

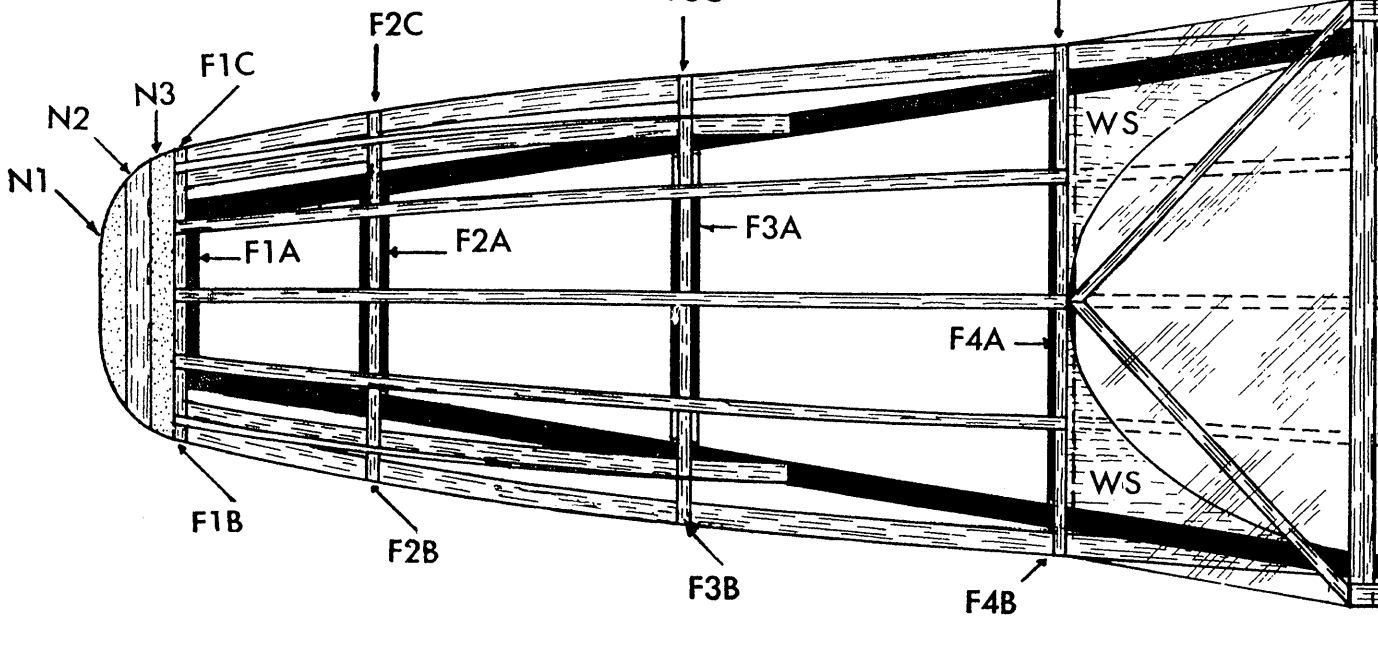
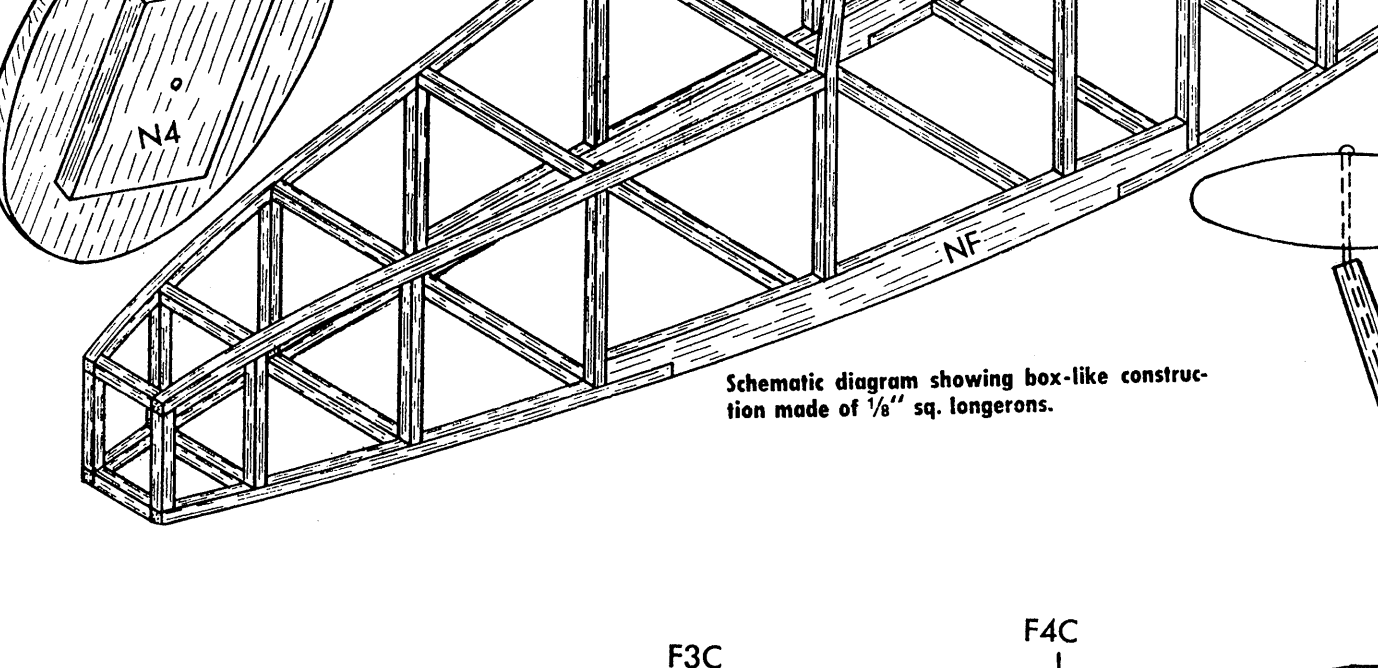
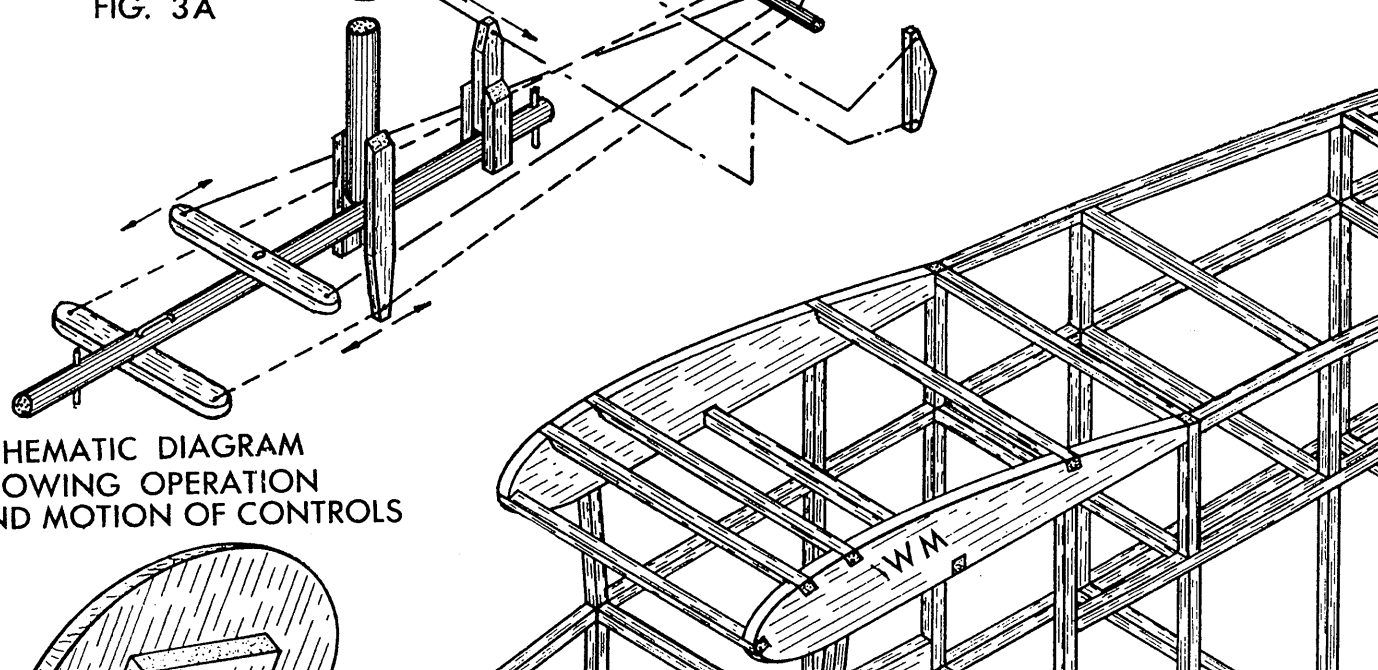
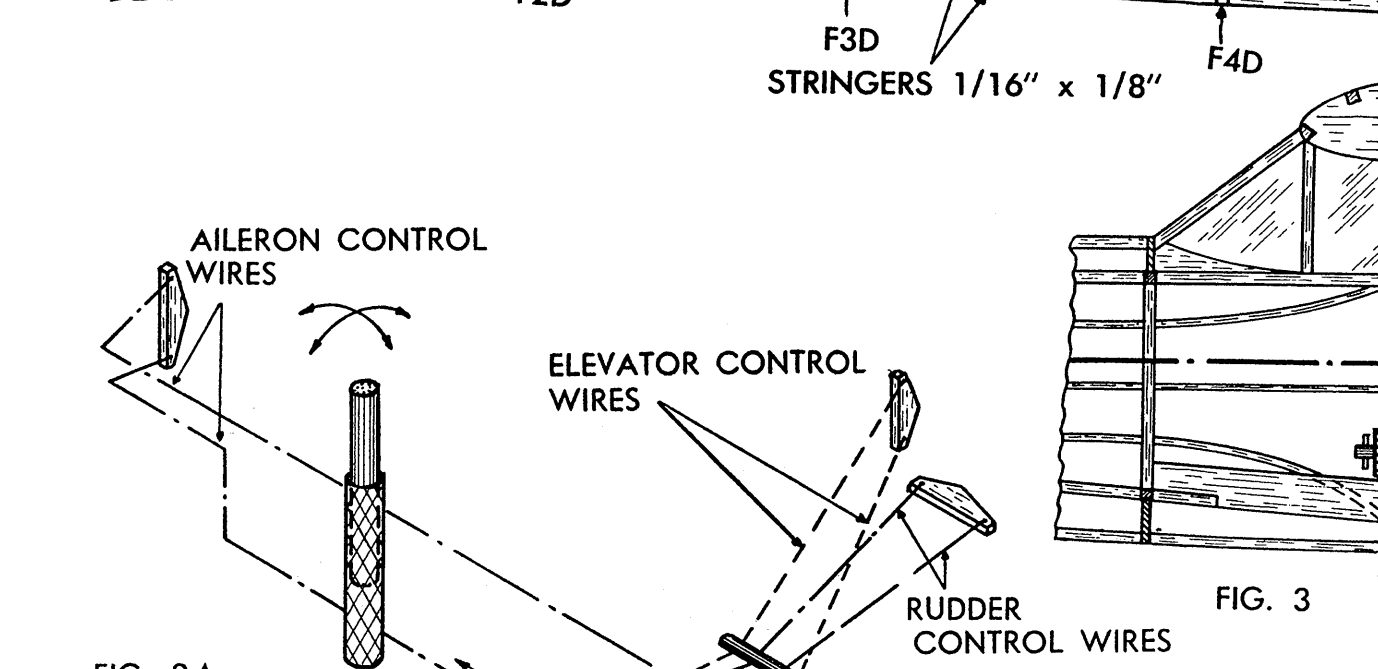
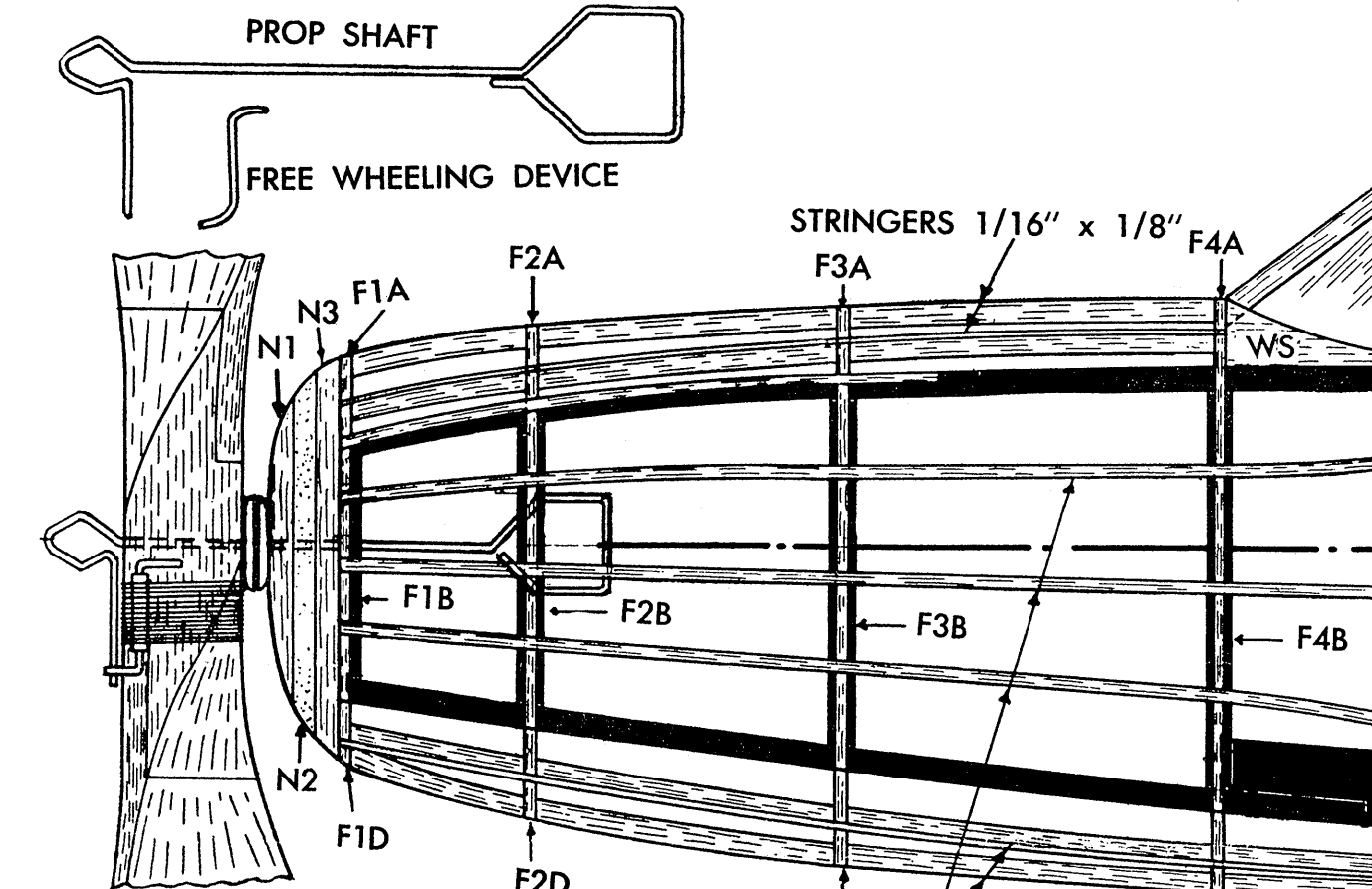
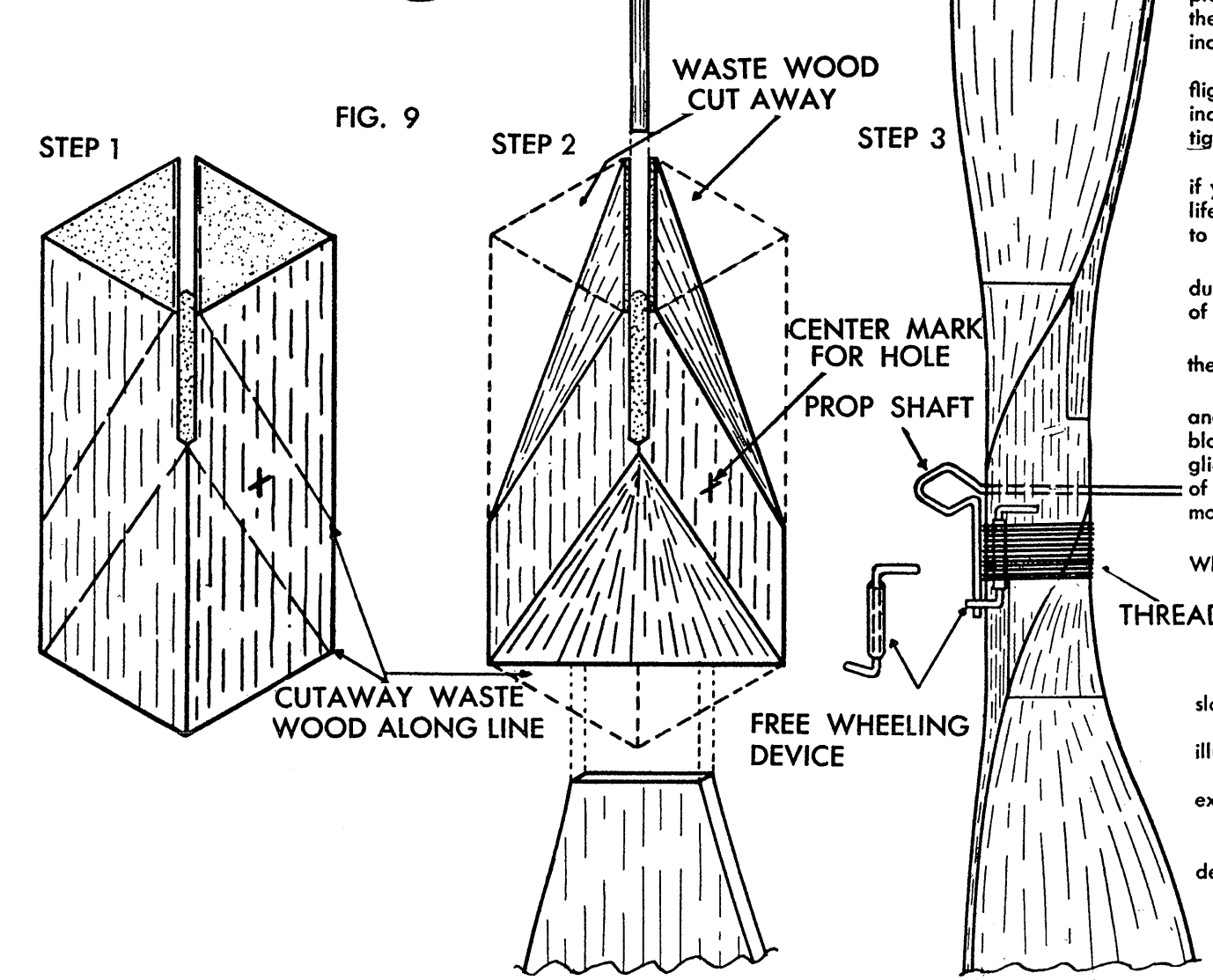
FAIRCHILD

