

C1 THROUGH C-8 AND MAIN GEAR WHEEL WELL COVERS ARE 1/32 AIR-O-SHEET PLASTIC

SHIMME AND BLOCKS TO PRODUCE COOLING AIRFLOW FROM ENGINE

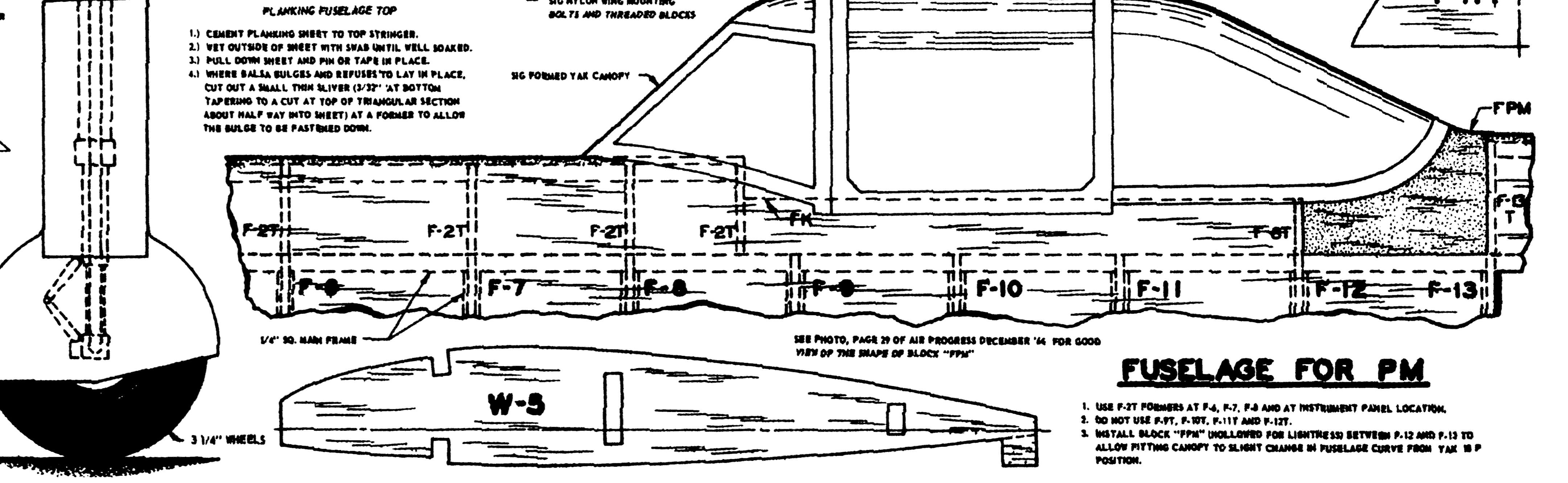
