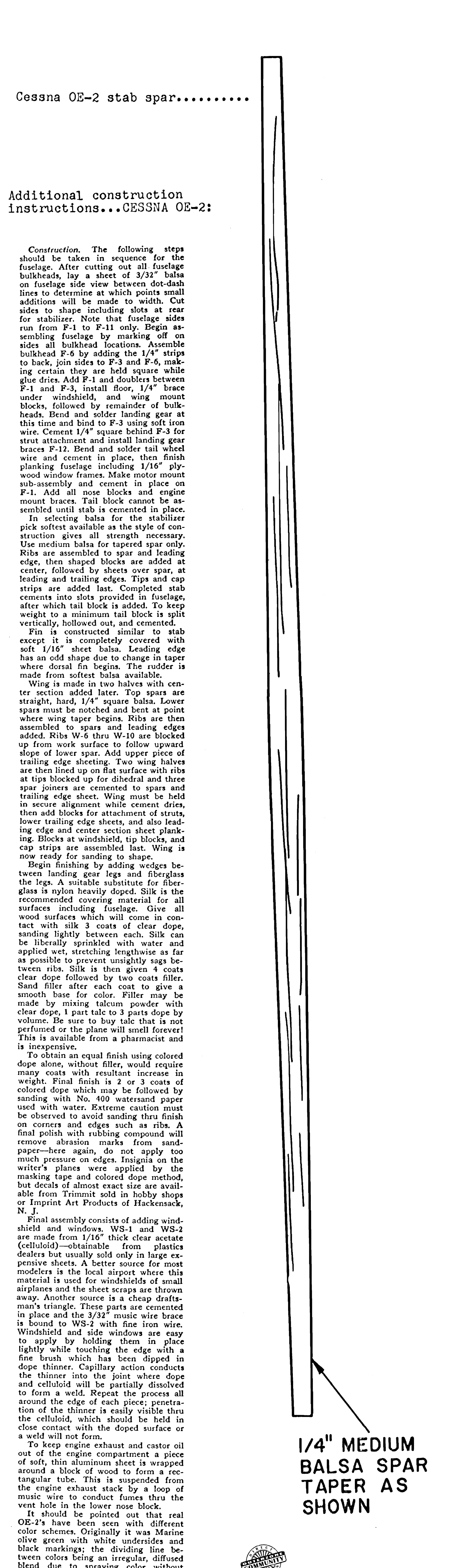
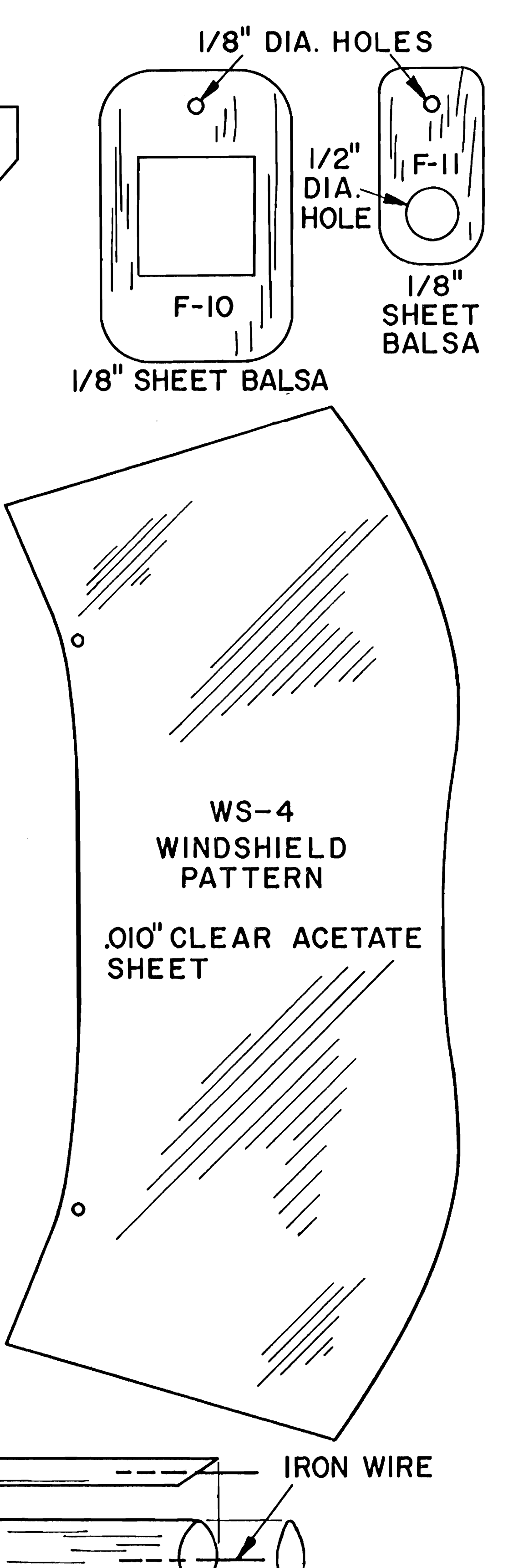
