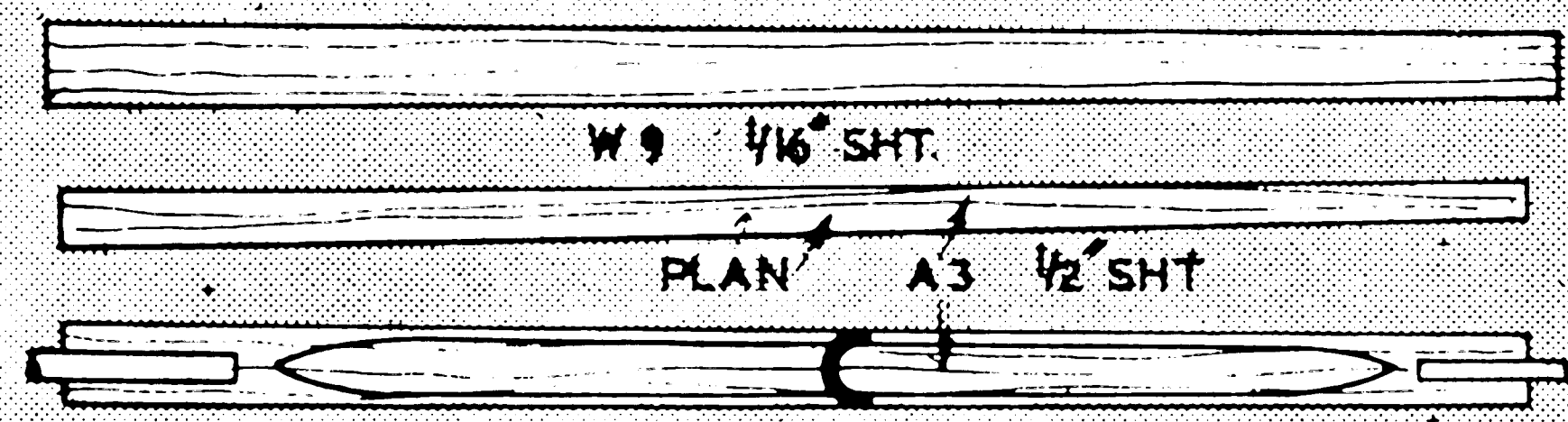
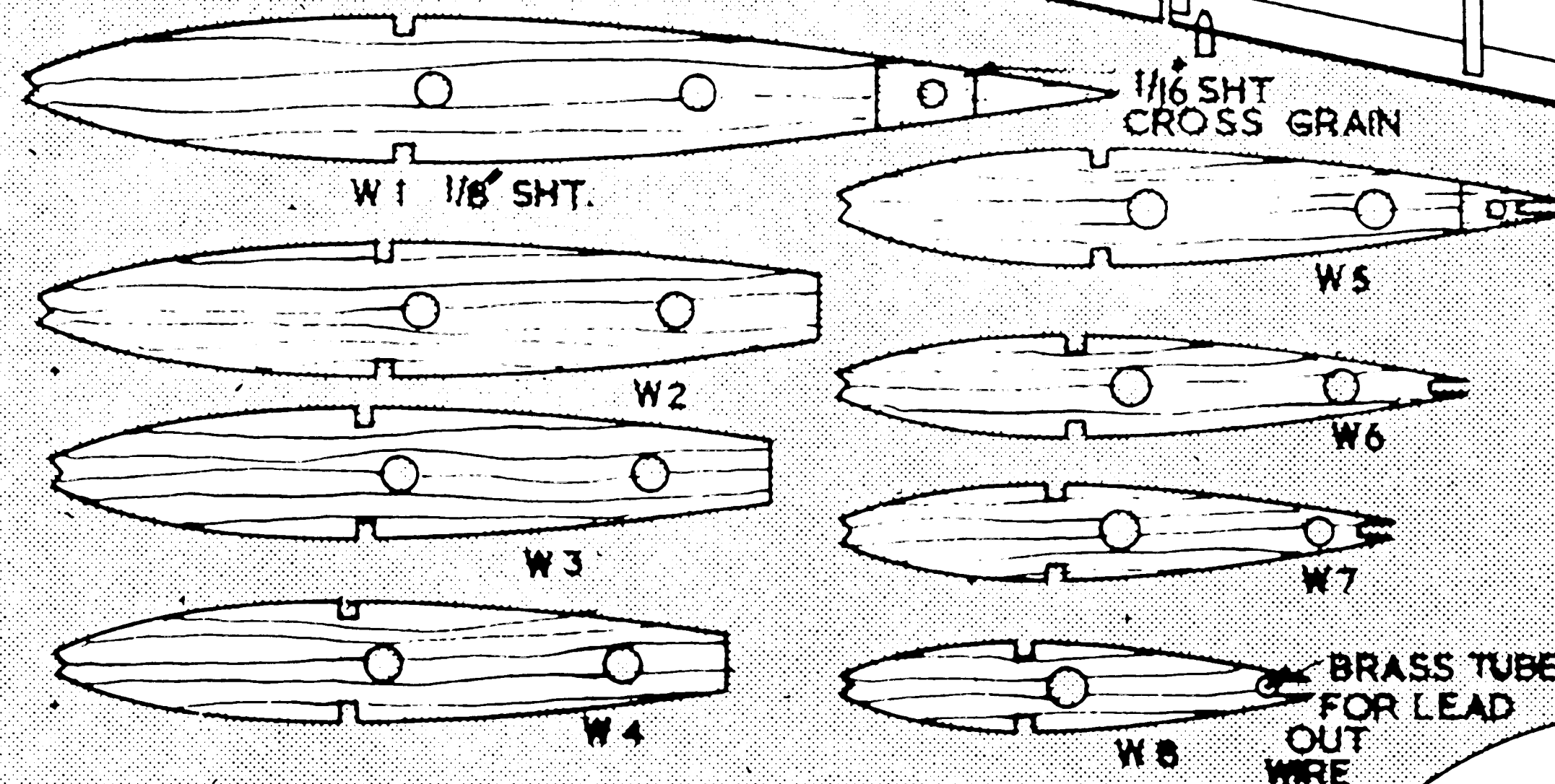
