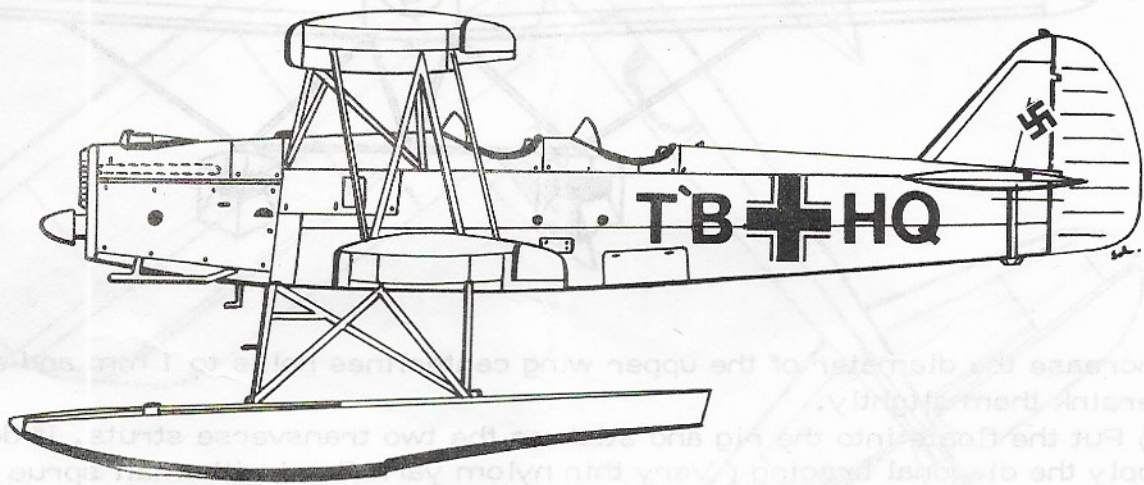




HEINKEL HE 42 C

The He 42 designed 1931 as replacement of the successful HD 24, developed for the Swedish Navy, became in the following years the standard trainer of the DVS-Seefliegerschule and later of the decamouflaged Luftwaffe. Equipped with a Junkers L5G engine of 380 hp, partially armed with either a fixed MG 17 or a movable Mg 15 as well as a catapultable (He 42 C 2), this rugged unbraced biplane saw service in training and sea reconnaissance roles until 1944.



Instructions:

1. Wings

After fitting wing halves glue into each wing a stripe of sheet metal of 6x1x80 mm bent to correct dihedral by using double face tape Cement wing halves together and sand smooth.

2. Fuselage

Cut out cockpit openings, then cement fuselages halves together. Install seats after final sanding.

3. Tailplane and floats

Cement parts together and sand smooth. If necessary fill gaps with body putty

4. Final assembly

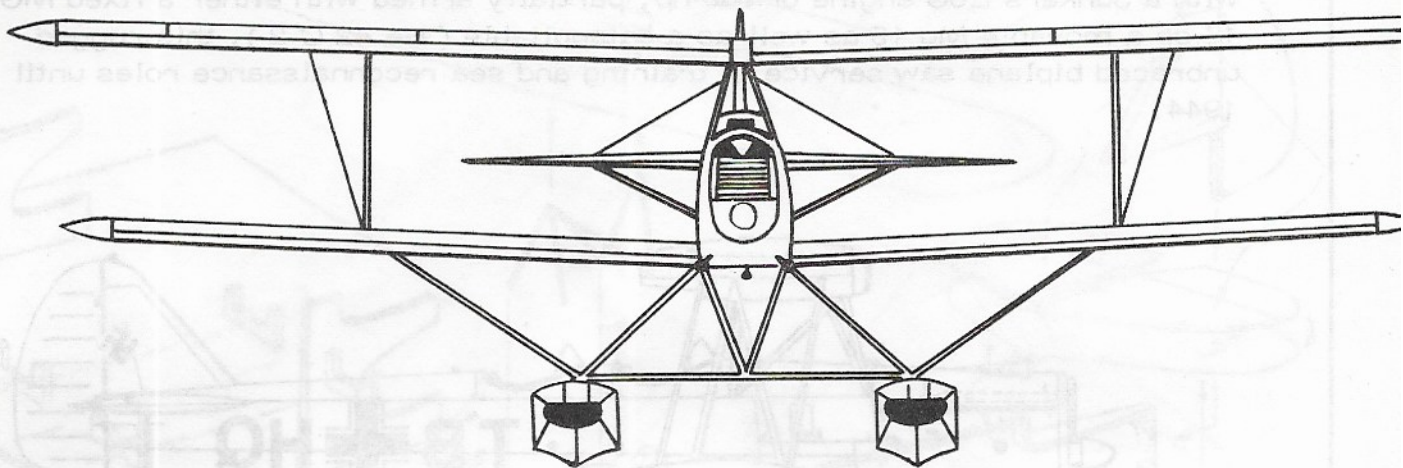
It is recommended to use for assembly of this aircraft an assembly rig consisting of two pairs of supports for floats and wings (see figure 1)

