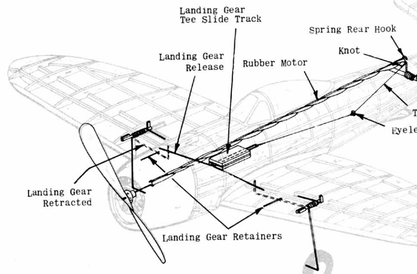
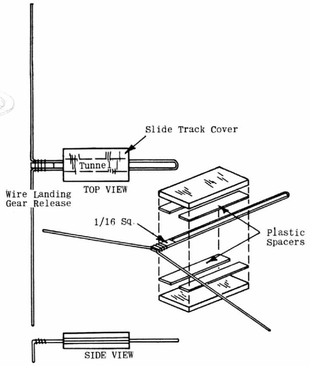
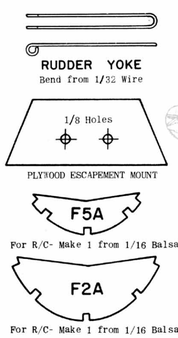
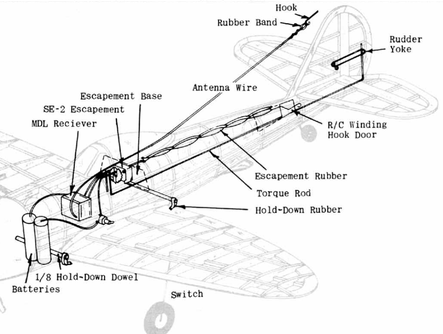






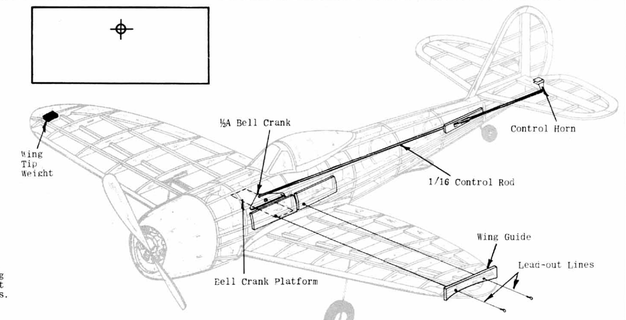


CAUTION:

Do not fly control line models in the vicinity of electric power lines!

HINGE DETAIL

Use cloth tape for hinges. Cement only on top and bottom, alternating hinges as shown above. Keep cement out of hinged area between sections.



LANDING GEAR INSTALLATION

Landing gears are operational in flight, on rubber powered models only. Installation is simple and action is positive, if directions are followed carefully. Cut out center keel L3 from F2 to F5, and at the same time cut off bottom of F3, leaving sides intact. Make hole and cement eyelet in center of bulkhead F6, directly above keel. Assemble landing gear Tee slider track as shown and described in detail note. Track (with landing gear release inserted) is now cemented securely to top of center ribs. Front of track is 5/16" back of front 1/16 square spar. Use two heavy coats of cement on this installation and allow to dry thoroughly, making sure release Tee slides freely inside track. Rear thread is inserted through eyelet, pulled snug, and tied securely to rear hook while hook is in vertical position shown. Make sure line is snug, then coat knot with cement. Install wheels as described in Final Assembly. This completes mechanism. To operate, wind rubber motor. This will pull rear hook forward from a vertical to a horizontal position, loosening thread. With tension released, wheels are then retracted manually (by hand) by bending up into place in wing and slipping strut under 1/32 wire landing gear retainers. BE CERTAIN THAT WHEEL AXLES ARE BEHIND TEE ON LANDING GEAR RELEASE. Landing gear is now locked in place. Model is hand launched and towards the end of the flight when motor unwinds, rear hook pulls back to a vertical position, tightening line. This pulls landing gear release Tee, moving landing gears past retaining wires. Landing gear then snaps down into position for landing.

SLIDE RELEASE DETAIL

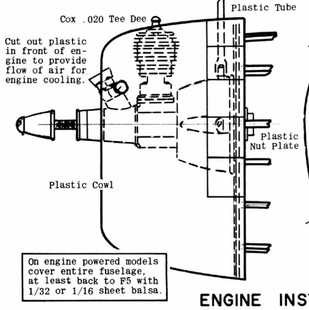
Make main landing gear slide release by cutting two slide track covers 1/16 x 3/8 x 3/4 from scrap balsa, grain running as shown. Cut a strip of plastic (from plastic parts sheet) 1/8 wide, and cement a double layer to each side and between tracks, covers to form tunnel as shown. Long U section of Tee shaped wire-landing-gear release should slide snugly yet freely in tunnel between plastic spacers. Allow to dry thoroughly. Cement a 1/4" length of 1/16 square balsa between wire on open end of wire-landing-gear release as shown. Allow to dry thoroughly, then trim flush on top and bottom. Wrap two or three turns of thread around very end to keep it together, coating knot with cement. When dry, insert into slide, and tie a 12" length of thread to rear. Use good grade of strong thread (not supplied in kit). Cement assembly into fuselage and complete installation of system as described in Operational Landing Gear Installation.

