There are several notes I need to provide to aid you with the enclosed package. The original kits used 1/16" balsa. Since I wanted to print these directly on balsa sheet I developed the parts for 1/32" balsa sheet. My printer will handle up to 1/20" sheet, but I find 1/32" is a little easier to handle in the printer. As a result, some of the parts have been drawn to allow for cross grain laminations. The fuselage formers are a good example. The fin as also been drawn with a mirror image to allow for markings on both sides. This works fine as long as you are using 1/32" sheet stock.

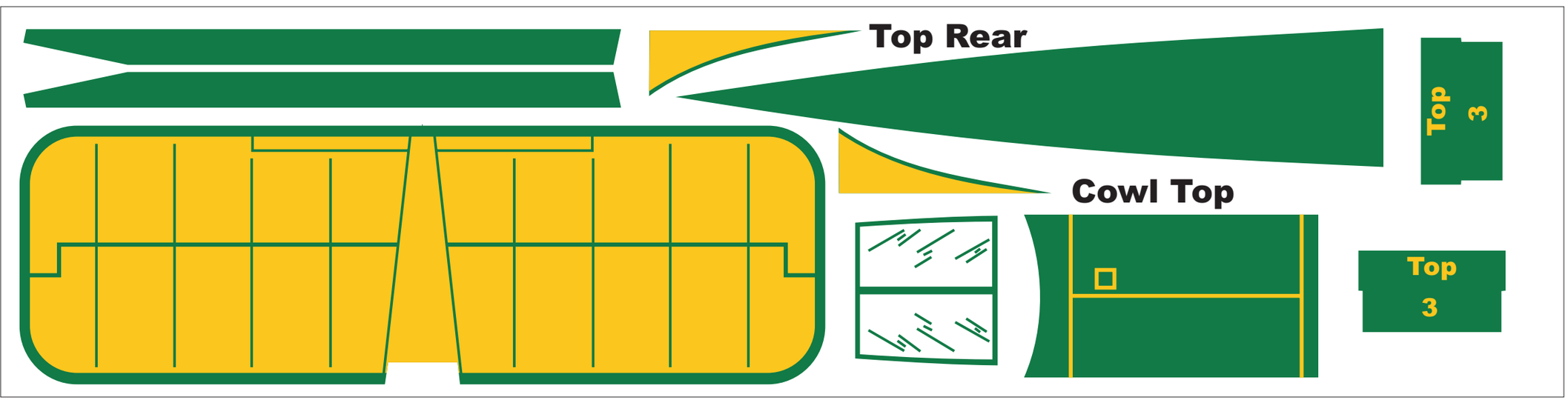
I like to use a removable nose for winding. The parts have been drawn with this in mind. An un-colored nose former has been drawn that is to be part of the fuselage structure. A colored nose piece has also been drawn. The piece when backed with a piece of 1/64" plywood becomes the removable part. The nose former is located to allow the removable piece to nestle inside the fuselage sheeting. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose piece. Please see the diagram that comes just before the scanned kit plan in this package.

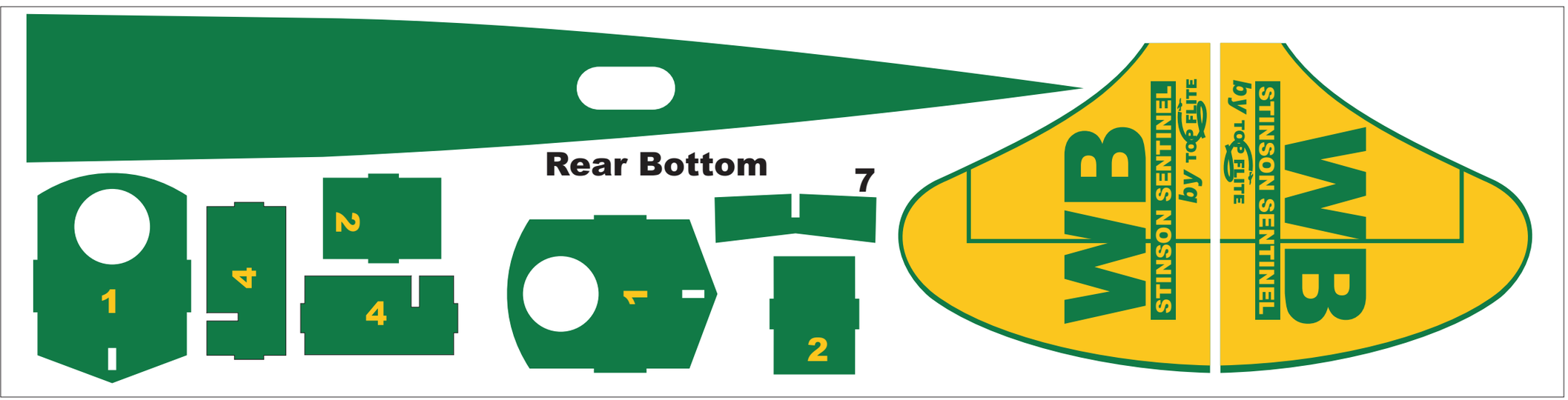
When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. Makes holding the model in a winding stooge very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of plywood to the inside of each fuselage side at the peg location. This has proven to be more than adequate for a fully wound motor of 1/8" Tan II rubber. A piece of 3/32” OD aluminum tubing is used for the rear motor peg.

