WING RIB. MAKE 18 OFF TO THIS SECTION

SECTION ON N-N O

FRONT TUBE
REAR TUBE

DOWELLING PUSHED IN TUBES

CLIP 18G 2 OFF
1/16 BALSA CUSSETS
JURY STRUT PICK UP

CLIP M
BIND & CEMENT TO SPACER.

ALL RIBS 1/16 SHEET BALSA. (MEDIUM HARD)

VIEW ON ARROW P

STEAM OR WET & BEND TO THIS SHAPE.

VIEW ON ARROW 'O' OF 1ST RIB

ALL WING CUSSETS ARE 1/16 SHEET BALSA

BIND & CEMENT CLIP TO WING RIB SO THAT ONLY EYE PROTRUDES WHEN WING IS COVERED.

SLOT T.E. TO TAKE RIBS

1/8 X 3/16 HARD BALSA

1/2 X 1/8 T.E. SHAPE TO SECTION SHOWN

1/8 SQ. SPARS

1/8 SQ. L.E.

1/32 SHEET BOTH SIDES OF SPARS

WING TIP CAN EITHER BE BUILT UP FROM 3/32 SHEET BALSA OR BENT FROM 1/16 REED. IF FROM REED BIND & CEMENT TO L.E. & T. EDGES.

16G PIANO WIRE PROP. SHAFT

COVER FRONT & SIDES OF CABIN AT THIS POINT WITH CELLULOID

COVER THIS PORTION WITH STIFF PAPER

FORMER E

F

G

FORMER H REMOVE AFTER CABIN ROOF IS FITTED

18G. PIANO WIRE

FORMER A

FORMER B

16G. PIANO WIRE. STOP

3/32 SQ.

D

1/8 X 1/2 SHEET BALSA

LINE OF TISSUE & CELLULOID

J

THIS SPACER 3/32 x 3/16

RUBBER BAND

CLIP M

3/32 SQ.

20 G. PIANO WIRE TENSION SPRING

D

F

G

1/8 X 3/8 SHEET BALSA

ALL REST OF STRINGERS FROM FORMER A TO SECTION D-D & FORMER E ARE 1/16 HARD BALSA

J

M/M PLY USE 1/8 OR 3/16 DOWEL FOR MOTOR PEG

20 G. SPRING WIRE.

MAKE BALANCE WEIGHT FROM SCRAP BALSA

1/8 SQ.

1/16 SHEET

ALL RIBS MADE FROM 1/16 X 1/8 SANDED DOWN TO 1/16 SQ AT T.E. MAKE EACH RIB IN ONE PIECE & THEN CUT TO SUIT.

HARD 1/16 BALSA SHEET

MAKE TAILWHEEL FROM 1/8 HARD SHEET BALSA.

ALL FUSELAGE SPACERS & LONGERONS MADE FROM 3/32 SQ. BALSA. TOP & SIDE STRINGERS MADE FROM 3/32 X 1/8 STRIP SANDED DOWN TO SUIT SECTION. WHEN COVERING FUSELAGE DO NOT COVER TOP PORTION UNDERNEATH TAILPLANE TO ALLOW ACCESS TO RUBBER MOTOR & DOWEL

JURY STRUTS 2 OFF 18 G.

BIND & CEMENT TO LIFT STRUTS ON ASSY TO FUSELAGE.

CLIP M BIND & CEMENT TO ENDS OF STRUTS.

1/4 X 1/8 HARD BALSA SHAPE TO SECTION SHOWN

LIFT STRUT ASSY 2 OFF

THIS TIEPIECE GOES RIGHT ACROSS FUSELAGE BUT IS SHOWN BROKEN TO SHOW REAR FITTING.

TRUE SHAPE OF U/C LEG 2 OFF

MAKE WHEELS FROM 1/4 THICK HARD BALSA & SHAPE AS SHOWN

SOLDER

MAKE ALL U/C PARTS FROM 18 G. PIANO WIRE

SOLDER. FINISH OFF WITH VERTICAL FLAT FACE SO THAT WHEEL & CUP WASHER WILL RUN TRUE.

BUSHES 16 G. BRASS TUBING.

U/C LEG FAIRING 1/16 SHEET 2 OFF

LINE OF TISSUE

1/16 SQ

WING RIB

MAKE WING FILLETS FROM 2 PIECES OF 1/16 SHEET BALSA CUT TO SUIT RIBS

TOP HALF OF FUSELAGE

1/8 SHEET BALSA IN TAILPLANE

CUSSETS 1/16 SHEET

FUSELAGE

BIND & CEMENT PICK UP 'L'

3/16 X 1/2 HARD BALSA

1/2

BOTTOM HALF OF FUSELAGE

THESE PIECES TOP & BOTTOM

1/8 X 3/32 HARD BALSA SAND TO THIS SHAPE

3/16 1/16 BALSA

1/16 X 1/16 HARD BALSA

RIBS 1/16 X 1/8 HARD BALSA SANDED TO 1/16 SQ AT T.E.

