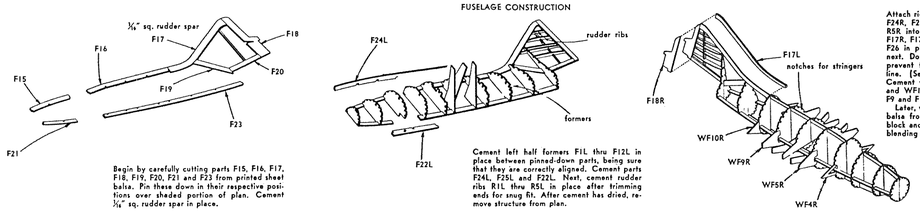
FUSELAGE CONSTRUCTION



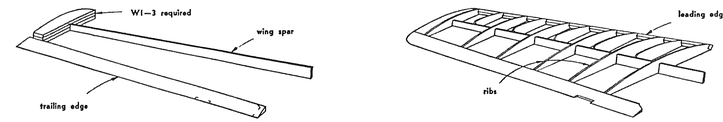
Begin by carefully cutting parts F15, F16, F17, F18, F19, F20, F21 and F23 from printed sheet balsa. Pin these down in their respective positions over shaded portion of plan. Cement 1/8" sq. rudder spar in place.

Cement left half formers F1L thru F12L in place between pinned-down parts, being sure that they are correctly aligned. Cement parts F24L, F25L and F22L. Next, cement rudder ribs R1L thru R5L in place after trimming ends for snug fit. After cement has dried, remove structure from plan.

Attach right half formers F1R thru F12R, parts F24R, F25R, F22R and rudder ribs R1R thru R5R into their respective positions. Cement F17R, F17L, F18R, F18L, formers F13, F14 and F26 in place. Cement stringers into notches next. Do this in pairs—one on each side—to prevent the fuselage from springing out of line. (See side view stringer notes below.) Cement wing fillet formers WF4, WF5, WF9 and WF10 to right and left sides on F4, F5, F9 and F10 formers.

Later, when wing is attached, trim off excess balsa from rudder, attach roughed out nose-block and sandpaper entire fuselage, carefully blending rudder into fuselage.

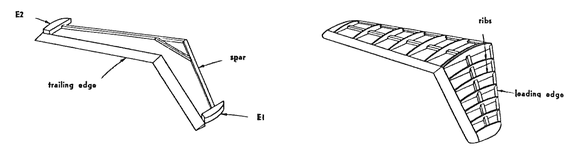
WING CONSTRUCTION



Build wing directly over plan. A sheet of wax paper will prevent cement from sticking to the plan. Begin by tapering wing spar from dimensions furnished below. Pin wing spar and trailing edge in place. Cement wing tips W1 into position.

Cut ribs A to K from printed sheet balsa. Cement these in place after carefully trimming rear tips to fit nicely between spar and trailing edge. Cement 1/8" sq. leading edge in place. When framework is dry, remove from plan and sand smoothly.

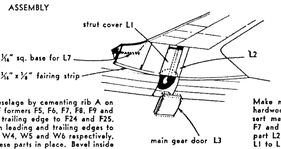
STABILIZER CONSTRUCTION



Build stabilizer over plan in same manner as wing. Pin down spar, trailing edge and tips E1 and E2.

Cut ribs 1 to 6 from printed sheet balsa and cement these into position. Cement leading edge and sand smooth.

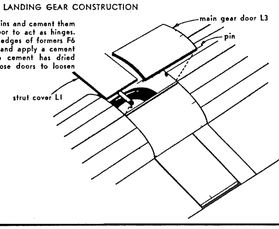
ASSEMBLY



Join wing to fuselage by cementing rib A on wing to ends of formers F5, F6, F7, F8, F9 and wing spar and trailing edge to F24 and F25. Make cutouts in leading and trailing edges to take parts W3, W4, W5 and W6 respectively, then cement these parts in place. Bevel inside edges of parts W7 and W8 and cement over W3 and W4 to form air intakes. (See sketch below.) When dry, trim off excess balsa, then blend intakes and W5 and W6 into wings with sandpaper. Cut out section of rudder spar and cement stabilizer between ribs R2 and R3 after it has been covered.

