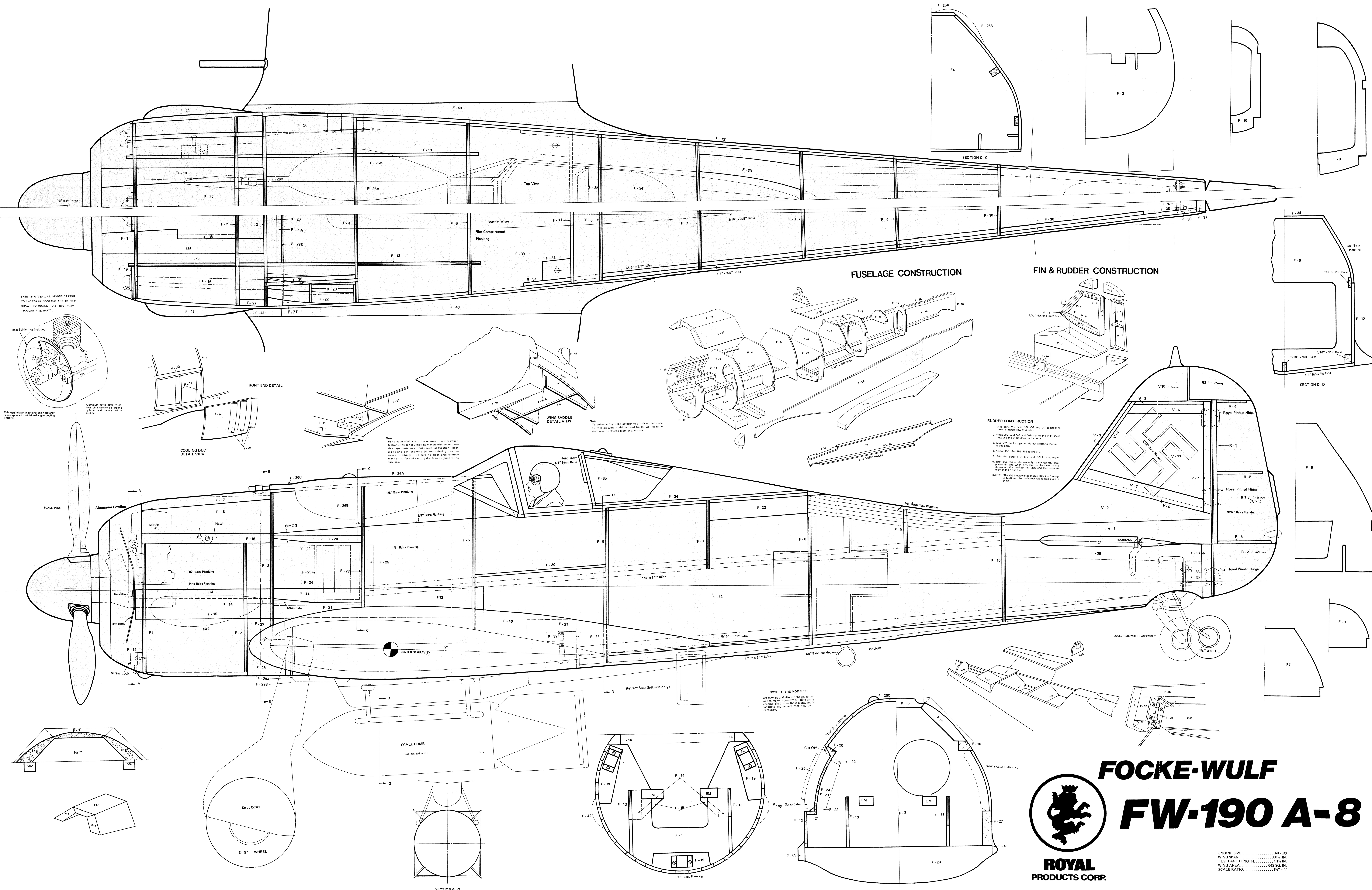


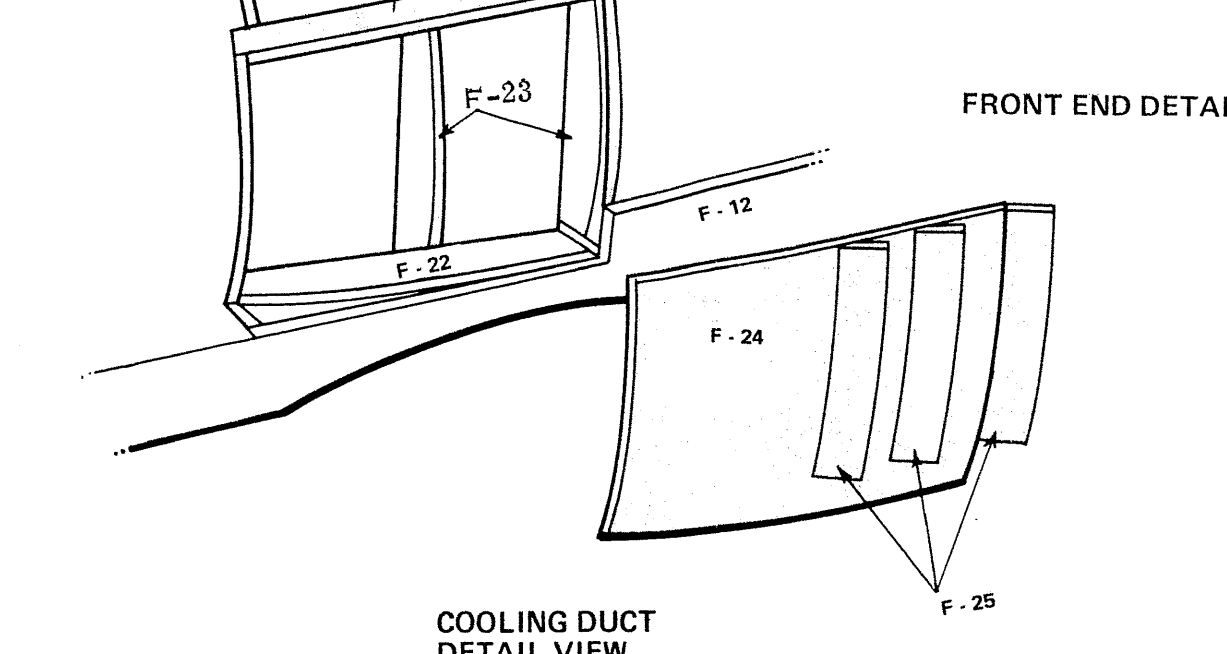


THIS IS A TYPICAL MODIFICATION TO INCREASE COOLING AND IS NOT DRAWN TO SCALE FOR THIS PARTICULAR AIRCRAFT.

Heat Baffle (not included)

