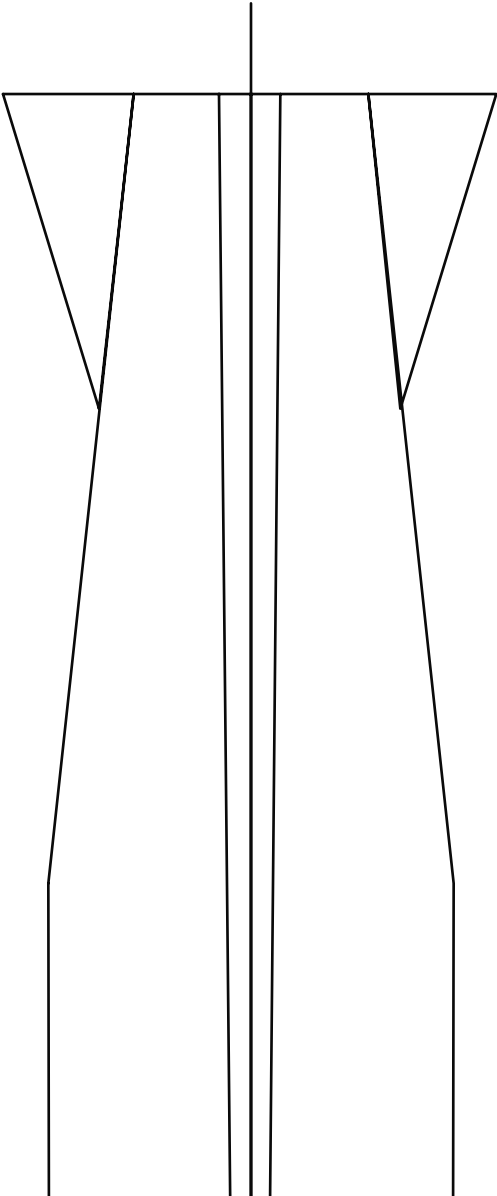
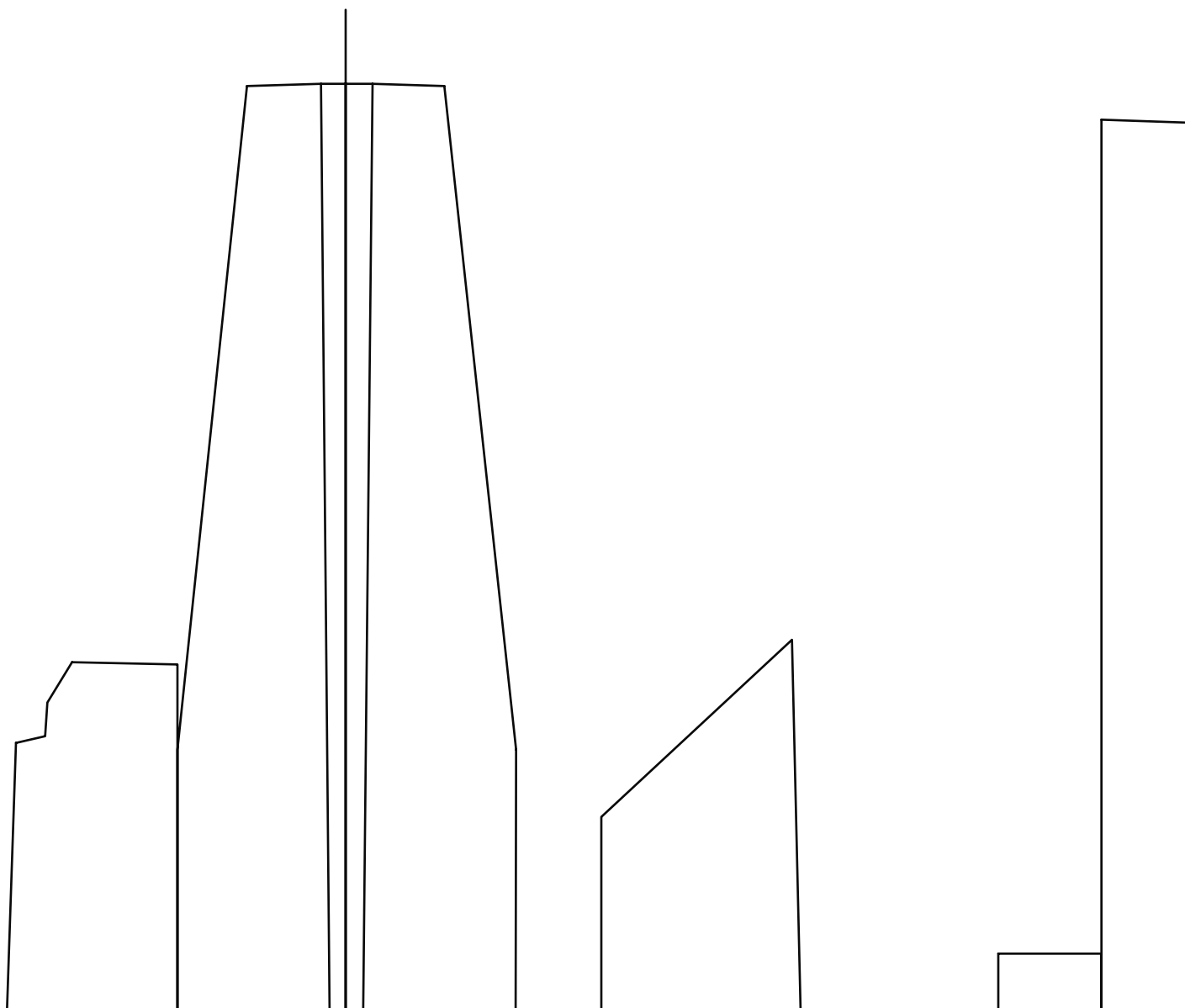


