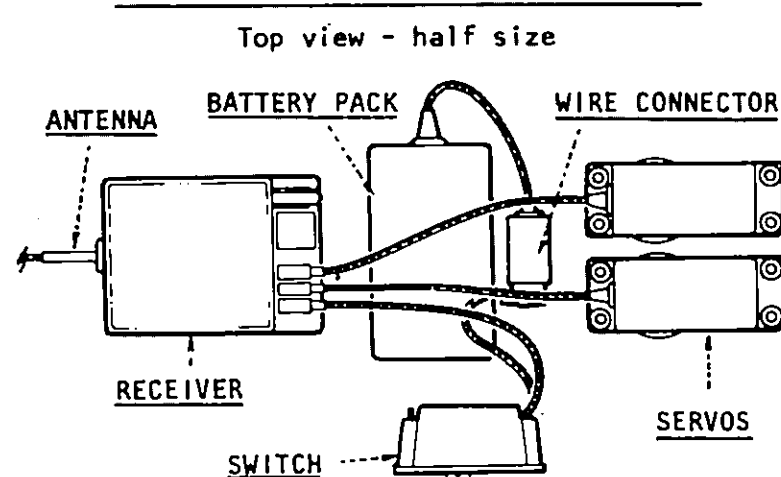


**\*DETAIL OF FUTABA FP2GA WIRING DIAGRAM**



**PRE-WORK INSTRUCTIONS**

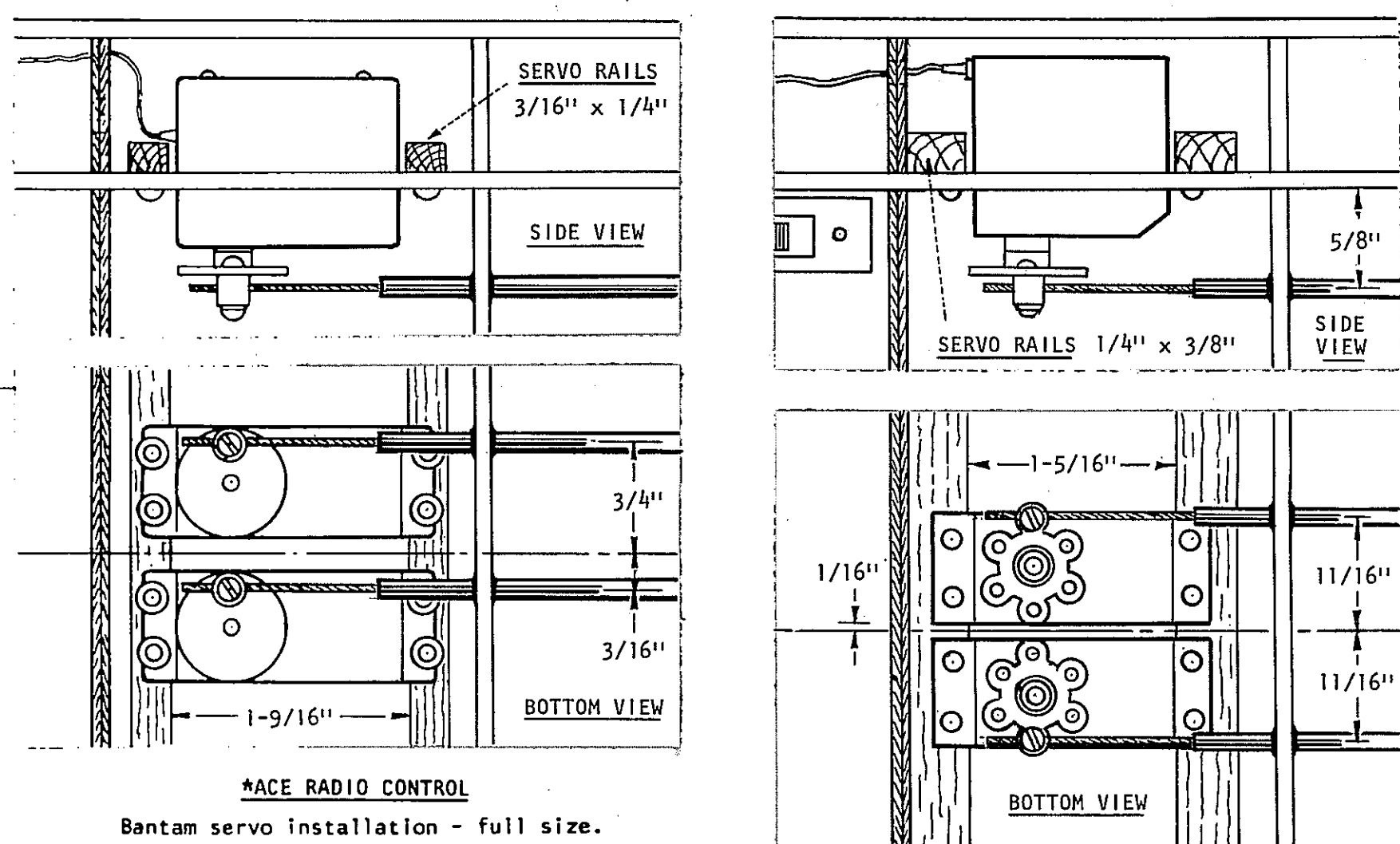
Before beginning actual construction, study the plans, instruction sheets and sketches, and the parts provided in the kit, until you have a good understanding of the design and construction techniques employed. You will find that the construction is straightforward and similar to other Gullow scale models. Note, however, that in certain areas a particular sequence of assembly is outlined, and this should be followed, since experience in building the prototypes has proven this to be the easiest or most accurate approach.