Aluminum baffle plate to do heat ex. extension of internal cooling and thereby aid in cooling.

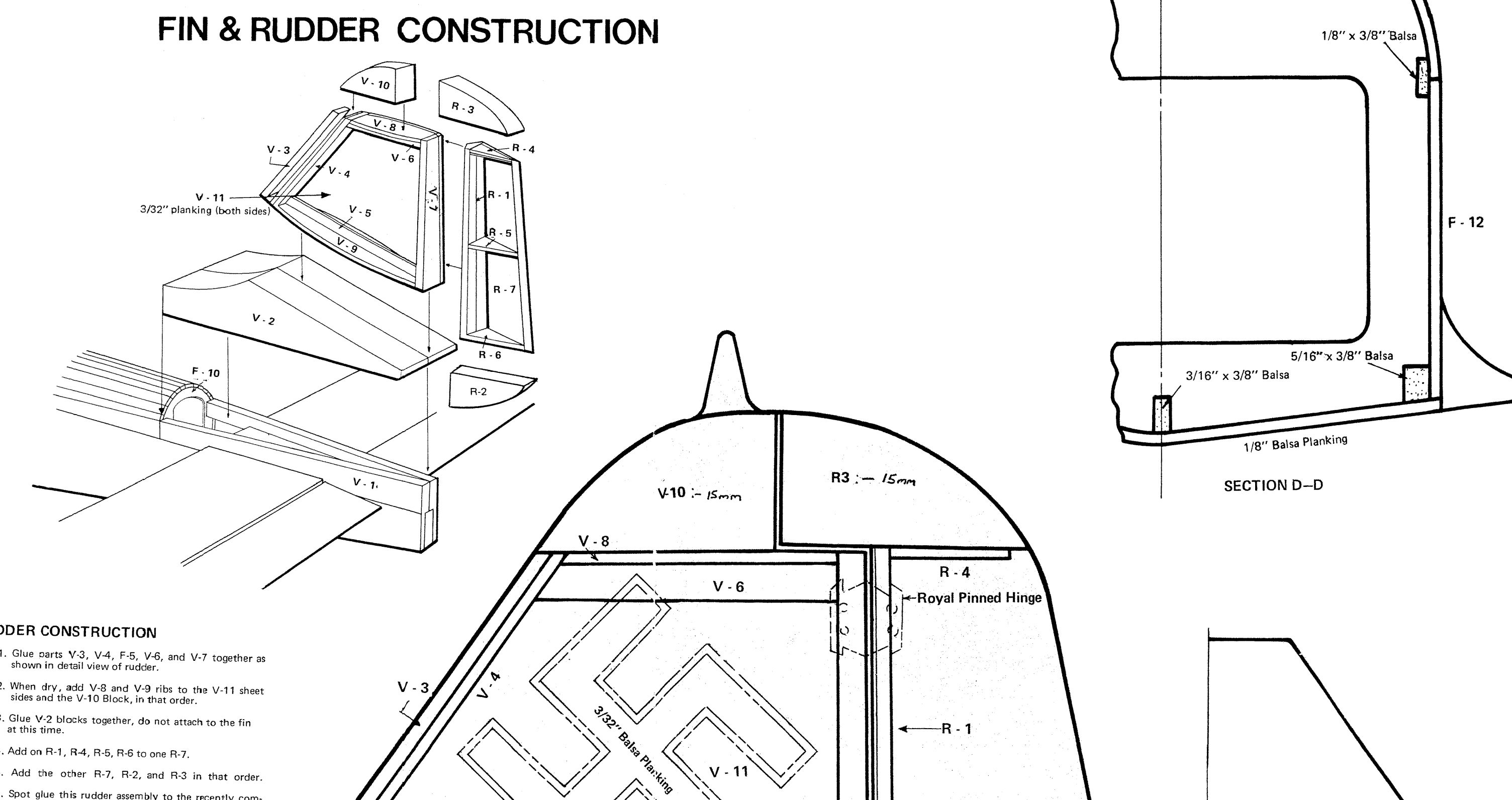
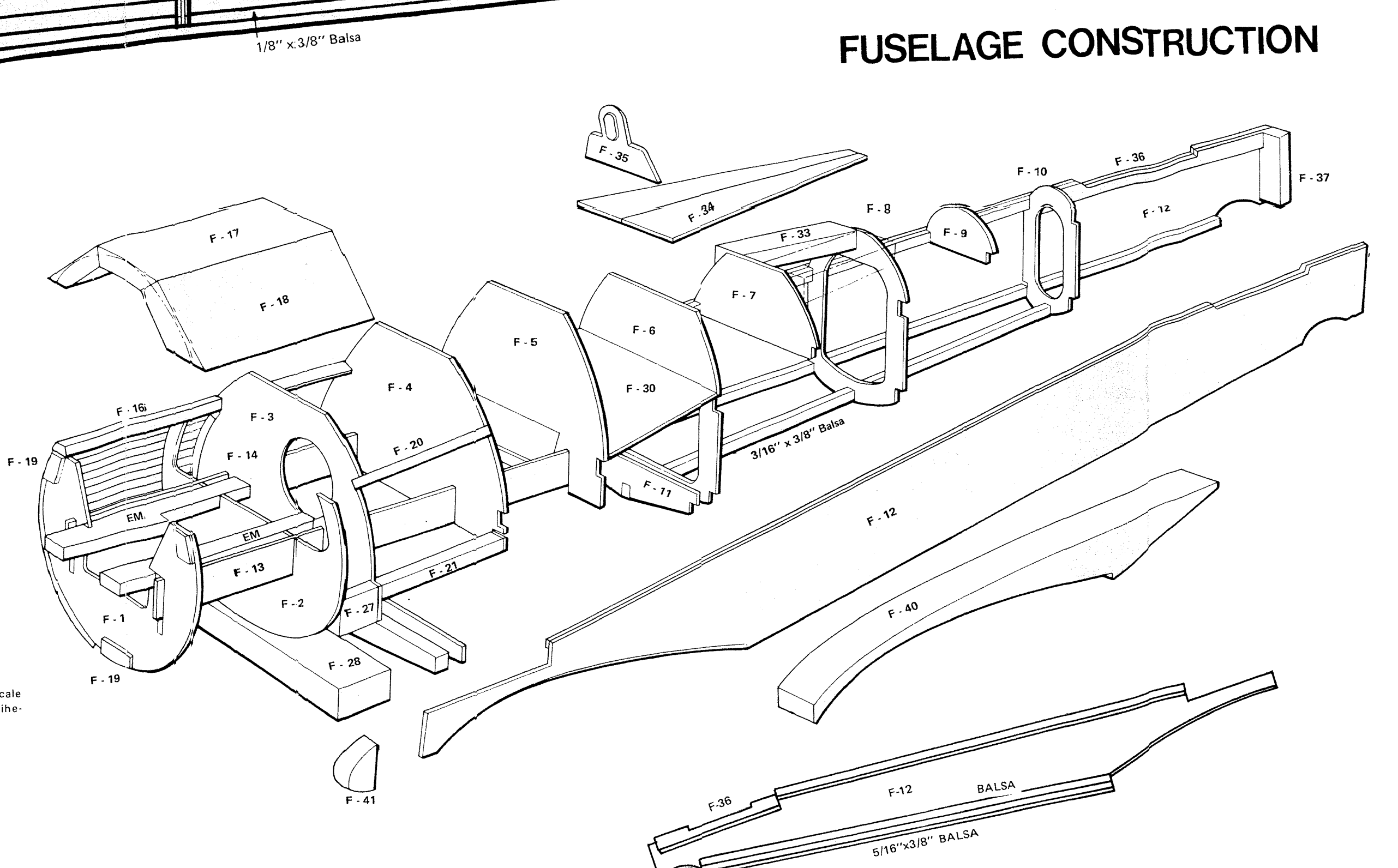
This Modification is optional and need only be incorporated if additional engine cooling is desired.