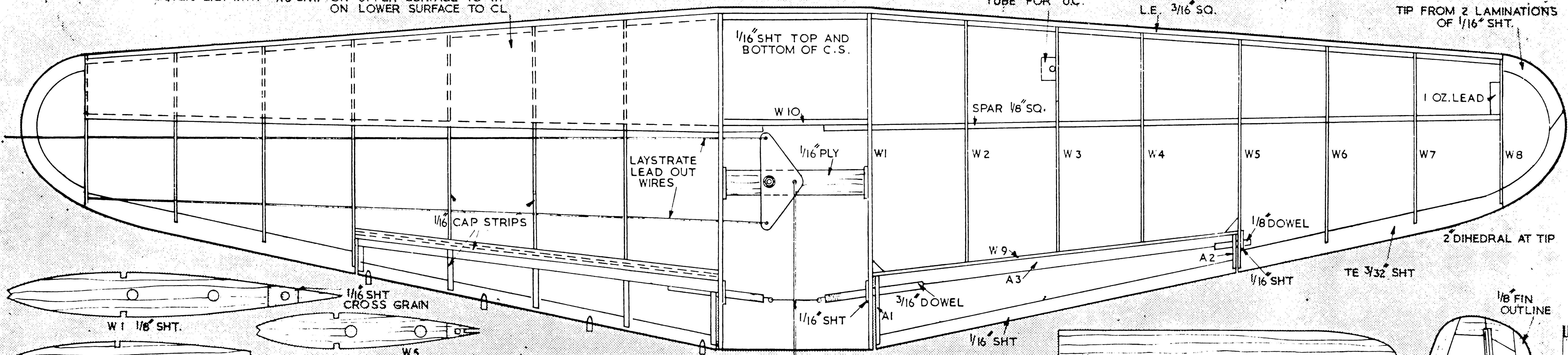


