

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 plug has also been drawn. 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.

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 stooze 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. A piece of 3/32" OD aluminum tubing is used for the rear motor peg.

The landing gear parts for the Spitfire have been modified from the original kit. This was done to make bending the wire and installation easier. A drawing showing the modified landing gear installation has been provided. The location of the gear legs has been printed on each wing panel. You will see a line with a circle on one end. Push the landing gear wire through the printed circle. The bent wire will line up with the printed line.

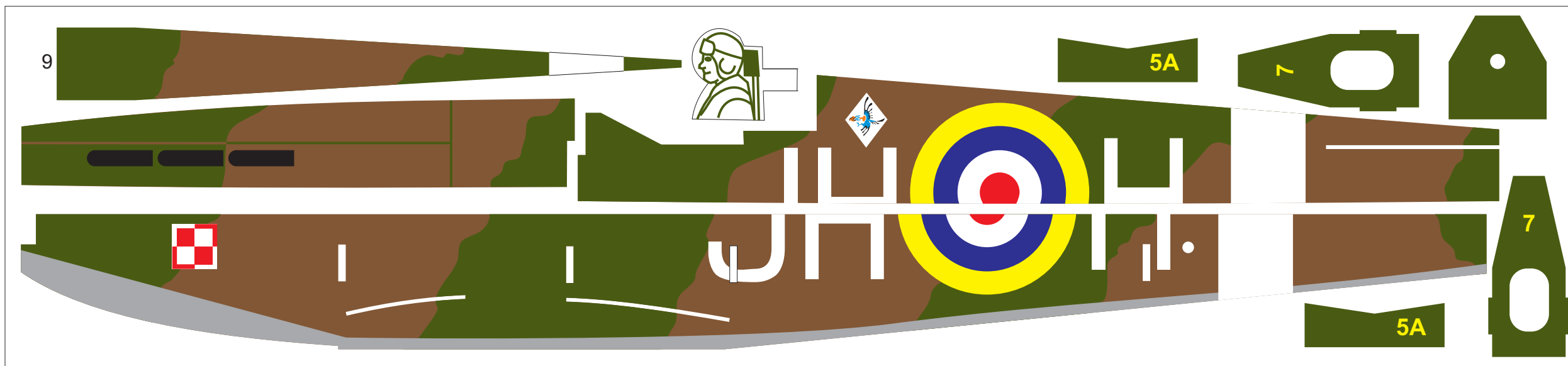
Another modification made to the original kit layout was to include a pilot figure. This was done in the same manner as the Jigtime models. The profile pilot figure is simply glued into the slot provided in fuselage former 6.

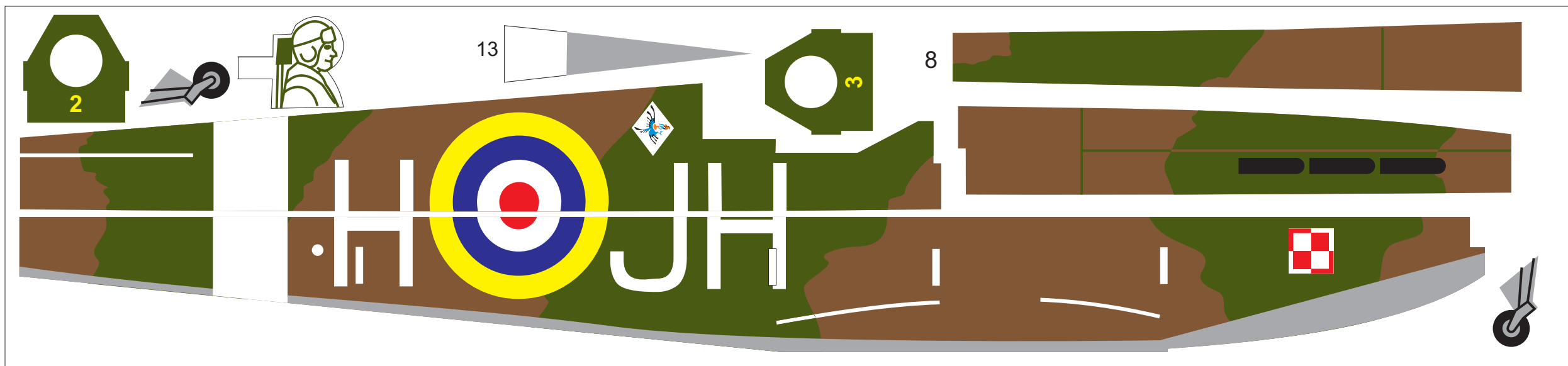
The original kits came with a vacuum formed canopy and an injection molded prop/spinner. A pattern has been provided to help in the development of a vacuum forming plug. The original kit spinner came molded with a three bladed prop. A separate spinner has been drawn for use with a better performing two bladed prop.

