

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. The fin as also been drawn with a mirror image to allow for markings on both sides. This works fine as long as you are using 1/32" sheet stock.

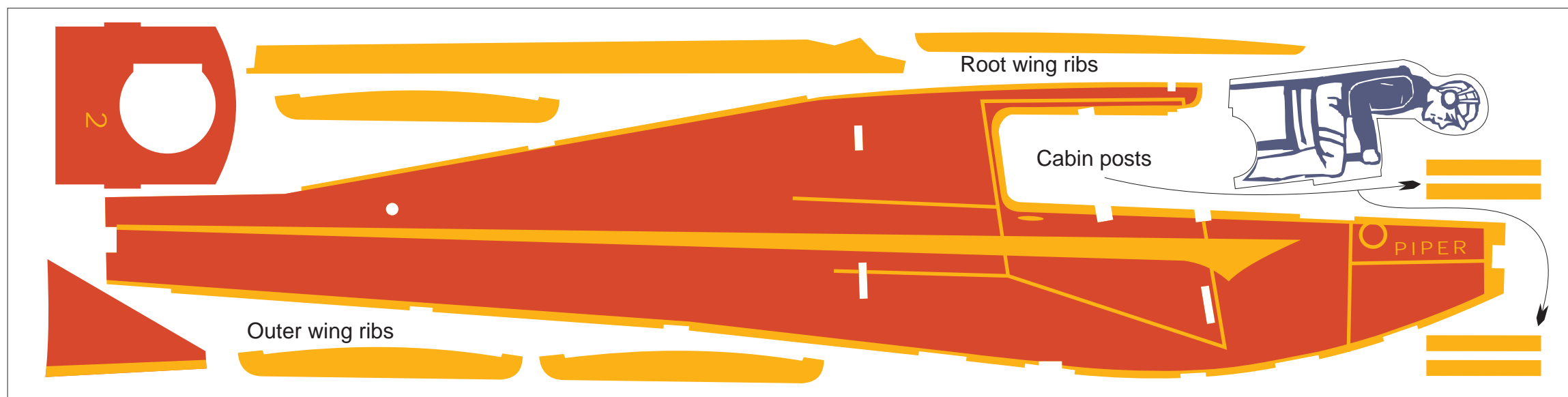
I like to use a removable nose for winding. The parts have been drawn with this in mind. An un-colored nose former has been drawn that is to be part of the fuselage structure. A colored nose piece has also been drawn. The piece when backed with a piece of 1/64" plywood becomes the removable part. The nose former is located to allow the removable piece to nestle inside the fuselage sheeting. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose piece. Please see the diagram that comes just before the scanned kit plan in this package.

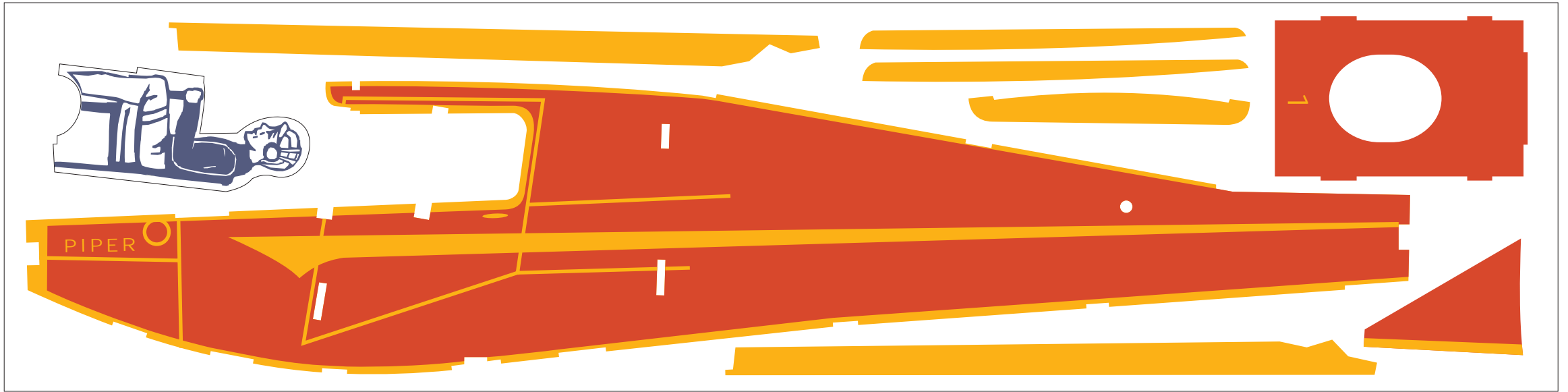
When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. Makes holding the model in a winding stooge very easy. To create a bit more strength at the rear peg, I apply a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