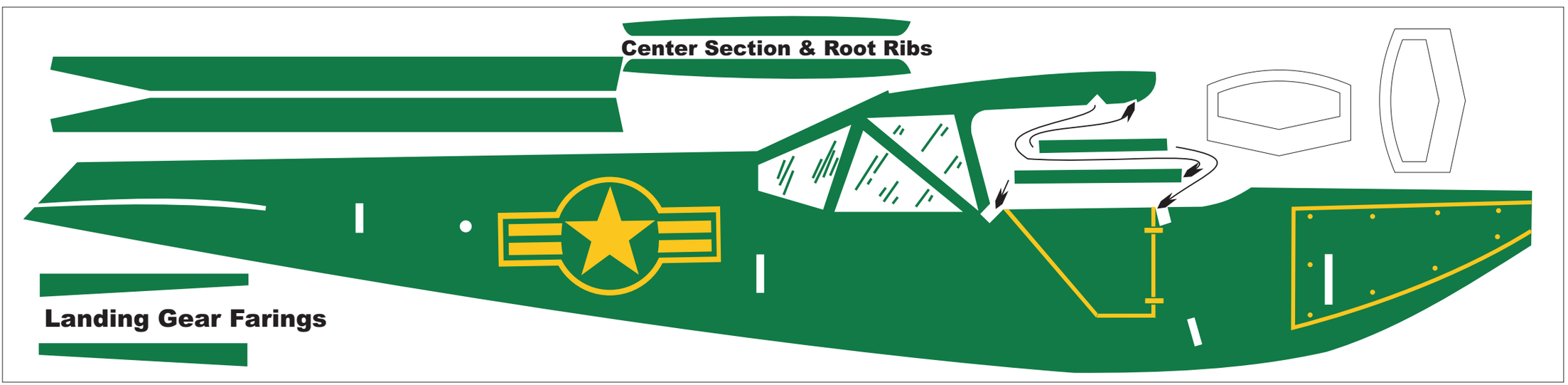
Some of the original kits came with a wing that was one piece with the dihedral steamed in. To duplicate the flat center section I have drawn the wing in three parts. The center section gets built first by placing a rib on each end. A rib is then glued to the root of each wing panel. When the glue has dried (I prefer the old style cellulose based glues for these models), the wing panels are glued to the center section. I use one inch of dihedral under each tip. When the wing assembly is attached to the fuselage, the ribs should just slide over the fuselage sides with the center section sheeting lying on the top of the fuselage sides. Please see the diagram that comes just before the scanned kit plan in this package.

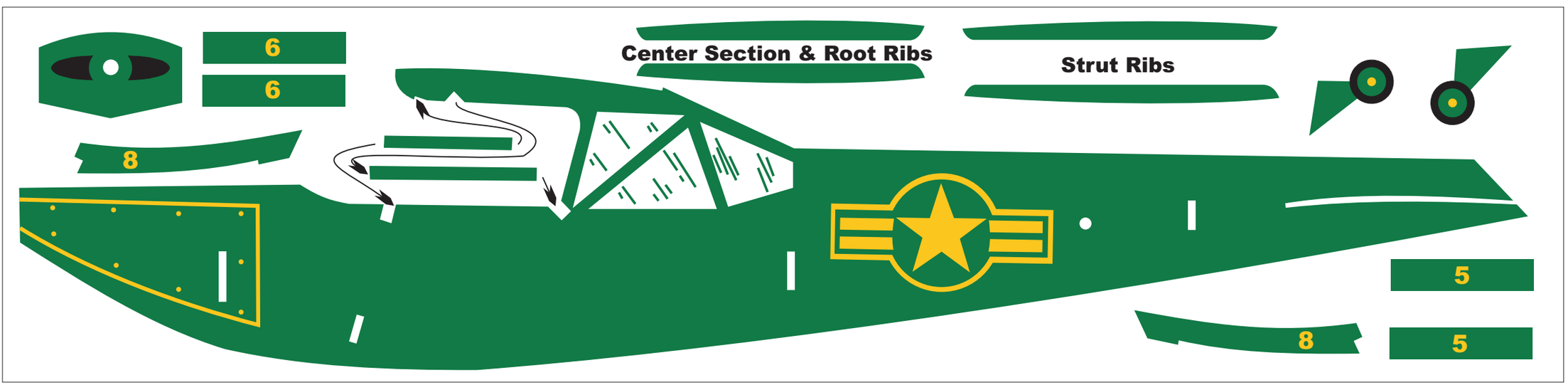
I do hope you build and enjoy a model from this plan package.

