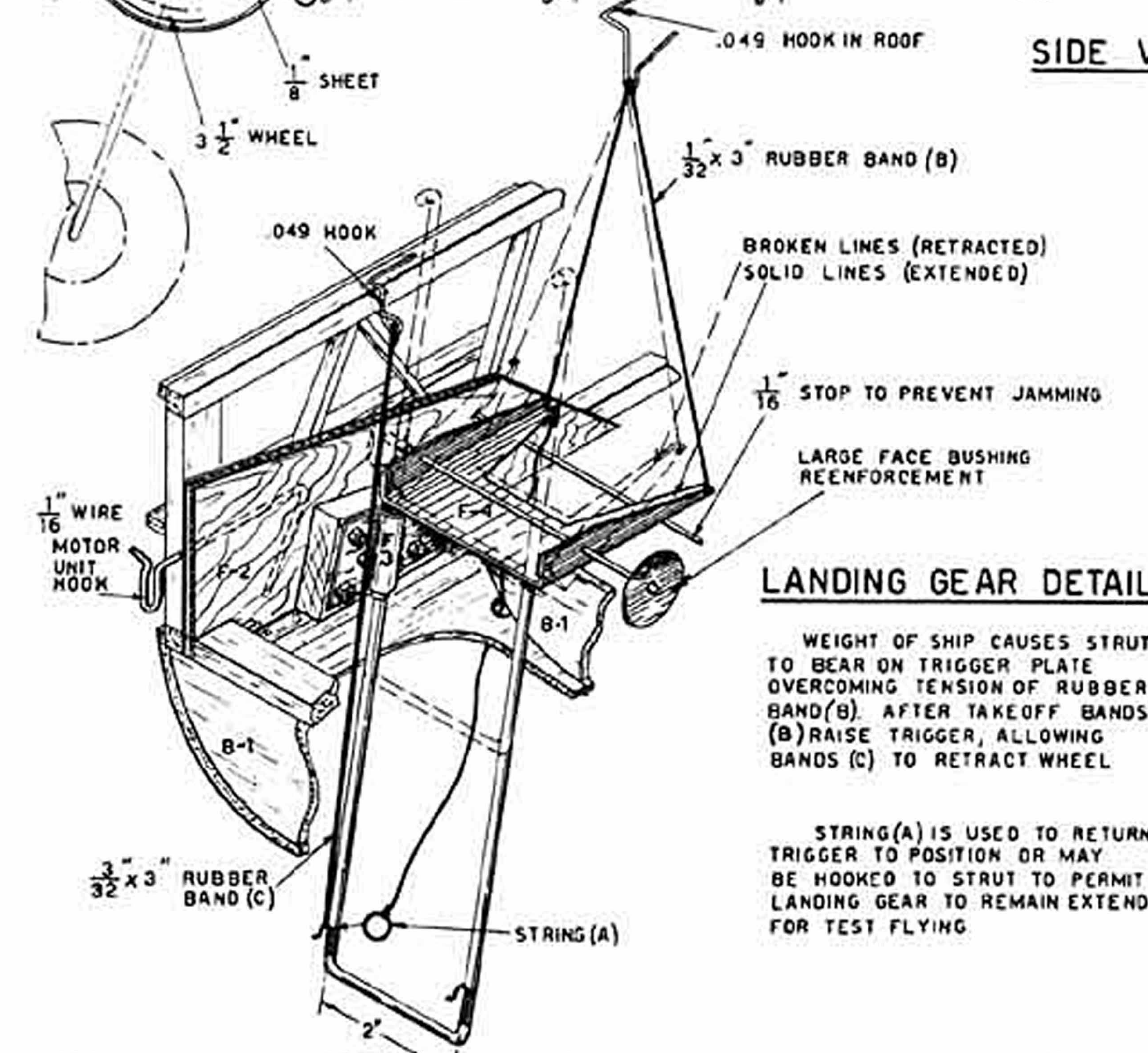


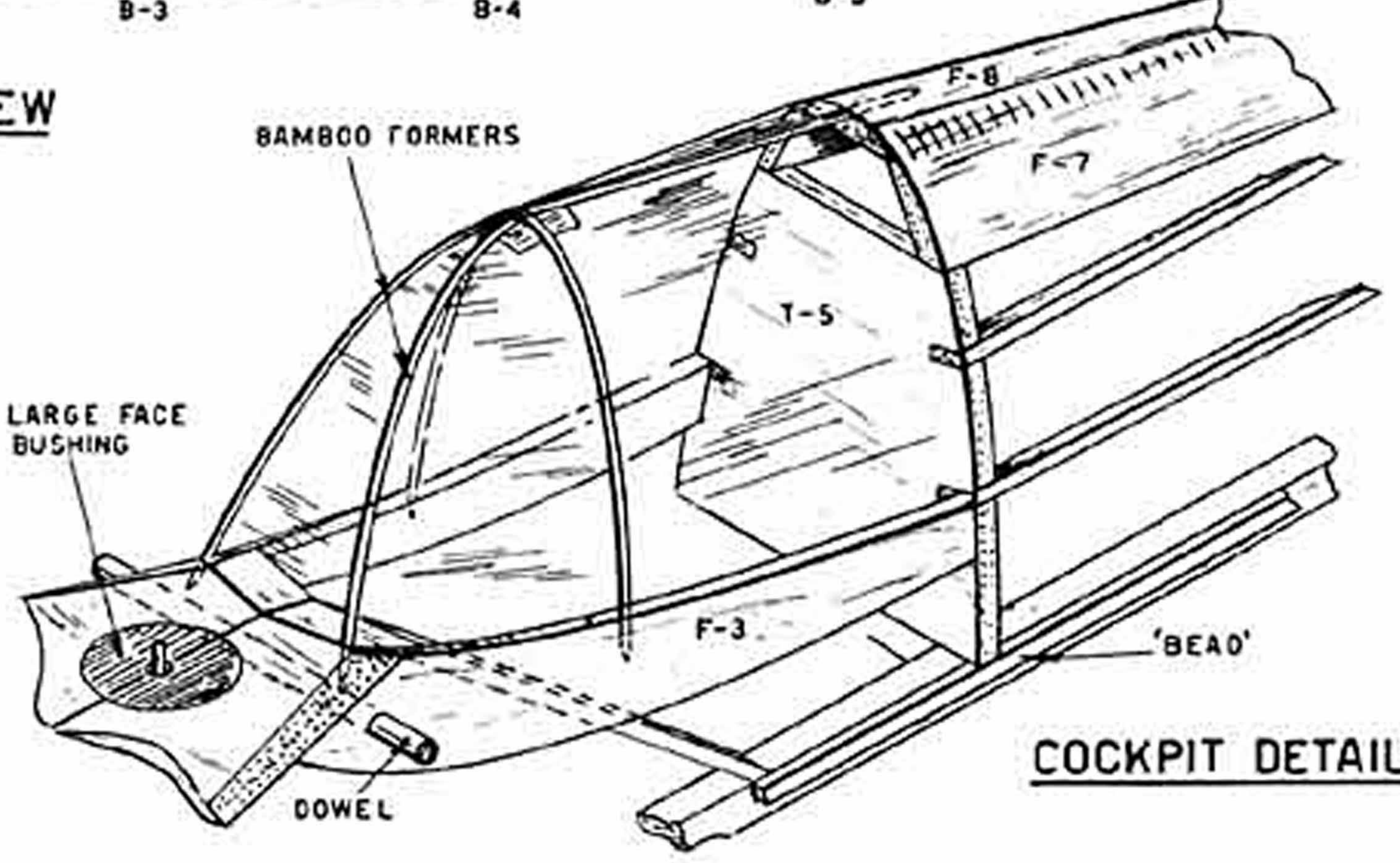
SIDE VIEW



LANDING GEAR DETAIL

WEIGHT OF SHIP CAUSES STRUT TO BEAR ON TRIGGER PLATE OVERCOMING TENSION OF RUBBER BAND (B). AFTER TAKEOFF BANDS (B) RAISE TRIGGER, ALLOWING BANDS (C) TO RETRACT WHEEL.

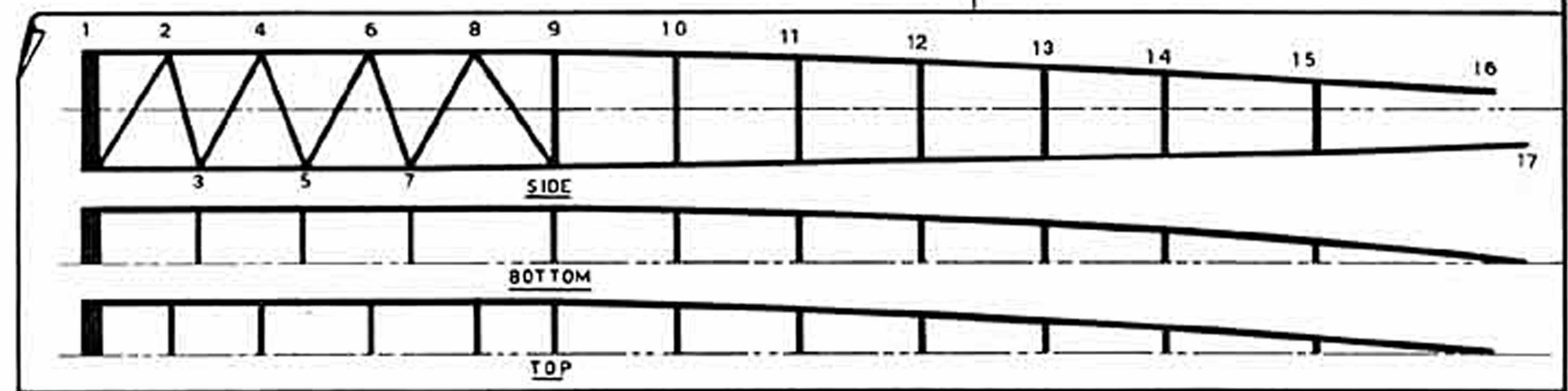
STRING (A) IS USED TO RETURN TRIGGER TO POSITION OR MAY BE HOOKED TO STRUT TO PERMIT LANDING GEAR TO REMAIN EXTENDED FOR TEST FLYING.



