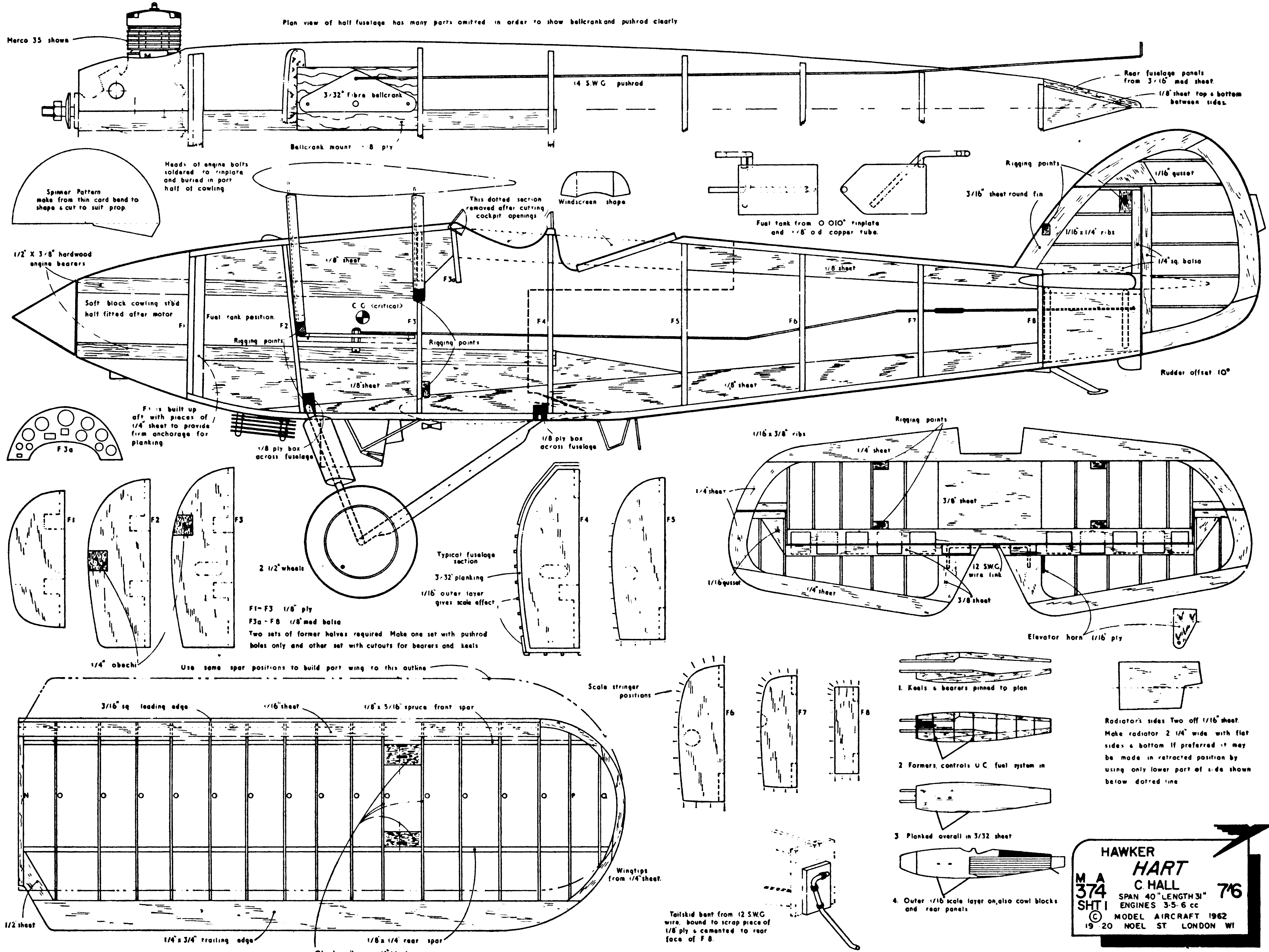
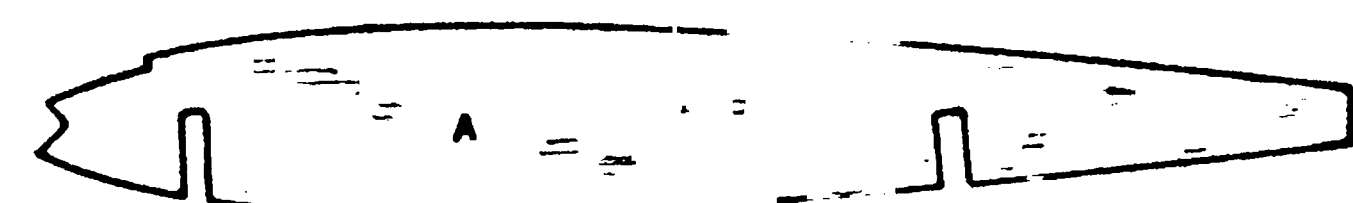
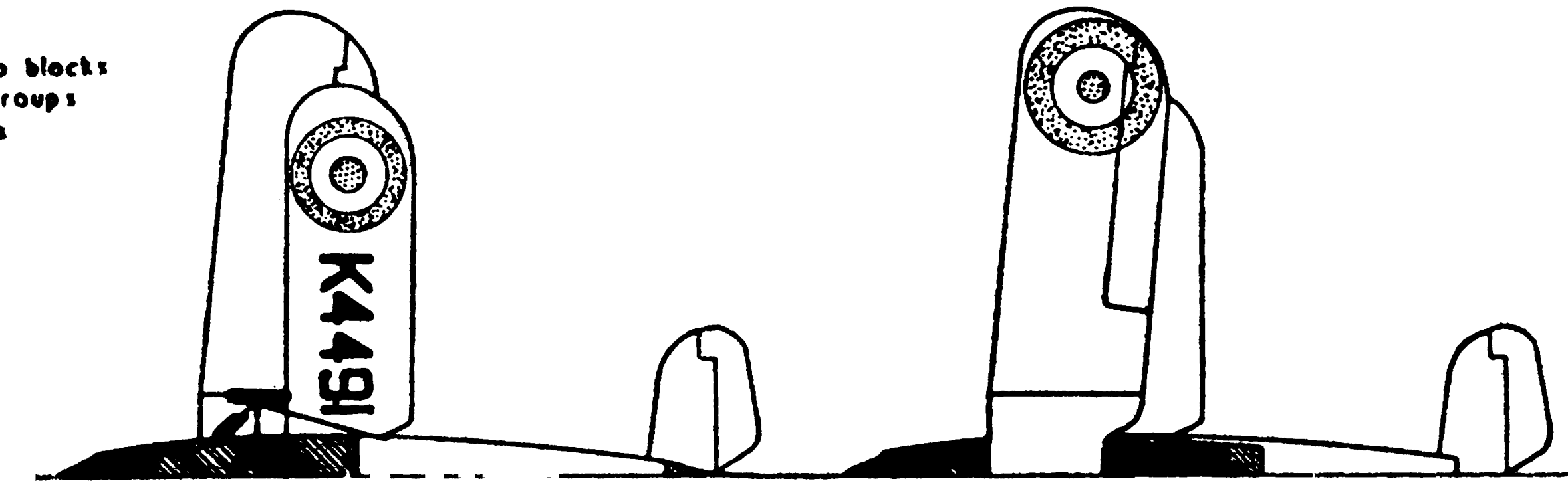
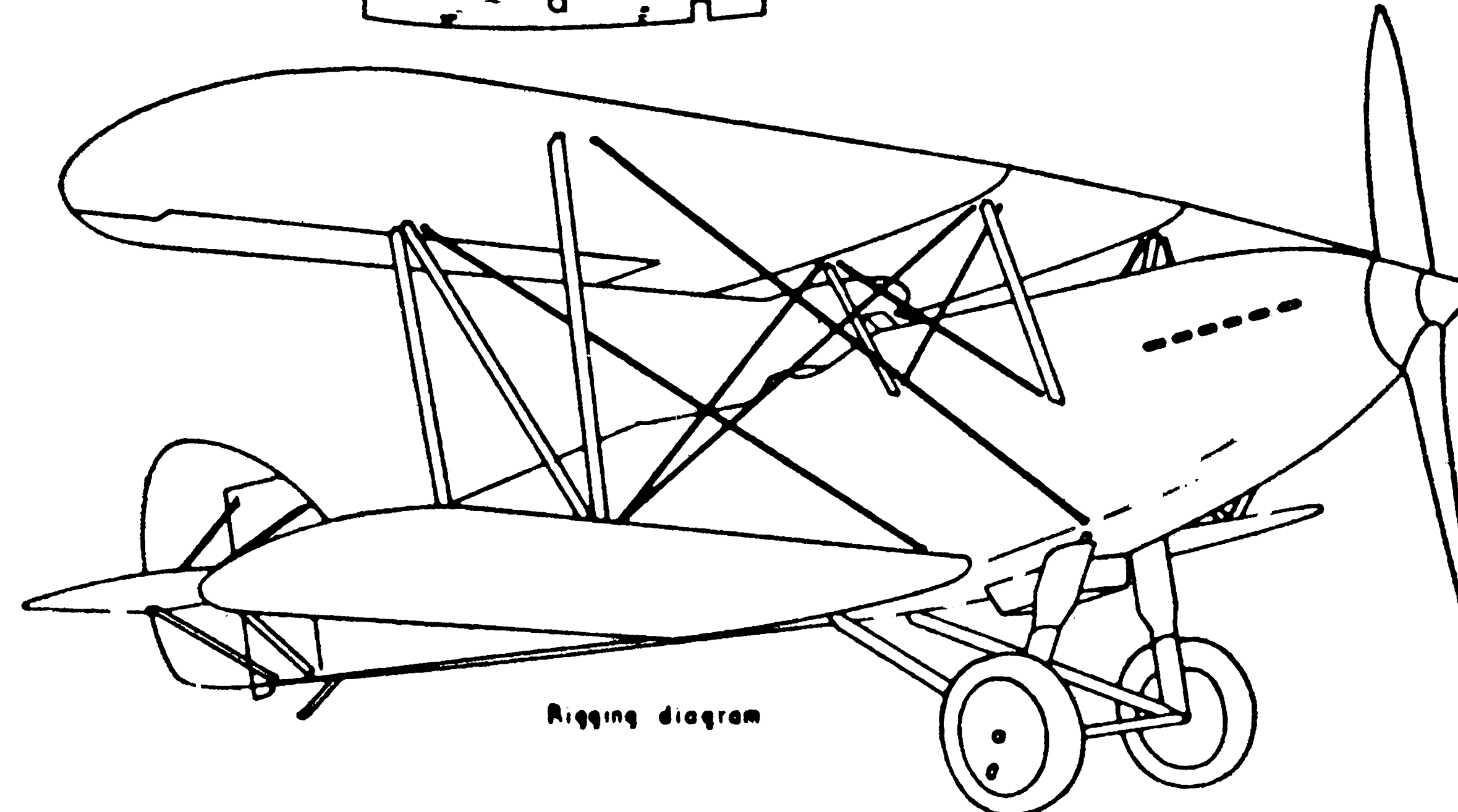