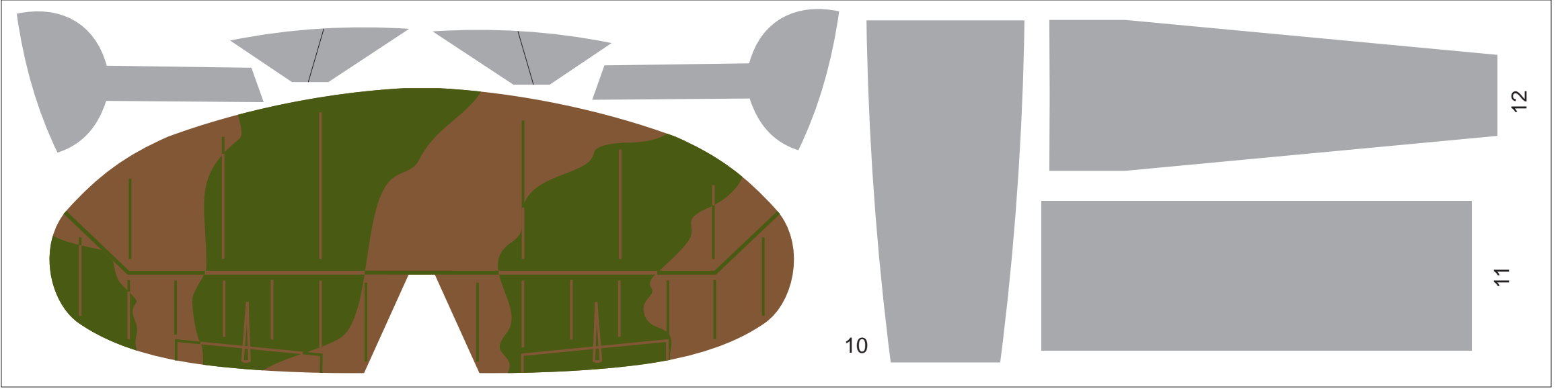
The original kit had minimal markings printed on the balsa pieces. This reproduction drawing package uses enhanced markings based on a Spitfire Mk Vb having markings of the No. 317 (Wilenski) Squadron.