LANDING GEAR CONSTRUCTION

Clip sections of straight pins and cement them securely to main gear door to act as hinges. Make small recesses into edges of formers F6 and F8 to receive these and apply a cement skin over hinges. Before cement has dried completely, open and close doors to loosen hinges.



Make main gear and nose gear struts from hardwood dowel consulting details below. Insert main gear L strut into holes in formers F7 and F8 and cement strut stop L4. Attach part L2 to former F8 then cement strut cover L1 to L strut—checking it against L2 in closed position for correct placement. Cement parts L3 together as shown to form main gear door. Place door temporarily between formers F6 and F8, then carve and sand so to blend it into formers. Remove and hollow out bottom—outboard edge of door should slightly overlap strut cover L1 and part L2.

Insert nose gear strut between parts F22L and F22R, then cement strut stops L8 to each side. Attach parts L6 and L7 in position. Insert nose gear doors L5 temporarily in place and blend nose gear parts into formers with sandpaper. Remove doors L5 and hinge as were main gear doors. Cement 1/8" sq. strut stop to limit forward nose gear travel.

Note: The retracting and extending of the landing gear of this model follows that of the actual airplane. As the gear extends, the wheel cover door open, then move back to original closed position as gear locks down. Closed gear doors reduce drag and permit more speed at takeoff.

TISSUE COVERING

Stick tissue to framework using clear dope. Fibers of tissue should run the length of the part being covered. Use narrow strips for covering fuselage, attaching strips between stringers. After the model has been covered, spray the tissue lightly with water. This shrinks the tissue smooth. A few coats of clear dope may then be applied to keep it taut.

FINISHING INSTRUCTIONS

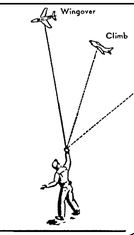
After clear doping the model, attach pieces W9LR and W10LR. Trim and sand these to blend into air intakes on wing. Round rudder fairings R6 on outside edges so to give a streamlined appearance. Apply light coating of cement, slip each over stabilizer and cement in place. Assemble ejection seat (see sketch below) and cement bottom of S4 to top of former F4. Attach canopy to model.

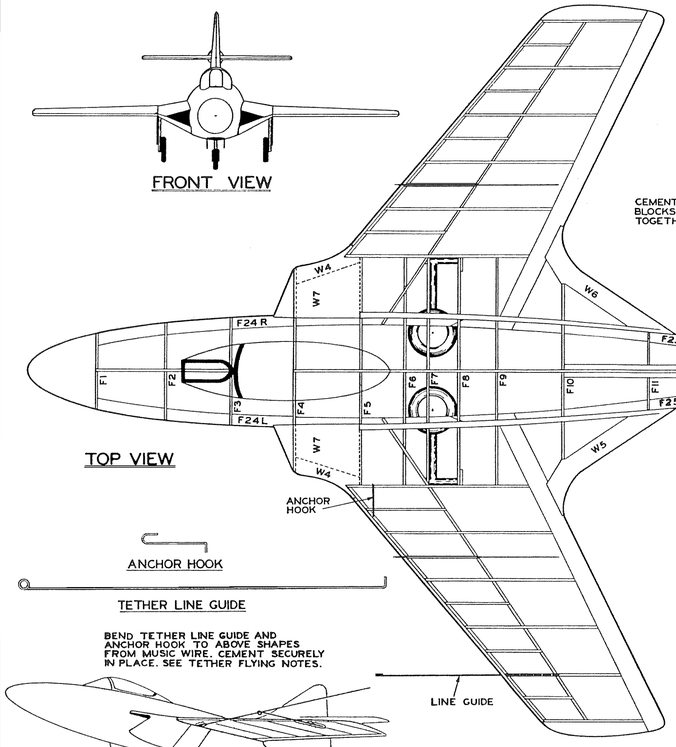
Model may be painted Navy Blue with Comet color dope. Two or three coats will produce an adequate finish. All trim except insignia is in white—see photo.

