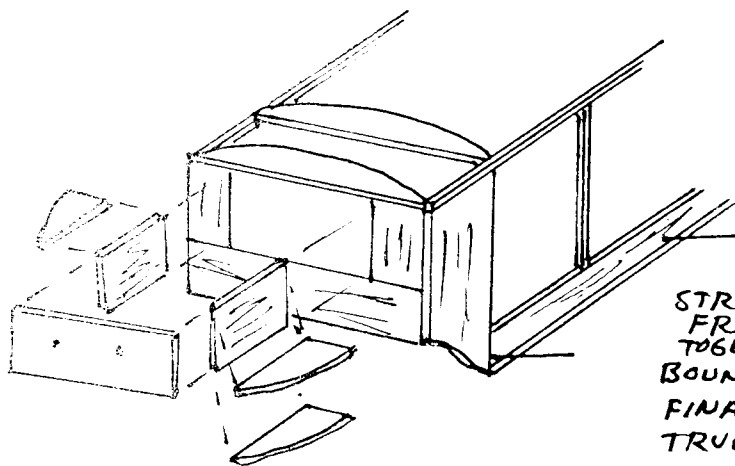
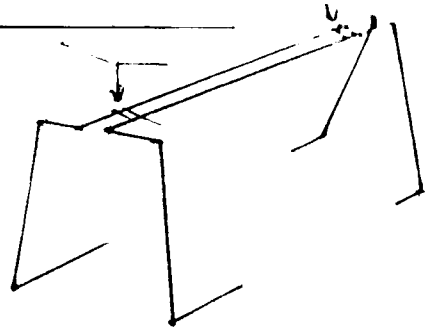


Scale Up! Scale Down!...use the Copier

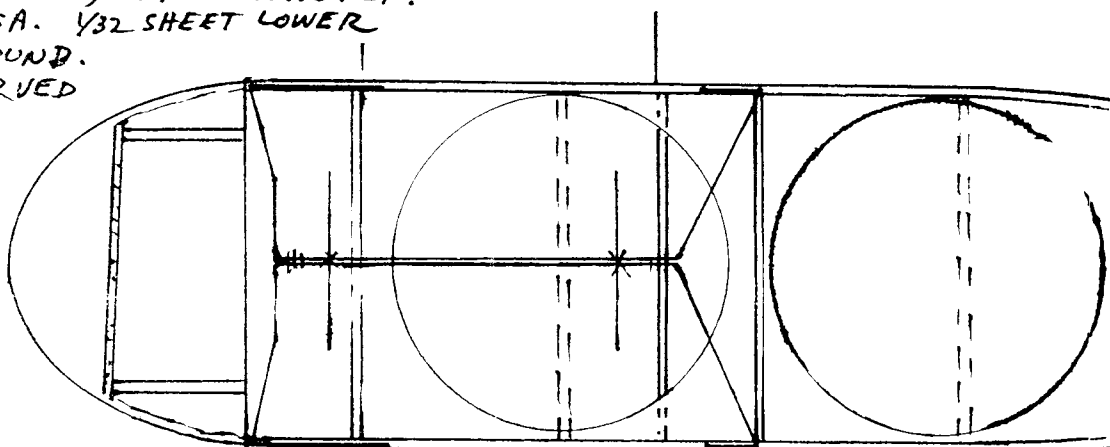


EXPLODED VIEW OF MOTOR MOUNT ASSEMBLY. (NOT TO SCALE). MOUNT IS 1/16 PLY. OTHER PIECES 1/4 Balsa. 1/32 SHEET LOWER COWLING WRAPS AROUND. UPPER COWLING CARVED FROM SOFT BLOCK.

NOTE "BUILT-IN" RIGHT & DOWN THRUST



ISOMETRIC SHOWING CABANE STRUTS BENT IN RT. + LEFT PAIR FROM .025 WIRE. BIND + SOLDER TOGETHER, WING MOUNT WIRES BOUND + SOLDERED IN PLACE DURING FINAL ASSEMBLY. (NOT TO SCALE). TRUE LENGTH: FRONT LEGS 2" REAR LEGS 2 1/8"