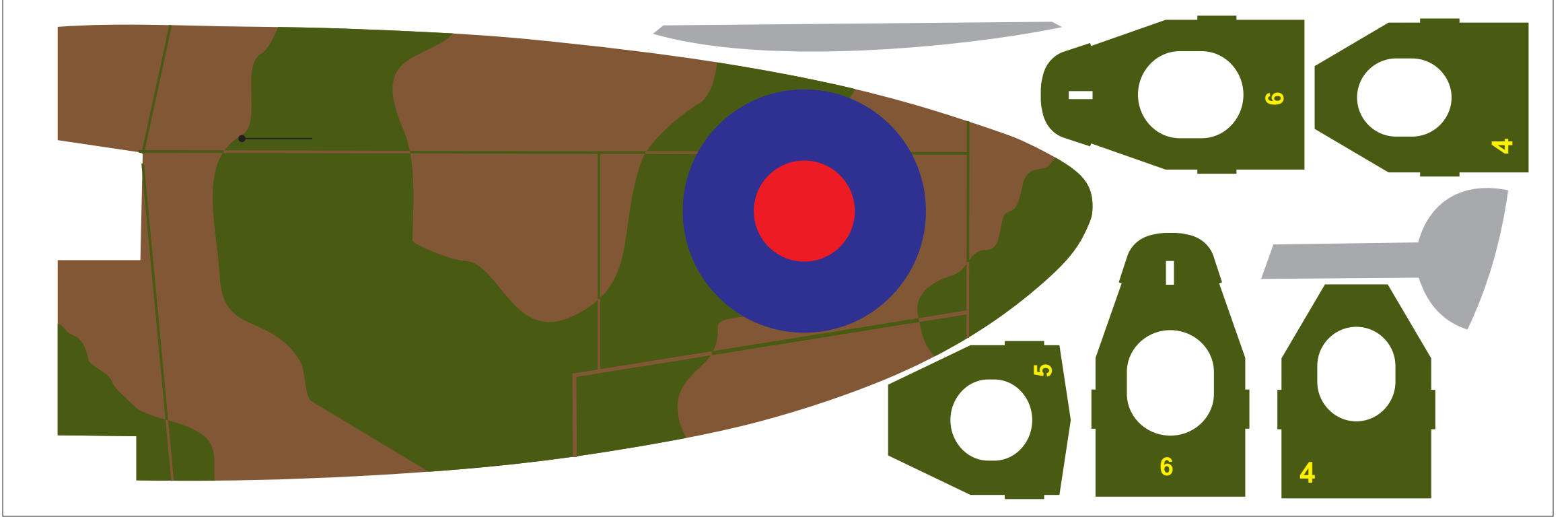
I do hope you build and enjoy a model from this plan package.

