



FOR BEST PERFORMANCE USE TOP FLITE AND POWER PROPS

ENGINE	FOX .15	COX .15	O.S. MAX .15	TORP .15	VECO .19	TORP .19	FOX .25
T.F. PROP	7-6	8-5	8-6	8-5	8-6	8-4	9-5
LINE LENGTH	45"	52"-6"	52"-4"	45"	60"	60"	60"
LINE SIZE	.010	.012	.012	.010	.012	.012	.012

IMPORTANT! TANK PICK-UP TUBE MUST BE ON LEVEL WITH NEEDLE VALVE

ADDED ENGINE INSTALLATION DATA

COX "15" SHOWN

FUEL TANK POSITION

NEOPRENE TUBING

SCORE MARK

FORMED LANDING GEAR STRUT

LOWER TANK 3/16" BY NOTCHING MOUNTS.

2" DIAM. WHEELS

SOLDER RETAINING WASHER

2" DIAM. WHEELS

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OFFICIAL A.M.A. STUNT PATTERNS

FOR ADDITIONAL INFORMATION CONTACT A.M.A. HEADQUARTERS, 1000 CONVENT AVENUE, NEW YORK, N.Y. 10037

1. NORMAL LEVEL FLIGHT

2. CLIMB

3. DIVE

4. WING-OVER

5. REVERSE WING-OVER

6. CONSECUTIVE INSIDE LOOPS

7. NORMAL INVERTED FLIGHT

8. HORIZONTAL EIGHTS

9. TRIANGULAR LOOP

10. VERTICAL EIGHTS

11. INSIDE SQUARE CORNERED FLIGHT

12. OVERHEAD EIGHTS

13. SQUARE CORNERED HORIZONTAL FLIGHT

BEFORE ATTEMPTING THESE MANEUVERS

1. Make sure your model balances at the point shown on plan. This is done by holding the model with your finger about the center point on top of the fuselage.

2. Make final check for warps. Wing warps can be removed by applying steam and bending in opposite direction of warp.

3. Prepare lines. Make sure your corrections are secure and give pull test check. (Consult A.M.A. Handbook for complete details).

4. Set engine for a slightly rich setting. When model is in motion, pull test check. Your model will not fly for long if it is too rich. Pull test check. Your model will not fly for long if it is too rich.

5. After testing the ship out, fly gently climb and dive until you are comfortable with the model's flying habits.

6. The most outstanding thing you will notice about your model is that it is not as easy to fly as the original. This is because of the extra weight and the extra drag of the model.

7. The reason of the model is a matter of record, having many more record and extended events. Your model is a ship, but it is not a ship. It is a ship, but it is not a ship. It is a ship, but it is not a ship.

WING ASSEMBLY

1. Lay out on flat surface, and place ribs in position. Do not cement yet.

2. Push ribs into the wing trailing edge notch and start clamping the wing for warps. At this time, keeping a constant lookout throughout construction, use a double edge razor blade, held at the edge of the rib, to keep all the pieces straight for the leading edge and trailing edge straight.

3. A straight wing is the heart of a good model. It is the most important part of the model. It is the heart of a good model. It is the most important part of the model.

4. After setting the ribs in place, and gluing the ribs in place, when the wing is set and planned to shape. When the ribs are set and planned to shape, the wing is set and planned to shape. When the ribs are set and planned to shape, the wing is set and planned to shape.

5. The leading edge is in fair shape, and glue the ribs to the trailing edge. Cut leading edge in half, and glue to ribs. Check again for warps.

6. Core parts are built, or cemented in place.

7. Install the bellcrank, mount using cement in several thin coats where the plywood joints are. Use a square support, spurs and ribs.

8. Shape ribs and sand smooth.

9. Cement final flap to wing trailing edge.

10. Install control horns in the flap being careful to maintain proper alignment.

11. Cement pulsed tape hinges to flap and then install entire flap assembly on wing being careful to locate the flaps properly on the wing trailing edge.

12. Sand cemented flap hinges lightly and give structure one coat of clear dope. When dry, sand with 400 w/d sandpaper and cover the entire wing and flaps with wet medium grade silex.

13. When the silex is dry, give the wing six to seven coats of clear dope, sanding lightly and carefully with 400 w/d sandpaper. WATCH FOR WARPS WHILE DOPING!

