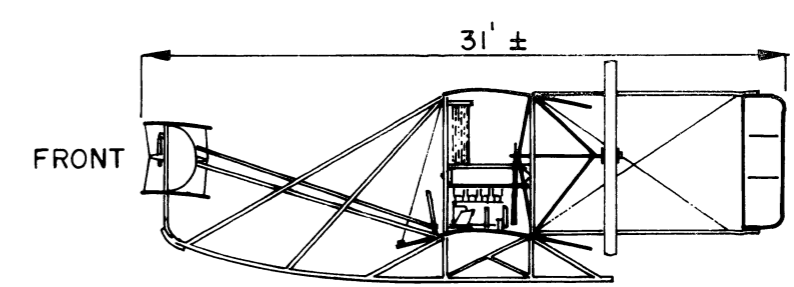
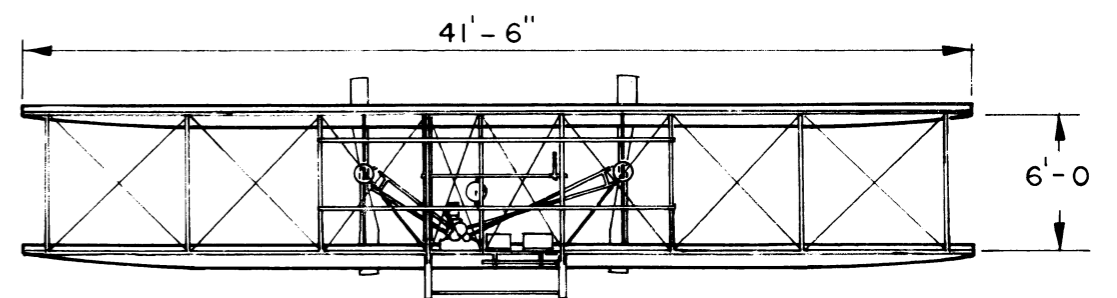
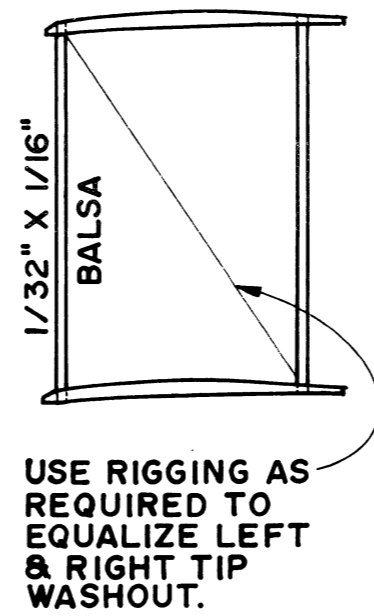


