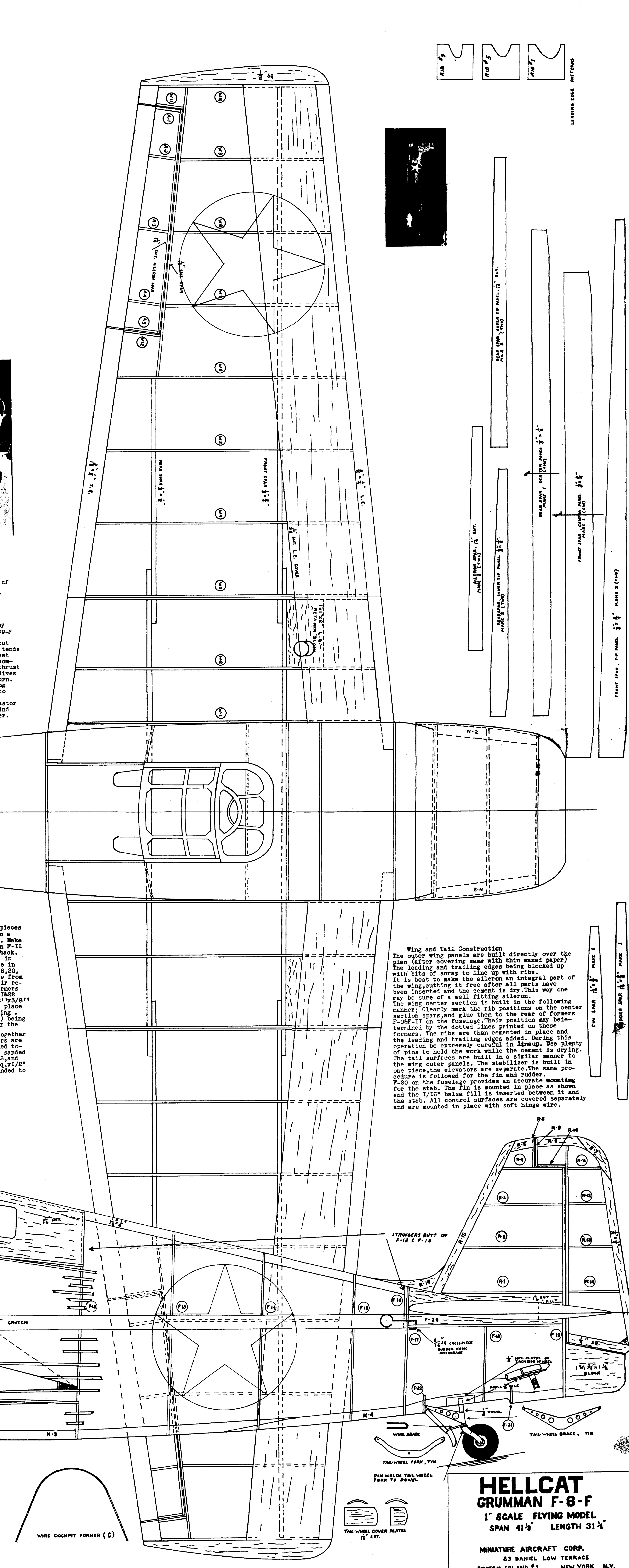
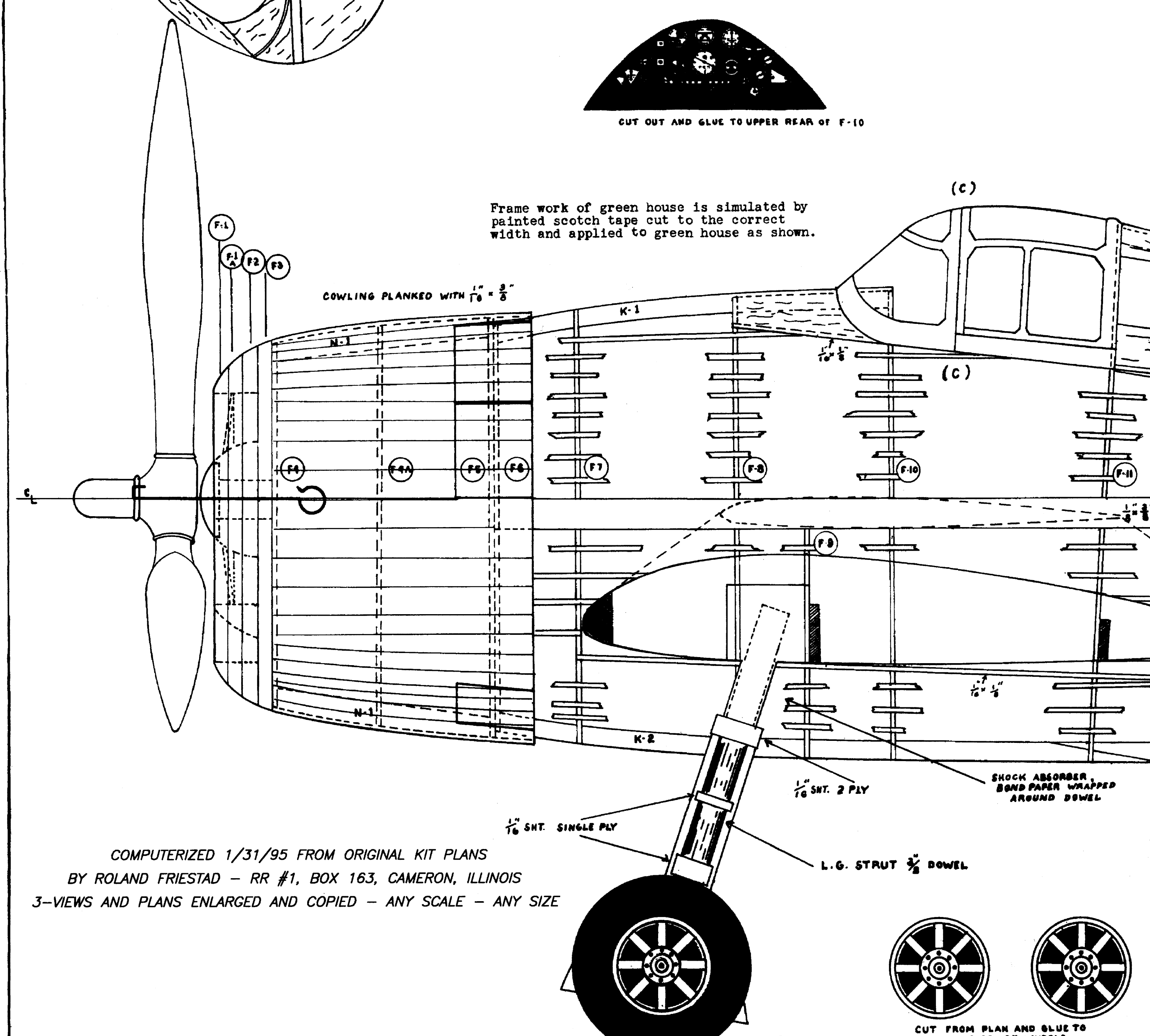