RADIO CONTROL INSTALLATION

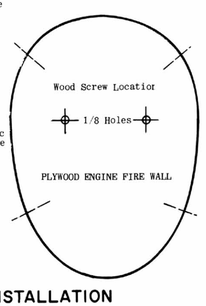
Test models used, and drawing shows, Citizen-Ship MDL Receiver, SE2 Escapement; used with SPX Transmitter. This equipment and other material necessary is not provided in kit. On radio models wing is removed. Pin, BUT DO NOT CEMENT, wing into position. Make F2A & F5A using patterns. Cement F2A to bottom of leading edge, and PIN it to F2. Do likewise with F5A on trailing edge. Since wing is removable, be sure cement is not accidentally placed on adjoining bulkheads. Complete bottom of wing installation as described in Final Assembly Note, however all stringers are cut through at seams between double bulkheads. Cement a 2-3/4" length of 1/8 dowel across front of F2 and rear of F5 on top of stringer in line with bottom of L6. Dowels protrude evenly from fuselage on both sides. Remove center keel L3 between F2 and F3. For strength and durability, it is recommended that front half or entire fuselage be covered with 1/32 sheet balsa. Balsa is also covered with silkspan as described in note. Cut rudder apart at location shown by dotted lines, then assemble together with cloth hinges. Bend wire yoke from 1/32 wire and install on rudder with 2/56 nut and bolt. Cut escapement base from 1/16 plywood and cement to front of F4. When dry, install escapement with 2/56 nuts and bolts. Insert a long length of 1/16 wire through slot made in rear of L3 for torque rod. Bend U in front of rod, according to R/C manufacturer's instructions and shown above, then pull back and engage in escapement as shown. Bend rear as shown. Cut off excess wire, then engage in yoke. Raising and lowering yoke will increase or decrease the amount of rudder movement. Batteries are stored vertically in section between F1 and F2. Receiver is located between F2 and F3. Wire radio equipment in accordance with manufacturer's instructions. After unit is wired, line front compartment with foam rubber and insert batteries, followed by receiver which is also surrounded in foam rubber. Insert into compartment being careful not to break any wire connections. Bend small hook for antenna and cement to front of rudder. Bring antenna out of cockpit and fasten to hook with rubber band. When model has been completely finished, it must balance 1" from wing leading edge at rib W7 as shown on side view. If necessary, add weight but DO NOT ATTEMPT TO FLY UNTIL BALANCE HAS BEEN ACHIEVED. Check wings and tail for warps, if any have developed, remove with steam method as described in Covering Instructions. Wait for calm weather for test flights. Field test R/C equipment before flying, as described in manufacturer's instructions. Start engine and THROTTLE DOWN TO LOW SPEED, then launch model with nose pointed slightly down at a point 50 or 60 feet in front of you and release at approximate flying speed. Model should fly in a straight line and either maintain or slightly lose altitude. If model turns to either side, rudder or engine may be off set to opposite side to achieve a straight flight, which is how it should glide and fly. If model glides well but stalls under power, point front of engine down (down thrust) by placing washers under top mounting bolts. Increase engine RPM as adjustments are made, checking R/C controls before each flight. GOOD LUCK AND GOOD FLYING!!!

CONTROL LINE INSTALLATION

Materials required are not provided in kit. Install controls after Fuselage Step 4 has been completed. Obtain 1/16 plywood and cut out bell crank platform using drawing provided, drilling hole indicated. Fill in area between F2 and F4, from side keel L5 to stringer above it, with scrap 1/16 sheet balsa, flush with outside of frame; also area from F7 to F8, between L5 and stringer above, in same manner. Cut 1/8 slot in rear for control rod as shown. Mount 1/2A bell crank to plywood platform as described in installations that come with bell crank. Cut two 15" lengths of lead-out lines and fasten them to bell crank. Cement platform securely in fuselage against front of F3, and top of L5's. Lead-out lines come through fuselage at holes drilled for them as shown. Use cement generously, applying at least two coats on installation. Cover fuselage with tissue as described in detail note. Cut stabilizer in half through wide main spar, as indicated by dotted lines. Round edges and install control horn at location shown on drawing, then join together with cloth hinges shown. Cement stabilizer horizontally to top rear of fuselage. Tape elevators in neutral position (in line with stabilizer, neither up or down). Obtain a piece of 1/16 music wire at least 15" long for control rod, and bend 1/4" of one end at right angle. Loosen bell crank and insert rod from bottom with spur vertical, then secure bell crank. Control rod should be in line with elevator horn, if not, bend accordingly so that rod slips through slot freely. Make a right angle bend at rear end of rod at precisely the location of hole in elevator horn, with bell crank in neutral position as shown. Clip off excess and insert into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cement rudder to top of stabilizer, against rear of fuselage, at angle so that rear of rudder is off-set ½" towards outside of circle flown. Assemble wing to fuselage as described in final assembly detail. Make wing guide from 3/32 balsa, drilling holes indicated. Cement securely to wing over rib W7 as shown. Reinforce fuselage and wing guide holes with washers or eyelets. Thread lines through holes in wing guide and tie loops in end of lines at least 2" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. CAUTION: Model must balance (or slightly nose down) at point where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/2A control lines and handle when flying your Thunderbolt P47. GOOD LUCK AND GOOD FLYING!!!