NOTE: For greater clarity and the removal of minor imperfections, the canopy may be sealed with an adhesive type paste wax. Put several applications, both inside and out, allowing 24 hours drying time between applications. Be sure to clean area (remove wax) on surface of canopy that is to be glued in the fuselage.

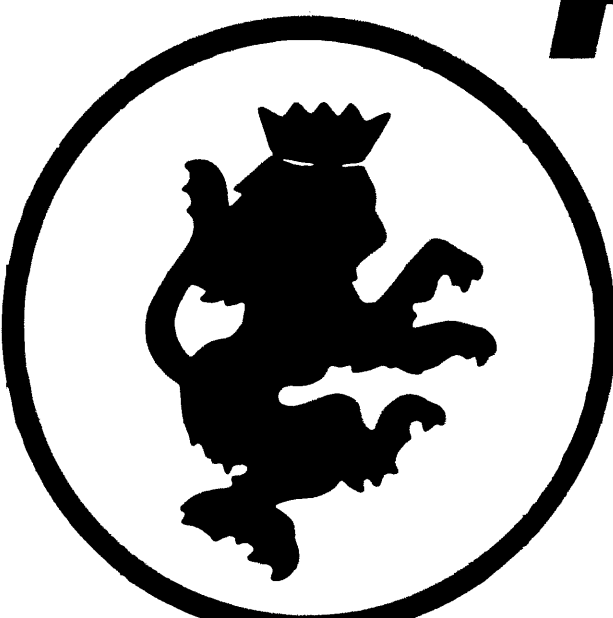
WING SADDLE DETAIL VIEW

Note: To enhance flight characteristics of this model, scale the ribs on wing, stabilizer and fin (as well as other parts) may be altered from actual scale.



NOTE TO THE MODDER:

All corners and ribs are shown as such, use to make "scratch" building easily accomplished from these plans, and to facilitate any repairs that may be necessary.



