There are several notes I need to provide to aid you with the enclosed package. The original kits used 1/16" balsa. Since I wanted to print these directly on balsa sheet I developed the parts for 1/32" balsa sheet. My printer will handle up to 1/20" sheet, but I find 1/32" is a little easier to handle in the printer. As a result, some of the parts have been drawn to allow for cross grain laminations. The fuselage formers are a good example. This works fine as long as you are using 1/32" sheet stock.

I like to use a removable nose for winding. The parts have been drawn with this in mind. The nose former has been drawn so a removable nose plug can be used. A colored nose piece has also been drawn along with eight laminations to form the plug. Back the colored nose piece with 1/64” plywood. This assembly will then plug into the opening formed by the fuselage structure. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose plug. A sketch has been provided.

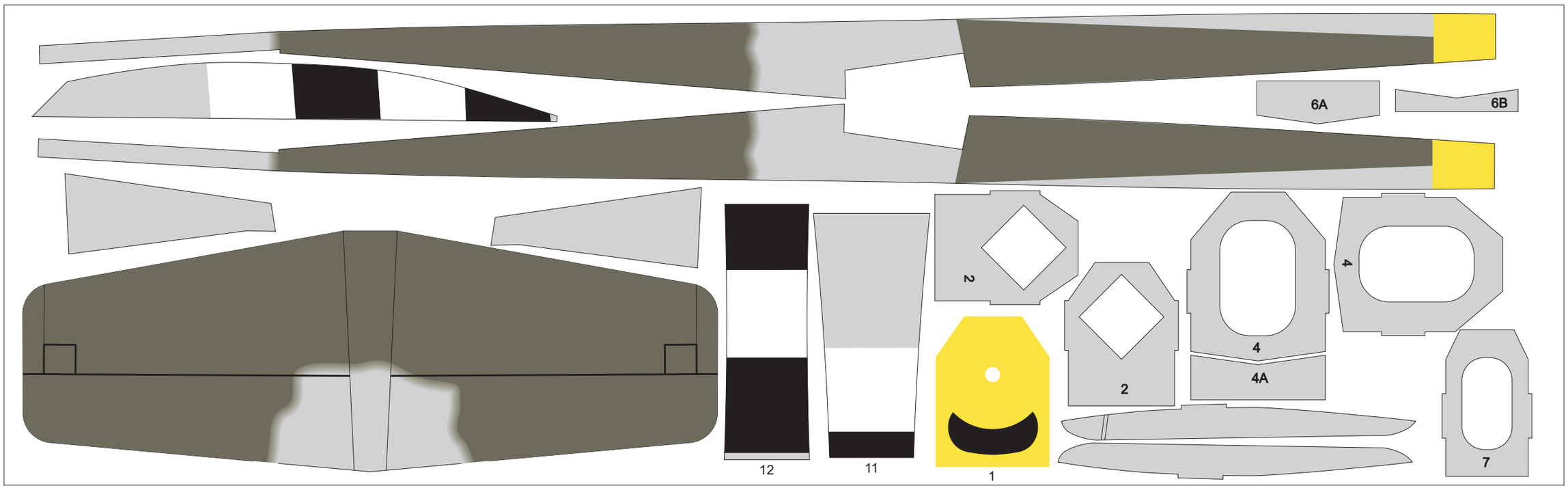
When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. This makes holding the model in a winding stooge very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of 1/64” plywood to the inside of each fuselage side at the peg location. This has proven to be plenty strong for a fully wound motor of 1/8" Tan II rubber.

The original kit markings were fairly bland. The basic pieces were all gray with a few black panel lines. The markings used for this reproduction package are based on the box art with corrections made to the box art to more accurately represent the P-51 called Sky Bouncer. For example, the aircraft name should be red not black and the original aircraft did not have a blue rudder. The original kit panel lines have been retained.