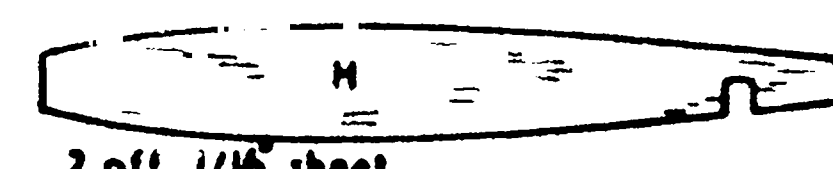
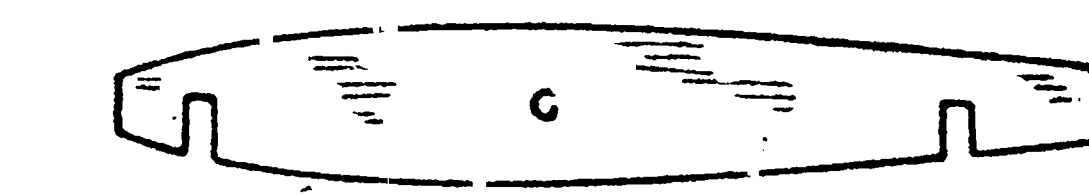
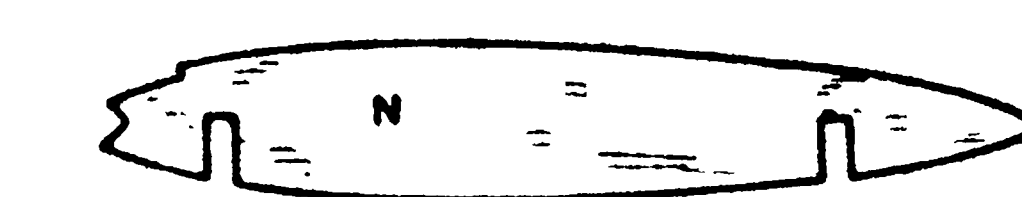
