

The kit plan for the Cleveland Quicky Luscombe was missing when I received the kit to use for developing the reproduction drawing package. As a result the original kit plan has not been included with this package. To aid with the assembly of the model I developed my own assembly guide. This guide is based on my rendition of the model. Generally the parts have been drawn according to the original kit layouts. I did make a few changes that in my opinion make the model assembly easier. The final configuration is faithful to the original, a few parts just go together a little different.

The kit box says the wing span is 18 inches. The measured span is actually 17.5 inches. The model built from this drawing package is a faithful reproduction so it also has a wing span of 17.5 inches.

The original kit 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. This works fine as long as you are using 1/32" sheet stock. If you would like to use 1/16" balsa for the model you can use iron on transfer paper to transfer the part layouts to your selected balsa sheet stock. A drawing package specifically for that purpose has been included on the web site.

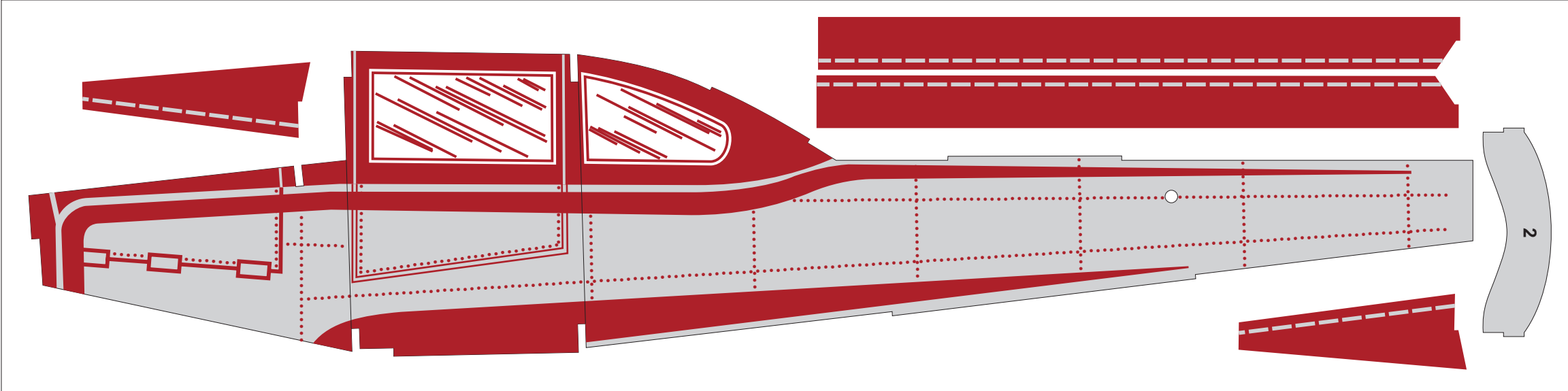
I like to use a removable nose for winding. The parts have been drawn with this in mind. The nose former has been drawn so a removable nose plug can be used. A colored nose plug has also been drawn. Back the colored nose piece with 1/64" plywood. This assembly will then plug into the square hole include in fuselage former number 1. I like to use a Peck thrust bearing for 1/32" prop shafts in the removable nose plug.