a) Cement lower wings into fuselage and adjust carefully. Fill joints with body putty and sand.

b) Drill strutholes where indicated at upper surface of lower wing (6) and lower surface of upper wing (8) using a drill of 0,7 mm in diameter. Drill the four holes for the main float struts in the lower edge of the fuselage.

General instructions:

1. Cut out parts with a sharp knife or a fretsaw as close as possible to the contours.
2. Trim all cut out parts to the correct shape using wet- and-dry paper of medium grain. All overlapping has to disappear completely. It is recommended to use for this a piece of smooth wood fixed to the part by a double facing adhesive tape.



Increase the diameter of the upper wing centerlines holes to 1 mm and countersink them slightly.

c) Put the floats into the rig and stick on the two transverse struts. If desired apply the diagonal bracing (Very thin nylon yarn fixed with small sprue pins into appropriate holes, see figure 2).

d) Insert fuselage with lower wing into the rig. Determine length of float main struts with 1 mm extra length and glue them into the fuselage holes behind respective in front of the transverse struts on the floats upper sides close to the centerline. Fit in diagonal struts and glue them to the main struts.

e) Proceed equally with the float-wing struts. Finally glue in V-struts between fuselage and transverse struts on floats.

f) Fit in central struts and the four wing main struts as well as aileron connecting rods.

The aileron connecting rods must have 2 mm overlength in order to stick them on top and on bottom into the wings.

Glue in all struts and fix upper wing.

Finally fit and glue in diagonal struts for completing the wing and central N-struts.

g) Cement complete tailplane to tailcone. Fill and sand joints smooth. Add details like horizontal tail struts, vertical tail bracing and support brackets for engine inspection (see figure 2)