COCKPIT DETAIL

DIMENSIONS (FROM £ TO OUTSIDE OF LONGERON)

STA. NO.	DISTANCE B'TWN		DIST. FROM £		SIDES	
	TOP	BOTT.	TOP	BOTT.	ABOVE £	BELOW £
1	0	0	1 15/16	1 15/16	2"	2"
2	3	—	1 15/16	—	2"	—
3	—	4 1/2	—	1 15/16	—	2"
4	3 1/4	—	1 15/16	—	2"	—
5	—	3 1/2	—	1 15/16	—	2"
6	3 1/4	—	1 15/16	—	2"	—
7	—	3 1/2	—	1 15/16	—	2"
8	3 1/4	—	1 29/32	1 15/16	2"	—
9	2 1/2	4"	1 1/8	1 29/32	1 3/32	1 15/16
10	4"	4"	1 13/16	1 1/8	1 15/16	1 7/8
11	4"	4"	1 3/4	1 13/16	1 7/8	1 13/16
12	4"	4"	1 5/8	1 3/4	1 11/16	1 3/4
13	4"	4"	1 1/16	1 9/16	1 9/16	1 11/16
14	4 1/4	4 1/4	1 3/16	1 5/16	1 5/16	1 9/16
15	5"	5"	1 3/16	1 5/16	1 1/8	1 1/16
16	6 3/4	—	3/16	—	9/16	—
17	—	7 3/8	—	3/8	—	1 1/4



BOTTOM HALF OF FUSELAGE SHOWN ABOVE £ TOP HALF OF FUSELAGE BELOW £

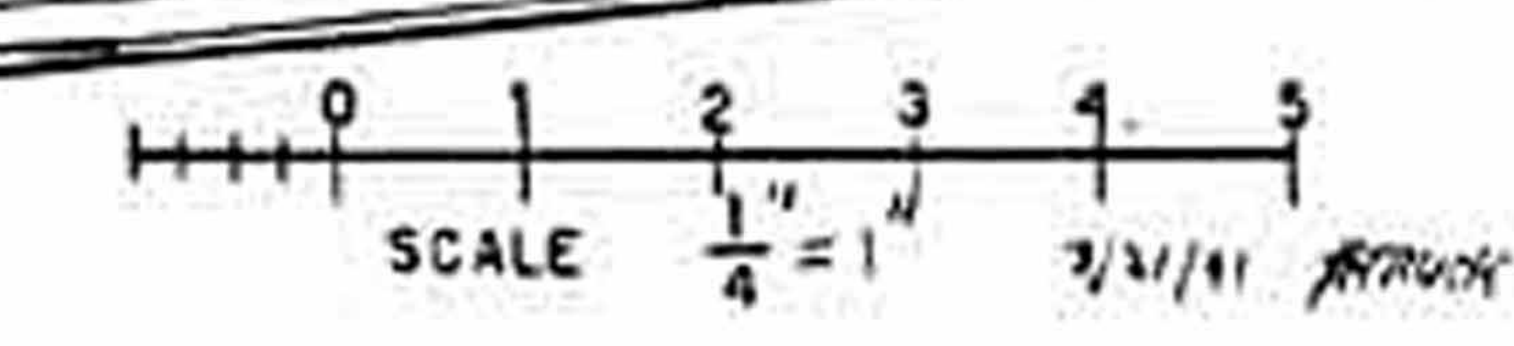
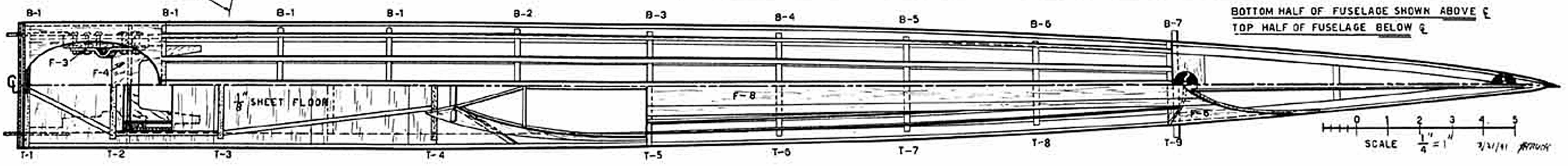
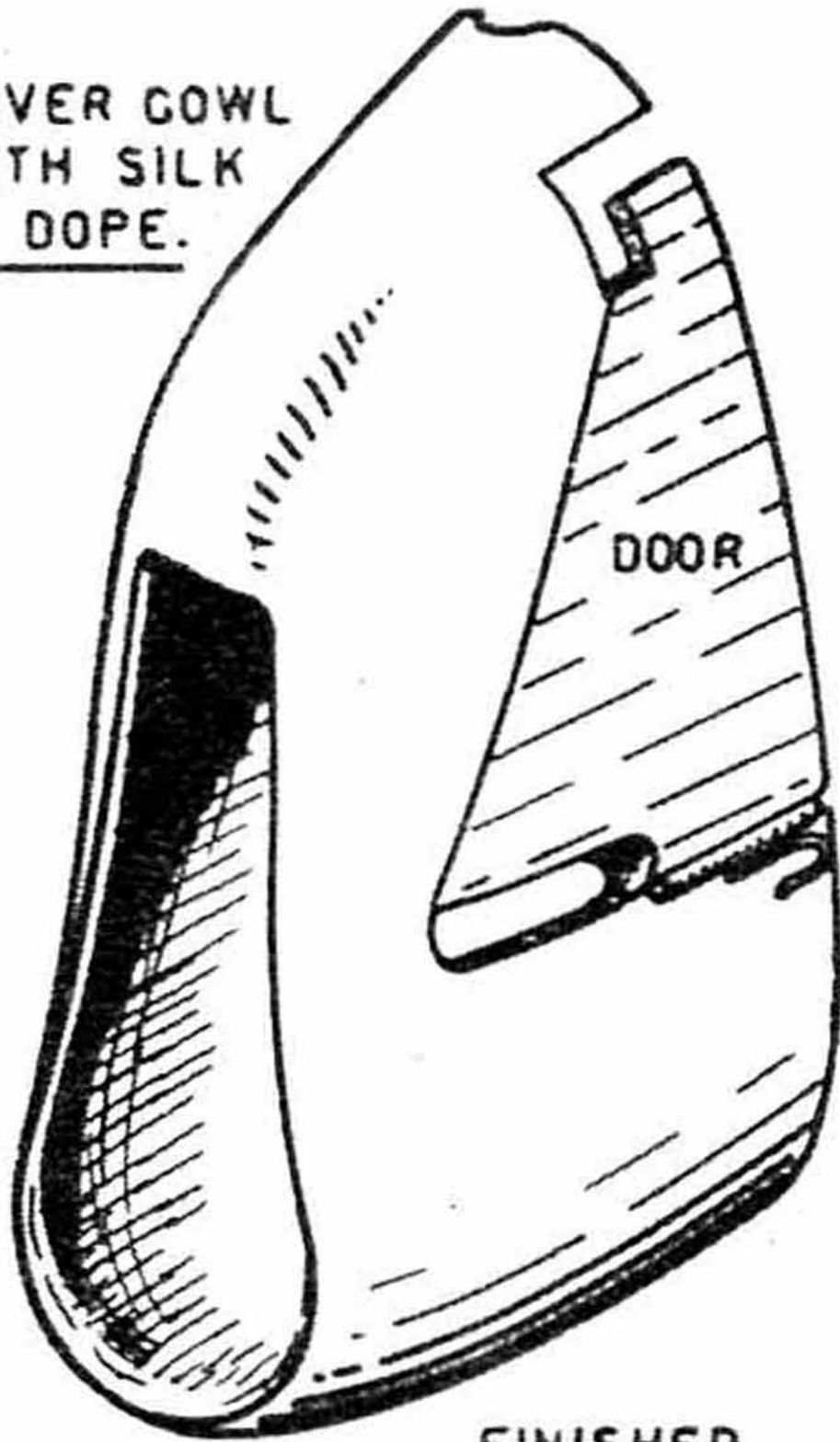
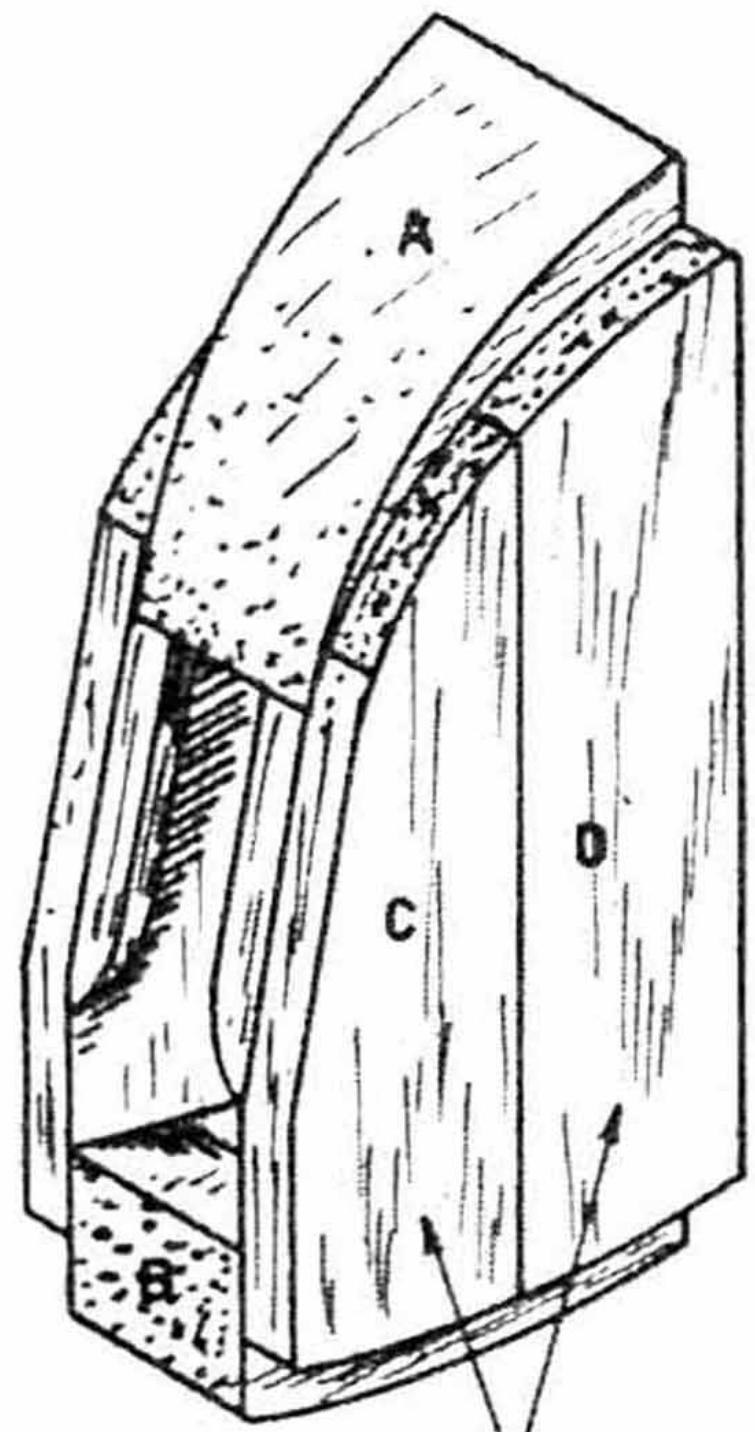


