ATTACHING POINT - UPPER BRACE WIRE

ATTACHING POINT - LOWER BRACE STRUT

AIRFRAME

ELEVATOR HINGE

HORIZONTAL STABILIZER LAYOUT

HEADREST

PILOTS COCKPIT

PASSENGER COCKPIT

ATTACHING POINT - AILERON PUSH-PULL ROD

ATTACHING POINT - INTERPLANE STRUTS

10 1/2" 10 1/2"

13 1/2" 13 1/2"

62 1/2" 62 1/2"

1/8"

10"

1/8"

5 3/16"

WALKWAY

LOWER RIGHT WING LAYOUT

FUEL CELL IS LOCATED DIRECTLY IN FRONT OF THE FORWARD COCKPIT

SCALE IS TWICE SIZE

CURTISS OX-5 ENGINE OF 90 HP

THE AIRFOIL SECTION SHOWN BELOW IS TYPICAL OF BOTH RIGHT AND LEFT UPPER WING PANELS ONLY EXCEPT AT TIP TAPER

Rudder hinge divides rudder and aerodynamic balance

The airfoil section shown below is typical of both right and left upper wing panels only except at tip taper

Scale is twice size

Shape of former typical of all for the turtledeck

Curtiss Ox-5 engine of 90 hp

Fuel cell is located directly in front of the forward cockpit

Scale is twice size

The airfoil section shown below is typical of both right and left lower wing panels only except at tip taper

WATER COOLER

NEITHER WING HAS DIHEDRAL

SHOCK ABSORBING MECHANISM

165"

26" X 4" TIRES

IMPORTANT:

THIS DRAWING IS REPRODUCED FOR MODEL WORK AND SHOULD NOT BE USED AS ACTUAL PROTOTYPE WORKING DRAWINGS AS THEIR ACCURACY CANNOT BE GUARANTEED WITHIN 10%.

THESE DRAWINGS WERE REDRAWN FROM THE ORIGINAL BY BILL KEE OF INGLEWOOD, CALIFORNIA.
Rudder is slightly offset (1/2°) to the left to counteract engine torque.

The airfoil section shown below is typical of both right and left upper wing panels only, except at tip taper. Scale is twice size.

Shape of former shown is typical of all formers along the turtledeck.

Curtiss OX-5 engine of 90 h.p.

Fuel cell is located directly in front of the forward cockpit.

Water cooler.

Neither wing has dihedral.

For model work and should not be working drawings as their accuracy 10%.

Drawn from the original by California.