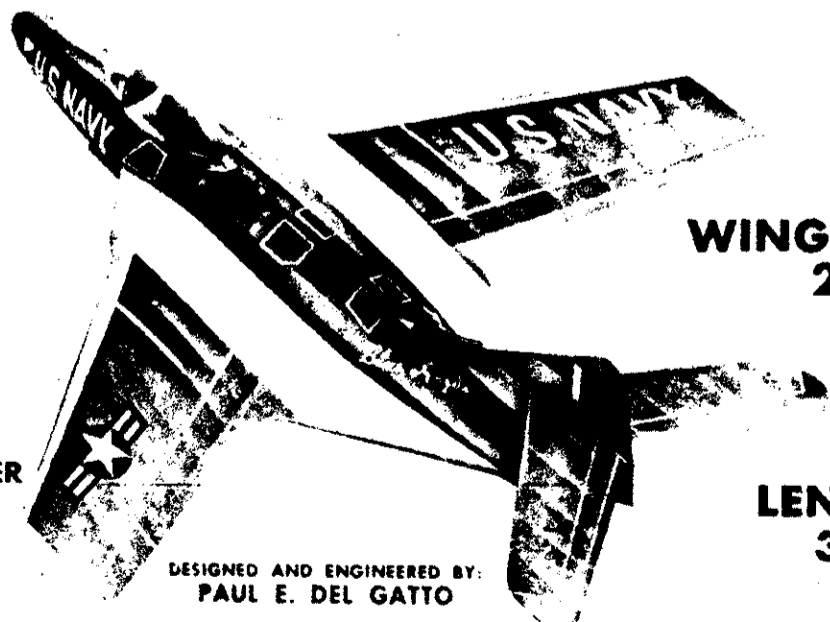
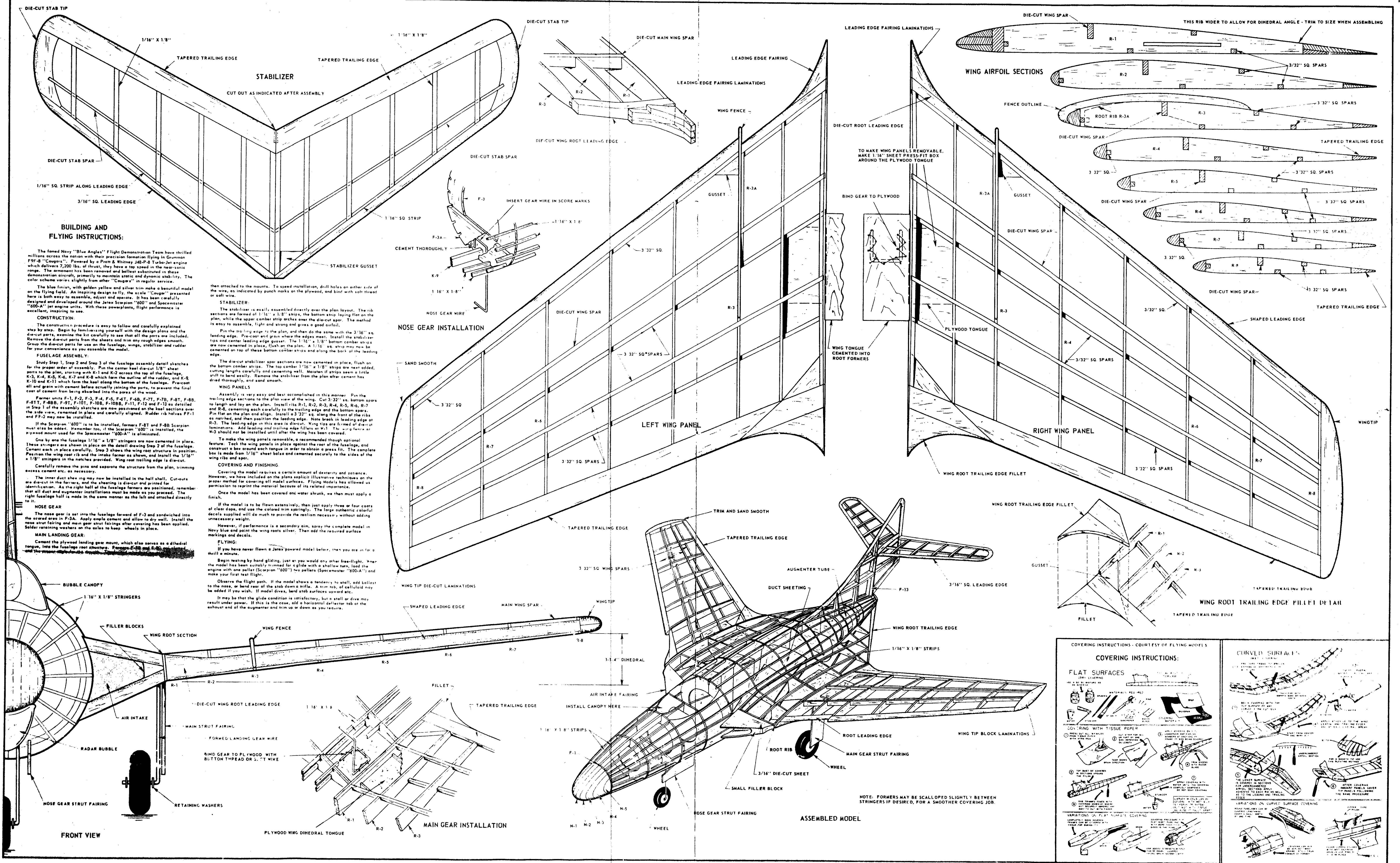