PLATE VI

COVER GOWL
WITH SILK
& DOPE.



FINISHED
COWL



$\frac{3}{4} \times 2$ "

BLOCK
ASSEMBLY

1" SQUARES

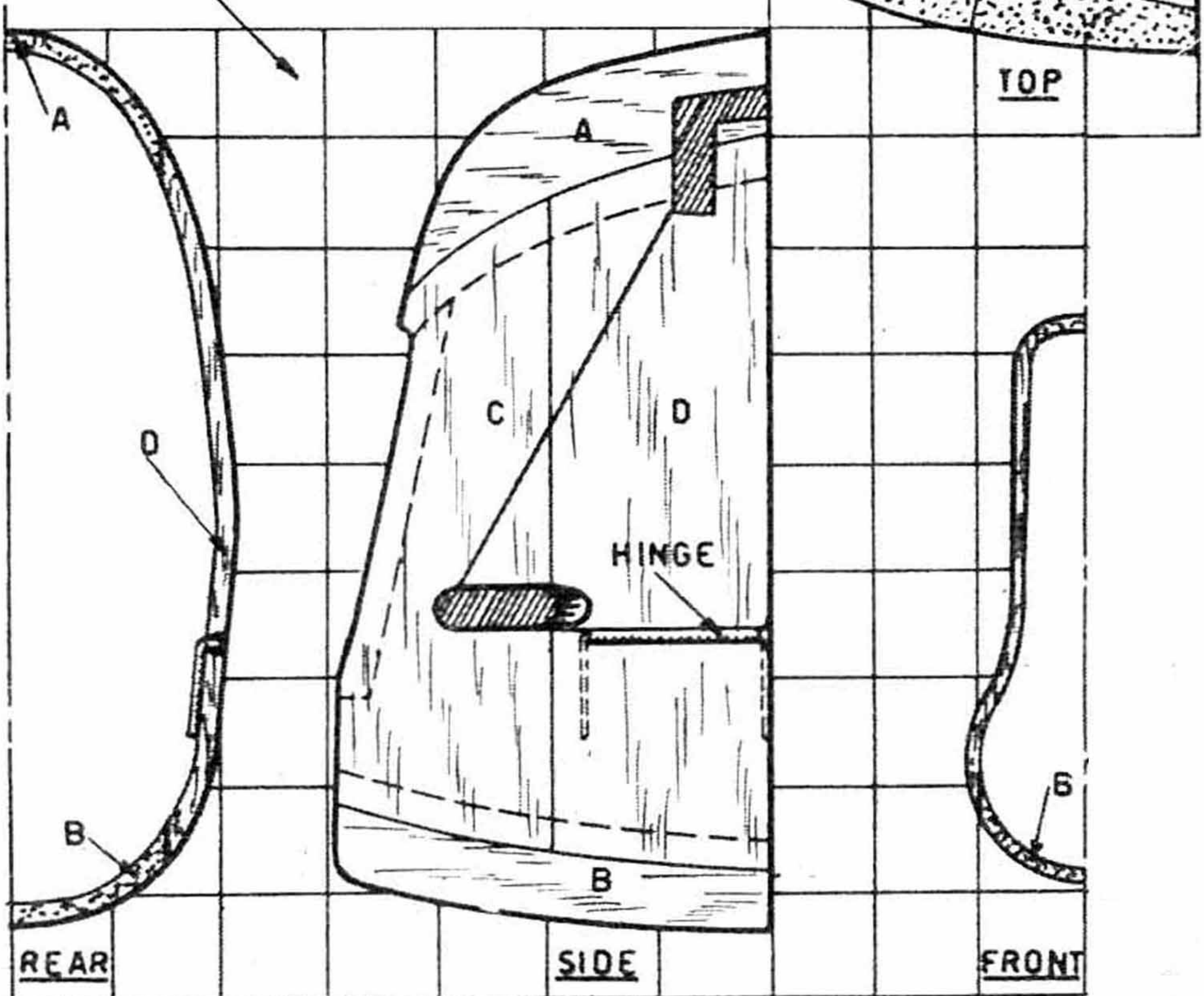
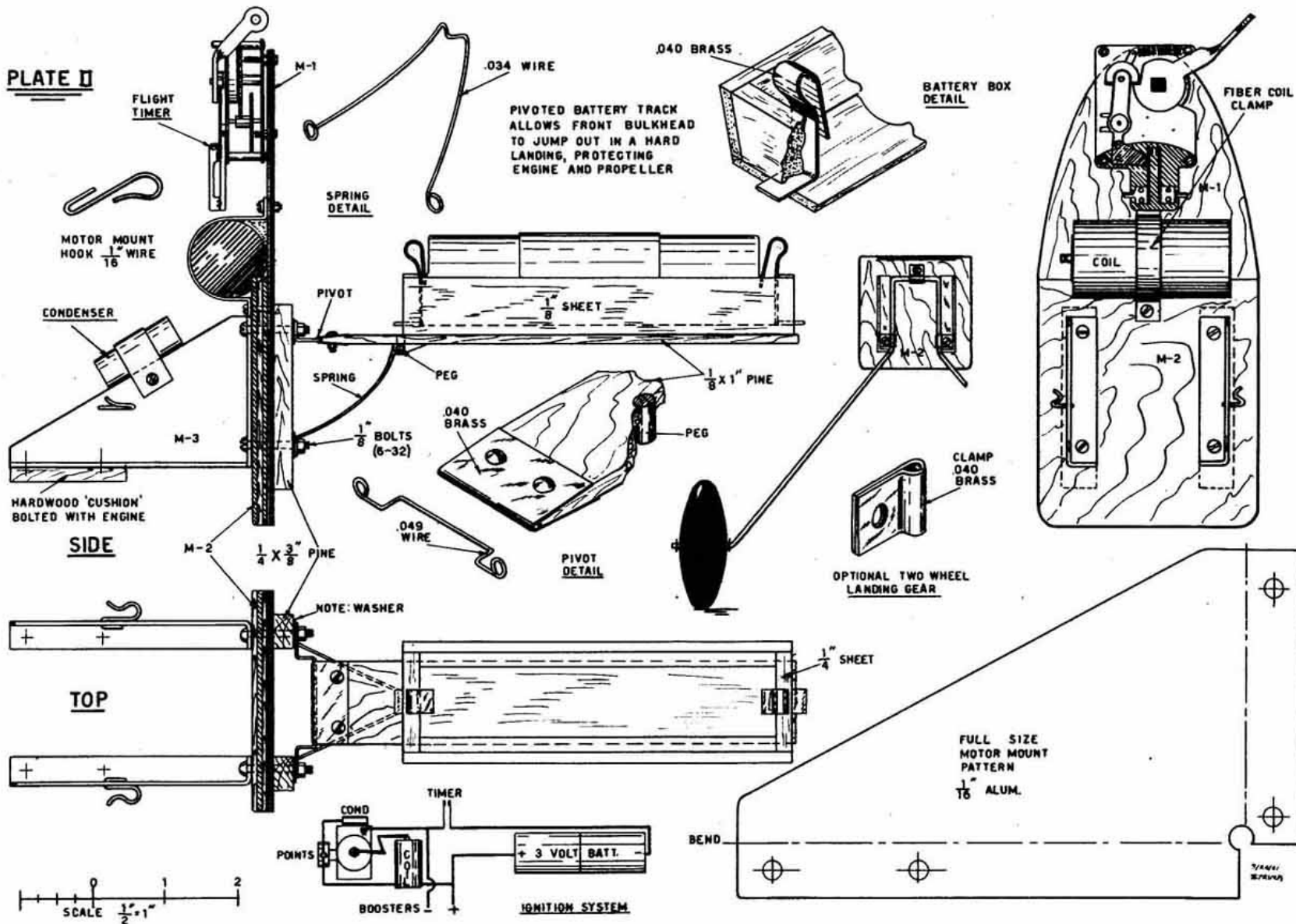
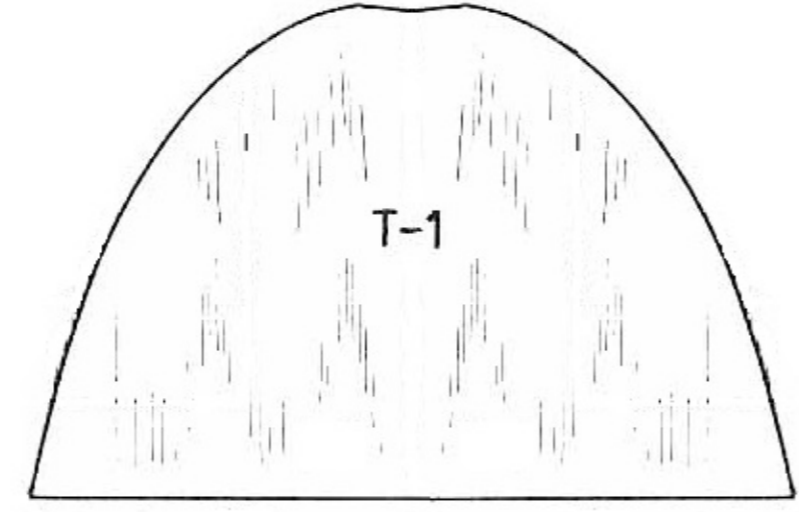