FOCKE-WULF

FW-190 A-8

ENGINE SIZE:..... .60 - .80

WING SPAN:..... .80% IN.

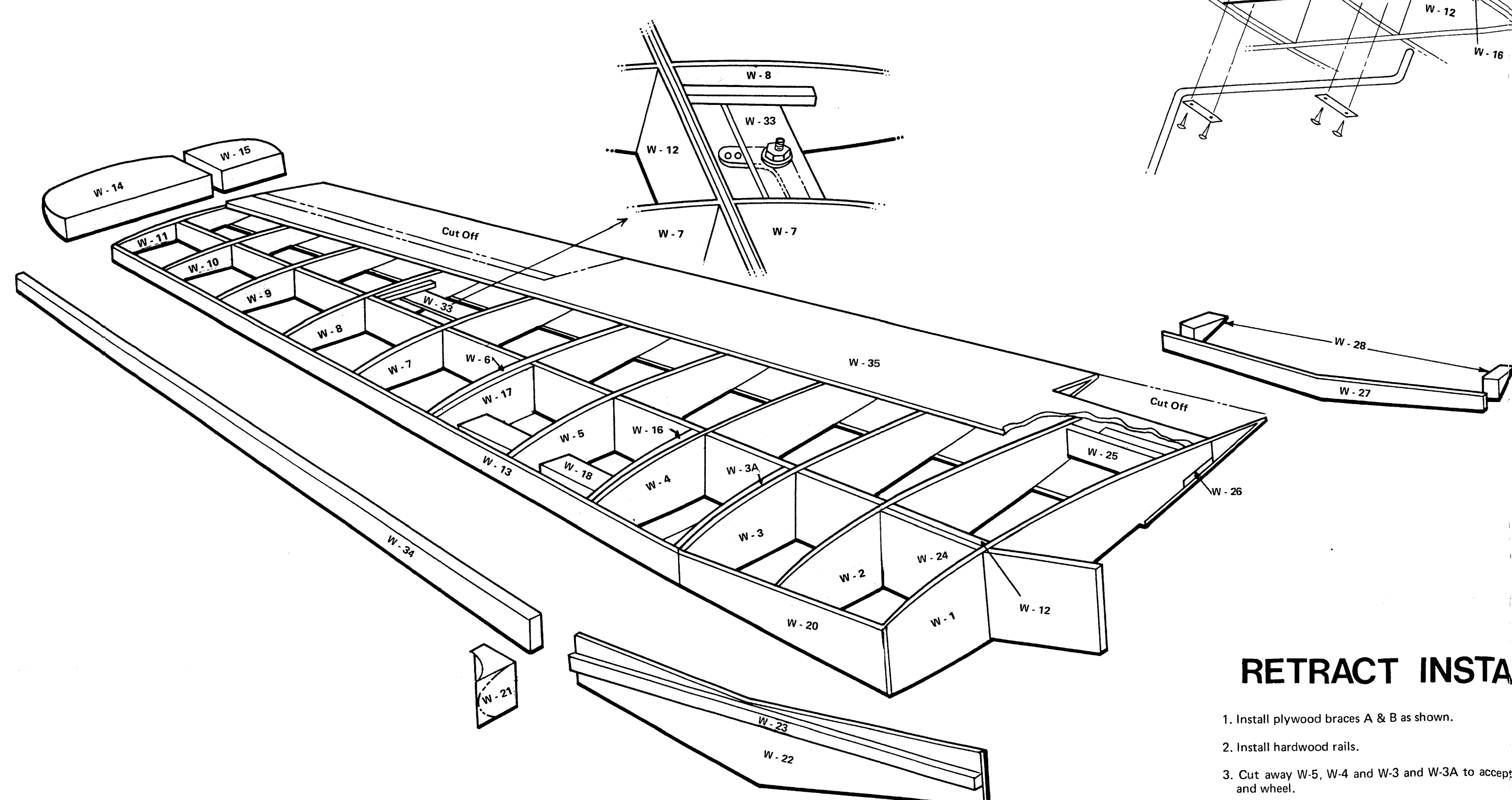
FUSELAGE LENGTH:..... .81% IN.

WING AREA:..... .642 SQ. IN.