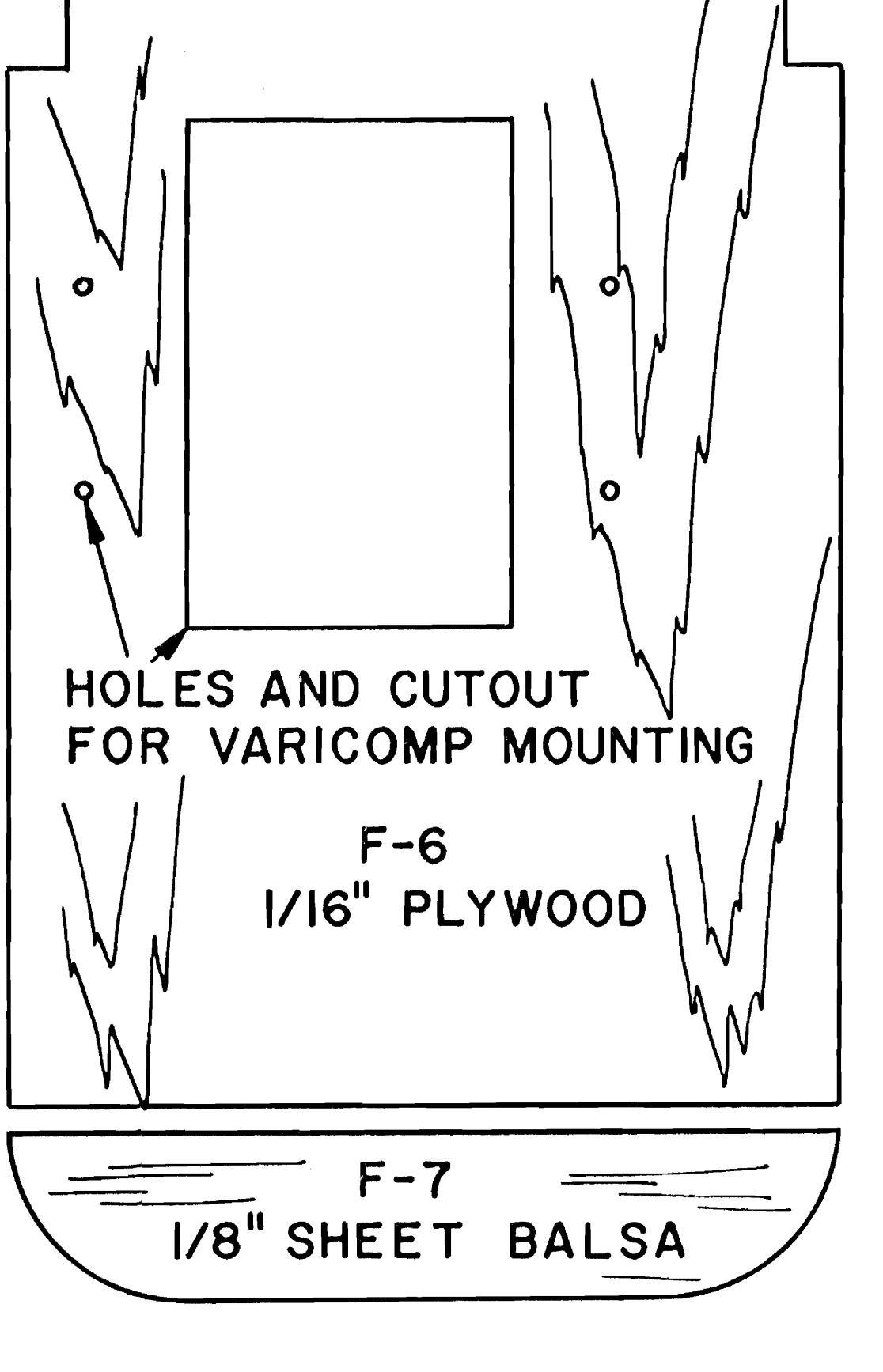
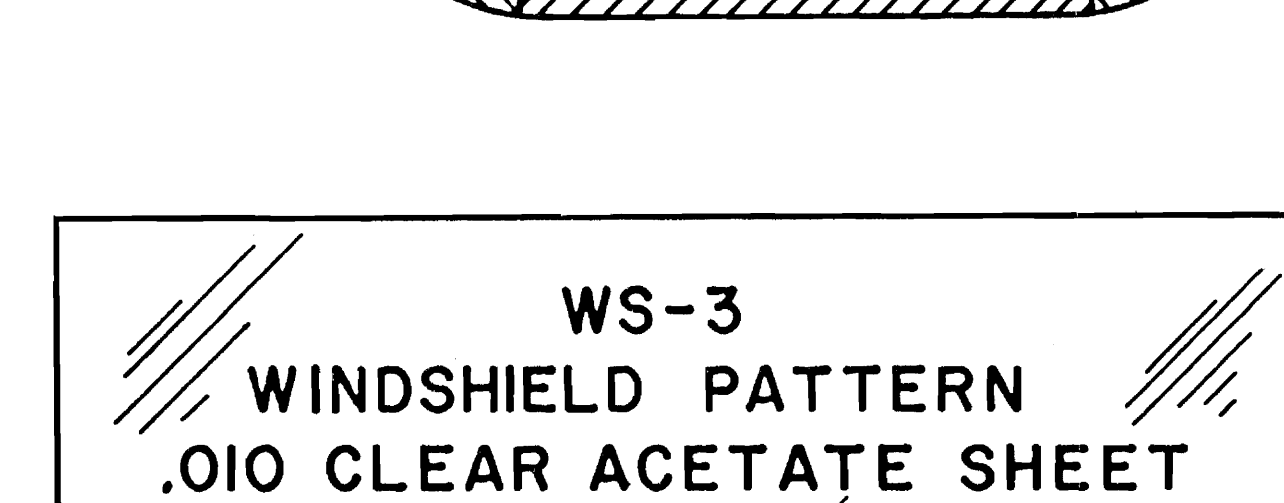
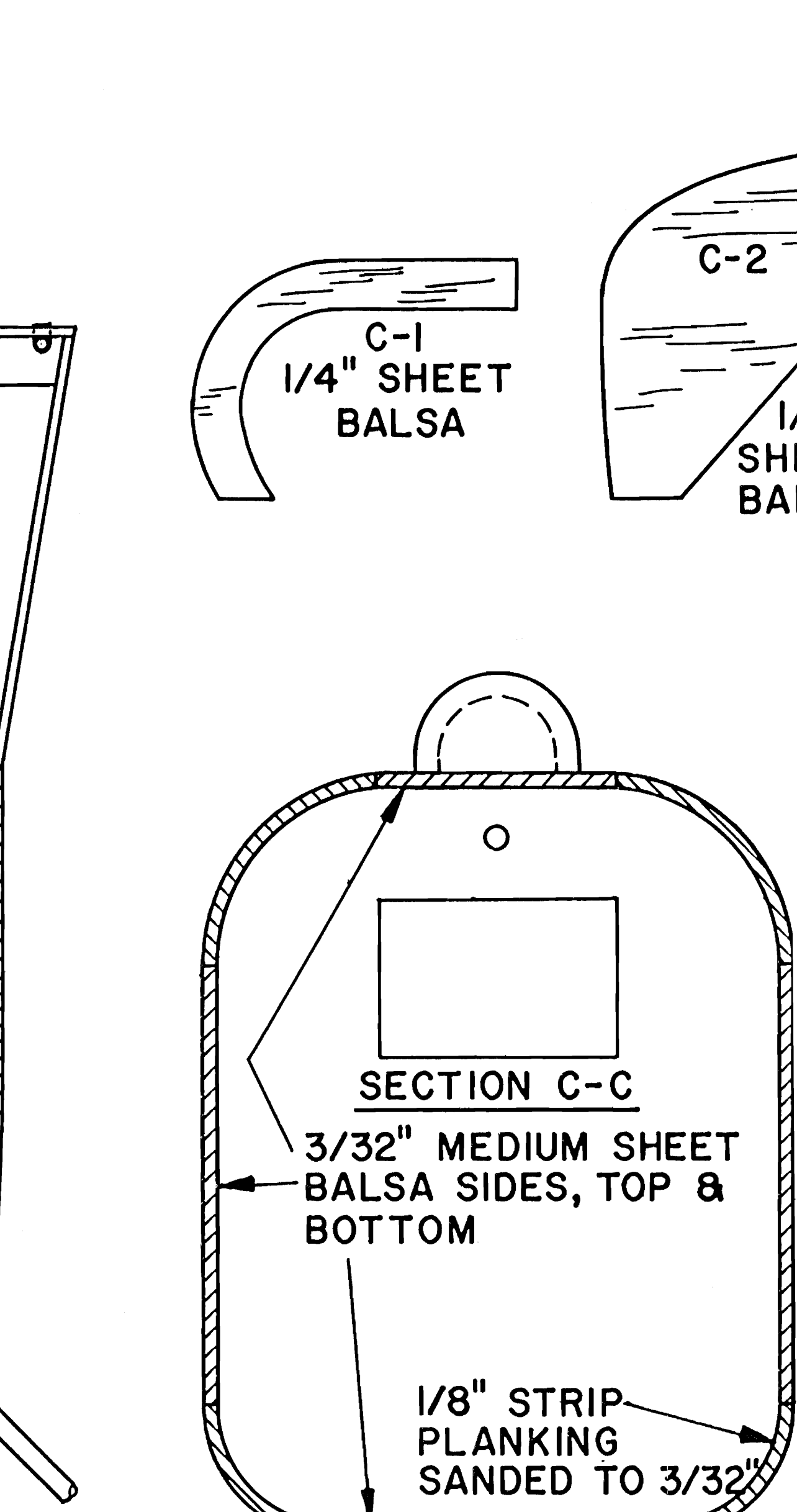