Paul Bradley

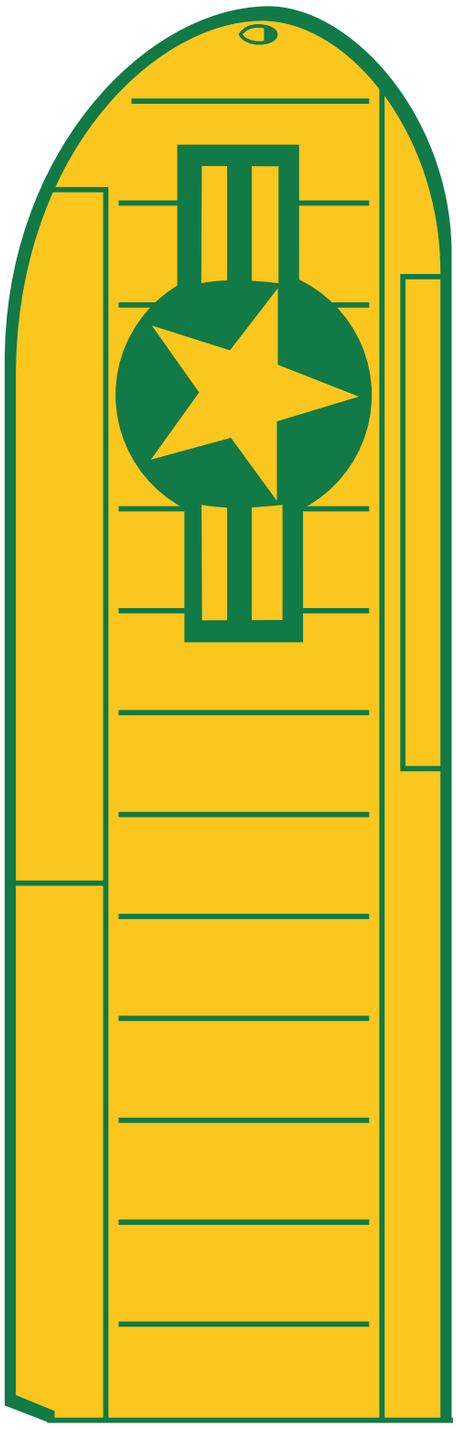

Top Rear
Top
3
Cowl Top
Top
3


Rear Bottom
7
1
4
2
4
1
2
WB
STINSON SENTINEL
by TOP FLITE
WB
STINSON SENTINEL
by TOP FLITE


Center Section & Root Ribs
Landing Gear Farings

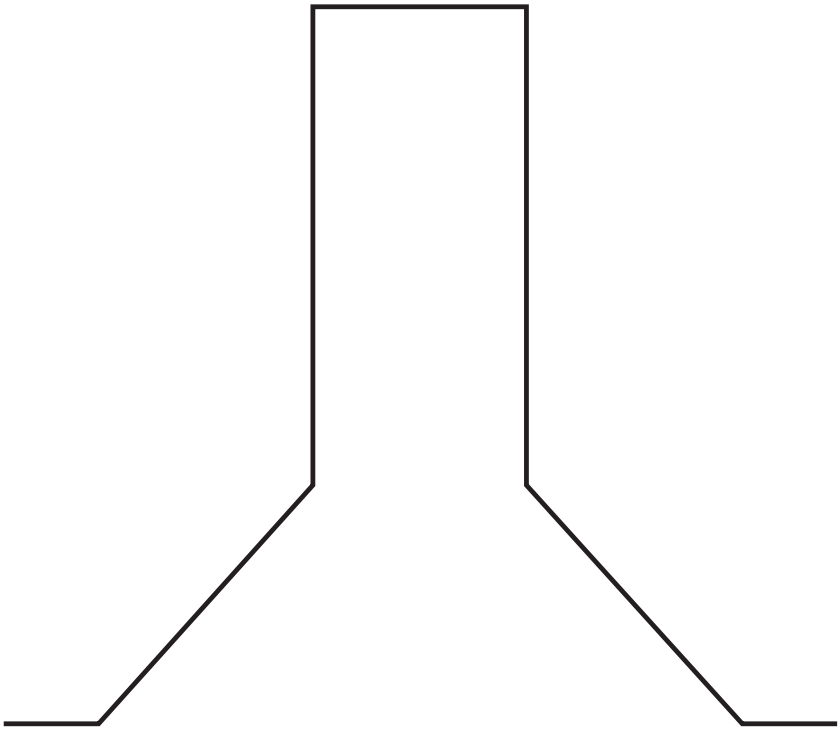

6
6
Center Section & Root Ribs
Strut Ribs
8
5
8
5


U.S.M.C.