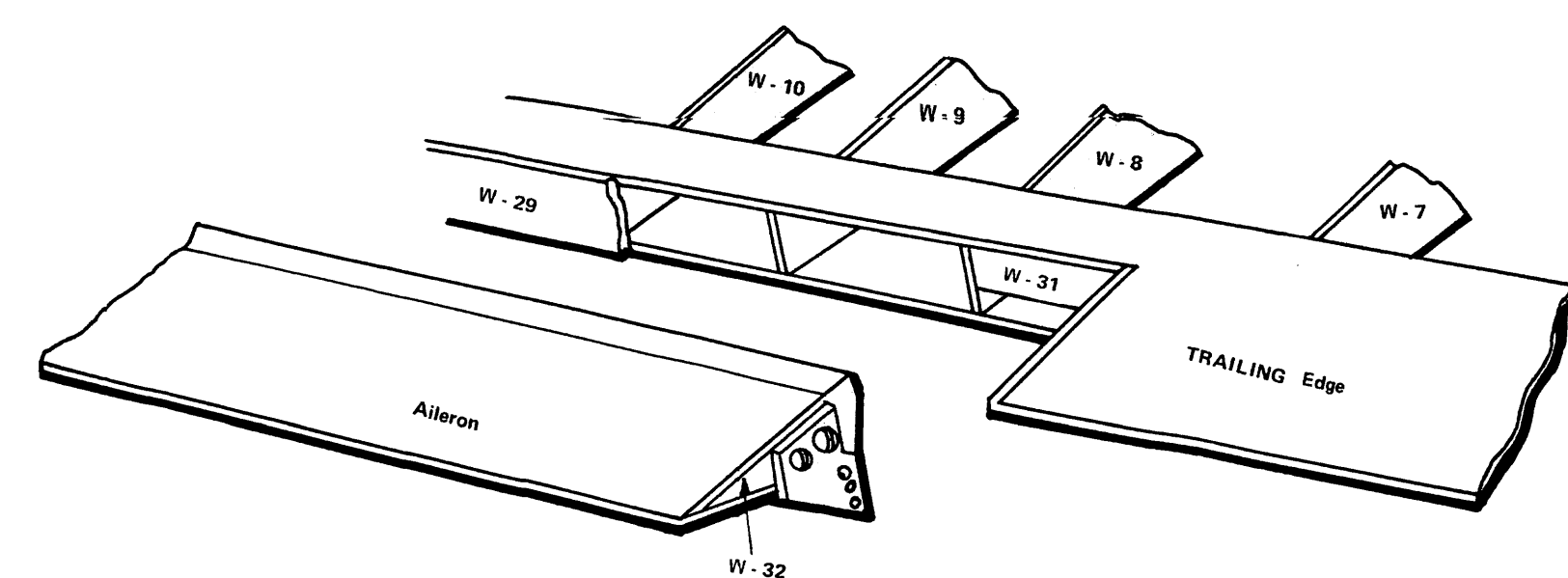
SCALE RATIO:..... 1/16" = 1"

ROYAL PRODUCTS CORP.