COVER L.E. WITH 1/16" SHT. ON UPPER SURFACE TO WI ON LOWER SURFACE TO CL

BLOCK WITH BRASS TUBE FOR U.C. L.E. 3/16" SQ.

TIP FROM 2 LAMINATIONS OF 1/16" SHT.



RIBS 1/16" SHT. 2 OFF EACH

AIR INTAKE SOFT BALS

EXHAUSTS 1/8" DOWEL

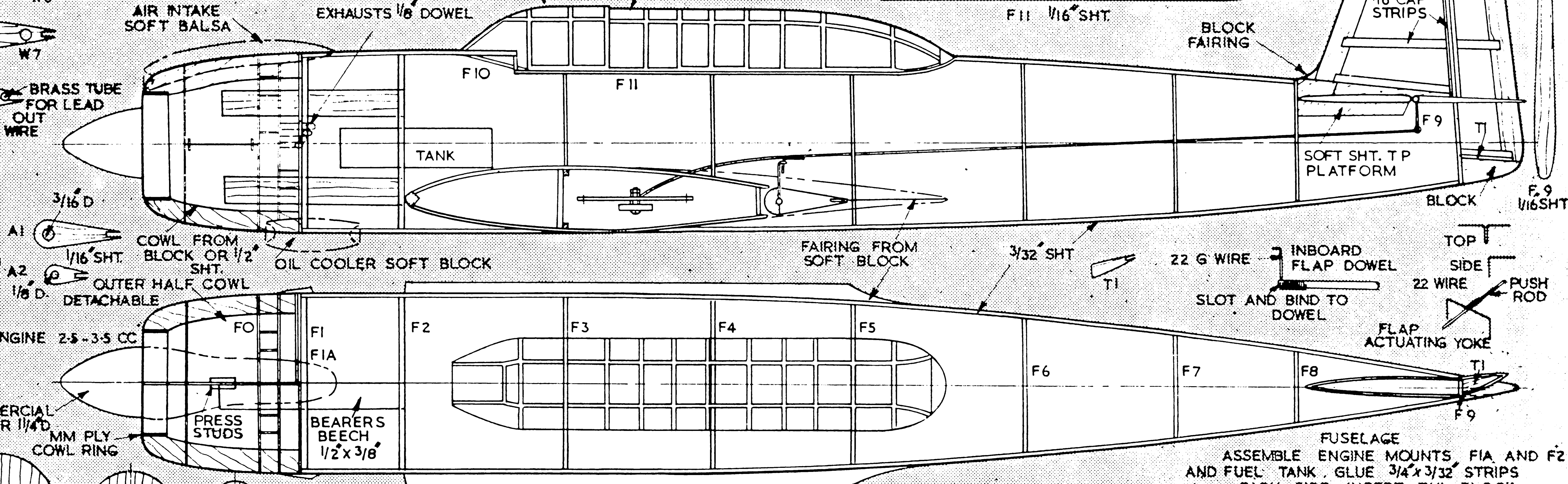
COCKPIT MOULDED FROM CELLULOID

F11 1/16" SHT

BLOCK FAIRING

SOFT SHT. T.P. PLATFORM

BLOCK F9 1/16" SHT



ENGINE 2.5-3.5 CC

COMMERCIAL SPINNER 1/4"

MM PLY COWL RING

PRESS STUDS

BEARERS BEECH 1/2" x 3/8"