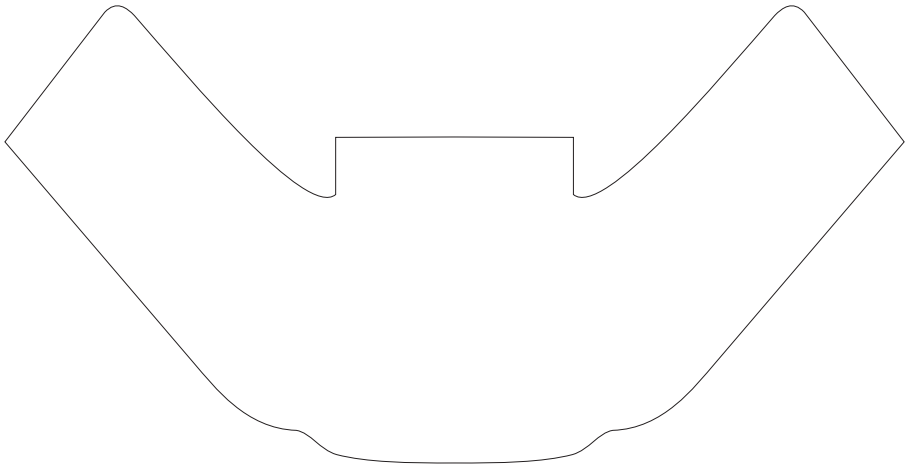


Cowl Bottom

Center Bottom

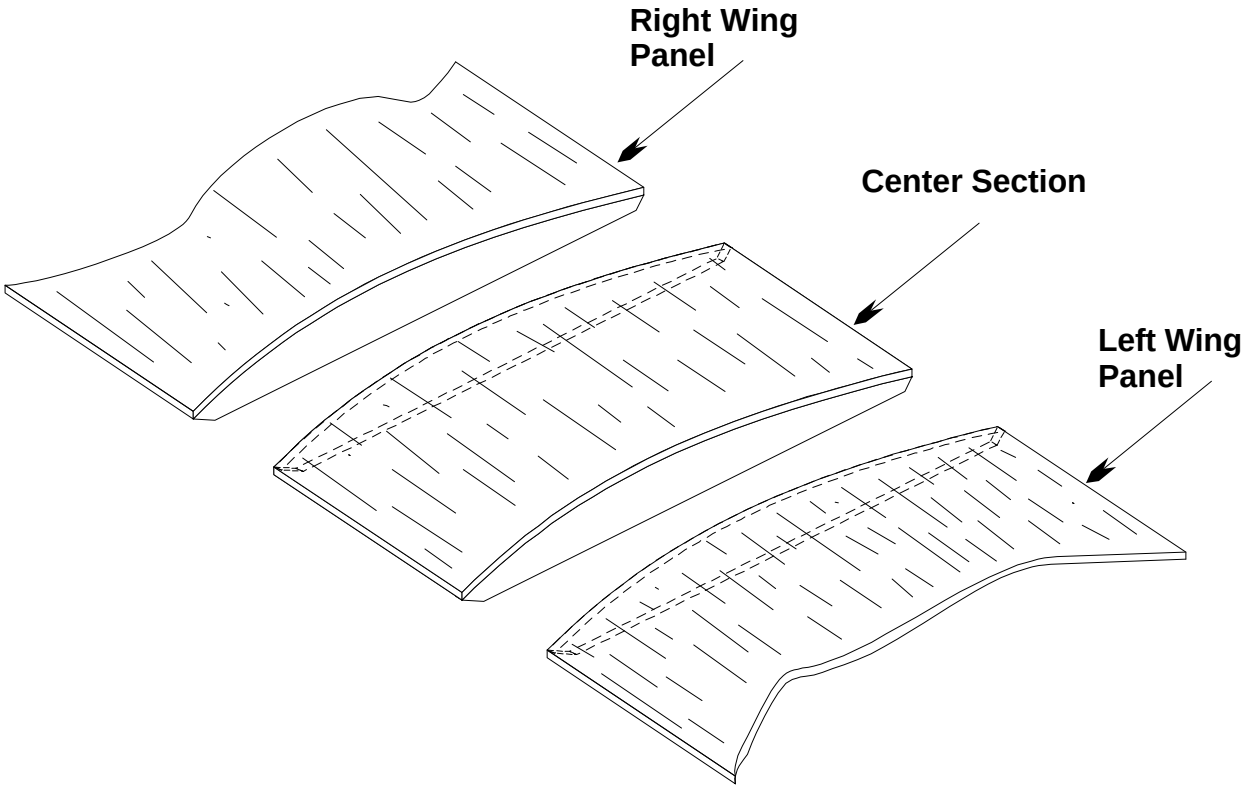


.025 Music Wire
3/4” Wheels



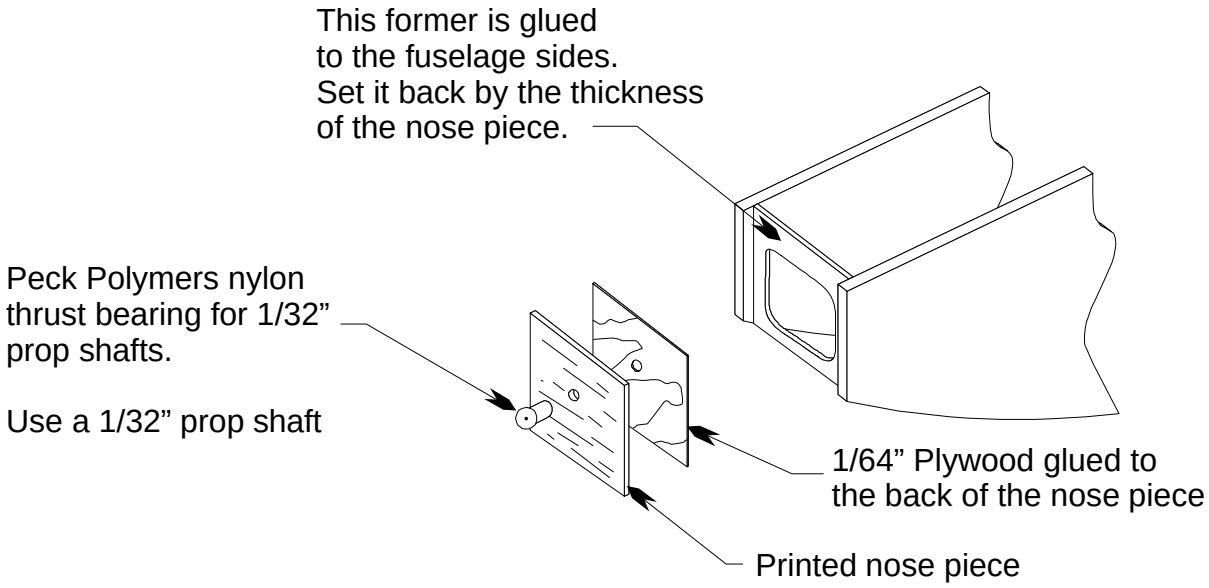
Stinson Sentinel

Wing Center Section Assembly



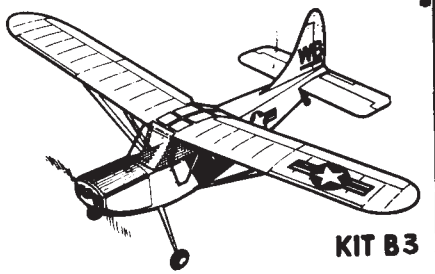
For wings that have a flat center section, follow these steps. Glue ribs to each end of the center section. Glue a rib to the root end of each wing panel. Block up the tip of each wing panel and sand the root vertical using the edge of the work bench as a guide. Glue each wing panel to the center section. The wing assembly will fit over the fuselage sides with the ribs to the outside.

Removable Nose Assembly



TOP FLITE MODELS INC.

2635-45 S. Wabash Ave., Chicago 16, Illinois



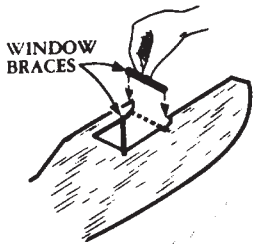
KIT B3

STINSON SENTINEL

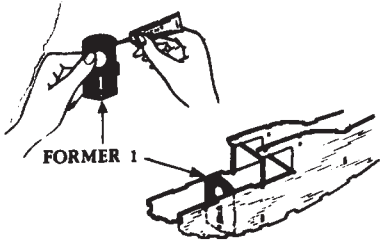
This Top Flite JIGTIME model is guaranteed to fly when the builder follows all the instructions. Follow especially the instructions on "How To Fly Your Model."

In case of difficulty, consult an experienced modeler. If you have made the model accurately and it still does not fly satisfactorily, the dealer is authorized to refund your purchase price upon surrender of the finished model.

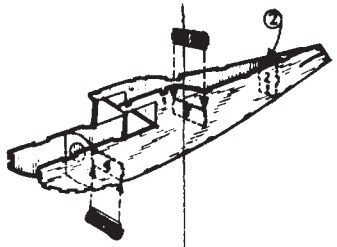
FOR A WELL-BUILT MODEL, FOLLOW T



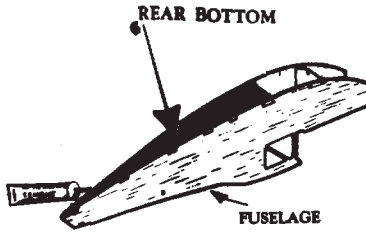
1 Remove parts from die sheets. Cement window braces in place.



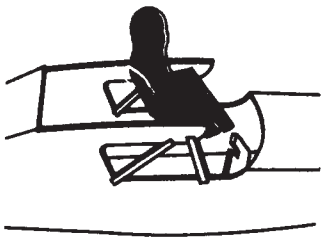
2 Apply cement to sides of former 1, and cement former in place.