"FORWARDER"

UC-61A

KIT NO. F-51

HOBBY MODEL MFG. CO., Inc. • NEW YORK, N. Y.



IMPORTANT
Read all instructions carefully before starting to build. Then follow the lettered steps in proper rotation. This will insure easy and perfect construction. Also note that printed wood sheets contain parts used in more than one construction step. All wood pieces must be retained until the plane is completed.

Use a smooth flat board to work on. If you wish to preserve your plan spread wax paper over it to protect it from the glue.

FLYING INSTRUCTIONS
Use a winder to store power in your model. This device may be made of a good hand drill, with a suitable hook clamped in the chuck. The hook is attached to the loop in the prop shaft on front of the propeller. The rubber is then stretched out to several times its normal length and the winds "cranked in". As you reach maximum turns slowly walk back in as you wind.

For your first flight wind in about 200 turns in the plane (fifty complete turns on the winder). Hold model level and launch into the wind. The plane should climb slowly in wide right circles. Any deviation from this maneuver should be accounted for by "thrust". This means simply pointing the propeller slightly in the direction you want the plane to go. This may be done by placing a silver or wood behind the nose plug.

For example—if your plane veers to the left, place a silver or wood behind the nose plug on the side the model veers to. This will correct all faulty flight characteristics under power including diving and stalling.

With this in mind, gradually increase the amount of turns in the plane. After several flights you should have reached the maximum. Make minor thrust adjustments after noting increased flights. Check previous rudder adjustment so that your plane will descend in tight left circles. Adjust your plane carefully and you will be rewarded by many fine flights.

When flying this model, remember that it is a scale job and that care should be taken if you wish to preserve its appearance. A little precision on your part will increase the life of your model many times. Any one can build a model, but it takes time and patience to fly it. Even the most perfectly built model will not fly, if you do not adjust it properly.

Before flying, check the model carefully for any warps that may have developed during the period of construction. These may be steamed out, over the steam from a pot of boiling water.

For proper balance hold the model at the wing tips 60% from the leading edge of the wing.

Choose a calm day when you first fly your model. Pick an open field as a flying site and start testing your plane. First proceed to glide your plane. If model dives, add a small block of wood under leading edge of wing. Increase the size of the block until the model glides perfectly. If your model does not dive, but mushes (slight stall) or stalls, add a piece of wood under leading edge of stabilizer and increase the thickness of the wood until model glides perfectly.

Next, check the turn. Offset the rudder slightly, so that the model will turn to the right. When you are satisfied with the results, you are ready to try a powered flight.

The propeller is made up from three sections, two blades and a slotted hub block.

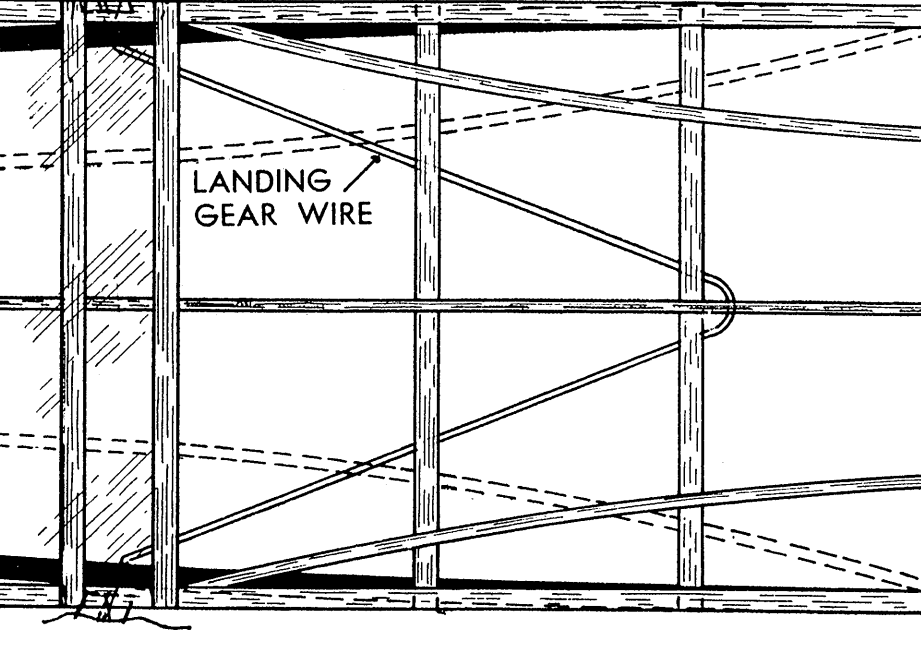
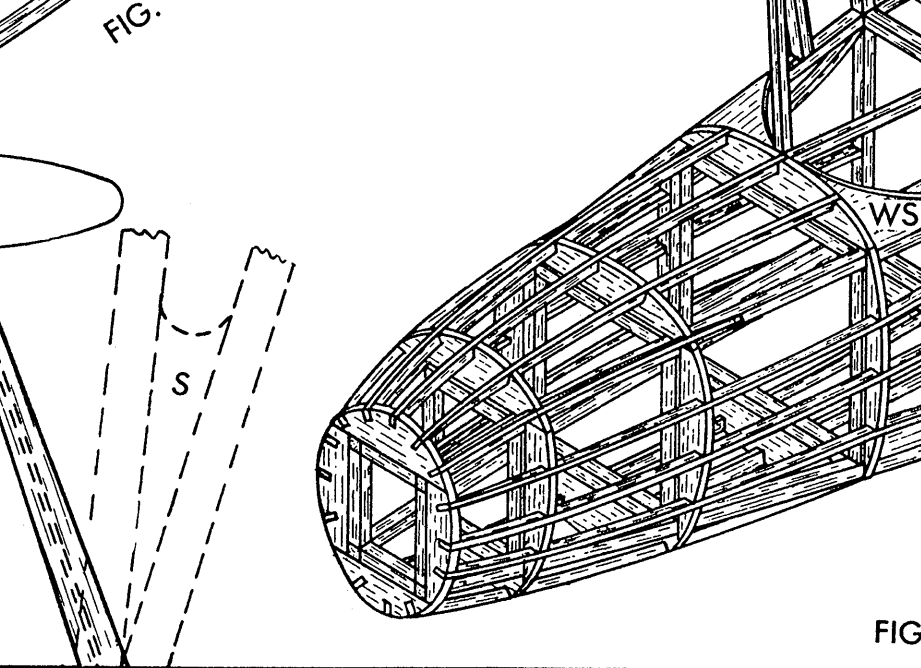
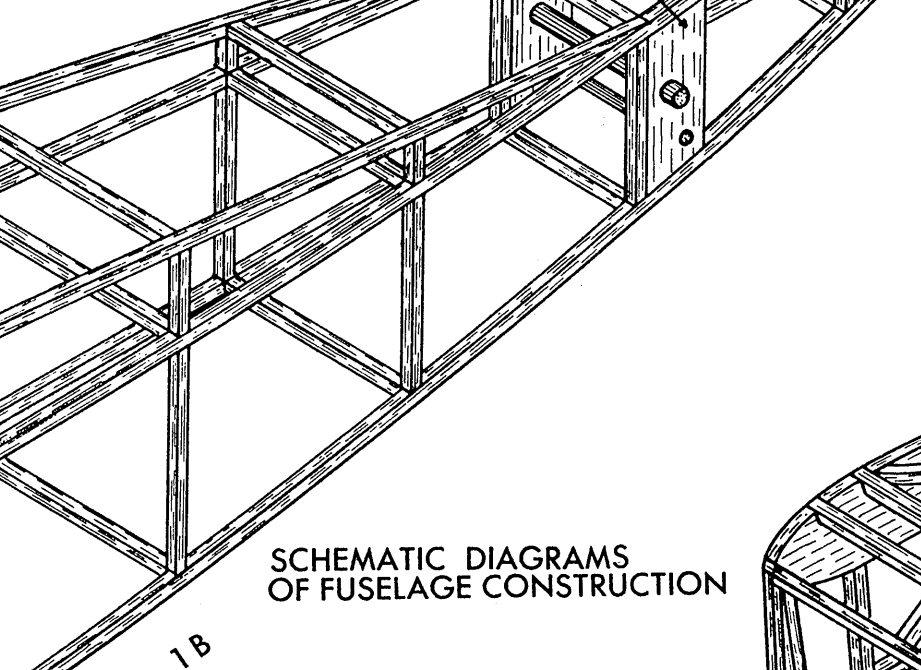
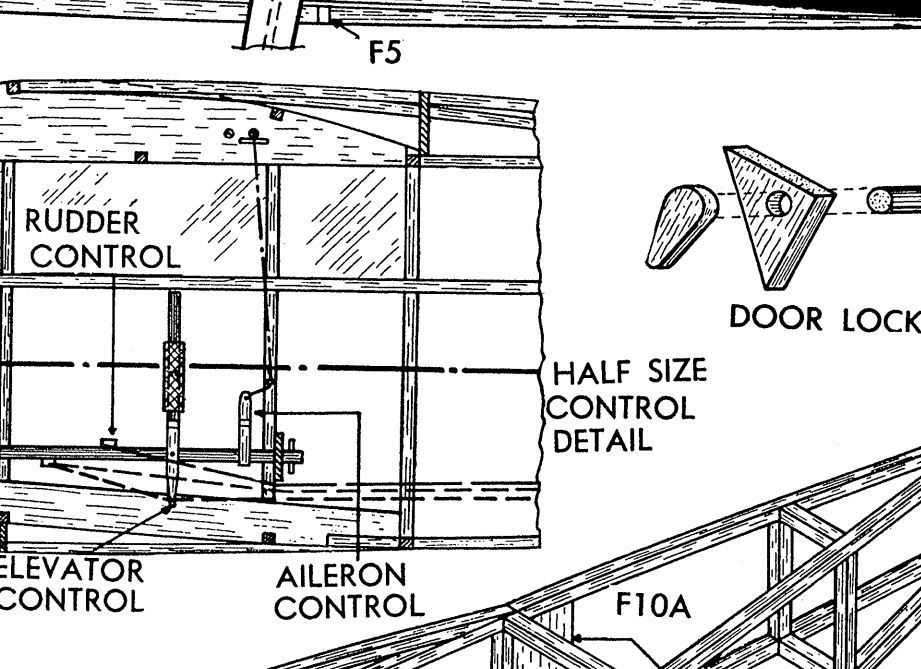
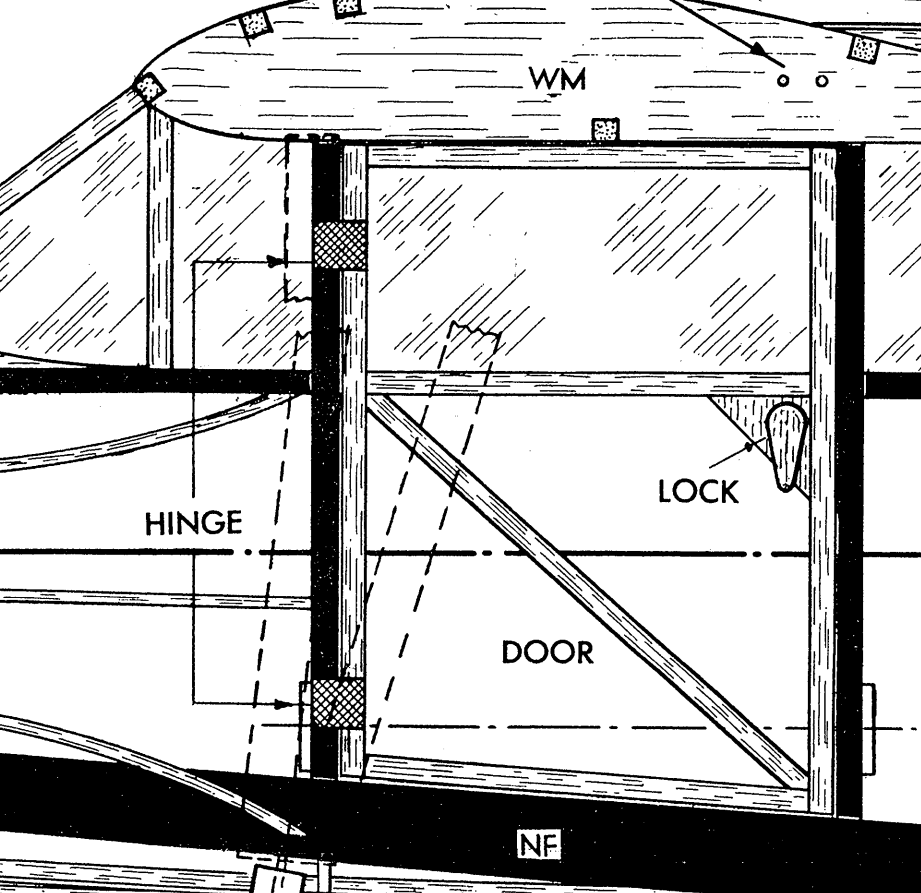
A—Cement the prop blades into the hub and cut hub away as illustrated on plan.

