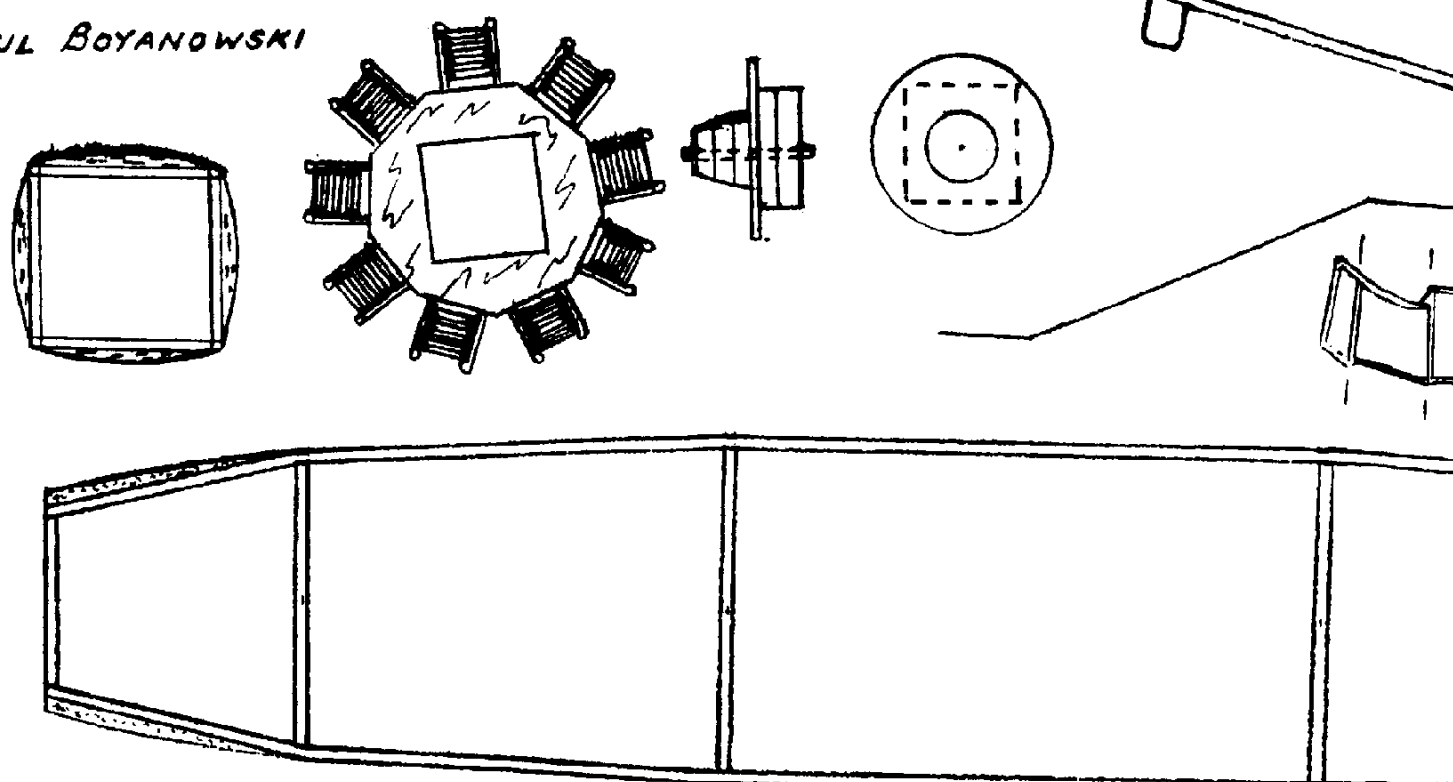