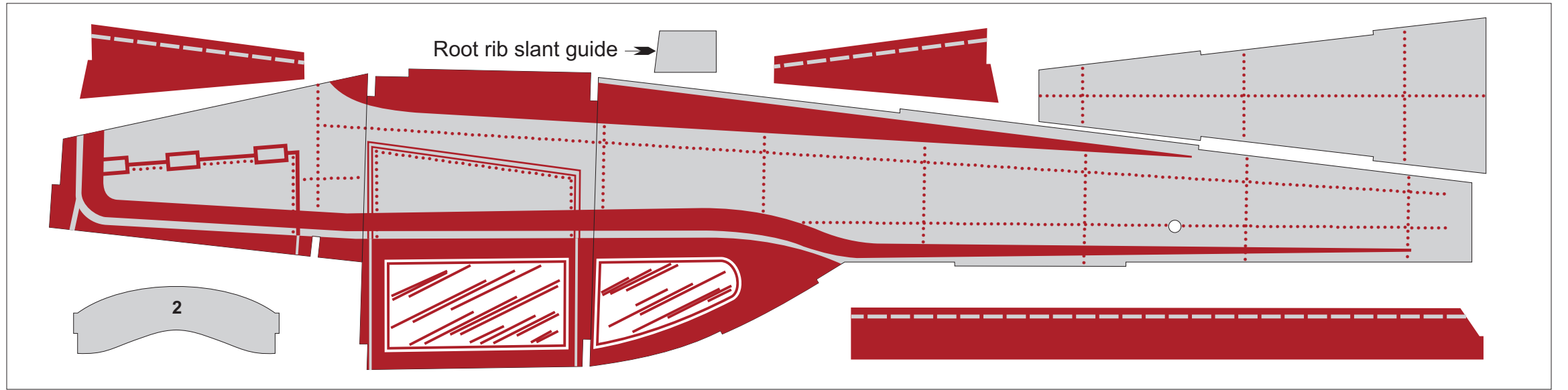
When using 1/32" sheet for the fuselage sides, I was concerned about the load of a fully wound motor on the rear motor peg. I like to use a piece of 3/32" aluminum tubing for the rear peg. This makes holding the model in a winding stooze very easy. To create a bit more strength at the rear peg, I apply a 3/8" diameter disk of 1/64" plywood to the inside of each fuselage side at the peg location. This has proven to be plenty strong 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.

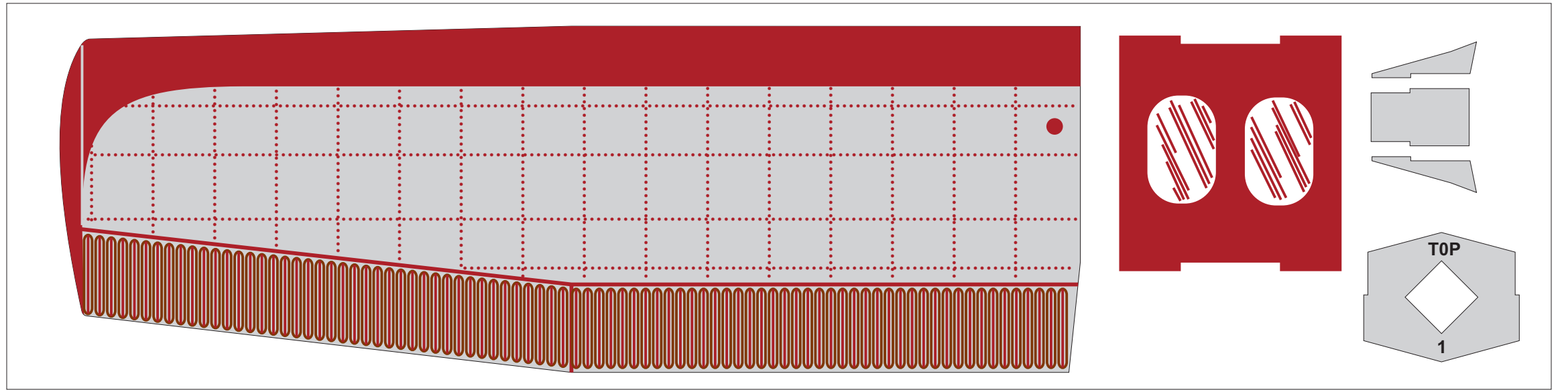
The original kit markings used dark maroon on bare balsa. The bare balsa was to simulate white paint on the full scale aircraft. I find natural balsa on these models to be a bit drab so I used light gray in the areas that were originally left bare.