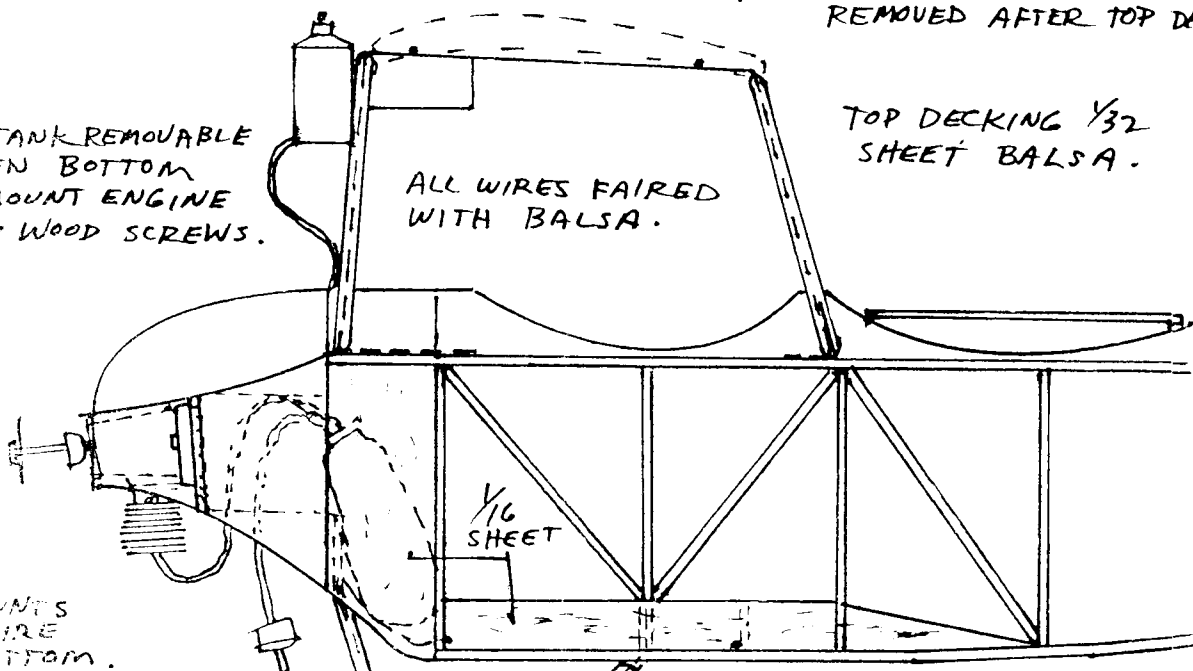


CROSSBRACES SHOWN REMOVED AFTER TOP DECKING

ENGINE AND TANK REMOVABLE THROUGH OPEN BOTTOM OF COWL. MOUNT ENGINE WITH #0 X 3/8 WOOD SCREWS.

ALL WIRES FAIRED WITH Balsa.

TOP DECKING 1/32 SHEET Balsa.



WING MOUNTS .032 WIRE TOP & BOTTOM.

