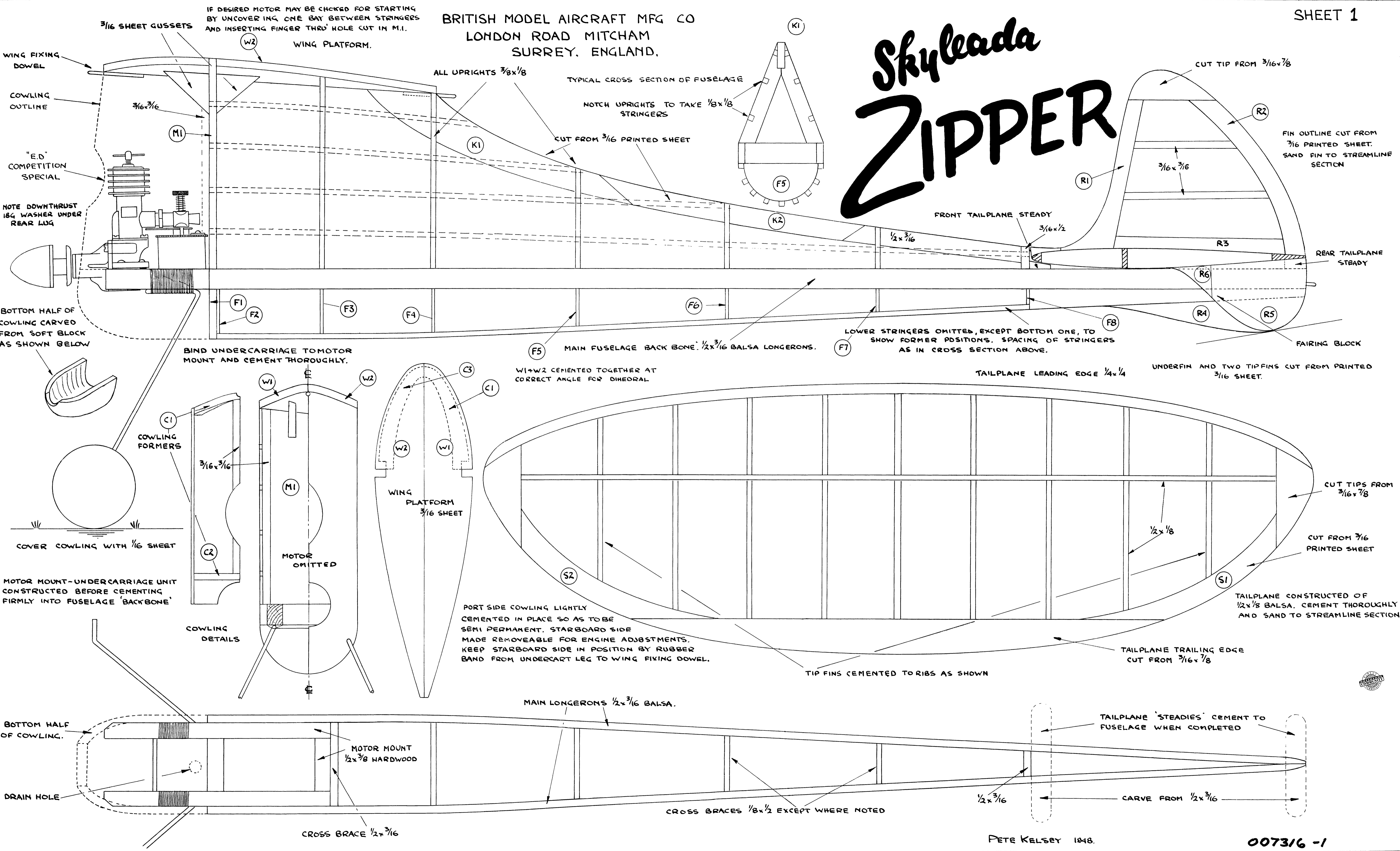


BRITISH MODEL AIRCRAFT MFG CO  
LONDON ROAD MITCHAM  
SURREY. ENGLAND.