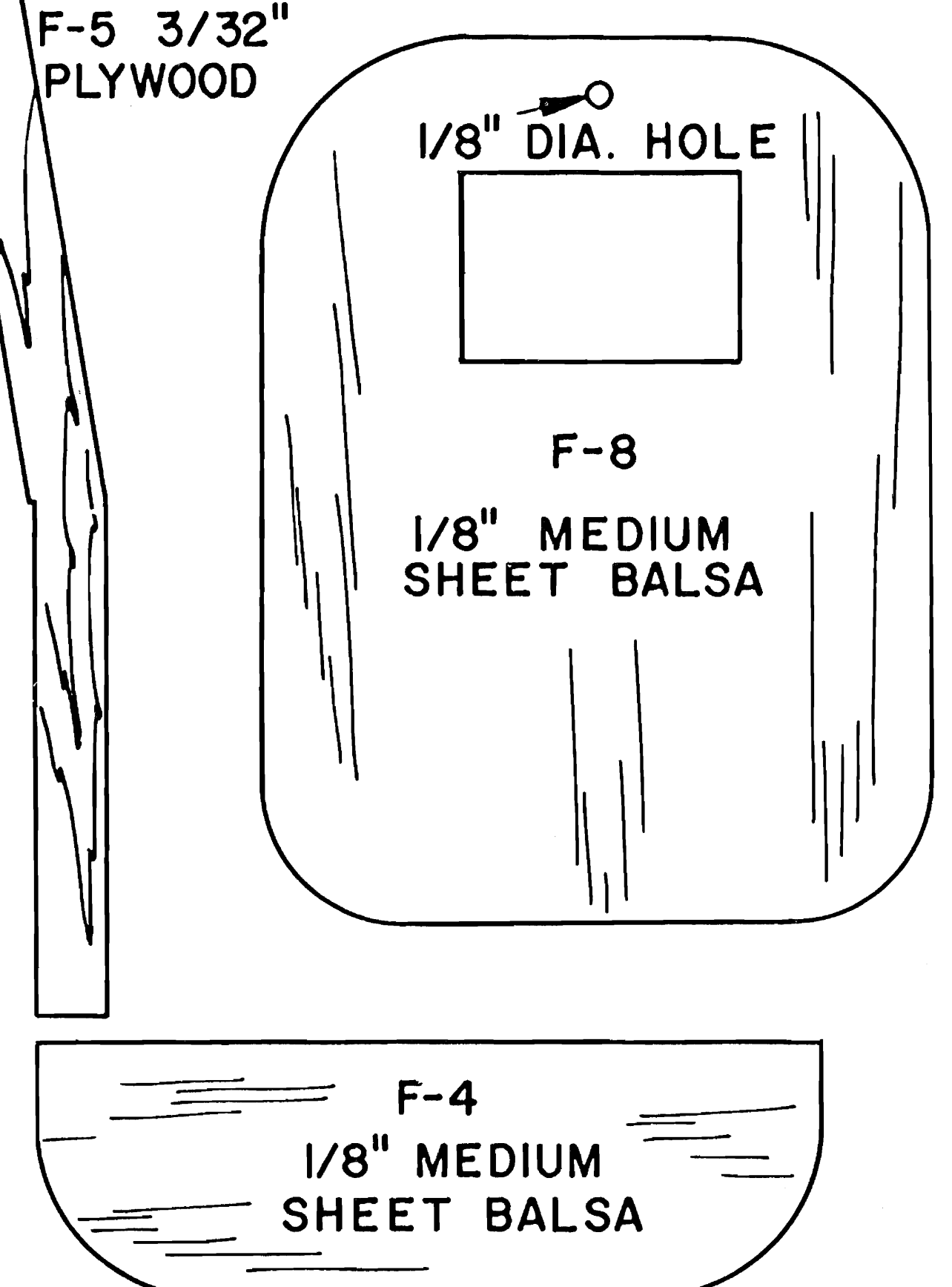
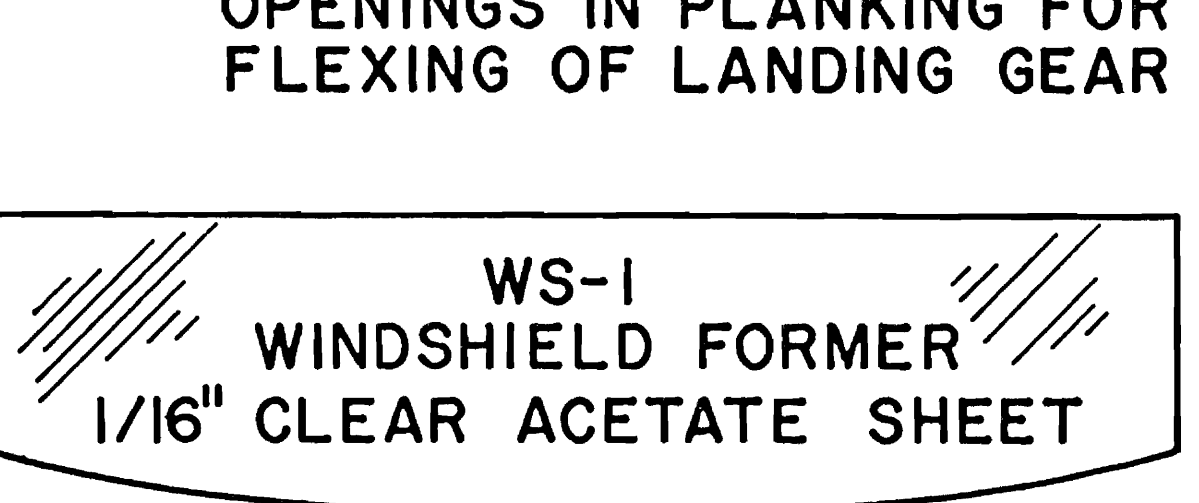