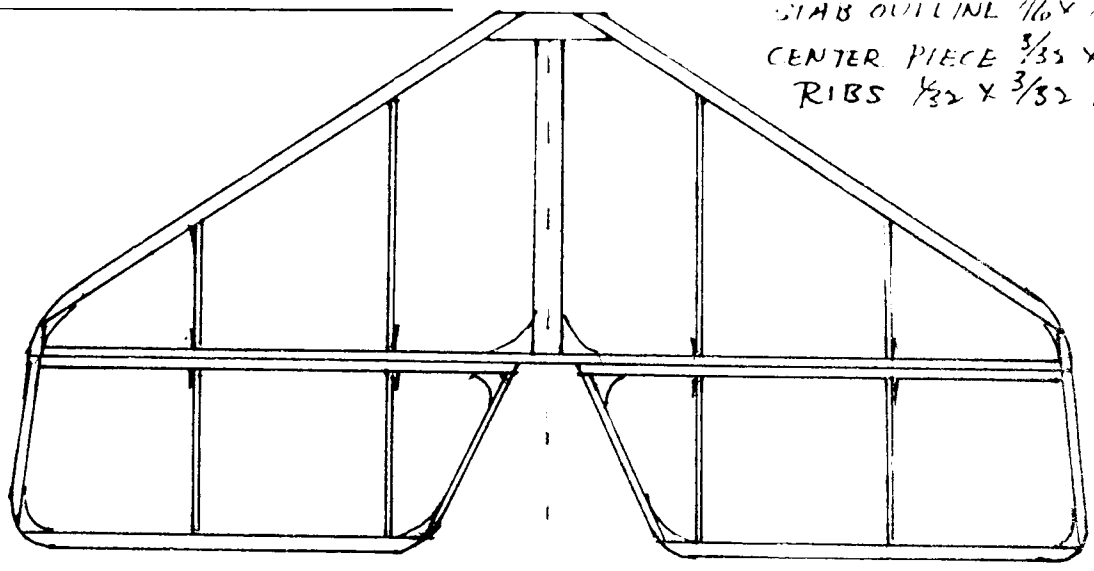
1/16 SHEET

WHEELS 2 LAM. 3/16 SHEET. BUSH WITH 1/16 ALUM. TUBE. AXLE IS .032 WIRE IN 1/16 ALUM. TUBE. SECURE WITH RUBBER BAND. SCALE SHOCK ACTION!

ISOMETRIC (NOT TO SCALE) SHOWING .025 WIRE LANDING GEAR BENT FROM ONE PIECE. "BUNGEE" HANGERS BOUND AND SOLDERED IN PLACE.

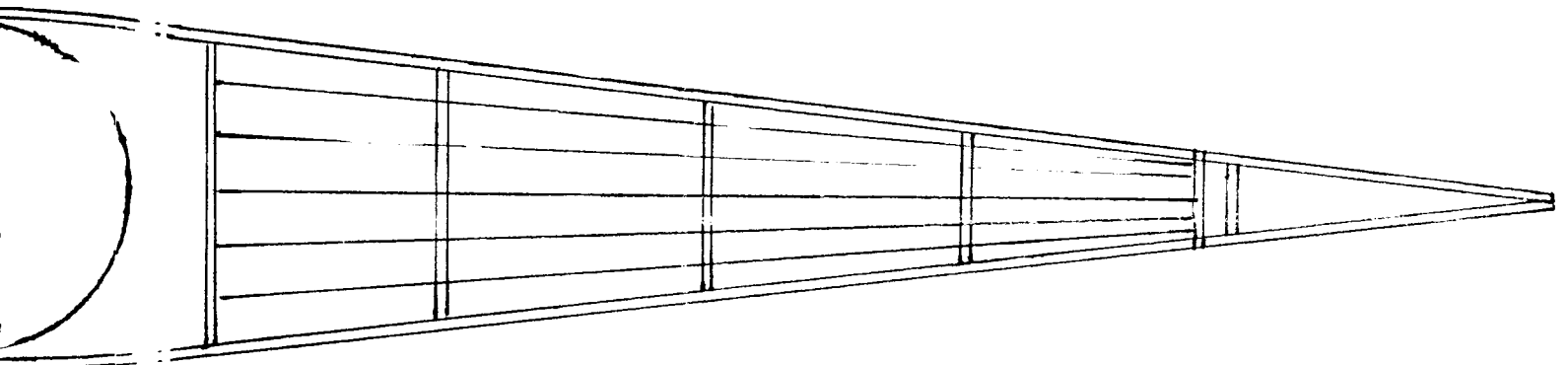
ENTIRE ASSEMBLY IS INSTALLED IN 1/32 SHEET "SANDWICH".

STAB OUTLINE $\frac{1}{16} \times \frac{3}{32}$ BALS
 CENTER PIECE $\frac{3}{32} \times \frac{3}{16}$ SOF
 RIBS $\frac{1}{32} \times \frac{3}{32}$ BALS



HINGE ELEVATORS & RUDDER WITH
 SOFT COPPER WIRE.

JE
 IR
 ER
 ES
 IRING
 ALE).
 " .
 1/8"



SHOWN DASHED MAY BE
 ER TOP DASHING IS INSTALLED.