Fuselage drawings on this plan is that of a Futaba No. FP2GA system used to test fly the prototype models - a wiring hook-up for this particular system is shown at left. Servo spacing for two other radio control systems are shown below.

Although every effort has been made to avoid error in design and production of this kit, we do not claim it is errorless. Please notify us if you discover anything that should be corrected since it is our desire to rectify it immediately.

The radio control equipment shown in the

**SERVO INSTALLATIONS FOR OTHER RADIO CONTROL SYSTEMS**



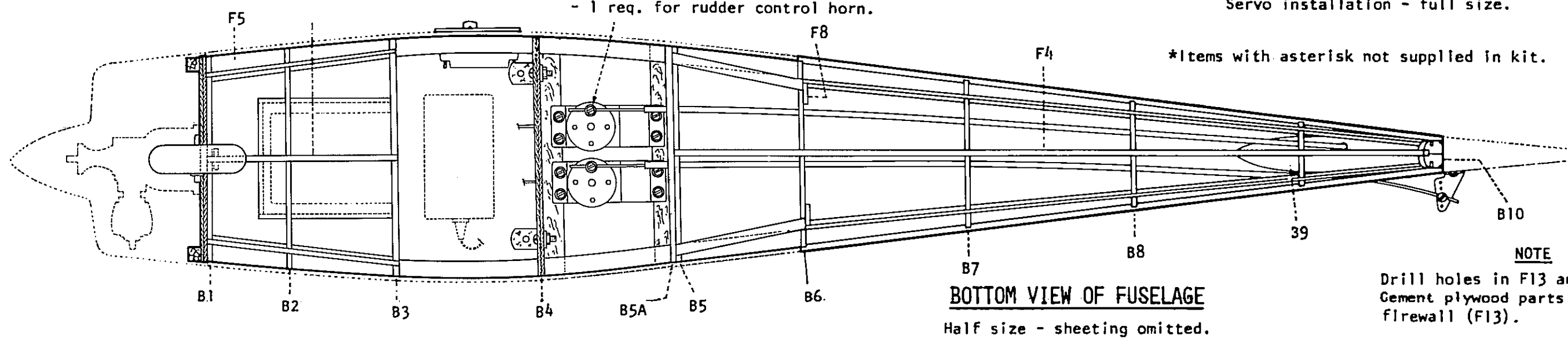
**\*BOTTOM VIEW OF FUTABA FP2GA SERVO INSTALLATION**