B—Sand the inside blade of the propeller with a slight hollow effect, exactly illustrated on plan.

C—Sand the outside of the blade to a smooth finish.

D—Follow your plans carefully to construct the free wheeling device.

ALERON CONTROL WIRES PASS THROUGH HOLES IN RIBS



THE UC-61A "FORWARDER"
A pacetime plane with a remarkable wartime record is the UC-61A "Forwarder," known to thousands of private pilots as the Fairchild F-24.

Few, if any, non-combat planes can boast of serving on more fronts and in more distant corners of the world. Forwarders landed in Crete, Sicily and Italy within a few days of our invasion forces. Forwarders, flying under the British designation of Argus, performed thousands of missions in England and in Europe. The Office of Strategic Services commandeered a civilian UC-61A to drop secret agents behind the Jap lines in the East Indies. And other Forwarders flew vital missions in India and Burma.

The slim, graceful, sturdy UC-61A was a familiar sight, too, many scores of miles from the battlefields. They patrolled Brazil's long and vulnerable coastline to spot submarines. And, in the hands of our Civil Air Patrol pilots, Forwarders handled the same assignment along the Atlantic and Pacific frontiers of our own nation. That they did their job well is a matter of record. One Forwarder located three Nazi subs in a single week, gave the warning to larger military planes, and stood by for the kill. All of the submarines were sunk.

The Forwarder was born in 1934 as a two-place plane. Year by year, the plane was enlarged and refined. When it entered upon war duty, it had grown to a four-place plane of unusual range. And improved still further, it is now available as a deluxe personal plane, with a top speed of 133 m.p.h. and a maximum cruising range of 620 miles.

STEP A FUSELAGE
A—Start construction of fuselage by pinning down longerons and NF, securely on BLACK longeron outline on side view.

B—Cut side braces and cement between longerons in their proper positions.

C—Build other side of fuselage directly over the first. Allow ample time to dry during which all printed parts, formers, ribs, etc., can be cut out.