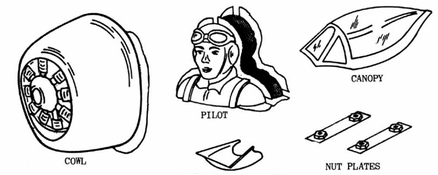


On engine powered models cover entire fuselage, at least back to F5 with 1/32 or 1/16 sheet balsa.



ENGINE INSTALLATION

Engine is used if model is being built for control line, free flight or radio. Engine and installation material not provided in kit. Drawing shows installation of Cox .020 Tee Dee Engine, however any other similar engine may be used. Obtain a piece of 1/16 plywood and cut engine fire wall as shown on full size drawing, drilling holes indicated. Mount engine to fire wall with #2 nuts and bolts. Cut plastic nut plates from molded sheet and securely cement to back of fire wall over nuts, drilling holes through, so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning, so engine can be removed by just unscrewing bolts from front. When dry, remove engine. Notch F1 if necessary to clear nut plates, then securely cement engine fire wall to front of F1. Cut molded engine cowl from plastic sheet as described in detail note and fit over plywood fire wall and F1. Trim out top three cylinders in front of cowl, and also top front of cowl, for cooling. Make needle valve extension by forcing a length of 1/8 I.D. plastic fuel tubing over head of needle valve, then forcing a length of 1/8 dowel into end of tubing. Dowel should protrude at least 1/2" past cowl. Cut 1/16 I.D. plastic tubing for filler and overflow, and force tubing on metal tubes on top of fuel tank. Tubing should extend about 1/2" past cowl and top should be cut at angle facing forward for easy admission of air stream. Slot cowl for plastic tubes. Slots extend to rear of cowl so it can be removed. Make four tiny holes at rear of cowl (between fire wall and F1) at location shown on fire wall drawing for wood screws, which hold cowl in place. Remove needle valve from engine to install cowl. Cowl is installed after model is painted and replaced on model.

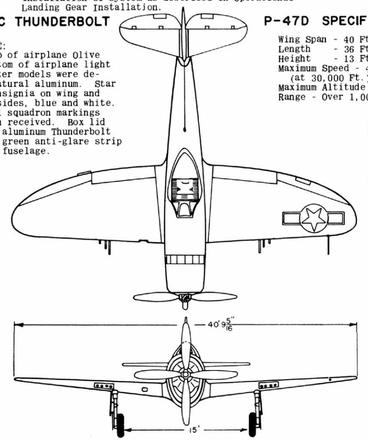


PLASTIC PARTS DETAIL

For best results, follow instructions carefully. COWL: Cut from sheet leaving about 1/16 of material for trim. Plastic trims easily. Excess of material on cowl is now trimmed and sanded away carefully. Cowl may be placed on bulkhead F1 for support while sanding. SUPERCHARGER EXHAUST: Leave about 1/8 excess material when cutting both halves from sheet. Carefully trim out slots about 1/8" wide on top & bottom and ends, right to the edge of the supercharger exhaust as shown. This will permit accurate assembly. Cement halves together, lining up carefully at slots. Since plastic is Polystyrene, regular plastic cement can be used, or model airplane cement can also be used. Use sparingly however since excessive use of cement may distort the plastic. After assembly, allow to dry thoroughly, then trim and sand off smooth. PILOT: Cut halves from plastic sheet, leaving about 1/8 material. Cut 1/8 slots on all four sides as shown, then carefully cement together in same manner as supercharger exhaust. When dry, trim and sand smooth. NUT PLATES: Cut from sheet right along trim line and install as described in Engine Installation. PAINTING: Regular plastic model paint or enamel can be used. Model airplane dope can be used only if applied in LIGHT spray coats, allowing plastic to dry thoroughly between coats. Excessive use of dope may deform plastic. Parts may be used red as provided or if painting parts a lighter color than red, apply a light coat of silver, followed by a light coat of white before painting final color. Darker paints may be applied directly to red plastic. When cementing parts in place on model, use light coats of cement applied sparingly. If necessary, use more than one coat, but DO NOT APPLY A THICK COAT AT ANY TIME. Install cowl as described in either Final Assembly Note or Engine Installation. Cement finished supercharger exhaust to bottom of fuselage behind F6, and pilot against back of cockpit, as shown on side view.