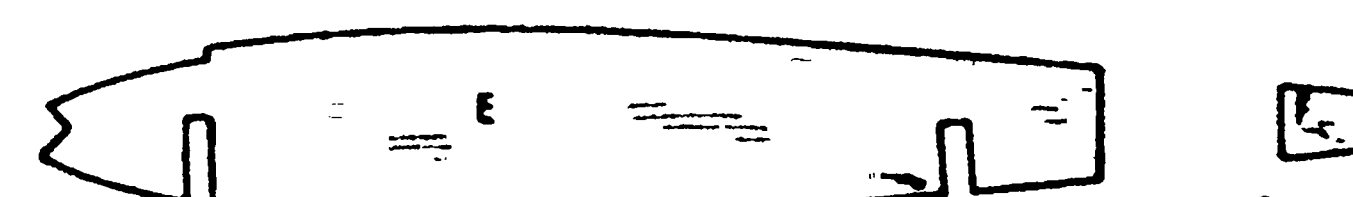
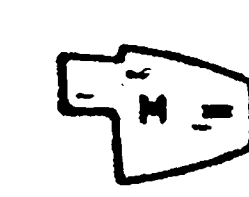
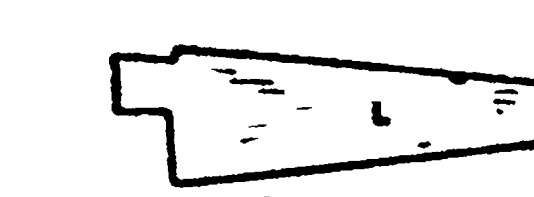
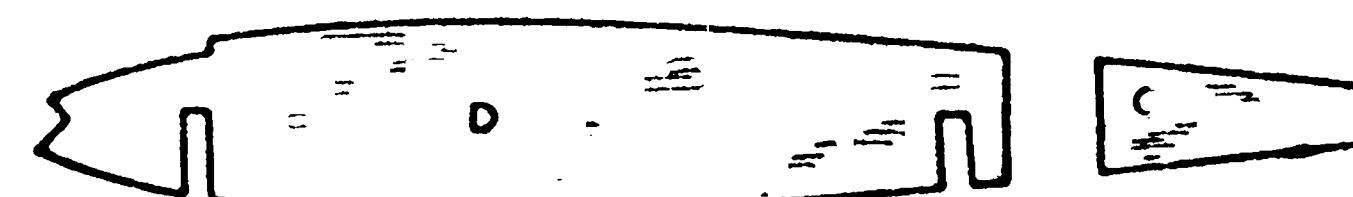