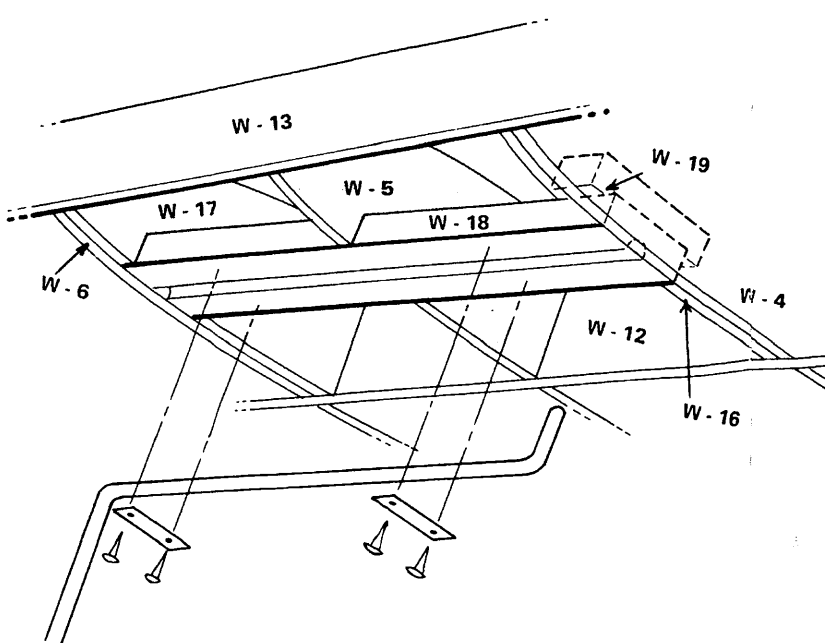
WING CONSTRUCTION



AILERON CONSTRUCTION

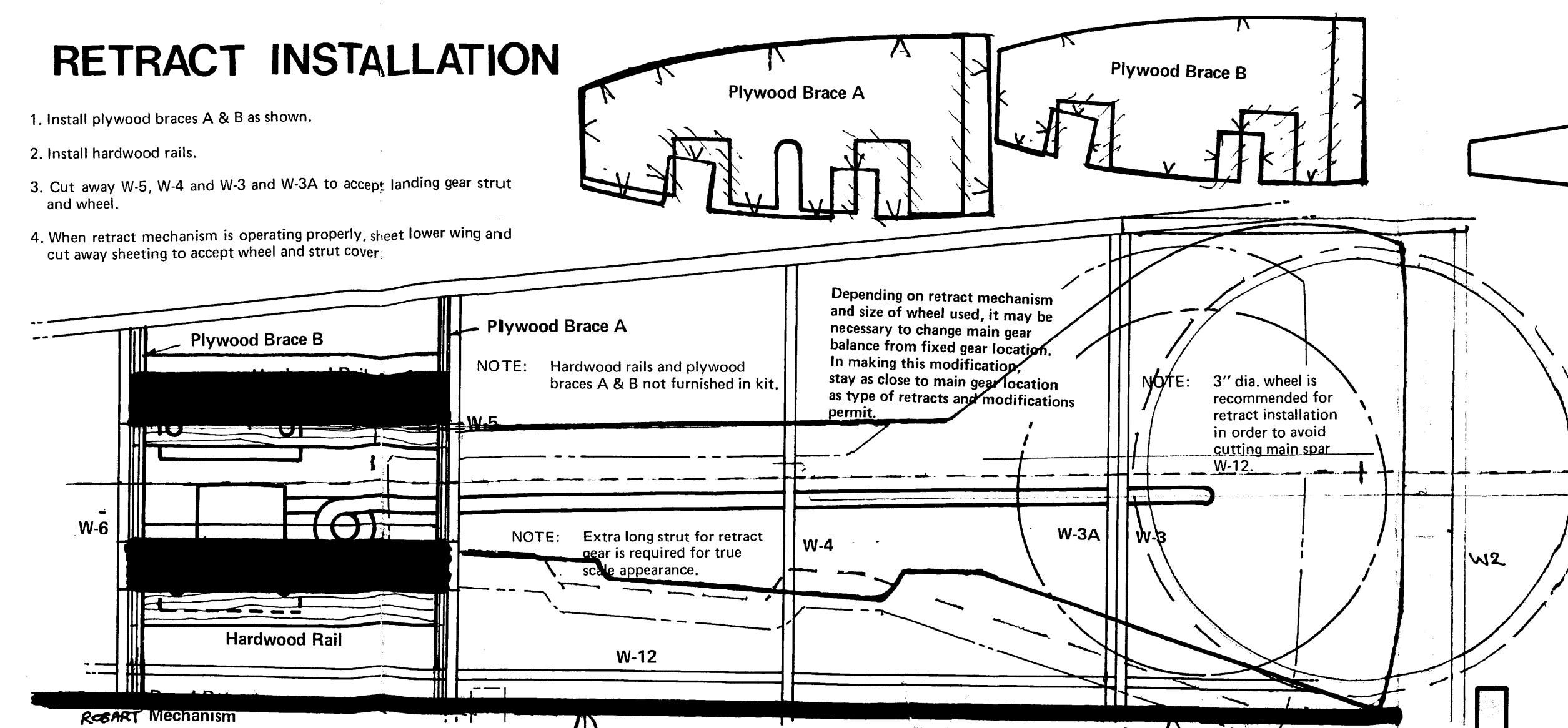


FIXED GEAR INSTALLATION

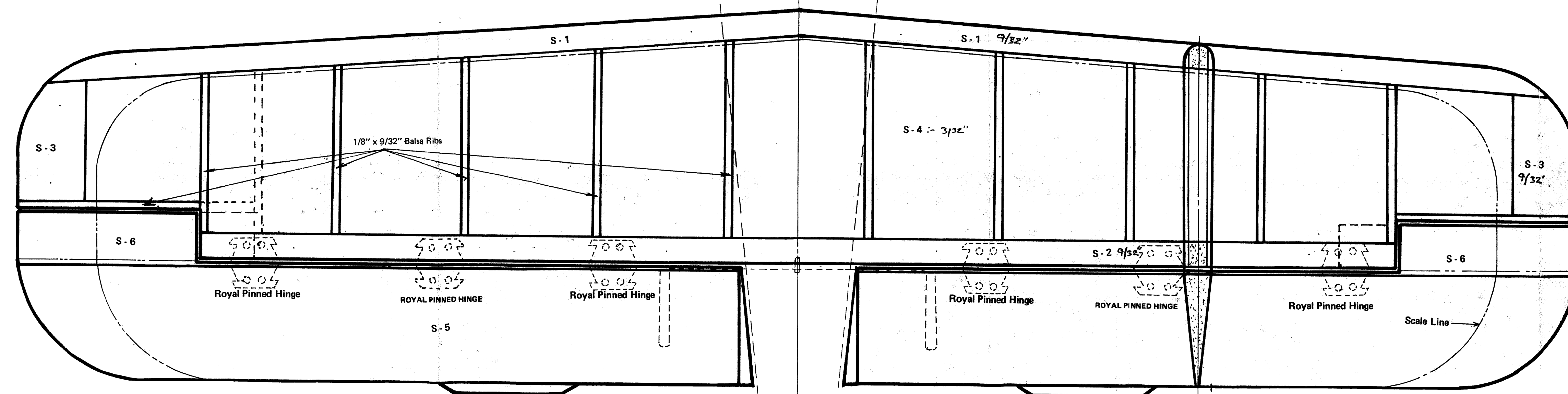


RETRACT INSTALLATION

1. Install plywood braces A & B as shown.
2. Install hardwood rails.
3. Cut away W-5, W-4 and W-3 and W-3A to allow landing gear strut and wheel.
4. When retract mechanism is operating properly, adjust lower wing and cut away sheeting to accept wheel and strut cover.

