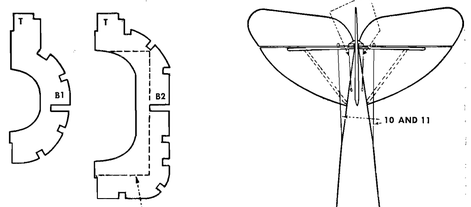
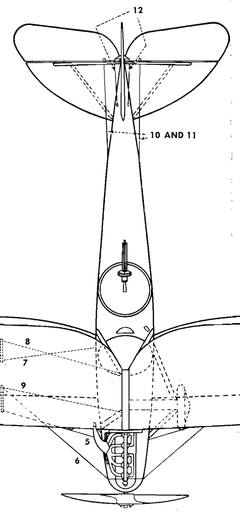
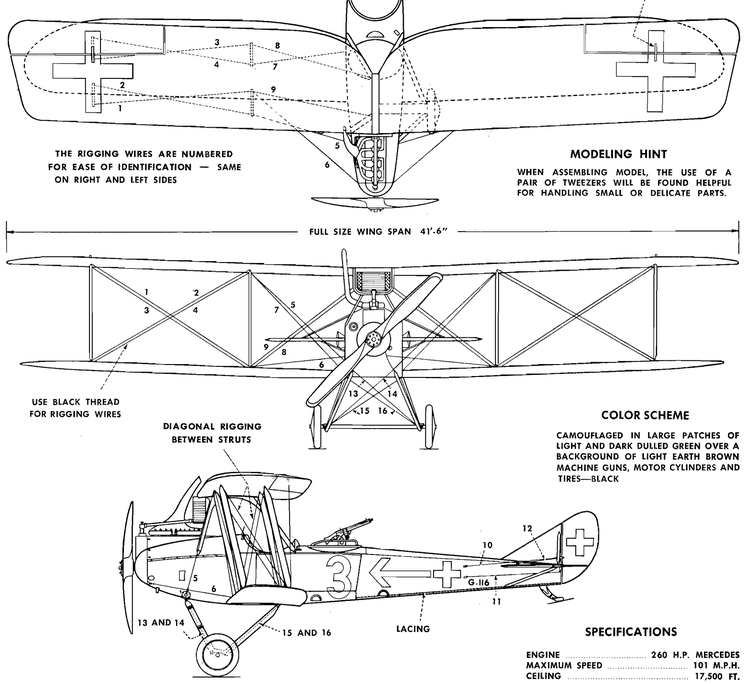
PRINTED IN THE U.S.A.



POSITION OF PLYWOOD MOTOR MOUNT — FOR GAS MOTOR INSTALLATION ONLY





THE RIGGING WIRES ARE NUMBERED FOR EASE OF IDENTIFICATION — SAME ON RIGHT AND LEFT SIDES

FULL SIZE WING SPAN 41'-6"

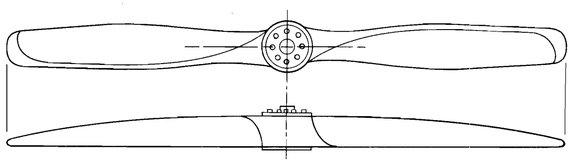
USE BLACK THREAD FOR RIGGING WIRES

DIAGONAL RIGGING BETWEEN STRUTS

13 AND 14

15 AND 16

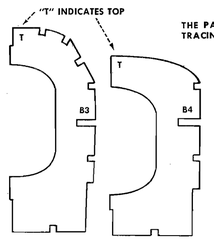
LACING



FULL SIZE SCALE PROPELLER

(MATERIAL NOT FURNISHED IN KIT)