**\*ACE RADIO CONTROL**  
Bantam servo installation - full size.

**\*PUSH ROD CONNECTOR**  
Goldberg No. PC-1 - 2 req. for servos  
- 1 req. for rudder control horn.

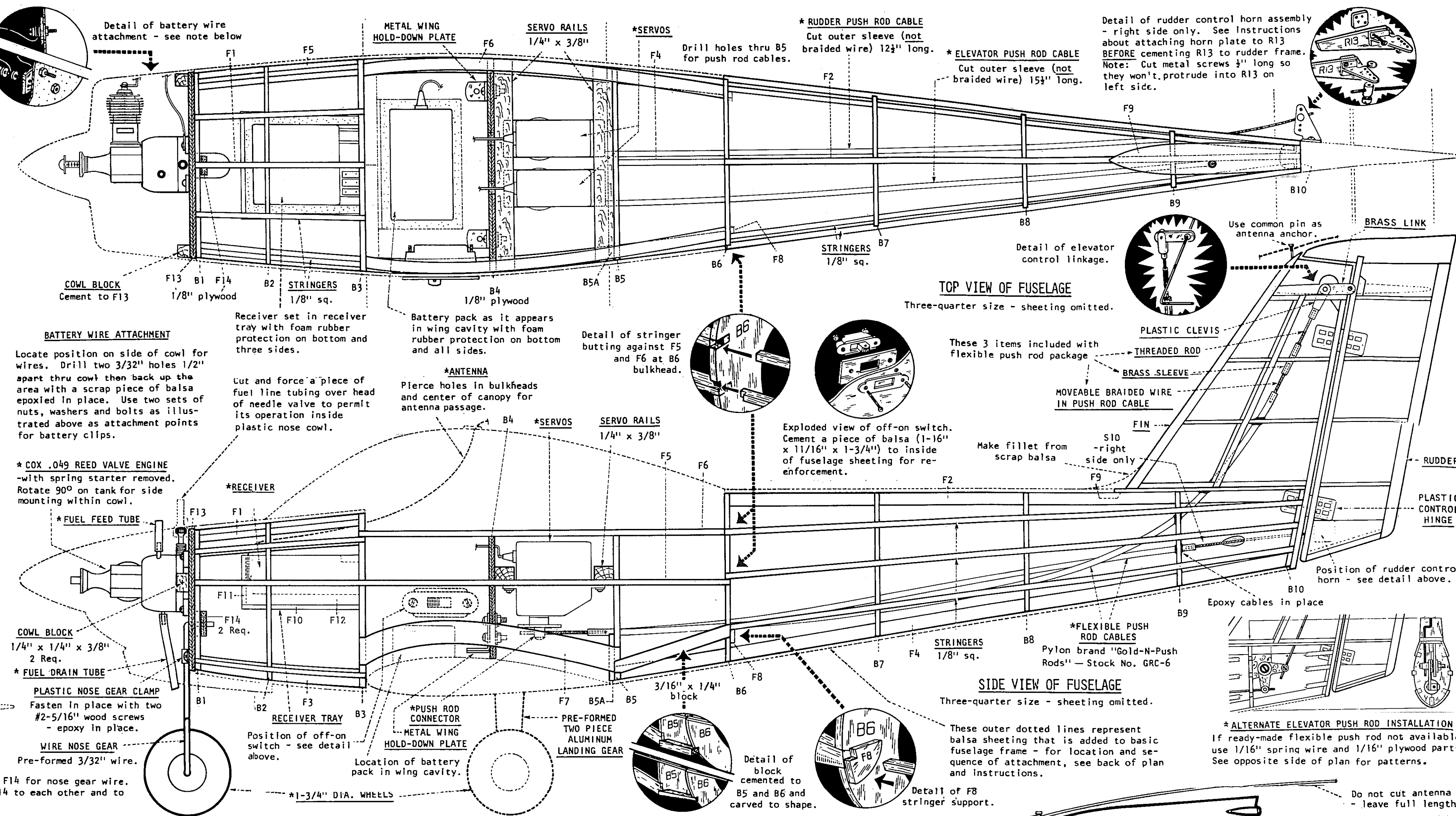
**\*COX-SANWA 8020-2**  
Servo installation - full size.