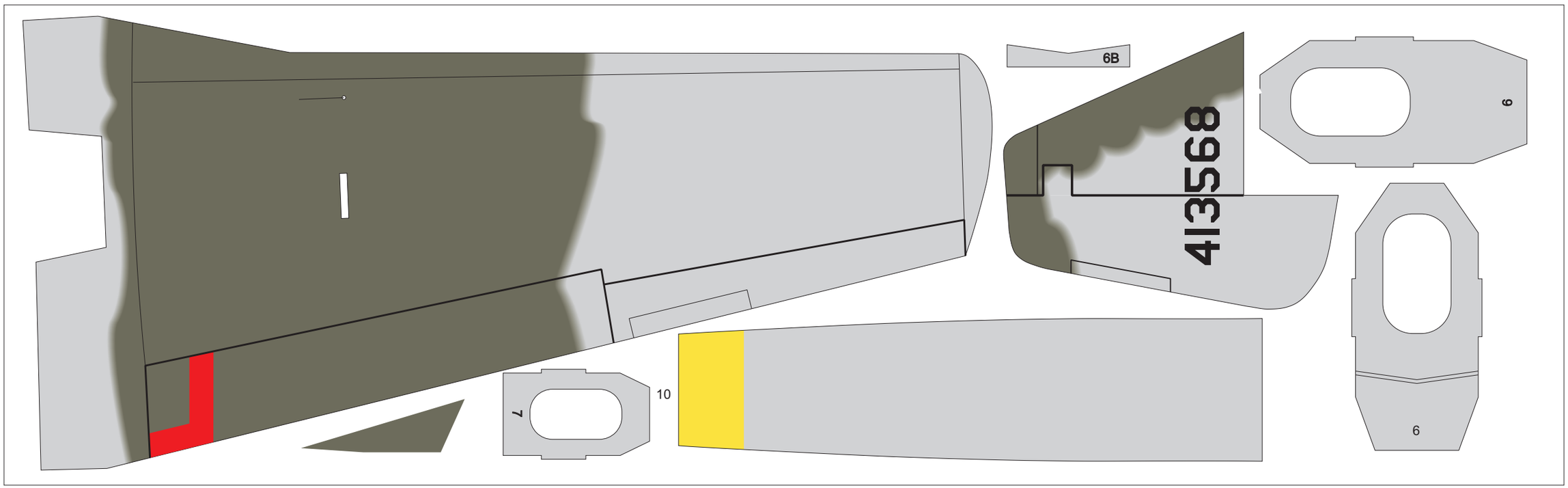
The landing gear assembly has also been modified to hopefully make it easier to bend the wire landing gears legs. A sketch has been provided to show the revised landing gear installation.

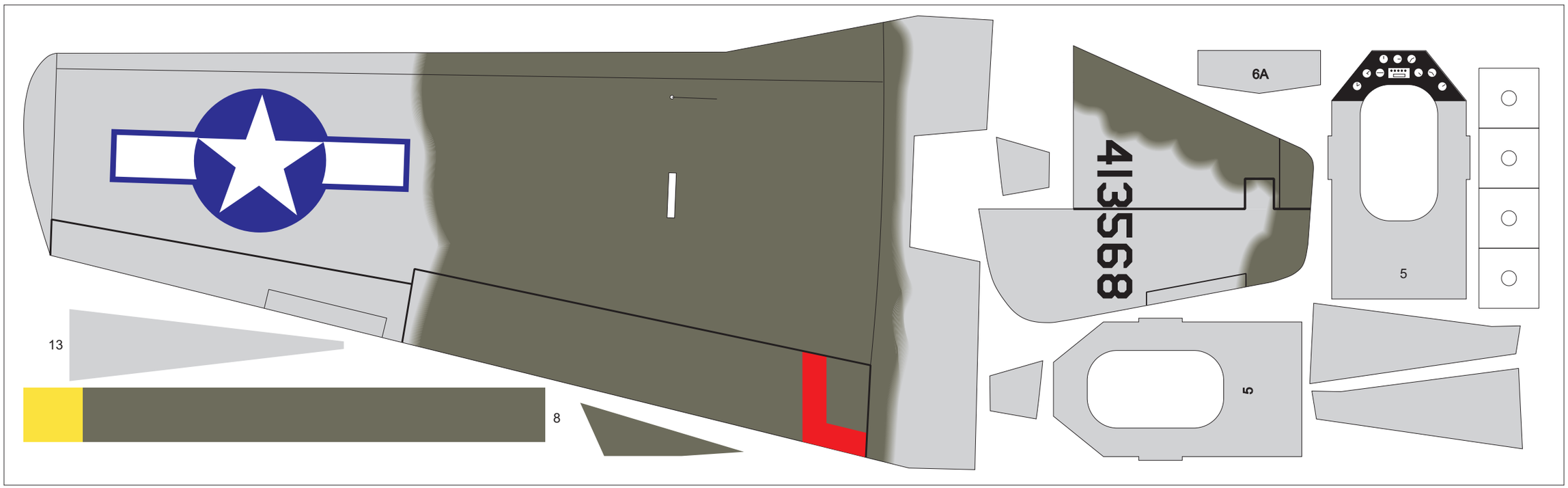
I do hope you build and enjoy a model from this plan package.