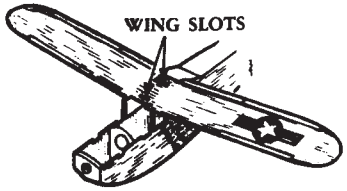
3 Cement formers 2, 3 and 4 in place in that order.



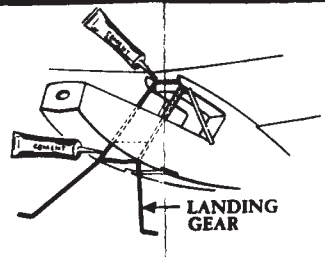
4 Put rear bottom in place, then cement while in position.



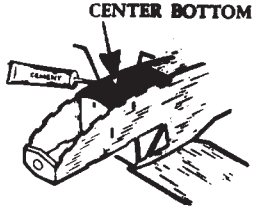
7 Cement pilot into notch.



8 Line up slots in wing on formers 5 and 6, then while in place cement wing underneath to fuselage.

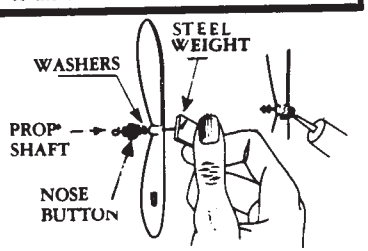


9 Cement landing gear inside fuselage to front of formers 4 and 6, and against bottom of wing.

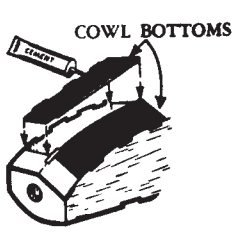


10 Cement center bottom sheet in place.

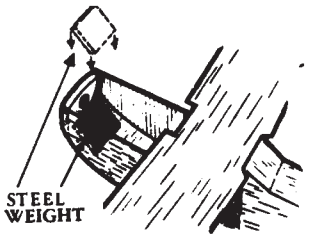
11 Be ce



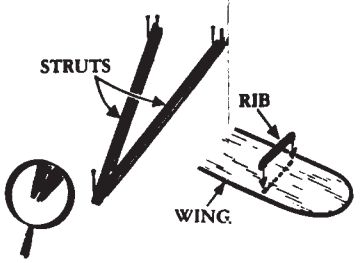
14 Slip nose button, washers and prop on prop shaft. Use steel weight to bend hook on end of shaft. Slide prop to this hook and cement in place.



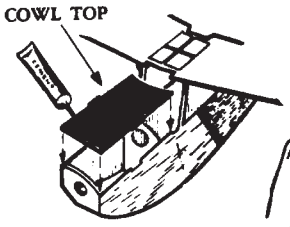
15 Wet printed side and bend gently to curve. Put bottom of cowl in place then cement while in position. Hold until cement dries.



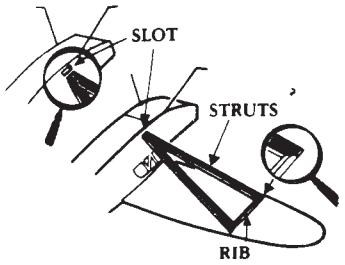
16 Cement weight securely on top of cowl brace, and against noseblock and one side of fuselage.



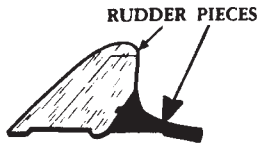
17 Cement struts together over plan. Cement ribs to bottom of wing.



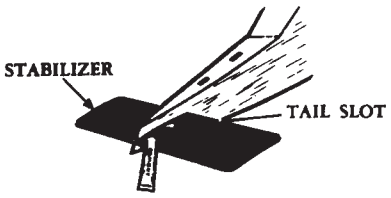
18 Wet printed side and bend gently to curve. Cement top of cowl in place, hold until cement dries.



21 Cement struts to ends of wing

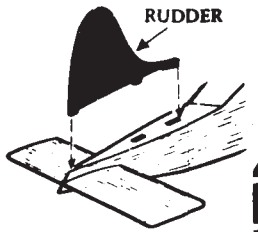


22 Cement rudder pieces together.

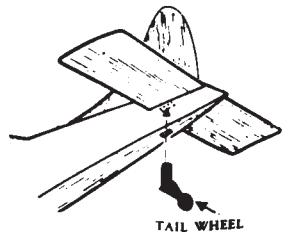


Slip stabilizer into slot, then apply cement.

23



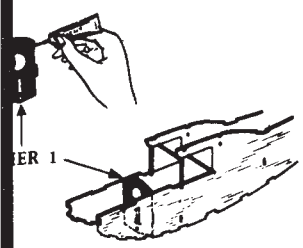
24 Cement rudder to top of fuselage.



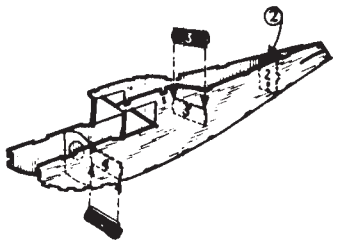
25 Cement tail wheel in place, fitting

26 Cement str landing gea fuselage.

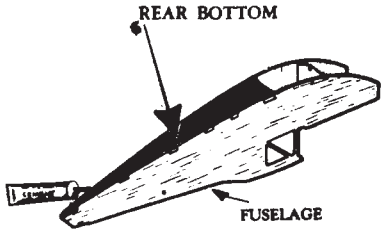
WELL-BUILT MODEL, FOLLOW THESE EASY STEPS!



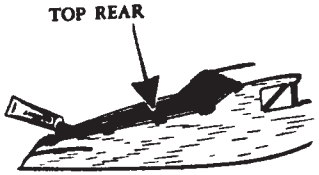
2 Apply cement to sides of former 1, and cement former in place.



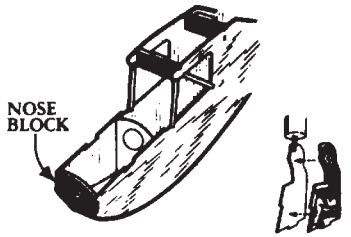
3 Cement formers 2, 3 and 4 in place in that order.