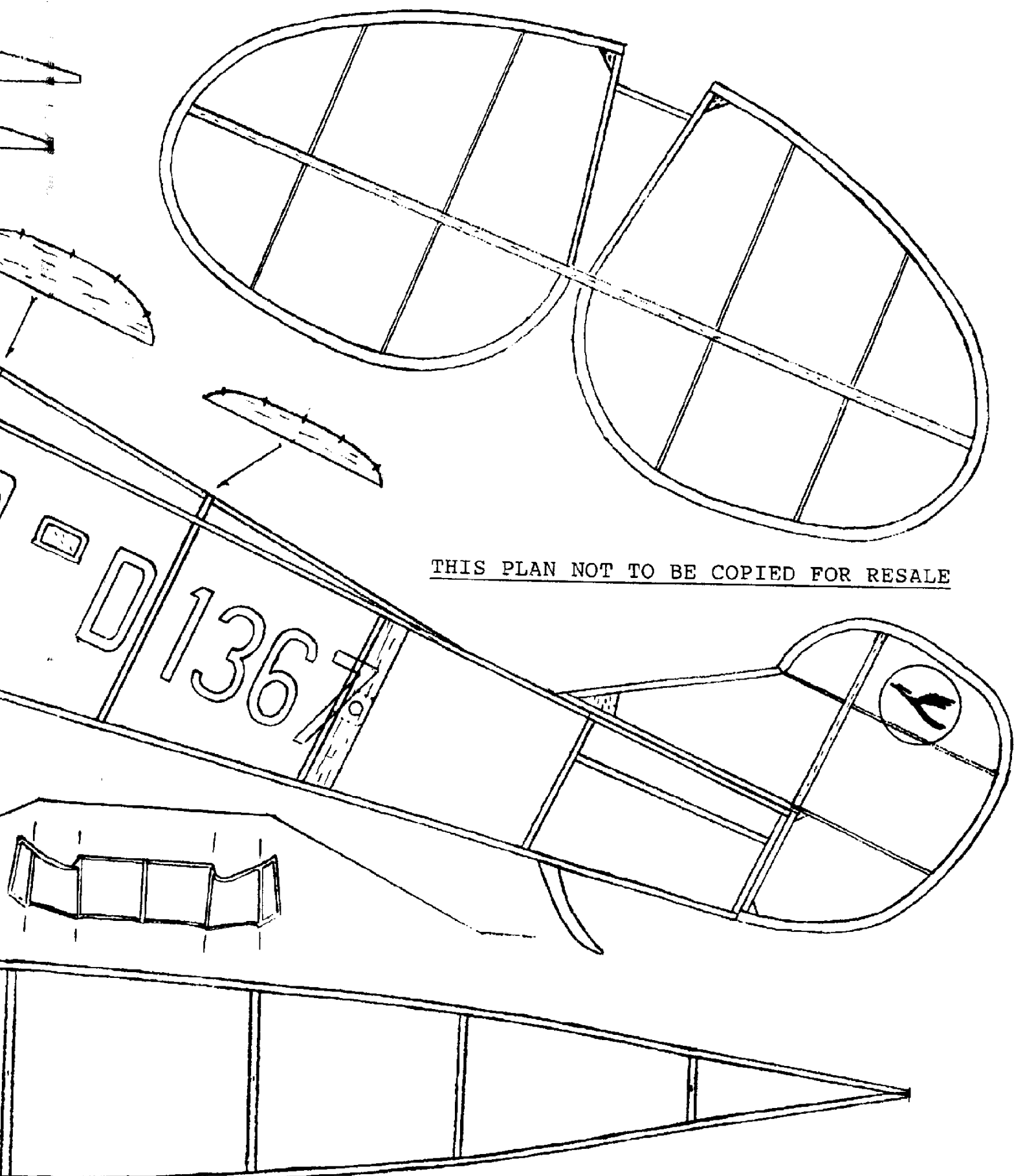