5. After painting fix propeller and windscreens.

6. Painting: All surfaces light grey 76

Codes and national insignias black

7. For reference: Heinkel Flugzeugtypenblatt 013

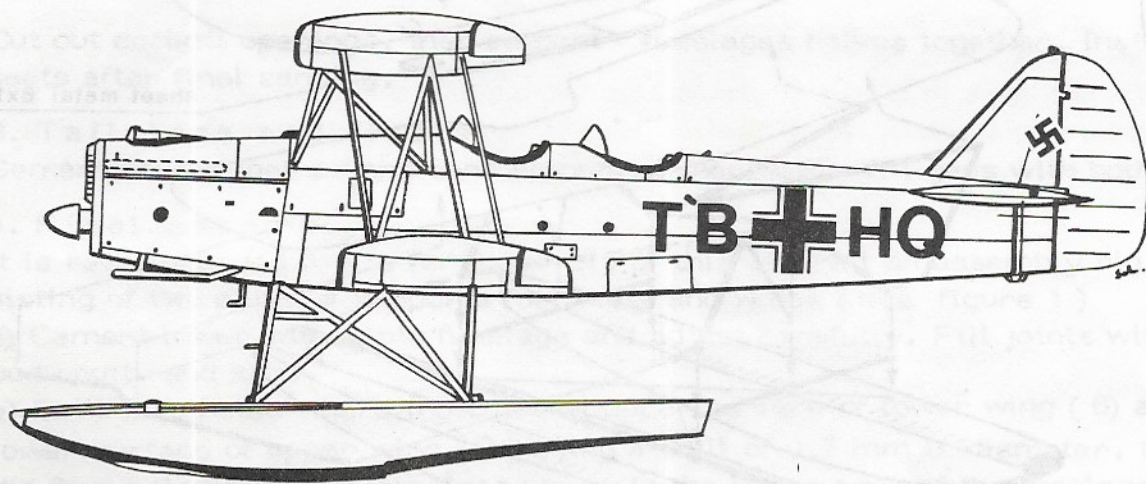
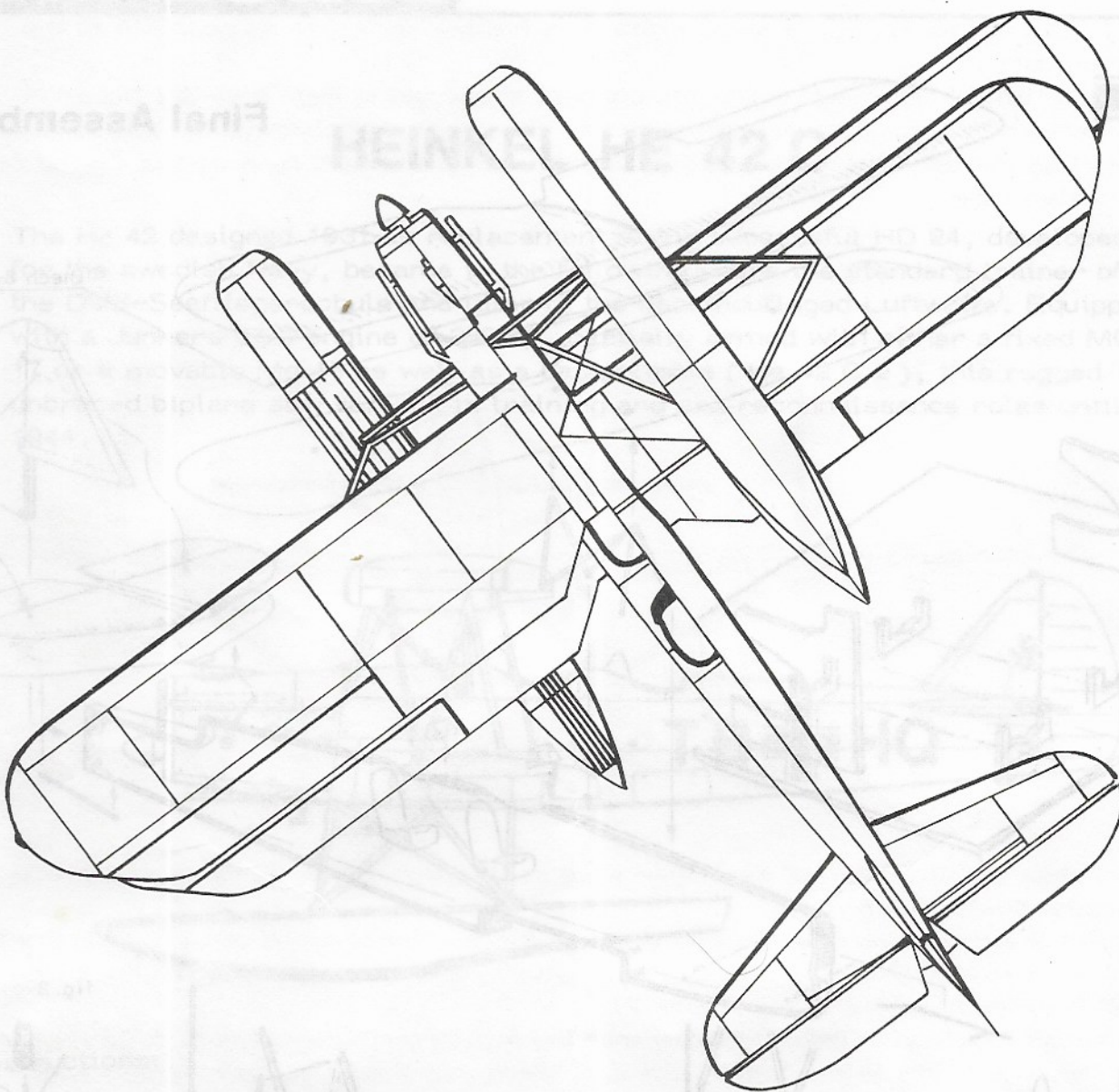
Lange: Buch der deutschen Luftfahrttechnik

Ries: Dora Kurfürst III page 157, IV page 157

Ries: Die Maulwürfe, page 68

Final Assembly

HEINLEHE 22 SHLIMISH



Final Assembling