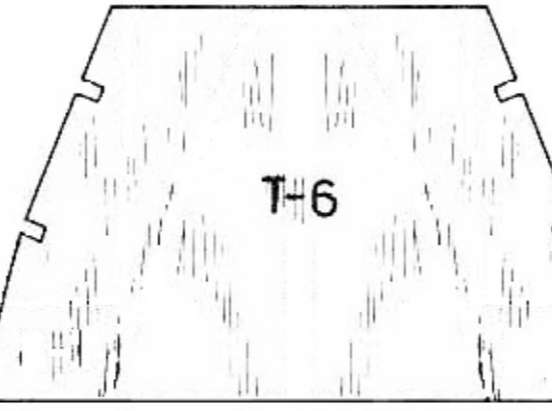
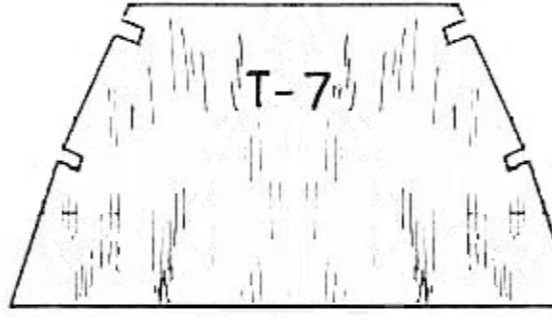
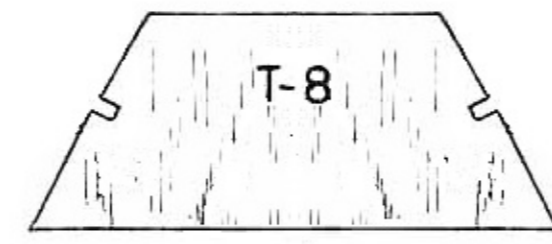
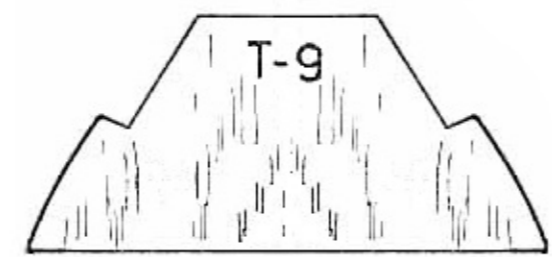
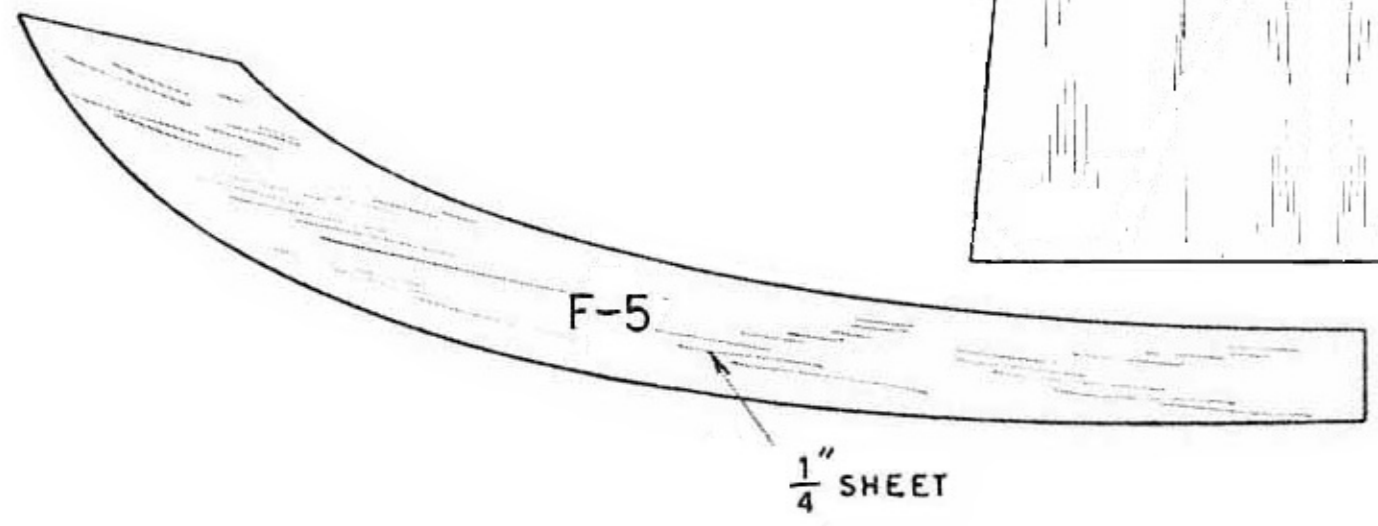
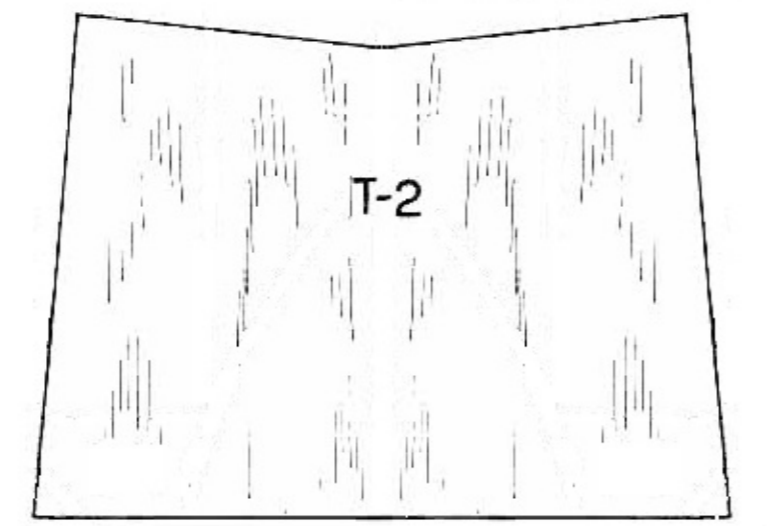
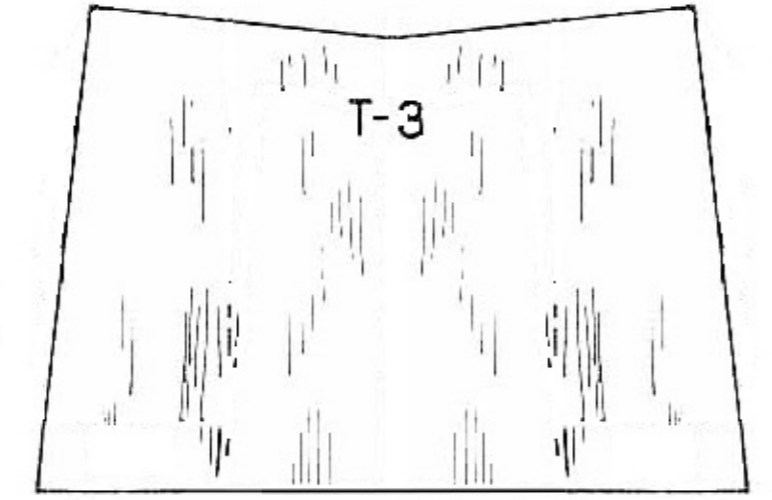