Focke-Wulf A17  
Möwe  
Paul Boyanowski



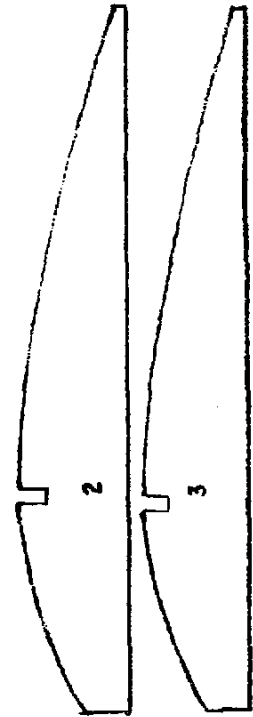


THIS PLAN NOT TO BE COPIED FOR RESALE

AIRCRAFT WAS OVERALL LIGHT GREY. THE COWL (FIRST BAY FORWARD) WAS SILVER. REGISTRATION BLACK.

THE EMBLEM ON THE RUDDER HAD A YELLOW FIELD WITH BLACK OUTLINE, AND FIGURE. ALL LETTERING BLACK, ALL STRUTS BLACK. WINDOW OUTLINES WERE BLACK.

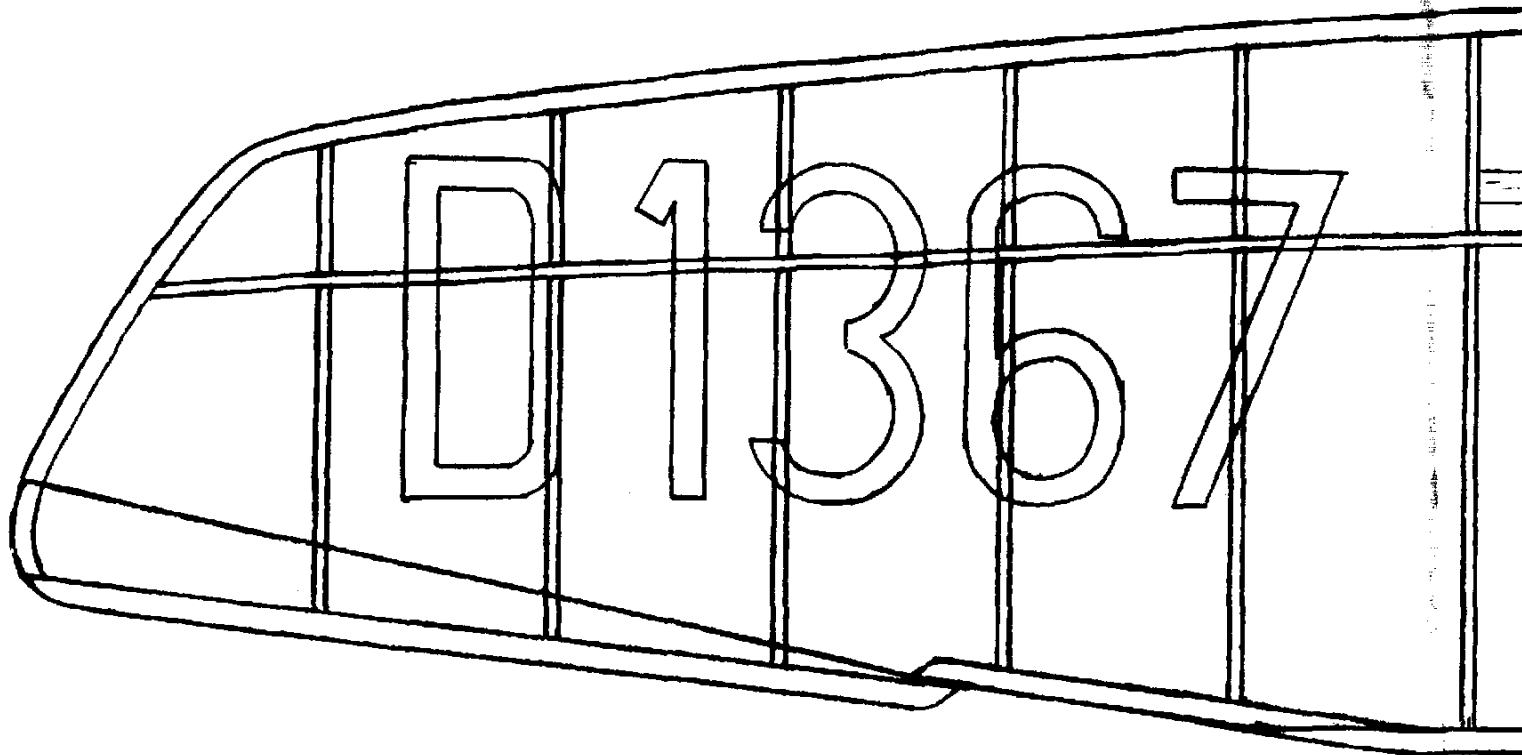
ENGINE CRANKCASE IS 3 LAMS.  $\frac{1}{8}$ " Balsa Faced WITH  $\frac{1}{64}$ " LITE-PLY. ENGINE CYLINDERS ARE FOAM. FIRST BAY AT NOSE IS FILLED WITH FOAM. NOSE MOMENT IS LONG, AND NOSE SHOULD BE BUILT SOMEWHAT LIGHT. MOTOR PRG COULD EVEN BE MOVED AFT TO THE LAST BAY. LEADING EDGE OF WING IS 2 LAMS. OF  $\frac{1}{8}$ " x  $\frac{1}{16}$ " TAPERING TO BLEND WITH  $\frac{1}{16}$ " x  $\frac{1}{8}$ " T.E. ;  $\frac{7}{8}$ " BINEDAL AT TIPS.