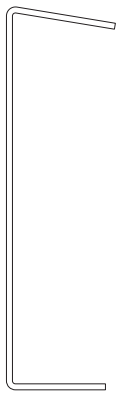
Paul Bradley


6A
6B
2
4
4
4A
2
7
12
11
1

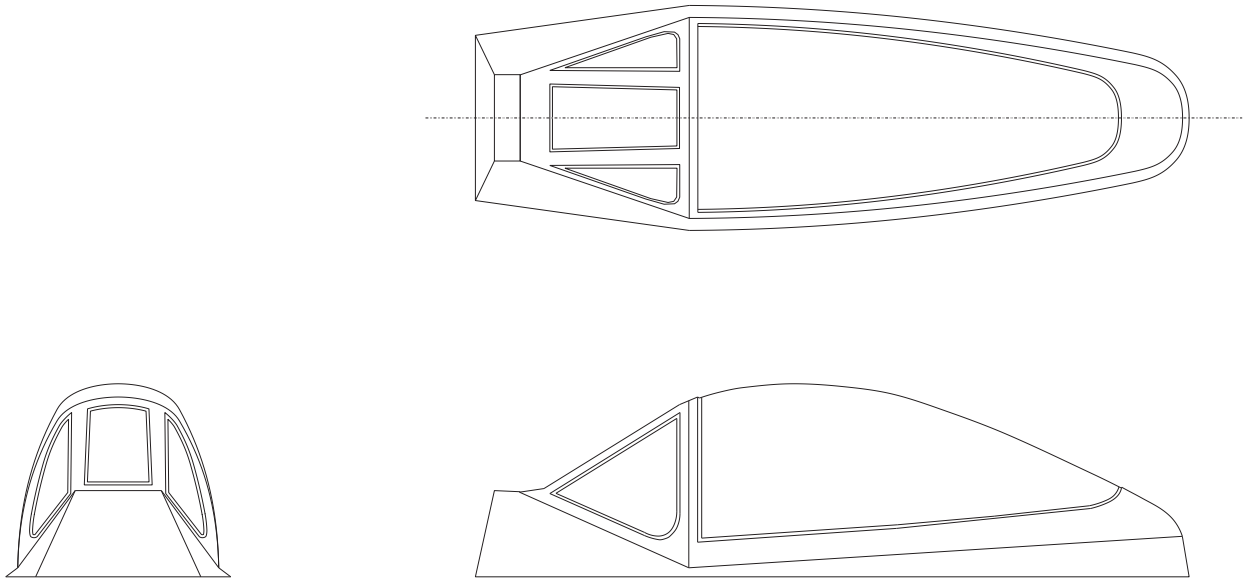
9
4A
Sky Bouncer
Sky Bouncer


6B
413568
9
7
10
6

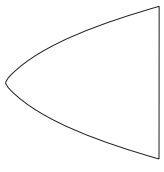

6A
413568
5
13
8
5



Landing Gear Pattern - Make 2
from .025 music wire. Use two 3/4” Wheels



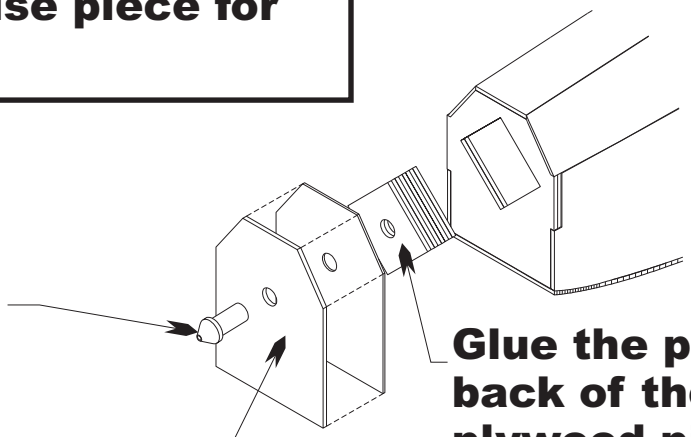
Canopy Form



Spinner

Keil Kraft EeZe Bilt P-51

Modification to the nose to allow for a removable noise piece for stretch winding.

