

FULL PLANS FOR THIS FINE MODEL APPEAR ON FOLLOWING PAGES

one which is cemented on the bottom part of the body directly beneath it.

Use small model making pins to help you obtain the gradual curve towards the tail. Later remove the pins. The nose is curved slightly inward to the width shown by the black lines in F-1. Former F-1 is built around the forward end of the body. Directly behind it and underneath is F-2, and so on down the line to F-9.

Before cementing the stringers in place, cement the shock absorber support in position. It lies flat between the body sides and extends the distance from F-2 to F-3. At this time it is necessary to shape (from .016 wire) the shock absorbers 1 and 2. Their shape, length, and method of installation are shown in detail on Plan 3. No. 1 shock wire is cemented on top of the support and No. 2 below, as shown by the dotted lines. After this important fixture is cemented in place, run the stringers along the bottom of the fuselage and merge them neatly at the tail point. Sand down to smoothness.

Former F-9 is made of two pieces of balsa laminated cross-grained. Then the wire rear hook is inserted. Apply cement well at the connecting ends of this former, for a lot of strain is imposed upon it. Former F-10 is cemented, as shown, directly in front of the windshield. Small size stringers connect it to Former F-1. Sand down the rough spots and make all the joinings rounded.

The motor cowling is constructed in three parts. Two pieces at the front are made of 3/16" balsa laminated cross-grained with the space cut out to accommodate the nose plug. The third part, letter "A," is shown in thickness and diameter on Plan 2. The plug hole must be cut out carefully so that it will fit snugly. When all three parts of the cowling are sanded to shape, apply cement generously, press the parts together firmly, and allow time to harden.

Meanwhile cut the nose plug to shape, as illustrated. Two brass eye-lets are inserted—one at the front, and one at the rear. Of course, a narrow hole must be bored through for the prop shaft. The tail wheel fork is shaped from wire, as shown, and a wooden wheel mounted and cemented in place. The fuselage construction is completed at this point, and you may now proceed to cover it with Jap tissue, using banana oil for the adhesive. Before doping, water-spray the body.

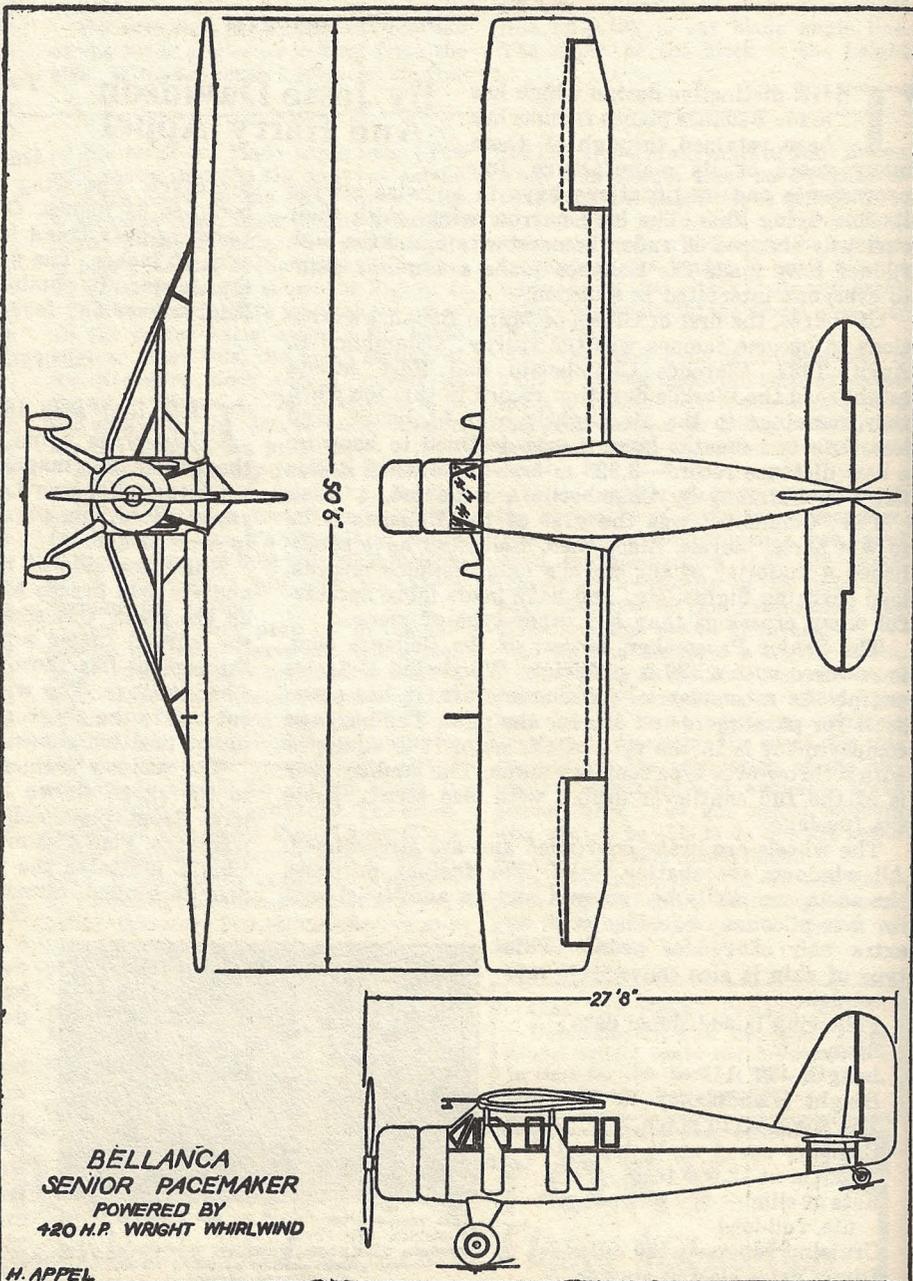
WINGS AND TAIL SURFACES

**J**OIN Plans 3 and 4 together in order to construct the wings. They are made in the

conventional manner. When they are completed, cover carefully and spray with water. The construction of the tail parts are simple enough. The outline frames are 1/16" flat. Cover the parts on both sides and water spray. Mount the parts, if you wish, at this time. Be sure they do not fall off to one side in the process of drying. White thread is used for bracing, as shown on Plans 2 and 4.

WING STRUTS, LANDING GEAR, PROP

**T**HE wing struts are made in the manner shown on Plan 3. The projecting ends are made of white pine and are pushed part way into the balsa and cemented. They are, of course, streamlined, as are the struts, too. Note also how they are cracked at the lower ends to



BELLANCA  
SENIOR PACEMAKER  
POWERED BY  
120 H.P. WRIGHT WHIRLWIND

H. APPEL

We've included this three-view drawing of the real Bellanca Senior Pacemaker to aid you in building your model. The details of the complete ship, shown here, may be checked with the plans given on the following pages.