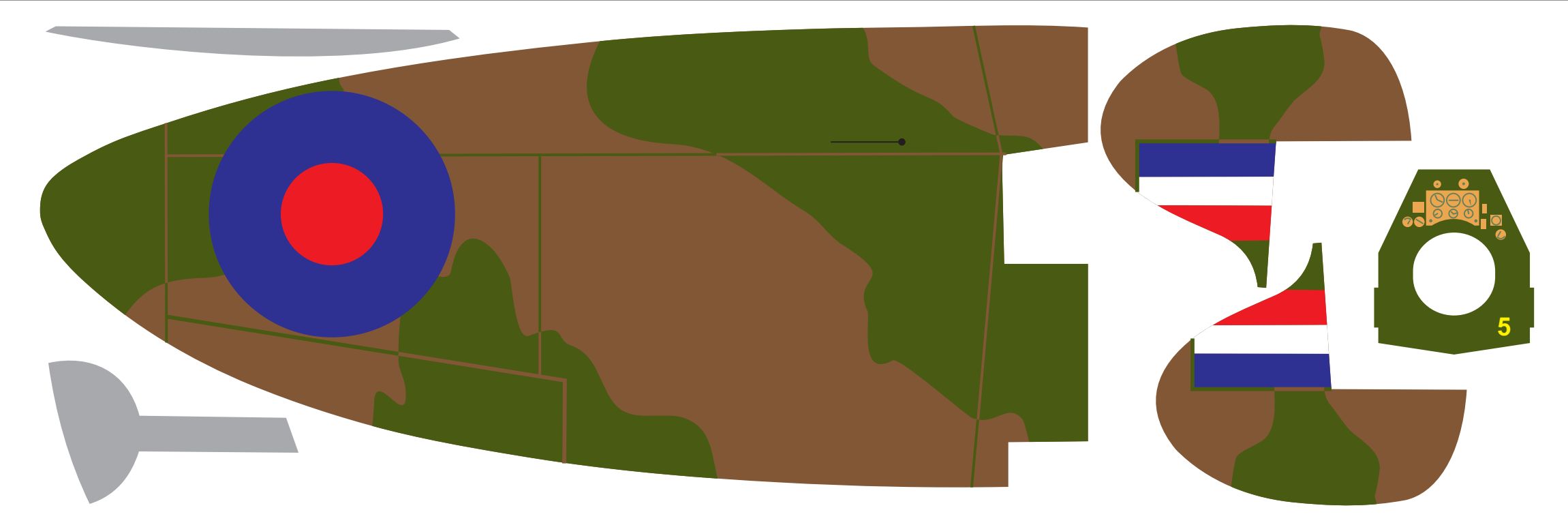
Paul Bradley

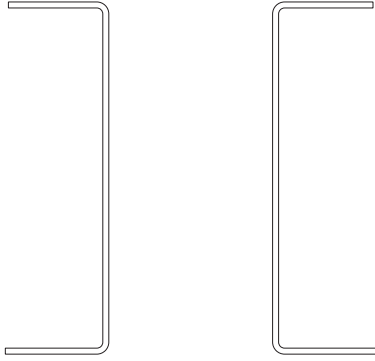




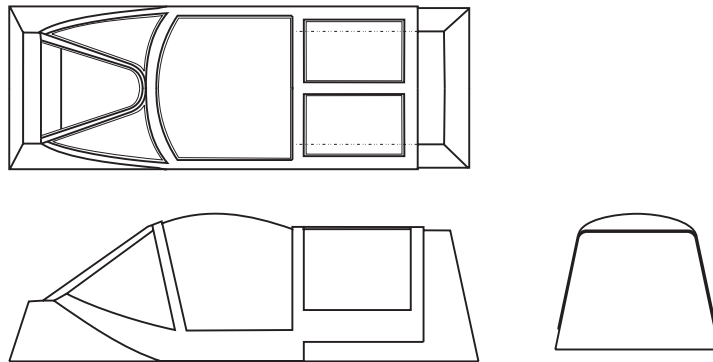




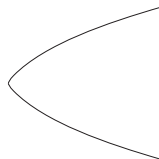




Landing Gear
Make from .025 music wire
Wheels are .75" diameter



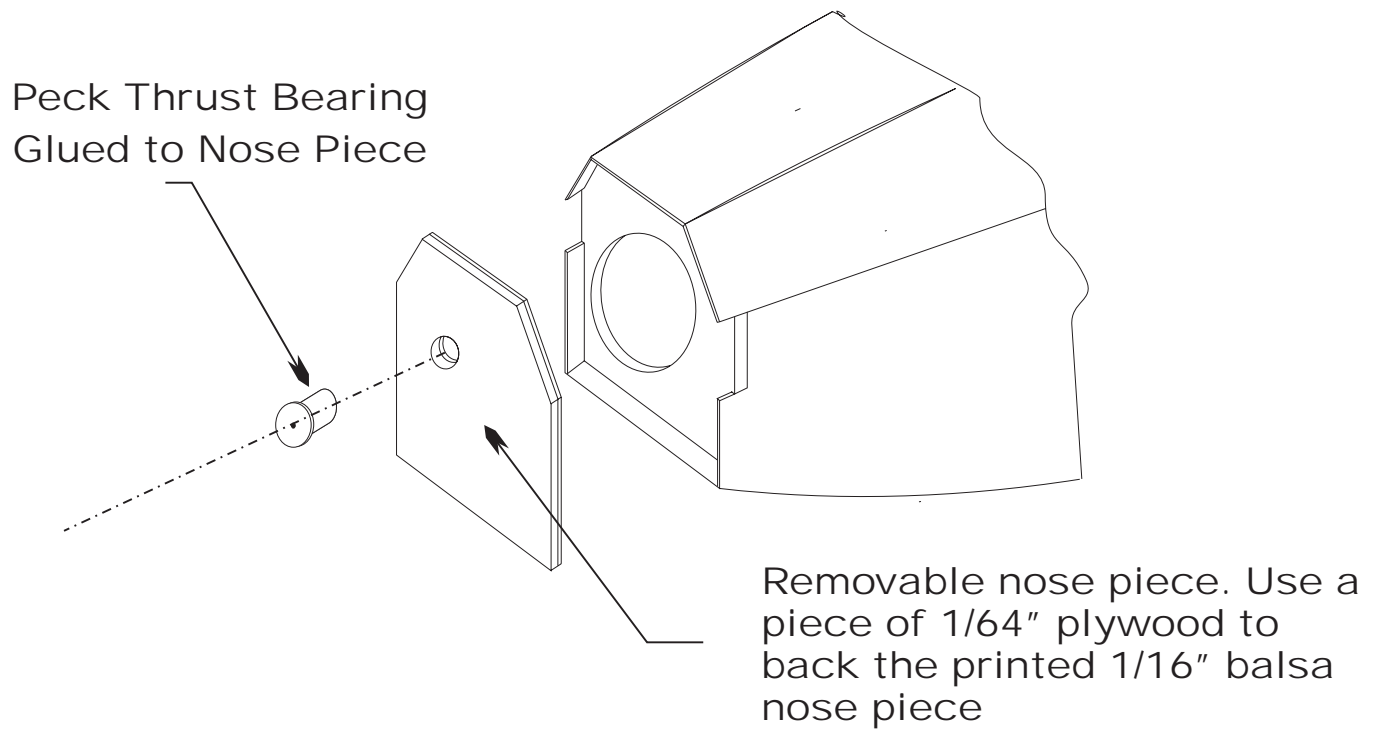
Pattern for canopy
vacuum forming plug



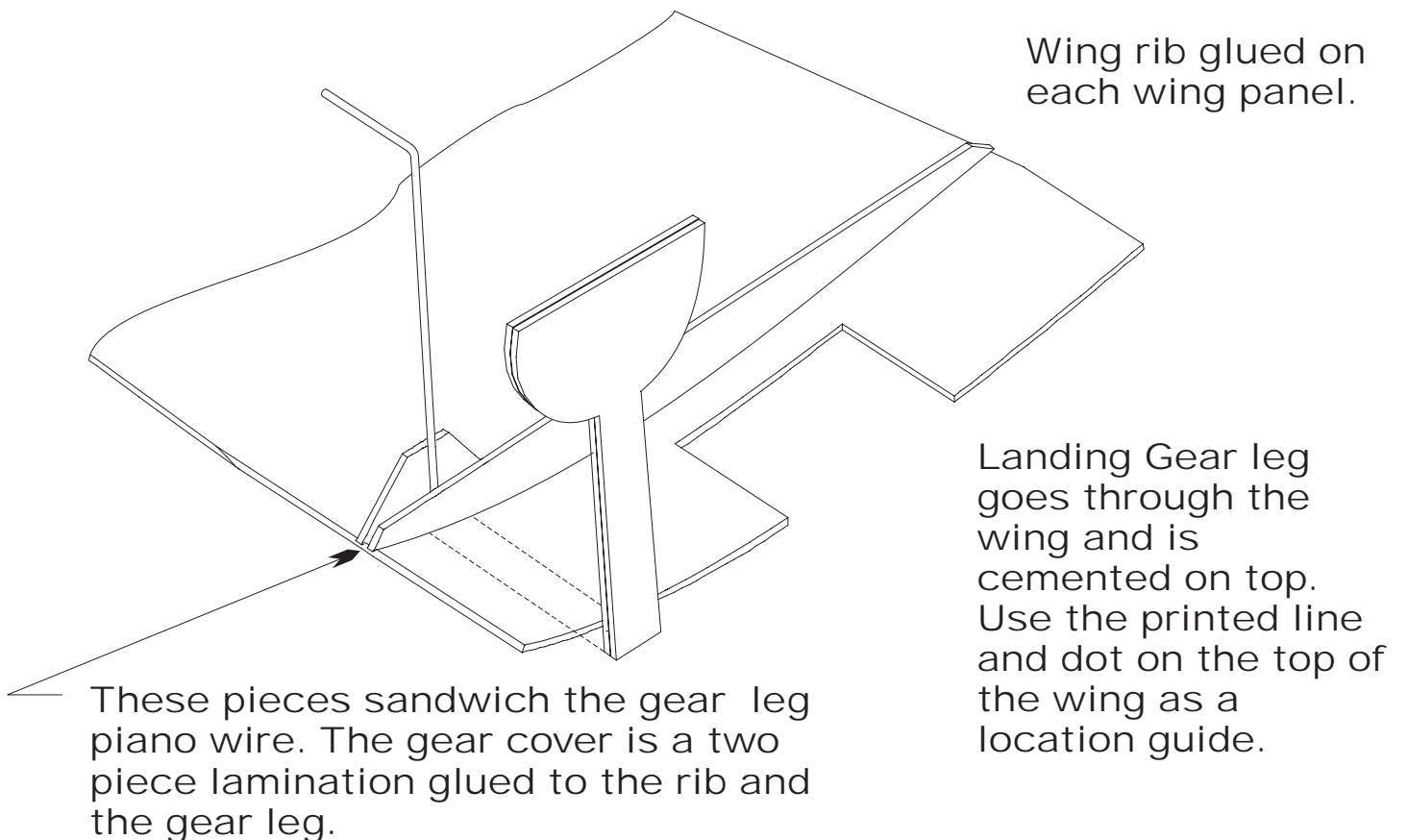
Spinner

Keil Kraft EeZe Built Spitfire