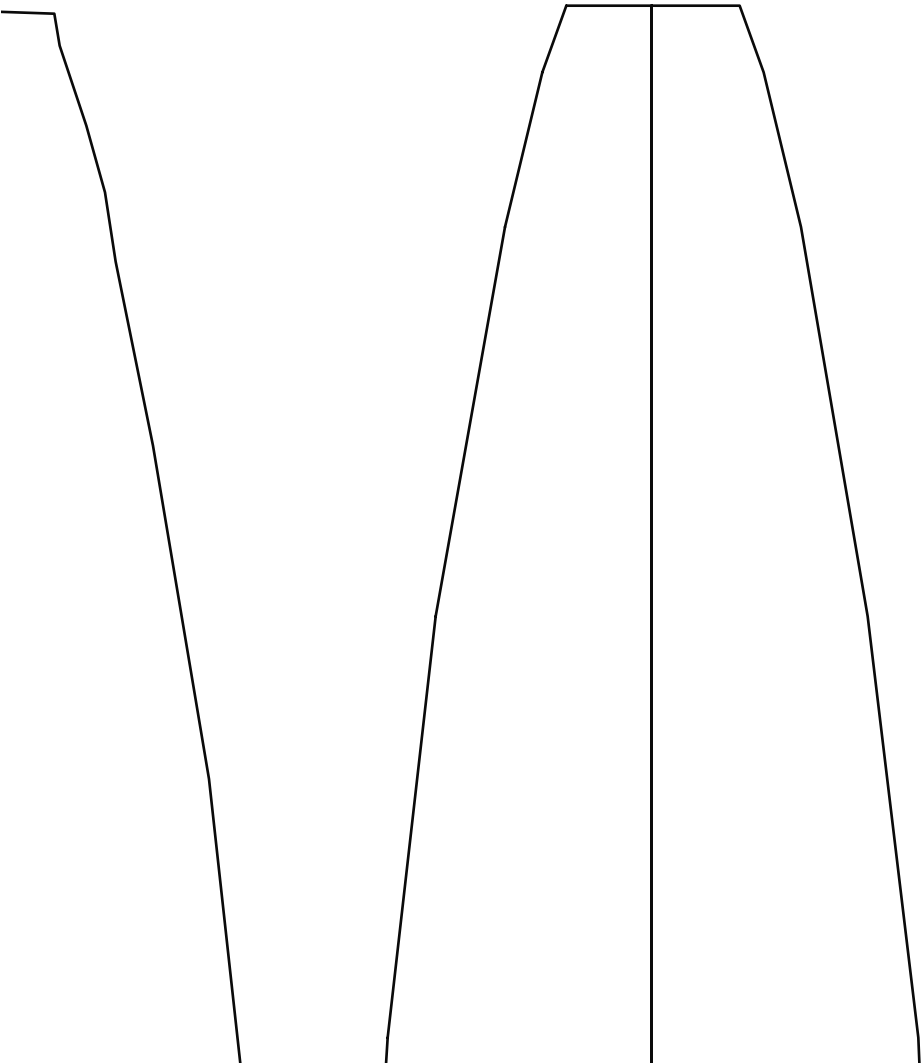
bu



d all tanks are ending with the wi

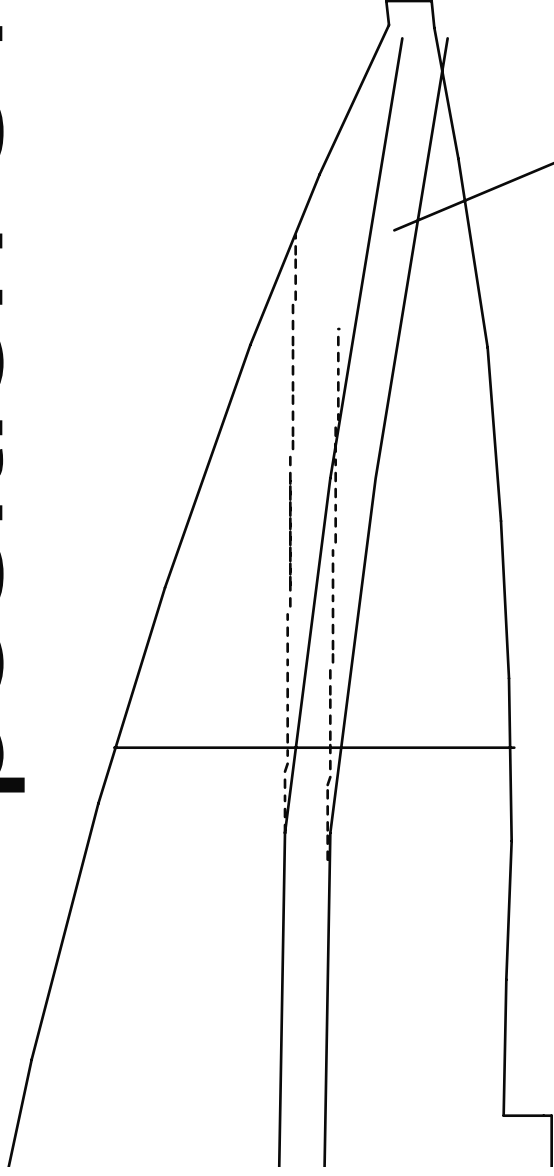