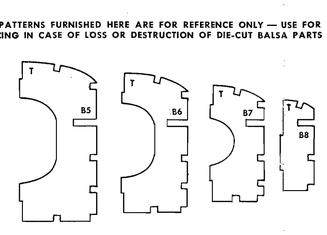
COLOR: NATURAL WOOD FINISH WITH COPPER LEADING EDGE AND TIPS



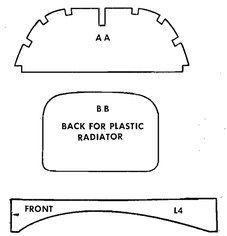
FUSELAGE FORMERS

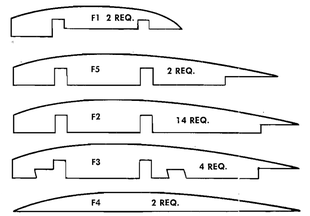
2 OF EACH REQUIRED EXCEPT AA AND BB

AILERON BELLCRANK

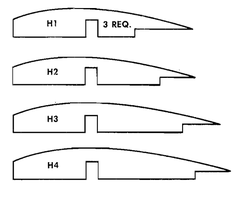


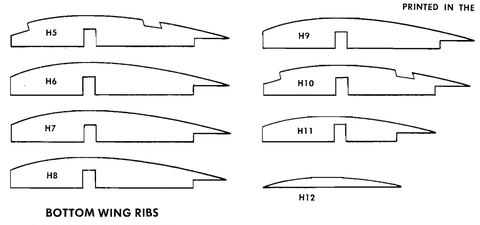
THE PATTERNS FURNISHED HERE ARE FOR REFERENCE ONLY — USE FOR TRACING IN CASE OF LOSS OR DESTRUCTION OF DIE-CUT BALSA PARTS





TOP WING RIBS





BOTTOM WING RIBS

2 OF EACH REQUIRED EXCEPT H1

MODELING HINT

WHEN ASSEMBLING MODEL, THE USE OF A PAIR OF TWEEZERS WILL BE FOUND HELPFUL FOR HANDLING SMALL OR DELICATE PARTS.

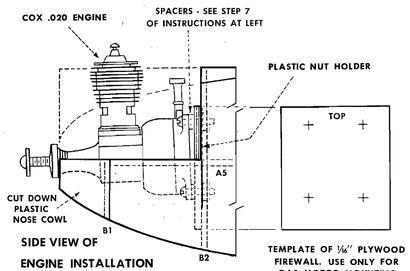
A 1/4A GAS ENGINE CAN BE INSTALLED IN THIS MODEL FOR GAS POWERED FREE FLYING. FOLLOW THE INSTALLATION AND FLIGHT INSTRUCTIONS CAREFULLY.

INSTALLING COX .020 ENGINE

1. Trim plastic nut holder to shape with a knife. Drill through the four nut positions with a 3/32" drill. 2. Sand the plywood firewall smooth and then drill through the four bolt locations with a 3/32" drill. 3. Mount motor to firewall with 1½" long No. 2 bolts and nuts. (Available at your hobby dealer). 4. Lightly cement plastic nut holder to rear of firewall and over the nuts — then bead around edge of nut holder with a liberal amount of cement. 5. Let nut holder dry for ½ hour, then remove bolts and motor. 6. Cement finished firewall to front of former shown on plan. 7. Before mounting motor to model, cut ½" lengths of medium size plastic fuel line tubing and slip over the four bolts as shown. Then mount motor to firewall with 3 degrees down thrust and 3 degrees right thrust — the best setting for satisfactory flights. This method of mounting allows an easy change of motor thrust if required. 8. If cowl is to be used over motor, extend filler tube with plastic tubing to outside of cowl. Also extend ignition wires as shown so that clips from starting battery can be easily attached.

FLIGHT INSTRUCTIONS

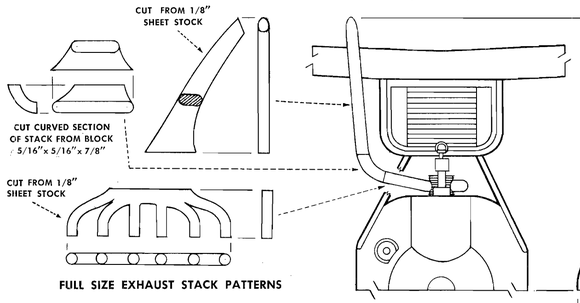
1. Balance model exactly as shown on plans by adding clay weight to nose or to tail of model.
2. Test glider model for straight forward glide — adjust with up or down elevator.
3. Adjust rudder for about a 200 foot left circle.
4. Important! Put the 4½" D. x 2½" P. Thimble-Drome Plastic propeller on backwards — the flat of the blade is then forward. Use the propeller mounted backwards for all flying as too much thrust is generated if the propeller is mounted in normal position.
5. Initial flights should be made with very short motor runs and preferably in a large grassy area.
6. If extreme banking is encountered under power to the right, wash the trailing edge of the right wing down to reduce banking and increase climb.
7. Extreme climbing or looping can be corrected by applying more down thrust.