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



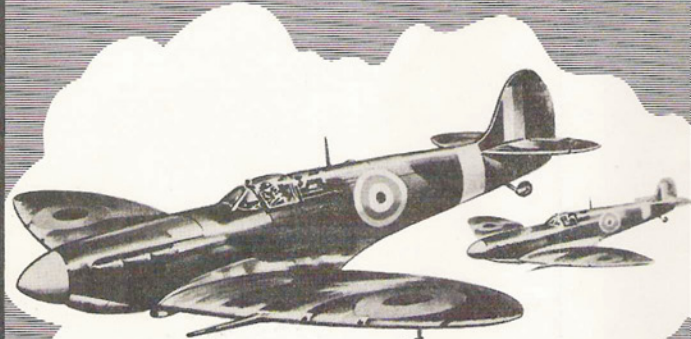
Landing Gear Modification



KEIL KRAFT

EeZeBILT

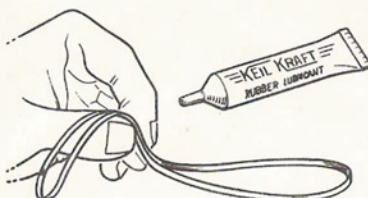
FLYING SCALE SERIES



VICKERS ARMSTRONG

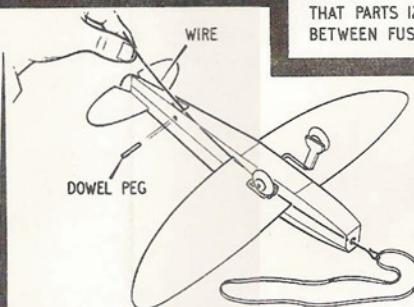
SPITFIRE

Flying ---



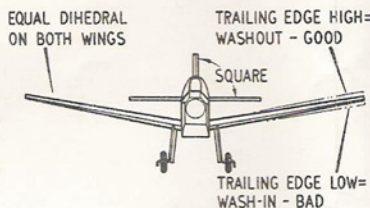
PREPARE RUBBER MOTOR FOR FLYING BY LUBRICATING WITH RUBBER LUBRICANT OR CASTOR OIL. CAREFULLY RUN IN, MOTOR SHOULD TAKE APPROX. 200-250 TURNS.

1



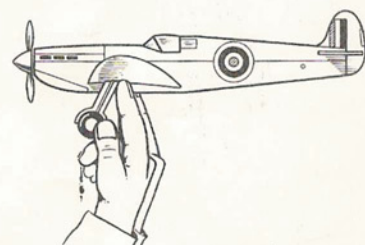
INSTALL RUBBER MOTOR BY MEANS OF A PIECE OF WIRE OR THREAD INSERTED FROM THE TAIL END OF FUSELAGE. SECURE AT REAR END WITH 1/8" DOWEL PEG.

2



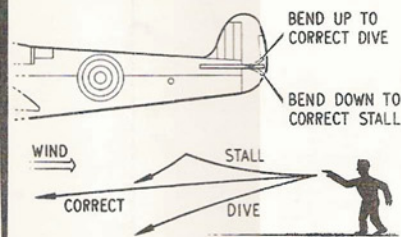
CHECK THAT ALL SURFACES LINE UP TRUE WHEN VIEWED FROM THE FRONT OR FROM ABOVE. WINGS SHOULD BE STEAMED TO INCORPORATE SLIGHT WASHOUT AT TIPS.