REPUBLIC THUNDERBOLT

COLOR SCHEME:
Entire top of airplane Olive Drab; bottom of airplane light grey. Later models were delivered natural aluminum. Star and bar insignia on wing and fuselage sides, blue and white. Individual squadron markings added when received. Box lid shows all aluminum Thunderbolt with dark green anti-glare strip at top of fuselage.

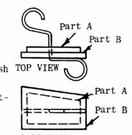


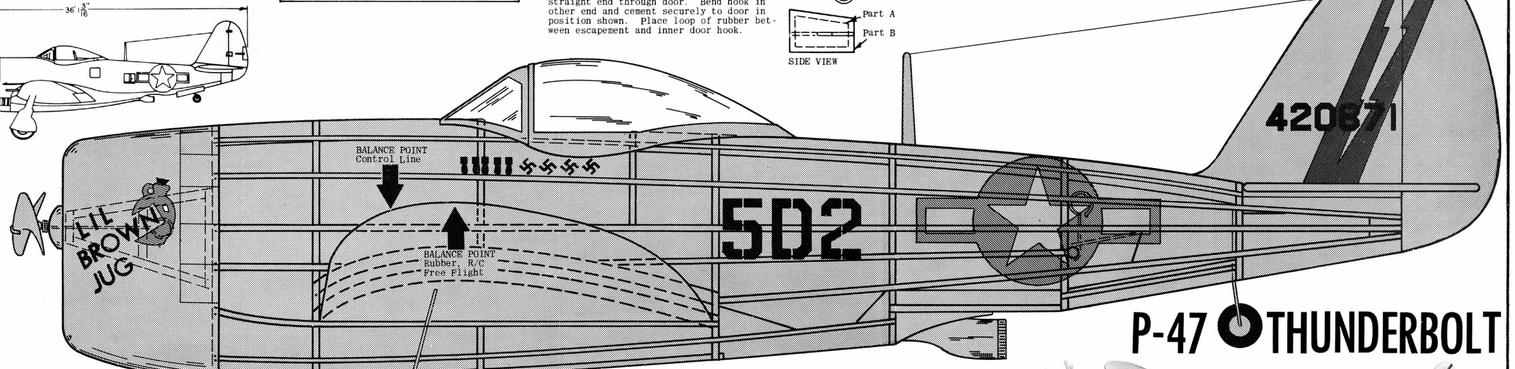
P-47D SPECIFICATIONS AND COLOR SCHEME

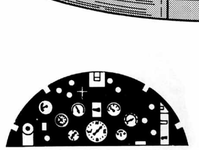
Wing Span - 40 Ft. 9-5/16 In.
Length - 36 Ft. 1-3/16 In.
Height - 13 Ft. 8-3/16 In.
Maximum Speed - 433 M.P.H. (at 30,000 Ft.)
Maximum Altitude - Over 40,000 Ft.
Range - Over 1,000 Miles
Engine - Pratt & Whitney R-2800 2,000 H.P.
Propeller - 12 Ft. 2 In. Dia.
Weight Loaded - 14400 Lbs.
Armament - 8 - .50 Cal. Mach. Guns
Bomb Load - 2 - 1000 Lb.
Rockets - 3 to 5 on each side

R.C. WINDING HOOK DOOR

Cut out stringer above side keel between F7 and F8 and inset 1/16 balsa flush. Cut out section to shape of part A (see sketch) and cement it to a piece of 1/16 balsa cut to shape of section B, grain running crosswise, to form door. Bend half of hook shown from 1/32 wire and push straight end through door. Bend hook in other end and cement securely to door in position shown. Place loop of rubber between escapement and inner door hook.