FAIRING FROM SOFT BLOCK

3/32" SHT

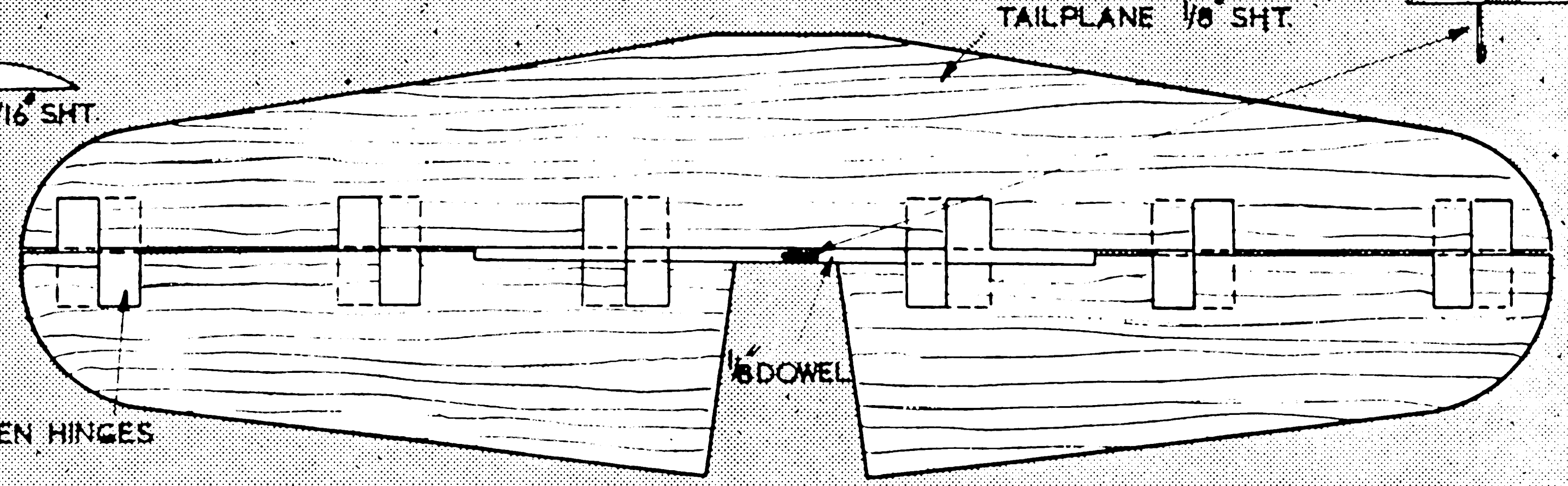
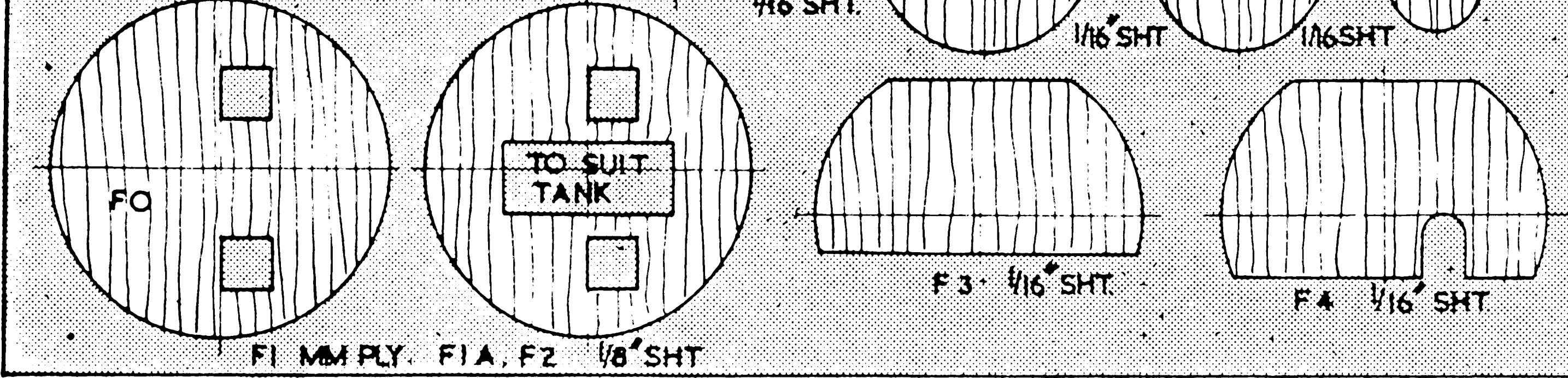
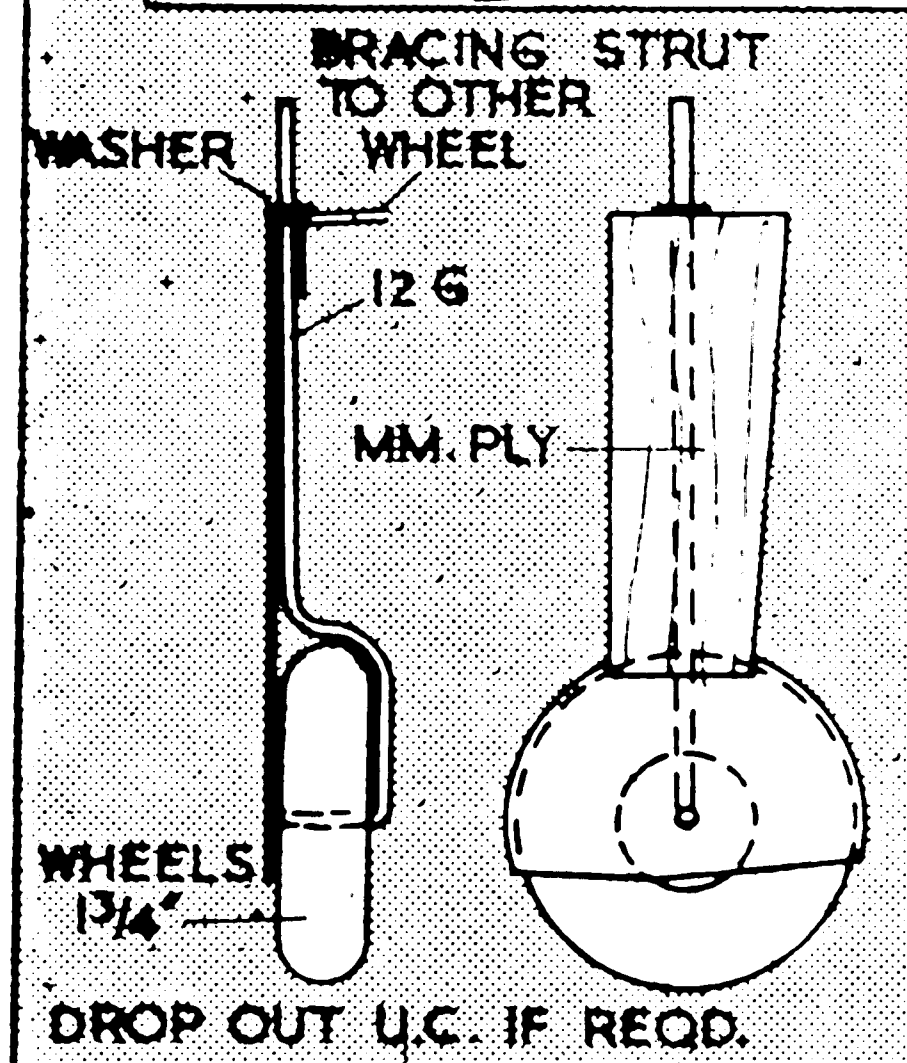
22 G WIRE INBOARD FLAP DOWEL