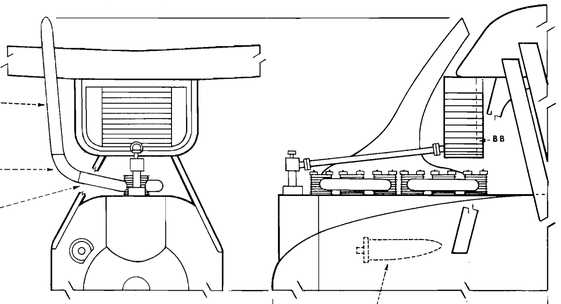
SIDE VIEW OF ENGINE INSTALLATION

NOTE: FORMER B1 IS CUT OFF DOWN TO SIDE KEEL A5 AFTER FRAME ASSEMBLY. CUT PLASTIC NOSE COWL ACCORDINGLY.

TEMPLATE OF 1/16" PLYWOOD FIREWALL. USE ONLY FOR GAS MOTOR MOUNTING



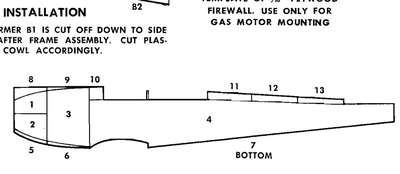
FULL SIZE EXHAUST STACK PATTERNS



FULL SIZE VIEWS OF MOTOR AND EXHAUST MANIFOLD

PRE-WORK INSTRUCTIONS

Prepare for building your model by accumulating necessary tools and materials such as pins, cement, single edge razor blade or modelers knife, wax paper, common pins, fine sandpaper, dope, brush, etc. All frames are built on the opposite side of plan. Lay plan on a workboard and pin wax paper over layouts to prevent parts from sticking to plan during assembly. Carefully remove all parts from the die-cut sheets and lay on workboard with the identifying letters face up.



KEY TO FUSELAGE COVERING

COVER FRAME WITH PIECES OF TISSUE IN ORDER SHOWN

WINDBREAKER PATTERN

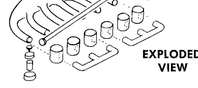
CUT FROM CELLOPHANE OR THIN ACETATE SHEET

BALSA FUSELAGE FILLET

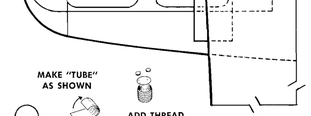
2 REQ.—1 RIGHT, 1 LEFT ADD AFTER RUDDER AND STABILIZER ARE ATTACHED TO FUSELAGE

IMPORTANT NOTE ON PAINTS AND ADHESIVES

DO NOT USE REGULAR CLEAR DOPE OVER DECALS BECAUSE IT WILL DAMAGE THEM. USE 410 M CLEAR PLASTIC PAINT WHICH WILL ALSO FUEL-PROOF — AVAILABLE AT YOUR DEALERS. WE ALSO RECOMMEND THE USE OF AMBROID PLASTIC CEMENT FOR BONDING PLASTIC TO PLASTIC AND PLASTIC TO WOOD. USE REGULAR MODEL CEMENT FOR BONDING WOOD PARTS TOGETHER.



EXPLODED VIEW



MAKE "TUBE" AS SHOWN

ADD THREAD, CAP, ETC.

CAP

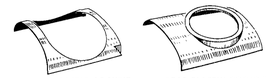
LIGHT PAPER CYLINDER WALL AND CAP—6 REQ.

FULL SIZE PATTERNS

MAKE EXHAUST PIPES FROM SCRAP BALSA AS SHOWN (1/8" THICK STOCK)

OPTIONAL DETAILS

THE ADDITION OF THE MOTOR AND EXHAUST STACK WILL ADD REALISM TO YOUR MODEL. MAKE FROM STRIP STOCK AND SCRAP BALSA. THE MOTOR CYLINDERS CAN BE MADE FROM BOND PAPER AS SHOWN AT RIGHT.