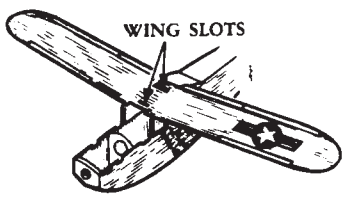
4 Put rear bottom in place, then cement while in position.



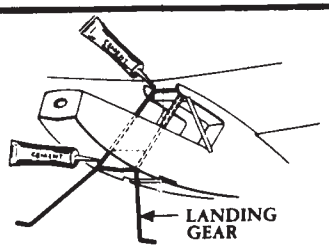
5 Put top rear in place, then cement while in position.



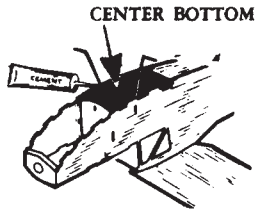
6 Cement formers 5, 6, and noseblock in place in that order. Cement two sides of pilot together.



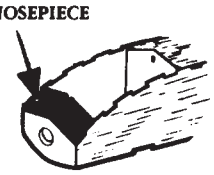
8 Line up slots in wing on formers 5 and 6, then while in place cement wing underneath to fuselage.



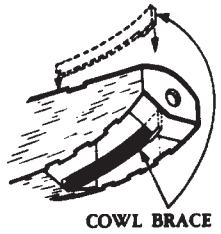
9 Cement landing gear inside fuselage to front of formers 4 and 6, and against bottom of wing.



10 Cement center bottom sheet in place.

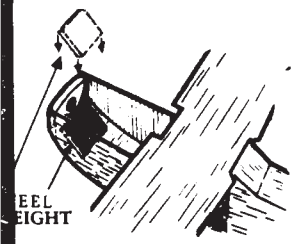


11 Bend nose piece 7 along line and cement in place.

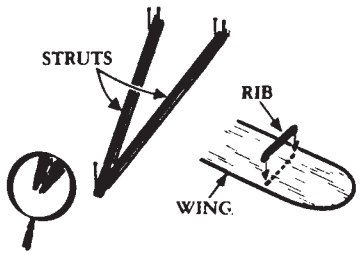


12 Working from top, cement cowl brace 8 in place between noseblock and former 1.

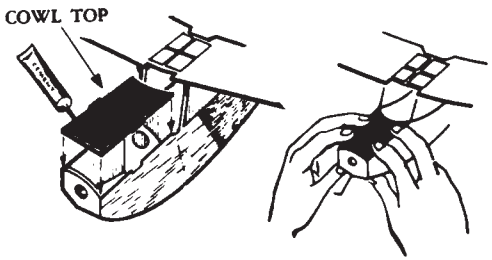
13 Cement tail wheel pieces together.



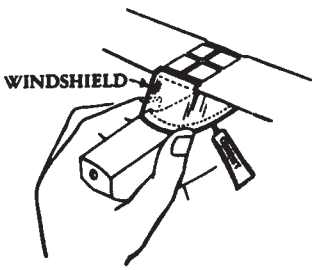
Cement weight securely on top of cowl brace, and against noseblock and one side of fuselage.



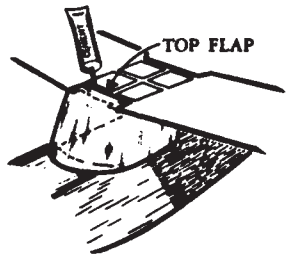
17 Cement struts together over plan. Cement ribs to bottom of wing.



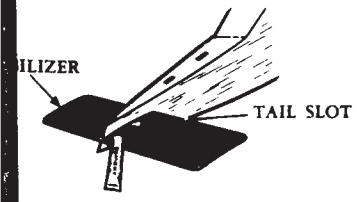
18 Wet printed side and bend gently to curve. Cement top of cowl in place, hold until cement dries.



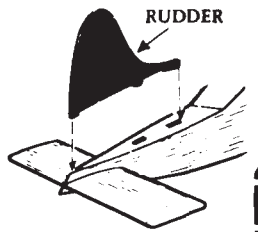
19 Cement windshield to cowl and fuselage.



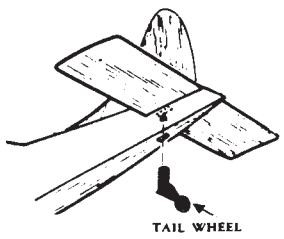
20 Bend top flap of windshield back and cement it to top of wing.



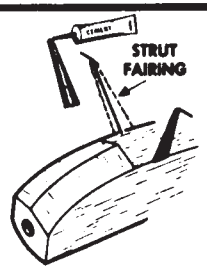
Slip stabilizer into slot, then apply cement.



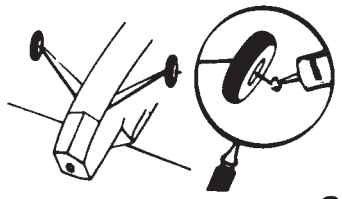
24 Cement rudder to top of fuselage.



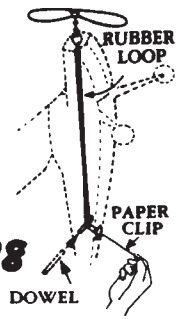
25 Cement tail wheel in place, fitting it through slot in stabilizer.



26 Cement strut fairings to wire landing gear and lower edge of fuselage.



27 Slip wheels on axles and make sure they spin easily. Put drop of cement on ends of axles without touching wheel.



28 Hook rubber on prop shaft. Hook other end of rubber on opened paper clip, and drop through fuselage to rear opening. Slip dowel thru fuselage side . . . then thru rubber loop and other side.

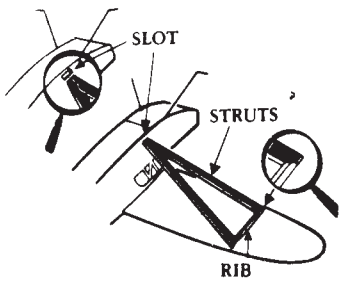
14 Slip nose button, washers and prop on prop shaft. Use steel weight to bend hook on end of shaft. Slide prop to this hook and cement in place.

15 Wet printed side and bend gently to curve. Put bottom of cowl in place then cement while in position. Hold until cement dries.