ELEVATION OF WING FRAME

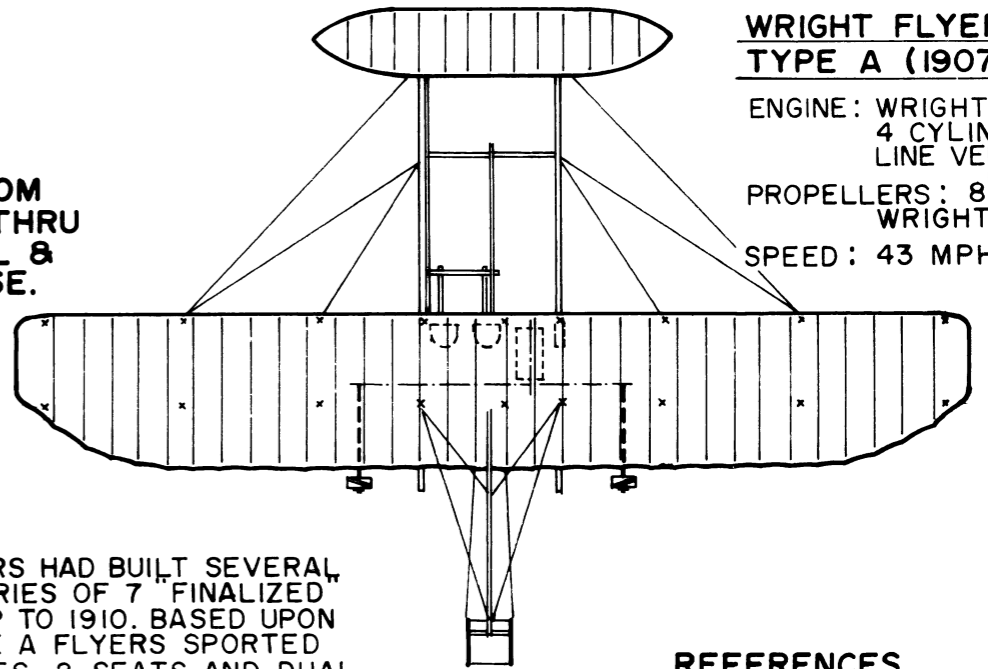


COLOR SCHEME

PROPELLERS: ALUMINUM PAINT.
 PROPELLER STRUTS: BLACK.
 ALL OTHER STRUTS & BRACES: VARNISHED WOOD OR ALUMINUM PAINT.
 SURFACES: WHITE.

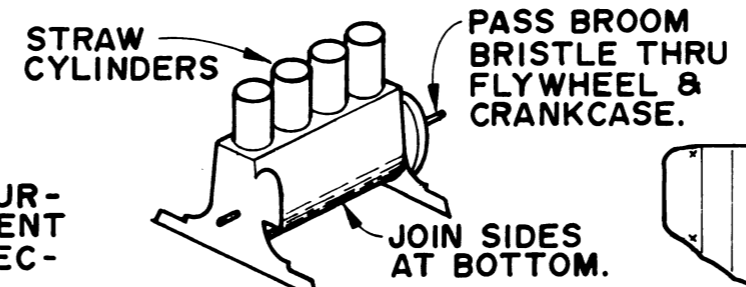
WRIGHT FLYER TYPE A (1907-1910)

ENGINE: WRIGHT 30 H.P. 4 CYLINDER IN-LINE VERTICAL
 PROPELLERS: 8'-6" DIA. WRIGHT
 SPEED: 43 MPH (1909)



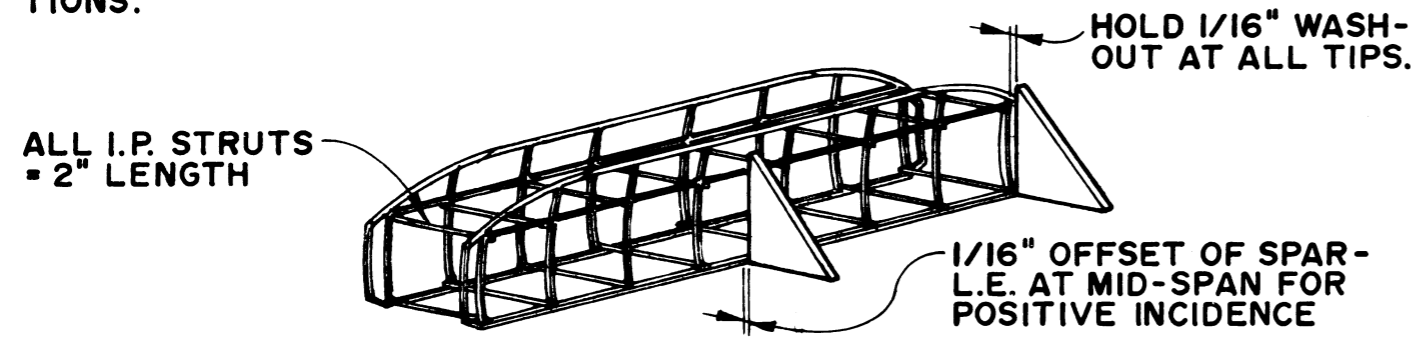
CONSTRUCTION SEQUENCE

1. CONSTRUCT TWO WING PANELS OVER PLAN.
2. ASSEMBLE WING FRAME BY PLACING L.E. OF EACH WING ON A FLAT SURFACE SPACED 1-7/8" APART ON PARALLEL LINES. MAINTAIN ALIGNMENT SHOWN BELOW WHILE CEMENTING I.P. STRUTS TO RIB - SPAR INTERSECTIONS.