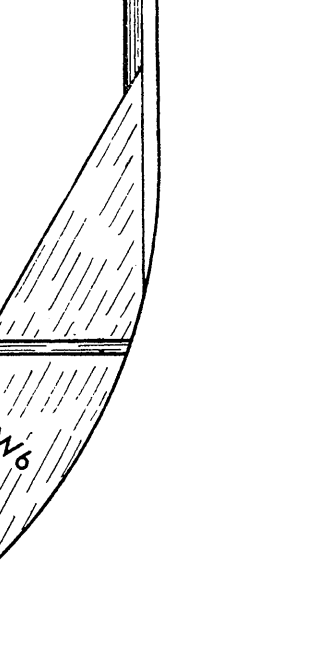
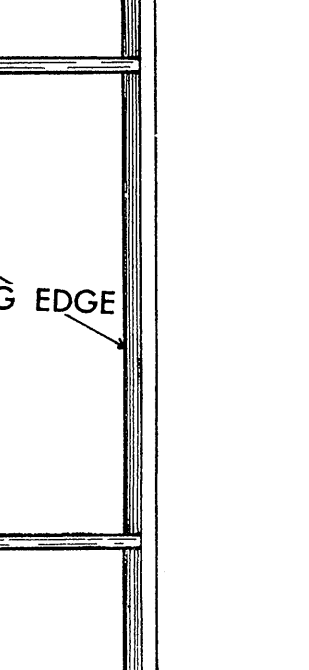
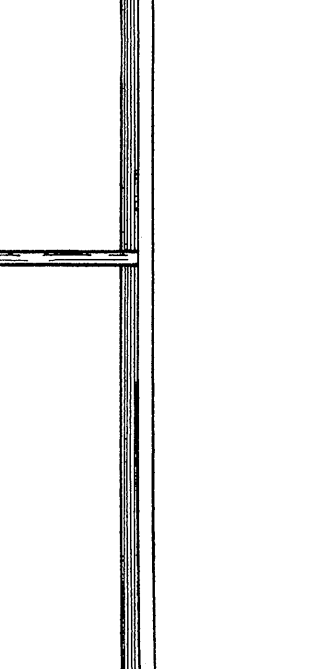
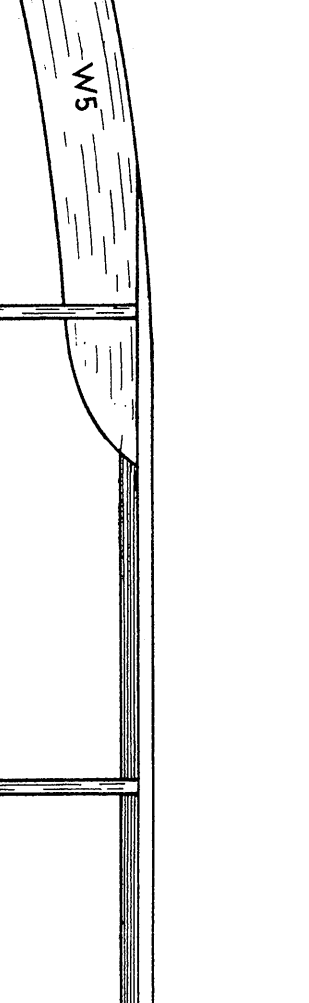
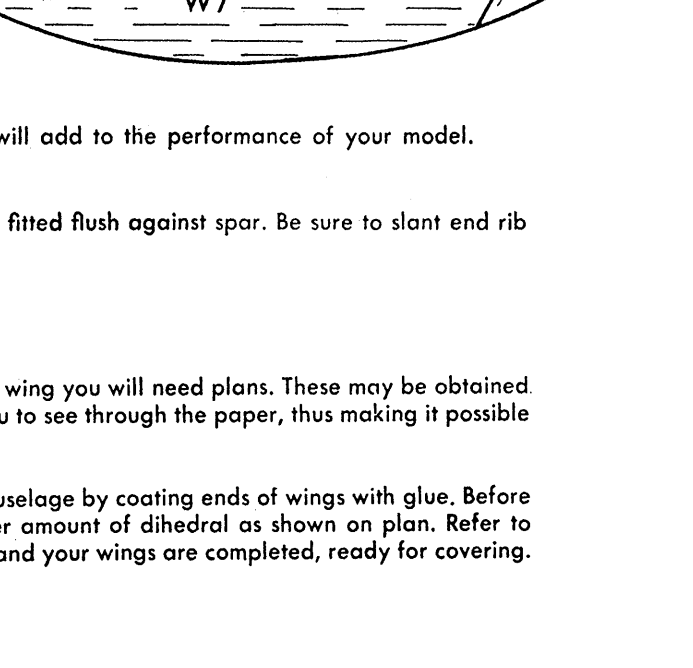
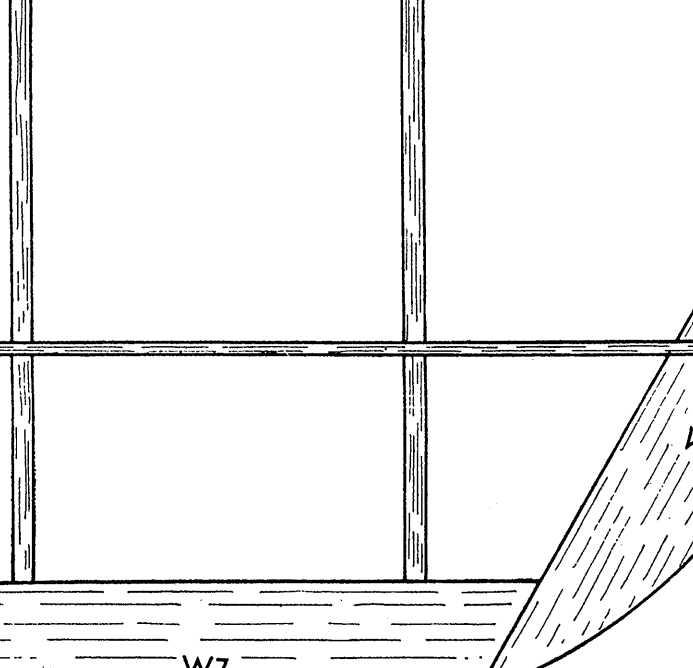
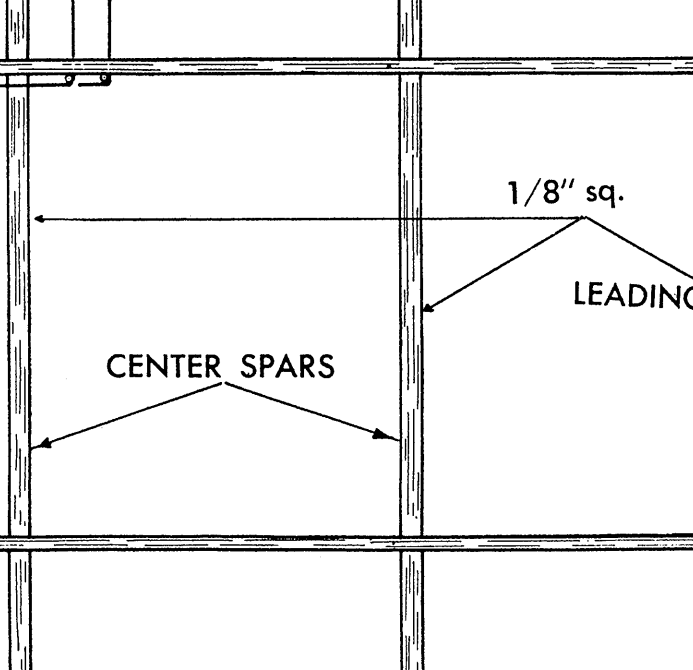
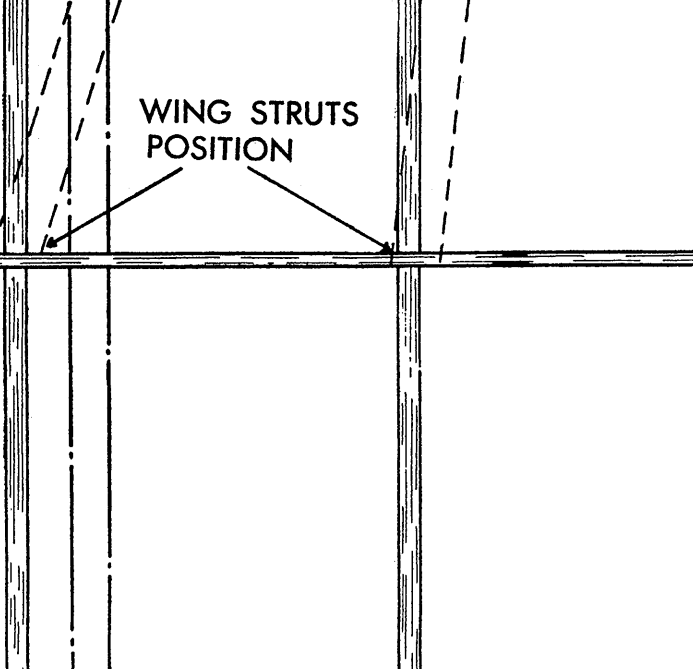
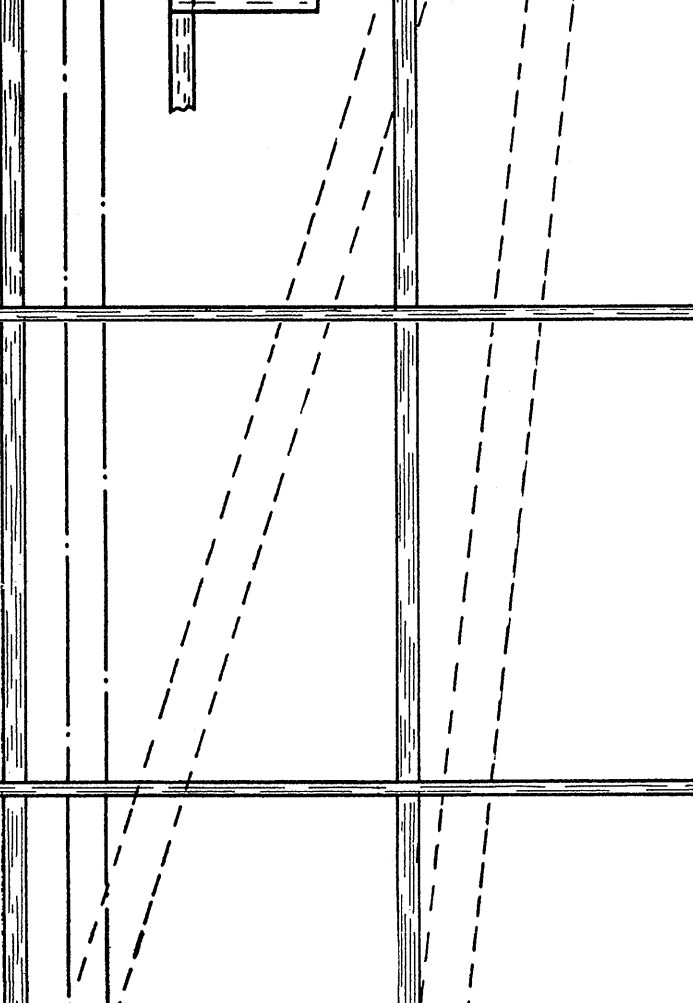
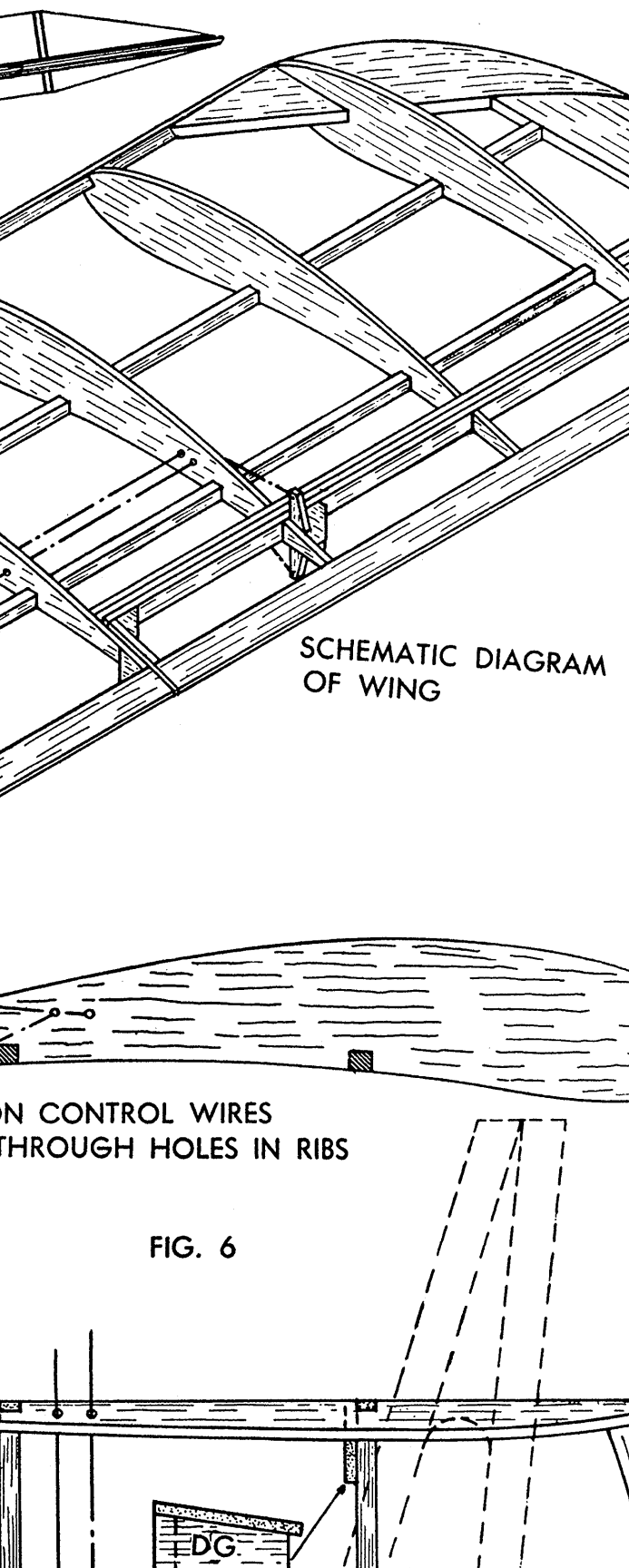
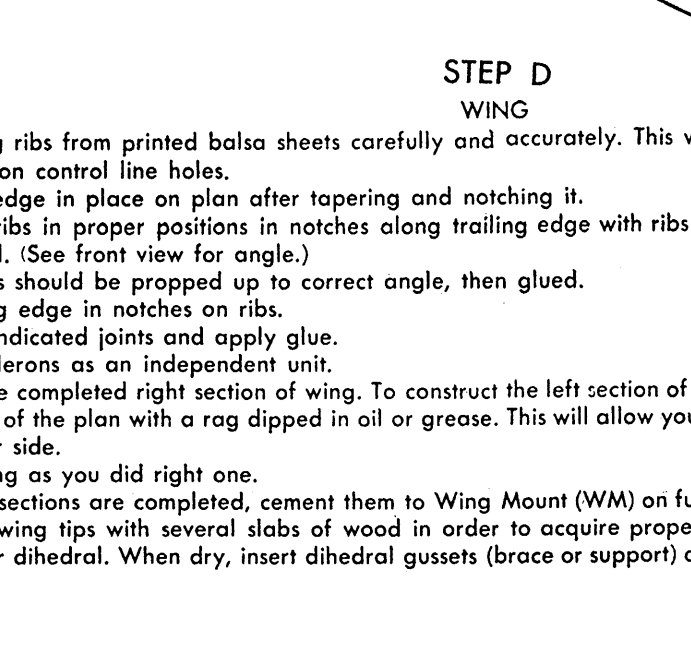
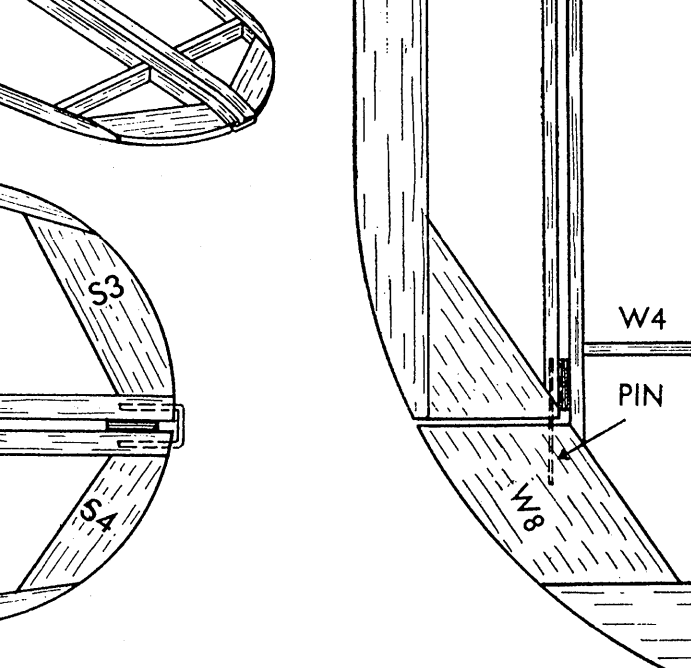