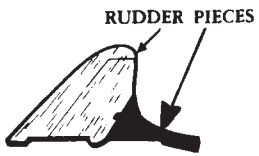
16 Cement weight securely on top of cowl brace, and against noseblock and one side of fuselage.

17 Cement struts together over plan. Cement ribs to bottom of wing.

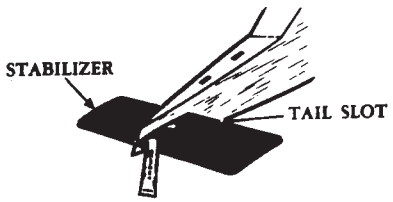
18 Wet printed side and bend gently to curve. Cement top of cowl in place, hold until cement dries.



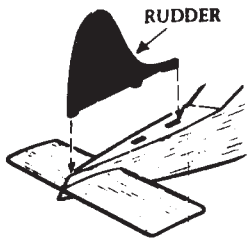
21 Cement struts to ends of wing rib, then into slot in fuselage.



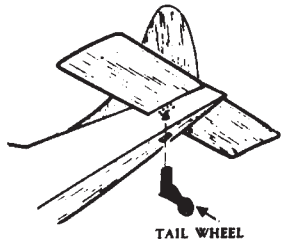
22 Cement rudder pieces together.



23 Slip stabilizer into slot, then apply cement. Cement rear of fuselage together.



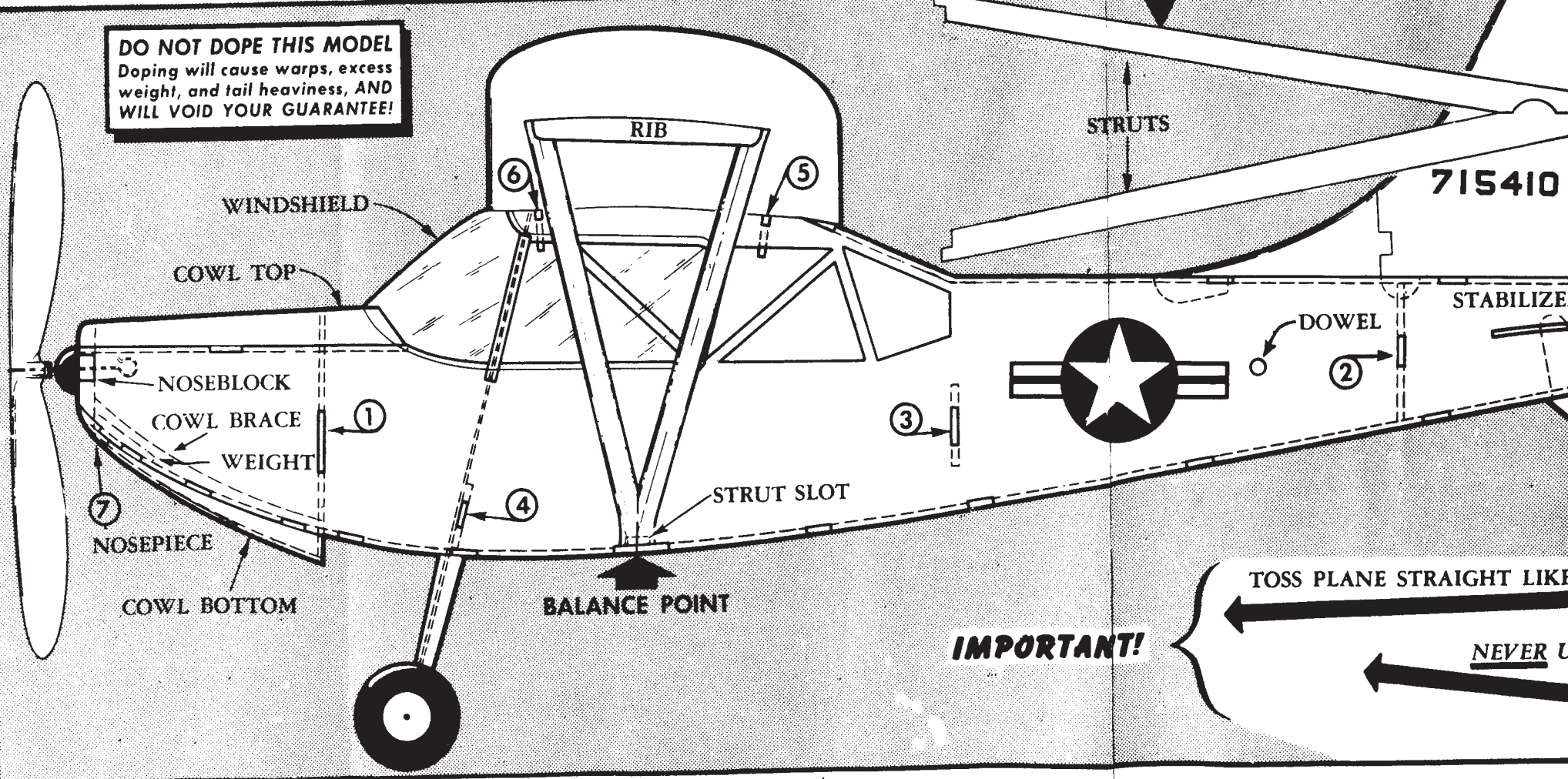
24 Cement rudder to top of fuselage.



25 Cement tail wheel in place, fitting it through slot in stabilizer.

26 Cement strut landing gear fuselage.

DO NOT DOPE THIS MODEL
Doping will cause warps, excess weight, and tail heaviness, AND WILL VOID YOUR GUARANTEE!



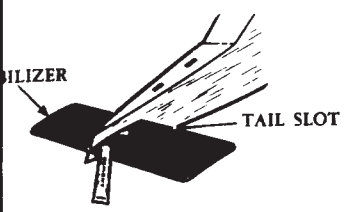
Cement weight securely on top of cowl brace, and against noseblock and one side of fuselage.

17 Cement struts together over plan. Cement ribs to bottom of wing.

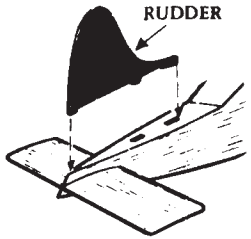
18 Wet printed side and bend gently to curve. Cement top of cowl in place, hold until cement dries.