# Skyleada ZIPPER



IF DESIRED MOTOR MAY BE CHECKED FOR STARTING BY UNCOVERING ONE BAY BETWEEN STRINGERS AND INSERTING FINGER THRU HOLE CUT IN M.I.

WING PLATFORM.

WING FIXING DOWEL

COWLING OUTLINE

3/16 SHEET GUSSETS

3/16 x 3/16

M1

"E.D." COMPETITION SPECIAL

NOTE DOWNTHRUST 184 WASHER UNDER REAR LUG

BOTTOM HALF OF COWLING CARVED FROM SOFT BLOCK AS SHOWN BELOW

ALL UPRIGHTS 3/8 x 1/8

TYPICAL CROSS SECTION OF FUSELAGE

NOTCH UPRIGHTS TO TAKE 1/8 x 1/8 STRINGERS

CUT FROM 3/16 PRINTED SHEET

K1

F5

K2

CUT TIP FROM 3/16 x 7/8

R2

FIN OUTLINE CUT FROM 3/16 PRINTED SHEET. SAND FIN TO STREAMLINE SECTION

3/16 x 3/16

R1

FRONT TAILPLANE STEADY

3/16 x 1/2

R3

REAR TAILPLANE STEADY

R4

R5

FAIRING BLOCK

F8

LOWER STRINGERS OMITTED, EXCEPT BOTTOM ONE, TO SHOW FORMER POSITIONS. SPACING OF STRINGERS AS IN CROSS SECTION ABOVE.

F7

TAILPLANE LEADING EDGE 1/4 x 1/4

UNDERFIN AND TWO TIPFINS CUT FROM PRINTED 3/16 SHEET.

BIND UNDERCARRIAGE TO MOTOR MOUNT AND CEMENT THOROUGHLY.

W1

W2

C1

C2

C3

COWLING FORMERS

3/16 x 3/16

M1

MOTOR OMITTED

WING PLATFORM 3/16 SHEET

COVER COWLING WITH 1/16 SHEET

MOTOR MOUNT-UNDERCARRIAGE UNIT CONSTRUCTED BEFORE CEMENTING FIRMLY INTO FUSELAGE 'BACKBONE'

COWLING DETAILS

F5

MAIN FUSELAGE BACK BONE: 1/2 x 3/16 Balsa LONGERONS.

F6

F7

W1+W2 CEMENTED TOGETHER AT CORRECT ANGLE FOR DIHEDRAL

S2

S1

CUT TIPS FROM 3/16 x 7/8

CUT FROM 3/16 PRINTED SHEET

1/2 x 1/8

TAILPLANE TRAILING EDGE CUT FROM 3/16 x 7/8

TIP FINS CEMENTED TO RIBS AS SHOWN

TAILPLANE 'STEADIES' CEMENT TO FUSELAGE WHEN COMPLETED

1/2 x 3/16

CARVE FROM 1/2 x 3/16

BOTTOM HALF OF COWLING.