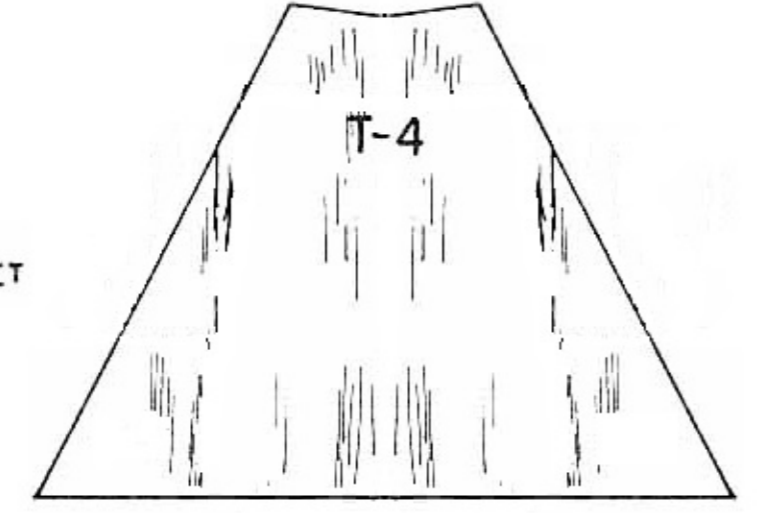
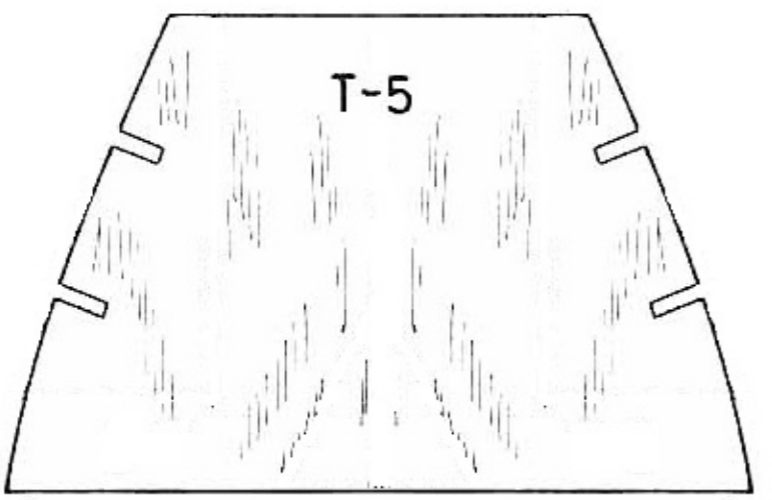
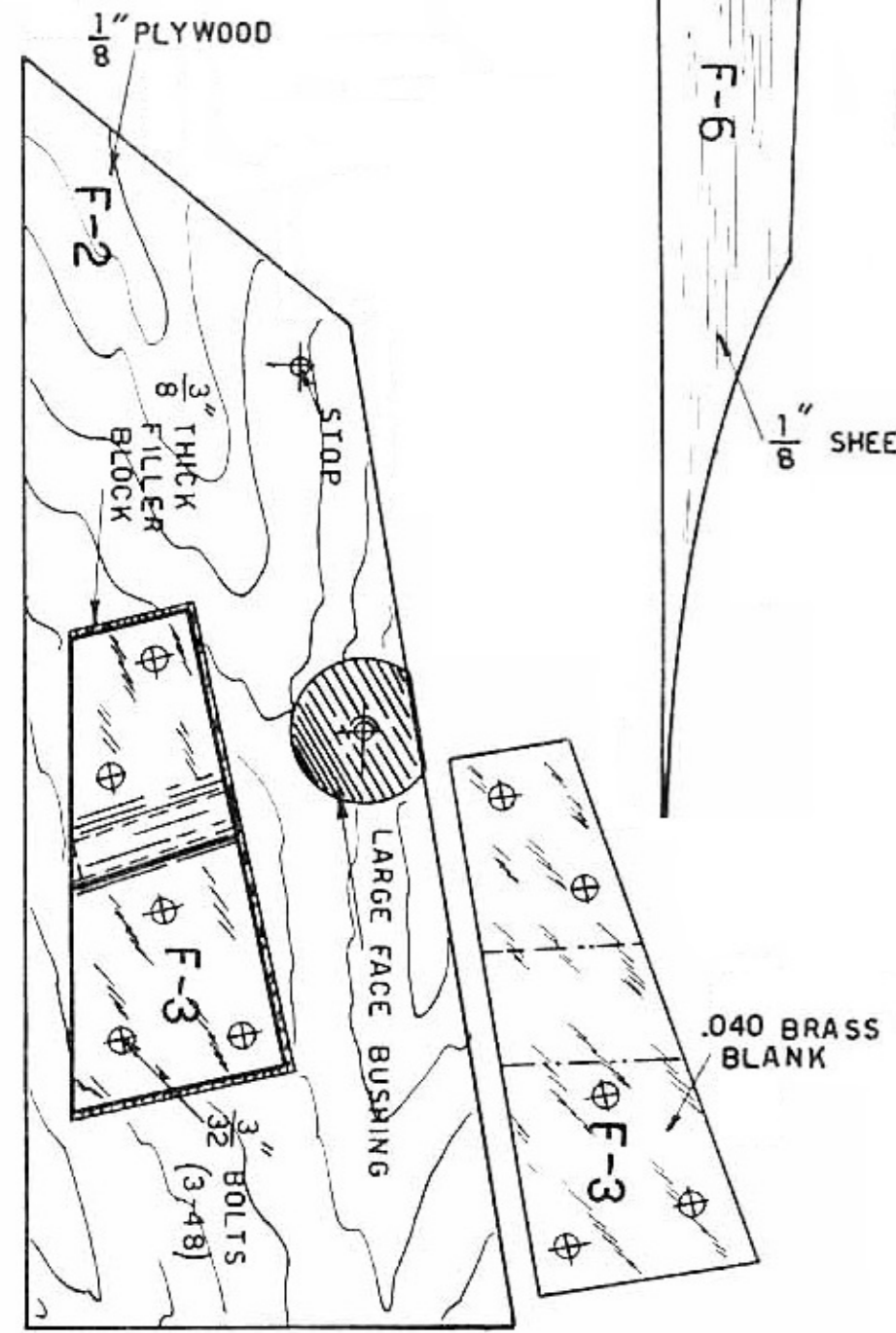
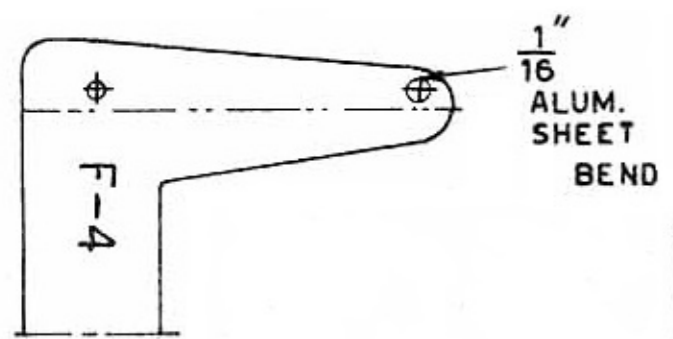
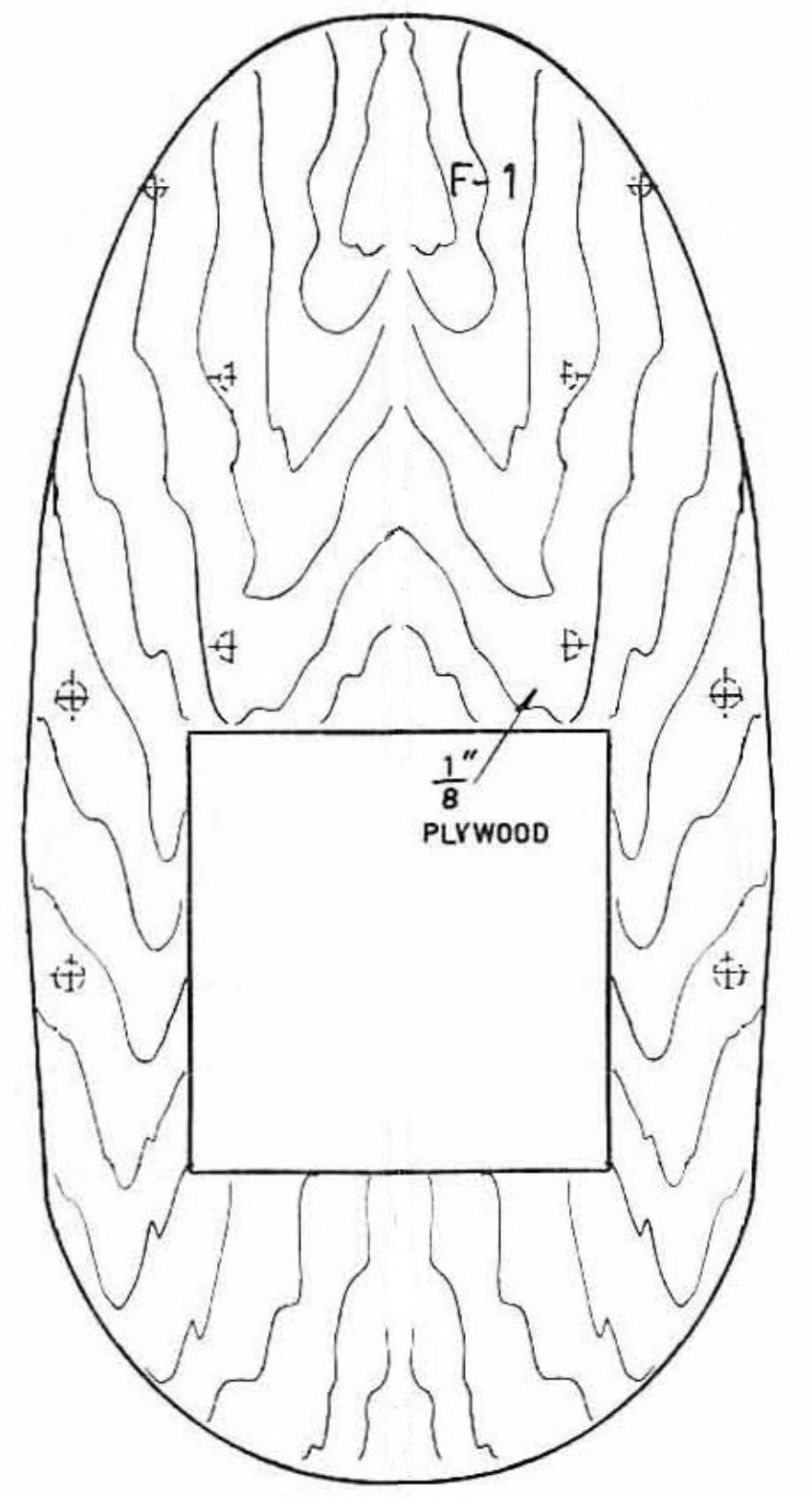
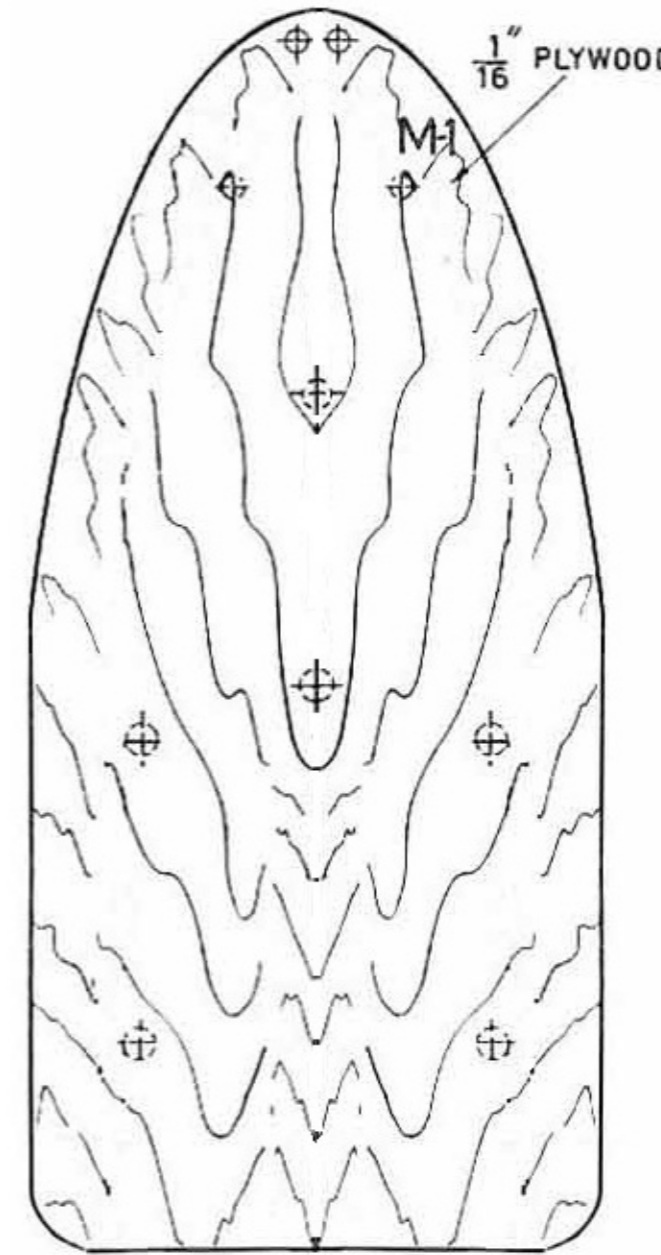