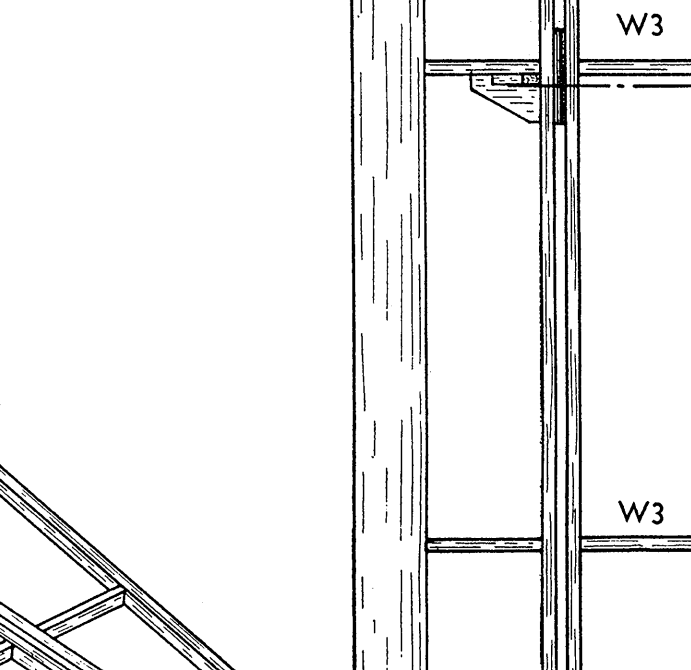
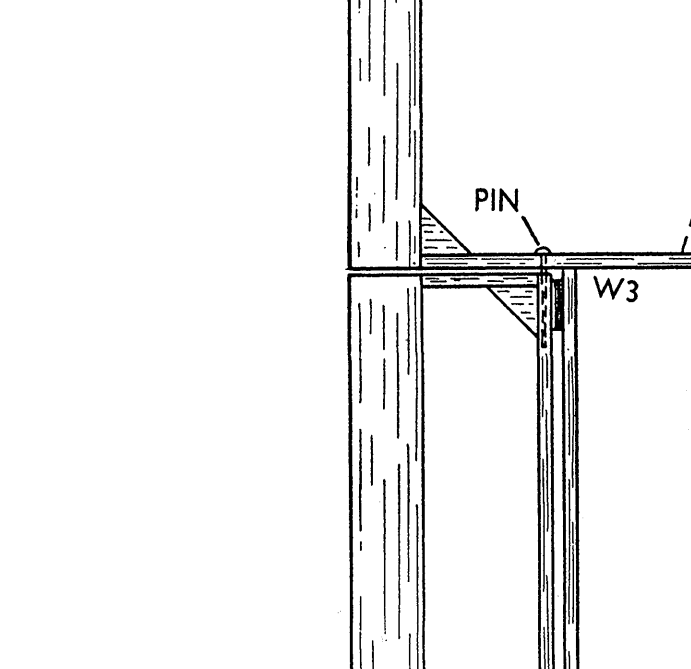
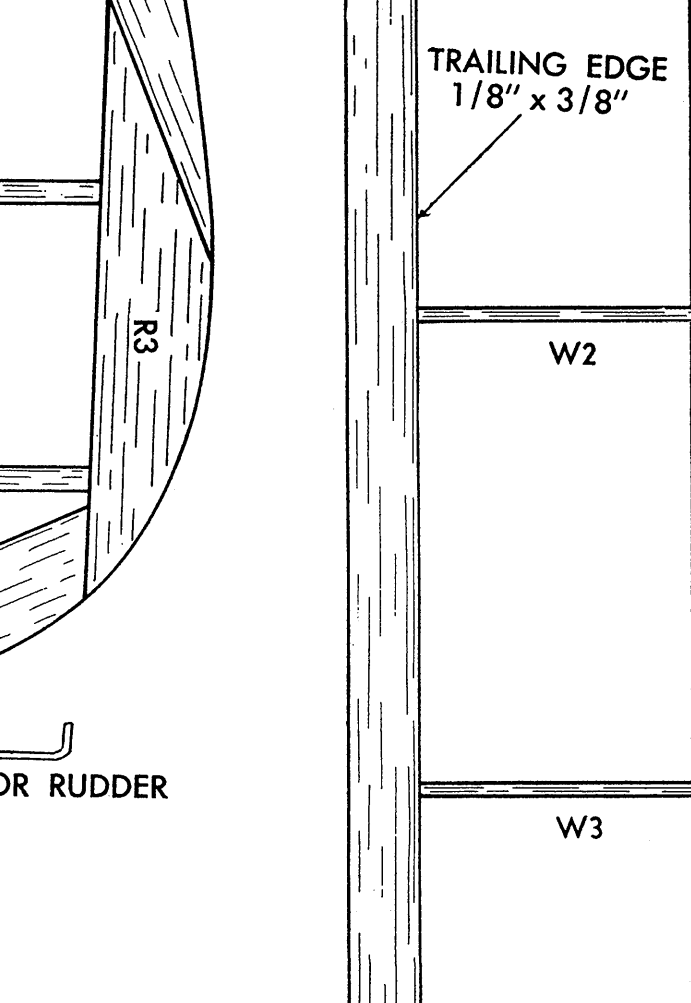
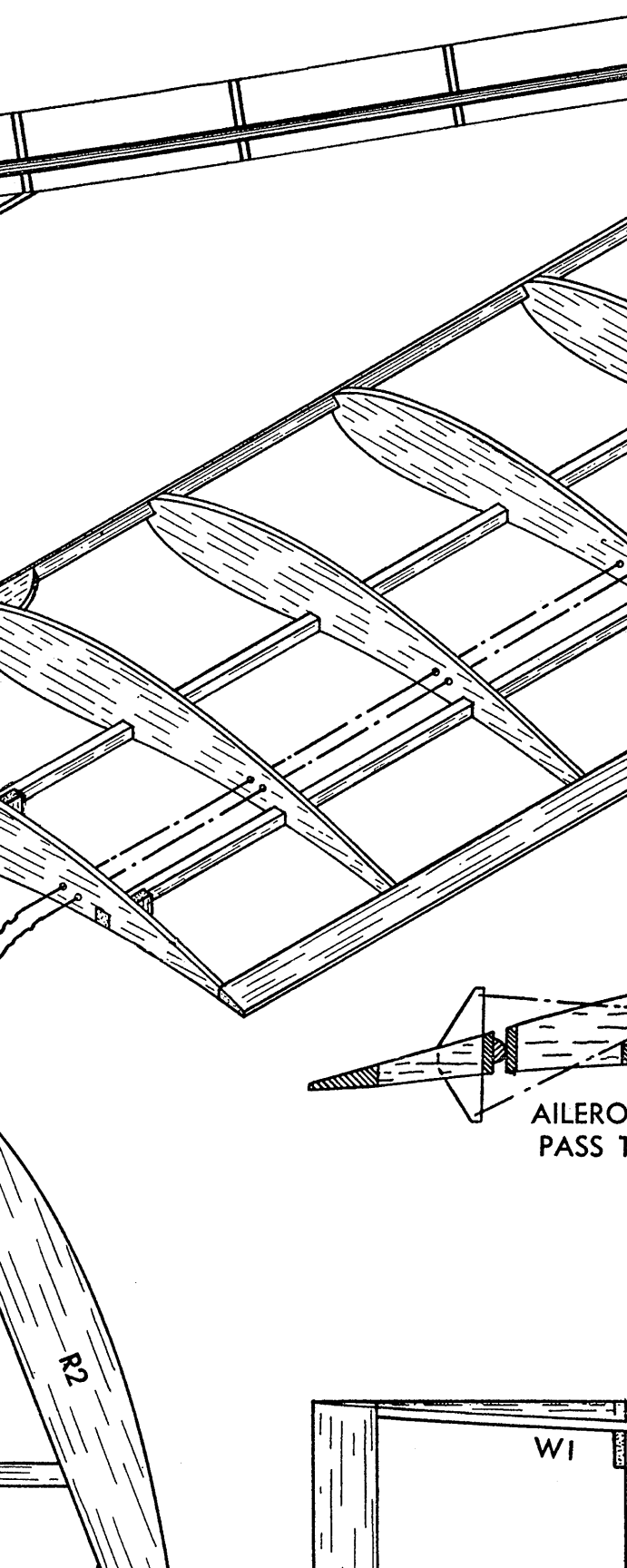
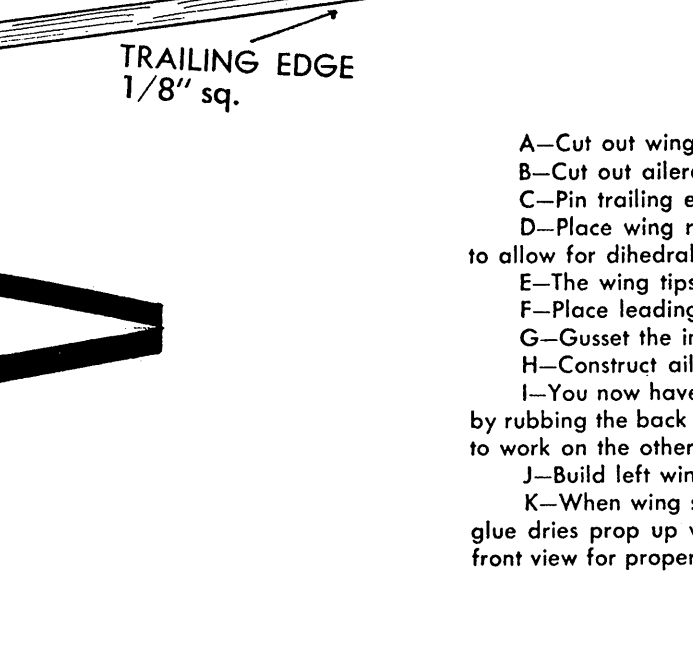
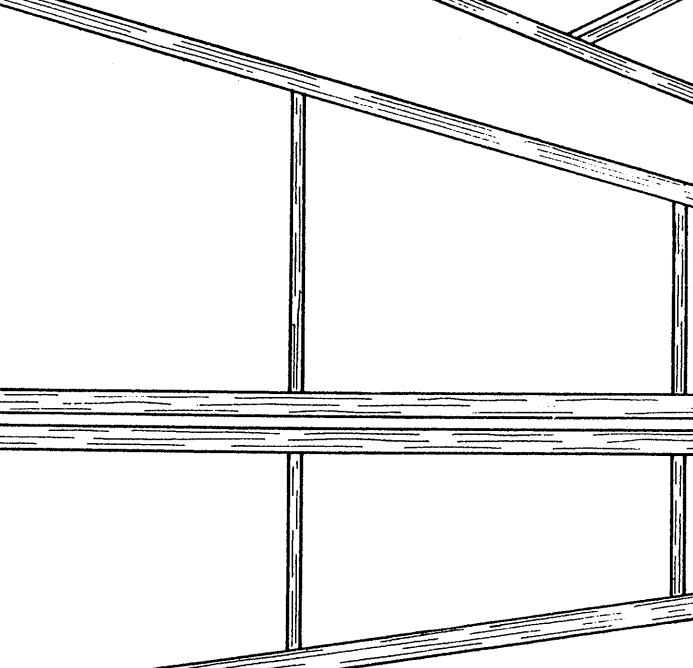
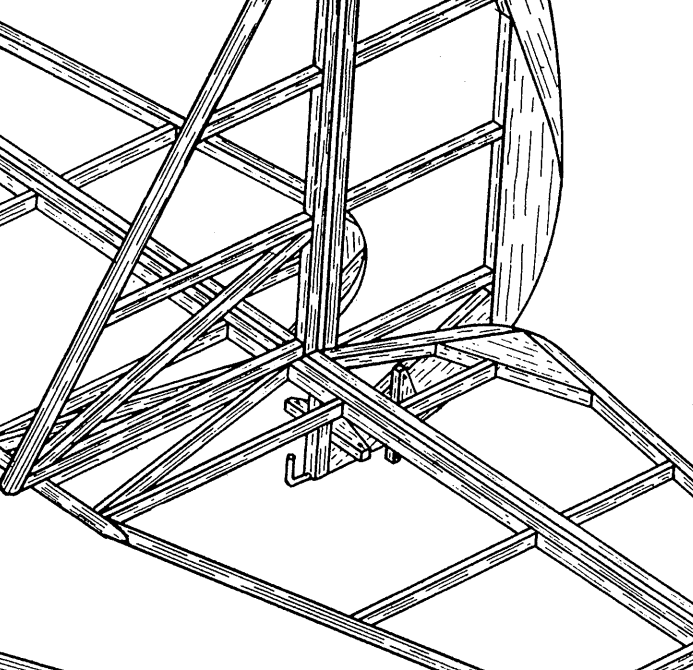
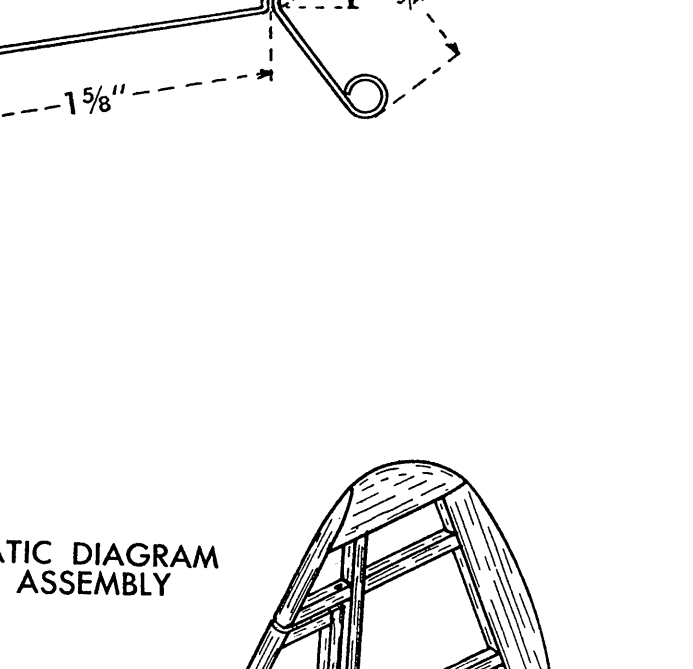
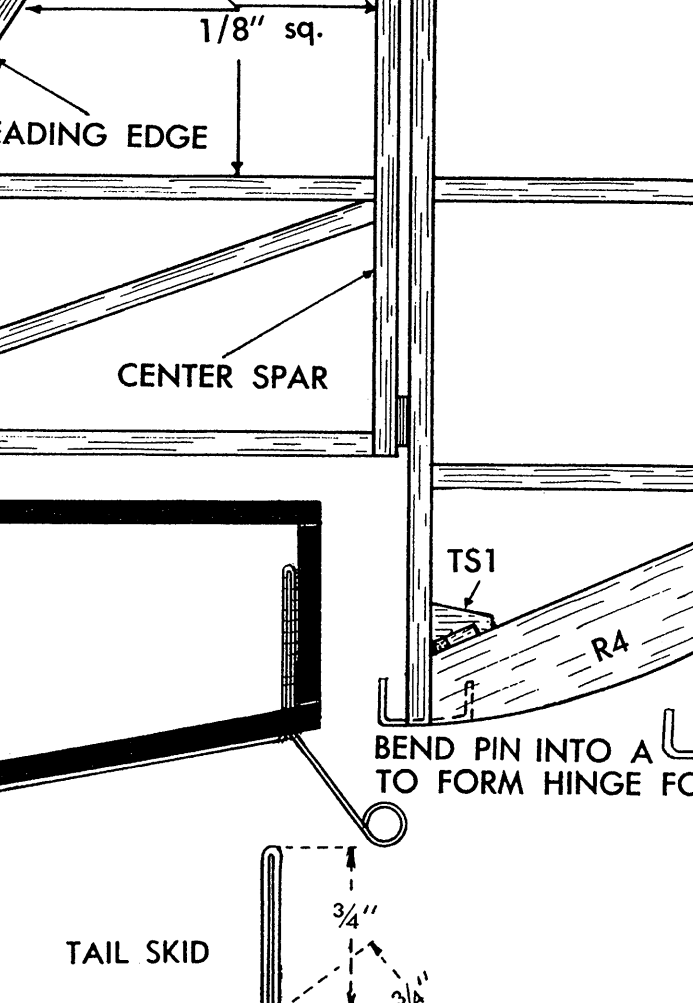
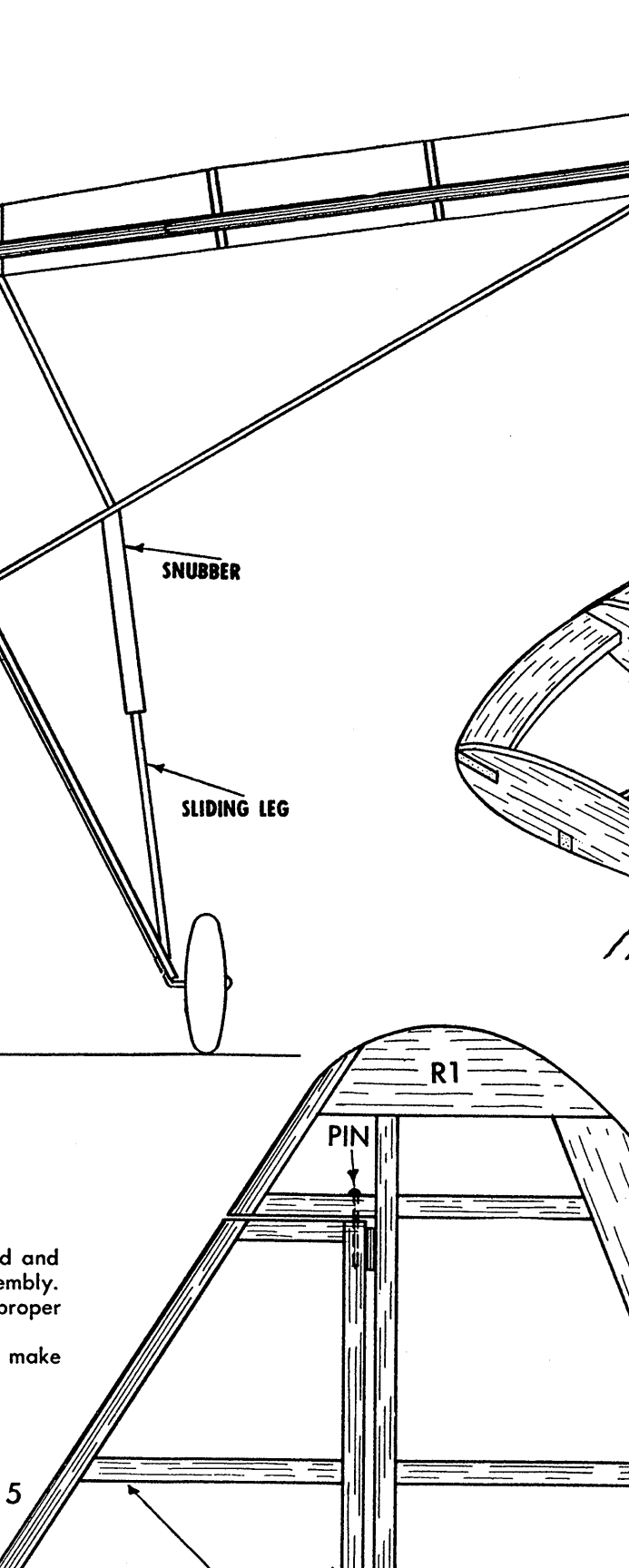
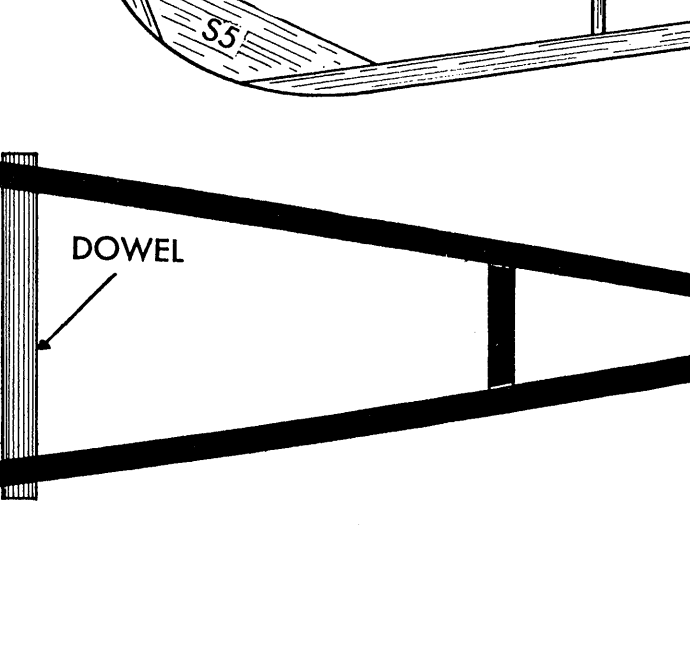
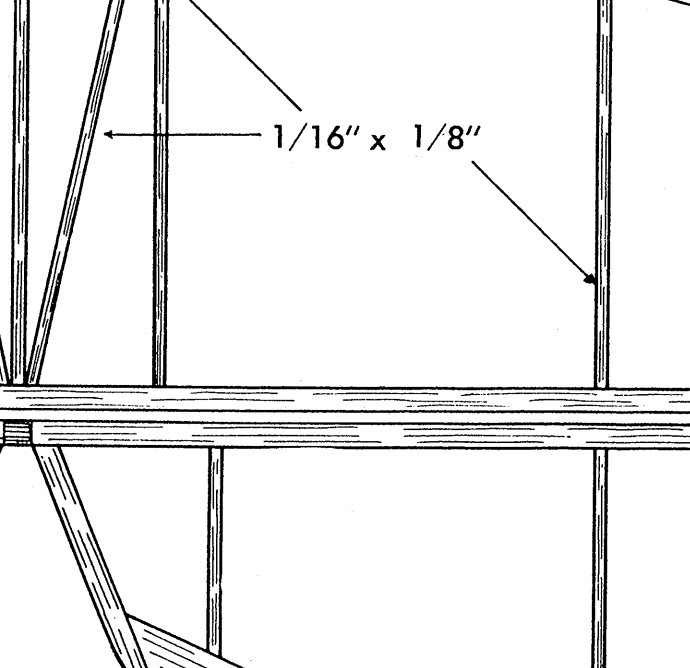