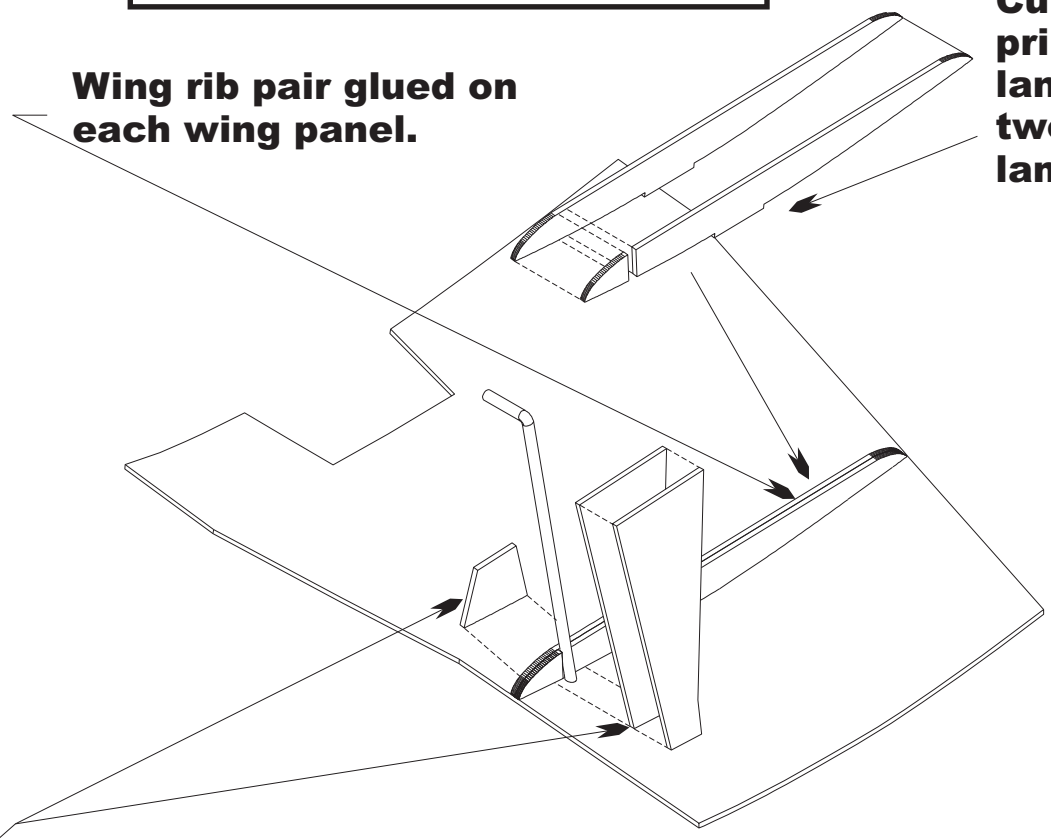


Peck Thrust Bearing Glued to Nose Piece

Glue the plug to the back of the 1/64" plywood piece.

Removable nose piece. Use a piece of 1/64" plywood to back the printed balsa nose piece

Landing Gear Modification



Wing rib pair glued on each wing panel.

Cut the outer rib on the printed marks to clear the landing gear leg. Glue the two pieces to the inner rib lamination.

