



COCKPIT COVER CUT FROM COMMERCIAL CANOPY

FOR CLARITY $\frac{1}{16}$ " STRINGERS ARE NOT SHOWN

FINS FROM $\frac{1}{16}$ " SHT. 2 OFF

PATTERN FOR WINDSHIELD 1 OFF THIN CELLULOID

PATTERN FOR COCKPIT REAR COWLING MAKE FROM NOTE PAPER

PATTERN FOR TROUGH FROM STIFF PAPER

BLOCK Balsa

$\frac{3}{8} \times \frac{1}{4}$ " FOR JETEX 100 MOUNTING

$\frac{1}{8}$ " SHT. EACH SIDE

MAKE FROM ROLLED GUMMED PAPER $\frac{3}{4}$ " DIAM.

NOTE. T.E. OF ELEVON IS RAISED $\frac{3}{16}$ "

$\frac{1}{8}$ " SHT. INTAKE SURROUND

$\frac{3}{8} \times \frac{1}{4}$ " SHT. NOTE. TILT R1 TO GIVE 1" DIHEDRAL

98 $\frac{1}{2}$

TEMPLATE FOR R1 TO GIVE 1" DIHEDRAL AT TIP

NOTE. FIN CEMENTED VERTICALLY ON R2

INTAKE SURROUND 2 OFF

NOTE. WHEN MAKING RIBS ALLOWANCE MUST BE MADE FOR SWEEPBACK WHEN CUTTING SLOTS FOR LEADING EDGE AND SPARS

1" DIHEDRAL AT TIP

FUSELAGE FORMERS - 2 OFF EACH - $\frac{1}{16}$ " SHT. Balsa

VOUGHT FTU-1 CUTLASS
 M.A. 147 A.E. HATFULL 2'-
 SPAN 16" LENGTH 15 $\frac{1}{2}$ "
 COPYRIGHT MODEL AIRCRAFT
 23 GT. QUEEN ST. LONDON W.C.2