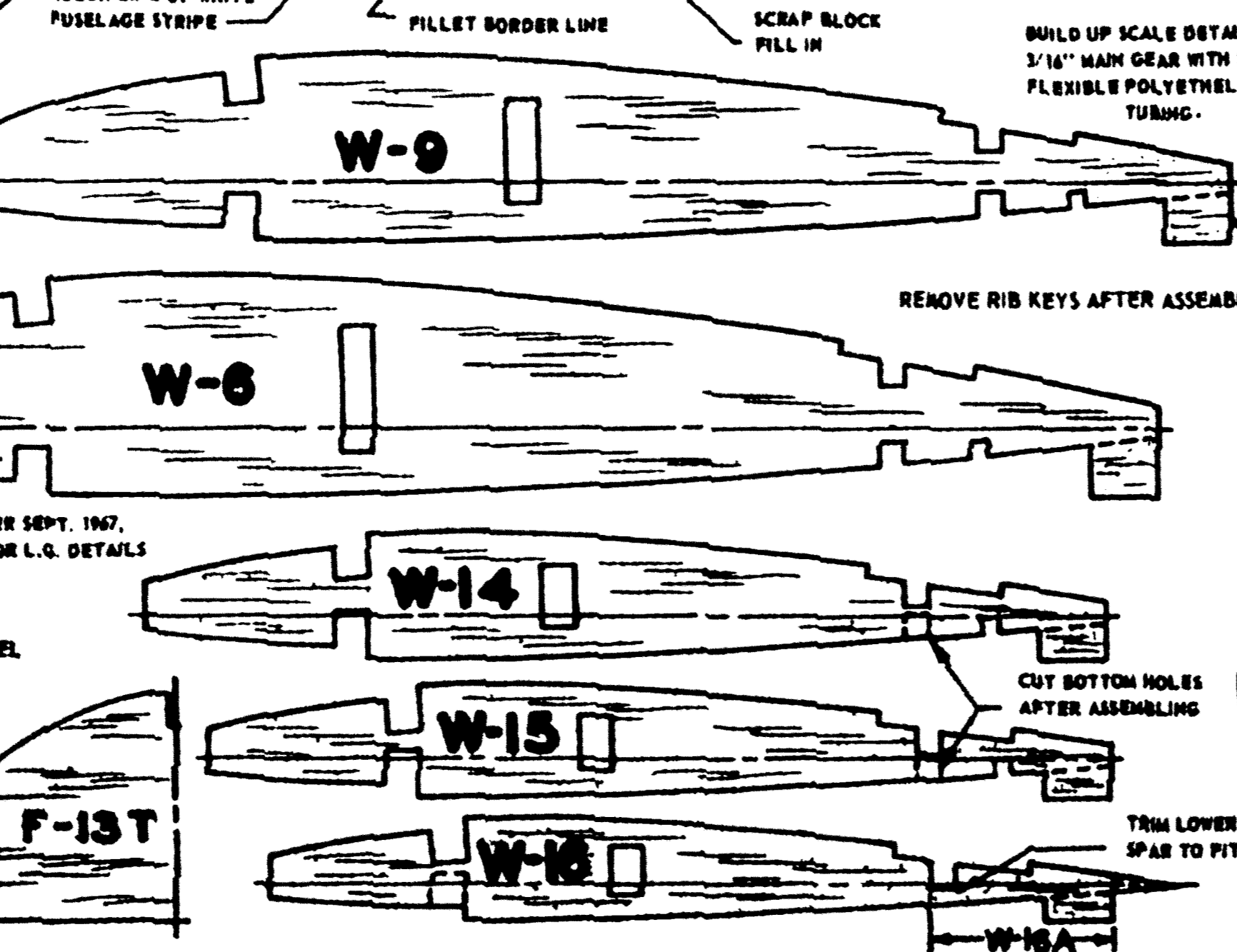
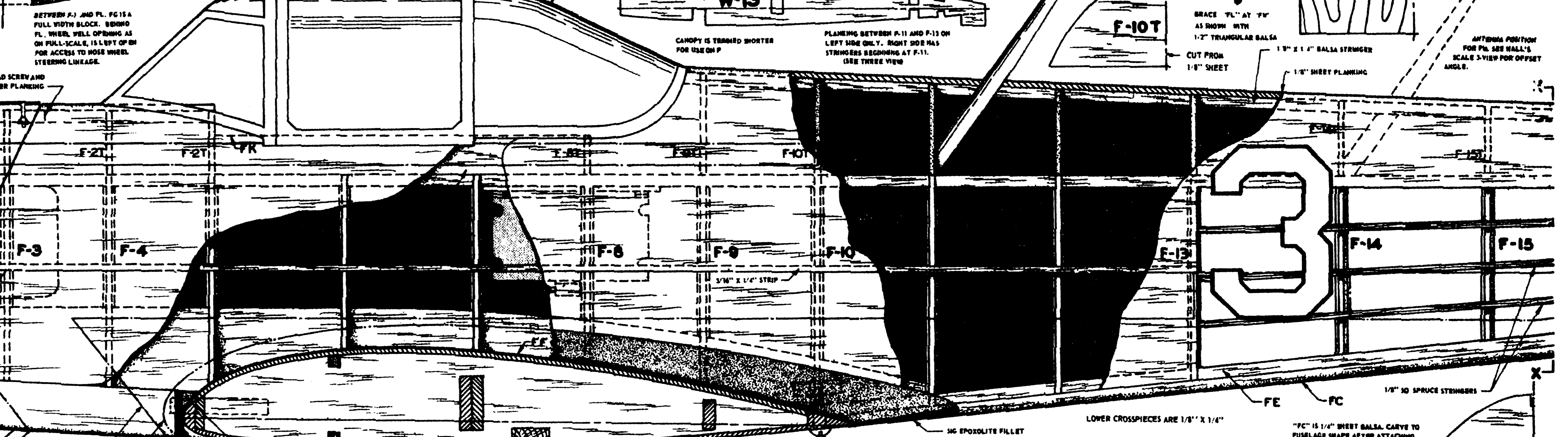
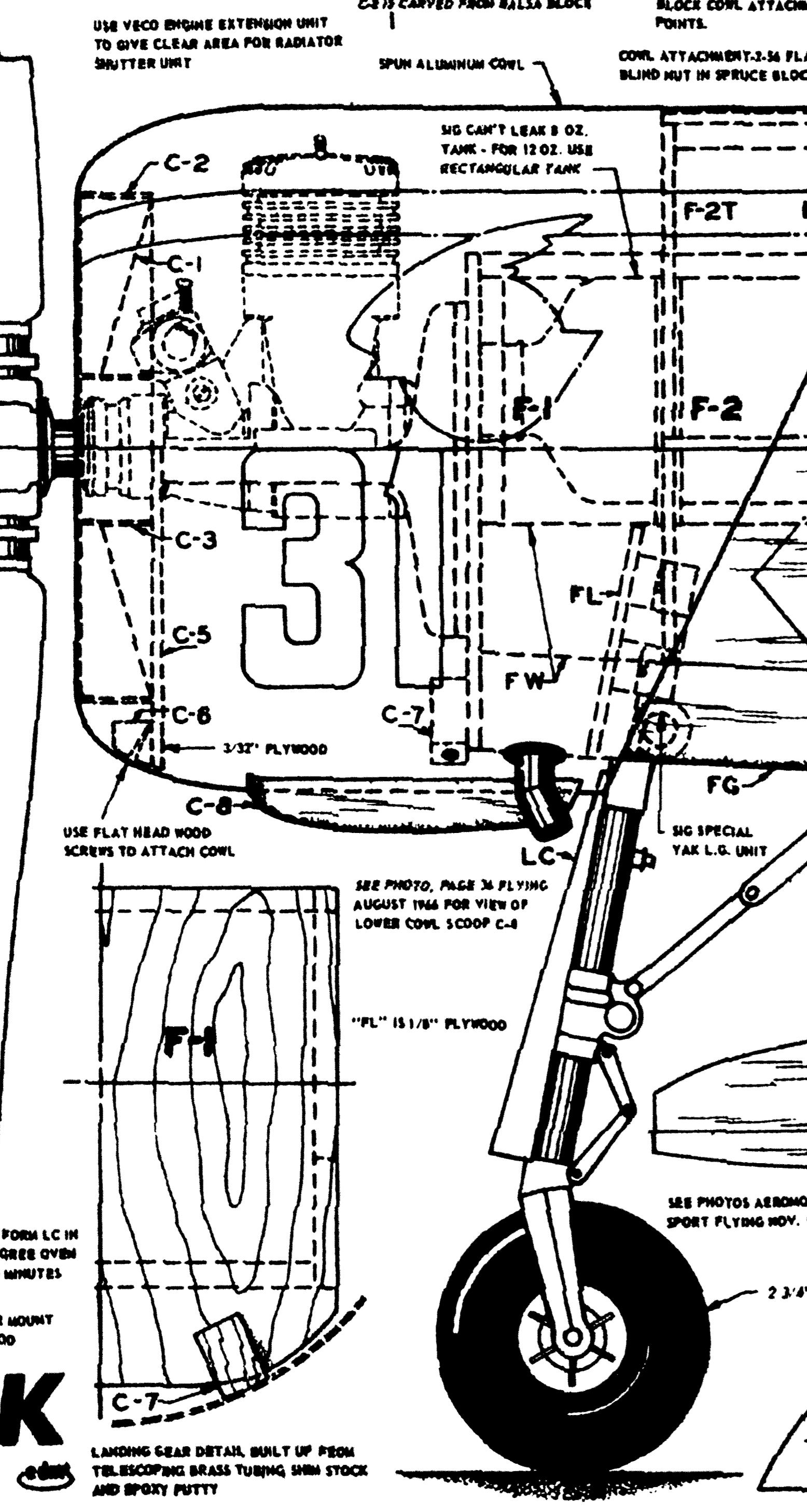
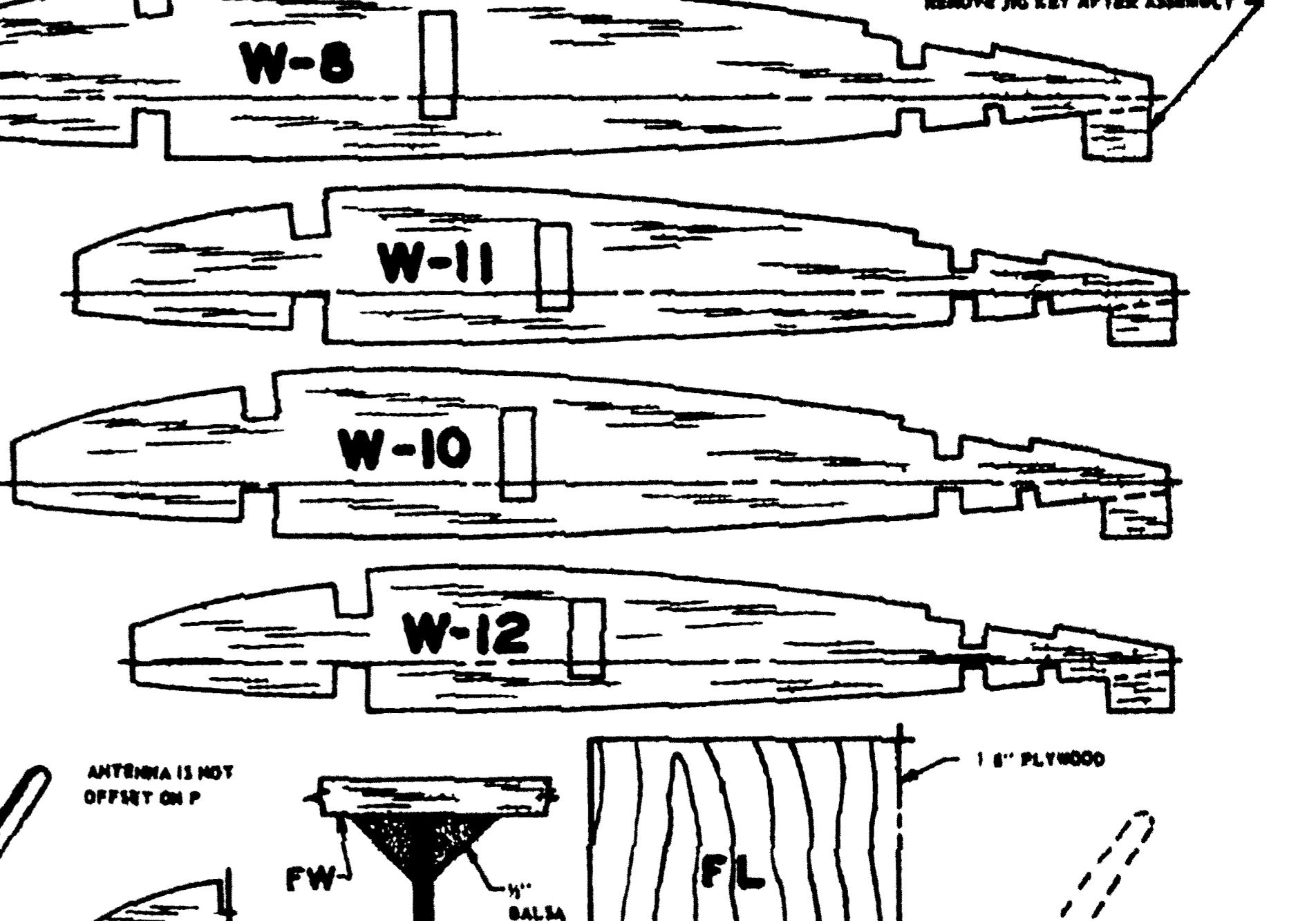