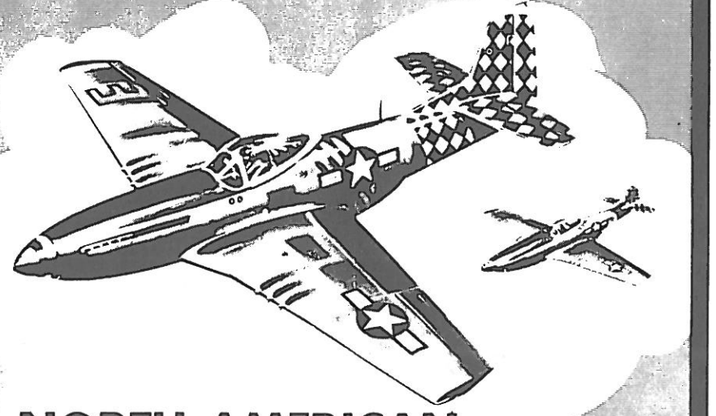
Landing Gear leg goes through the wing and is cemented on top. Use the printed line and dot on the top of the wing as a location guide.

These pieces sandwich the gear leg piano wire. The gear cover is a two piece lamination glued to the rib and the gear leg.

Keil Kraft EeZe Bilt P-51

KEILKRAFT **EE-ZE-BILT**

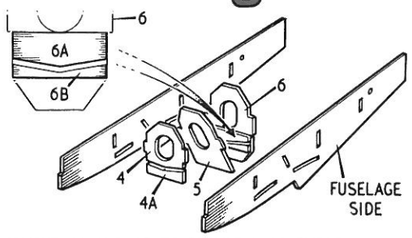
FLYING SCALE SERIES



NORTH AMERICAN

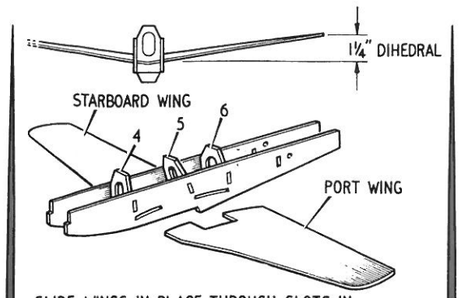
MUSTANG P.51

Building - -



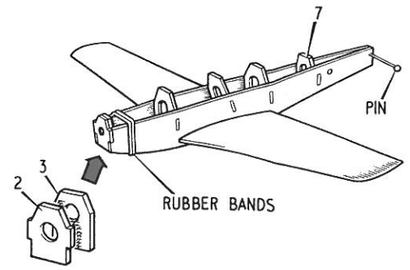
CEMENT 6A AND 6B TO FORMER 6. ASSEMBLE FUSELAGE SIDES TO FORMERS 4, 5 AND 6 AND ADD 4A. MAKE SURE ASSEMBLY IS SQUARE AND THAT ALL SLOTS LINE UP.

1



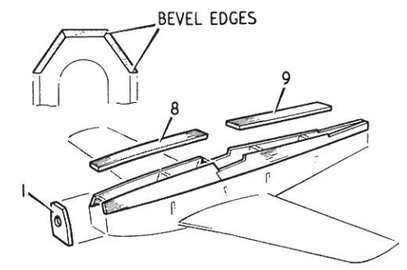
SLIDE WINGS IN PLACE THROUGH SLOTS IN FUSELAGE. CHECK DIHEDRAL AND SECURE BY SQUEEZING CEMENT OVER ALL WING/FUSE--LAGE JOINTS INSIDE FUSELAGE ONLY.

2



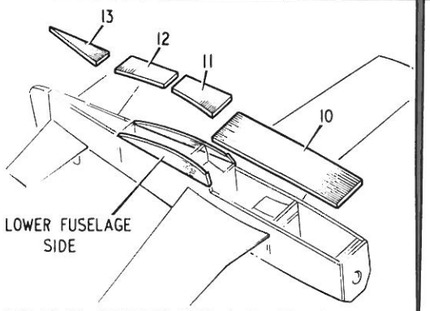
CEMENT FORMERS 2 AND 3 TOGETHER. JOIN FUSELAGE AT NOSE AND TAIL, FITTING FORM--ERS 2, 3 AND 7. HOLD TOGETHER WITH PINS OR RUBBER BANDS UNTIL SET.

3



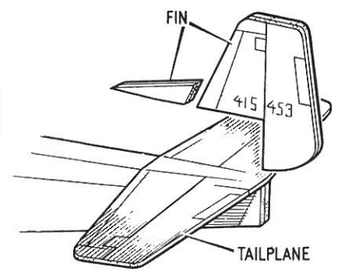
ADD FUSELAGE TOP SIDES, BEVELLING EDGES AS SHOWN. BEVEL EDGES OF PARTS 8 AND 9 AND FIT IN POSITION. WHEN DRY, ADD NOSE FORMER, PART 1.