3



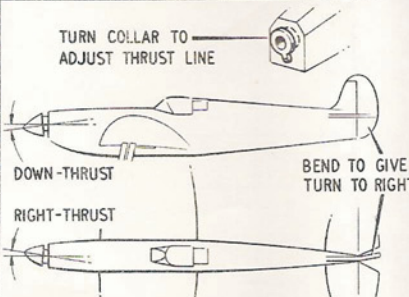
MODEL SHOULD BALANCE AT ABOUT 40% OF WING CHORD AS SHOWN. PLASTICINE MAY BE ADDED TO NOSE OR TAIL TO CORRECT IF NECESSARY.

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.

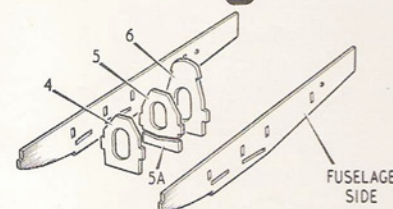
5



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

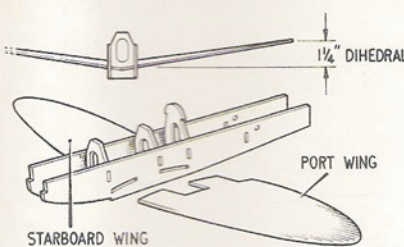
6

Building --



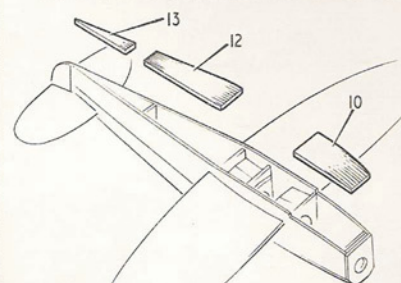
ASSEMBLE FUSELAGE SIDES TO FORMERS 4, 5 AND 6 AND ADD 5A. MAKE SURE ASSEMBLY IS SQUARE AND THAT ALL SLOTS LINE UP WITH EACH OTHER.

1



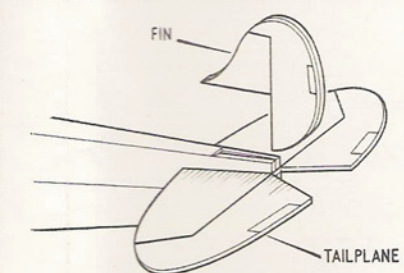
SLIDE WINGS IN PLACE THROUGH SLOTS IN FUSELAGE. CHECK DIHEDRAL AND SECURE BY SQUEEZING CEMENT OVER ALL WING/FUSELAGE JOINTS INSIDE FUSELAGE ONLY.

2



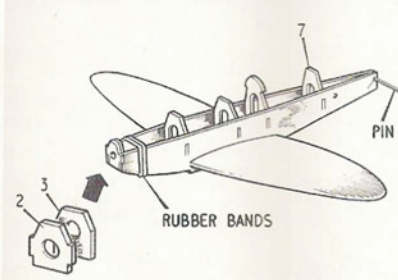
CEMENT PARTS 10, 12 AND 13 IN PLACE, PINNING IN POSITION UNTIL SET. NOTE THAT PARTS 12 AND 13 FIT IN PLACE BETWEEN FUSELAGE SIDES.

5



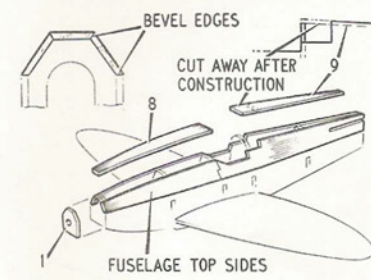
CHECK THAT TAILPLANE ASSEMBLES SQUARELY IN FUSELAGE, THEN CEMENT IN PLACE. JOIN LEFT AND RIGHT HALVES OF FIN TOGETHER AND CEMENT IN POSITION.