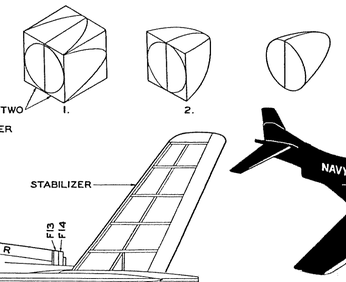
TETHER FLYING

This model can be tether flown—a type of flying which provides realism and enjoyment. Be sure that the tether line guide and anchor hook are made to size shown on plan and are securely fastened to model. These must be placed in their required positions to give the model its proper balance in flight.

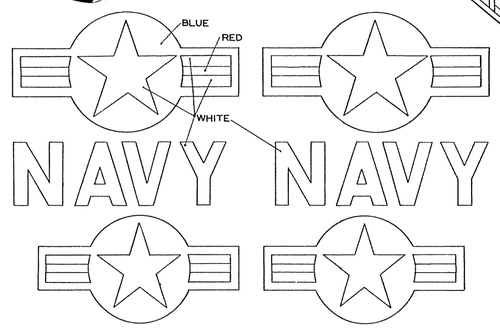
Fishing cord or string may be used for the tether line and must be secured to a pole about five to ten feet in length. While learning to get the feel of the model it is best that you use one pole length of line. With a little practice you can climb or dive the plane by raising or lowering the pole. Use a longer line to step up the fun when you have become familiar with the procedure. Takeoffs can be made by shortening the line and paying it out when the model is in the air. Landings will require a smooth surface as do takeoffs. While flying, always remember that the model will tend to follow the tip of the pole.