DRAIN HOLE

MOTOR MOUNT 1/2 x 3/8 HARDWOOD

CROSS BRACE 1/2 x 3/16

CROSS BRACES 1/8 x 1/2 EXCEPT WHERE NOTED

1/2 x 3/16

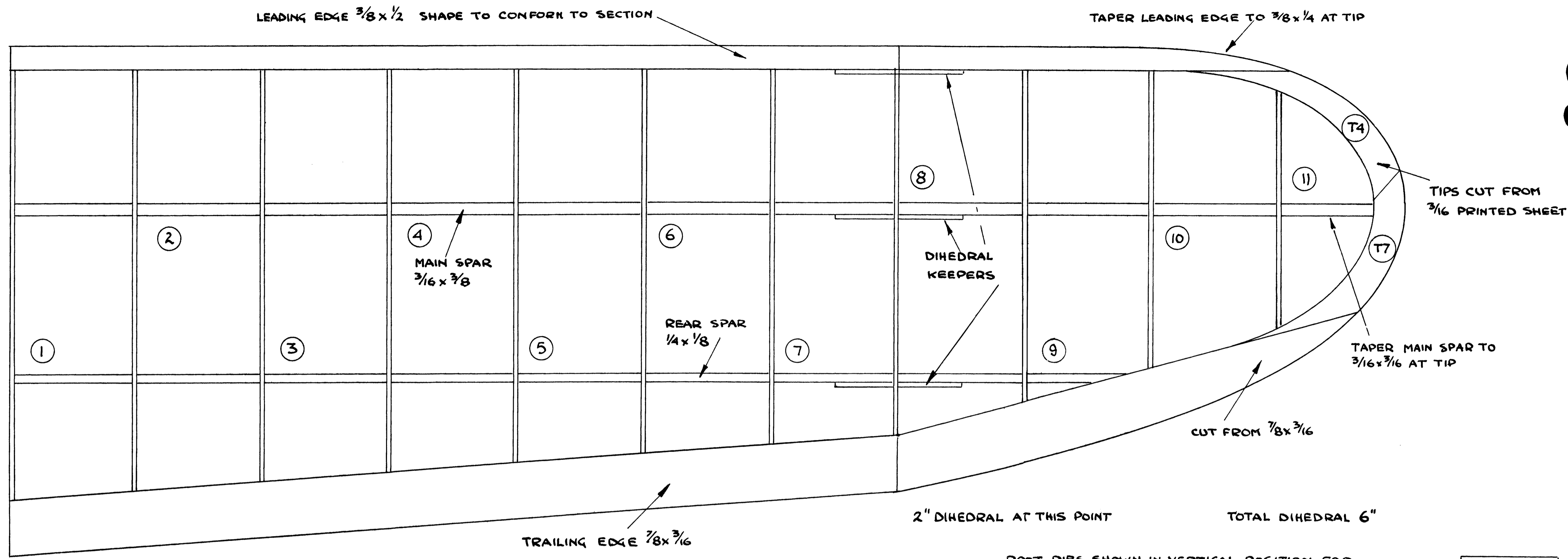
MAIN LONGERONS 1/2 x 3/16 Balsa.

PETE KELSEY 1948.

