

THE MOST POPULAR BIPE OF THE LATE TWENTIES FLYS AGAIN!

The Waco 10 was a popular light plane of the late 20's. Powered by a Curtiss 90 H.P. OX engine, it performed well and was highly maneuverable. Some models were equipped with the Hisso Engine used in the World War I S.E.5A. The Waco 10 makes a very interesting model for either scale or flying and construction although strong and light, is very simple.

When building the model, selection of material is very important. A light, good grade balsa such as Sig's, should be used. These plans show a motor tube which is used to prevent damage to the model in the event of rubber power failure. It is also used to align bulkheads during construction to insure the accuracy of the fuselage. The prototype

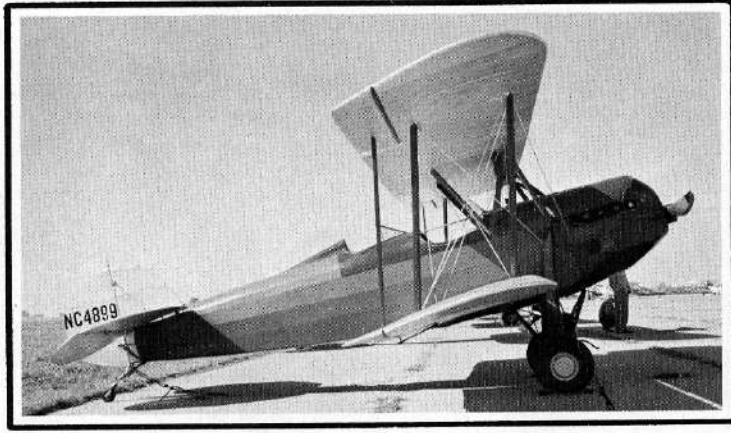
THE WONDERFUL WACO 10

had no dihedral, but it should be incorporated in the model for better flight. About one half inch on both upper and lower wings is all that is necessary. To keep weight to a minimum the use of Japanese tissue is recommended, with a very light clear doping applied. The tissue may be purchased at any modeling store that sells balsa wood and free-flight supplies.

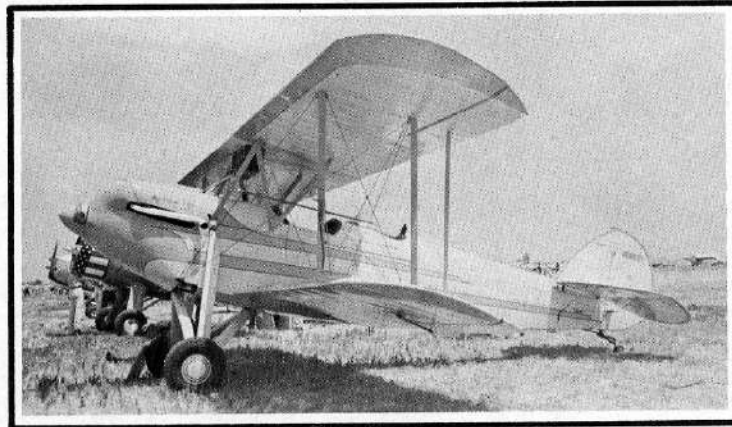
Unnecessary instructions were omitted on the plans, as no two modelers use the same method of construction and assembly. As for actual color scheme, the full size prototype quite often featured a blue fuselage and red wings. Numbering and striping (with these colors) was usually black, with a natural wood finish for the propeller.



Waco 10 with good view of original wheels, has faired cowling and carries NC number 904H.