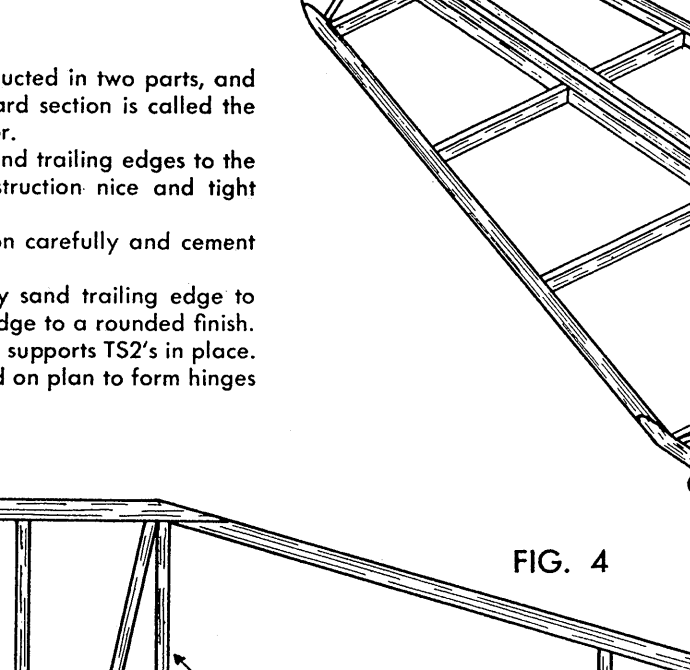
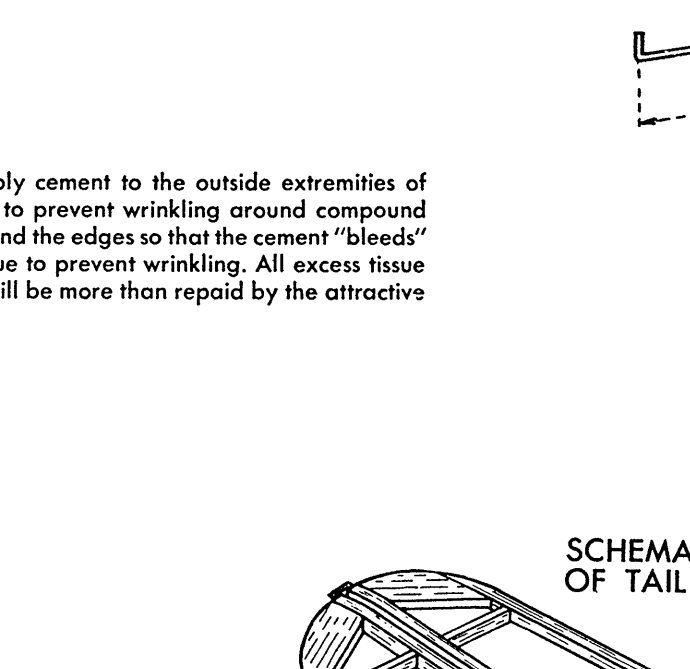
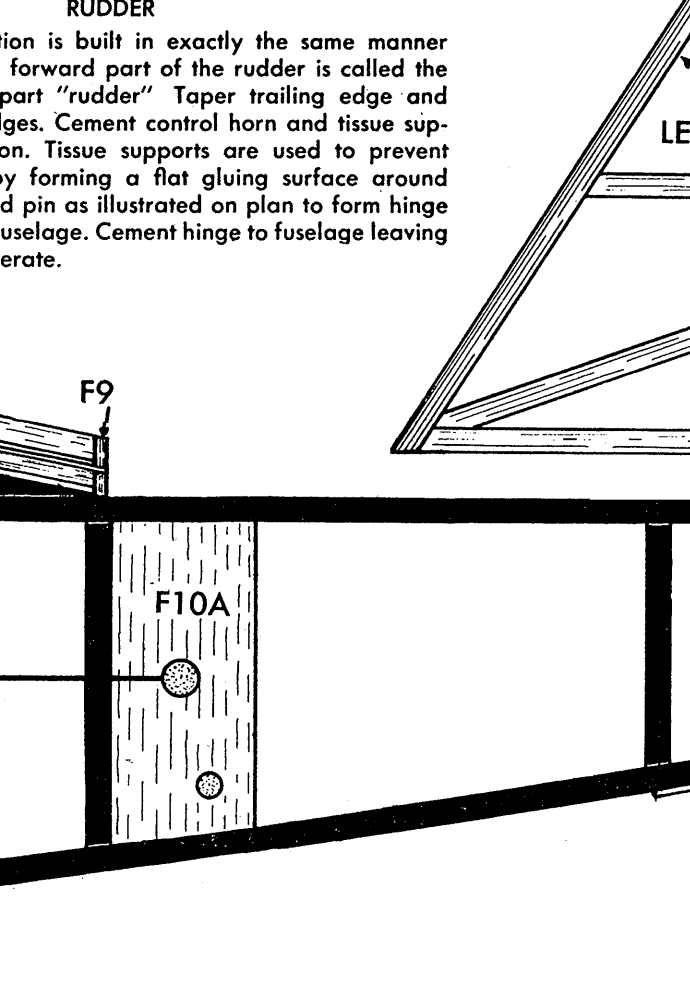
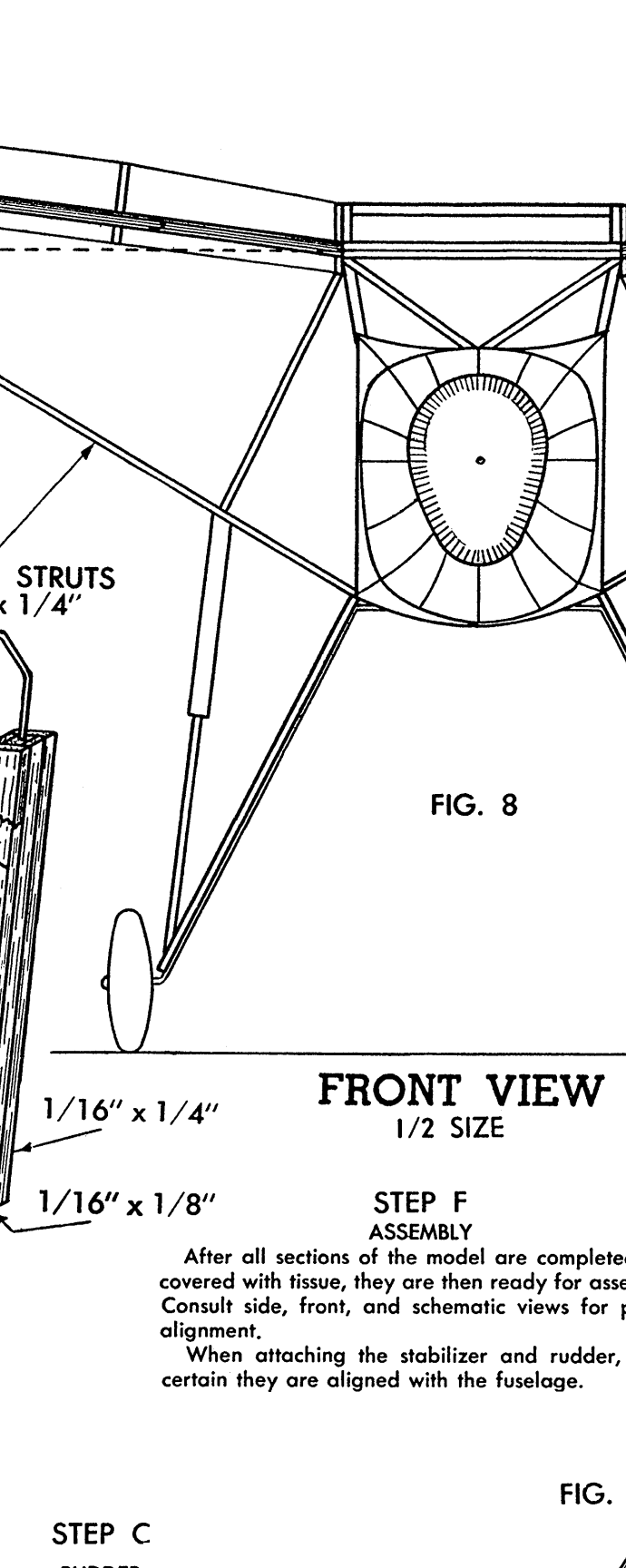
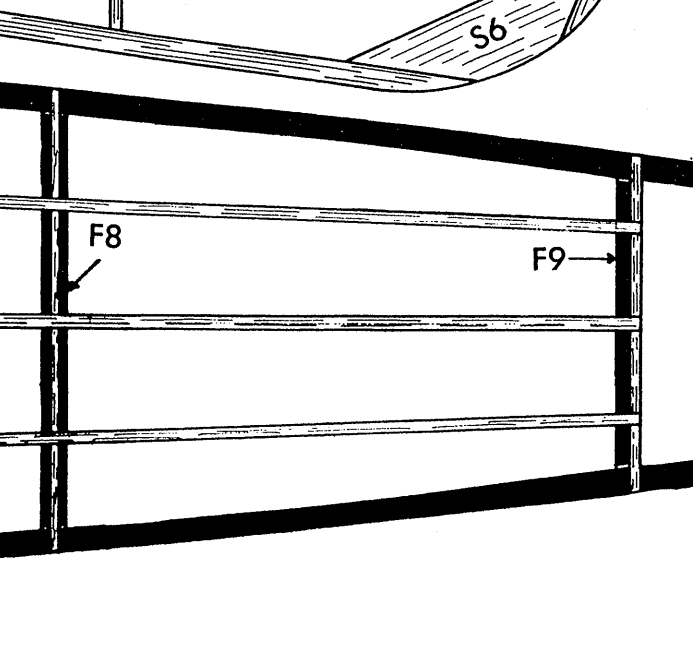
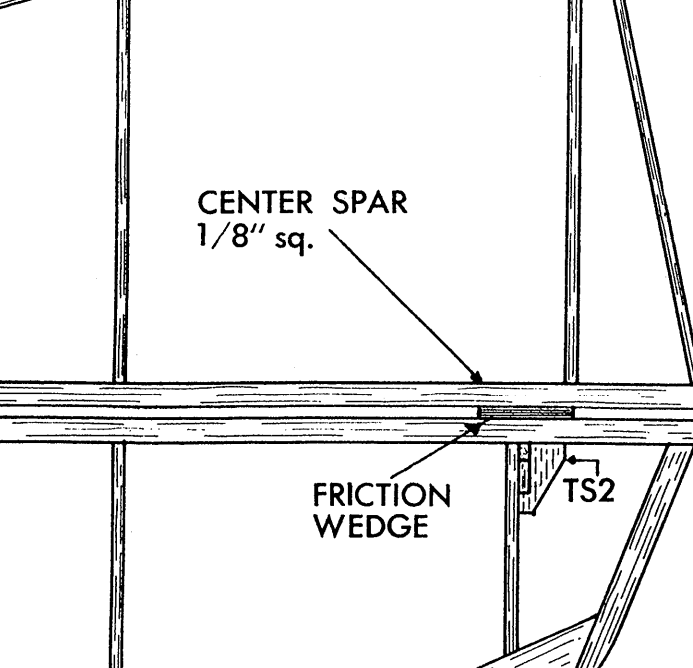
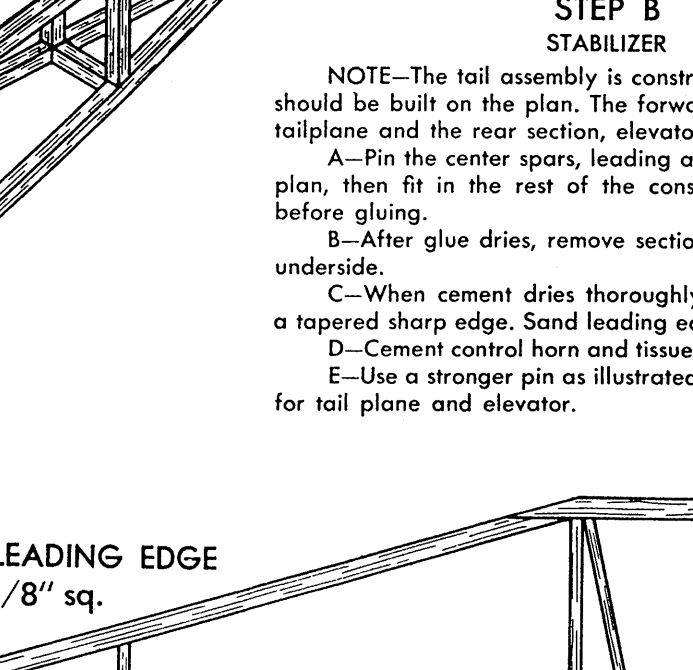
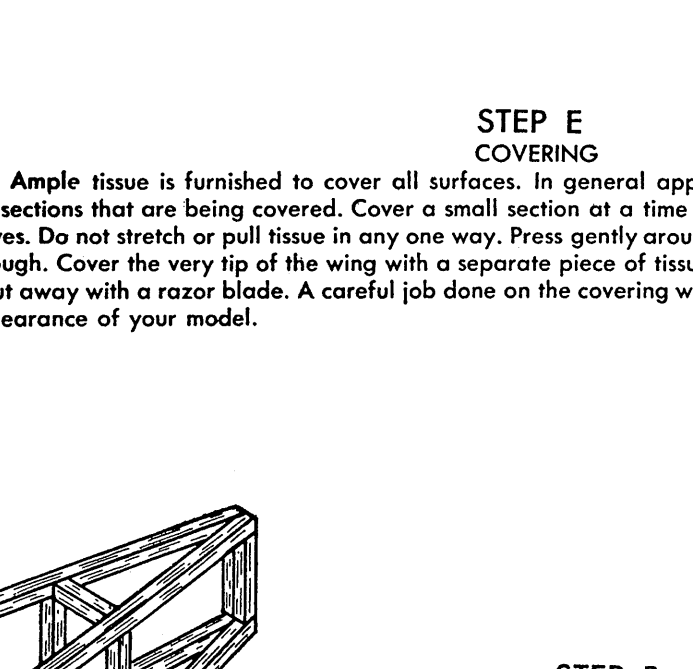
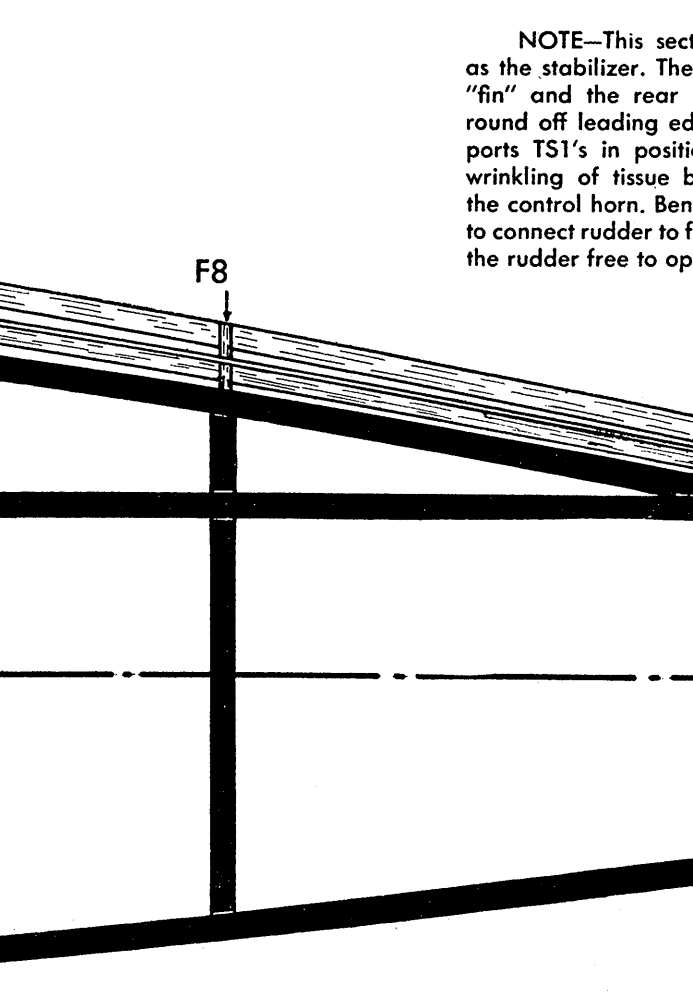
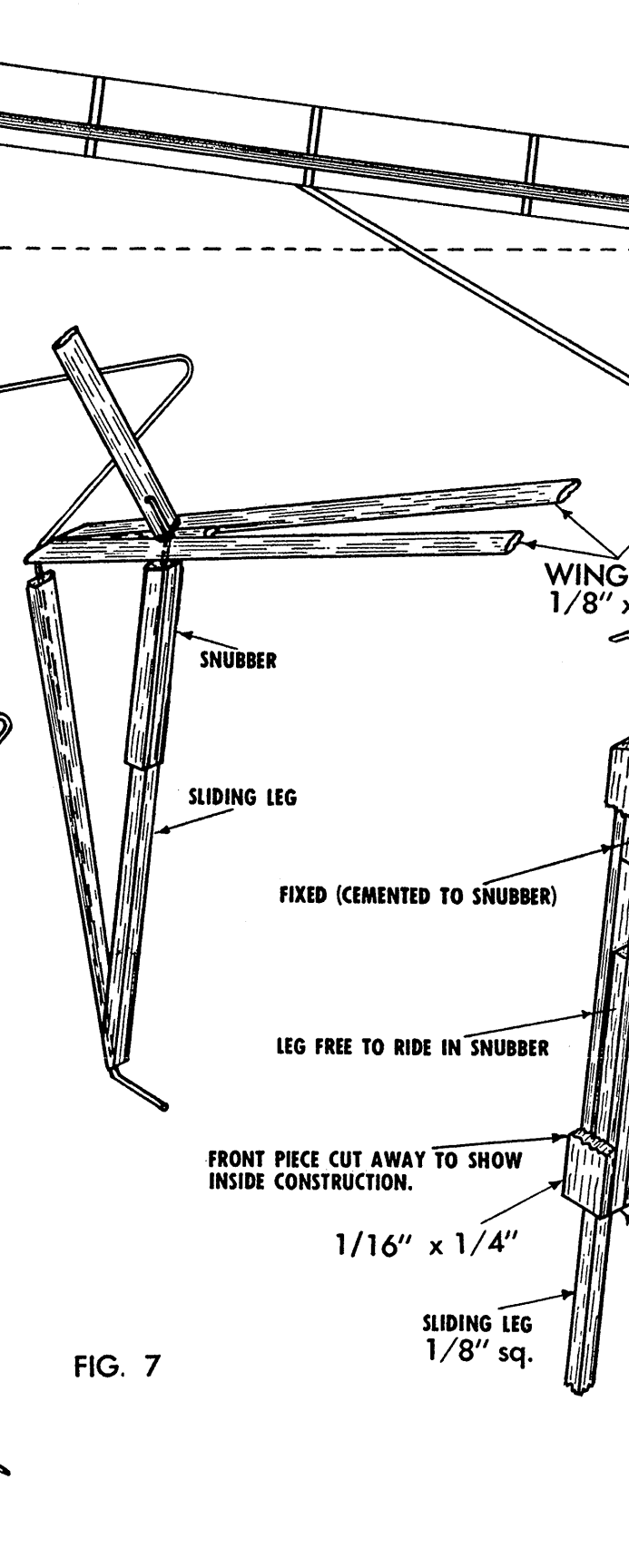
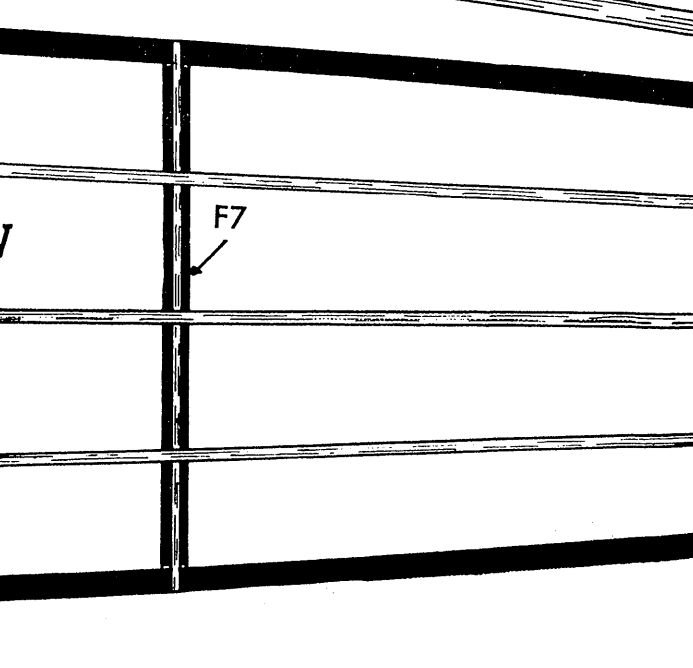
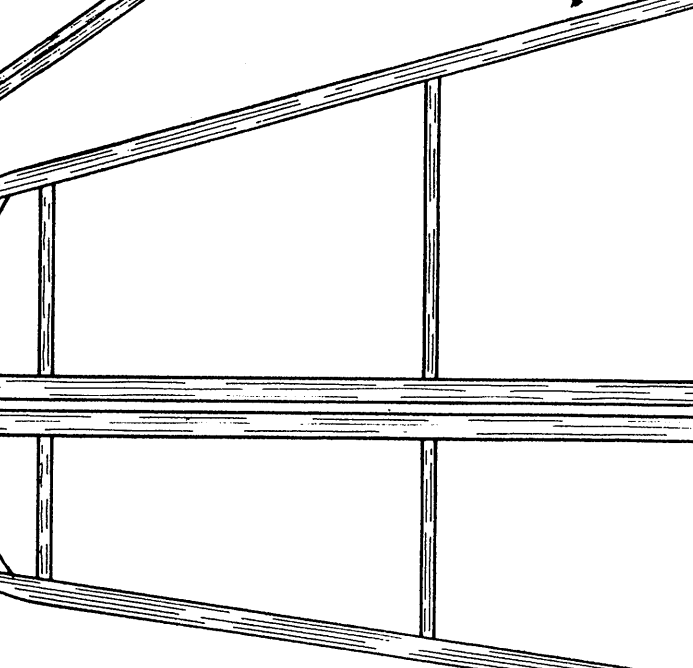