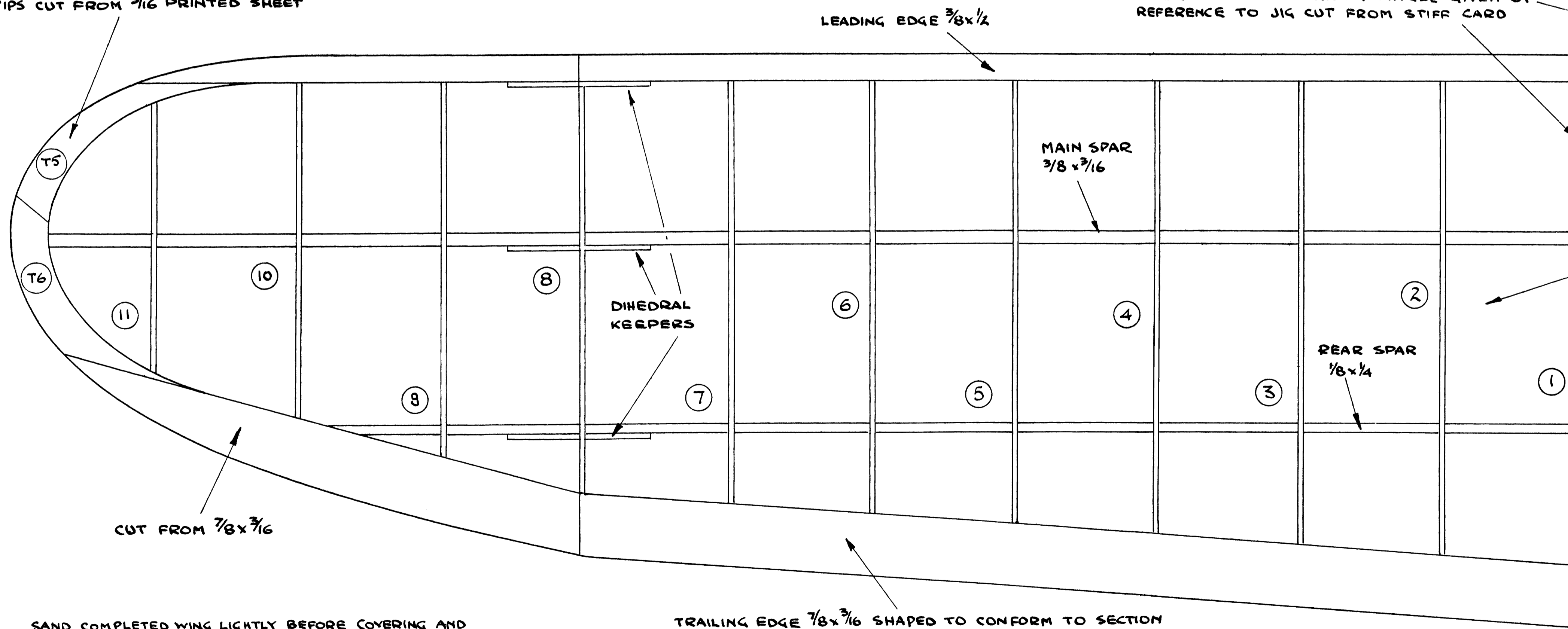
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# Skyleada ZIPPER

BRITISH MODEL AIRCRAFT MFG CO  
LONDON ROAD MITCHAM SURREY.



TIPS CUT FROM 3/16 PRINTED SHEET



SAND COMPLETED WING LIGHTLY BEFORE COVERING AND ENSURE THAT NO WARPS ARE PRESENT. THIS IS MOST IMPORTANT.

TRAILING EDGE 7/8 x 3/16 SHAPED TO CONFORM TO SECTION

ROOT RIBS SHOWN IN VERTICAL POSITION FOR CORRECT SPACING. THESE TWO RIBS WILL HAVE TO BE RESET AT CORRECT ANGLE GIVEN BY REFERENCE TO JIG CUT FROM STIFF CARD