1/16 SHEET

BRASS TUBING FOR U/C LEGS

MAKE EXHAUST STUBS FROM SCRAP BALSA

SMALL CUSSETS OF 3/32 SHEET CEMENT TO STRUTS & THEN BIND & CEMENT CUSSET & STRUTS TOGETHER

CLIP M

3/32 SHEET BALSA

SECTION D-D

SHEET BALSA

SECTION F-F

1/16 SHEET BALSA

SECTION G-G

SECTION J-J

3/16 SHEET

18 G PIANO WIRE LIFT STRUT PICK UP 'L' 1 OFF

FORMER E 1/16 SHEET

FORMER H 1/16 SHEET

18 G. CLIP MAKE 14 'M'

K

K

REAR LIFT STRUT. MAKE FROM 3/32 X 1/8 BALSA AND 20 G. PIANO WIRE. 2 OFF

ENLARGED SECTION K-K

TYPICAL SECTION OF PROP AT WIDEST PART.

NOSE BLOCK 5/8 THICK

A A/M PLY
B 1/16 BALSA SHEET

FORMER A&B

NOSE PLUG 'C' CEMENT TO REAR OF NOSEBLOCK

PROPELLER BLOCK.

BUILDING & FLYING INSTRUCTIONS.

WINGS: THESE ARE BUILT STRAIGHT FROM PLAN. DOWEL TUBES ARE MADE FROM CUMMED PAPER ROLLED ROUND 1/8 OR 3/16 DOWEL USED IF POSSIBLE. TUBES SHOULD THEN BE CUT TO CORRECT LENGTH & A LENGTH OF DOWELLING PUSHED INTO TUBES TO DIMENSIONS SHOWN. THIS SHOULD ALSO BE DONE WITH TUBES IN FUSELAGE.

FUSELAGE: BUILD TWO SIDES STRAIGHT FROM PLAN UP TO SECTION D-D. THEN REMOVE THE TWO SIDES & PIN THEM DOWN ONTO PLAN VIEW & PUT IN TOP & BOTTOM SPACERS AT SECTION F-F & G-G. THE REST OF THE CONSTRUCTION IS THEN STRAIGHT FORWARD. IF THE CABIN COVER CANNOT BE MADE SATISFACTORILY WITH FORMERS, A SOLID WOODEN FORMER SHOULD BE CARVED & THE CELLULOID MOULDED OVER THIS. COVER PORTION FROM FORMER A TO SEC. D-D WITH STIFF PAPER.

TAILPLANE: FIN & RUDDER, ARE BUILT STRAIGHT FROM PLAN & THEN CEMENTED TOGETHER.

PROPELLOR & NOSE BLOCK: BRASS BUSHES SHOULD BE SCREWED IN THESE AS BEARINGS FOR PROP SHAFT. MAKE BOTH PROP & NOSEBLOCK FROM HARD BALSA. COVER PROP TWICE WITH TISSUE & GIVE THREE COATS OF DOPE.

RUBBER MOTOR

POWER IS SUPPLIED BY 8 STRANDS MADE UP IN 4 LOOPS OF 3/16 X 1/30 RUBBER 2'-0" LONG. MOTOR SHOULD BE PREWOUND. IT SHOULD BE WELL LUBRICATED & THEN STRETCHED ABOUT TWICE ITS OWN LENGTH & SLOWLY WOUND IN TO 25% MAX TURNS. LET IT UNWIND & REST FOR A FEW MINUTES & THEN WIND UP TO ABOUT 50% MAX TURNS. THEN STRETCH MOTOR TO ABOUT 3 TIMES ITS OWN LENGTH & PUT ON 70 TO 80% MAX TURNS & ALLOW TO UNWIND SO THAT WHEN RUN ALMOST DOWN THERE ARE SUFFICIENT TURNS LEFT TO TENSION MOTOR BETWEEN HOOKS. MOTOR SHOULD ALWAYS BE STRETCHED WHEN WINDING. PUT ABOUT 100 TURNS ON & GIVE A SHORT FLIGHT. IF MODEL TENDS TO BE NOSE HEAVY, ADD WEIGHT UNDER REAR MOTOR PEG. IF TOO MUCH IS REQ'D NOSE BLOCK SHOULD BE HOLLOWED OUT. WEIGHTS SHOULD BE ADJUSTED UNTIL A FLAT GLIDE IS OBTAINED. THEN A LITTLE DOWN THRUST MAY BE ADDED TO GIVE A STEADY CLIMB. IF MODEL TENDS TO TURN PACK NOSEBLOCK AT SIDE TO OFFSET TORQUE. THEN GIVE SHORT FLIGHTS GRADUALLY LEADING UP TO 70 TO 80% MAX TURNS. MAX TURNS ARE 720.

TAYLORCRAFT AUSTER MK V 36" SPAN.

SCALE 1" = 1'-0"

TAYLORCRAFT AEROPLANES ENGLAND LTD. LEICESTER.

DRAWN BY G. SMITH.

DRG. NO. S.K. 459