SLOT AND BIND TO DOWEL

22 WIRE PUSH ROD

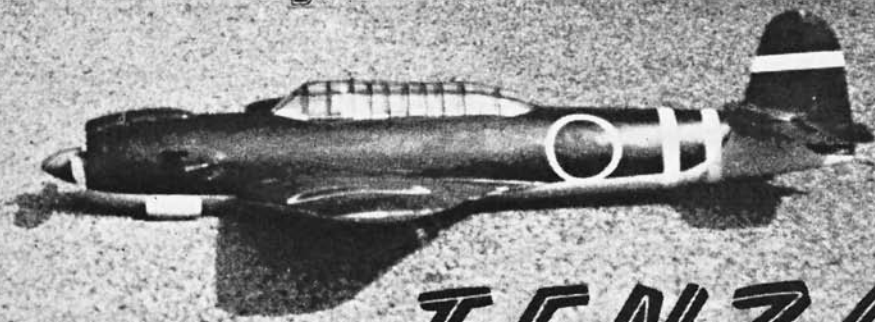
FLAP ACTUATING YOKE

FUSELAGE ASSEMBLY INSTRUCTIONS: ASSEMBLE ENGINE MOUNTS, F1A AND F2 AND FUEL TANK. GLUE 3/4" x 3/32" STRIPS EACH SIDE INSERT TAIL BLOCK AND REMAINING FORMERS



NAKAJIMA TENZAN (JILL)
MA 268 M.F. HAWKINS
LENGTH 26" SPAN 36" 4/6
COPYRIGHT MODEL AIRCRAFT 19 20 NOEL ST. LONDON W.I.