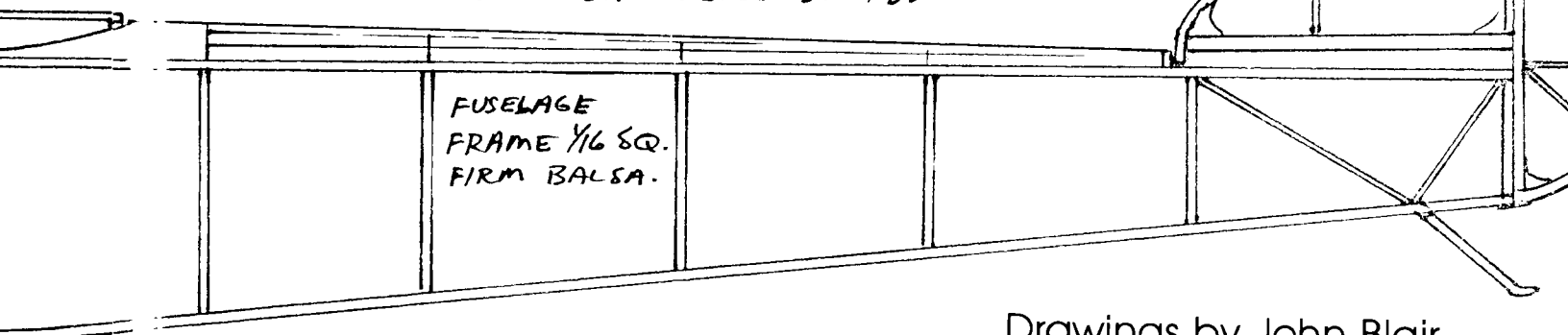
RUDDER OUTLINE LAMINATED:
 1 LAM. $\frac{1}{32} \times \frac{1}{16}$ BASS (FOR STRENGTH)
 1 LAM. $\frac{1}{32} \times \frac{1}{16}$ Balsa (FOR SHAPING)
 RIBS $\frac{1}{32} \times \frac{1}{16}$ FIRM Balsa.

: $\frac{1}{32}$
 SA.

ALL FUSELAGE FORMERS $\frac{1}{16}$ SOFT SHEET.

DECK STRINGERS $\frac{1}{32} \times \frac{3}{32}$

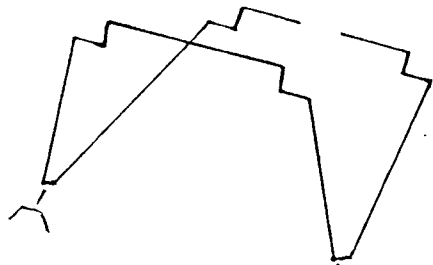
FUSELAGE
 FRAME $\frac{1}{16}$ SQ.
 FIRM Balsa.



Drawings by John Blair

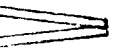
THESE DRAWINGS HAVE BEEN REDUCED
 20% FROM ORIGINAL

ALE)
 DING
 PIECE.
 D

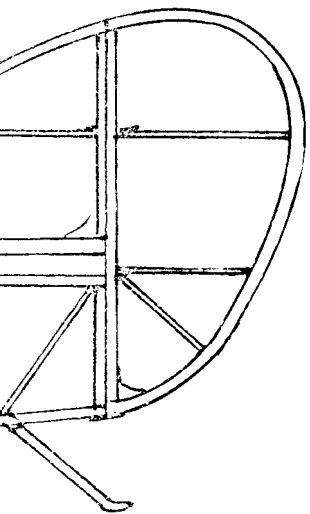


JB - '89

3/32 BACSA.
3/16 SOFT.
BACSA.



D:
(LENGTH)
(TAPERING)

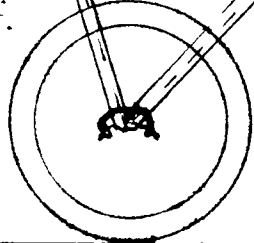


air

D

B-89

AXLE IS .032 WIRE IN
 BUSH WITH 1/16 ALUM. TUBE.
 SECURE WITH RUBBER
 FOR SCALE SHOCK ACTION.



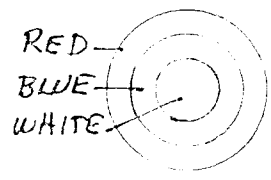
SHOWING 1025 WIRE LANDING
 GEAR BENT FROM ONE PIECE.
 "BUNGEE" HANGERS BOUND
 AND SOLDERED IN PLACE.
 ENTIRE ASSEMBLY IS INSTALLED
 IN 1/32 SHEET "SANDWICH".
 TRUE LENGTH OF LG. LEGS 2 1/8".