FRONT PLASTIC COCKPIT (AFTER TRIMMING)

REAR PLASTIC COCKPIT

COLOR SCHEME

CAMOUFLAGED IN LARGE PATCHES OF LIGHT AND DARK DULLED GREEN OVER A BACKGROUND OF LIGHT EARTH BROWN MACHINE GUNS, MOTOR CYLINDERS AND TIRES—BLACK

SPECIFICATIONS

ENGINE	260 H.P. MERCEDES
MAXIMUM SPEED	101 M.P.H.
CEILING	17,500 FT.

TYING RUBBER THREAD

THE ENDS OF RUBBER THREAD INCLUDED IN THIS KIT MUST BE TIED TOGETHER AS SHOWN (A). FORM FOUR STRAND DOUBLE LOOP WHEN INSTALLING RUBBER MOTOR IN FUSELAGE (B). END WITH KNOT SHOULD BE AT REAR MOTOR MOUNT.

BRIEF HISTORY

Noted for its ability to operate at high altitudes, the C-5 was probably the best of the German artillery-observation airplanes. Allied air men learned to treat this Rumpler two-seater with extreme respect after a few reckless British and French scout pilots were shot down because of their scornful approach to this seemingly defenseless aircraft. First flown on the Western Front in Dec., 1917, the C-5 was the standard German observation plane until the end of the war. In many respects, the C-5 was the counterpart of the R.A.F.'s DeHavilland 4. Its rate of climbs was extremely good and its operating ceiling was in the vicinity of 16,000 feet—astonishing for aircraft of that era.

FULL SIZE SIDE VIEW

THE CONTROL HORNS ARE NON-OPERATING. MAKE FROM LIGHT CARDBOARD OR SCRAP BALSA

STABILIZER STRUT — 2 REQUIRED

FIN STRUT — 2 REQUIRED

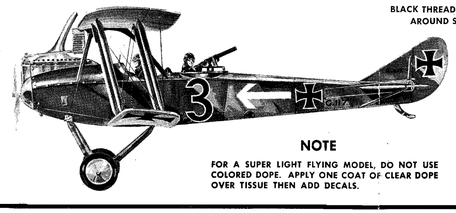
CUT STRUTS FROM 1/16" SQ. STRIP - ROUND WITH SANDPAPER

PLASTIC NOSE COWL

MACHINE GUNS

CUTTING OUT THE LIGHT PLASTIC PARTS

FIRST CUT THE LARGE SHEET OF FORMED PLASTIC PARTS APART WITH A PAIR OF SCISSORS. NEXT USE THE POINT OF A MODEL KNIFE OR SINGLE EDGE RAZOR BLADE TO SCORE THE PLASTIC LIGHTLY AROUND EDGE OF FORMED PARTS—SCORE AGAIN AND THEN BREAK THE EXCESS MATERIAL AWAY BY FLEXING BACK AND FORTH. DO NOT ATTEMPT TO CUT ALL THE WAY THROUGH MATERIAL ON FIRST CUT TO AVOID SPOILING FORMED PARTS. USE PLASTIC CEMENT FOR JOINING MATCHING HALVES TOGETHER. SAND FINISHED JOINTS LIGHTLY AFTER CEMENT HAS DRIED.



NOTE

FOR A SUPER LIGHT FLYING MODEL, DO NOT USE COLORED DOPE. APPLY ONE COAT OF CLEAR DOPE OVER TISSUE THEN ADD DECALS.

KIT 206

GERMAN RUMPLER C-5

AUTHENTIC SCALE FLYING AIRCRAFT

Wing Span—24" Approximate Scale 9/16" = 1' Length—15-7/8"

manufactured by PAUL K. GUILLOW, INC., WAKEFIELD, MASS.