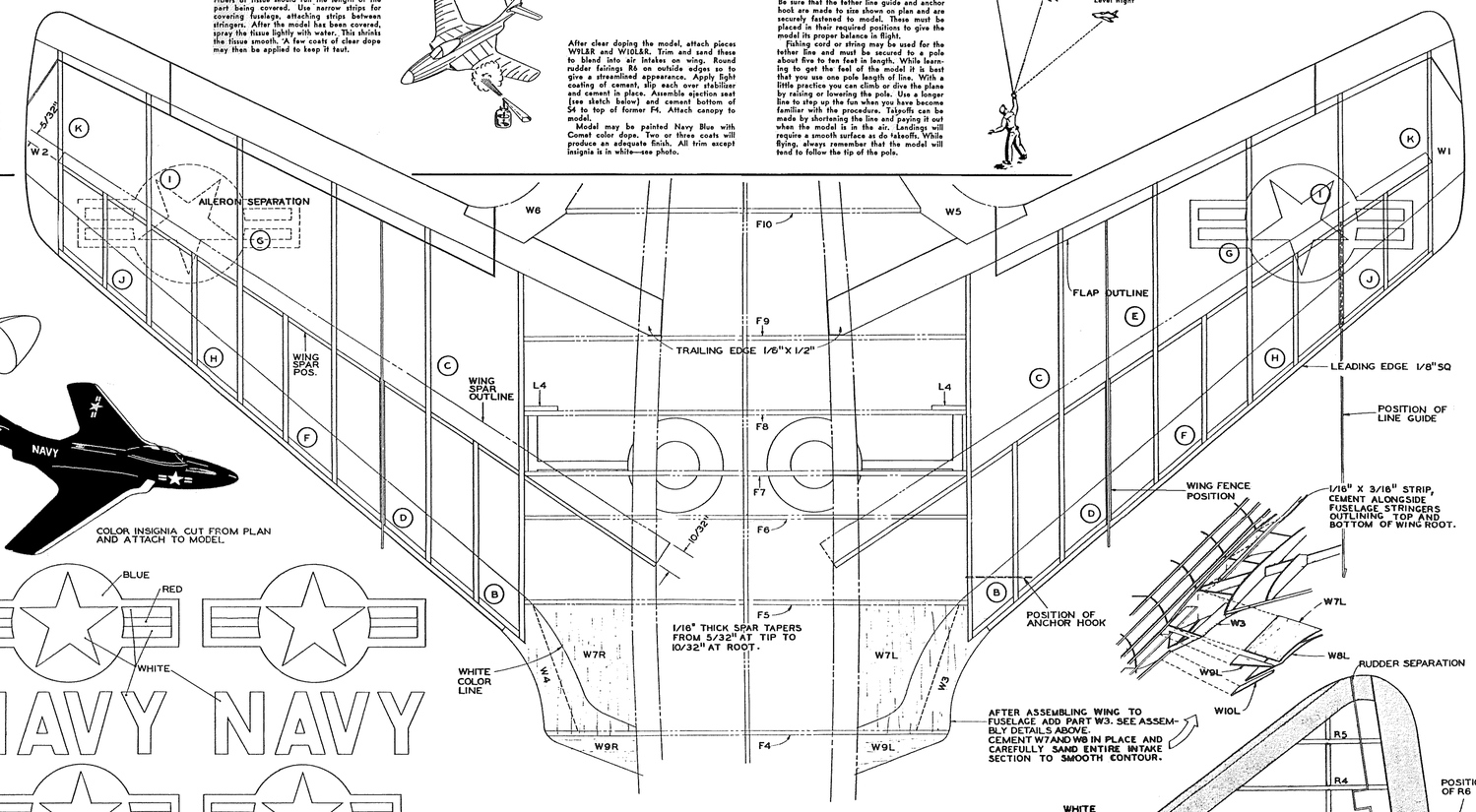


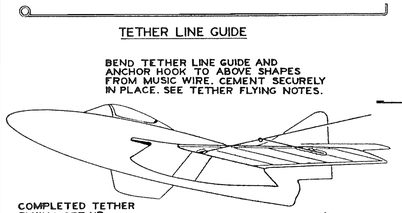


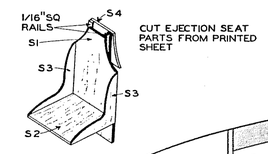


COLOR INSIGNIA CUT FROM PLAN AND ATTACH TO MODEL.



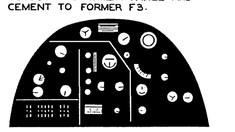




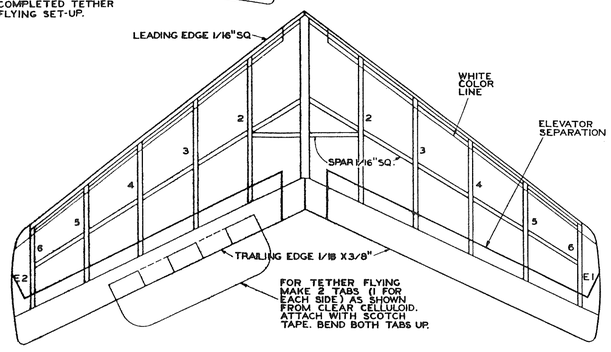


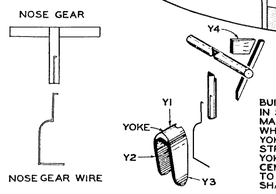
CUT EJECTION SEAT PARTS FROM PRINTED SHEET

CUTOUT INSTRUMENT PANEL AND CEMENT TO FORMER F3.

