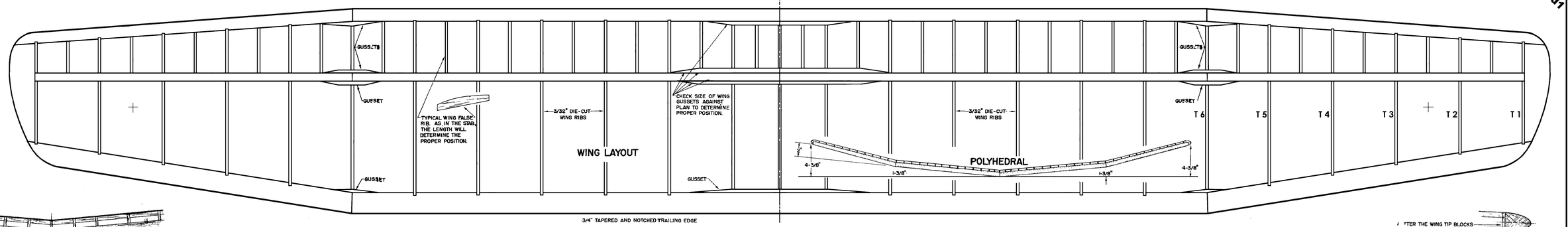
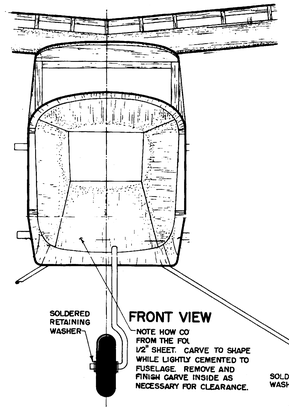
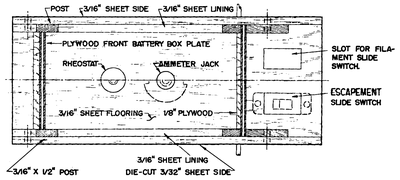
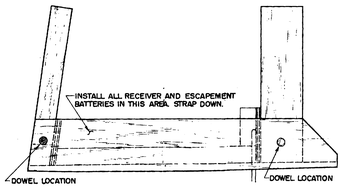
pd1
pd1



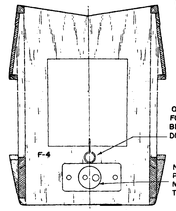
AFTER THE WING TIP BLOCKS
RE CEMENTED IN PLACE, TRIM
ID SAND TO SECTION SHOWN

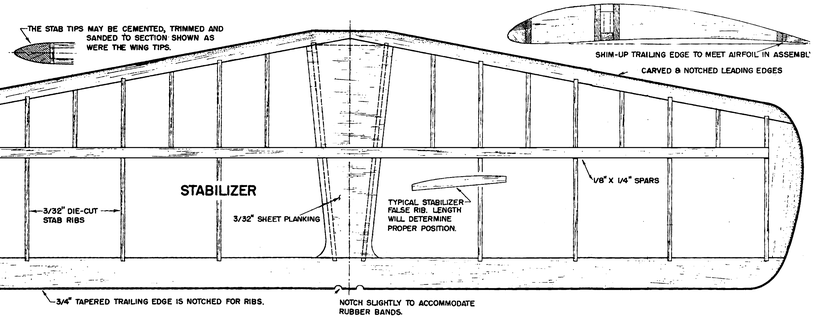


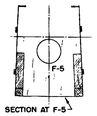




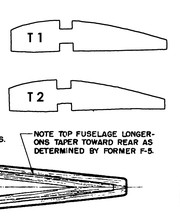
REMOVABLE CHASSIS

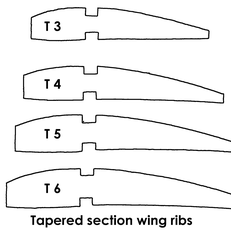






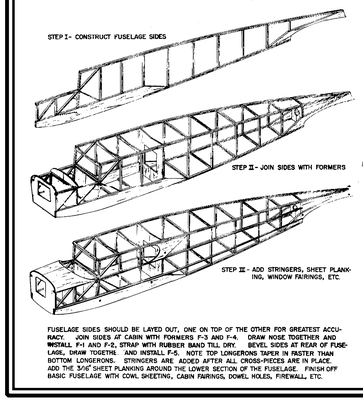
SECTION AT F-5





Tapered section wing ribs

FUSELAGE CONSTRUCTION:



FUSELAGE SIDES SHOULD BE LAYED OUT, ONE ON TOP OF THE OTHER FOR GREATEST ACCURACY. JOIN SIDES AT CABIN WITH FORMERS F-3 AND F-4. DRAW NOSE TOGETHER AND INSTALL F-1 AND F-2, STRAP WITH RUBBER BAND TILL DRY. BEVEL SIDES AT REAR OF FUSELAGE, DRAW TOGETHE AND INSTALL F-5. NOTE TOP LONGERONS TAPER IN FASTER THAN BOTTOM LONGERONS. STRINGERS ARE ADDED AFTER ALL CROSS-PIECES ARE IN PLACE. ADD THE 3/16" SHEET PLANKING AROUND THE LOWER SECTION OF THE FUSELAGE. FINISH OFF BASIC FUSELAGE WITH COWL SHEETING, CABIN FAIRINGS, DOWEL HOLES, FIREWALL, ETC.