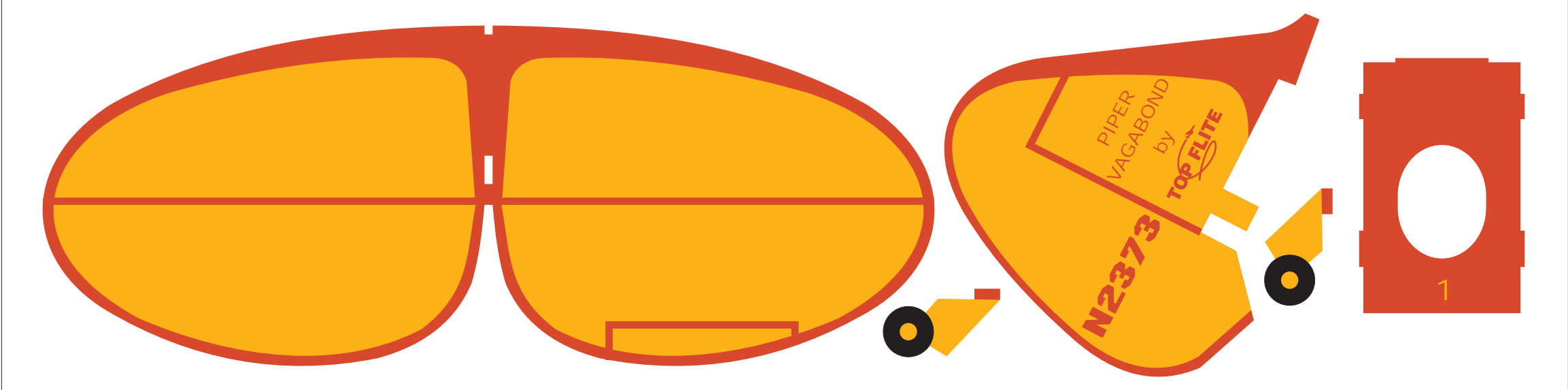
Some of the original kits came with a wing that was one piece with the dihedral steamed in. To duplicate the flat center section I have drawn the wing in three parts. The center section gets built first by placing a rib on each end. A rib is then glued to the root of each wing panel. When the glue has dried (I prefer the old style cellulose based glues for these models), the wing panels are glued to the center section. I use one inch of dihedral under each tip. When the wing assembly is attached to the fuselage, the ribs should just slide over the fuselage sides with the center section sheeting lying on the top of the fuselage sides. Please see the diagram that comes just before the scanned kit plan in this package.

