SPITFIRE V-IX FORMERS B TO 31A
DWG 206
SPITFIRE XIV FUSELAGE ASSY
DWG 207
SUMMARY OF ALUM. SHEETS
ALCLAD SKINNING .020" THICK
(THIS MEANS THE FIRST ALTERNATIVE OF FUSELAGE CONSTRUCTION - SEE DWG 010 FOR OTHER IDEAS)
DETAIL C
DETAIL E
DOOR ATTMT.
IMPORTANT
• MAKE FIRST THE FUSELAGE LEFT AND RIGHT SIDE PANELS ASSEMBLE TOGETHER, SUIT TOP VIEW ON THIS DWG.
• DON'T SCALE ON THIS DRAWING
• USE TIG OR TAG WELDING AND AFTER DECARBONISING JIGGLE FOR CRACKS TRACES By VISUAL CONTROL
- IF CRACKS, FILE OFF AND REWELD.
TUBINGS
ALPHABETICAL DESIGNATORS ON THIS DRAWING INDICATES TUBING SECTIONS
FOR MORE THAN 300 Kg PAYLOAD UNIT CIRCLED TUBES (B) WILL BE REPLACED BY "A" TUBES
NOTE
THE INITIAL MJ10 DESIGN IS THE WOODEN FUSELAGE, THEREFORE IF SOMETHING IS NOT CLEAR IN THE TUBING VERSION PLEASE REPORT TO THE WOODEN VARIANT.
FLAT REPRESENTED RIGHT HAND FUSELAGE SIDE PANEL
FLAT REPRESENTED LEFT HAND FUSELAGE SIDE PANEL
ATTENTION: THE SQUARE TUBE FRAME IS 30% SMALLER THAN THE ROUND TOP. THE 4 PERIMETS IN EXCHANGE A MUCH MORE EASY TO CUT, FIT AND WELD.
TUBING
SPITFIRE Mk. Series 9
MJ10 SPIT. TUBING FUSELAGE
MJ10 205F
Nov 79
L. Tuck
TUBING FRAME COURTESY OF MR. DENDY KRAMER FORT RECOVERY - OHIO - USA WHO PROPOSED THE A VARIANT OF THE WOODEN VERSION
12 A VARIANT
SECTION a-a
ENGINE CONL
FIREWALL PART "A" DWG 701
ENGINE CONL AT FIREWALL STATION
ATTENTION: ON THE FUSELAGE THERE ARE TWO SECTIONS WHERE THE ⊠ TUBES ARE NOT WELDED BUT ARE ATTACHED WITH 5/16" BOLTS THIS ALLOWS THE FORWARD FUEL CELL TO BE FITTED FROM BELOW AND THE REARWARD FUEL CELL FROM THE TOP
THE 590mm PORTION ½ INTENDED FOR 300 kg POWER UNIT (250 TO 300 HP) BY POWER UNIT IS UNDERSTOOD
— ENGINE DRY + MOUNT
— COWLS
— PROPELLER
— SPINNER
— OIL
IN FACT ALL WHAT IS HANGING ON BULKHEAD. FOR HEAVIER ENGINES IT IS ADVISED TO CONSEQUENTLY SHORTEN THIS PORTION
FROM A TO B THIS LENGTH SUITABLE FOR "LITTLE" ENGINES (CAR MOTORS) FOR "LONG" ENGINES SUCH AS VIZ JAGUAR OR RANGER 200 HP THIS PORTION IS UNUSEFUL, ENGINE MOUNT STARTS HENCE AT "B" LEVEL
DISMANTABLE BY USING 5/32" ANCHORNUTS MAKE FROM 20" ALUM ALCLAD SHEET
FOR REARWARD FUEL CELL
FOR FORWARD CELL
DETAIL A
DETAIL B
DETAIL D
FRONT VIEW
SIDE VIEW
TOP
BOTT
UP
DOWN
LOWER LONGERON "STRAIGHT" ON THIS LENGTH
UPPER LONGERON STRAIGHT ON THIS LENGTH
OVERALL FUSELAGE LENGTH ASSEMBLED: 5492 mm
OVERALL SIDE PANEL LENGTH = 5493 mm
BOTH - UPPER - AND LOWER - LONGERONS ARE PARALLEL ON THIS LENGTH
STRAIGHT BETWEEN THESE BENDING POINTS
STRAIGHT FROM FORMER 26 TO HERE
FUTURE "A" TUBE (SEE BELOW)
THE DIFFERENCE IN THESE TWO DIMENSIONS REPRESENTS THE LOSS OF AROUND 11mm AS THE TWO SIDE PANELS ARE BENT BEGINNING AT FORMER 25
FLAT REPRESENTED
MANDATORY USE AN AIRCRAFT WELDING QUALIFIED WELDER
** AFTER TUBING FRAME WELDING SEND TO TORCA SOME PICTURES OF IT TO GETHER WITH YOUR SMILING FACE - IT'S AN ORDER!!!
(DON'T DRILL RIBS CAPERIX!!!)
BOTH - UPPER - AND LOWER - LONGERONS ARE PARALLEL ON THIS LENGTH
THESE "B" TUBES ON ROLL FUSELAGE LENGTH WITHOUT STRIPES, HOLES OR ANY NOTCHES UNLESS OTHERWISE SPECIFIED
DISMANTABLE FOR ENGINE MOUNT
FOR REAR WING ATTMT SUIT DWG. 206
SUIT WINGSPAR WIDTH
FUTURE FORMER 24 THIS SIDE
FUTURE FORMER 25 THIS SIDE
FUTURE 25
FUTURE FORMER 24
WILL BE CUT AFTER WELDING OF THE ENTIRE FUSELAGE ASSEMBLY
FUSELAGE REFERENCE SIDE VIEW
FUSELAGE CENTERLINE IN TOP VIEW
HALF OF LOWER SURFACE SEEN FROM TOP
HALF OF UPPER SURFACE SEEN FROM TOP
FUSELAGE REFERENCE
FUSELAGE INTERIOR
FIBERGLASS THICK 1/8" SAUCEPAN FOR YOUR BOTTOM INSIDE I.E. NOT ENOUGH FOAM IN THE COCKPIT (SQUARE H-6)
NOTE K SQUARE
NOTE K SQUARE E-4
NOTE F THIS LINE TANGENT TO THE TOP OF THE UPPER LONGERON (TOP OF TOP LONGERON)
NOTE G THIS LINE TANGENT TO THE UNDERNEATH OF LOWER LONGERON (BOTTOM OF BOTTOM LONGERON)
NOTE G THIS LINE TANGENT ON THE LOW LONGERON
THREADED ROD 1/4 WELD ON THE TUBE AND SERVING FOR "SURFACE Z" ATTMT (FLAT WASHERS)
FOR METAL SHEETS SKINNINGS 1/16" TOP RIVETS
DISMANTABLE CRAFT
BOTTOM
TOP
SECTION a-a