WING TIP
 3/32 SHEET

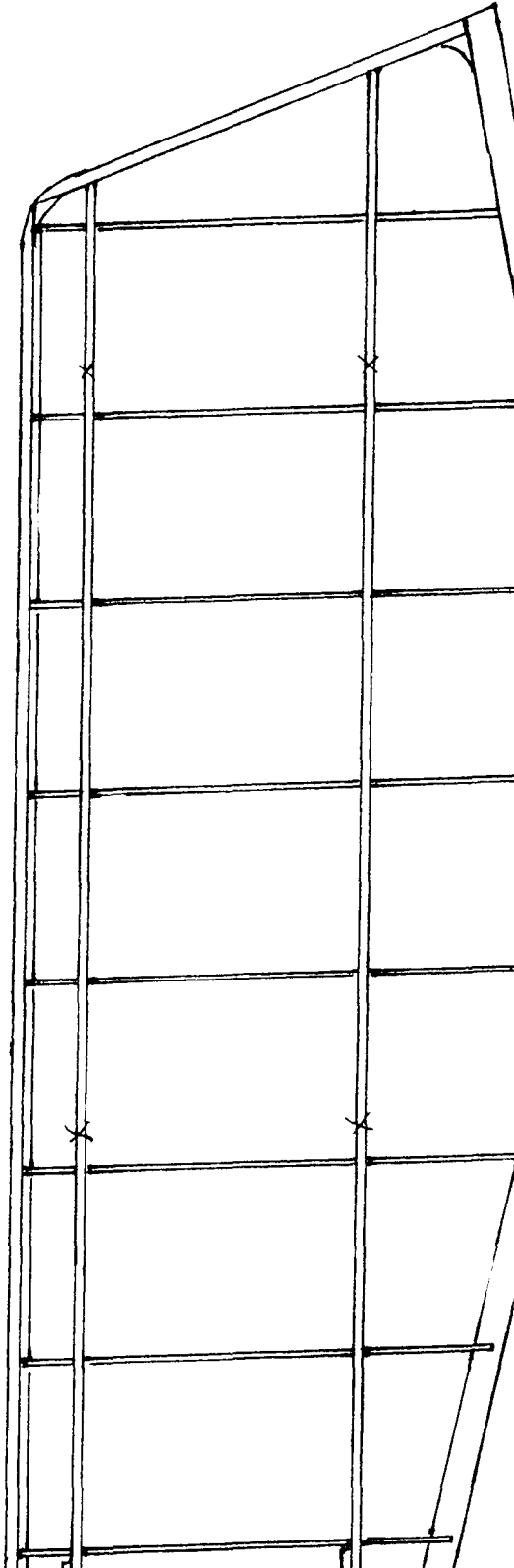
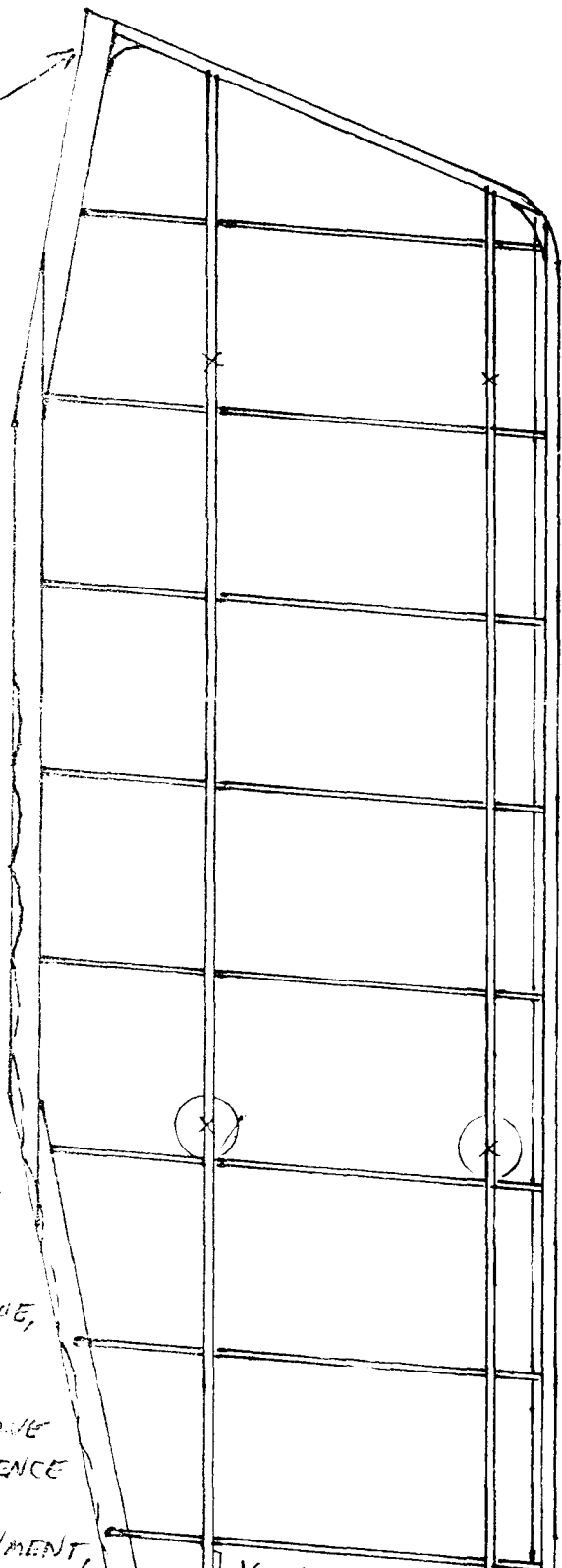
WING RIB PATTERN
 4 OFF 3/32
 34 OFF 1/32