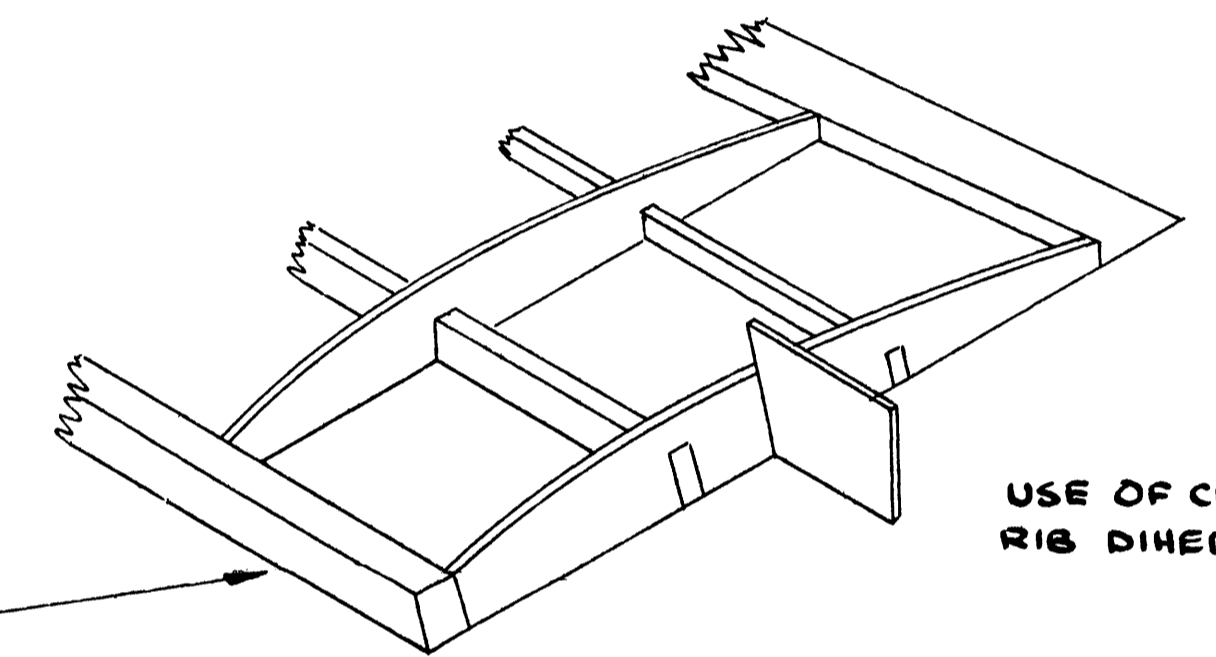
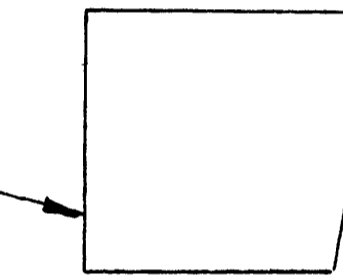
TIPS CUT FROM 3/16 PRINTED SHEET

TAPER MAIN SPAR TO 3/16 x 3/16 AT TIP

CUT FROM 7/8 x 3/16

2" DIHEDRAL AT THIS POINT

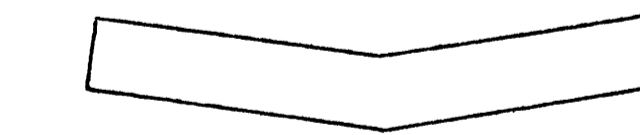
TOTAL DIHEDRAL 6"



USE OF CENTRE RIB DIHEDRAL JIG

WING MADE IN TWO HALVES AND JOINED AT CENTRE DIHEDRAL JOINT. USE DIHEDRAL KEEPERS TO STRENGTHEN JOINT.