INSTRUMENT PANEL

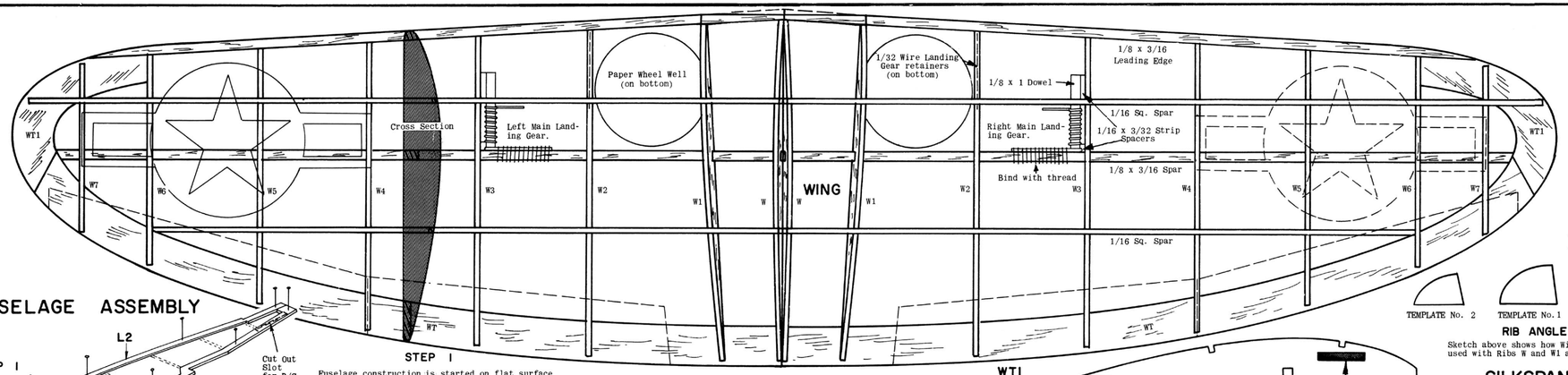
Cut from plan and cement to front of F3

FLIGHT INSTRUCTIONS

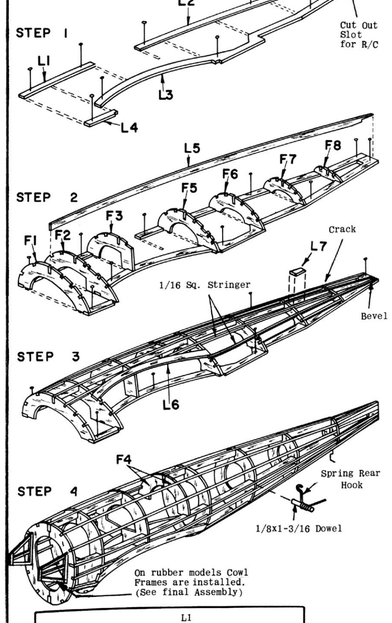
When model has been completed, it must balance 1" from front of wing at wing tip ribs W7 as shown on side view. DO NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Model is now ready. Pick a calm day for test flying. Wind propeller clockwise approximately 100 turns and launch into any prevailing wind slightly nose down at a point on the ground approximately 50 feet ahead of you. If model noses up and then falls off and stalls, (AFTER MODEL WAS BALANCED) then bend elevators down slightly using but breath in same manner as steam. If model dives, bend elevators up. If model veers too much to one side, bend rudder to opposite side. Take offs require more power and therefore more turns in rubber motor. For longer flights and competition it is recommended that the loops of rubber be lubricated with model lubricant (available at most hobby shops) or Castor Oil. Apply sparingly AND KEEP OFF KNOT OR IT WILL COME UN-DONE! Use winder which you can make by tightening hook into hand drill. To store winds in motor, stretch rubber out three to five times original length, then proceed to wind, moving slowly back to model. Peeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the nose, motor should be completely wound. When replacing rubber motor, purchase contest grade T56 brown rubber at your favorite hobby shop. Engine powered free flight models are tested and flown in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. GOOD LUCK AND GOOD FLYING!!!

Sterling MODELS
PHILA. PA. USA

KIT A-4
WING SPAN 22"



FUSELAGE ASSEMBLY



STEP 1

Fuselage construction is started on flat surface directly over plan. Pin all L parts in place as shown. If model is to be R/C, cut out slot in L3 (at rear) as shown in dotted lines. Cement 1/16 (scrap) doubler over slot, ends shown in dotted lines. Slot is for torque rod.

STEP 2

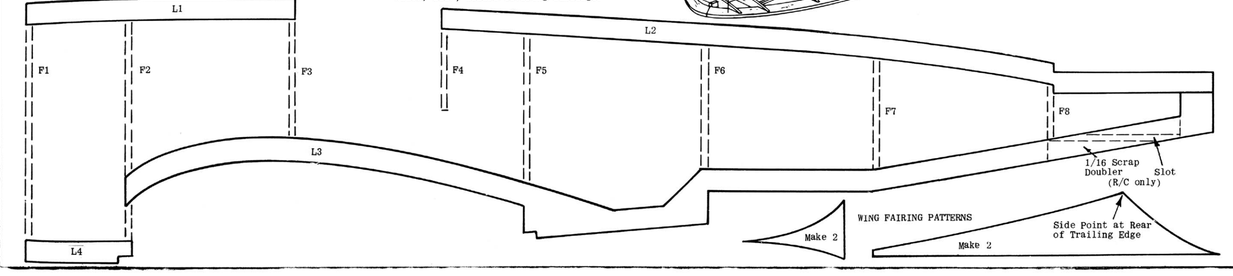
Cement all bulkhead halves from F1 to F8 vertically to frame as shown (except F4 which is installed in Step 3), then add L5, which is inserted into long slots in center of bulkheads.