Blue Angels  
**"COUGAR"**  
 GRUMMAN F9F-8  
 POWER: JETEX SPACEMASTER  
 "600A"  
 OR SCORPION "600"



WING SPAN:  
 28"  
 LENGTH:  
 30"

DESIGNED AND ENGINEERED BY  
 PAUL E. DEL GATTO  
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**BUILDING AND FLYING INSTRUCTIONS:**

The famed Navy "Blue Angels" Flight Demonstration Team have thrilled millions across the nation with their precision formation flying in Grumman F-8 "Cougars". Powered by a Pratt & Whitney J48-P-8 Turbo-Jet engine which delivers 7,200 lbs. of thrust, they have a top speed in the near-sonic range. The aircraft has been removed and ballast substituted in these demonstration aircraft, primarily to maintain static and dynamic stability. The color scheme varies slightly from other "Cougars" in regular service.

The blue finish, with golden yellow and silver trim make a beautiful model on the flying field. An inspiring design to fly, the scale "Cougar" presented here is both easy to assemble, adjust and operate. It has been carefully designed and developed around the Jato Scorpion "600" and Spacemaster "600-A" jet engine units. With these powerplants, flight performance is excellent, inspiring to see.

**CONSTRUCTION:**

The construction procedure is easy to follow and carefully explained step by step. Begin by familiarizing yourself with the design plans and the die-cut parts, examine the list carefully to see that all parts are included. Remove the die-cut parts from the sheets and trim any rough edges smooth. Group the die-cut parts for use on the fuselage, wings, stabilizer and rudder for your convenience as you assemble the model.

**FUSELAGE ASSEMBLY:**

Study Step 1, Step 2 and Step 3 of the fuselage assembly detail sketches for the proper order of assembly. Pin the center lead die-cut 1/8" shear pins to the plan, starting with K-1 and K-2 across the top of the fuselage, K-3, K-4, K-5, K-6, K-7 and K-8 which form the outline of the fuselage, and K-9, K-10 and K-11 which form the keel along the bottom of the fuselage. Pre-cut all and grain with cement before actually joining the parts, to prevent the final coat of cement from being absorbed into the pores of the wood.

Former units F-1, F-2, F-3, F-4, F-5, F-6, F-7, F-8, F-9, F-10, F-11, F-12 and F-13 as detailed in Step 1 of the assembly sketches are now positioned on the keel sections over the side view, cemented in place and carefully aligned. Rudder ribs R-1 and R-2 may now be installed.

If the Scorpion "600" is to be installed, former F-8 and F-9 must also be added. Remember too, if the Scorpion "600" is installed, the plywood mount used for the Spacemaster "600-A" is eliminated.

One by one the fuselage 1/16" x 1/8" stringers are now cemented in place. These stringers are shown in place on the detail drawing Step 2 of the fuselage. Cement each in place carefully. Step 3 shows the wing root structure in position. Pre-stress the wing root rib and the intake former as shown, and install the 1/16" x 1/8" stringers in the notches provided. Wing root trailing edge is die-cut.

Carefully remove the pins and separate the structure from the plan, trimming excess cement etc. as necessary.

The inner duct sheathing may now be installed in the half shell. Cut-outs are die-cut in the former, and the sheathing is die-cut and printed for identification. As the right half of the fuselage formers are positioned, remember that all duct and augments installations must be made as you proceed. The right fuselage half is made in the same manner as the left and attached directly to it.

**NOSE GEAR:**

The nose gear is set into the fuselage forward of F-3 and sandwiched into the second area in F-3A. Apply ample cement and allow to dry well. Install the nose strut fairing and main gear strut fairings after covering has been applied. Solder retaining washers on the axle to keep wheels in place.

**MAIN LANDING GEAR:**

Cement the plywood landing gear mount, which also serves as a dihedral tongue, into the fuselage root structure. Formers E-8 and E-9 and the main gear strut fairings are now installed.

then attached to the mounts. To speed installation, drill holes on either side of the wire, as indicated by punch marks on the plywood, and bind with soft wire.

**STABILIZER:**

The stabilizer is easily assembled directly over the plan layout. The rib sections are formed of 1/16" x 1/8" strips, the bottom strip laying flat on the plan, while the upper comb strip arches over the die-cut spar. The method is easy to assemble, light and strong and gives a good outfit.