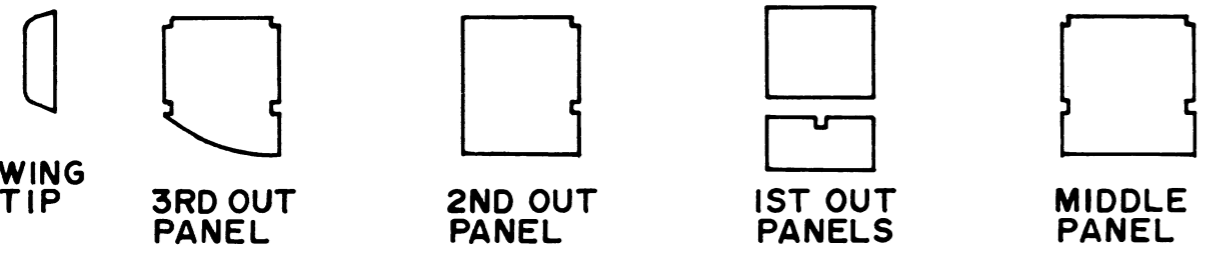


ENGINE

BY 1907 THE WRIGHT BROTHERS HAD BUILT SEVERAL IMPROVED ENGINES AND A SERIES OF 7 "FINALIZED" AIRCRAFT WERE PRODUCED UP TO 1910. BASED UPON THE 1905 FLYER III, THE TYPE A FLYERS SPORTED VERTICAL 30 - 35 H.P. ENGINES, 2 SEATS AND DUAL CONTROLS. THE WRIGHTS RESUMED PUBLIC FLIGHTS IN MAY 1908 AT KITTY HAWK WITH THE FIRST 2 - PASSENGER FLIGHT IN AVIATION HISTORY. WILBUR GAVE HIS FAMOUS FLYING DEMONSTRATIONS IN FRANCE AND WROTE IN AUGUST 1908: "THE EXCITEMENT AROUSED BY THE SHORT FLIGHTS I HAVE MADE IS ALMOST BEYOND COMPREHENSION... INSTEAD OF DOUBTING THAT WE CAN DO ANYTHING, THEY ARE READY TO BELIEVE THAT WE CAN DO EVERYTHING. IN SEPTEMBER, 1908 ORVILLE BEGAN HIS FORT MYER, ARMY TEST FLIGHTS WITH A SPECIAL "SIGNAL CORPS" VERSION OF THE FLYER AND SURVIVED THE FIRST FATAL CRASH OF POWERED AVIATION. THE YEAR OF 1909 SAW ORVILLE FULLY RECOVERED AND FLYING A TYPE A FLYER IN GERMANY WHERE HE FIRST OBSERVED THE NEED FOR SEAT BELTS IN DOWN-DRAFTS. LATER IN THE YEAR WILBUR FLEW A TYPE A OVER NEW YORK HARBOR BEFORE AN AUDIENCE OF MILLIONS - THE LARGEST EVER ASSEMBLED TO SEE A MAN FLY. BY THE END OF 1909, 10 YEARS AFTER WILBUR WROTE TO THE SMITHSONIAN INSTITUTE ASKING FOR INFORMATION ON AERONAUTICS, THE TYPE A FLYER ACHIEVED INTERNATIONAL RENOWN FOR THE WRIGHTS GROWING IN WEALTH AND FAME THEY RETURNED IN 1911 TO THEIR TRUE VOCATION - AVIATION RESEARCH.



3. COVER INSIDE SURFACES OF WING PANELS USING SMALL PIECES OF PRE-STRETCHED AND PRE-DOPED TISSUE BETWEEN EACH PAIR OF RIBS. NOTCH TISSUE FOR INTER-PLANE STRUTS AND PROPELLER STRUTS.



4. ADD SILK THREAD RIGGING TO SET DIHEDRAL AND CORRECT ANY MISALIGNMENT OF WING FRAME.
5. COVER UPPER SURFACE OF TOP WING AND LOWER SURFACE OF BOTTOM WING WITH FULL SIZE P.-S. AND P.-D. TISSUE.

REFERENCES

GIBBS-SMITH, C.H. *Aviation: an historical Survey from its Origins to the End of World War II* HER MAJESTY'S STATIONERY OFFICE, LONDON, 1970.

COMBS, HARRY, *Kill Devil Hill, Discovering the Secret of the Wright Brothers*, BOSTON, 1979.

KELLY, FRED C. *The Wright Brothers* HARCOURT, BRACE & CO. N.Y. 1943.

WRIGHT FLYER - TYPE A
 WINGSPAN = 13" LENGTH = 9-1/4"

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ND NOWLEN AERO 139 Boardwalk Greenbrae, Ca. 94504 DR. BY *aw* SHT. 2 OF 2