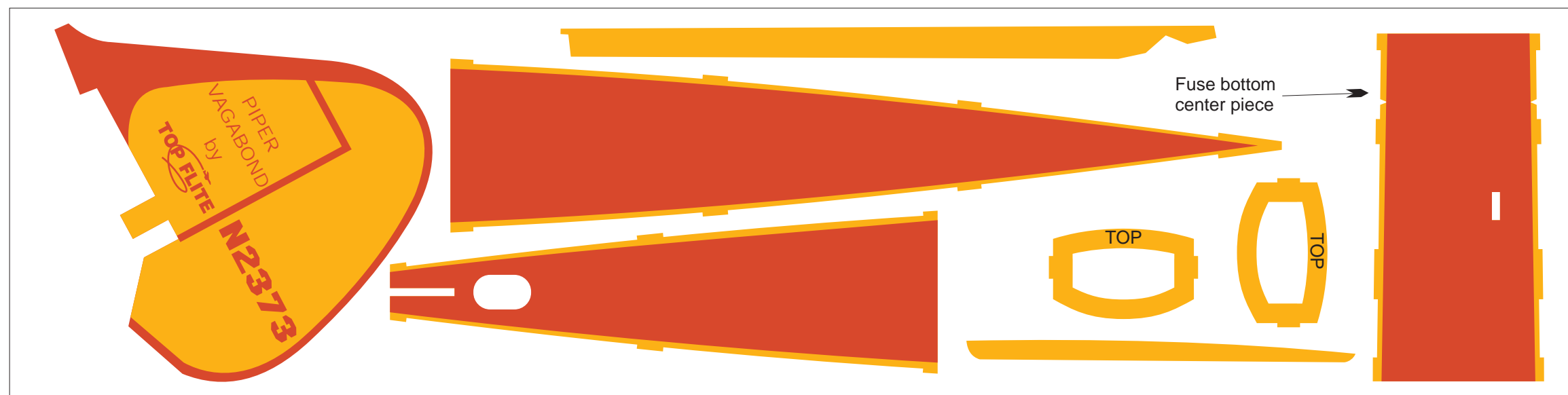
I do hope you build and enjoy a model from this plan package.