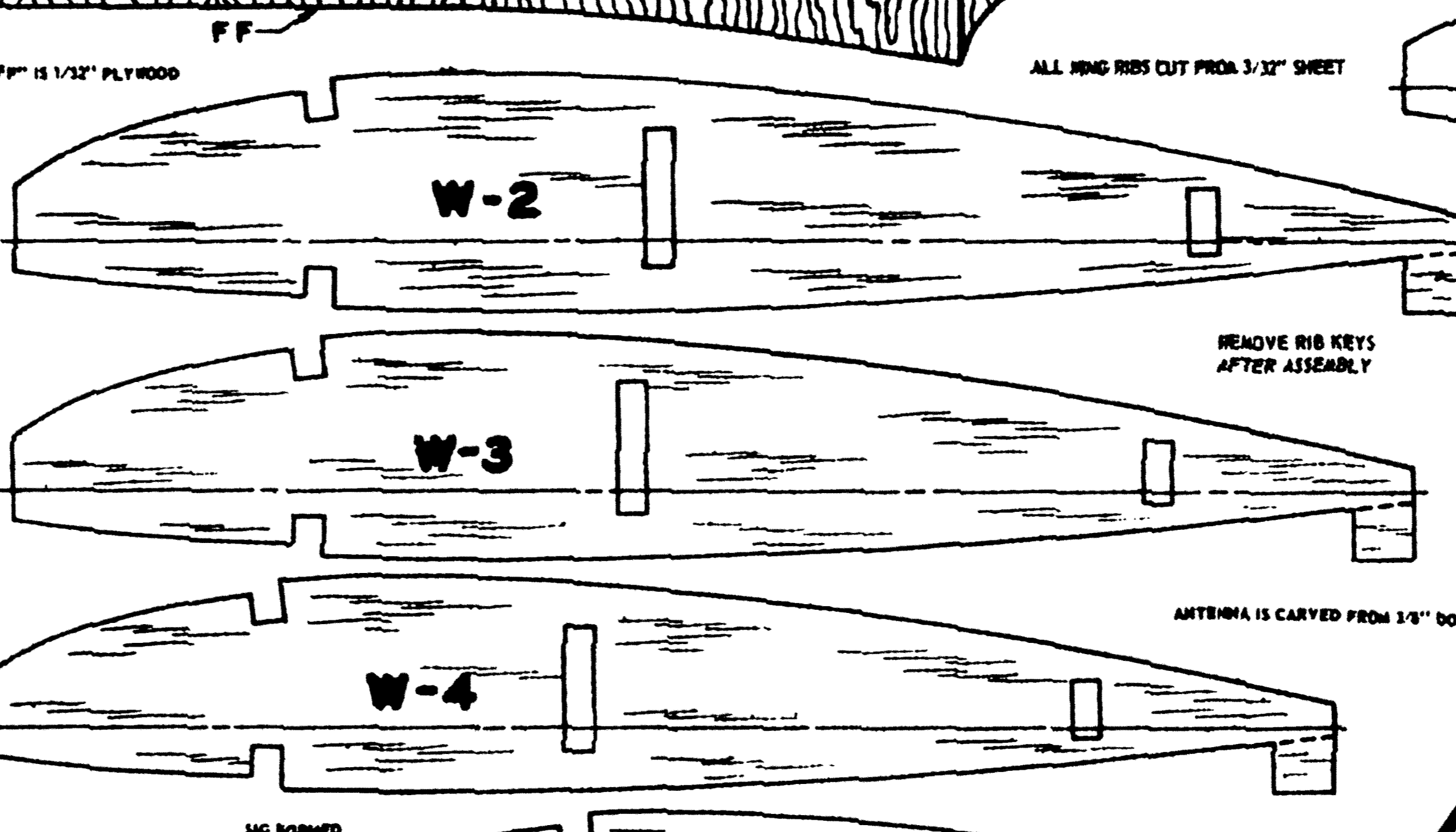
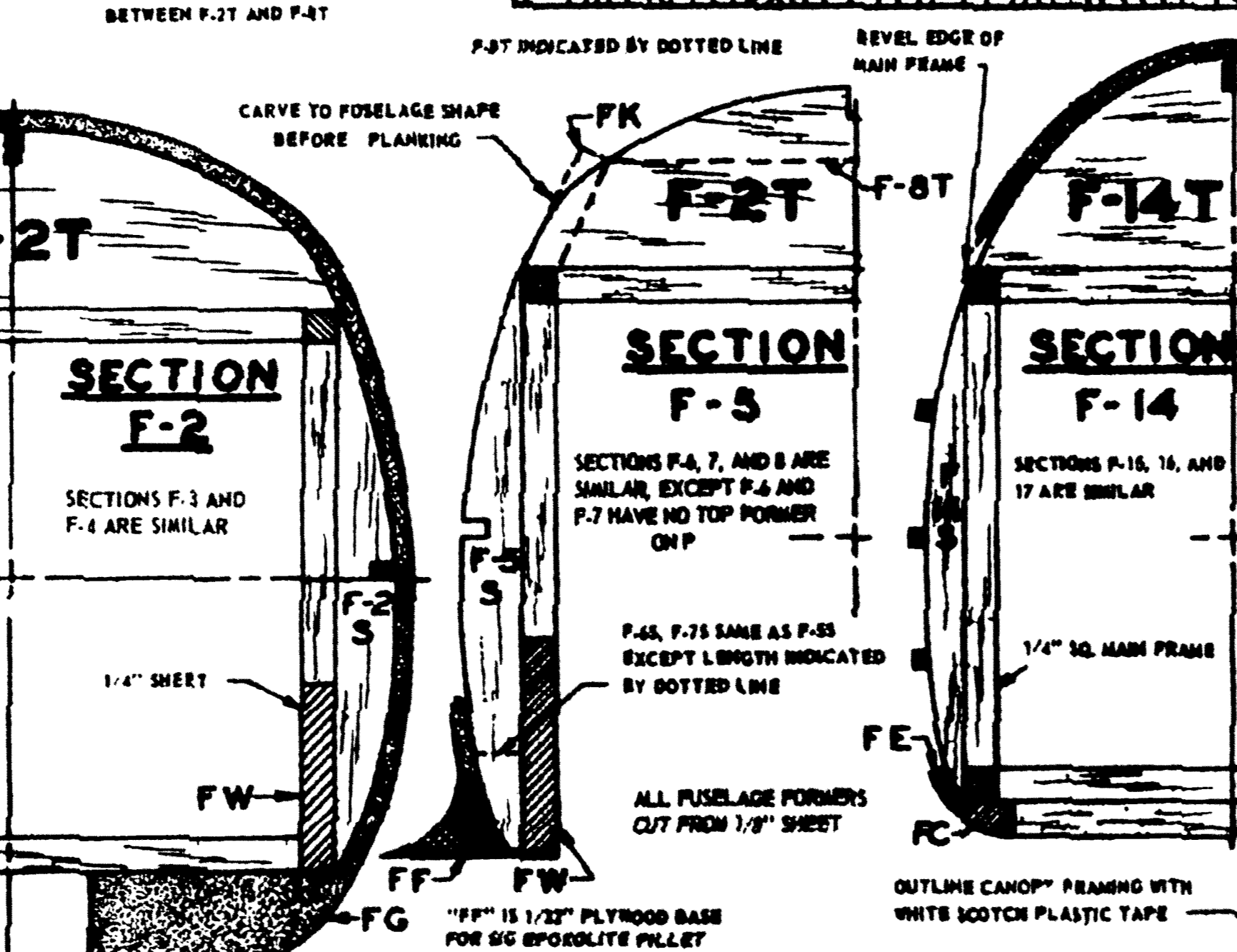
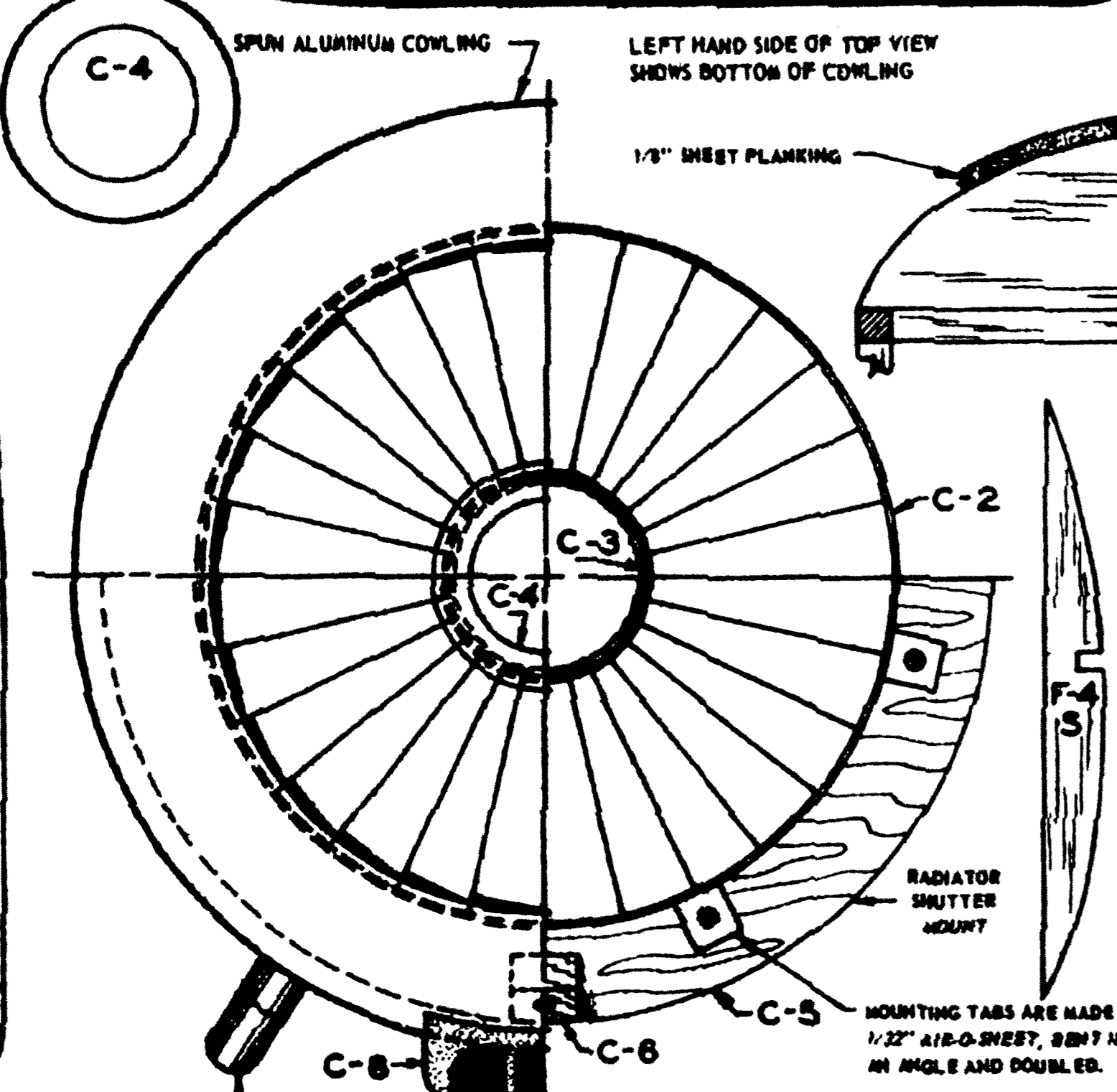