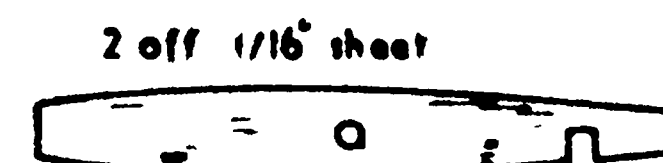
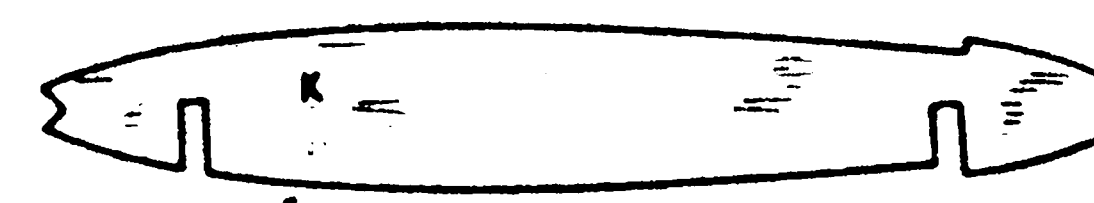
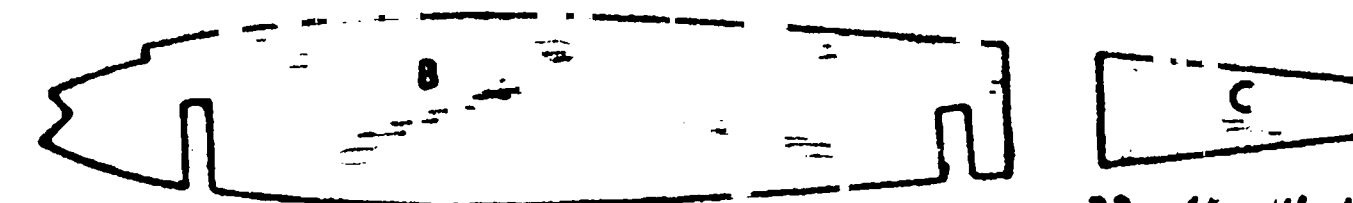


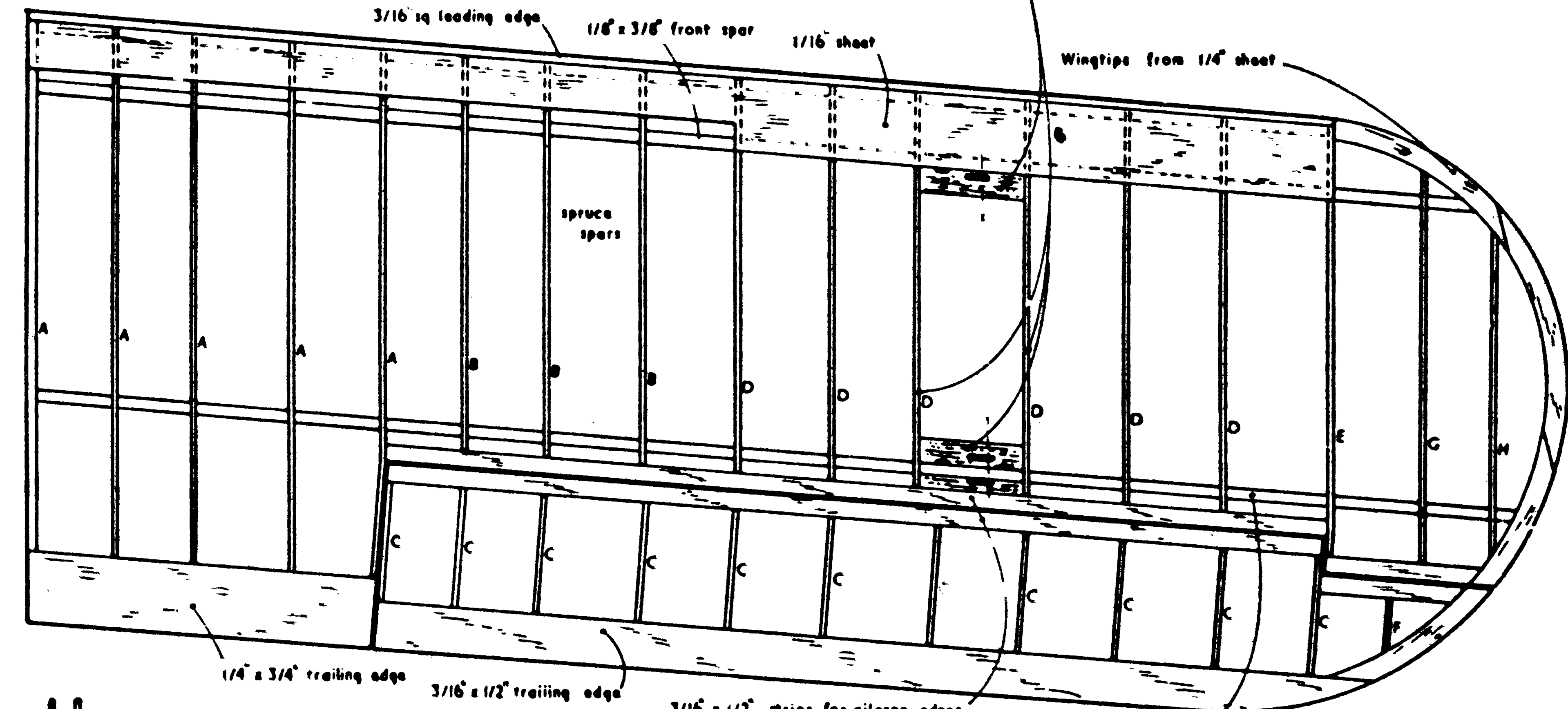
