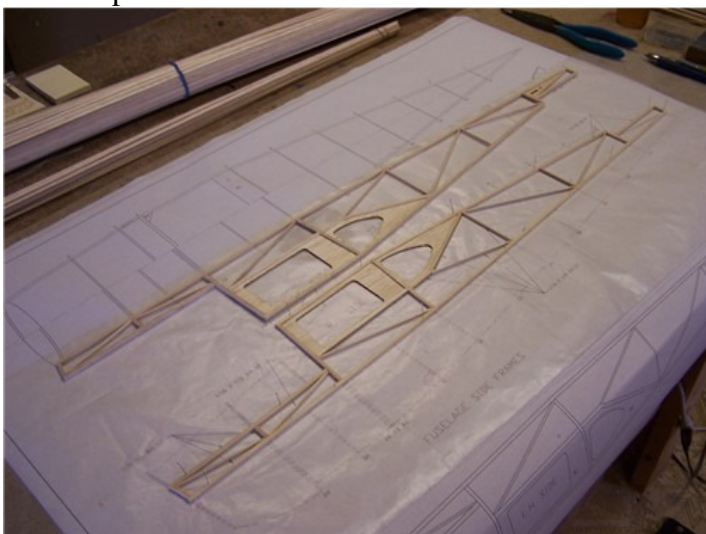


TA-DA, and I am done with the bowed patterns, all I have to do now is wait for the wood to dry.

While I am waiting for the wood to dry I start building the side frames of the fuselage. This is a very simple procedure. I start by taping the plans to the bench, on top of a foam board. Then I cover the plans with a sheet of wax paper (or whatever works for you in keeping the glue off of the plans). The side frame is built of mostly 1/16 x 1/8 and 1/8 x 1/8 sticks. The outer portion and window frames use the 1/8 x 1/8 sticks. The cross braces utilize 1/16 x 1/8 balsa sticks. The pictures show the finished results of the fuselage side frames. You build the patterns right over the plans so lengths are cut to fit the plans.



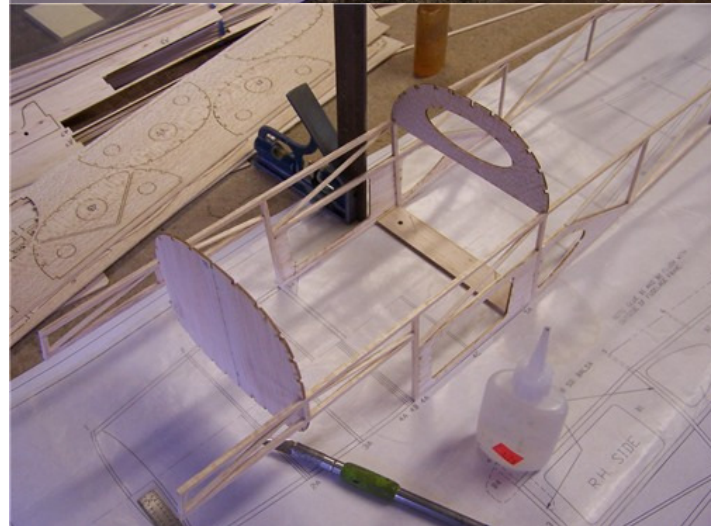
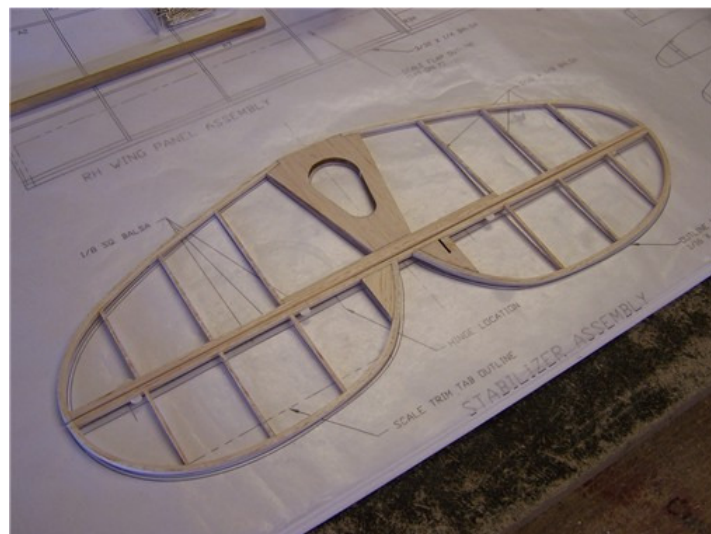
Now that the side frame is built, I go back to the bowed stabilizer patterns. I remove the tape from the stabilizers and lay them over the plans and cut them to the proper length. The rear stabilizer spar is made of 1/8 squared balsa as well as the front spar of the elevator. The rest of the 1/16 x 1/8 makes up the stabilizer ribs. Building the horizontal and vertical is one of the easiest portions of the entire airplane. Once all the parts are laid on to the plans, you cut the bowed outline between the rear spar of the stab and the front spar of the elevator. Then I cut 6 slits into both the rear spar of the stab and the leading edge of the elevator. These slits will be used later for the CA hinges. After building the stabilizers, I move back to the side frames of the fuselage. I cut out the plans that show the top view so I know the general shape of the fuse and where the formers are to be placed. I pin the fuselage side frames to the plans upside down. I use the wing bolt plate as a guide to ensure that everything lines up. From there I start getting my formers in place.

Next, I bend the .047 steel wire to the shape of the landing gear per the plans.



After you have shaped the landing gear it is then sandwiched in between 2 of the formers. Now that the landing gear is set, I use a square to ensure that all of the formers are at

perfect 90 degrees to the frame. After I get them on the fuselage and put in place, I install the center stringer on the bottom of the fuselage insuring they are straight. When the glue is dried, I finish the bottom of the fuse build by installing the rest of the stringers. Then I flip the frame and complete the top of the fuselage in the same manner.



That's it for now, stay tuned for next month's exciting conclusion to 'Building the Cessna 140.'

(Also check out the following web sites.

<http://www.patscustom-models.com/c140.htm>

<http://www.rcgroups.com/forums/showthread.php?t=551313> CB)