KIT 206 RUMPLER C-5

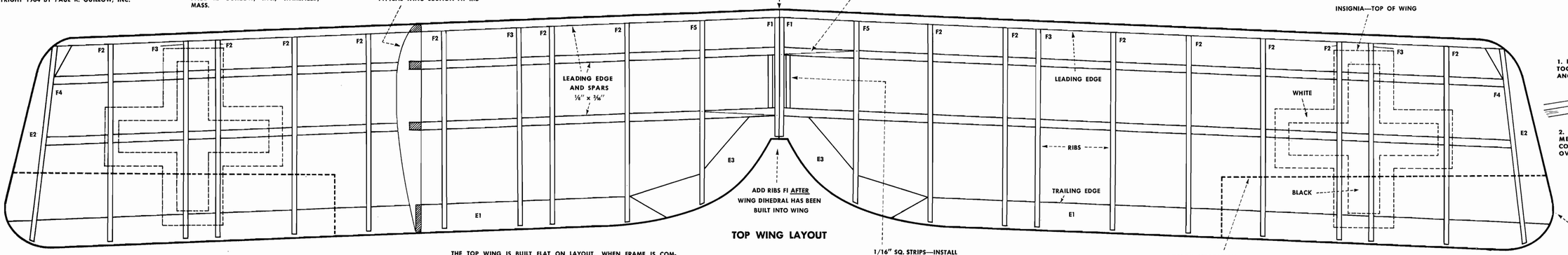
ADDITIONAL DECALS AVAILABLE AT 50c PER SHEET. SEND STAMPS OR COIN TO PAUL K. GUILLOW, INC., WAKEFIELD, MASS.

TYPICAL WING SECTION AT RIB

CUT AND CRACK BOTTOM OF SPARS AT CENTER BEFORE ADDING WING DIHEDRAL

AN EASY METHOD OF CUTTING SPARS FOR SPLICING IS SHOWN AT RIGHT

INSIGNIA—TOP OF WING



TOP WING LAYOUT

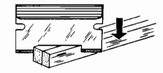
THE TOP WING IS BUILT FLAT ON LAYOUT. WHEN FRAME IS COMPLETED, REMOVE FROM LAYOUT AND CUT AND CRACK SPARS WHERE INDICATED. RE-PIN RIGHT PANEL BACK OVER LAYOUT, THEN RAISE LEFT PANEL TIP 7/8"—CEMENT ALL JOINTS AT CENTER OF WING. FINALLY ADD RIBS F1.

1/16" SQ. STRIPS—INSTALL FLUSH WITH BOTTOM OF SPARS

AILERON SEPARATION —TOP AND BOTTOM OF WING

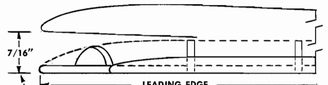
AILERON LINES, FLAP LINES, ETC. MAY BE INKED IN WITH A RULING PEN OR BY APPLYING THIN STRIPS OF BLACK PAPER SUCH AS BORDER ON THIS PLAN.

SPLICING TOP WING SPARS



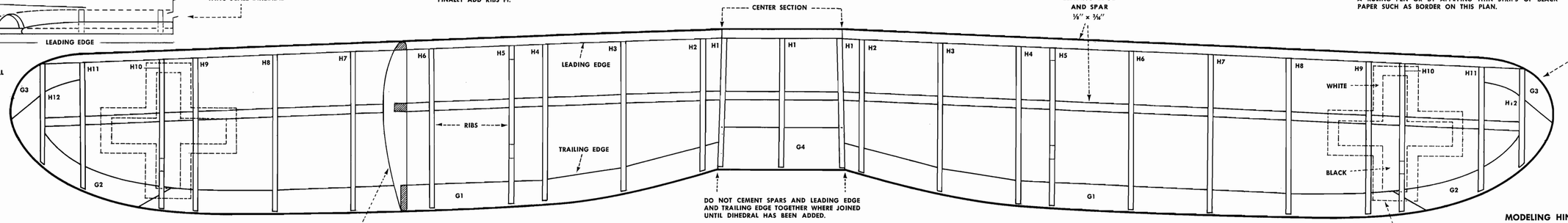
1. HOLD TWO PIECES OF SPAR STOCK TOGETHER AND CUT THRU BOTH ON ANGLE AS SHOWN.

