

PERCIVAL P.56 PROVOST

Designed and drawn by Albert E. Hatfull.

The Percival P56 Provost is an all-metal two seat pilot trainer seating the instructor and pupil side by side, powered by a Cheetah 17 radial engine.

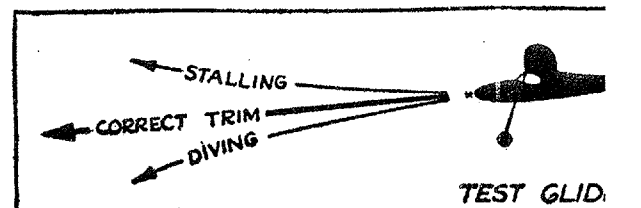
BUILDING INSTRUCTIONS

FUSELAGE.
Pin the top and bottom strips of 3/16" x 1/16" and B, C, E and F, to the Side View of the fuselage on the apply cement to all the joints. Cement the half formers 4, 7, 8, 9, 10, 11 and 12 over their correct positions on the previously laid members. Hold these formers upright with placed on either side of them. Cement the 1/16" x 1/16" stringers into the notches in the half formers, note the longest stringer which extends to the extreme tail. A short stringers between formers 4 and 5 on the outside, out the lowermost stringer. The other stringers fit on the of half former 5 at the front. Add piece M in between stringers where shown. Cement piece D and the small pieces of 1/16" x 1/16" constituting the cabin frame in place. When dry, cement this side from the plan then cement the second (or right set of half formers to the other side, directly opposite and the same procedure as for the first (or left hand side) set of formers. Cement piece 6a in place across the stringers in side view. Bend the tailwheel wire as shown, mount the on the wire and bind the unit in place, cement well. As four pieces 1, 2 and 3, as sketched on plan to form shape, sandpaper the inside to shape, cement to the front of former 4 and sandpaper the outside to shape. Cut out "Z" from stiff paper and wrap round formers 4 and 5, in place. Cut out two pieces "Y" from pattern provided in postcard or a similar material and cement in position on side of the fuselage at the wing position. Cut out the pit celluloid cabin as drawn on the plan, apply it to one edge of each piece when fixing, position it correct allow the cement to dry then apply cement to the other edges and carefully press down. Cement pieces P1, P2 together, then cement the nose plug into the centre hole drawn in the top right hand side of plan. Bend a hook wire supplied, push the other end through the nose plug the rear, place two cup washers on the wire then the airscrew, bend the wire at a right angle and push into spinner. Tissue cover the top and sides of the fuselage, the underside.

WINGS.
Retain the 1/16" x 1/16" lower spar in position plan by placing pins on either side, pin the 1/4" x 1/16" Trailing edge in place, trim off the dotted portion and in place as shown by arrows on Port Wing. Cement the ribs to these members, notice the templates used to tilt in to obtain 1" dihedral when the two halves are assembled, cement to the slots in the "noses" of the ribs and pin 3/16" x 1/16" Leading edge into these slots, trim away root. Add the tip pieces of 1/4" x 1/16" and the gusset scraps of spare sheet. Check the tilt in ribs R1 again cement the top spar into the notches provided. When wing halves are constructed and set, shape the tips, from plan and sand smooth. Construct the "Landing gear from 1/4" x 1/16" as shown. Bend the landing gear to the pattern drawn, bind and cement firmly to the landing spar, mount the wheels on the axles. Install this on the notches in ribs R1, 2, 3 and 4 on the underside wing, cement firmly in place. The top surface of the wing now be tissue covered. Apply cement to those parts fuselage which make contact with the wing, then gently wing into position in the gap in the fuselage (see Side view) check that the wing is "square" with the fuselage from angle. Add piece A of the fuselage. Cement the two lower stringers (previously omitted) into the notches provided a joint near former 12 and carry these stringers back over C, on either side of the tailwheel. The underside of the fuselage and wings may now be tissue covered. Water shrink the and apply a coat of dope.

TAILPLANE AND FIN.
These are built flat on the plan by pinning down 1 lines of the correct size stripwood, then adding the cross Cut the tips to the shapes drawn, finish to a smooth when removed from plan, using fine sandpaper. Cover sides of fin and tailplane with tissue, water shrink and one coat of thin dope. Pin both these members to a flat while the dope is drying to avoid warping. Cement the tail in the position shown at rear of fuselage, then cement directly over the centre line of the tail, to the top member the fuselage. Cement the "Dorsal fairing" in position. Details drawn on the plan - Aerial, air scoop, etc. Use coloured dope the model may now be finished in silver with a matt black anti-glare panel on top of the nose also paint former 4 and inside the radial cowling black.

FLYING.
Tie the ends of the strip rubber together, double form four strands then drop the knotted end down through hole in the nose. Use the small peg pushed through the in piece "M" to retain the rubber motor. Wind about 2 on each of the loops separately then place both loops motor hook. Plug piece P3 of the nose assembly, P1, P3 into the square hole in former 4. With the model fully assembled it should be made to balance level when on the fingertips at the wing spar position by adding pieces of plasticine to either the nose or tail. Test glide then be made preferably over long grass. Hand-launch model gently from shoulder height on a slightly downwind directly into the wind. If a dive results add a small piece of plasticine to the tail, if the model stalls add a small piece to the nose. When a long flat glide has been perfected, harness may be applied to the rubber motor, starting with 10 turns and gradually increasing to 200-250. If the model stalls under power, insert a piece of 1/32" balsa in the the nose block.



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