Pin the trailing edge to the plan, and then do the same with the 3/32" sq. leading edge. Pre-cut and grain where the edges meet. Install the stabilizer ribs and center leading edge gusset. The 1/16" x 1/8" bottom comb strips are now cemented in place. Flush on the plan. A 1/16" sq. strip may now be cemented on top of these bottom comb strips and along the back of the leading edge.

The die-cut stabilizer spar sections are now cemented in place, flush on the bottom comb strips. The top comb 1/16" x 1/8" strips are next added, cutting lengths carefully and cementing well. Monitor if strips seem a little stiff to bend easily. Remove the stabilizer from the plan after cement has dried thoroughly, and sand smooth.

**WING PANELS:**

Assembly is very easy and best accomplished in this manner. Pin the trailing edge sections to the plan view of the wing. Cut 3/32" sq. bottom spars to length and lay on the plan. Install ribs R-1, R-2, R-3, R-4, R-5, R-6, R-7 and R-8, cementing each carefully to the trailing edge and the bottom spars. Pin flat on the plan and align. Install 3/32" sq. along the front of the ribs as matched, and then position the leading edge. Note break in leading edge at R-3. The leading edge in this area is die-cut. Wing tips are formed of die-cut laminations. Add leading and trailing edge fillers on next. The wing former W-3 should not be installed until after the wing has been covered.

To make the wing panels removable, a recommended though optional feature. Tack the wing panels in place against the root of the fuselage, and construct a box around each tongue in order to obtain a press fit. The complete box is made from 1/16" sheet balsa and cemented securely to the sides of the wing ribs and spars.

**COVERING AND FINISHING:**

Covering the model requires a certain amount of dexterity and patience. However, we have included on the plans explicit illustrative techniques on the proper method for covering all model surfaces. Flying Models has allowed us permission to reprint the material because of its related importance.

Once the model has been covered and water shrunk, we then must apply a finish.

If the model is to be flown extensively, then just apply three or four coats of clear dope, and use the colored trim sparingly. The large, vibrant, colorful decals supplied will do much to provide the realism necessary without adding unnecessary weight.

However, if performance is a secondary aim, spray the complete model in Navy blue and paint the wing roots silver. Then add the required surface markings and decals.

**FLYING:**

If you have never flown a Jato-powered model before, then you are in for a thrill or two.

Begin testing by hand gliding, just as you would any other full-flight. When the model has been suitably trimmed for a glide with a shallow ten, load the engine with one pellet (Scorpion "600") two pellets (Spacemaster "600-A") and make your first test flight.

Observe the flight path. If the model shows a tendency to stall, add ballast to the nose, or bend rear of the stab down a trifle. A trim tab, of celluloid may be added if you wish. If model dives, bend stab surfaces upward etc.

It may be that the glide condition is satisfactory, but a stall or dive may result under power. If this is the case, add a horizontal deflector tab at the exhaust end of the augments and trim up or down as you require.

**COVERING INSTRUCTIONS - COURTESY OF FLYING MODELS**

**COVERING INSTRUCTIONS:**

**FLAT SURFACES:**

1. PREPARE SURFACE: Remove all dust, dirt, and grease from the surface to be covered. Sand smooth if necessary.

2. APPLY COVERING: Dip a brush in the covering material and apply it to the surface in a smooth, even coat. Work from the center outwards.

3. TRIM EXCESS: Use a sharp utility knife to trim the excess covering from the edges of the surface.

4. SMOOTH SURFACE: Use a soft cloth to smooth the covering and remove any air bubbles.

5. REPEAT: Repeat steps 2 and 3 until the surface is completely covered and smooth.

**CURVED SURFACES:**

1. PREPARE SURFACE: Same as for flat surfaces.

2. APPLY COVERING: Dip a brush in the covering material and apply it to the surface in a smooth, even coat. Work from the center outwards, following the curve of the surface.

3. TRIM EXCESS: Use a sharp utility knife to trim the excess covering from the edges of the surface.

4. SMOOTH SURFACE: Use a soft cloth to smooth the covering and remove any air bubbles.

5. REPEAT: Repeat steps 2 and 3 until the surface is completely covered and smooth.

**VARIATIONS OF FLAT SURFACE COVERING:**

1. TISSUE PAPER: Use tissue paper for a lightweight covering. Apply in a smooth, even coat.

2. PLASTIC: Use plastic for a durable covering. Apply in a smooth, even coat.

3. DOPPEL: Use Doppel for a smooth, even covering. Apply in a smooth, even coat.

4. BLENDED: Use blended covering for a smooth, even covering. Apply in a smooth, even coat.

5. STRETCHED: Use stretched covering for a smooth, even covering. Apply in a smooth, even coat.

NOTE: FORMERS MAY BE SCALLOPED SLIGHTLY BETWEEN STRINGERS IF DESIRED, FOR A SMOOTHER COVERING JOB.