Paul Bradley



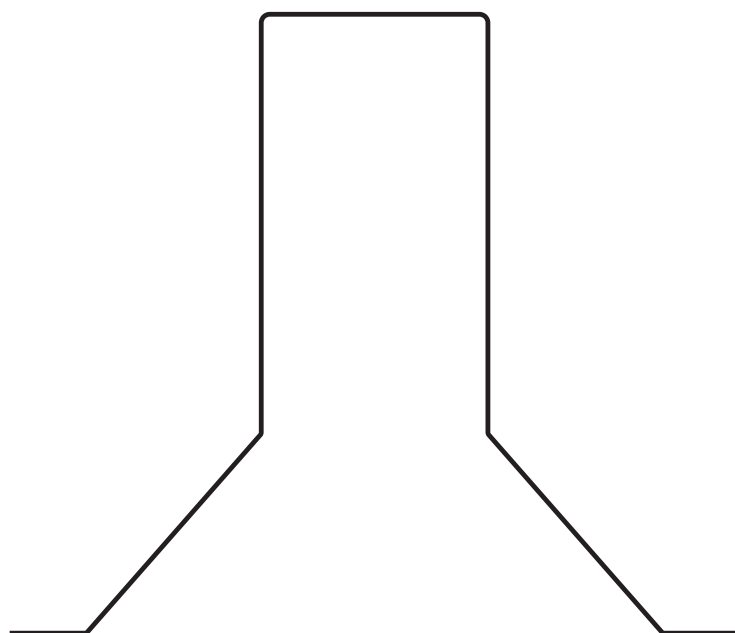




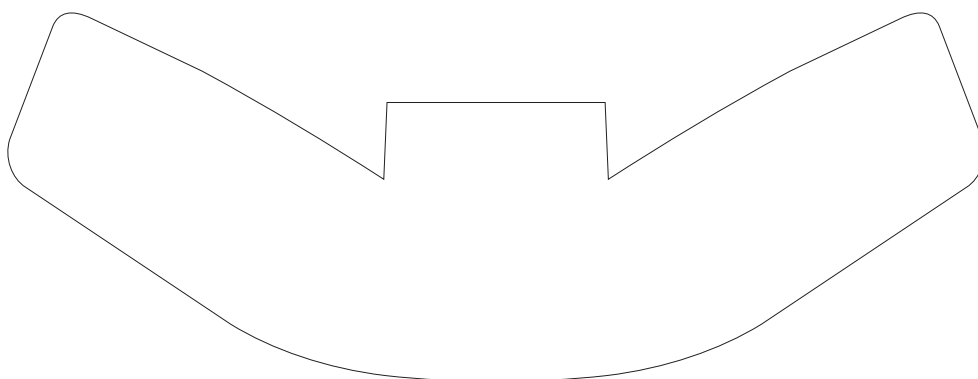




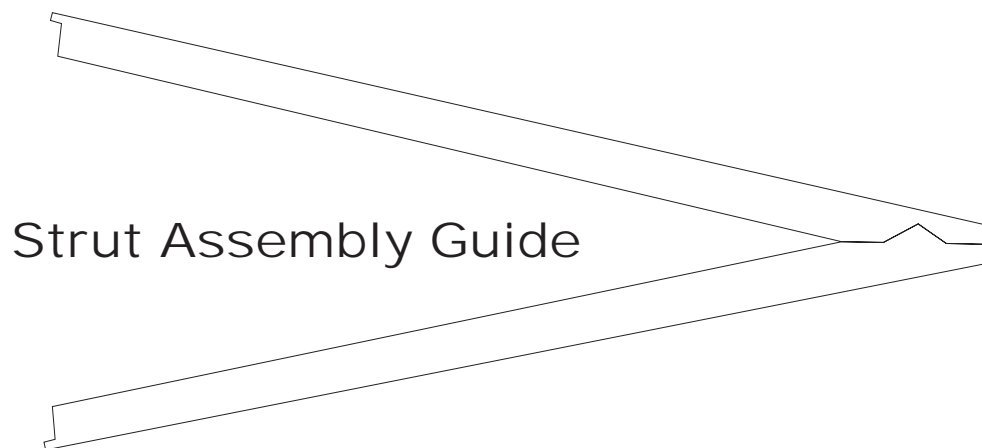




.025 Music Wire  
Wheels - 3/4"