14. Cut holes in wing to allow for installation of the pushrod.

15. Cement F-1 and F-2 into the fuselage fuselage side, joining the two fuselage sides. Clamp together until dry.

16. Cement F-3 and F-4 into the fuselage fuselage side. Pull the rear together and cement securely. Be certain that fuselage sides remain in proper alignment.

17. Using a double edge razor blade, slice the fuselage sides where indicated, to admit wing. Fit wing into place, align carefully and cement securely. When dry, replace cemented portions of fuselage sides and install formers F-4, F-5, and F-6.

18. Cement and sand the fuselage to shape and install the horn. Install the hinges on the elevators and cement to the stabilizer.

19. Fit stabilizer to fuselage and install the pushrod at the same time. Be careful to get the flaps and elevators at 0-0-0. Both the flaps and elevators should have 4-5" minimum movement. Cement the stabilizer in place.

20. Install formers F-3, F-5, F-7, F-9, F-10, F-11 and cement fuselage brace in place.

21. Cut and fit the flap shape bending stock for the rear of the fuselage and cement in place. Be careful to fit the sheeting as the fit is critical in order to make a good joint.

22. Curve and sand the fuselage to shape and cement in position.

23. Install the pre-curved top blocks to the fuselage and cement the permanent block in place. Add the tie-down block and cut at the rear of F-1 only after tank and tubing is in place. Install the tail wheel at F-1 only after tank and tubing is in place. Install the tail wheel at F-1 only after tank and tubing is in place.

24. Cover the bottom of the fuselage with the 1/4" die-cut ply, with the grain running crosswise with the fuselage.

25. Using your finger, insert several coats of fuel-proof cement inside the tank compartment to seal it off.

26. Sand the entire fuselage assembly with 2/0 sandpaper on a block and finish with 320 w/d sandpaper.

27. Fit the 1/2" sheet fasteners to the leading edge and cement in place by covering the entire wing and fuselage with light weight wet silex. Give the entire fuselage, fin and stabilizer two coats of clear dope-sanding after each coat with 320 w/d sandpaper. Apply two coats of bias filter, sanding after each coat with 320 w/d sandpaper. Then apply eicos and add red.

28. Install cement, wheels and tie-down block.

29. Mount the engine with 4-40 machine screws and nuts.

30. Select a calm day for test flying your Jr. Nobler. Check the chart on the plan for the proper line length and the recommended "Top Flite" or "Power Prop" for your engine.

FUSELAGE ASSEMBLY

1. Mount landing gear onto 1/4" plywood landing gear former by drilling three holes as marked on formers, cementing in place.

2. Note: Wing warps are common to both sides of fuselage.

3. Cement plywood fuselage formers and backwood engine mounts in fuselage sides. Hot fuel-proof cement is recommended. Allow to dry thoroughly.

RECOMMENDED CONSTRUCTION OF CONTROL LINES

1. Diagram illustrating the recommended construction of control lines for the Jr. Nobler. The diagram shows the control lines for the ailerons, elevator, and rudder. The control lines are made of 1/16" diameter wire, and are attached to the control surfaces. The control lines are made of 1/16" diameter wire, and are attached to the control surfaces.

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WING SPAN: 40" WING AREA: 276 SQ. IN. LENGTH: 26 1/2" ENGINE SIZES: .15 TO .25 CU. IN. DISP.

DESIGNED BY: GEORGE M. ALDRICH

DRAWN BY: PAUL DEL GATTO

KIT CONSTRUCTION BY: PAUL AXELROD

N-6 CONSTRUCTION SEQUENCE

STUDY PLANS CAREFULLY AND BECOME COMPLETELY FAMILIAR WITH CONSTRUCTION BEFORE STARTING

WING ASSEMBLY

EXTERNAL FUEL TANK DETAIL

POSITION OF FUEL TANK ON FUSELAGE SIDE FROM TOP VIEW

MODIFICATIONS FOR A.Y.S. CONTESTS

DESIGNED BY: GEORGE M. ALDRICH

A MINUTURE VERSION OF THE FAMOUS "NOBLER" WITH ABSOLUTELY NOTHING LOST IN PERFORMANCE.

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