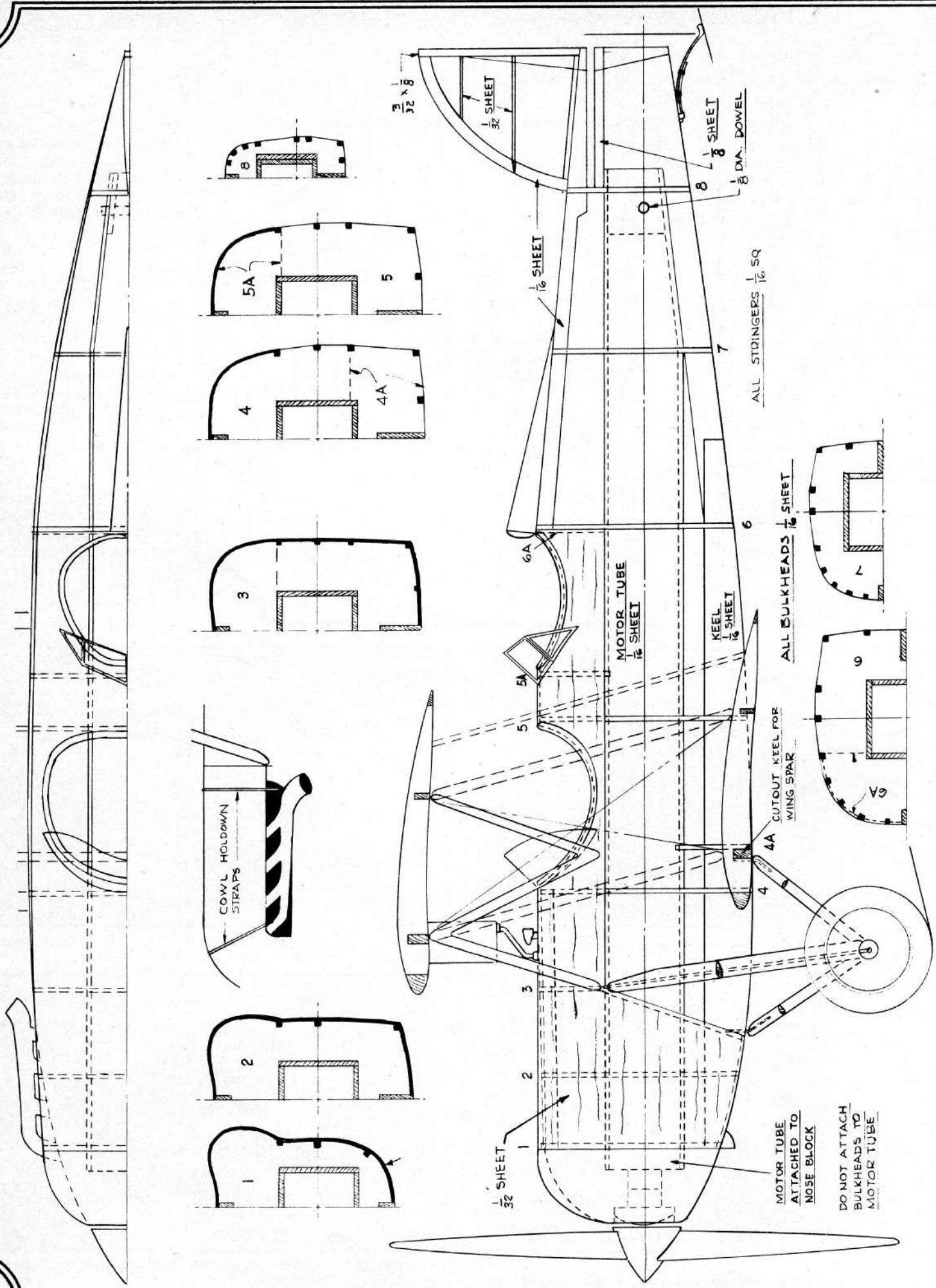
Waco 10, seen here at recent fly-in, was first aircraft to feature an Oleo-spring landing gear.