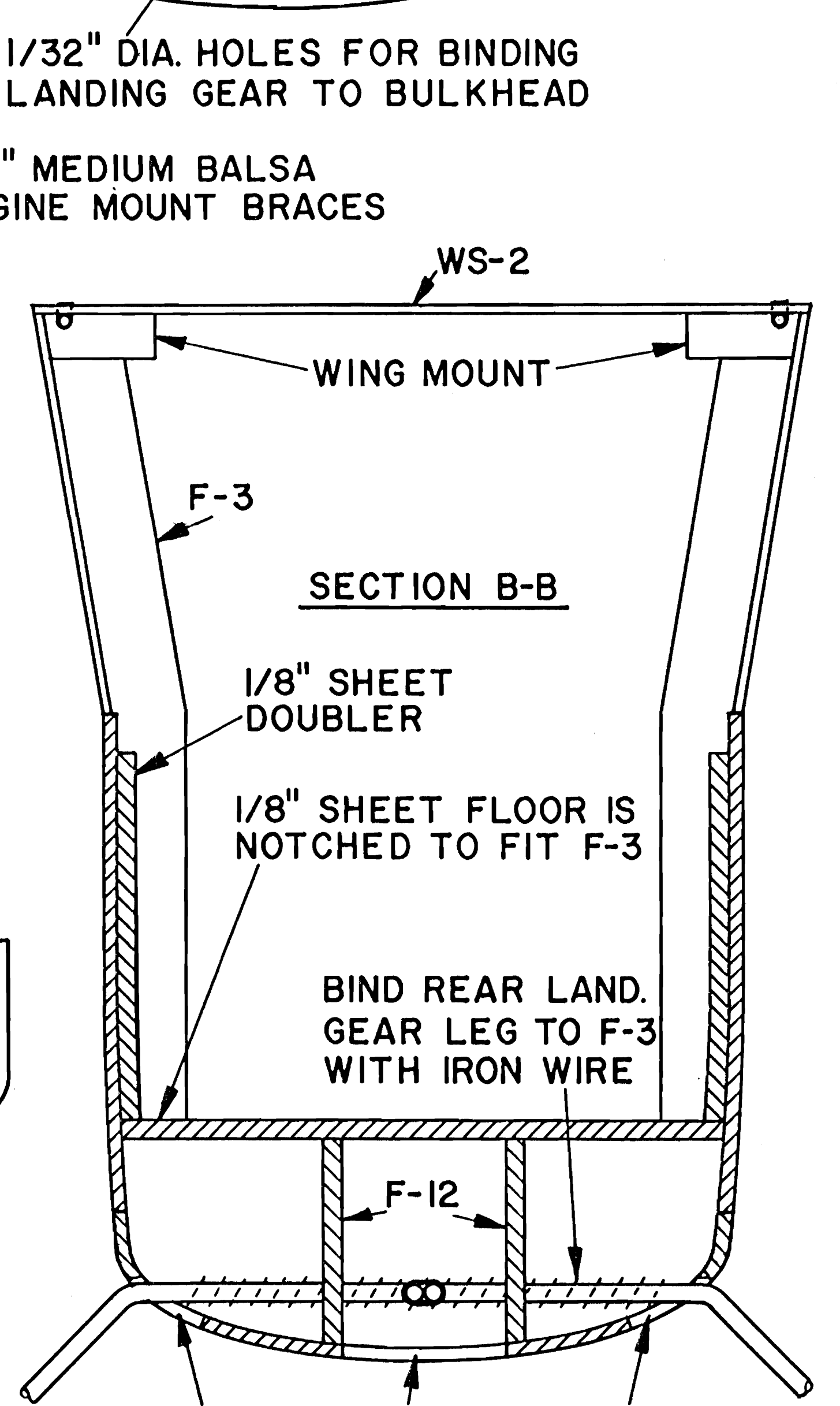
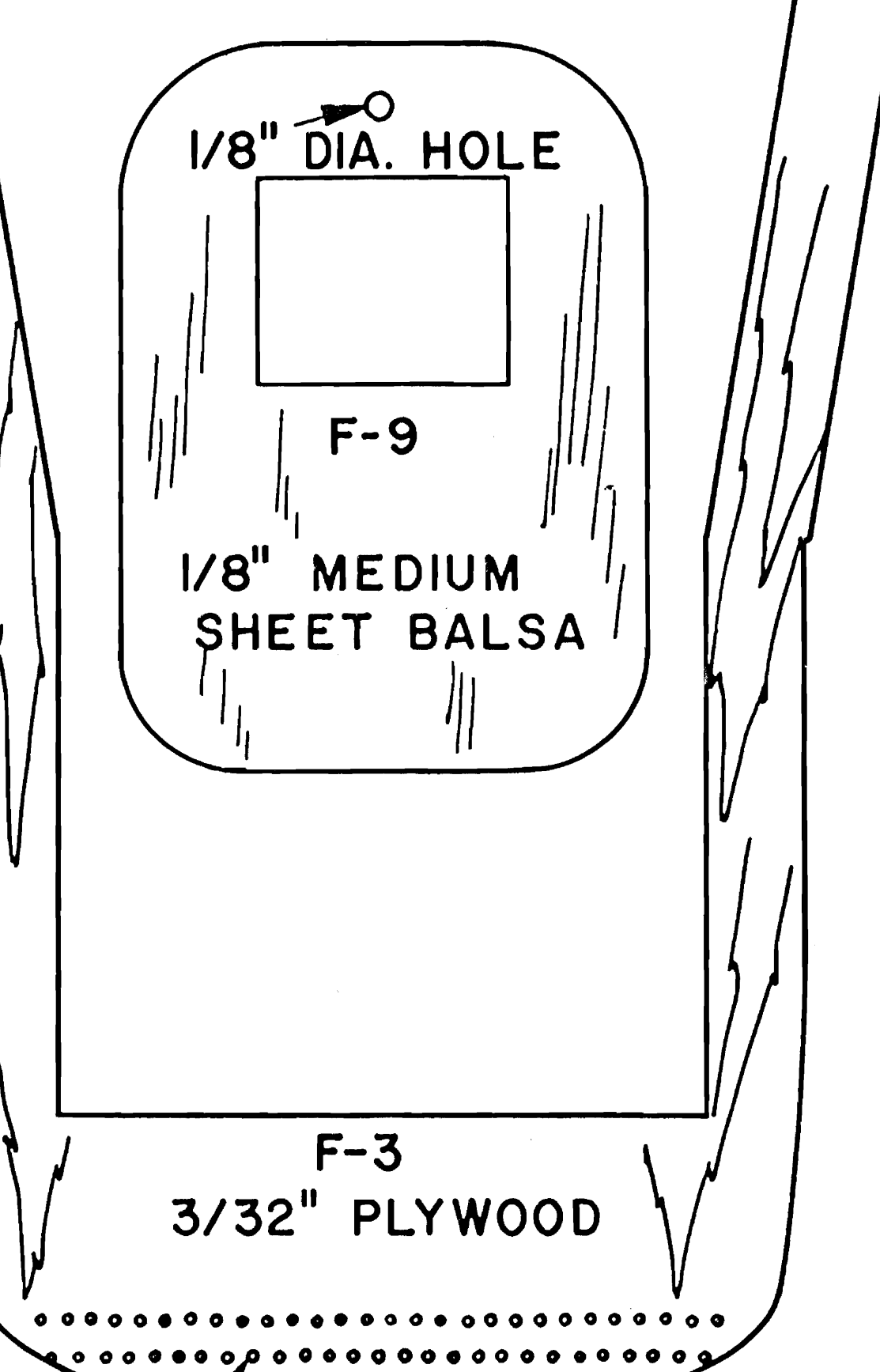
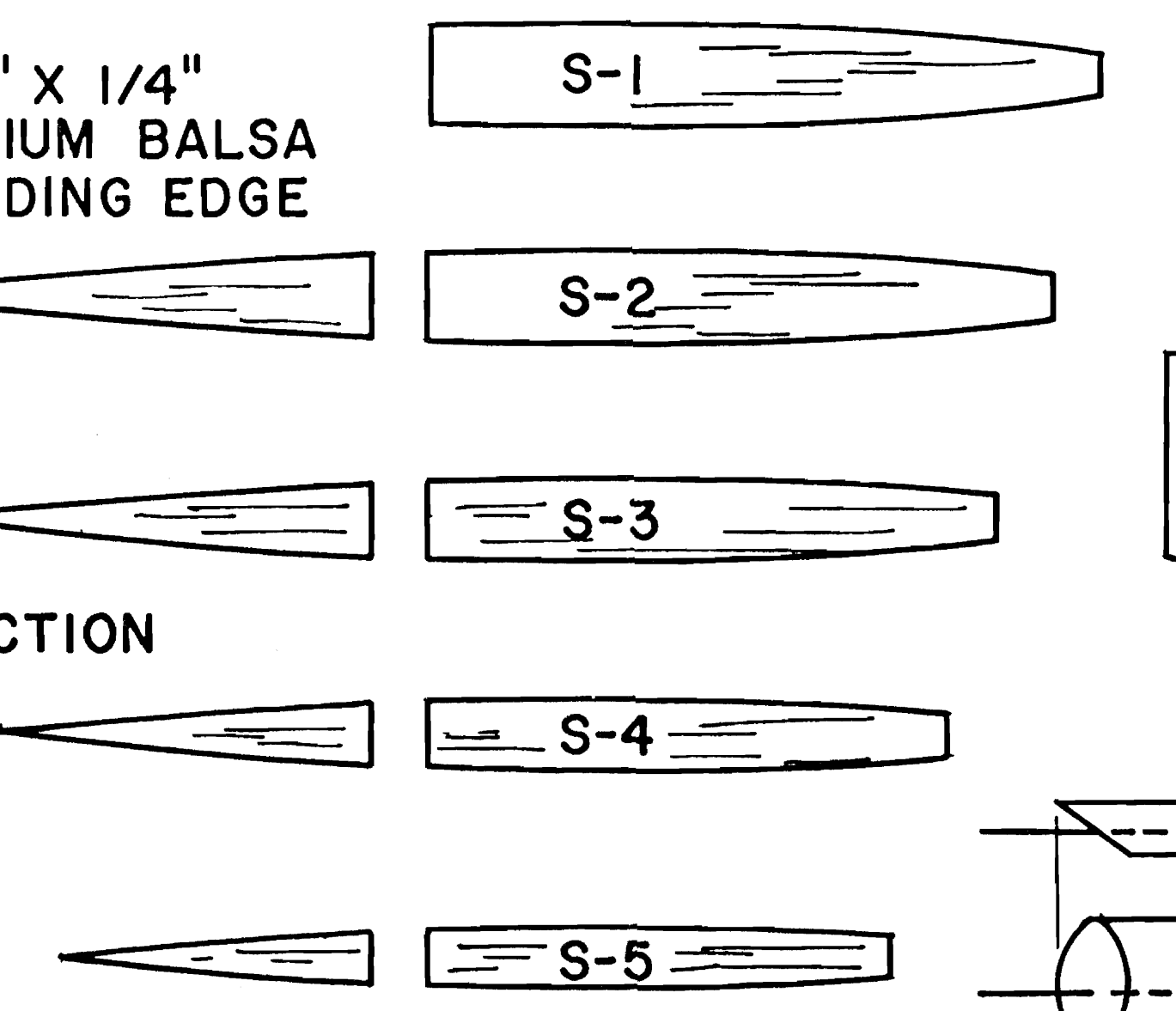