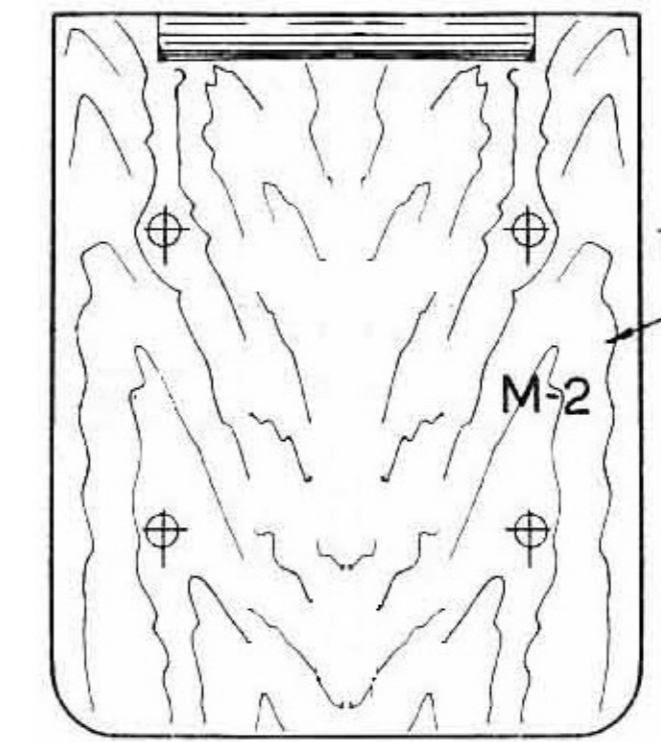
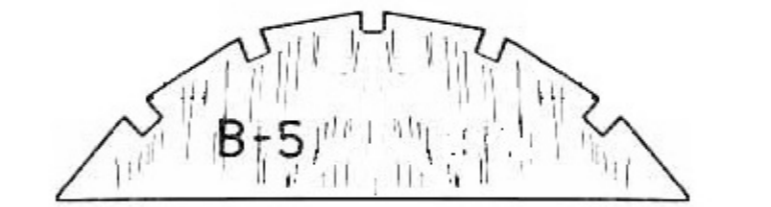
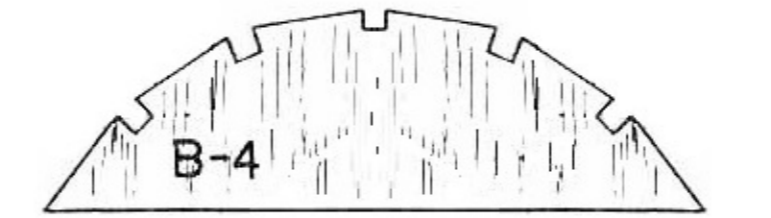
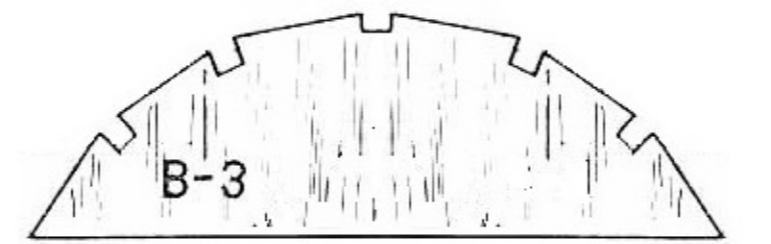
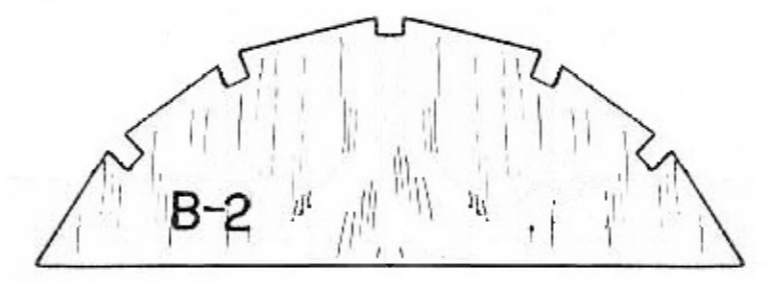
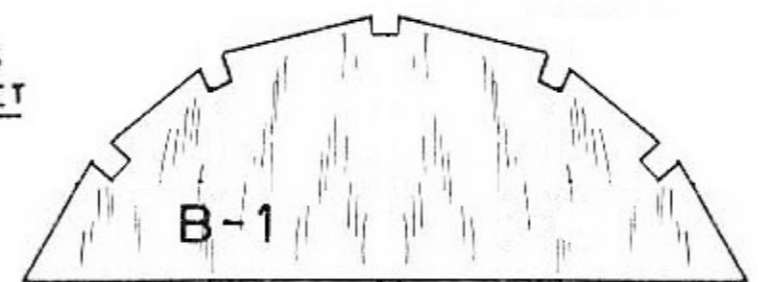