BUILDING & FLYING INSTRUCTIONS:

Before starting the actual construction of the model, look over the plans and sketches carefully to get a clear picture of how it is built. A good flat workboard for laying out the model is also of great help. Cover the plans with wax paper when working over them.

Examine the die cut sheets of balsa. Do not break out the parts until you are ready to use them. Note that each sheet is numbered and that there are two of #2, #8 and #7.

According to the numbering, the following parts are on each sheet:

Sheet #1 - Chassis bottom, Frame, and Rudder Parts
#2 - Fuselage Lower Section Planking
#3 - Fuselage Upper Section Planking and Sides, Fuselage Bottom Planking
#4 - Stabilizer, Wing, and Rudder Ribs
#5 - Stabilizer, Wing, Rudder Ribs and Fairing
#6 - Wing Ribs, Fairing Gussets, Cabin Former
#7 - Wing Gussets, Fuselage Formers F2,3,4 and 5
#8 - Fuselage Former F-1, Rudder Post, Windshield Former, Wing Gussets.

Build the Fuselage first, following the detailed step-by-step instructions. Note that the motor, cowl, and chassis are removable from the fuselage.

The wing and tail construction are standard. Note the small front view showing the proper amount of polyhedral. Use small wood blocks to hold the wing at the proper angle when joining the panels together. The leading edge of the stabilizer is supplied in one piece. Cut and bevel it to fit outline or plan.

Before covering the model, it is advisable to fuel-proof the forward fuselage structure. Grain filler is included with the kit. For an extra strong job, particularly for radio control flying, silk covering is recommended. Either Silk or Silkspan should be applied to the framework slightly dampened. Use dilued cut cement as an adhesive. The covering should be clear doped after drying. If silk is used be sure that the fabric is air tight. Test by trying to blow through it. Light coats of clear dope will make it air tight. Next apply a coat of clear dope to the forward section of the fuselage and the decorate the model to suit your own taste. Use light colors for the stabilizer to reduce weight. If you do not use silk or silkspan, the stabilizer be colored to reduce weight. If you do not use fuel-proof dope, apply a coat of fuel proofer.

The radio installation is described in detail on the plans. The special fittings required for the operation of the controls and access doors are not included in the kit. They are best left to the taste of the individual model builder.

The radio instruction manual should be used in conjunction with the plans in making the radio installation.

FREE FLIGHT FLYING

The model can be flown either free flight without a load, as a Payload Model, or with radio control.

It is suggested that a few short test flights be made without radio or Payload to familiarize yourself with the airplane. Release the model at the pilot above on the side view. Bend glide the model and adjust the top half of the rudder for a gentle right turn. Look the bottom half of the rudder in neutral. The model should fly in a large circle in a right concave line. (Over the wing at the left, under the rear.) Then hand launching the model into the wind, with a slight bank. The glide of the model with the wing may be improved by changing the incidence in the stabilizer.

To obtain the best trim for circling, the Right wing panel should have the leading edge warped upward slightly.

When the model is flying satisfactorily, the Payload dummy may be added. Contest rules for Payload flying may be obtained from Paa-American World Airways, Educational Division, Long Island City, New York.

RADIO CONTROL FLYING

Test free-flight without radio as described above. Add the radio and batteries and check balance. The model should balance in the same place or slightly forward of the free-flight position. NEVER FLY THE MODEL WITH RADIO CONTROL IF THE C.G. IS FURTHER BACK THAN SHOWN.

Fly the model, controlling only when necessary. After each flight, adjust the neutral position of the bottom rudder until the model flies straight under power.

This plan is a free download.... It is not to be sold, or coupled for comercial purposes

BOOTSTRAPS "A-RC"

FOR RADIO CONTROL .... FREE FLIGHT.... PAA-LOAD ....

FOR .09 TO .14 ENGINES
WINGSPAN - 54"
WING AREA - 350 SQ.*
EMPTY WEIGHT - 21 OZ.
LOADED WEIGHT - 36 OZ.