\*Items with asterisk not supplied in kit.



**BOTTOM VIEW OF FUSELAGE**

Half size - sheeting omitted.



**TOP VIEW OF FUSELAGE**

Three-quarter size - sheeting omitted.

**SIDE VIEW OF FUSELAGE**

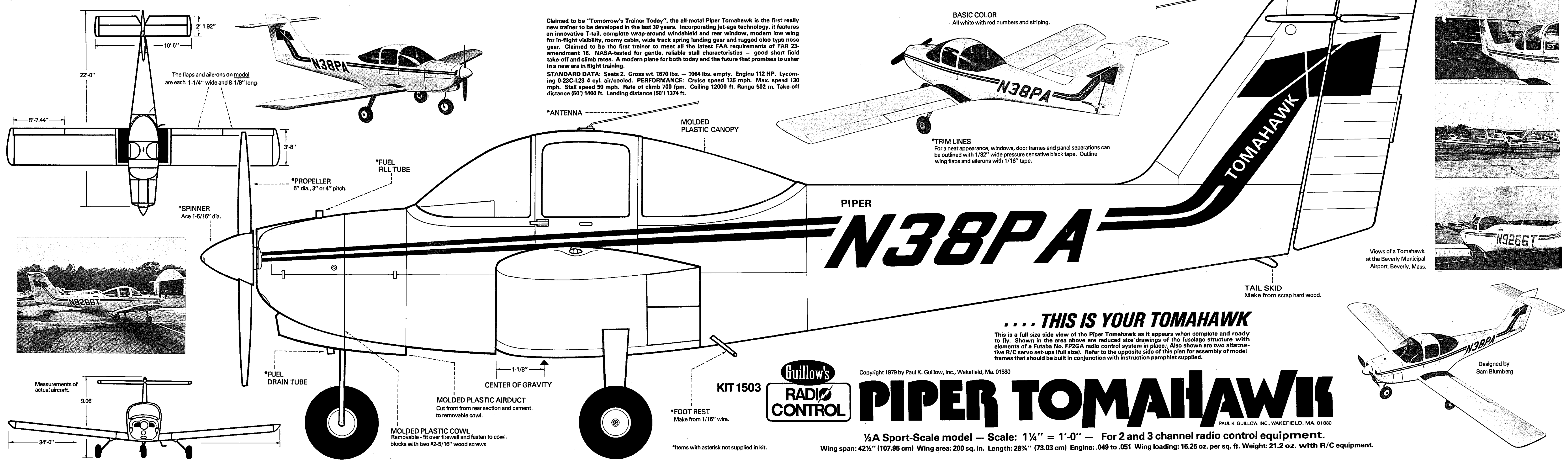
Three-quarter size - sheeting omitted.

Claimed to be "Tomorrow's Trainer Today", the all-metal Piper Tomahawk is the first really new trainer to be developed in the last 30 years. Incorporating jet-age technology, it features an innovative T-tail, complete wrap-around windshield and rear window, modern low wing for in-flight visibility, roomy cabin, wide track spring landing gear and rugged oleo type nose gear. Claimed to be the first trainer to meet all the latest FAA requirements of FAR 23-amendment 16. NASA-tested for gentle, reliable stall characteristics - good short field take-off and climb rates. A modern plane for both today and the future that promises to usher in a new era in flight training.

**STANDARD DATA:** Seats 2. Gross wt. 1670 lbs. - 1064 lbs. empty. Engine 112 HP. Lycoming O-23C-123 4 cyl. air/cool. **PERFORMANCE:** Cruise speed 125 mph. Max. speed 130 mph. Stall speed 50 mph. Rate of climb 700 fpm. Ceiling 12000 ft. Range 502 m. Take-off distance (50') 1400 ft. Landing distance (50') 1374 ft.