The Nakajima



TENZAN

THE Japanese name of *Tenzan* means "Heavenly Mountain"; the Allied code name for this aircraft was "Jill," and while in no way imaginable can "Jill" be said to have "heavenly" lines, she was certainly a hefty aeroplane. Consequently her C/L model counterpart is of really stout construction and has the ability to "take it."

Wing

Assemble the two wing halves with L.E., $\frac{1}{8}$ in. square spars, T.E. and W.9. The tips are two laminations of $\frac{1}{16}$ in. sheet with aluminium tubes between laminations of the port tip, for the control wire lead outs.

Join the halves at the centre section with W.10 and a separate piece for the L.E. Sheet the under surfaces to the mid line and the top to W.1. Install the control plate and push rod.

Cut A.3 from soft $\frac{1}{2}$ in. sheet and add the outboard flap dowel, then A.1 and A.2. Fit A.3 to the wing and push the inboard dowel into place through W.1, having already attached the actuating rod to the dowel. Now solder the yoke to the push rod so that the flaps are neutral when the control plate is neutral.

Complete the sheeting of the centre section, leaving a hole for the flap rods. Add a 1 oz. lead weight to the outboard tip. Finally add capping strips noting that those on W.9 overlap the flap so that only a small gap is left. Add flap guides from $\frac{1}{8}$ in. dowel only after covering.

Fuselage

Cut F.1 from mm. ply and F.1A from $\frac{1}{8}$ in. balsa, then cement the two together. Assemble F.1 and 2,

A realistic control line scale model of a Japanese torpedo bomber for engines of 2.5-3.5 c.c. by M. F. HAWKINS

engine bearers and tank, then cement two $\frac{3}{4}$ in. wide pieces of $\frac{3}{32}$ in. planking along the centre line of F.1 and 2 and insert all the other formers. Slide this skeleton along the push rod and cement F.2, 3, 4 and 5 to the wing. Cement some soft block between the planking behind F.8 to make a seat for the tailplane.

The tail is now cut from $\frac{1}{8}$ in. sheet. Make a hole in the elevator dowel with a red-hot pin. Pass the control horn through, and bend at right angles twice. Squeeze the end into the dowel with pliers then bind and glue. Assemble the tail and install it, checking for neutral elevator with neutral flap.

Finish the fuselage sheeting, cementing F.10 and F.11 in place before sheeting the upper part of the fuselage. Assemble the fin and rudder, noting that as with the flaps there are capping strips but no ribs.

The cowling is carved from block or $\frac{1}{2}$ in. sheet with the half-former F.O. for mm. ply. Press studs, stitched to mm. ply let into opposing surfaces make good catches. The intake is carved from block and cemented to the fuselage, overlapping the detachable part. A $\frac{1}{2}$ in. wide ring of mm. ply is glued inside the

cowling. Add oil cooler, exhausts and wing fairing from soft block.

Cut small pieces of celluloid and make a hole in the centre to fit tightly round the tank vents. Slide them down the vent tube to lie flush on the fuselage. This makes an almost oil proof joint when well glued.

Finishing

Give two thick coats of talcum powder and clear dope mixed. Rub down and cover fuselage and tail with lightweight Modelspan. The wing and rudder are covered with heavy Modelspan and given two coats of dope.

Undercarriage

This is of the "drop out" type and plugs into brass tubes let into blocks cemented to W.3; the wheels should be angled forward slightly. The undercarriage is not essential as the model can be hand launched successfully.

Colour Scheme

Upper surfaces dark green, or medium blue-grey. Lower surfaces: pale blue-grey. Red suns with white surrounds on fuselage and top of wing. No surrounds, just plain red suns under wing.