4



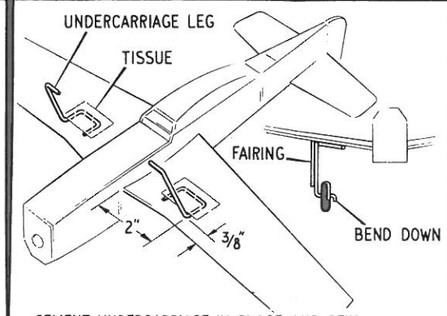
ADD LOWER FUSELAGE SIDES, AND WHEN SET, FIT LOWER FUSELAGE PARTS, NUMBERS 10, 11, 12 AND 13, PINNING IN PLACE UNTIL DRY.

5



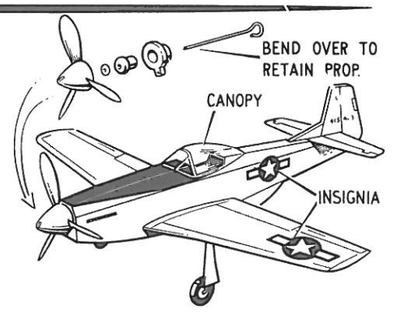
CHECK THAT TAILPLANE ASSEMBLES SQUARE--LY ON FUSELAGE, THEN CEMENT IN PLACE. JOIN LEFT AND RIGHT HALVES OF FIN TO--GETHER AND CEMENT IN POSITION.

6



CEMENT UNDERCARRIAGE IN PLACE AND REIN--FORCE BY CEMENTING PIECES OF TISSUE OVER JOINT. FIT WHEELS, RETAINING BY BEND--ING END OF AXLES DOWN. ADD FAIRINGS.

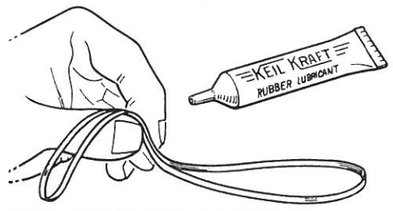
7



TRIM SURPLUS MATERIAL FROM CANOPY AND CEMENT IN PLACE. FIX INSIGNIA TO PORT WING AND FUSELAGE SIDES. ASSEMBLE NOSE UNIT AND CHECK FOR FIT IN FUSELAGE.

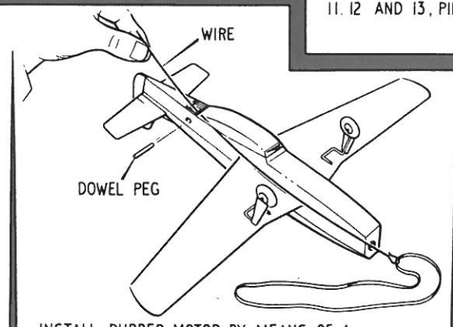
8

Flying - - -



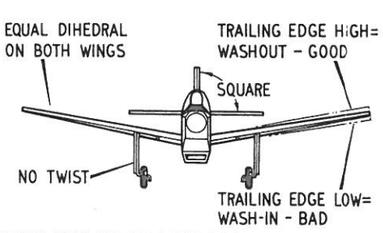
PREPARE RUBBER MOTOR FOR FLYING BY LUBRICATING WITH RUBBER LUBRICANT OR CASTOR OIL. CAREFULLY RUN IN, MOTOR SHOULD TAKE APPROX: 200 - 250 TURNS.

1



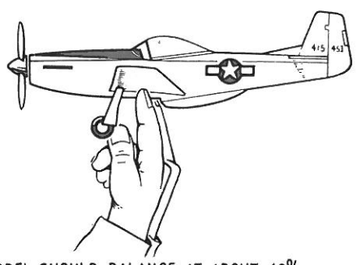
INSTALL RUBBER MOTOR BY MEANS OF A PIECE OF WIRE OR THREAD INSERTED FROM THE TAIL END OF FUSELAGE. SECURE AT REAR END WITH 1/8" DOWEL PEG.