DESIGNED BY: HENRY STRUCK
DRAWN BY: DON McGOVERN
KIT ENGINEERED BY: BILL EFFINGER

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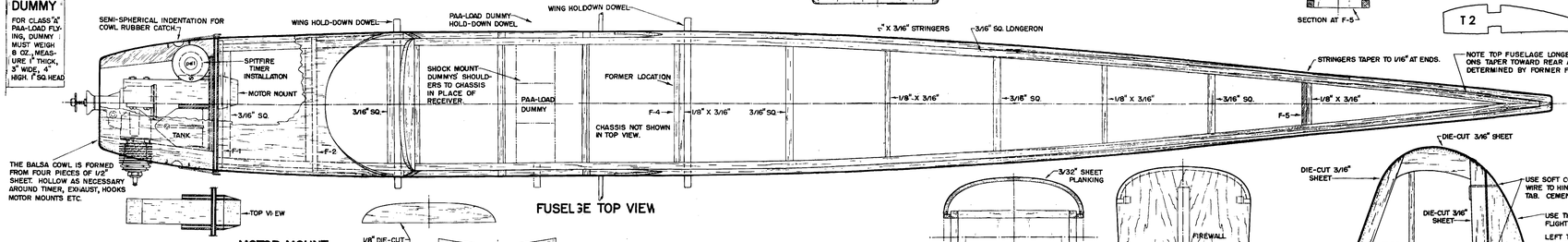
DUMMY

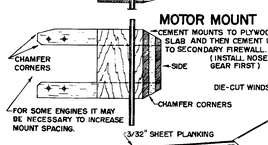
FOR CLASS "A" PAA-LOAD FLYING, DUMMY MUST WEIGH 8 OZ., MEASURE 1" THICK, 3" WIDE, 4" HIGH. 9 SQ. HEAD

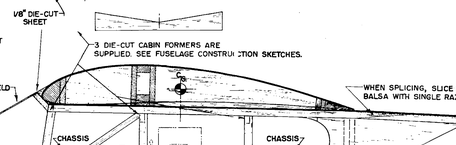


FUSELAGE TOP VIEW

MOTOR MOUNT

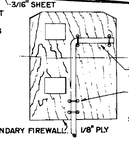
CEMENT MOUNTS TO PLYWOOD SLAB AND THEN CEMENT UNIT TO SECONDARY FIREWALL. (INSTALL NOSE GEAR FIRST.)





FUSELAGE SIDE VIEW

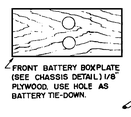
NOSE GEAR

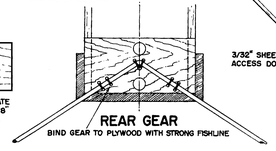


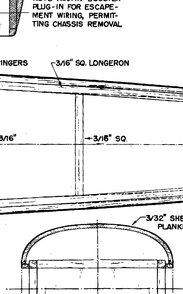
THE NOSE GEAR IS ATTACHED TO THE SECONDARY FIREWALL.

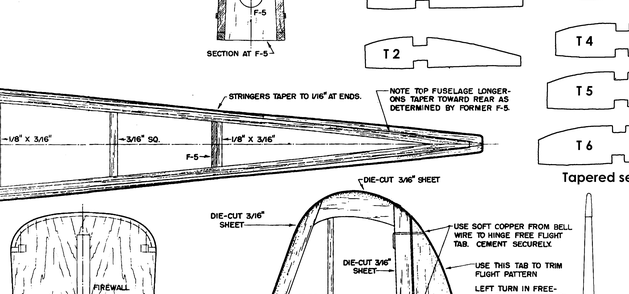
BIND SECURELY WITH STRONG FISHLINE. GEAR MAY EXTEND STRAIGHT DOWN, OR JAG SLIGHTLY AS SHOWN IN THE SIDE VIEW.

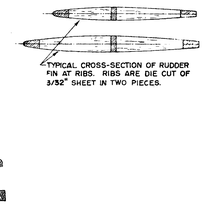
FOR THE MOST ACCURATE JOB, DRILL DOWEL HOLES AFTER FUSELAGE IS ASSEMBLED. SLIP CHASSIS IN POSITION AND MARK EXACT DOWEL POSITION IN RELATION TO THE DOWEL HOLE IN THE FUSELAGE SIDE.

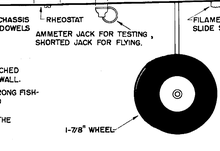












NOTE: WHEN DIE-CUTTING, THERE IS NO PRACTICAL METHOD OF MARKING PARTS. MOST PARTS ARE EASILY RECOGNIZED, AND THE REMAINING PARTS WILL FALL INTO PLACE AS THE NEED FOR THEM ARISES. SAND DIE-CUT EDGES SLIGHTLY.

PLANS ARE FULL SIZE.