19 Cement windshield to cowl and fuselage.

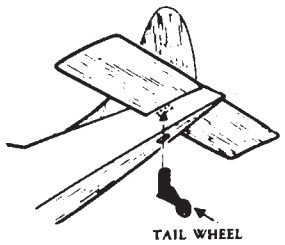
20 Bend top flap of windshield back and cement it to top of wing.



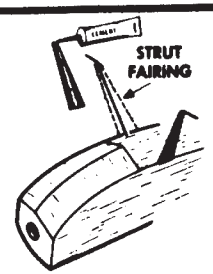
Slip stabilizer into slot, then apply cement.
Cement rear of fuselage together.



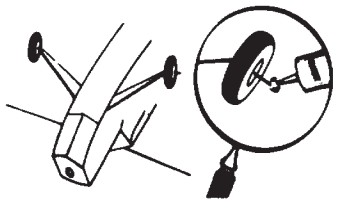
24 Cement rudder to top of fuselage.



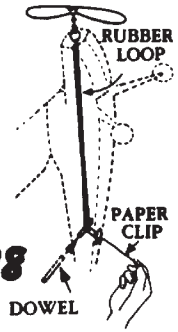
25 Cement tail wheel in place, fitting it through slot in stabilizer.



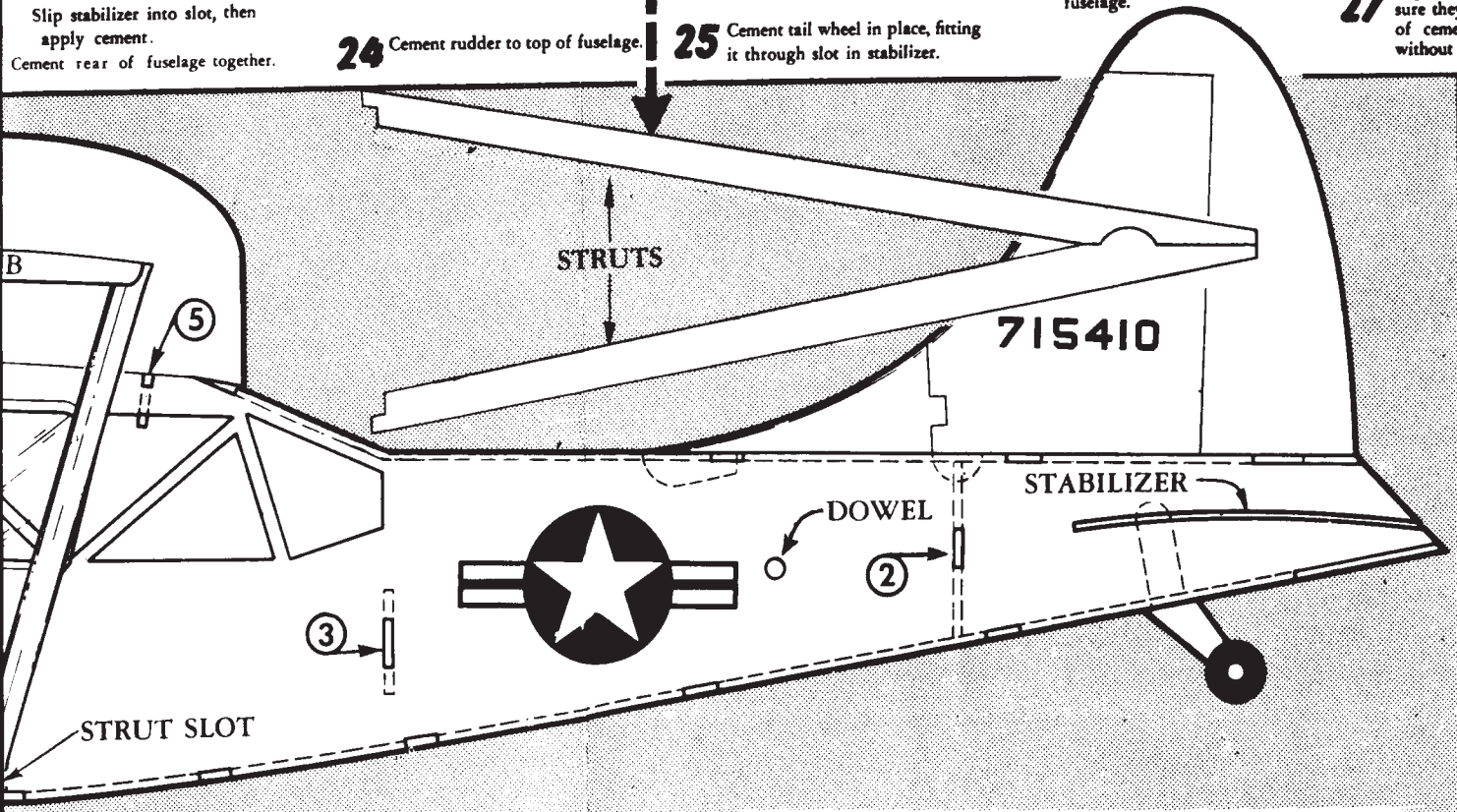
26 Cement strut fairings to wire landing gear and lower edge of fuselage.



27 Slip wheels on axles and make sure they spin easily. Put drop of cement on ends of axles without touching wheel.



28 Hook rubber on prop shaft. Hook other end of rubber on opened paper clip, and drop through fuselage to rear opening.
Slip dowel thru fuselage side . . . then thru rubber loop and other side.



HOW TO FLY

1 Balance model as shown, adding small weights (BBs or bits of modeling clay) if needed to bring model level.

2 Test glide model over tall grass. If model dives, bend tail up a little at a time until a smooth flat glide is obtained.

3 If model stalls, (climbs, then dives sharply) bend tail down until glide is smooth and flat.

4 If model turns, bend rudder opposite to direction of turn to get straight flights. Wind motor to 200 turns and check power flight. For extra long flights, rub castor oil into the rubber motor and wind 300 or more turns.

IMPORTANT!

TOSS PLANE STRAIGHT LIKE THIS

NEVER UP LIKE THIS