Windshield Pattern

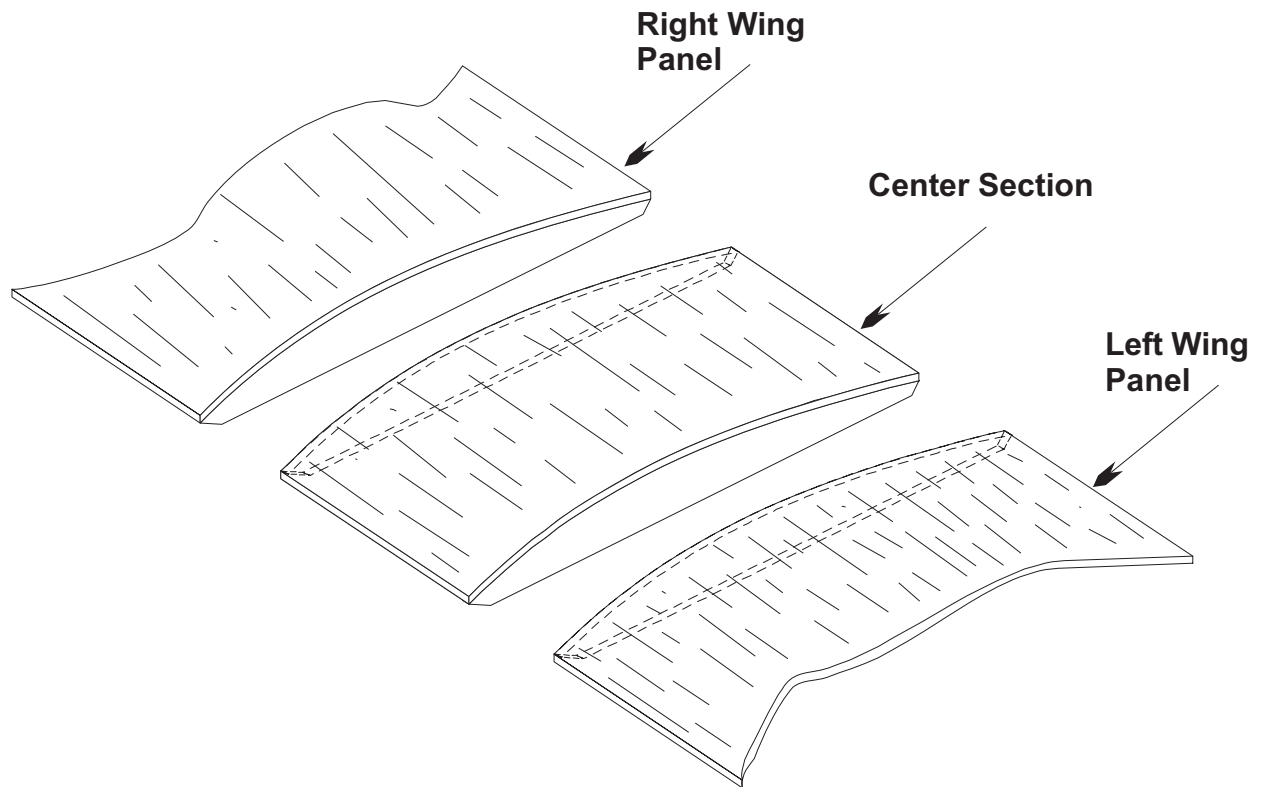


Strut Assembly Guide

Piper Vagabond

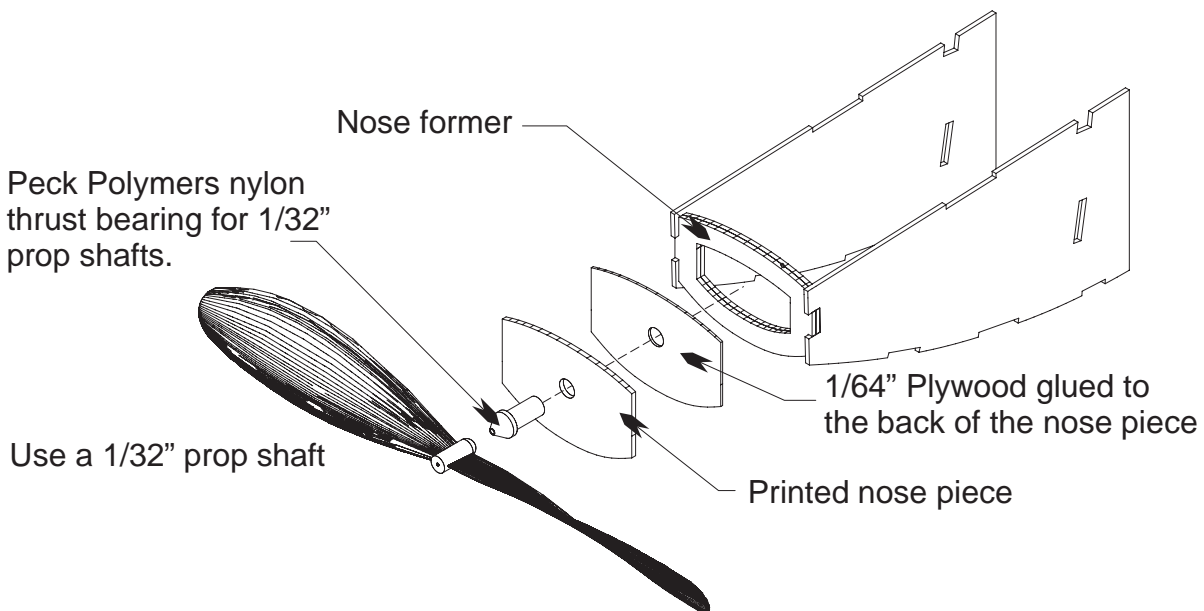


# Wing Center Section Assembly



For wings that have a flat center section, follow these steps. Glue ribs to each end of the center section. Glue a rib to the root end of each wing panel. Block up the tip of each wing panel 1" and sand the root vertical using the edge of the work bench as a guide. Glue each wing panel to the center section. The wing assembly will fit over the fuselage sides with the ribs to the outside.

# Removable Nose Assembly



# TOP FLITE

MODELS INC.