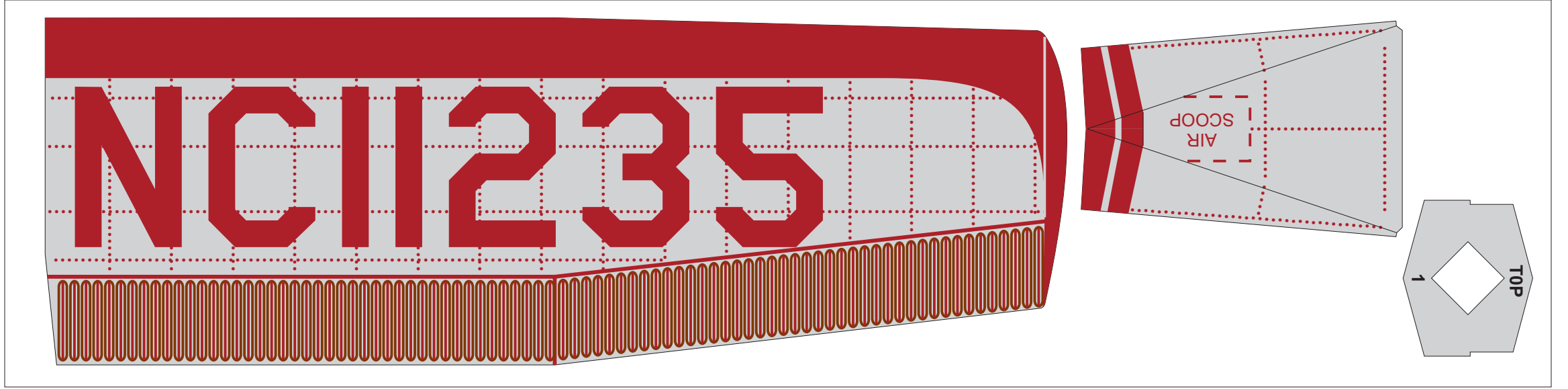
I do hope you build and enjoy a model from this plan package.