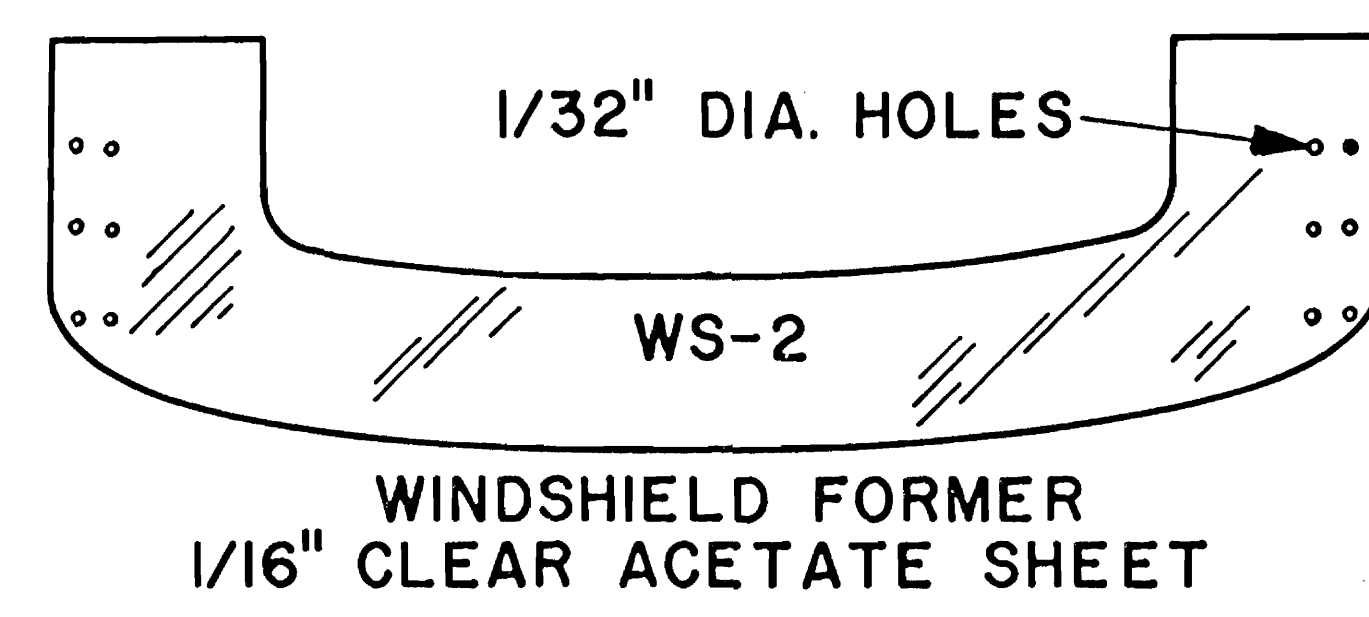
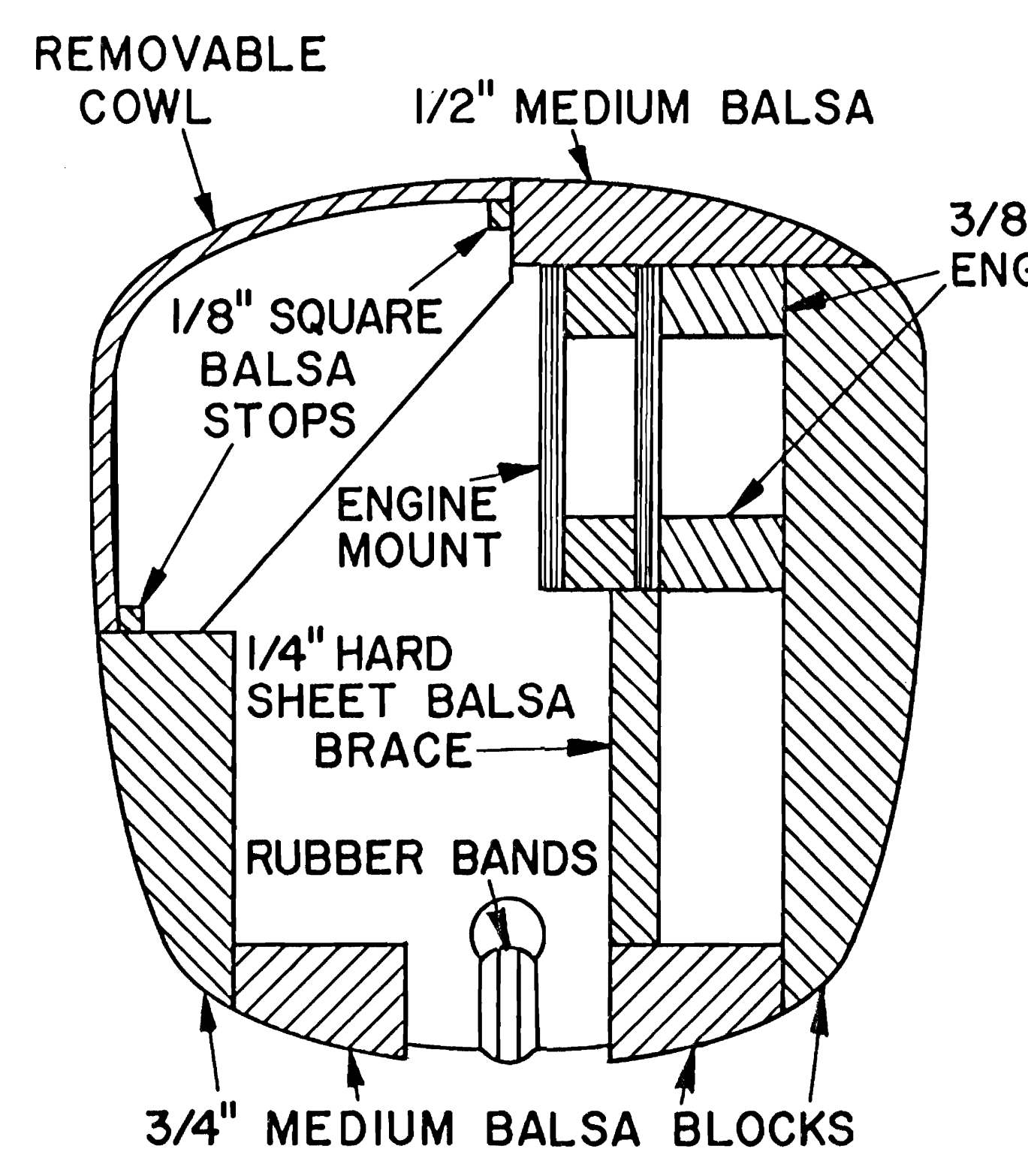