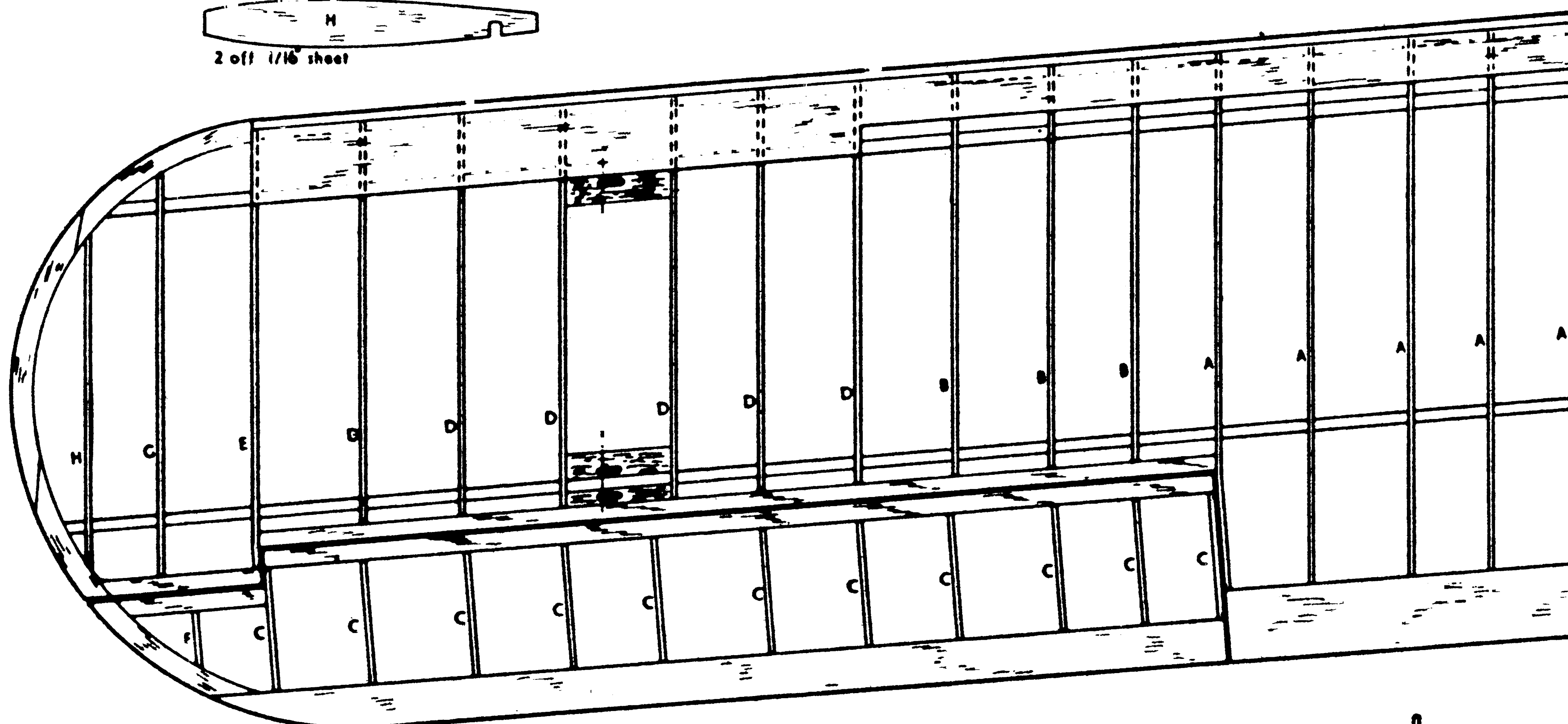
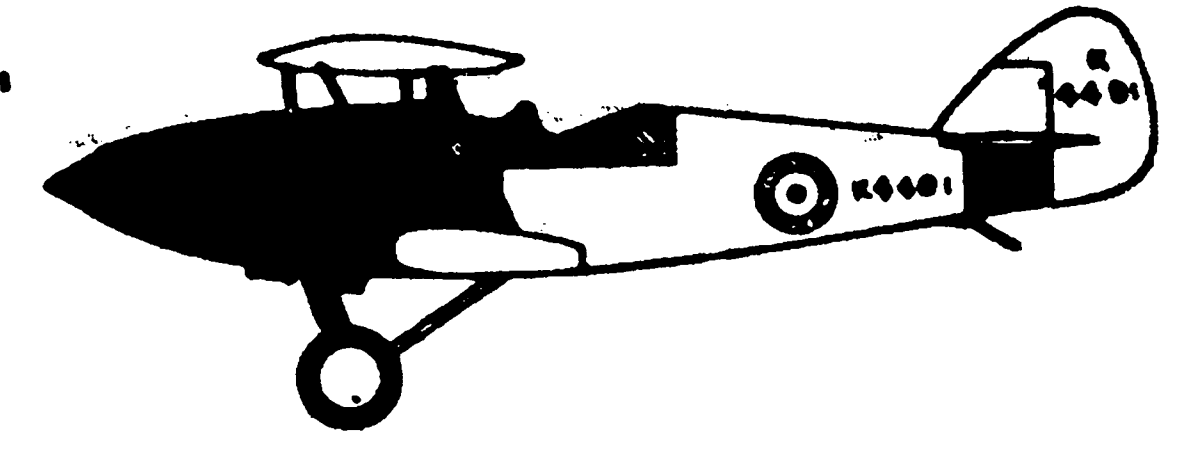




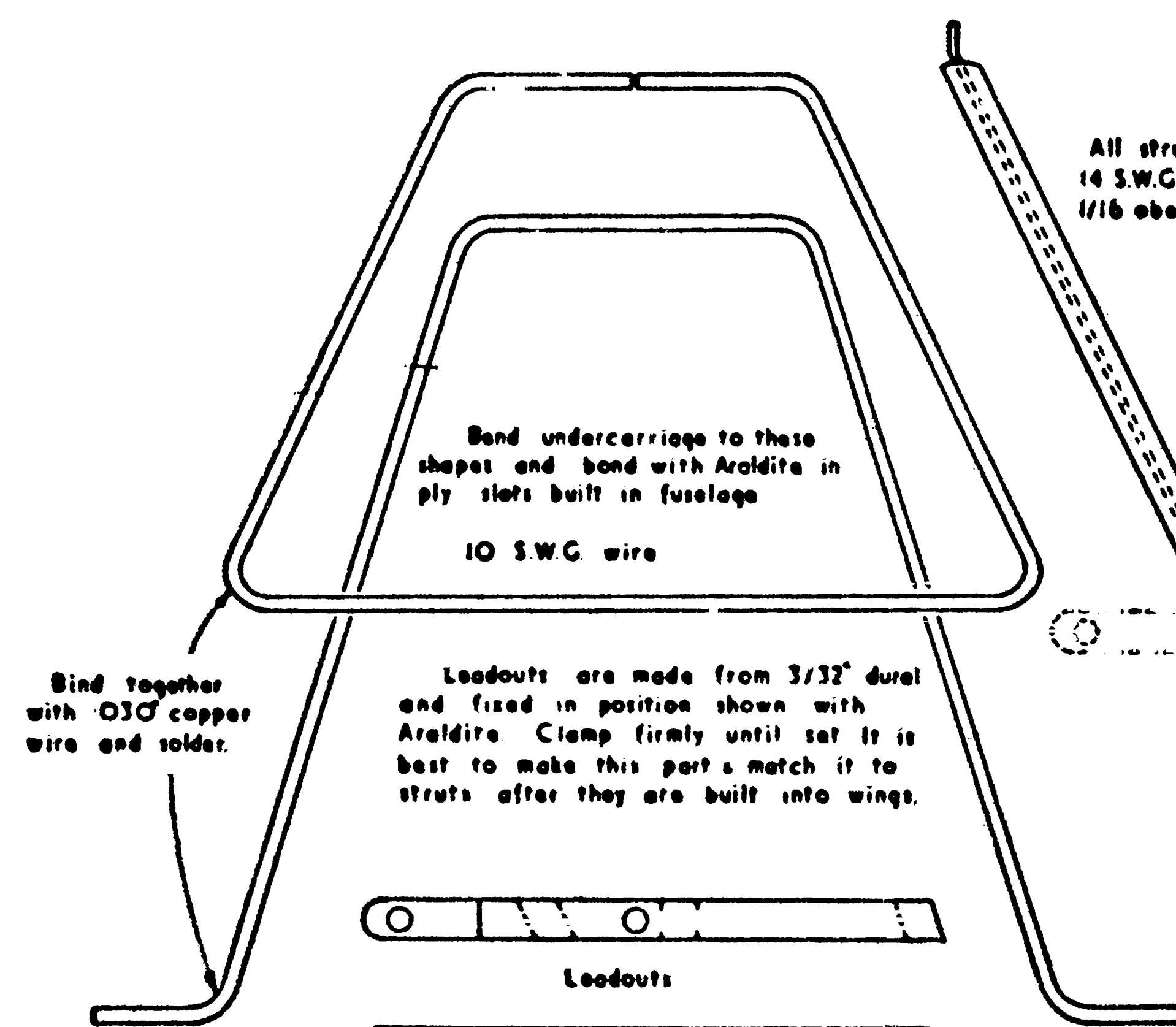
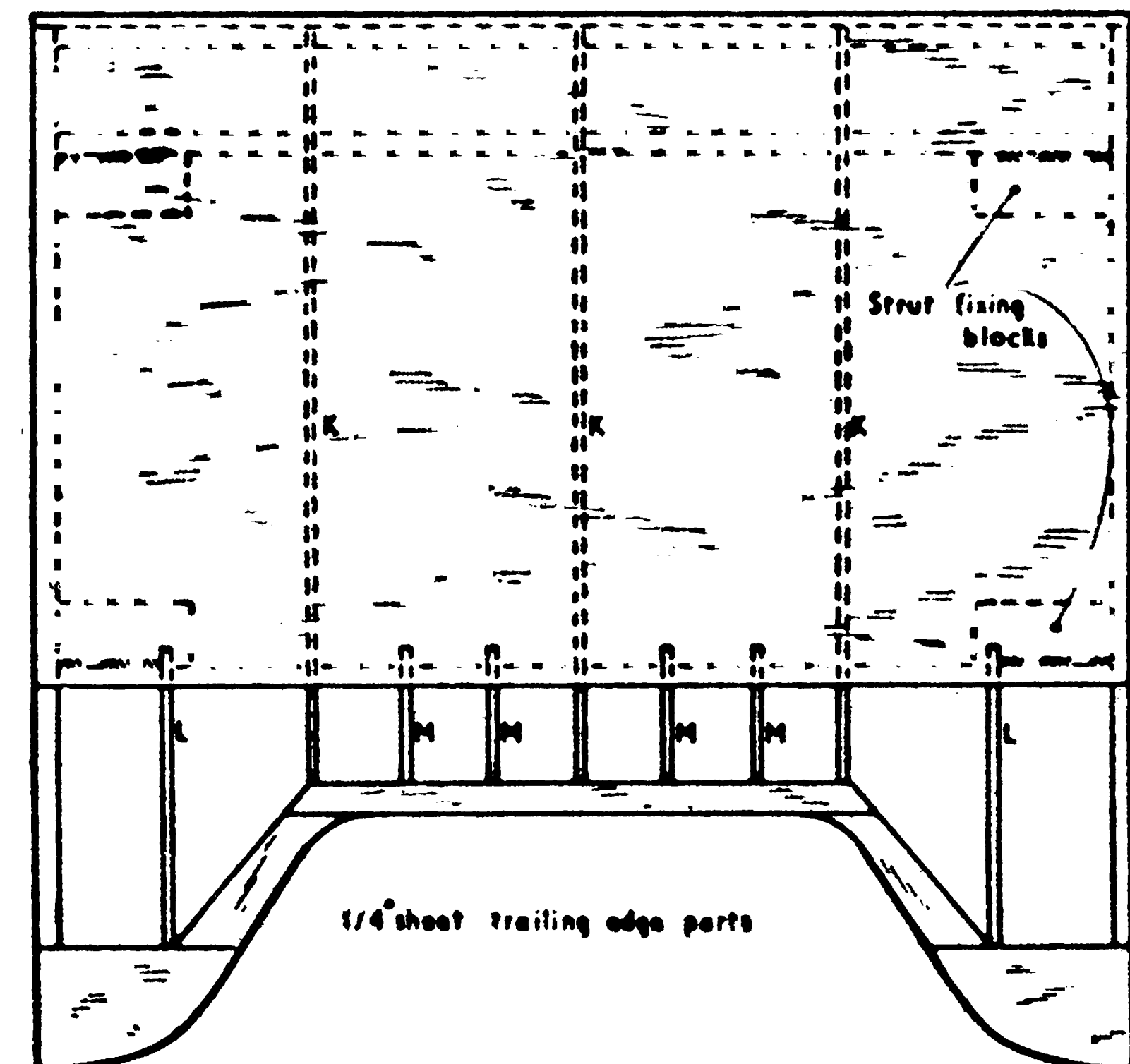