STEP 3

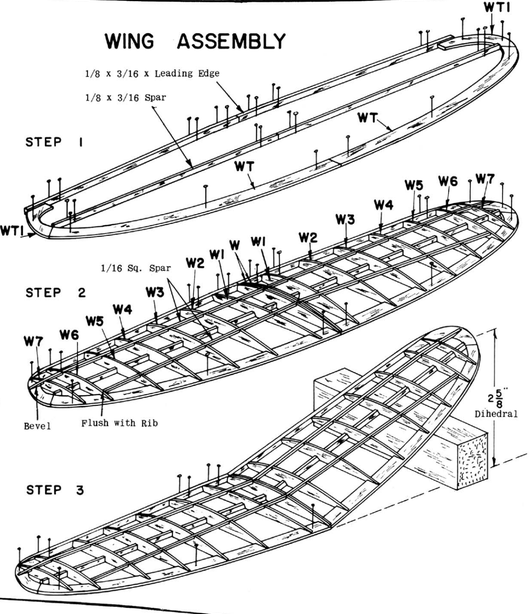
Pin and cement side keel L6 into notches in corners from F2 to F5. Note that front of L6 fits against top of notch in F2 to provide 1/16 space for stringer below it. Cement bulkhead F4 in place between L5 and L2. Install all stringers, which are 1/16 square, into their respective notches; except for the two lower ones between F1 and F2, and the bottom one between F5 and F7, as shown on sketch. Top stringers, which are not visible, can be seen in next sketch. Bevel ends to fit at rear Top stringers adjoining L2 are cracked at F8 so that stringers are flush with top rear of L2 when viewed from side. Cement L7 in place. Allow frame to dry thoroughly to prevent warping or twisting. Over night is recommended. Assembly of wing or tail surfaces can be started in the meantime.

STEP 4

Carefully pull out pins and remove from flat surface, then cement opposite halves of bulkheads in place, followed by L5. Cement 1/16 (scrap) over open side of slot, if used. F4 is now cemented in place between L5 and L2 as in previous step, and cement L7 in place. Install spring rear hook (omit on gas powered models) by inserting a 1-3/16 length of 1/8 dowel through coils of rear hook. Insert and cement ends of dowel between L7's. Securely cement straight end of hook to side keel L5. Bind with light thread. Only straight end of hook is fastened, leaving coil free for spring movement. Straighten top of tail wheel gear and bend 1/8 spur as shown on side view. Sink spur into front of F8 and cement in place. Remainder of 1/16 square stringers are now cemented into their respective notches as shown. Stringers omitted in Step 3 are still not installed until after wing is mounted, as described in Final Assembly. Allow fuselage frame to dry thoroughly, then sand lightly to present a smooth surface for tissue covering, described in detail note. If model is constructed other than for rubber power, see respective notes (Control Line, Radio, etc.) before covering fuselage.



WING ASSEMBLY



Cut out slot in outer Ribs W1's as shown HERE to clear for passage and operation of Tee shaped wire landing gear release (on rubber models)

STEP 1

Build wing on flat surface directly on plan. Pin all WT parts in place, cementing to each other where they join. Cut 1/8 x 3/16 x 12 main spars to proper length. Pin in place in upright position, joining directly over center where they are cemented and also cemented to tip parts. 1/8 x 3/16 x 12 is also used for leading edge. Pin in place in upright position, cementing at center joint and to front of WT1's.