WHEN GLUEING T.E.,
 BLOCK UP TIP 3/32

COLOR SCHEME: ALL
 OVER DULL GREEN.
 IMPERIAL RUSSIAN
 ROUNDELS ON WING
 TIPS, FUSELAGE
 AND RUDDER.



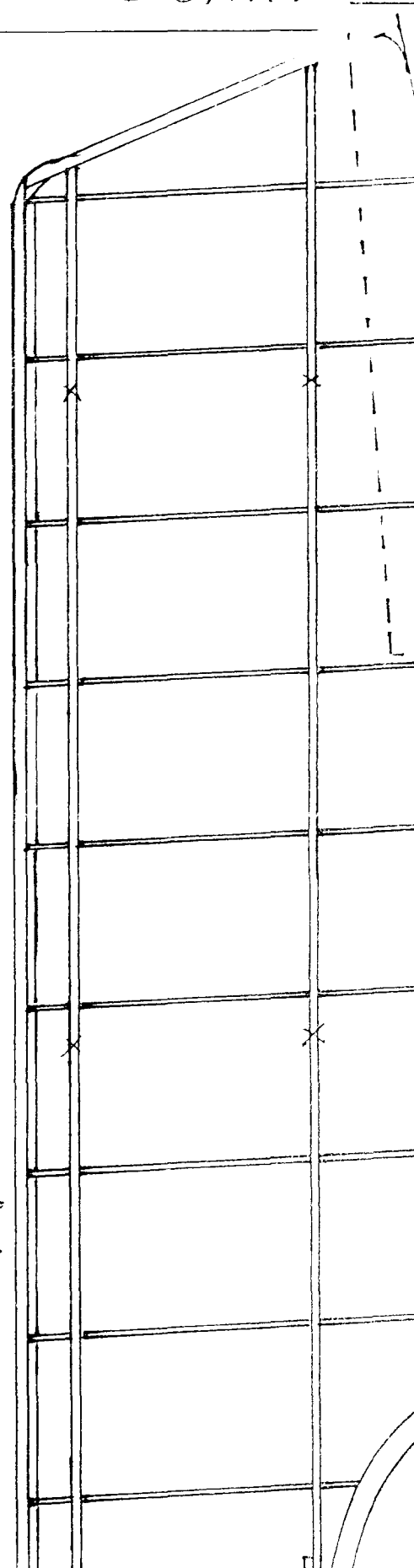
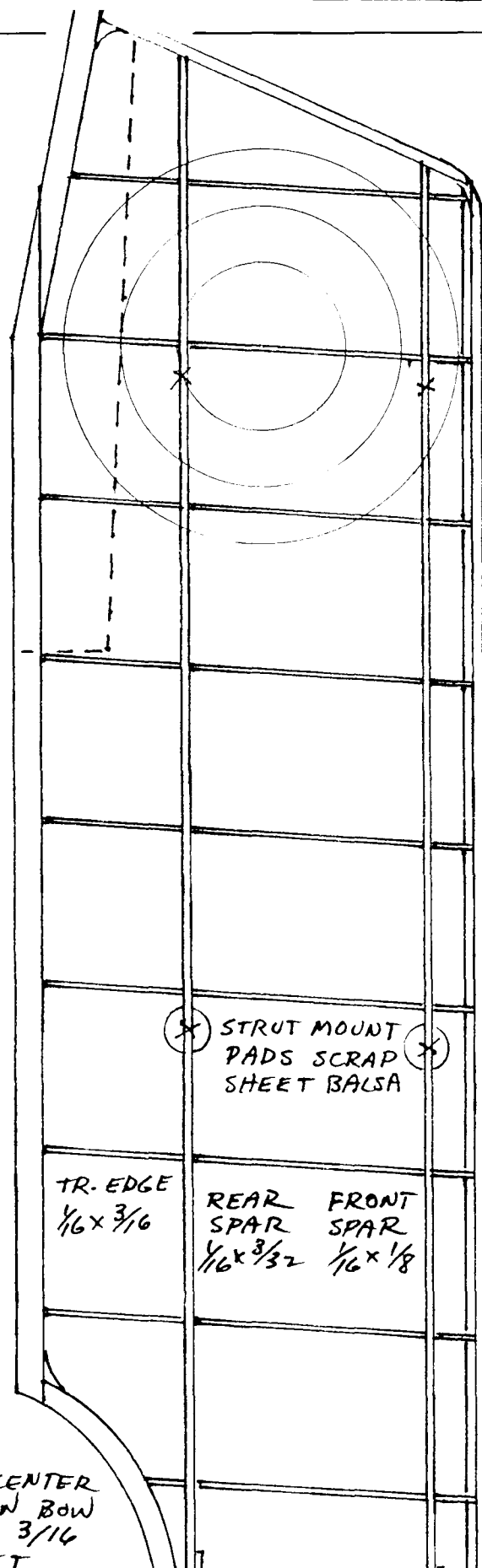
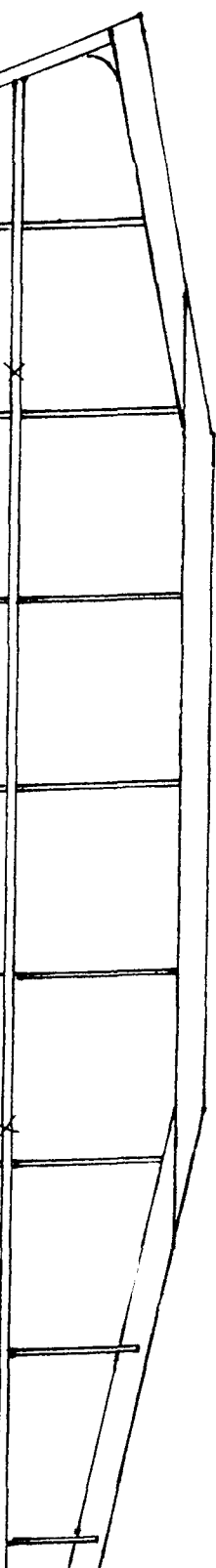
TO MOUNT WINGS:
 WITH .032 WING
 MOUNT WIRES IN
 PLACE, JIG UP
 FUSELAGE ON WORK
 TABLE. DRILL HOLES
 FOR 1/16 ALUM. TUBE
 IN EACH ROOT RIB.
 ASSEMBLE WITHOUT GLUE,
 BLOCKING UP PANELS
 TO 3/4" DIHEDRAL.
 LOWER WING SHOULD HAVE
 SLIGHTLY MORE INCIDENCE
 THAN UPPER. WHEN
 SATISFIED WITH ALIGNMENT,
 TACK...



...ING
...PIECE.
...D
...LLED
...1/8"

SHEET 1 OF 2 JCB - '89
SCALE: 5/8" = 1'
ANATRA D-S, 1917

...
...ATTERN



(X) STRUT MOUNT (X)
PADS SCRAP (X)
SHEET BALSA (X)