Wingribs may be made in two blocks and separated into smaller groups for cutting of minor variations

 Polished metal panels.

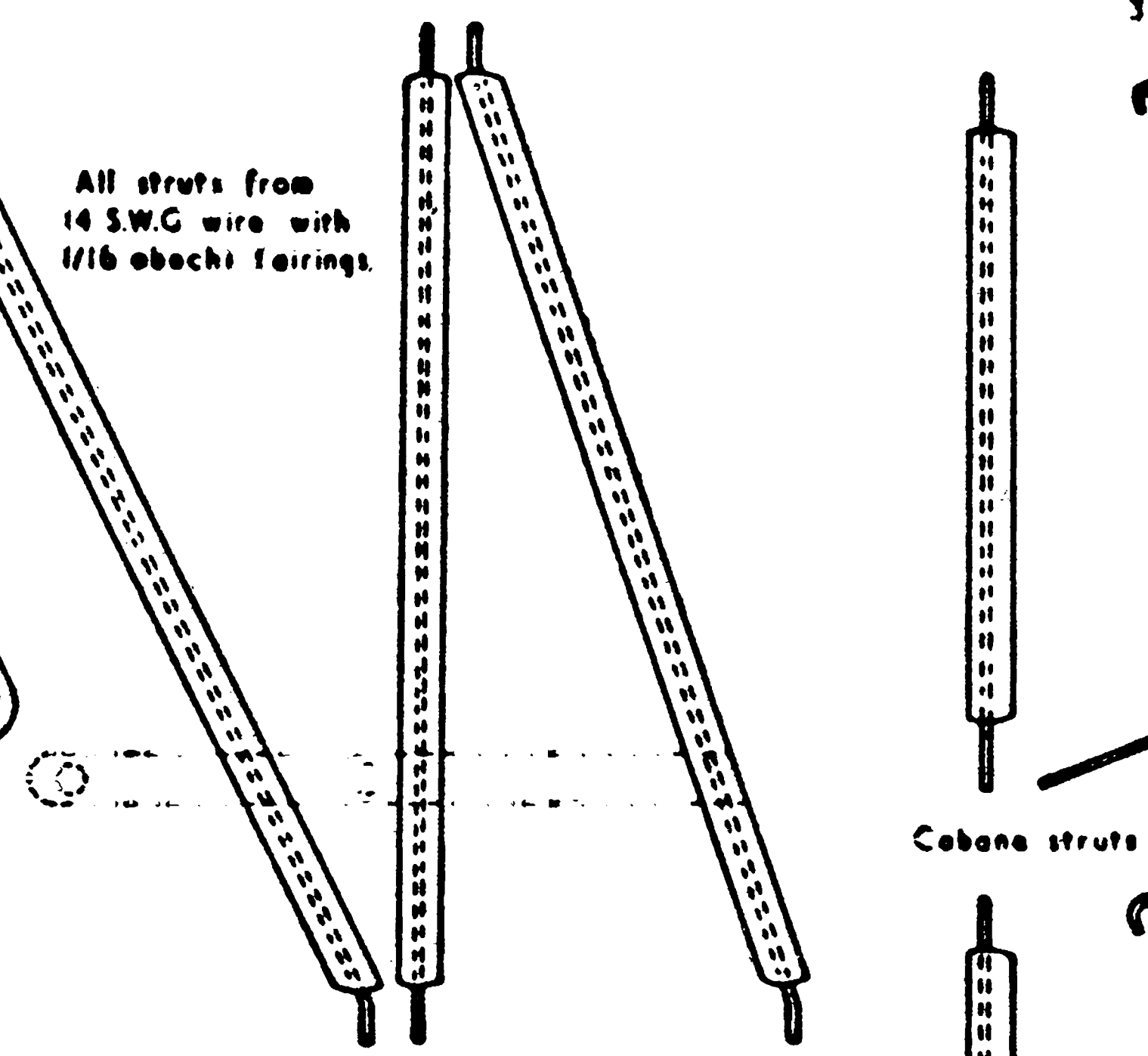
Silver dope finish on other parts
Standard R.A.F. rounds, black serials



Ailerons are cemented to wing after covering.