STEP 2

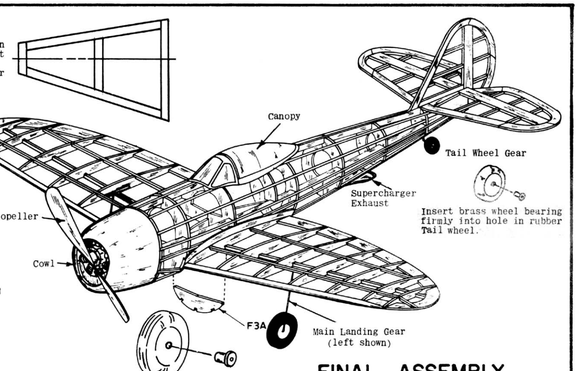
On rubber powered models with operational landing gear, cut out notch in W1 as shown. Ribs W to W7's are now cemented in place. Center ribs W are angled, using rib angle template No. 1 as shown in detail sketch. This insures proper dihedral angle. Ribs W1's are also angled so they fit under fuselage side keels L6 properly. Use angle template No. 2. All other ribs are vertical. Cement 1/16 square spars into notches along top of ribs. Front spar tips are beveled to fit on WT1 as shown. Rear spar tips are cut off and cemented flush with top of W6 as shown. Trim leading edge to curve of tip. Trim off front of center section parallel to spars (top view) as shown on plan. Allow frame to dry thoroughly before removing from flat surface.

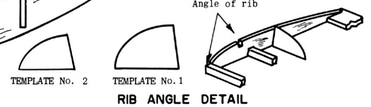
STEP 3

Pull pins out carefully and remove from flat surface. Separate wing halves and trim & sand leading edge to shape shown on wing cross-section. Round off tips and trailing edge as shown to blend smoothly into each other. Trim off leading edge, spars and trailing edge; flush to angle of center ribs. Cement halves together on flat surface, blocking up one side 2-5/8" as shown. Measurement must be the same at leading and trailing edge so that wing is not warped. Other panel is pinned or weighted to keep flat on surface. Use cement generously and allow to dry thoroughly. When dry, install main landing gears. In the event that model is to be gas powered, it is recommended that you obtain 1/16 diameter music wire and bend new landing gear struts to exact shape of ones provided in kit, omitting spring coil since that is used only in operational landing gear, installed in rubber powered model. Cut two 1" lengths of 1/8 dowel and insert through coil springs of right and left landing gear struts. Cut four 5/16" lengths of 1/16 x 3/32 strip. Assembly is now securely cemented in place against inside of ribs W3 as shown on full size drawing. 1/16 x 3/32 x 5/16 strips are used as spacers between rib and dowel as shown. Front spacer is mounted horizontal flush with front of dowel, rear spacer is installed vertically against spar. Coil lies between spacers and only straight end is secured by cementing it in place to front of main spar at location shown on full size drawing, and binding with thread. Be sure landing gears are on correct side, axles facing inward. Cut two 1" lengths of 1/32 wire for main landing gear retainers. Bend one end 1/8" at right angle to form spur. Trim 1/32 off bottom of ribs W2 in front of notch. Put pin hole in bottom of rib for spur and sink into place as shown on full size drawing, rear extending 3/32 past front of notch in bottom of rib. Bind and cement securely in place. Use needle and thread for binding, passing needle right through rib. When dry, sand frame smooth to prepare for tissue covering.

COWL FRAME DETAIL

Make two Cowl frames directly on plan. Use 1/16 x 3/32 strips cut to fit. Cement between F1 and rear of cowl, adjoining hole for nose button in Final Assembly.





RIB ANGLE DETAIL

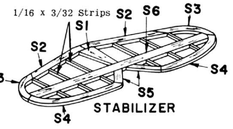
Sketch above shows how Wing rib angle templates are used with Ribs W and W1 as described in Wing Step 2.