2. COAT ENDS OF SPARS WITH CEMENT, LET DRY, THEN APPLY SECOND COAT AND JOIN FIRMLY TOGETHER OVER WING LAYOUT.

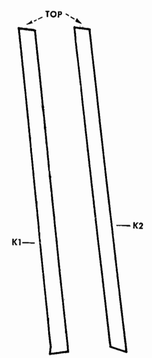


DETAIL SHOWING TOP WING SCALE DIHEDRAL

TOP WING SCALE DIHEDRAL



WING TIPS



WING STRUTS

4 OF EACH REQUIRED

2 OF EACH REQUIRED

INSIGNIA —BOTTOM OF WING

DO NOT CEMENT SPARS AND LEADING EDGE AND TRAILING EDGE TOGETHER WHERE JOINED UNTIL DIHEDRAL HAS BEEN ADDED.

BOTTOM WING LAYOUT

BUILD RIGHT AND LEFT WING PANELS FIRST. RAISE TIPS TO CORRECT DIHEDRAL HEIGHT THEN ADD CENTER SECTION BETWEEN PANELS.

MR. MODELER: THIS PLAN SHOWS MANY DETAILS SUCH AS NON-OPERATING CONTROL WIRES, HORNS, BELLCRANKS ETC. WHICH ARE NOT NECESSARY IF JUST A FLYING RUBBER OR GAS POWERED MODEL IS DESIRED. HOWEVER THESE DETAILS ADD MUCH TO THE APPEARANCE OF THE MODEL IF YOU DESIRE TO SPEND THE CONSTRUCTION AND ASSEMBLY TIME NECESSARY.

TYPICAL WING SECTION AT RIB

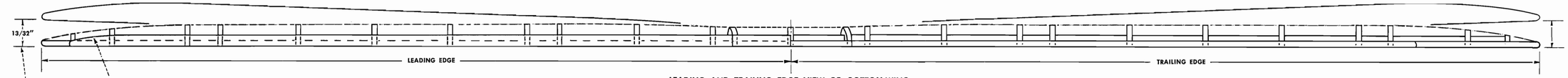
THE DECAL SHEET IN THIS KIT CONTAINS BOTH MALTESE AND IRON CROSS INSIGNIA—USE EITHER SET BUT DO NOT MIX INSIGNIA STYLES

GENERAL INSTRUCTIONS FOR BUILDING A MODEL WITH MOVABLE AILERONS, RUDDER AND ELEVATOR ARE SHOWN ON SEPARATE INSTRUCTION SHEET. WE SUGGEST THAT YOU DO NOT ATTEMPT TO ADD MOVABLE SURFACES TO YOUR MODEL UNLESS YOU FULLY UNDERSTAND THE EXTRA WORK AND CONSTRUCTION PROCEDURE NECESSARY. NO MATERIALS ARE FURNISHED IN KIT FOR THIS PROJECT.

MODELING HINT

THE WING STRUTS K1-K2 AND J1-J2-J3 CAN BE CUT FROM 3/32" PLYWOOD IF GREATER STRENGTH IS DESIRED FOR THESE PARTS

— MATERIAL NOT INCLUDED IN KIT



BOTTOM WING SCALE DIHEDRAL

NOTE LEADING EDGE TAPER TO WING TIP

LEADING AND TRAILING EDGE VIEW OF BOTTOM WING

L6
SUB-WING

NOTE:

FOR BETTER FLYING STABILITY INCREASE OR ADD TO TOP AND BOTTOM WING DIHEDRAL

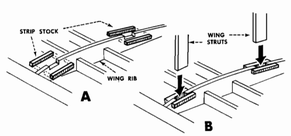
TOP WING—1" PER PANEL

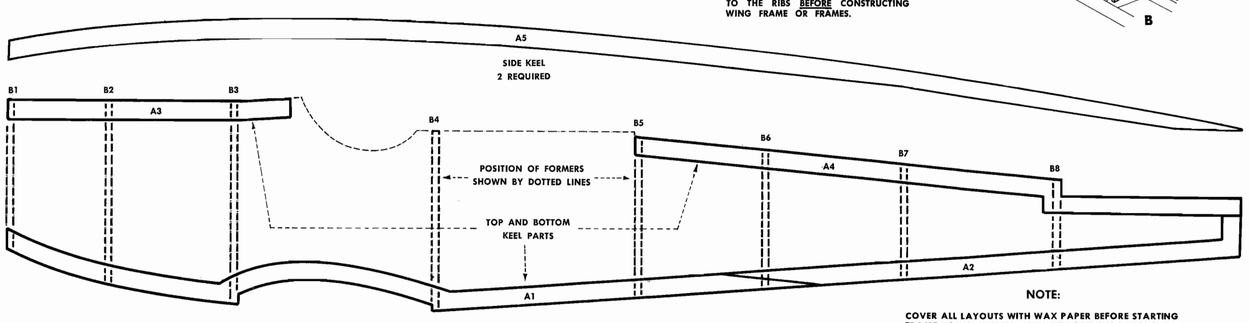
BOTTOM WING—1" PER PANEL

TOTAL DIHEDRAL (NOT IN ADDITION TO SCALE DIHEDRAL)

MODELING HINT

YOU CAN RE-ENFORCE THE STRUT CUT-OUTS IN THE WING RIBS, BOTH TOP AND BOTTOM, BY CEMENTING SHORT SECTIONS OF 1/16" SQ. STRIP STOCK ON EACH SIDE OF RIB AS SHOWN AT 'A' AND 'B.' WHEN DRY SAND SMOOTH WITH TOP OF RIB. ADD THE STRIPS TO THE RIBS BEFORE CONSTRUCTING WING FRAME OR FRAMES.

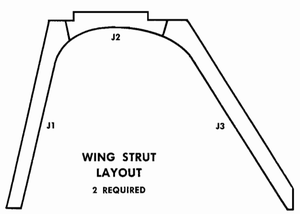




FUSELAGE LAYOUT

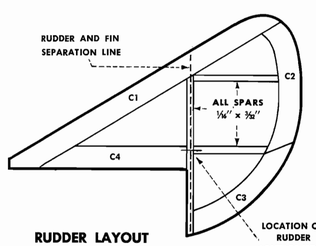
NOTE:

COVER ALL LAYOUTS WITH WAX PAPER BEFORE STARTING FRAME CONSTRUCTION. THIS WILL PREVENT PARTS FROM STICKING TO PLAN AFTER CEMENTING FRAMES TOGETHER.

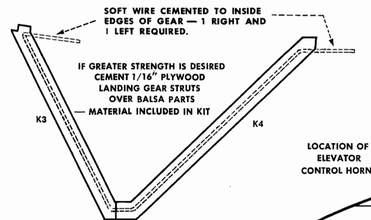


WING STRUT LAYOUT

2 REQUIRED



RUDDER LAYOUT

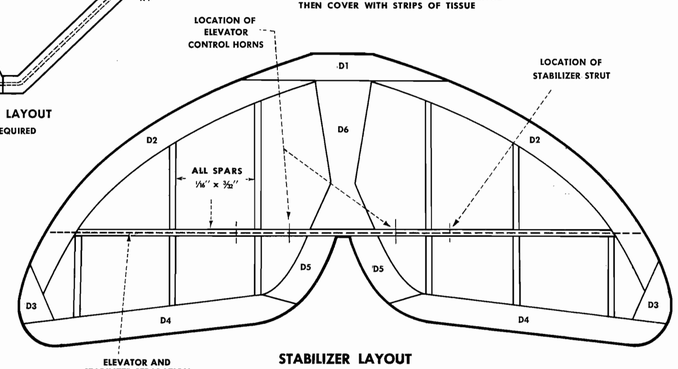


STRUT LAYOUT

2 REQUIRED

FOR GAS POWERED FLIGHTS, REINFORCE THE LANDING GEAR STRUTS WITH THIN WIRE AS SHOWN BY DOTTED LINES. BEND WIRE TO SHAPE THEN CEMENT TO STRUTS. COVER WIRE AND STRUTS WITH TISSUE AND COAT GENEROUSLY WITH DOPE. STRUTS CAN ALSO BE REINFORCED BY USING STRIPS OF HARD WOOD INSTEAD OF WIRE.

WHEN ATTACHING STRUTS TO FUSELAGE, CEMENT WIRES TO BOTTOM OF FUSELAGE THEN COVER WITH STRIPS OF TISSUE



STABILIZER LAYOUT

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