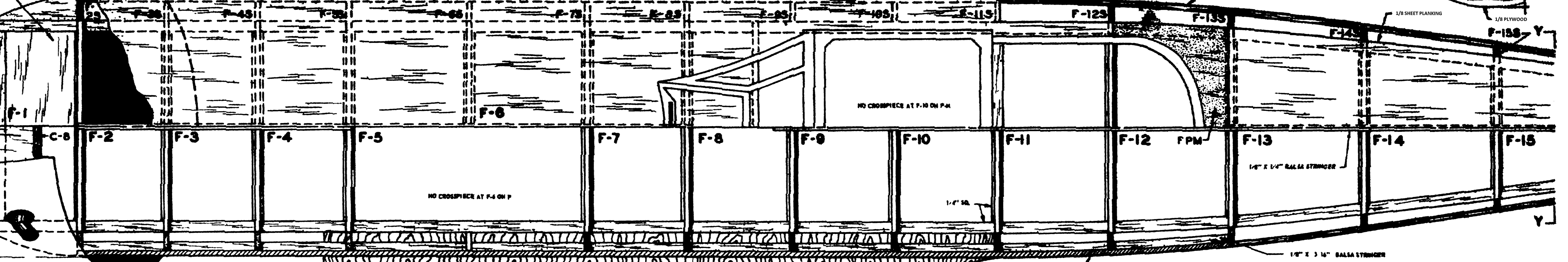
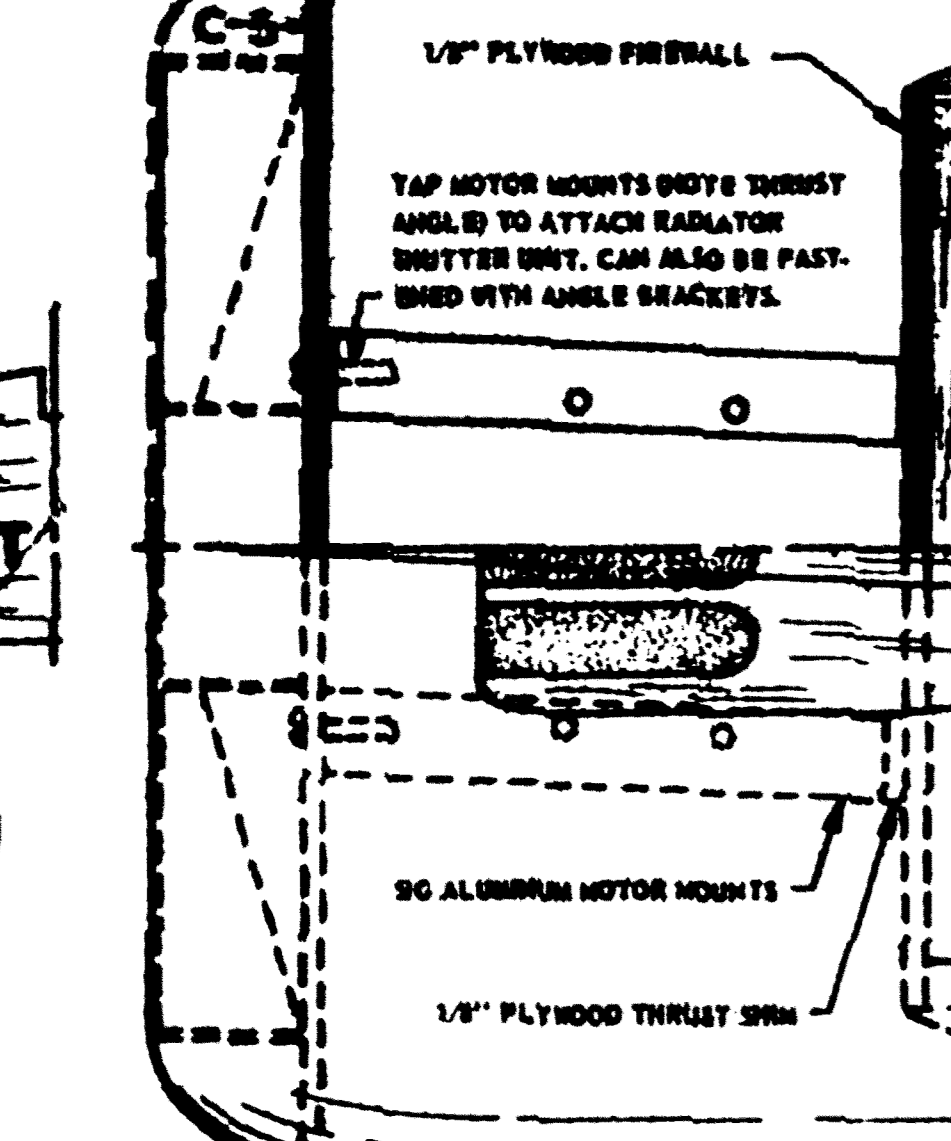
RIGHT HAND SIDE OF TOP VIEW SHOWS PM FUSELAGE VARIATIONS, LEFT SIDE SHOWS TOP OF F FUSELAGE

MG EPOXYLITE FILLET

CUT SLOTS IN C-8 AFTER HEAT FORMING

AIR-O-SHEET IS PLASTIC COVERING ON LAMINAR AIR MODELS

HOLES FOR 5/16 DOWELS



FUSELAGE FOR PM

1. USE F-2T FORMERS AT F-4, F-7, F-8 AND AT INSTRUMENT PANEL LOCATION.
2. DO NOT USE F-7, F-10, F-11T AND F-12T.
3. INSTALL BLACK "FPM" HOLLOWED FOR LIGHTNESS BETWEEN F-12 AND F-13 TO ALLOW FITTING CANOPY TO SLIGHT CHANGE IN FUSELAGE CURVE FROM YAK 5 P POSITION.

YAK
P of PM

YAKOVLEV YAK-18 PM

WINNER 1966 WORLD AEROBATIC CHAMPIONSHIPS
DRAWN BY L.G. HALLS, A.A.H.S.

SPECIFICATION:-

ENGINE IVCHENKO AE-14 RF 300 HP PLUS
WING SPAN 35.5 FT.; LENGTH 27.5 FT.
HEIGHT 10.7 FT.; EMPTY WEIGHT 2024 LB