6



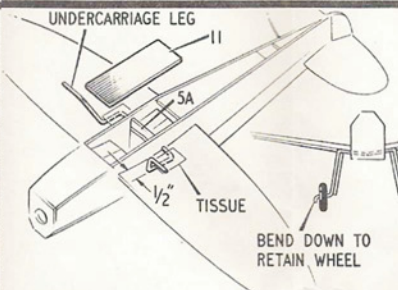
CEMENT FORMERS 2 AND 3 TOGETHER. JOIN FUSELAGE AT NOSE AND TAIL, FITTING FORMERS 2, 3 AND 7. HOLD TOGETHER WITH PINS OR RUBBER BANDS UNTIL SET.

3



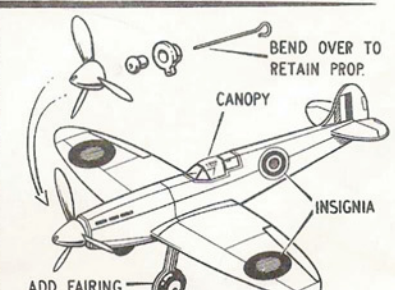
ADD FUSELAGE TOP SIDES, BEVELLING EDGES AS SHOWN. BEVEL EDGES OF PARTS 8 AND 9 AND FIT IN POSITION. WHEN DRY, ADD NOSE FORMER, PART 1, & CUT AWAY FRONT OF 9.

4



PUSH UNDERCARRIAGE LEGS THROUGH FUSELAGE SIDES JUST BEHIND 5A. CEMENT WELL, REINFORCING WITH PIECES OF TISSUE. CEMENT PART 11 IN PLACE AND FIT WHEELS.

7



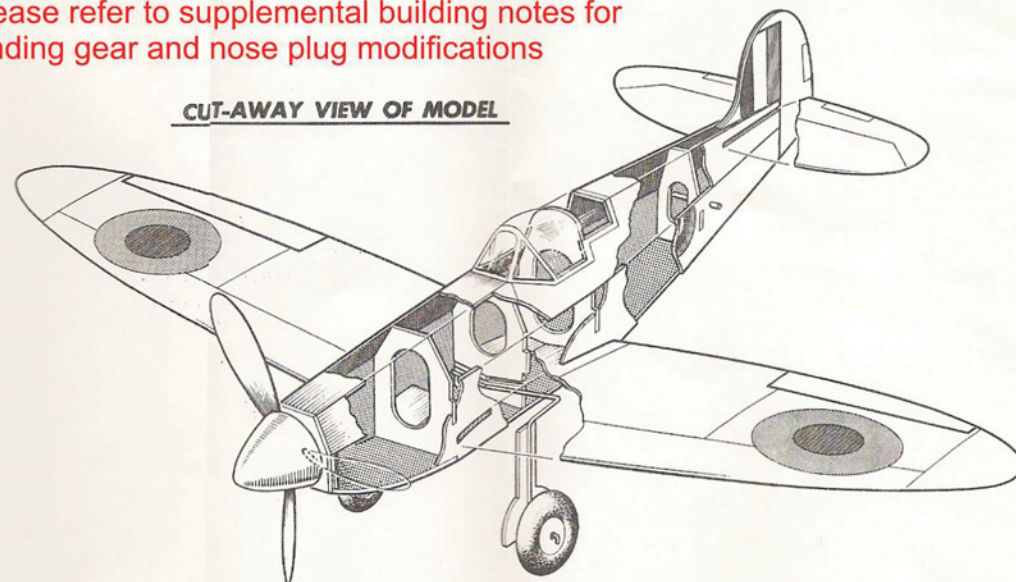
TRIM SURPLUS MATERIAL FROM CANOPY AND CEMENT IN PLACE. FIX INSIGNIA TO FIN. WING AND FUSELAGE SIDES. ASSEMBLE NOSE UNIT AND CHECK FOR FIT IN FUSELAGE.

8

DESIGNED & DRAWN BY BRIAN LEWIS.

Please refer to supplemental building notes for landing gear and nose plug modifications

CUT-AWAY VIEW OF MODEL



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KEIL KRAFT
EEZEBILT
SPITFIRE
flying model