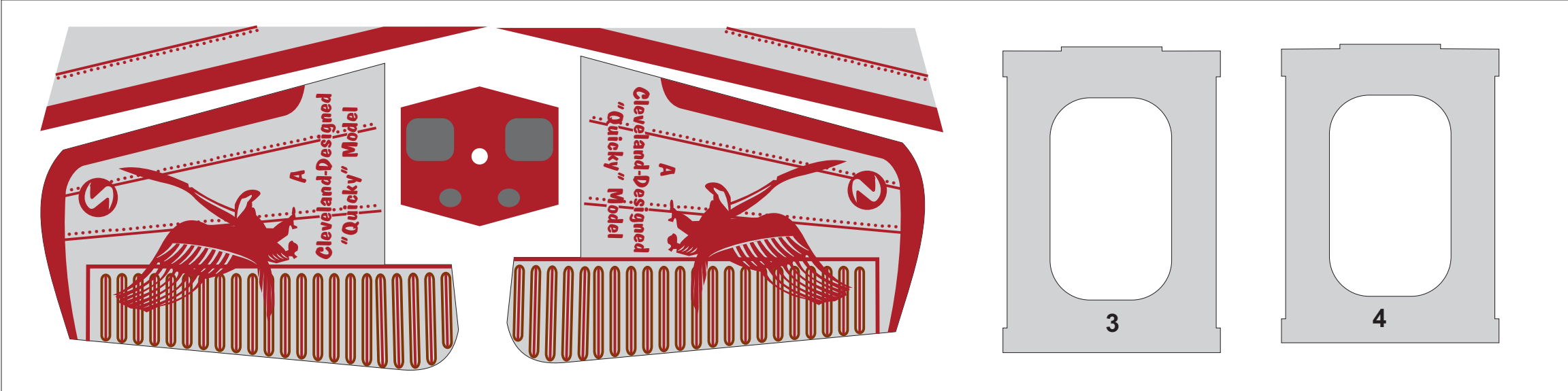
Paul Bradley

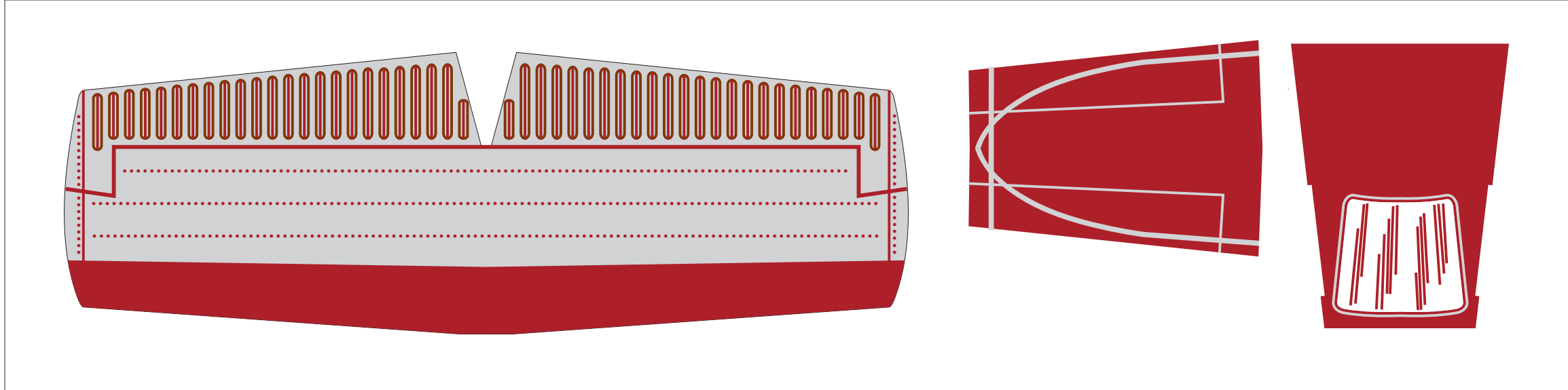


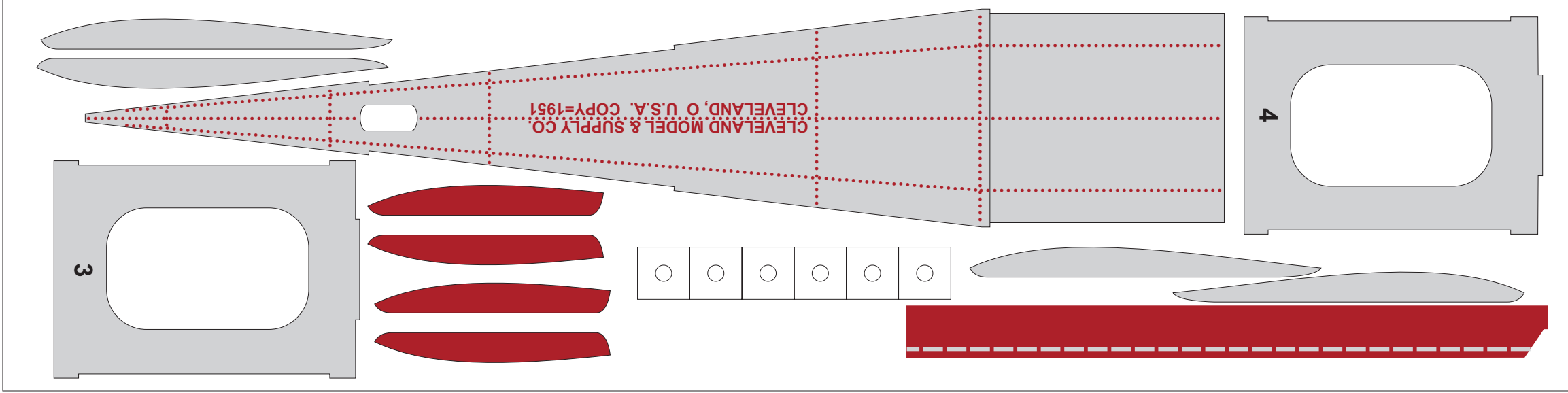


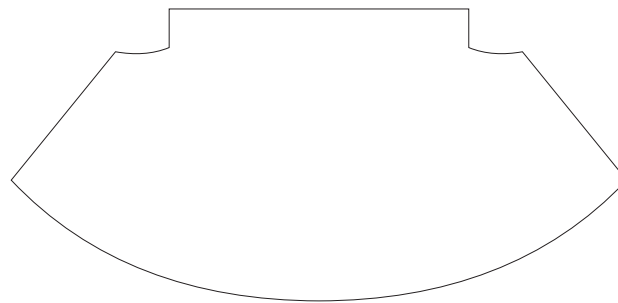




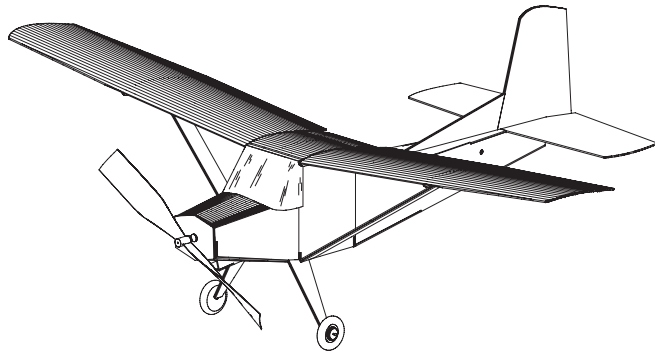








Cleveland "Quicky"
Luscombe

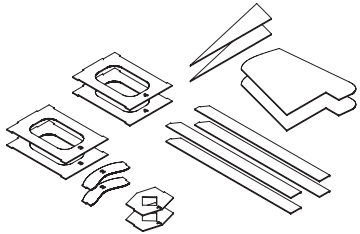


ASSEMBLY GUIDE FOR THE CLEVELAND "QUICKY" LUSCOMBE SEDAN

By Paul Bradley
October 2010

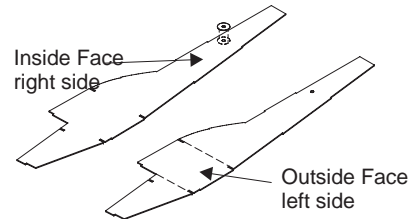
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1



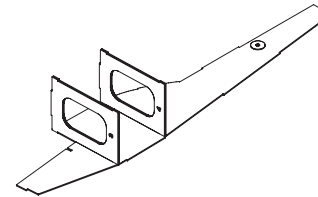
Begin by gluing the laminated parts together. These include the fuselage formers, wing struts, and the fin group.

2