All struts from
14 S.W.G wire with
1/16 inch bearings

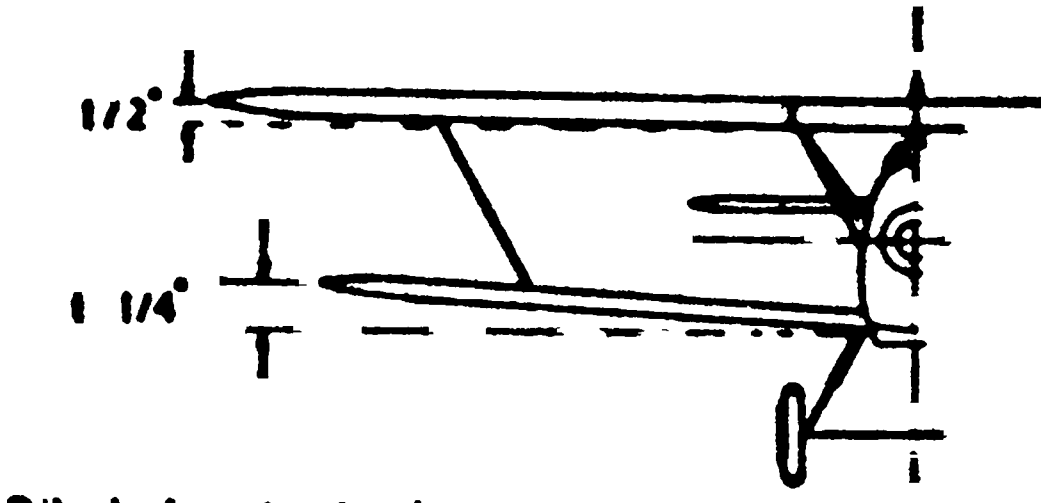


Interplane struts. Zaff each fixed with Araldite into slots in 1/4" ochebi blocks in wings. To obtain maximum joint strength bend ends of these struts to loops same as upper ends of cabane struts.

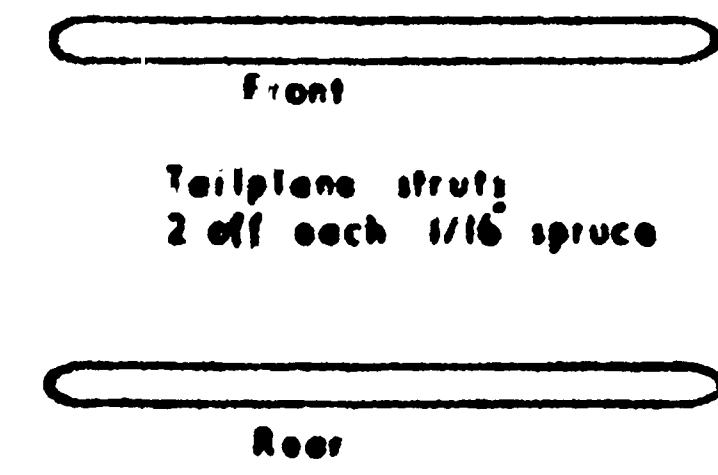
Cabene struts lower ends plug
with Araldite into holes in 1/4" o.d.
blocks in F2 & F3.



Loops for rigging points are bent to hold on to obechi blocks before being cemented into airframe.



Rigging from 22 S.W.G soft steel wire or heavy Layslate 1/4" length of brass tube pushed over wire then wire and passed through loop & back through tube and tensioned & soldered Excess wire cut off only after all wires are pulled to a suitable tightness.



HAWKER
HART
MA 374 C HALL 76
SHT.2 LENGTH 31' SPAN 40"
ENGINES 3-5-6cc
C MODEL AIRCRAFT 1962
19-20 NOEL ST. LONDON WI