Insert small Black wheel bearings firmly into hole in rubber wheels

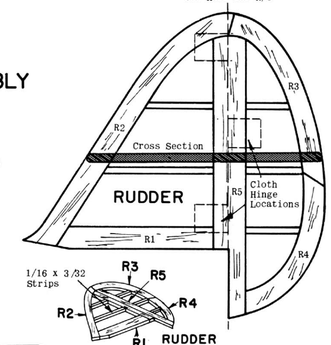
SILKSPAN TISSUE COVERING

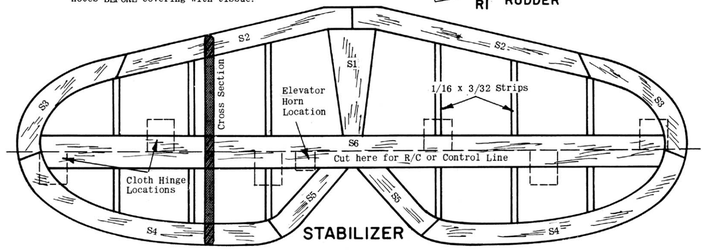
The finest grade wet strength silkspan tissue provided in this kit permits covering of compound curves without wrinkling, when moistened with water before applying to frame. Tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered. When dry, cut tissue to shape needed, about 1/4" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope to outer edges, then place moistened tissue on frame. Pull tissue gently with fingers, working out all wrinkles. WHEN COVERING WING AND TAIL SURFACES, PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bounded by nearest framework) and recover. Apply two or three coats of clear dope, thinned 50-50 with thinner, on wing and tail surfaces before assembling to model. COVER WING FIRST: Landing gear, whether it is operational or fixed, must be installed in wing before covering. See Wing Step 3 and Operational Landing Gear Installation Notes. On control line models, add about 1/2 ounce of weight to wing tip on outside of circle flown. For operational landing gears, cut out wheel wells from stiff paper, using pattern provided. Cement to bottom of wing. Cement from leading edge to spar, from W1 to W3 on each side. Cover top and bottom of wing on both sides from W1 to tips, with one piece for each section. Leave center section uncovered. COVER TAIL SURFACES NEXT: Cover both sides of rudder and stabilizer in one piece each. COVER FUSELAGE NEXT: Cover fuselage sides first with one piece from stringer above side keel to stringer at bottom of L6. Cover top back to P4 in one piece, trim out cockpit. Cover rear in two pieces from P4 back, joining in center on L2. After wing installation has been completed as described in Final Assembly, cover bottom in one piece back to P5, then cover section between P5 and P6 in one piece. Cover remainder in two pieces, joined on L2. Apply four coats of thinned dope to tissue covering on fuselage. Check wings and tail surfaces for warps before assembly. Warps can be removed by holding over steam (from boiling kettle) and twisting gently in opposite direction. Check again when cool.

TAIL SURFACE ASSEMBLY



Assemble stabilizer by pinning all S parts shown, to plan on flat surface, and cementing to each other where they join. Cut 1/16 x 3/32 strip to fit and cement in place upright. Rudder is built in same manner, pinning all R parts to plan and cementing to each other; then adding 1/16 x 3/32 strips. Allow assemblies to dry thoroughly on flat surface, then sand smooth, rounding edges (except R1 and bottom of R2 & R5) as shown on cross-sections. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.





FINAL ASSEMBLY

On R/C models wing is removable as described in R/C Note. For other models cement wing securely in fuselage between bulkheads F2 and F5, lining up ribs W1's under side keels L6. Press wing tightly against L6's to insure proper incidence, otherwise model may not fly! Hold in place with pins until dry. Cement F5A to bottom of wing, flush with back of main spar. When dry, remainder of 1/16 square stringers are installed. Stringer immediately below L6 runs from F1 to F5, where it is beveled to fit against stringer already in place. Lower stringer runs from F1 through to F6 where it ends. Bottom center stringer runs from notch in L4 (at F2) to notch in L3 (at F5). Add stringer from F6 to F7 (on both sides) where it is beveled to fit against L3 in center. Sand smooth and cover completed bottom structure with silkspan as described in Covering Note. It is necessary to have access to rear hook to replace rubber motor. Cut out stringer immediately above side keel L5 on right side, between F6 and F7. Fit a piece of 1/16 balsa into space. Cement cloth tape to this (half over door and half over fuselage) to act as hinge. Cement a strip of 1/16 sq. balsa to top of side keel L5 which will act as stop to keep door flush with surface. Hold bottom with Scotch Tape. Cement stabilizer horizontally against F8 at rear of fuselage. Cement rudder to top of stabilizer and against rear of fuselage, in line with center keel L2. Using patterns provided, cut out wing fairings from stiff paper. Cement between wing and fuselage as shown in 3-Views, side point at trailing edge. Small pieces fit below large fairing and against trailing edge. Hold in place with pins until dry. Make two cowl frames (see detail note), and cement to front of F1 as shown in Step 4 Sketch. Assemble and trim all plastic parts, see detail note. Cement cowl to F1, and at the same time cement front of cowl frames into recess on either side of hole for nose buttom. Use cement sparingly or it may deform the plastic. Model is now painted. If it is to be painted scale colors, see 3-View drawings or box top. For best flight performance use a minimum of color dope. Apply decals by dipping in water and sliding off into position shown. Cut instrument panel from plan and cement to rear of F3 in cockpit. Cement all plastic parts in place as described in detail note. Outlines of scale control surfaces can be drawn on with India Ink. Insert wheel bearings into wheels and place wheels on axles. Secure by bending up end of axles, or with drop of cement or solder. Insert straight end of propeller shaft to rear of nose bearing. Slip on two washers provided, and insert shaft through back of propeller. Bend front of shaft to U shape as shown on side view and cement securely to propeller. Make two loops of rubber. Insert rubber through trap door and engage on rear hook. Slip remainder of rubber into fuselage and shake down towards nose. Make hook on end of a piece of wire. Slip wire through nose bearing hole in cowl and capture rubber on hook. Pull through cowl and attach rubber on prop shaft. Nose bearing fits into center hole in cowl. Your Republic Thunderbolt P47 is now complete. See Flight Instructions before flying. GOOD LUCK AND HAPPY LANDINGS!!!