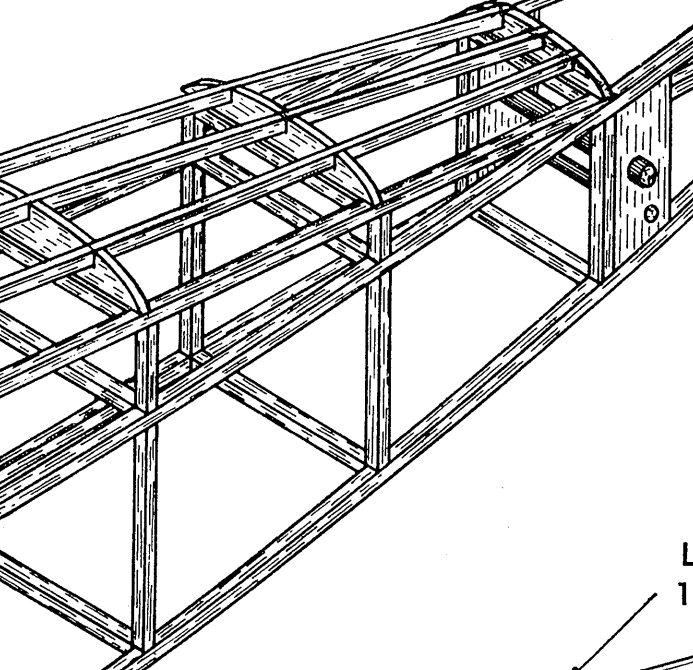
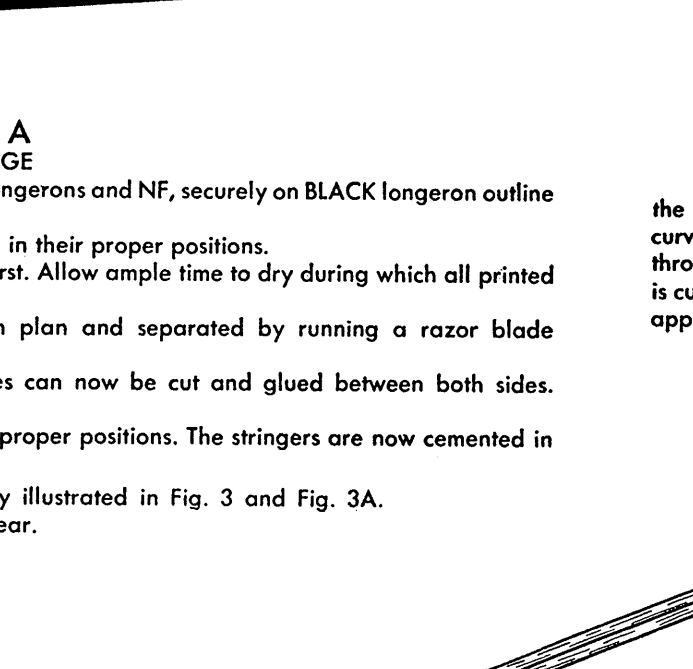
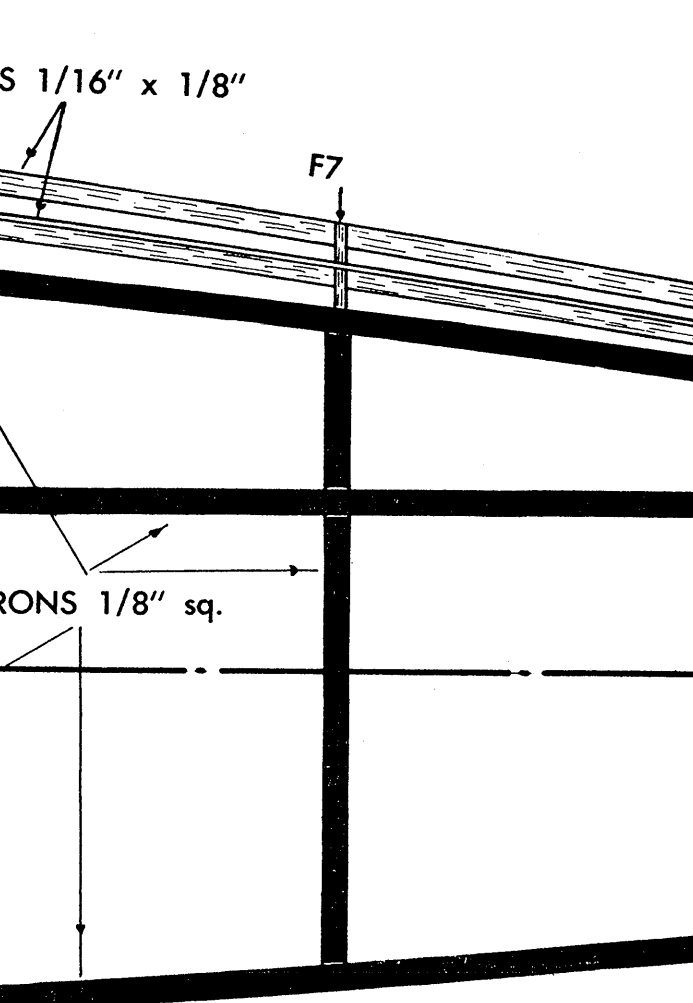
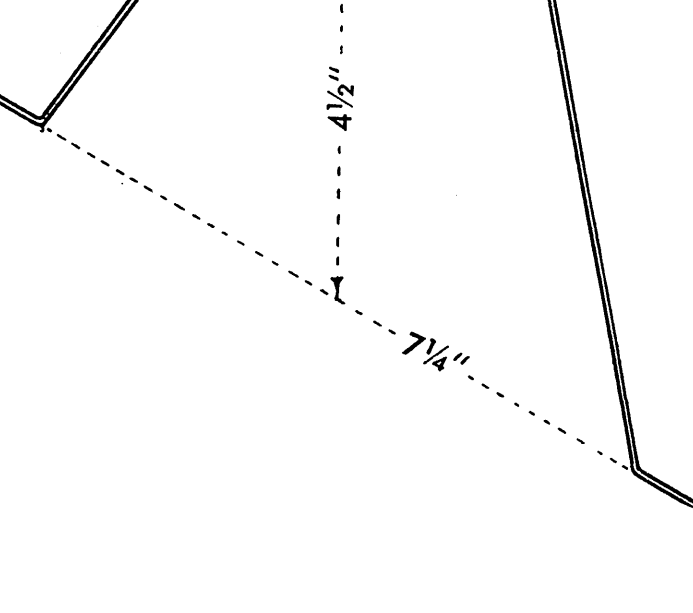
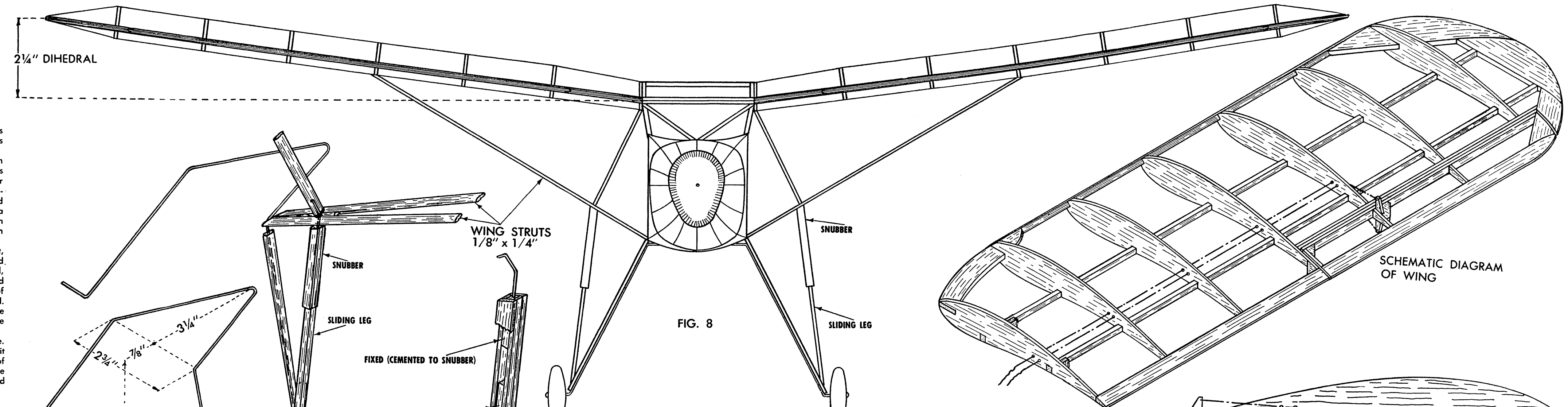
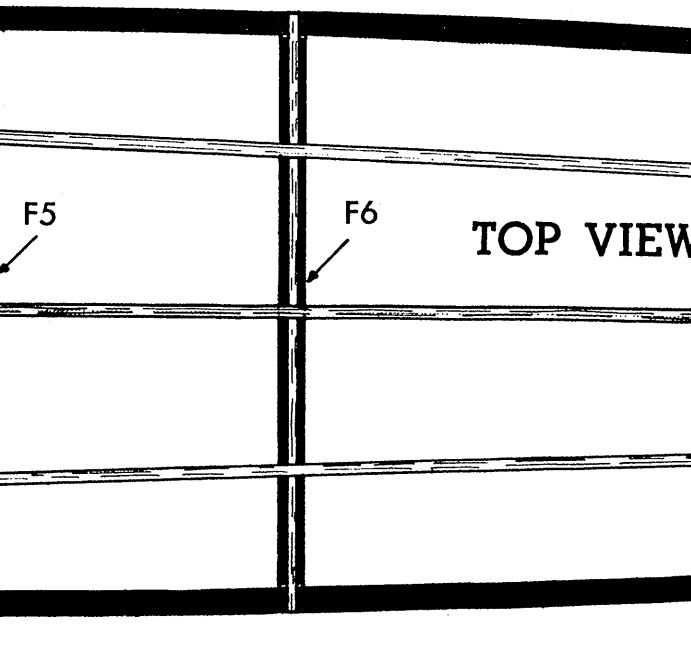
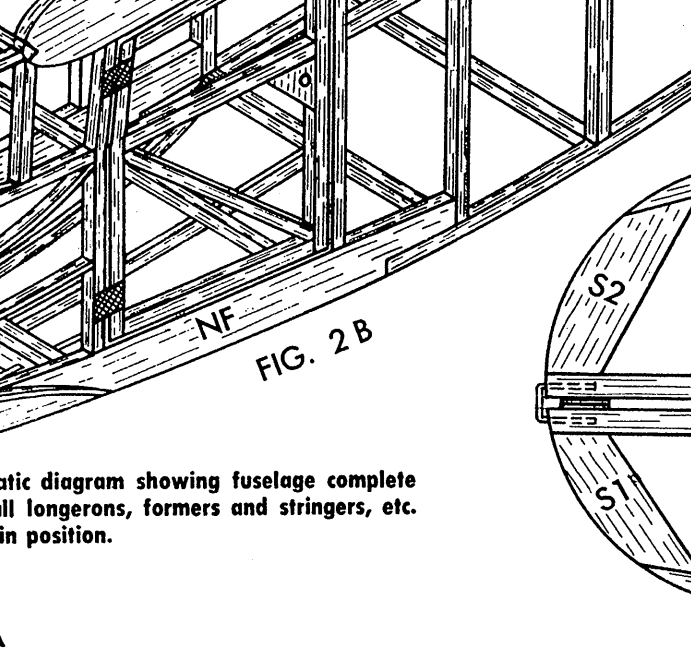
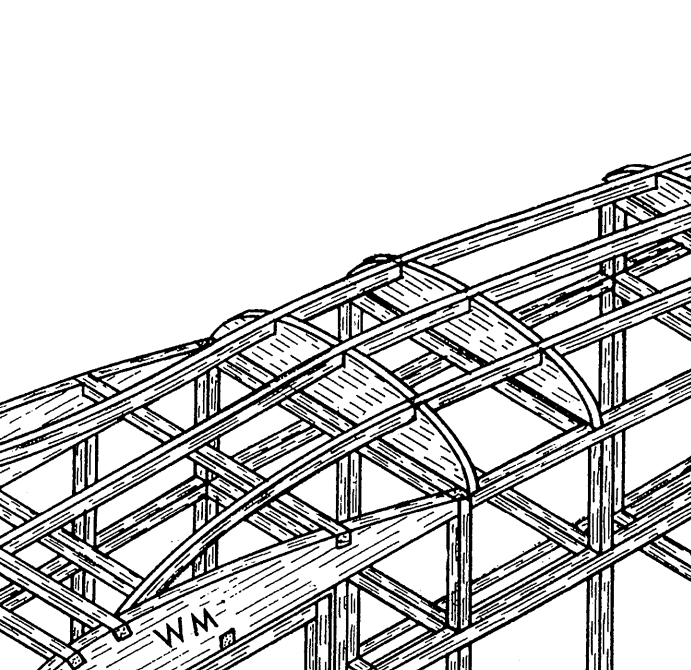
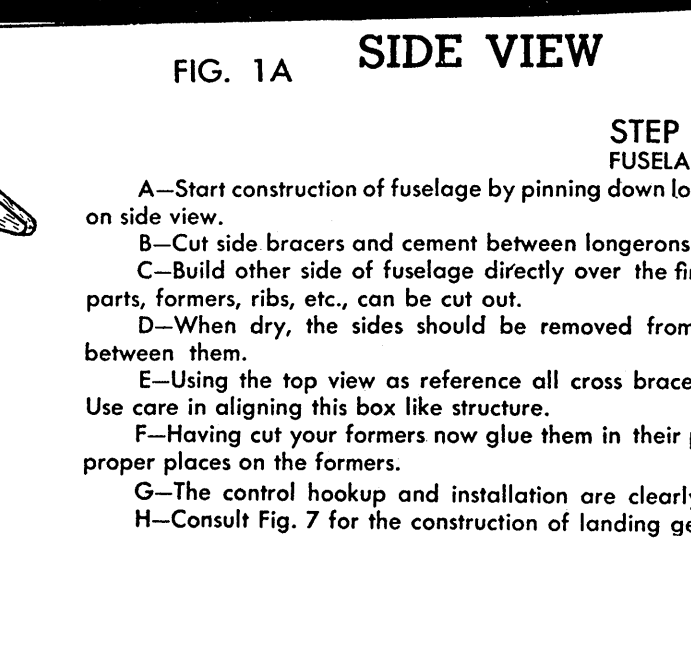
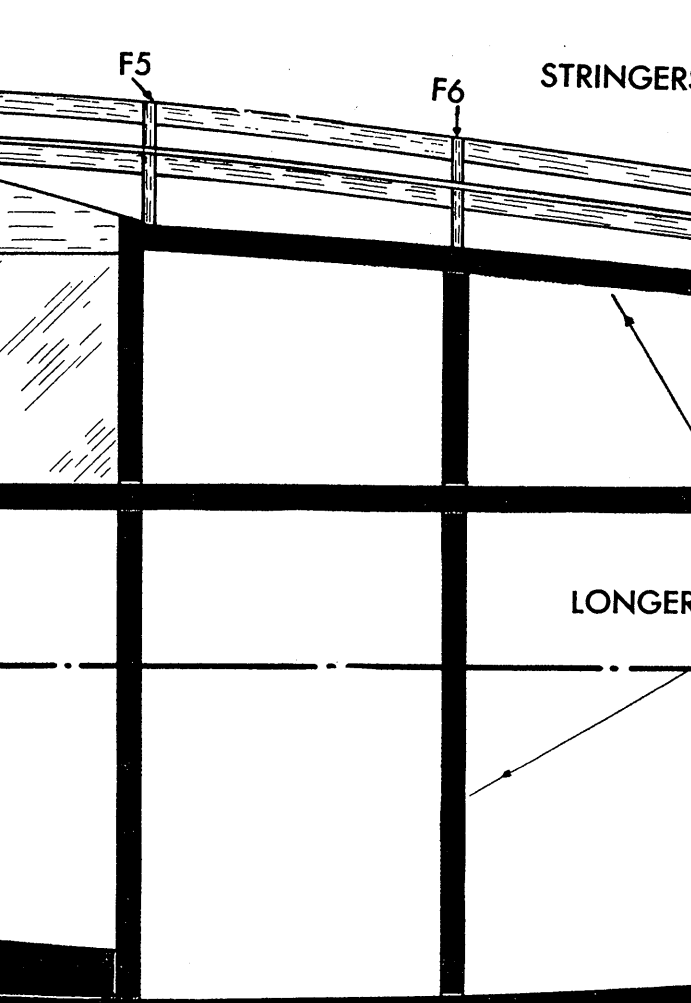
D—When dry, the sides should be removed from plan and separated by running a razor blade between them.