2625-45 S. Wabash Ave., Chicago 16, Illinois



KIT B2

## PIPER VAGABOND

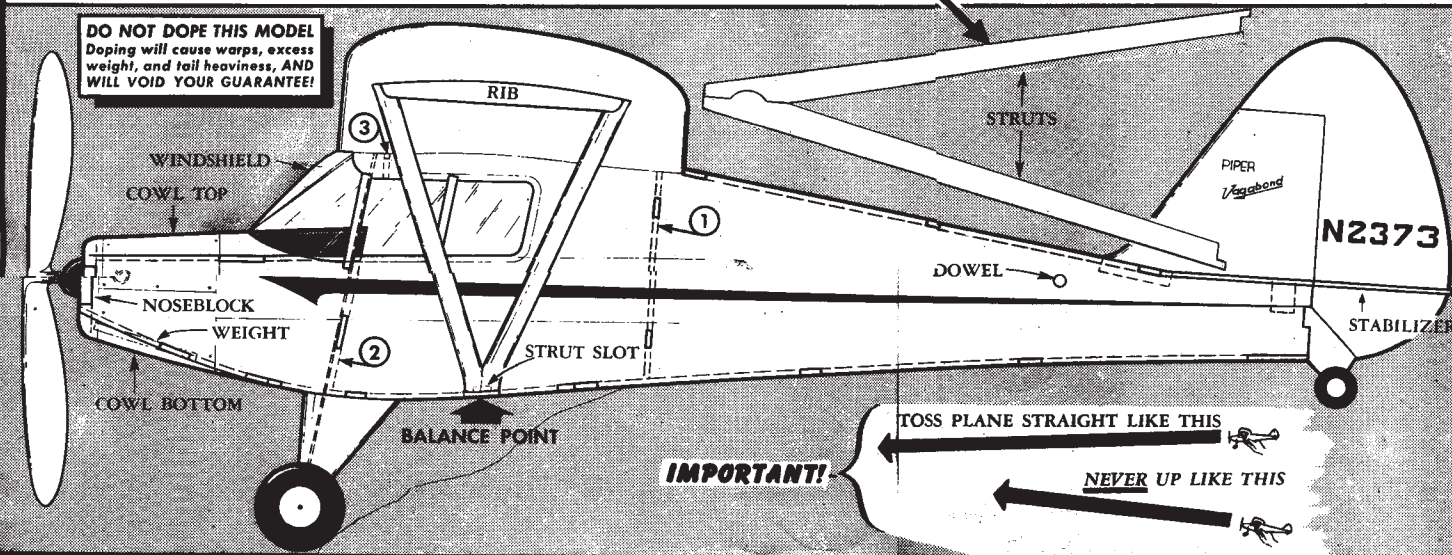
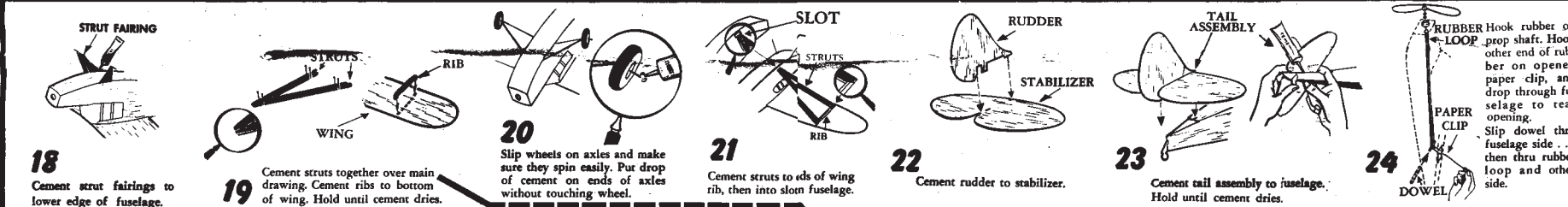
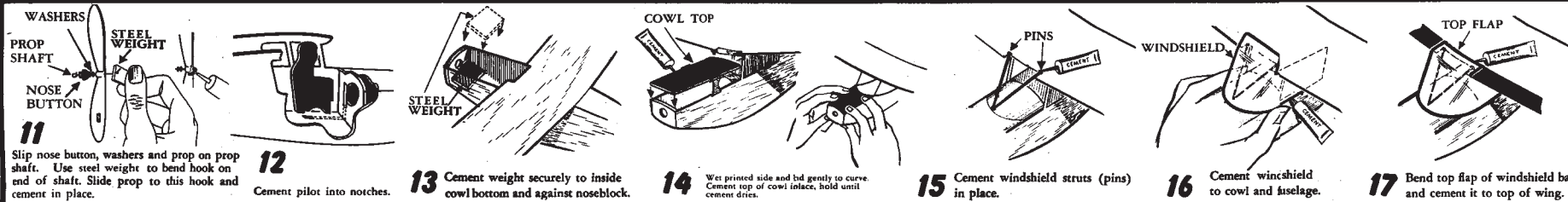
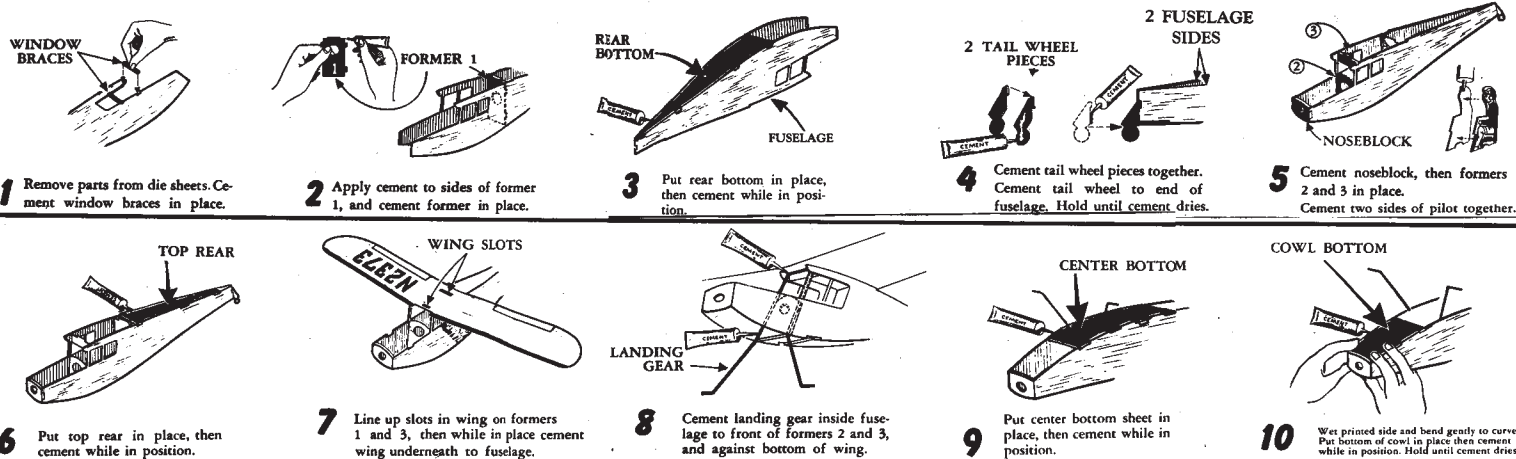
Designed by  
Drafting & Layout  
Sketches by

Carl Goldberg  
Walter Fromm  
Eugene Solti

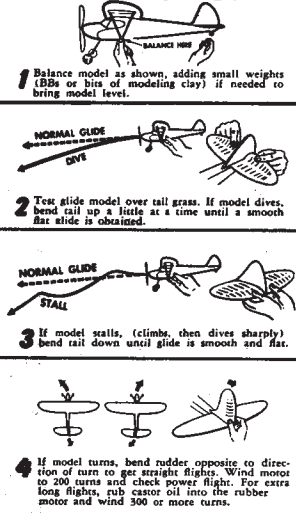
This model is guaranteed to fly when built and  
flown according to directions.

**DO NOT DOPE THIS MODEL!**

# FOR A WELL-BUILT MODEL, FOLLOW THESE EASY STEPS!



## HOW TO FLY



Do not install the wing in step 7. Wait until step 16 after the windshield has been glued to each fuselage side. After the wing is installed glue the top windshield flap to the wing.