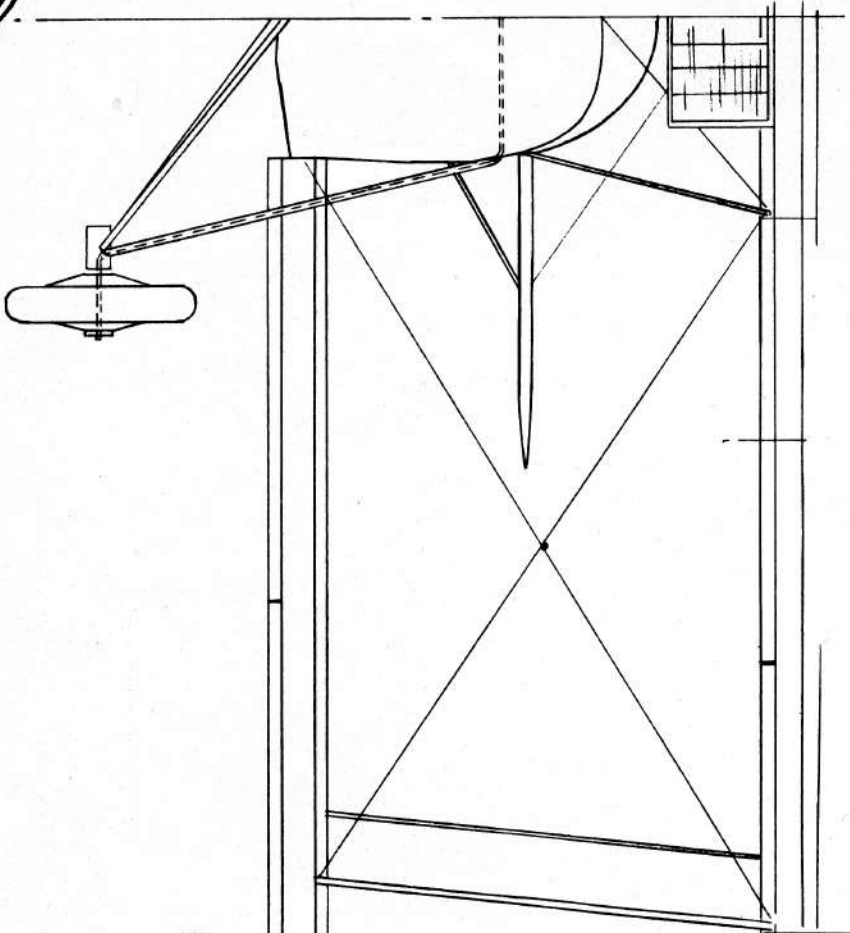
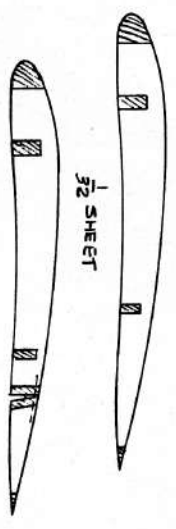
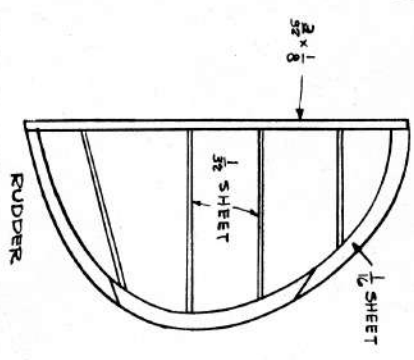
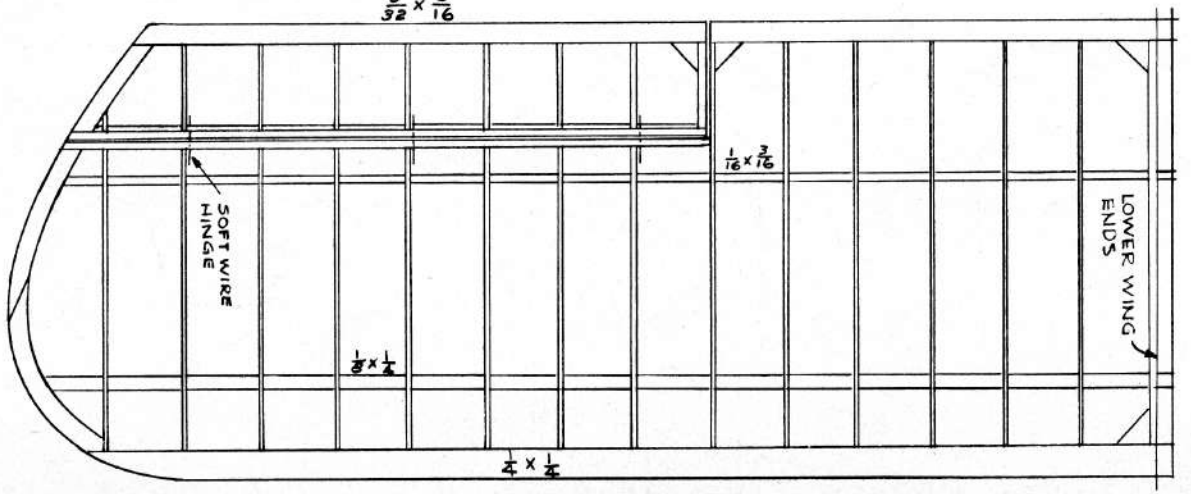
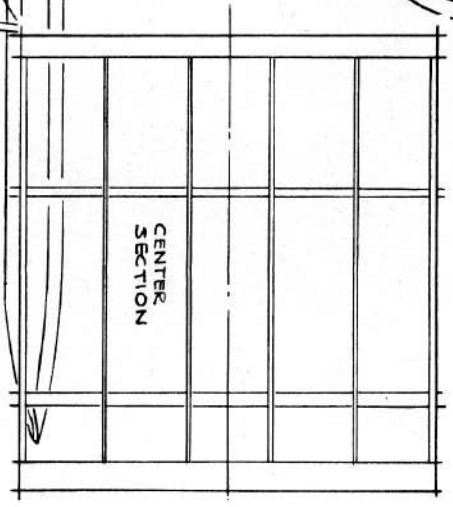
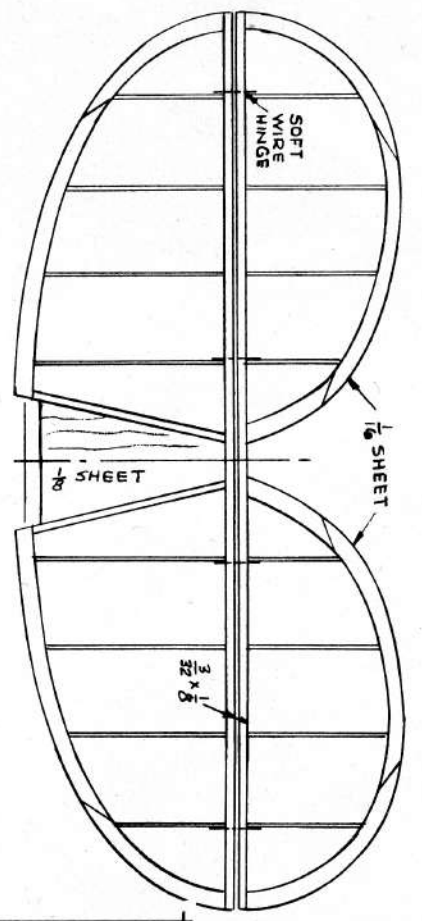


Beautifully restored Waco at 1965 Van Nuys fly-in, belongs to Harry Stephen.



Fabric covered landing struts makes this Waco unusual . . . note radiator mounted below center wing section.





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