**BASIC COLOR**  
All white with red numbers and striping.

**\*TRIM LINES**  
For a neat appearance, windows, door frames and panel separations can be outlined with 1/32" wide pressure sensitive black tape. Outline wing flaps and ailerons with 1/16" tape.



The flaps and ailerons on model are each 1-1/4" wide and 8-1/8" long

\*SPINNER  
Ace 1-5/16" dia.

\*PROPELLER  
6" dia., 3" or 4" pitch.

\*FUEL FILL TUBE

\*ANTENNA  
MOLDED PLASTIC CANOPY

**PIPER N38PA**

TAIL SKID  
Make from scrap hard wood.

\*FUEL DRAIN TUBE

CENTER OF GRAVITY

MOLDED PLASTIC AIRDUCT  
Cut front from rear section and cement to removable cowl.

MOLDED PLASTIC COWL  
Removable - fit over firewall and fasten to cowl blocks with two #2-5/16" wood screws

KIT 1503

\*FOOT REST  
Make from 1/16" wire.

\*Items with asterisk not supplied in kit.



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**PIPER TOMAHAWK**

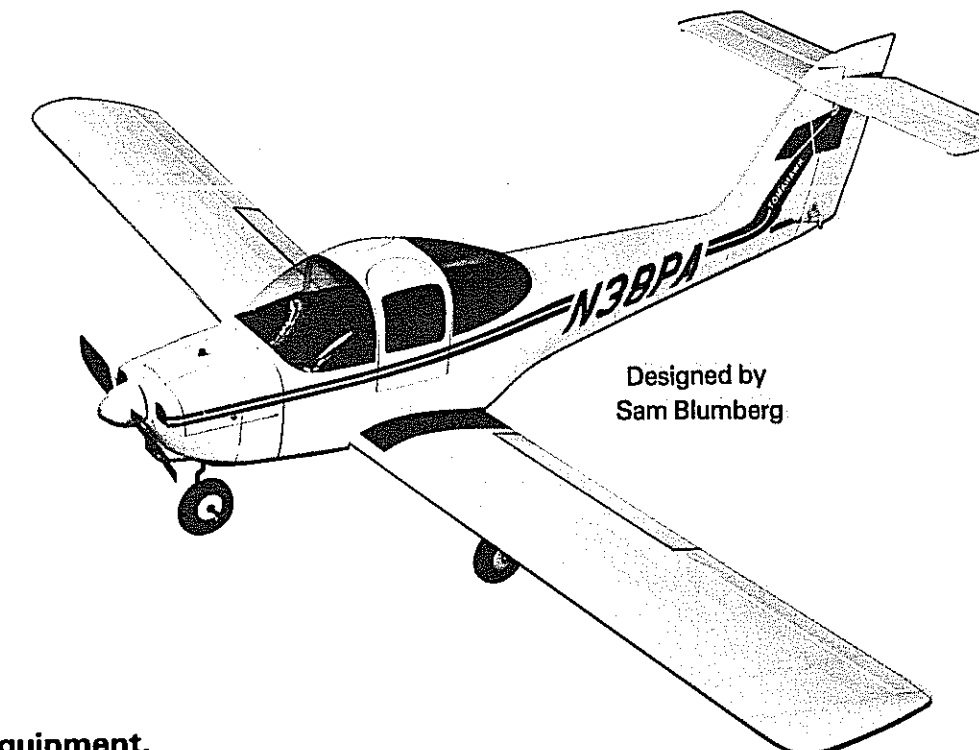
PAUL K. GULLOW, INC., WAKEFIELD, MA. 01880

1/2A Sport-Scale model - Scale: 1 1/4" = 1'-0" - For 2 and 3 channel radio control equipment.

Wing span: 42 1/2" (107.95 cm) Wing area: 200 sq. in. Length: 28 3/4" (73.03 cm) Engine: .049 to .051 Wing loading: 15.25 oz. per sq. ft. Weight: 21.2 oz. with R/C equipment.



Views of a Tomahawk at the Beverly Municipal Airport, Beverly, Mass.



Designed by Sam Blumberg

