

Instructions

General

Markings:

** double with 1mm card

* double with 0,5mm card

The assembly is divided into several subassemblies that are joined at the end. The glue tabs are omitted in the diagrams for clarity. 1mm florist wire can be used for all strengthenings. All wire parts carry capital letters and are cut according to the wire template. Some experience in cardmodelling is recommended, the instruction text is only brief.

Subassembly A - Cockpit

Parts 3 and 4 are perpendicular to part 1. Part 1 needs to be angle-cut at the trailing edges according to part 4. Part 11 is the inner cockpit wall and has to be mounted with the colour inside. It protrudes at the ends and makes up two glue tabs for the fuselage planking. The instrument panels are mounted last. Parts 8a-d are the instrument casings and consist of a side and a back wall part each.

Subassembly B - Fuselage

The fuselage frame is assembled from parts 12 to 16d. The planking has to be started with part 17. Part 17 needs to be scored left and right and slightly bend backwards. All glue tabs 17a-h are also scored but bend backwards after they are glued to part 17. The prepared part is then aligned such that the top edges of the cockpit align and the bend glue tabs align with the according edges on the formers. Part 22 needs to be pre-rolled and formed very thoroughly, because it has to fit to former 15 on one side and former 16 on the other and they are very different. This also holds true for parts 23 and 24 which make up the stern of the fuselage. Part 25 can be attached from the front when all plankings

are mounted. Part 25a is the former that also makes the landing light.

Subassembly C - Center wing section

The central wing spar is made from parts 29-29c. The leading spar 29a has to be scored twice and bend backwards so that it fits to part 29. The glue tabs 30aL and 30bL are glued to the outer edges of the wing coverings 30R and 30L and provide connections to the outer wing parts. The wing coverings are pre-rounded and joined at the trailing edge with a little glue. To prevent the covering from bending inside at the trailing edge a paper strip folded in half can be added inside. The coverings are then slid onto the spar from left and right and joined using glue tab 30b.

Subassembly D - Wings

First make the spar from parts 31 and 31a and glue it to former 29c of the center section. The wings 32R and 32L are thoroughly rounded and joined at the trailing edge. Like with the center section a strip of folded paper can be added to prevent dipping of the wing surface.

Subassembly E - Engine nacelles

The diagrams show the left engine, the right engine is assembled accordingly. The numbering of the parts does not distinguish left and right, so don't make both nacelles at once. After making the frame form parts 33-37, glue parts 35a, 35d and 36a to the inside of the wheel well to make the inner covering. The edges of parts 38 and 39 are covered with parts 38a and 39a and glued into the wheel well as gear mountings. Don't forget the two holes. The small parts 36b and 36c are mounting points for the gear struts. The planking is started with part 40 and its glue tabs. Parts 41 to 44 are doubled using parts 41a to 44a with the coloured side facing inwards.

Note that the parts do not align, but are displaced a bit to create glue tabs. The front planking starts with part 48 which has to be preformed exactly. It is then mounted with its glue tab 48a into its place. The right air intake is made of part 49a which has two folds and the added part 49b. The left intake is made from the rounded part 50a and the former 50b that is glued into its back opening. Both intakes are then glued to former 33b. Next is part 47, make sure that the stronger curvature faces the front. The planking is finished with part 49 and the carefully formed part 50. Part 40b is rounded and mounted as the covering of exhaust pipe 51. Take care mounting parts K and U correctly as they provide the correct angle for the engine nacelles. Note: The just described front part of the engine nacelles is identical for both engines. It is not mirrored.

Subassembly E - Gear and Propellers

The wheels are made of parts 53a-m. All the discs are doubled using 0.5mm cardboard. The discs are glued together to form a stack and are sanded round when dry. The wheels are painted black and a 1mm hole for the axle is drilled. Now cut all the wire pieces for the landing gear according to the cutting template. The main wheel struts are made by rolling parts 54b and 54c around the according wire pieces C. Small parts 54d provide mounting points for the back struts. Part 54a with wire D is the axle of the gear. The wheel axle is made of wire E and gets the two end covers 54e after sliding on the wheel. Using piece 54 everything is assembled into a gear. The wire pieces for the back struts are also rolled into the according paper pieces, This is easier if the paper layers are split making the paper thinner. Or just use wire and colour it appropriately. The strut consists of a H-shaped piece and a Y-shaped piece.

The wheel well doors are made of parts 57 and 58. The inner part 57a protrudes a bit to form a glue tab. The doors are but glued to the main gear strut. When making the propellers 62 a short piece of a toothpick can be added inside.

Final assembly

The wing is attached from below into the cut-out in the fuselage. The engine nacelles are mounted. Note the diagram showing that the center former of the nacelles is not centered on the cut between the wings parts. The propellers are mounted parallel to each other (same compression points of the engines!)

Subassembly F - Addon parts

First preform the wing fairing 64L and 64R and attach it. The part has to provide a smooth transition between wings and fuselage. Then close the engine nacelles with fairings 52L and 52R. The fuselage nose needs to be transparent. You can either look for an appropriate piece in a blister pack, maybe for pills, or vacuform one by yourself. Alternatively part 67 is provided, but that is not transparent. Parts 32a and b are mounted as nav lights at the leading edges of the wings. The pitot tube 32c-e is also attached to the leading edge. Part 32e can easily be replaced by a piece of wire or tubing made from a medical needle. The rear skid is made from parts 66-66b. Part 66c is wound around wire J and is the mounting point for the skid. Part 65 is the triangular cover right in front of the skid. Last part is the canopy 63. This can be left as is for simplicity or it can be glassed using the provided template. In both cases the frame should be hardened using some CA, that makes life easier. The skid can also be hardened using CA for stability. Last thing added are the masses for the rudders. These are easily made using a piece of wire with a drop of glue at the end. Paint it red and attach to the rudders at the points provided.

Congratulations, you have finished your Comet!