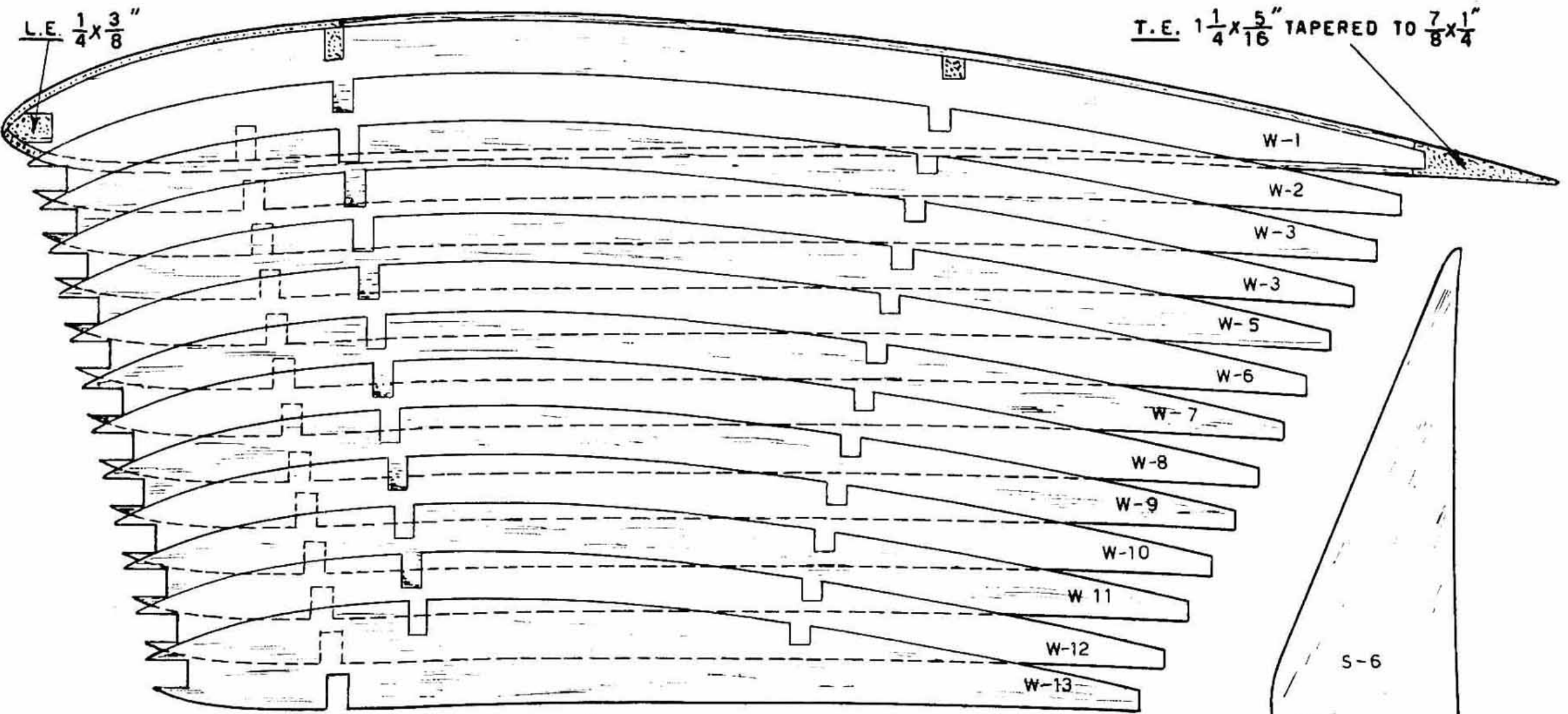
PLATE II



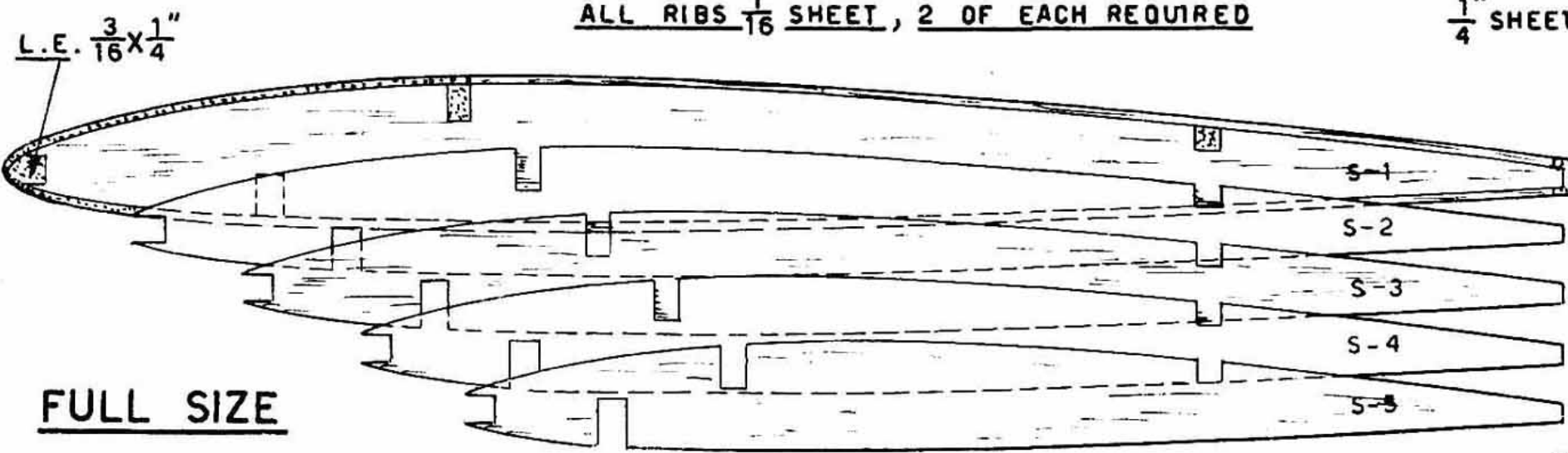


ALL B & T SERIES FORMERS 1/8" SHEET



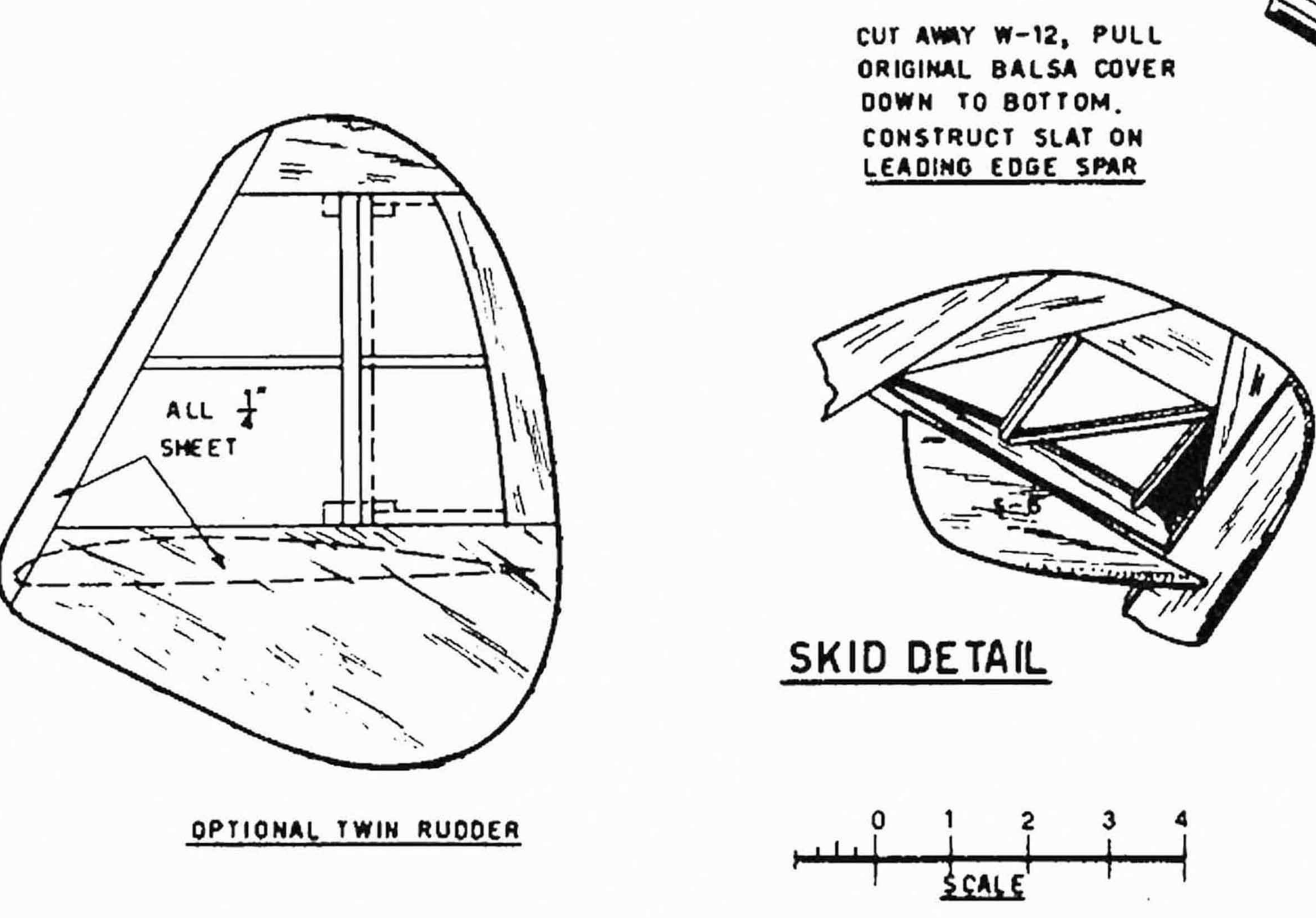
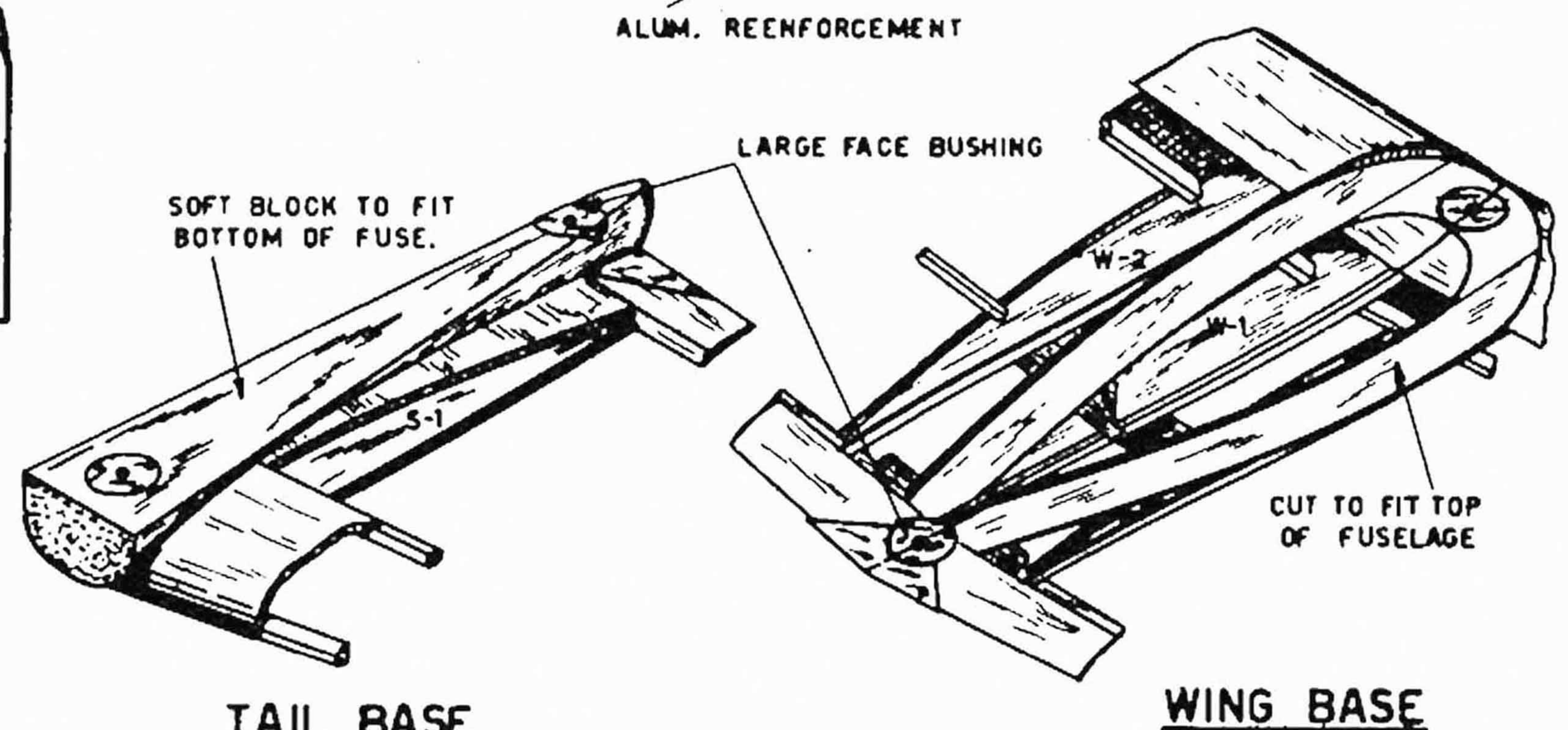