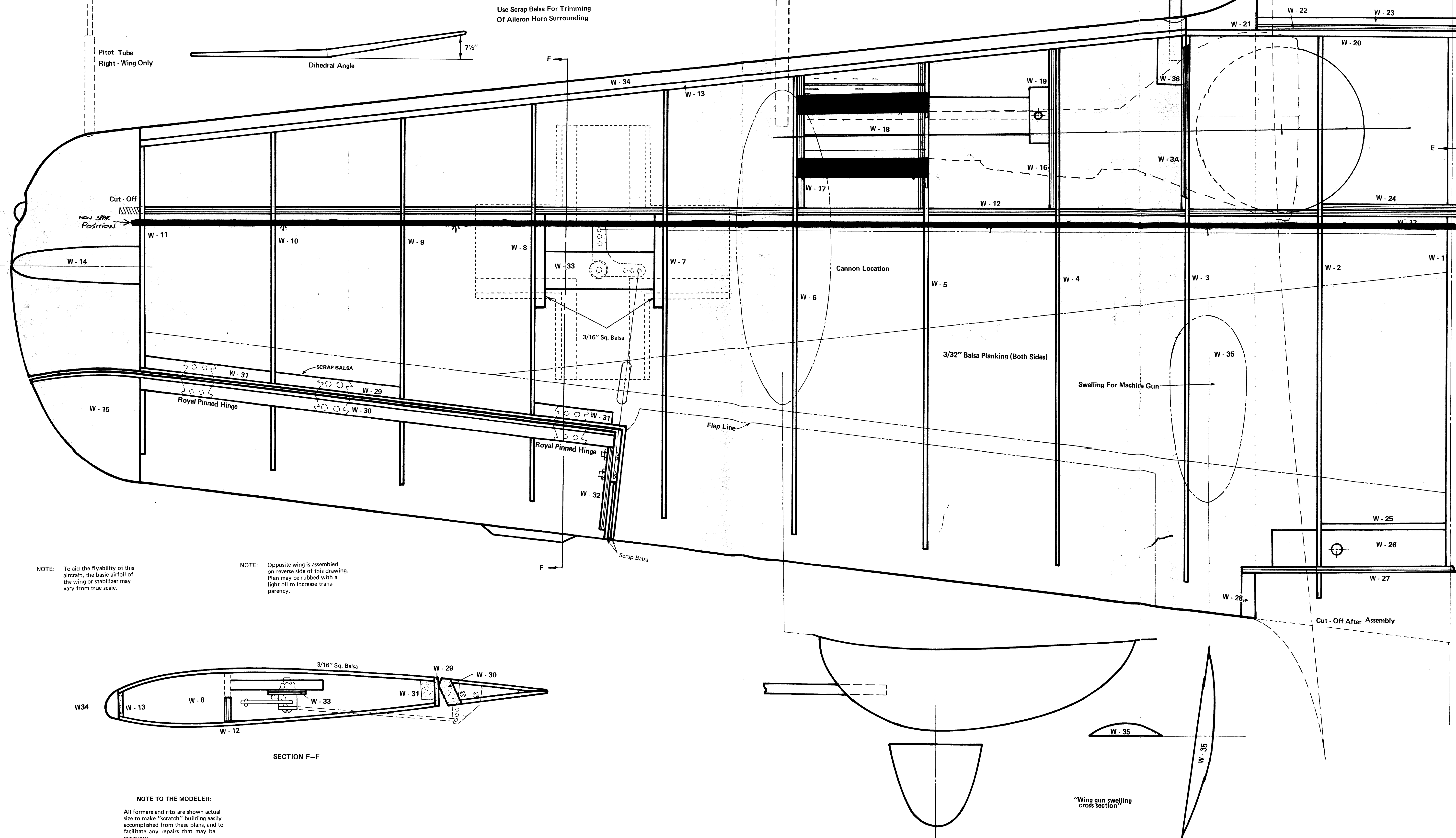
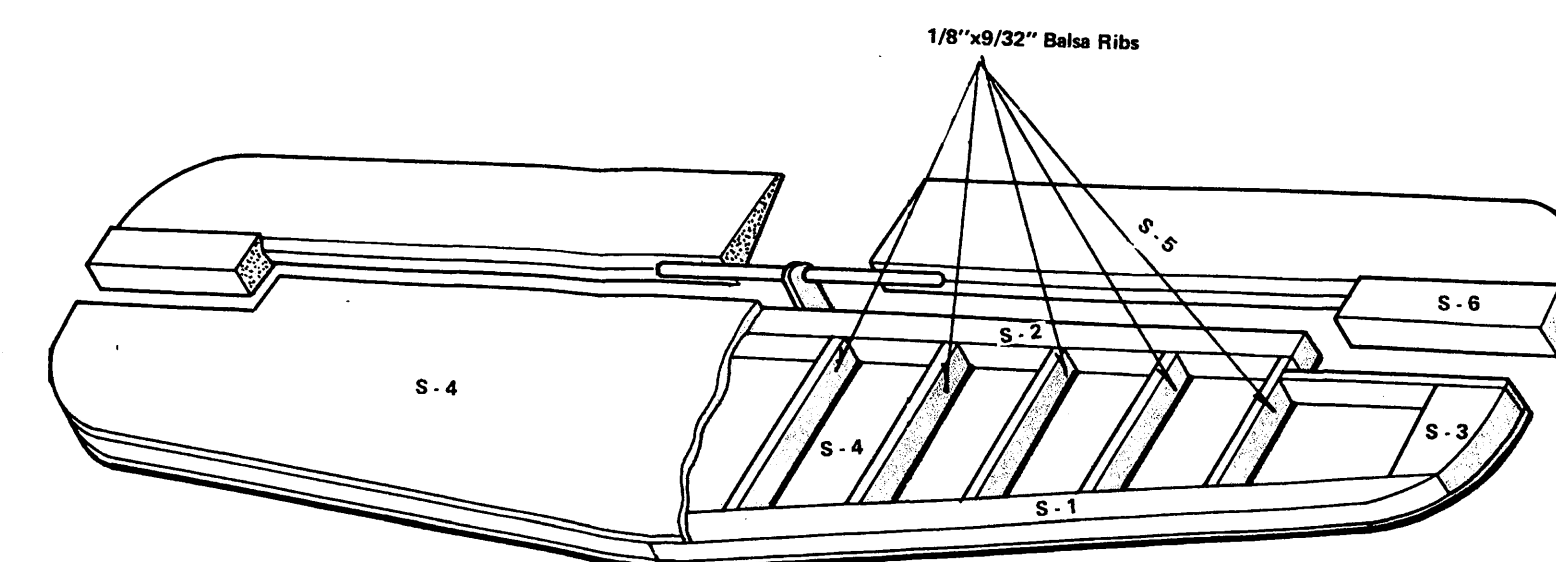


HORIZONTAL STABILIZER CONSTRUCTION



STABILIZER CONSTRUCTION

1. Glue the S-6 to the S-5.
2. While these are drying, draw the rib positions on one S-4 and glue W-1, S-3, and S-5 in place on it.
3. Add ribs and the top sheet.
4. Spot glue elevators in place and when dry, sand to airfoil shape shown on separate top view.