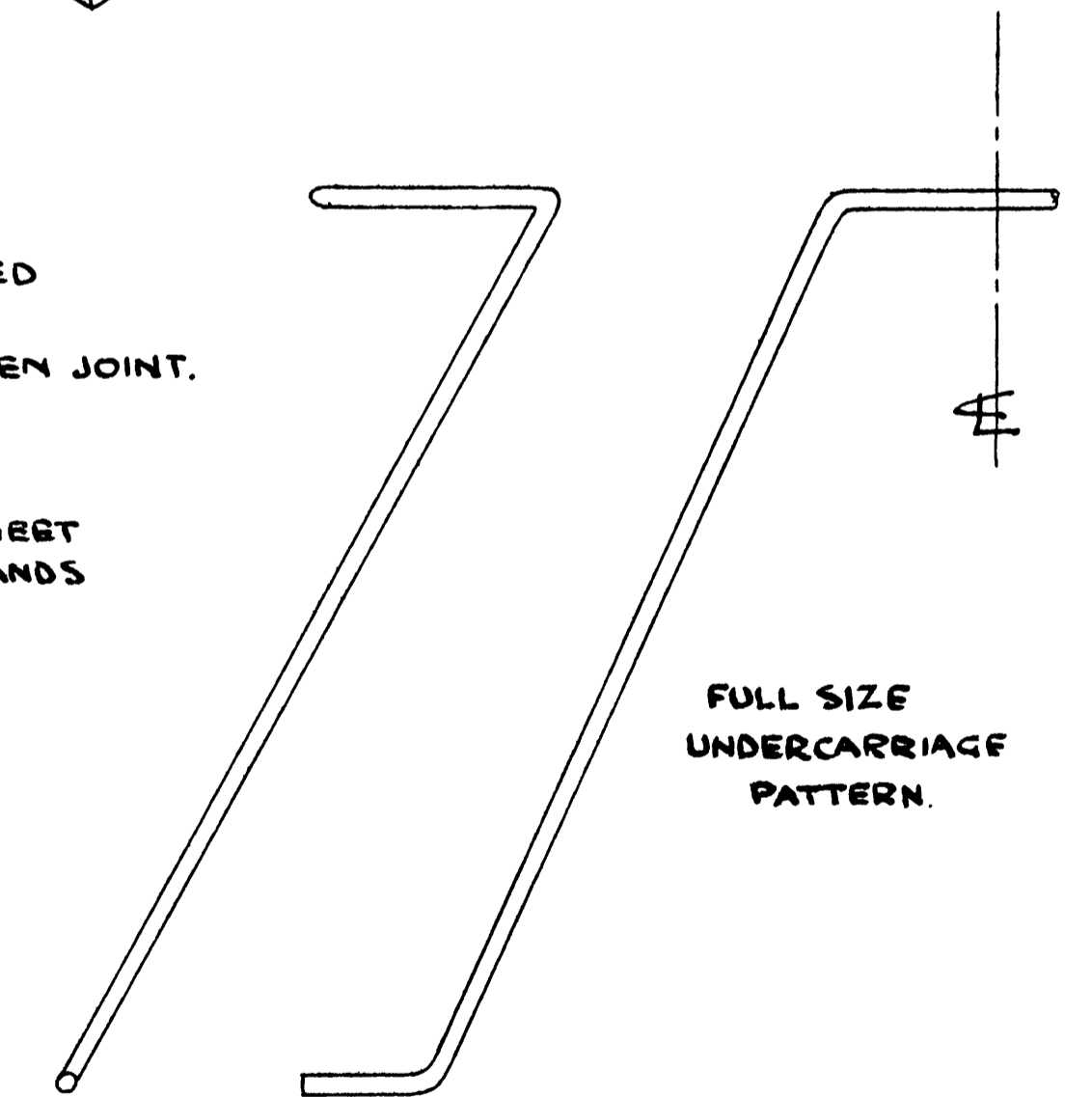
WHEN WING IS COMPLETED COVER TWO CENTRE BAYS IN WITH 1/16 SHEET TO PREVENT WING SECURING BANDS FROM DAMAGING COVERING



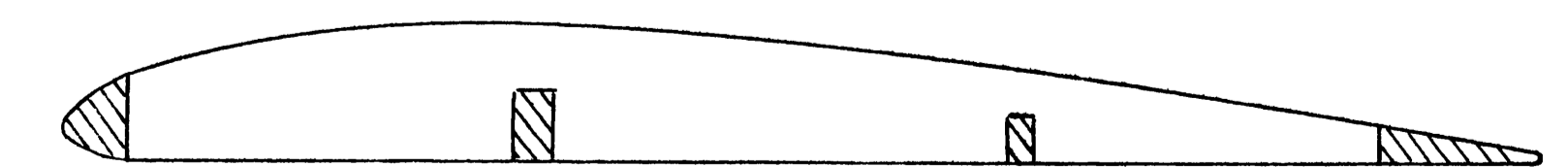
CENTRE DIHEDRAL KEEPER



TIP DIHEDRAL KEEPER



FULL SIZE UNDERCARRIAGE PATTERN.



TYPICAL WING SECTION

THIS TYPE OF WING SECTION HAS BEEN USED TO COMBINE FAST CLIMB WITH VERY STABLE GLIDE