Finish and Flying Instructions
 A good finish will assured by careful sanding of the frame work before covering, and by several coats of clear dope being applied before color dopping the plane in regulation Navy colors. The model is powered with 16-20 strands of 3/16" flat rubber. Hand glide the model into the wind. If model stalls, a small amount of weight is added to the nose in the form of clay or B-B shot. If model dives or glides too steeply add weight to tail. When a long smooth glide results, a powered flight may be tried. Use about 75 to 100 turns for initial flight. If model tends to climb at too steep an angle and stalls, offset thrust line downward (downthrust), this is accomplished by inserting small wedges at top of thrust bearing plug. If model turns too sharply and dives or does not climb, add side thrust away from turn. To do this, insert wedges on side of thrust plug to which model turns. Thus, if model turns to LEFT put wedge on LEFT side and vice versa. For really long flights lubricate motor with castor oil and stretch 4 to 5 times its' length to wind with a 4 to 1 ratio converted hand drill winder.

Fuselage Construction
 Cover plan with waxed paper, then pin keel pieces K-1, 2, 2A, 2B in their proper place. Pin a strip of 1/16" x 1/4" in place on plan. Make sure to notch this piece 1/16" deep between F-II & F-12 to accommodate the sheet balsa turtleback. Glue formers F-10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 in place (right over plan) making sure they are in right angles to the keel, while drying. F-16, 20, 21, 22 are left until later. When dry remove from plan and glue other half of formers in their respective places. Being careful that the formers are at right angles to the keel. F-16, 20, 21, 22 are now glued in place, followed by the 1/8" x 3/8" crutch pieces. Do not put all stringers in place until center of wing is installed. The covering frame is made in a similar manner (F-4, 4A, 4B) being connected by N-1A, 2 and cemented in place on the fuselage after being planed. The nose pieces F-1, 1-A, 2A, 2B are cemented together and sanded to the shape shown. The cylinders are cut from the 3/16" printed sheet and 2 glued together to form 3/8" thickness, these are sanded half round and glued to the base plate. F-3, 4 and the crankcase, which is formed of a 1-1/8" sq. x 1/2" thick block. The tail block is cut and sanded to the shape shown on the side and top views.



Wing and Tail Construction
 The outer wing panels are built directly over the plan (after covering same with waxed paper) the leading and trailing edges being blocked up with bits of soap to line up with ribs. It is best to make the aileron an integral part of the wing, cutting it free after all parts have been inserted and the cement is dry. This way one may be sure of a well fitting aileron. The wing center section is built in the following manner: Clearly mark the rib positions on the center section spar, and glue them to the rear of formers F-24, 25, 26 on the fuselage. Their position may be determined by the dotted lines printed on these formers. The ribs are then cemented in place and the leading and trailing edges added. During this operation be extremely careful in lineup. Use plenty of pins to hold the work while the cement is drying. The tail surfaces are built in a similar manner to the wing outer panels. The stabilizer is built in one piece, the elevators are separate. The same procedure is followed for the fin and rudder. F-20 on the fuselage provides an accurate mounting for the stab. The fin is mounted in place as shown and the 1/16" balsa fill is inserted between it and the stab. All control surfaces are covered separately and are mounted in place with soft hinge wire.

COMPUTERIZED 1/31/95 FROM ORIGINAL KIT PLANS
 BY ROLAND FRIESTAD - RR #1, BOX 163, CAMERON, ILLINOIS
 3-VIEWS AND PLANS ENLARGED AND COPIED - ANY SCALE - ANY SIZE

HELLCAT
GRUMMAN F-6-F
 1" SCALE FLYING MODEL
 SPAN 4 1/2" LENGTH 3 1/4"
 MINIATURE AIRCRAFT CORP.
 83 DANIEL LOW TERRACE
 STATEN ISLAND #1 NEW YORK N.Y.

Model design by: Wm. Powers Lefebvre, Staten Island N.Y.