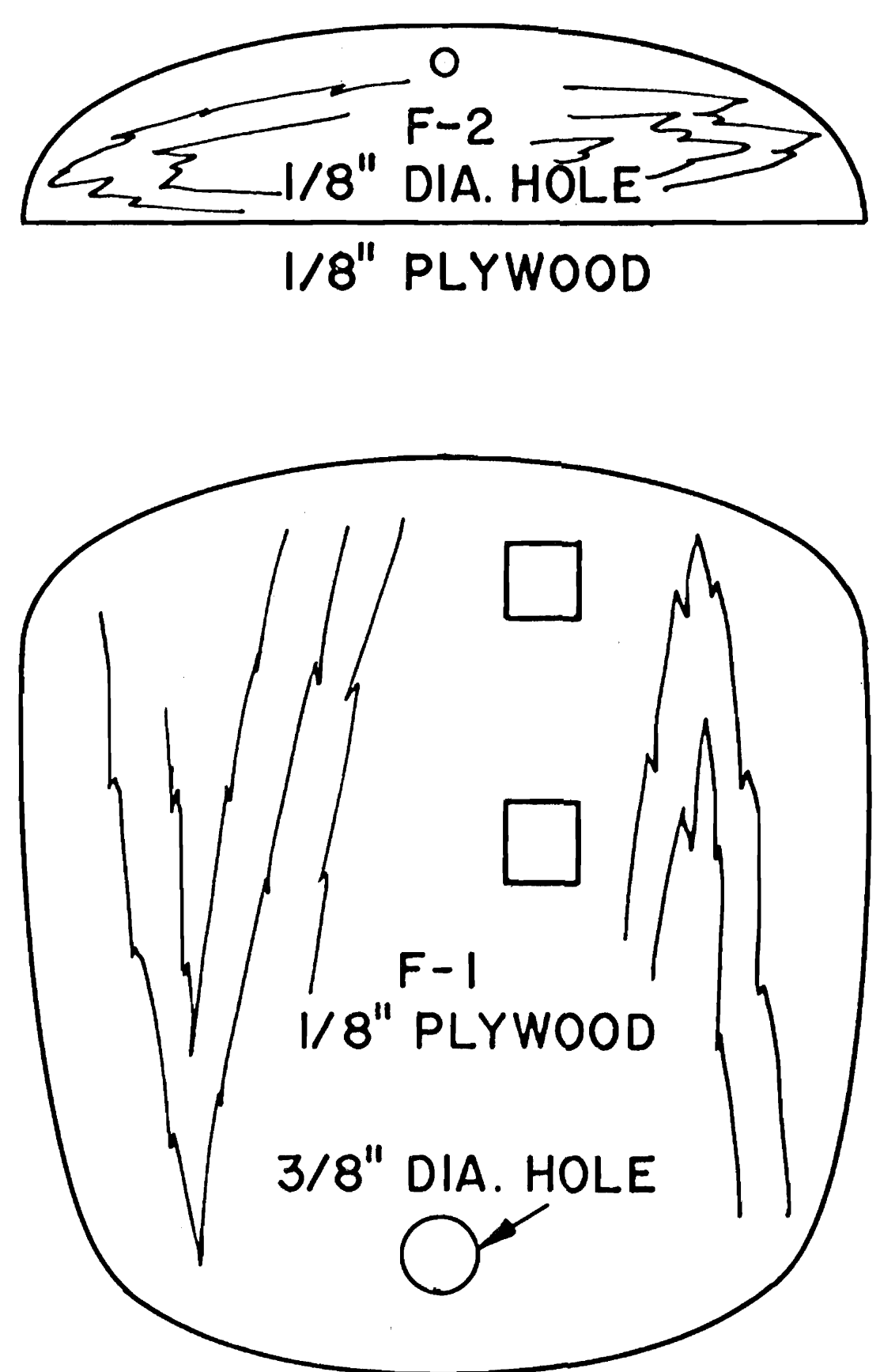
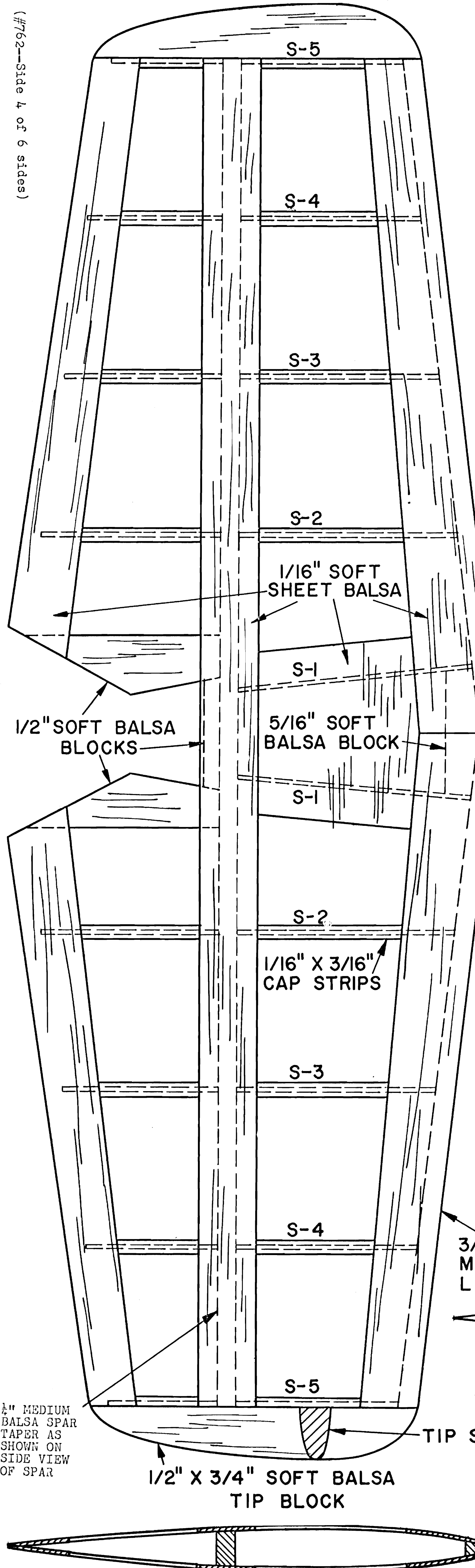


ORIGINAL COLOR SCHEME - MARINE OLIVE GREEN WITH WHITE UNDERSIDES AND BLACK MARKINGS, CHANGED TO ALL OLIVE GREEN WITH WHITE MARKINGS.