2



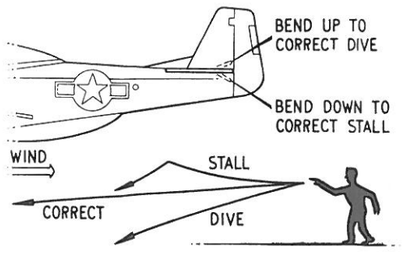
CHECK THAT ALL SURFACES LINE UP TRUE WHEN VIEWED FROM THE FRONT OR FROM ABOVE. WINGS SHOULD BE STEAMED TO INCORPORATE SLIGHT WASHOUT AT TIPS.

3



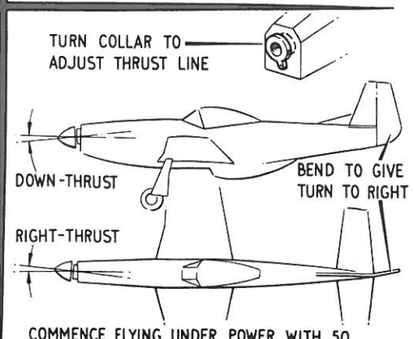
MODEL SHOULD BALANCE AT ABOUT 40% OF WING CHORD AS SHOWN. PLASTICINE MAY BE ADDED TO NOSE OR TAIL TO CORRECT IF NECESSARY.

4



TEST FOR GLIDE ON A CALM DAY. LAUNCH GENTLY AND OBSERVE FLIGHT PATH. CORRECT FAULTS BY BENDING ELEVATORS OR BY ADDING WEIGHT IF REQUIRED.

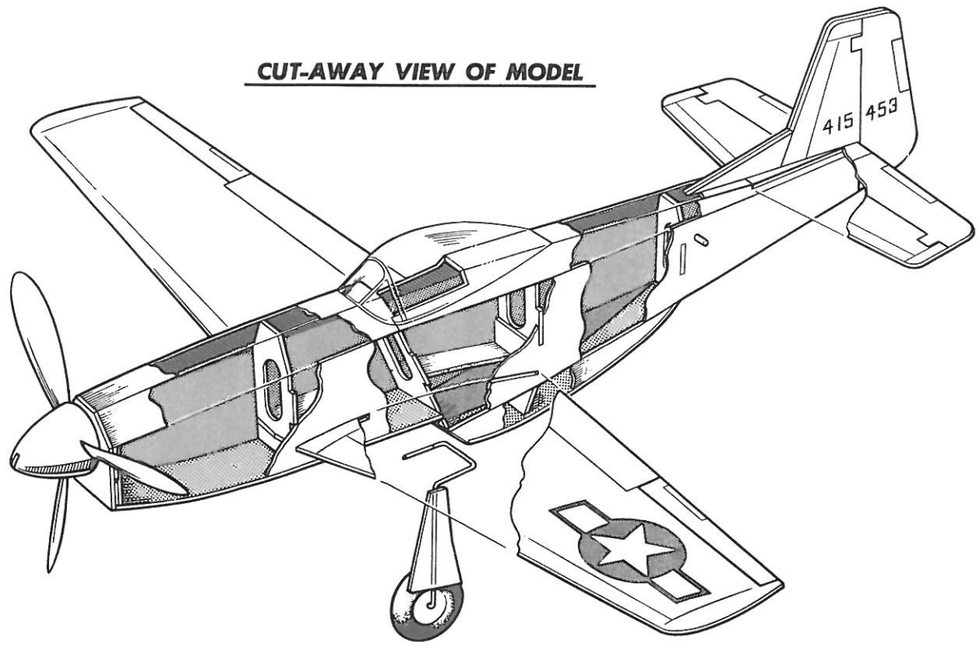
5



COMMENCE FLYING UNDER POWER WITH 50 TURNS ON MOTOR. ADJUST THRUST LINE TO PREVENT STALLING. CEMENT COLLAR IN PLACE WHEN BEST SETTING IS FOUND.

6

CUT-AWAY VIEW OF MODEL



KEILKRAFT

MADE IN ENGLAND USING BALSA BY BOLARBO

EEZEBILT

16" (400mm) SPAN FLYING MODEL

MUSTANG