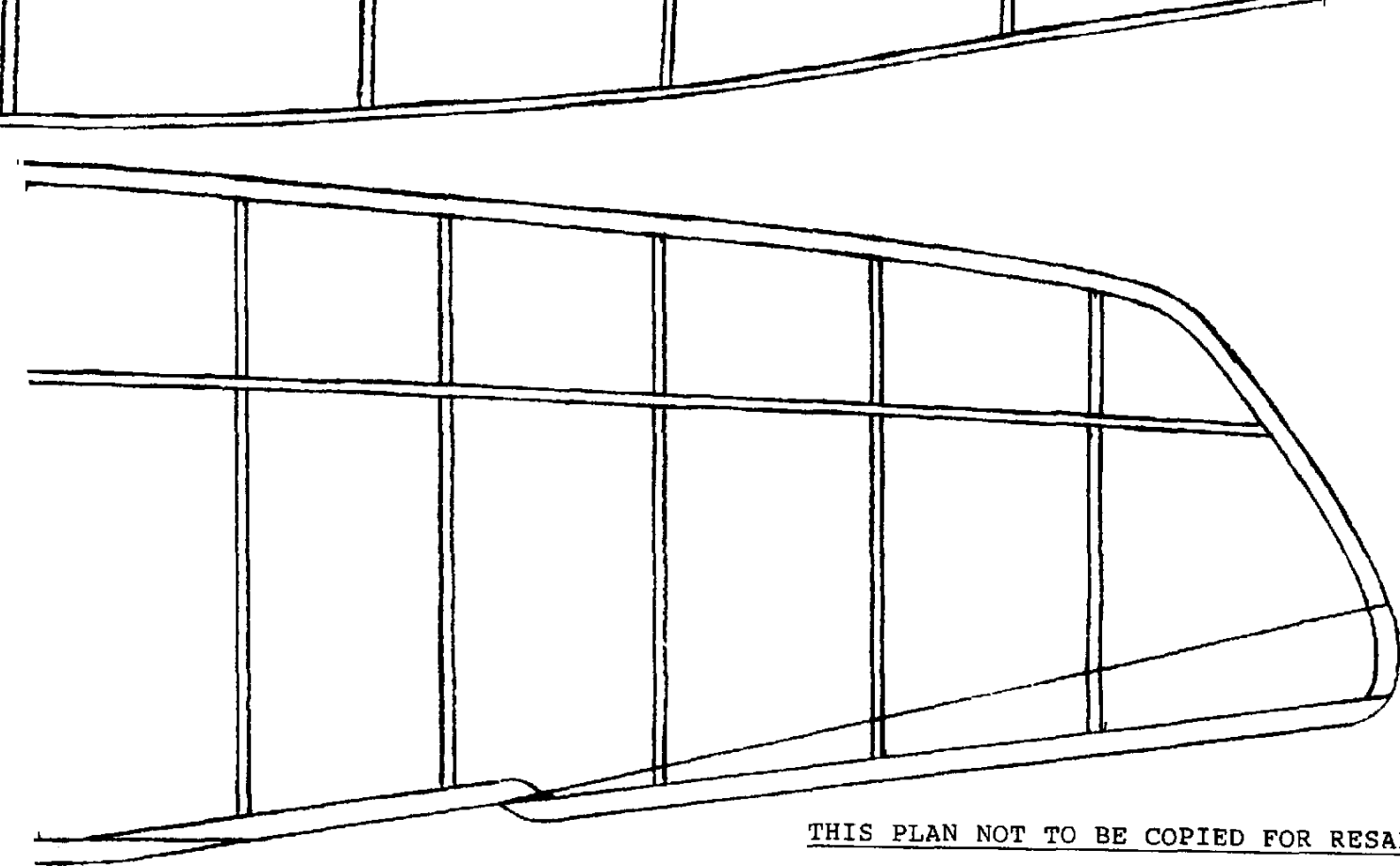


THE SPARS ON THE TAIL SURFACES ARE  $\frac{1}{64}$ " x  $\frac{3}{32}$ ", AND FIT INTO NOTCHES ON BOTH SIDES OF THE SYMMETRICAL  $\frac{1}{32}$ " RIBS. MAX. THICKNESS OF THE SECTION IS APPROX.  $\frac{3}{32}$ ".

WING REGISTRATION IS SAME TOP AND BOTTOM OF BOTH WINGS

NICE LONG LOOP OF  $\frac{3}{16}$ " RUBBER, WITH  $8\frac{1}{2}$ " DIAM. PROP. WORKED WELL.





THIS PLAN NOT TO BE COPIED FOR RESAL

*1 IS SAME LOCATION SHOWN, ON  
BOTH WINGS. (4 LOCATIONS)*

