



Flying Models to be successful must be made accurately. Study your drawing carefully before you start to build the model. The general practice is to make the various individual parts - and then to assemble the plane. After the assembly is completed the model is carefully balanced. Finally the tissue is tightened or shrunk by spraying the model with water. Then it is ready for flight testing.

Parts Construction: 1. The Body or Fuselage. Cover the side view of the body with wax paper and then build the sides of the body on the plan. (The wax paper prevents the cement from sticking to the plan sheet.) Use pins to hold the longerons in place. Build one side, then the other side on top of it. Separate the sides, except at the tail, with a razor blade. Cement the top and bottom formers in position. Then put the stringers in position. Cover the cockpit section (between formers D and E) with bond paper cut to correct shape. Then attach the nose block. Cement tail hook in place. Cover body, except for nose block, with tissue. Use dope as adhesive for it spreads easily. Allow one hour for drying. 2. The Wings. The top wing is made in three sections. Build the sections on the plan after covering the plan with wax paper. Bend bamboo by holding over flame.

Then cement the three sections together. Be sure to give the proper dihedral when the sections are cemented to the center bay. The bottom wing is made in two sections. 3. The tail surfaces are made on the drawings. Protect your plan with wax paper. Use bamboo on the tips of the stabilizer and rudder. The rudder is covered with colored tissue, the stabilizer with white tissue. 4. Now make the wheel struts. 5. Then do the wing struts. 6. Sand the propeller. Make propeller hook. Insert the shaft thru the nose plug (wood bearing) the washers, and finally the propeller. Bend wire and cement in place.

The Assembly: Accurate alignment is essential to success. Study your plans thoroughly and note exact position of the various parts. Whenever you attach one part to another, scrape away the paper and cement the balsa parts together directly. 1. Cement lower wing in place. Attach struts to lower wing and then to the bottom of the top wing. Then put in the struts running from top wing to body. 2. The tail surfaces are next. Attach the stabilizer, then the rudder. 3. The landing gear is next. 4. Propeller Hook-up. Tie rubber thread with a square knot. Loop it twice. Hook one end in propeller shaft and drop the other end thru the body and over the tail hook. This can be

done quite easily if you use a long wire with a hook on the end. Hook the wire to the rubber and pull the wire thru the body. Slip the loops of rubber over the tail hook. (The knot should be near the tail hook.) 5. Balance the plane. Point of balance is about one half back on top wing. If tail heavy, put weight in the nose. BB shots make good nose weights. If nose heavy, put weight in the tail. 7. Spray plane, except tail surface, with water to shrink tissue.

Flying: This type of model flies best in a very light wind or in a calm. Do not attempt to fly it in a high wind. Be sure you have plenty of room - free of trees and other objects. Your plane is not likely to fly well unless it glides satisfactorily. Hence, the first thing to do is to try a glide. If it noses down in a steep glide, raise the stabilizer (trailing edge) slightly. If it makes a flat glide or goes into a stall, lower the stabilizer slightly. If it turns to the left, correct with opposite rudder - or by warping opposite wing. (Man-carrying planes make this correction by a little opposite rudder and ailerons.) Now for your first flight. Put about 50 turns on the rubber and let it go. Make whatever corrections are necessary by warping wing or tail surfaces or by correcting balance. Fly again. Once plane is in proper adjustment, wind rubber fully and fly.

FLY-A-WAY NC-154
SCALE MODEL
SE-5A
15 INCH WINGSPREAD

NC-154 SE 5A
15" wing spread