R/C  
CESSNA OE-2  
MARINE OBSERVATION PLANE  
SCALE 1 1/2" = 1'  
WINGSPAN-54" LENGTH-38" WING AREA-400 SQ. IN.  
WEIGHT WITH RECEIVER AND BATTERIES-3 1/4 LB.  
WING LOADING-19 OZ. PER SQ. FT.  
MODEL DESIGNED AND DRAWN BY BOB WISCHER

(7 of 6 sides)



Cessna OE-2 stab spar.....  
Additional construction instructions...CESSNA OE-2:

Construction. The following steps should be taken in sequence for the fuselage. After cutting out all fuselage bulkheads, lay a sheet of 3/32" balsa on fuselage side view between dot-dash lines to determine at which points small additions will be made to width. Cut sides to shape including slots at rear for stabilizer. Note that fuselage sides run from F-1 to F-11 only. Begin assembling fuselage by marking off on sides all bulkhead locations. Assemble bulkhead F-6 by adding the 1/4" strips to back, join sides to F-3 and F-6, making certain they are held square while glue dries. Add F-1 and doublers between F-1 and F-3, install floor, 1/4" balsa under windshield, and wing mount blocks, followed by remainder of bulkheads. Bend and solder landing gear at this time and bind to F-3 using soft iron wire. Cement 1/4" square behind F-3 for strut attachment and install landing gear braces F-12. Bend and solder tail wheel wire and cement in place, then finish planking fuselage including 1/16" plywood window frames. Make motor mount sub-assembly and cement in place on F-1. Add all nose blocks and engine mount braces. Tail block cannot be assembled until stab is cemented in place. In selecting balsa for the stabilizer pick softest available as the style of construction gives all strength necessary. Use medium balsa for tapered spar only. Ribs are assembled to spar and leading edge, then shaped blocks are added at center, followed by sheets over spar at leading and trailing edges. Tips and cap strips are added last. Completed stab cements into slots provided in fuselage, after which tail block is added. To keep weight to a minimum tail block is split vertically, hollowed out, and cemented. Fin is constructed similar to stab except it is completely covered with soft 1/16" sheet balsa. Leading edge has an odd shape due to change in taper where dorsal fin begins. The soulder is made from softest balsa available. Wing is made in two halves with center section added later. Top spars are straight, hard, 1/4" square balsa. Lower spars must be notched and bent at point where wing taper begins. Ribs are then assembled to spars and leading edges added. Ribs W-6 thru W-10 are blocked up from work surface to follow upward slope of lower spar. Add upper piece of trailing edge sheeting. Two wing halves are then lined up on flat surface with ribs at tips blocked up for dihedral and three spar joiners are cemented to spars and trailing edge sheet. Wing must be held in secure alignment while cement dries, then add blocks for attachment of struts, lower trailing edge sheets, and also leading edge and center section sheet planking. Blocks at windshield, tip blocks, and cap strips are assembled last. Wing is now ready for sanding to shape. Begin finishing by adding wedges between landing gear legs and fiberglass the legs. A suitable substitute for fiberglass is nylon heavily doped. Silk is the recommended covering material for all surfaces including fuselage. Give all wood surfaces which will come in contact with silk 3 coats of clear dope, sanding lightly between each. Silk can be liberally spritzed with water and applied wet, stretching lengthwise as far as possible to prevent unsightly sags between ribs. Silk is then given 4 coats clear dope followed by two coats filler. Sand filler after each coat to give a smooth base for color. Filler may be made by mixing talcum powder with clear dope, 1 part talc to 3 parts dope by volume. Be sure to buy talc that is not perfumed or the plane will smell forever! This is available from a pharmacist and is inexpensive. To obtain an equal finish using colored dope alone, without filler, would require many coats with resultant increase in weight. Final finish is 2 or 3 coats of colored dope which may be followed by sanding with No. 400 watersand paper used with water. Extreme caution must be observed to avoid sanding thru finish on corners and edges such as ribs. A final polish with rubbing compound will remove abrasion marks from sandpaper—here again, do not apply too much pressure on edges. Insignia on the writer's planes were applied by the masking tape and colored dope method, but decals of almost exact size are available from Trimmitt sold in hobby shops or Imprint Art Products of Hackensack, N. J. Final assembly consists of adding windshield and windows. WS-1 and WS-2 are made from 1/16" thick clear acetate (celluloid)—obtainable from plastics dealers but usually sold only in large expensive sheets. A better source for most modelers is the local airport where this material is used for windshields of small airplanes and the sheet scraps are thrown away. Another source is a cheap draftsman's triangle. These parts are cemented in place and the 3/32" music wire brace is bound to WS-2 with fine iron wire. Windshield and side windows are easy to apply by holding them in place lightly while touching the edge with a fine brush which has been dipped in dope thinner. Capillary action conducts the thinner into the joint where dope and celluloid will be partially dissolved to form a weld. Repeat the process all around the edge of each piece; penetration of the thinner is easily visible thru the celluloid, which should be held in close contact with the doped surface or a weld will not form. To keep engine exhaust and castor oil out of the engine compartment a piece of soft, thin aluminum sheet is wrapped around a block of wood to form a rectangular tube. This is suspended from the engine exhaust stack by a loop of music wire to conduct fumes thru the vent hole in the lower nose block. It should be pointed out that real OE-2's have been seen with different color schemes. Originally it was Marine olive green with white undersides and black markings; the dividing line between colors being an irregular, diffused blend due to spraying color without masking. Later photos show the plane all olive green with white markings.