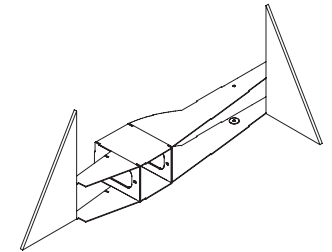
Carefully score each fuselage side along the lines ahead and behind formers 3 and 4. Glue a 1/64" plywood disk to the inside of each side at the rear motor peg hole.

3



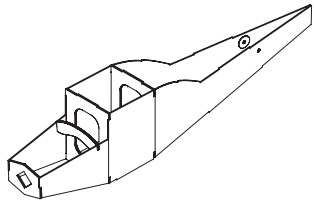
Glue formers 3 and 4 to the right fuselage side. Make sure they are vertical.

4



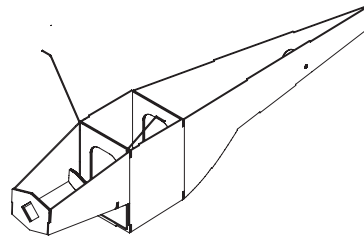
Glue the left fuselage side to formers 3 and 4. Make sure every thing is square.

5



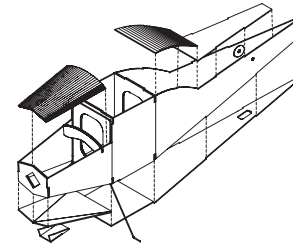
Glue the fuselage sides together at the rear. Glue formers 1 and 2 to their respective locations. Check to make sure the sides are symmetrical when viewed from the top.