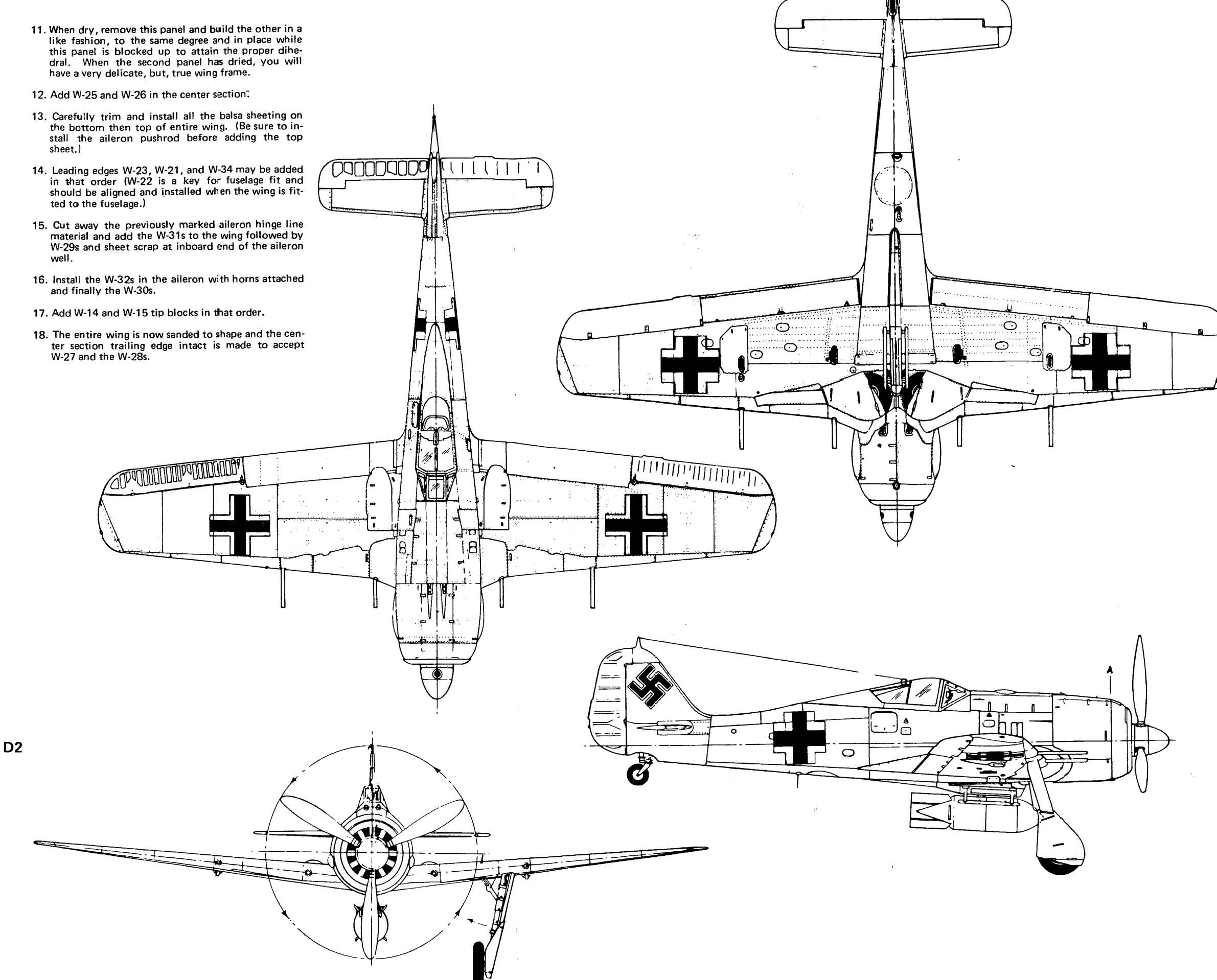
WING CONSTRUCTION

It is helpful to construct the wing first to allow proper fit in the fuselage. (If you are building a super scale version, this is the time to give some thought to such problems as flaps, lights, bomb releases, etc., which you must incorporate yourself. Keep in mind also that our recommended dihedral is 7 1/2" measured at one tip (with the opposite panel flat).)

1. To insure a true wing, draw an accurate chord line centered on ribs W-2, W-5, and W-11.
2. Put main spar W-12 in place on a flat workbench and add the W-13 thru W-11.
3. Adjust a 1/2" square balsa rib (not included) under the airfoil and of other ribs such that the line of W-2, W-5, and W-11 are parallel with the workbench top.
4. Install the W-3A, W-15, and W-17 rib doublers.
5. Without glue to the frame, add W-18 and W-19 for fixed landing gear struts.
6. W-24 may be added as you build the opposite wing panel, such that when dry, the proper chord is in proportion.
7. Install leading edge pieces W-13 and W-20. (See note to index winging section.)
8. Carefully glue one sheet of balsa along the airfoil of the ribs to form the top trailing edge.
9. Measure and mark the portion to be removed in the wing the shown in detail drawings.
10. As above installation does, install the tailboom and linkage as shown between W-1 and W-6.

REAL PLANE SPECIFICATIONS:

WING SPAN 34' 5 1/2"
FUSELAGE LENGTH 29' 4 1/8"
LOADED WEIGHT 9,424 LB.
POWER 2100 HP BMW 801 D2
SPEED 405 MPH



FOCKE-WULF

FW-190 A-8



ROYAL
PRODUCTS CORP.