E—Using the top view as reference all cross braces can now be cut and glued between both sides. Use care in aligning this box like structure.

F—Having cut your formers now glue them in their proper positions. The stringers are now cemented in proper places on the formers.

G—The control hookup and installation are clearly illustrated in Fig. 3 and Fig. 3A.

H—Consult Fig. 7 for the construction of landing gear.



STEP D WING
A—Cut out wing ribs from printed balsa sheets carefully and accurately. This will add to the performance of your model.

B—Cut out aileron control line holes.

C—Pin trailing edge in place on plan after tapering and notching it.

D—Place wing ribs in proper positions in notches along trailing edge with ribs fitted flush against spar. Be sure to slant end rib to allow for dihedral. (See front view for angle.)

E—The wing tips should be propped up to correct angle, then glued.

F—Place leading edge in notches on ribs.

G—Gusset the indicated joints and apply glue.

H—Construct ailerons as an independent unit.

I—You now have completed right section of wing. To construct the left section of wing you will need plans. These may be obtained by rubbing the back of the plan with a rag dipped in oil or grease. This will allow you to see through the paper, thus making it possible to work on the other side.

J—Build left wing as you did right one.

K—When wing sections are completed, cement them to Wing Mount (WM) on fuselage by coating ends of wings with glue. Before glue dries prop up wing tips with several slabs of wood in order to acquire proper amount of dihedral as shown on plan. Refer to front view for proper dihedral. When dry, insert dihedral gussets (brace or support) and your wings are completed, ready for covering.