6



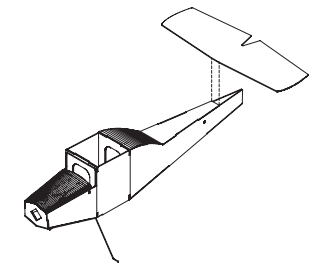
Bend the landing gear from .025 piano wire. Glue it to the front face of former 3.

7



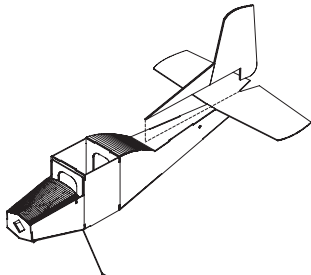
Score the bottom pieces along the printed lines and bend the parts as shown. Glue the fuselage top and bottom pieces to the fuselage sides and formers. Trim any edges if necessary.

8



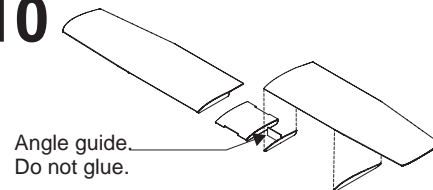
Glue the stab to the top of the fuselage sides at the rear. Make sure it is square relative to the vertical faces of the fuselage sides.

9



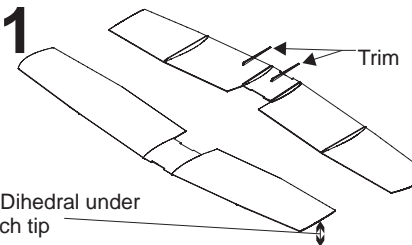
Glue the dorsal fin to the fin and then glue the assembly to the fuselage. Use the line of rivets on the rear top piece to line up the fin.

10



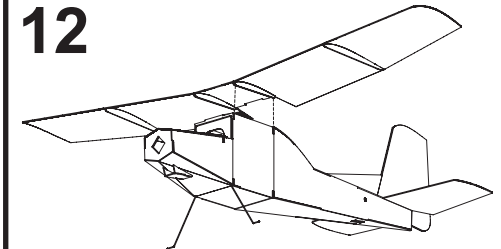
Glue the wing ribs to the wing panels and wing center section as shown. Pin to your building board while the glue dries. Allow for the slant of the root ribs of the wing panels using the supplied angle guide. The longer ribs are placed where the wing panels start to taper.

11



Glue the wing panels to the center section. There should be 1 inch under each wing tip. When the glue is dry trim the center section ribs along the bottom.

12

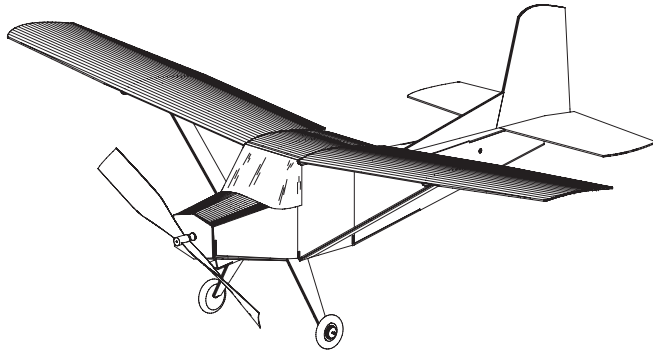


Glue the wing to the fuselage. The center section ribs will fit over the outside faces of the fuselage sides. The center section notches will fit around fuselage formers 3 and 4.