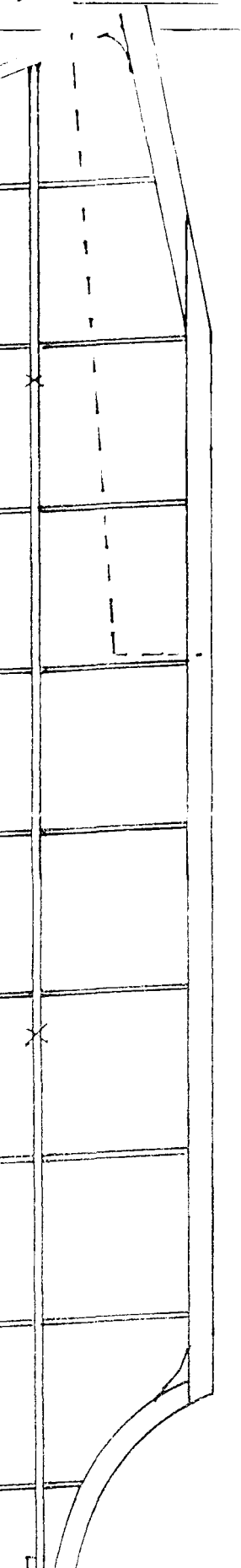
TR. EDGE
1/16 x 3/16

REAR SPAR FRONT SPAR
1/16 x 3/32 1/16 x 1/8

L. EDGE
3/32 SQ.
ON
EDGE

MAKE CENTER
SECTION BOW
FROM 3/14
SHEET

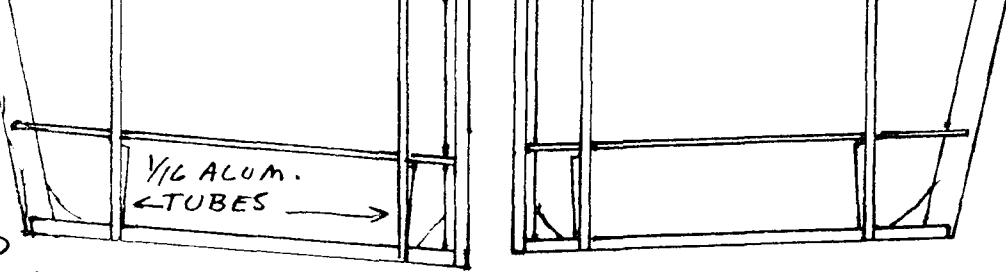
B-89
=1'
17



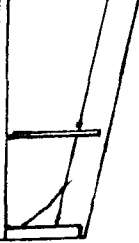
LOWER WING SHOULD HAVE
SLIGHTLY MORE INCIDENCE
THAN UPPER. WHEN
SATISFIED WITH ALIGNMENT,
TACK-GLUE TUBES. WHEN
DRY, REMOVE PANELS AND
"SCAB" SCRAP WOOD AROUND
TUBES TO MAKE THEM SECURE.

SAND "SCALLOPS" IN TRAILING
EDGES WITH CURVED BLOCK
AFTER WINGS ARE COMPLETE.

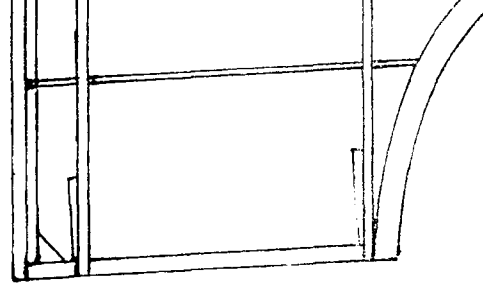
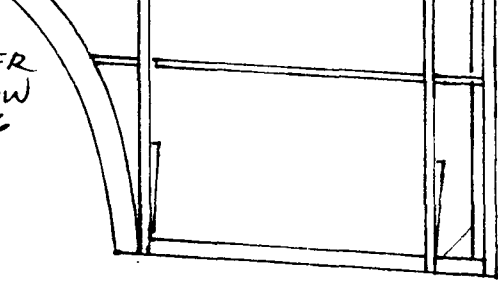
8



WING RIBS: MAKE 4 FROM $\frac{3}{32}$ SHEET.
USE THESE AS "MASTERS" TO CUT REMAINING
RIBS FROM $\frac{1}{32}$ SHEET BY "STACK" METHOD
16 FOR LOWER WING, 18 FOR UPPER WING.



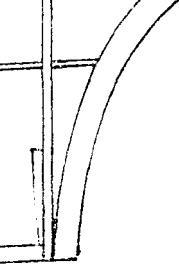
MAKE CENTER
SECTION BOW
FROM 3/16
SHEET.



ET.
MAINING
METHOD:
WING.

MAKE ALL RIBS "LONG".
TRIM TO FIT FROM TRAILING
EDGE.

SHEET 2 OF 2 JCB
SCALE: 5/8" =
ANATRA D-5.19



ACB - '89

Scale: $\frac{5}{8}'' = 1'$

D-5.1917