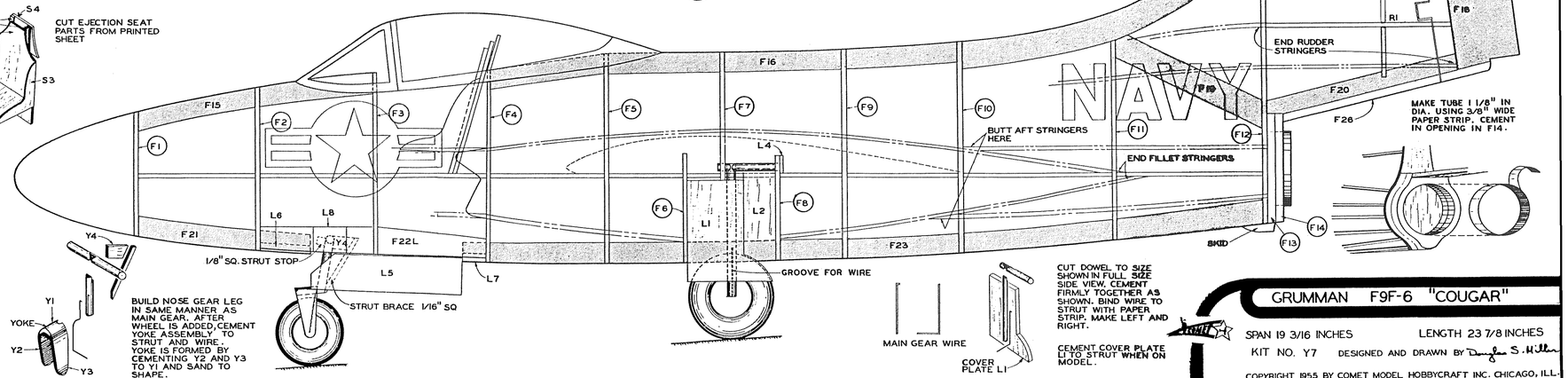


WING FENCE TEMPLATE
CUT TWO FROM STIFF PAPER





BUILD NOSE GEAR LEG IN SAME MANNER AS MAIN GEAR. AFTER WHEEL IS ADDED, CEMENT YOKE ASSEMBLY TO STRUT AND WIRE. YOKE IS FORMED BY CEMENTING Y2 AND Y3 TO Y1 AND SAND TO SHAPE.



CUT DOWEL TO SIZE SHOWN IN FULL SIZE SIDE VIEW. CEMENT FIRMLY TOGETHER AS SHOWN. BIND WIRE TO STRUT WITH PAPER STRIP. MAKE LEFT AND RIGHT.

CEMENT COVER PLATE L1 TO STRUT WHEN ON MODEL.

GRUMMAN F9F-6 "COUGAR"

SPAN 19 3/16 INCHES — LENGTH 23 7/8 INCHES

KIT NO. Y7 — DESIGNED AND DRAWN BY Douglas S. Hillen

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WF 9 R
F8R
L2 POSITION
F5L
F12 R
F5 R
WF 4 L
F4 R
F9L
WF 4 R
KIT NO Y7
COUGAR
SHEET NO. 1 1/16"
F4 L
Y2
F11L
F7L
F10L
Y3
L8
L8

WF 5 R
F2L
L4
F3R
F7R
F3L
F9R
WF 9 L
1/16" SQ. STOP
WF 5 L
COUGAR KIT NO Y7
SHEET NO. 2 1/16"
F11R
F9R
F2R
F10R
1/16" SQ. STOP
F9L

S3
S3
S2
F15
F20
COUGAR KIT NO Y7
SHEET NO. 3 1/16"
R3R
S1
S4
F16
F23
R3L
F24 R
F25 R
F24L
F25L
F22 R
F21
F22L

WF 10 R
W7 R
BEVEL TO HERE
R4L
B
W7 L
BEVEL TO HERE
BEVEL TO HERE
W8 R
F12L
BEVEL TO HERE
W8 L
R4R
2
KIT NO Y7
R5R
3
F9L
L2 POSITION
WF 10 L
5
F19
COUGAR
1/16"
L4
SHEET NO. 4
F17
F18L
F11L
F1R
F18

F18R
5
4
4
B
R2L
3
Y4
6
6
H
H
J
R2R
K
F
F
D
R1R
R1L
J
R5L
1/16"
I
K
I
C
E
COUGAR
SHEET NO 5
2
KIT NO Y7
C
G
A
A
G
D

L6
SKID PARTS
R4
R8
W10R
W9L
W1
W3
E1
F17L
E2
W4
F13L
F13R
L7
W2
W10L
W9R
L3
L3
L3
L3
L3
W2
W2
SHEET NO. 6 1/8" KIT NO Y7
COUGAR
F17R

L2
L1
L2
L1
Y1
F20 POSITION
F26
L6
L7
W1
W1
F14R
F14L
COUGAR
KIT NO Y7
SHEET NO. 7
1/8"
W6
L5
L5