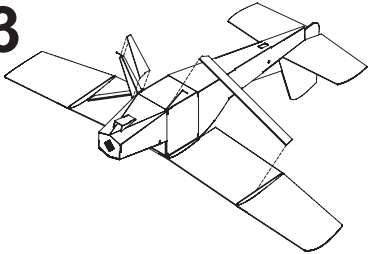
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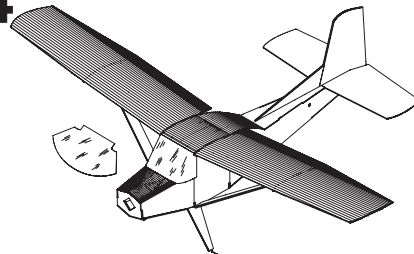


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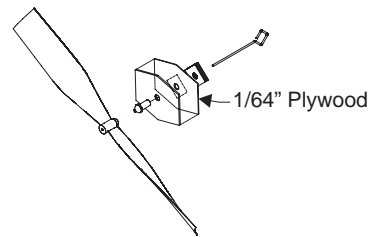
Glue the wing struts in place. The notched end fits in the slot above the landing gear legs. Also glue the landing gear cover pieces to the landing gear legs. Sandwich the gear legs between the balsa pieces.

14



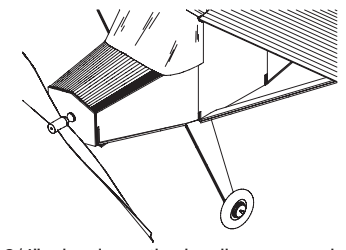
Cut the windshield from thin clear plastic. Trial fit the windshield. Make any adjustments that may be necessary and then glue it in place.

15



Make up the nose block assembly. Use the printed face piece as a pattern to make up a backing piece from 1/64" plywood. A Peck thrust bearing is recommended. Use a prop in the 5 1/2" size range.

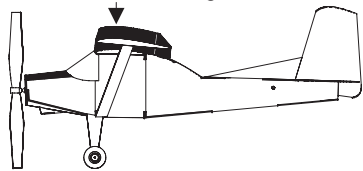
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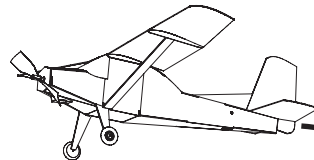
Install 3/4" wheels on the landing gear axles. The wheels can be retained by bending the piano wire, or by building up a glue bead on the ends of the axles.

17

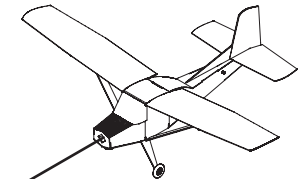
CG 3/4" from wing L.E.



Check the model's balance point. It should be about 3/4" back from the wing center section leading edge. If necessary add ballast to the nose or tail. Modeling clay is a good ballast material



Maximum flight duration is obtained by stretch winding the motor. This is done by pulling the motor out to a length of 3 to 4 times the resting length and then winding with a mechanical winder. By using 3/32" aluminum tubing for the rear motor anchor you can slip a length of 1/16" piano wire through the tube to hold the model while winding. A loop of lubricated 1/8" rubber should be able to accept 800 to 1,000 turns.



A good rubber motor would be a loop of 1/8" (3mm) rubber that has a length 1.5 times the distance between the rear motor peg and prop hook. If the model is under powered you can try a loop of 3/16" (5 mm) rubber.

Be sure to lubricate the motor before winding. A commercial rubber lubricant can be used or something like silicon grease or a 50/50 mixture of glycerin and liquid green soap.

Trim the model for a circling flight when under power and gliding. This can be done by bending the rudder slightly.

If the model dives try bending the elevators up slightly. If it stalls try bending the elevator down slightly.



When stretch winding you will probably want to remove the prop assembly from the rubber motor. Apply about 60 percent of the planned turns while fully stretched out. Once 60 percent of the turns have been applied begin walking slowly toward the model while applying the remaining number of turns. When the motor is fully wound grab the rubber about 2 inches back from the winder hook. While holding the motor allow the winder to hang loose on the motor. This will allow the 2 inch length of motor to unwind and release the winder hook. You can then slip the prop hook in the relaxed loop of rubber. Place the nose block in the opening in the forward fuselage former and then go enjoy a nice flight with your model.

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