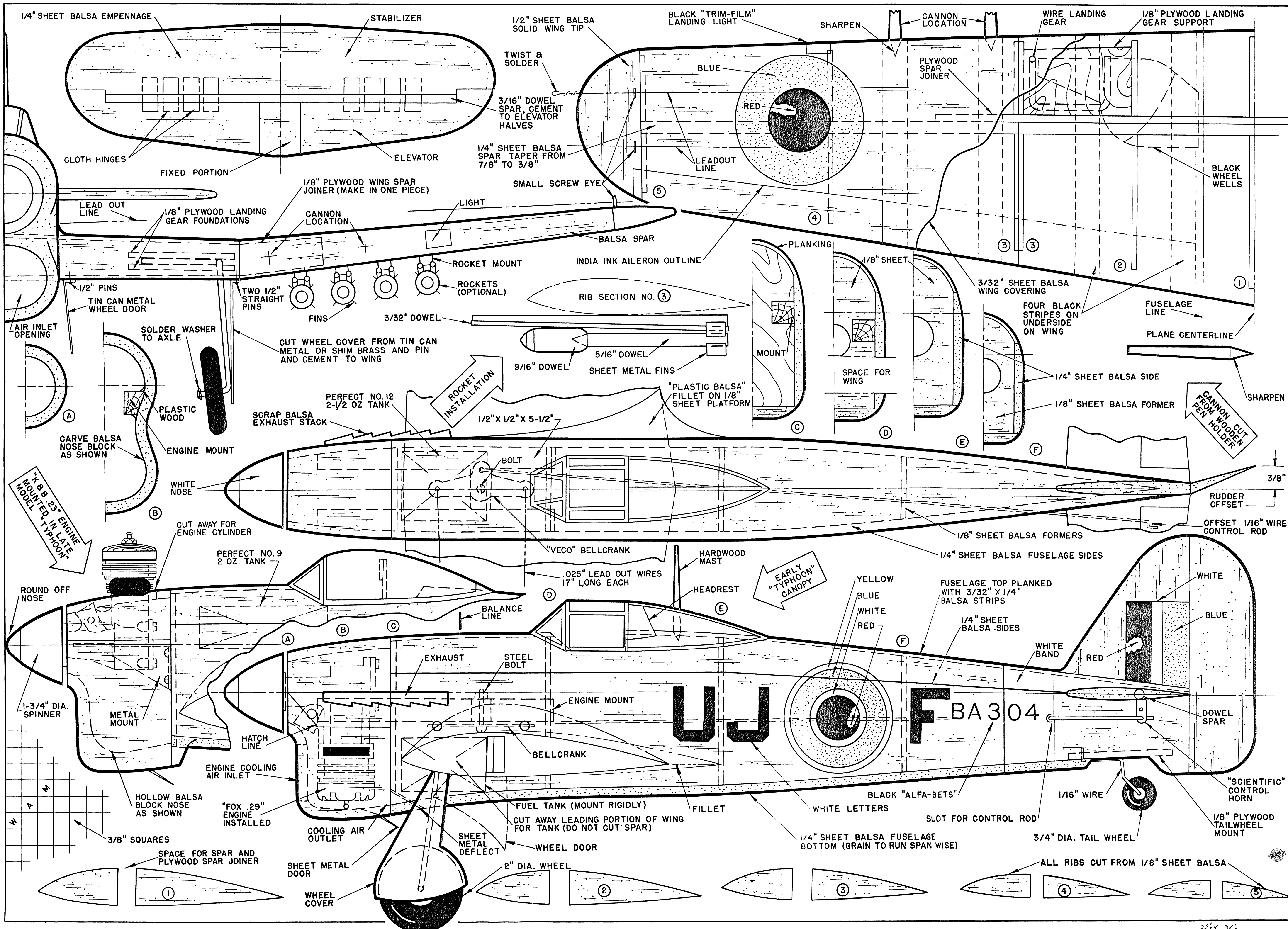
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Hawker Typhoon
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