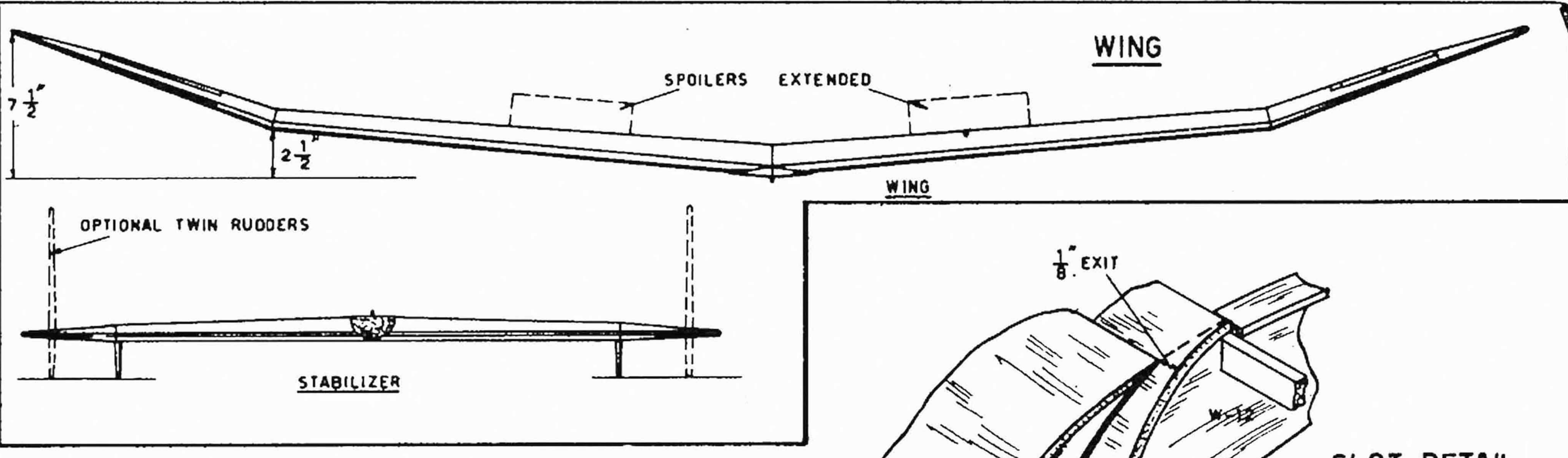
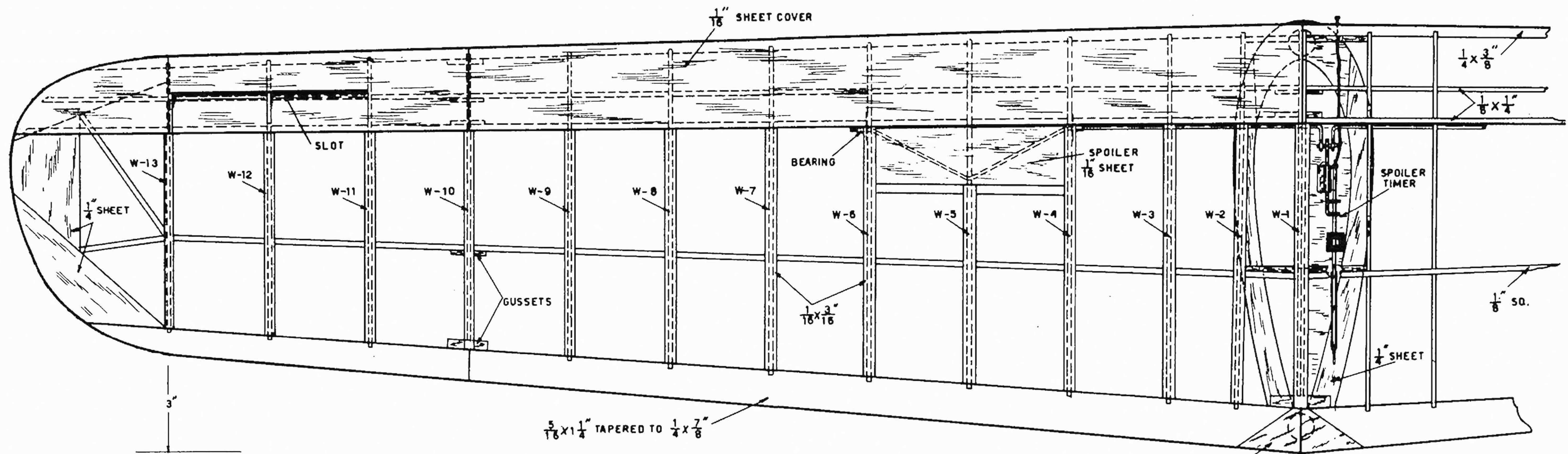


ALL RIBS $\frac{1}{16}$ " SHEET, 2 OF EACH REQUIRED



FULL SIZE

PLATE V



CUT AWAY W-12, PULL ORIGINAL Balsa COVER DOWN TO BOTTOM. CONSTRUCT SLAT ON LEADING EDGE SPAR