missiles an



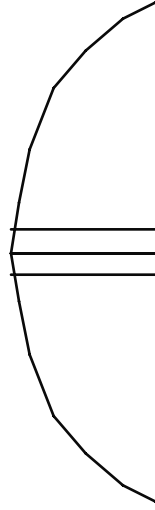
on sz

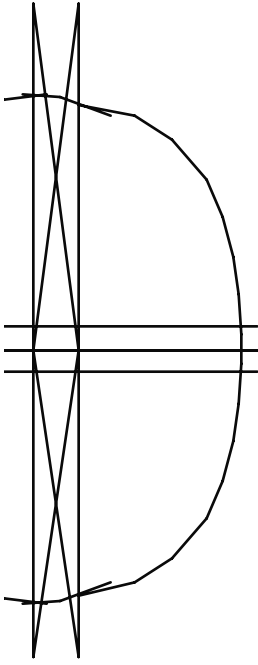
position s1



wingplate

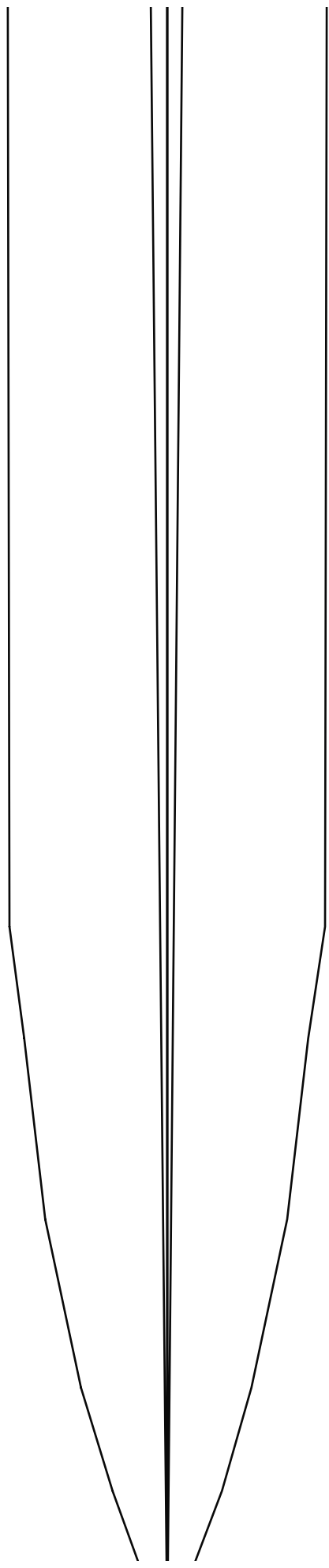
im down to nose

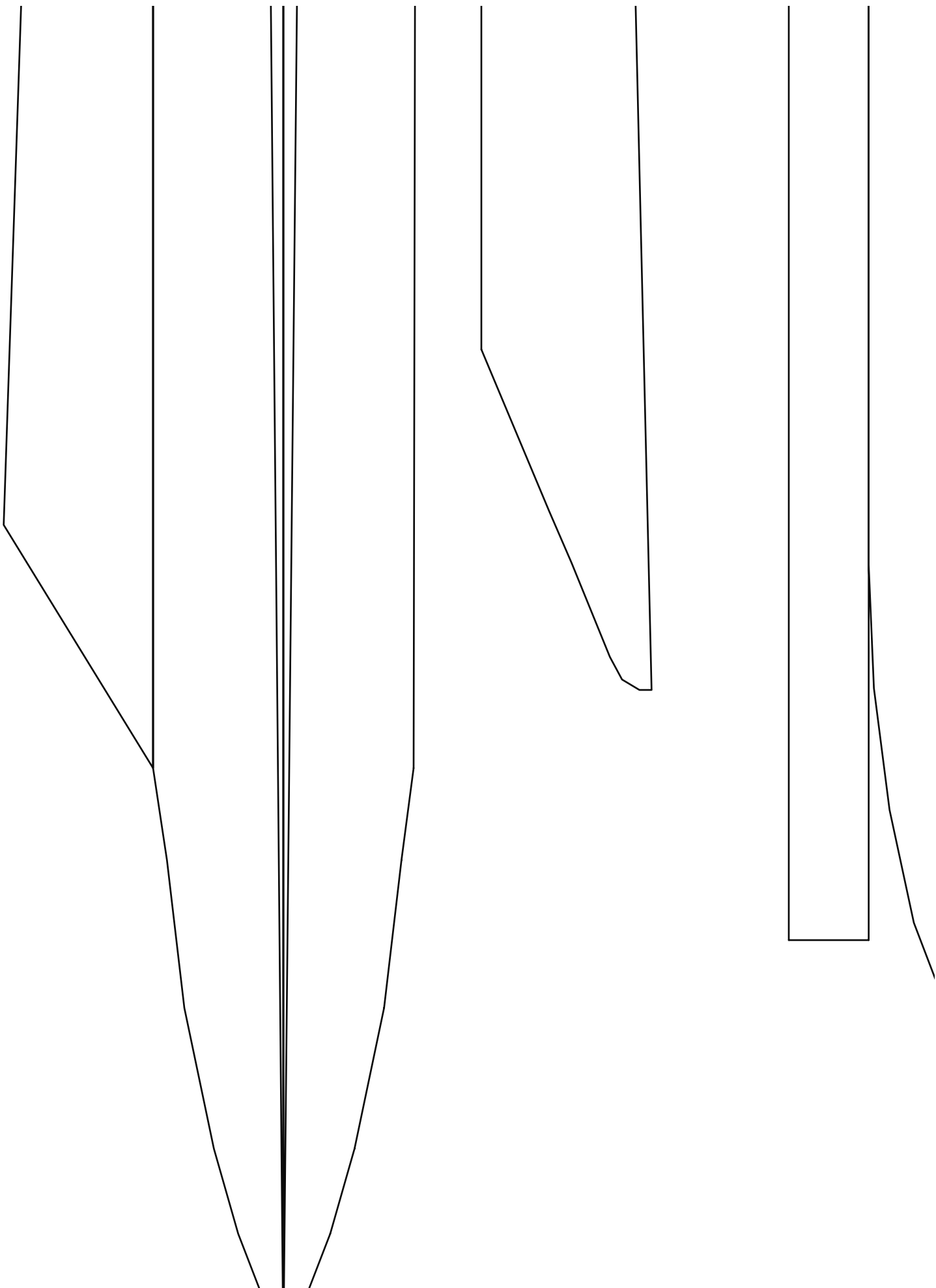


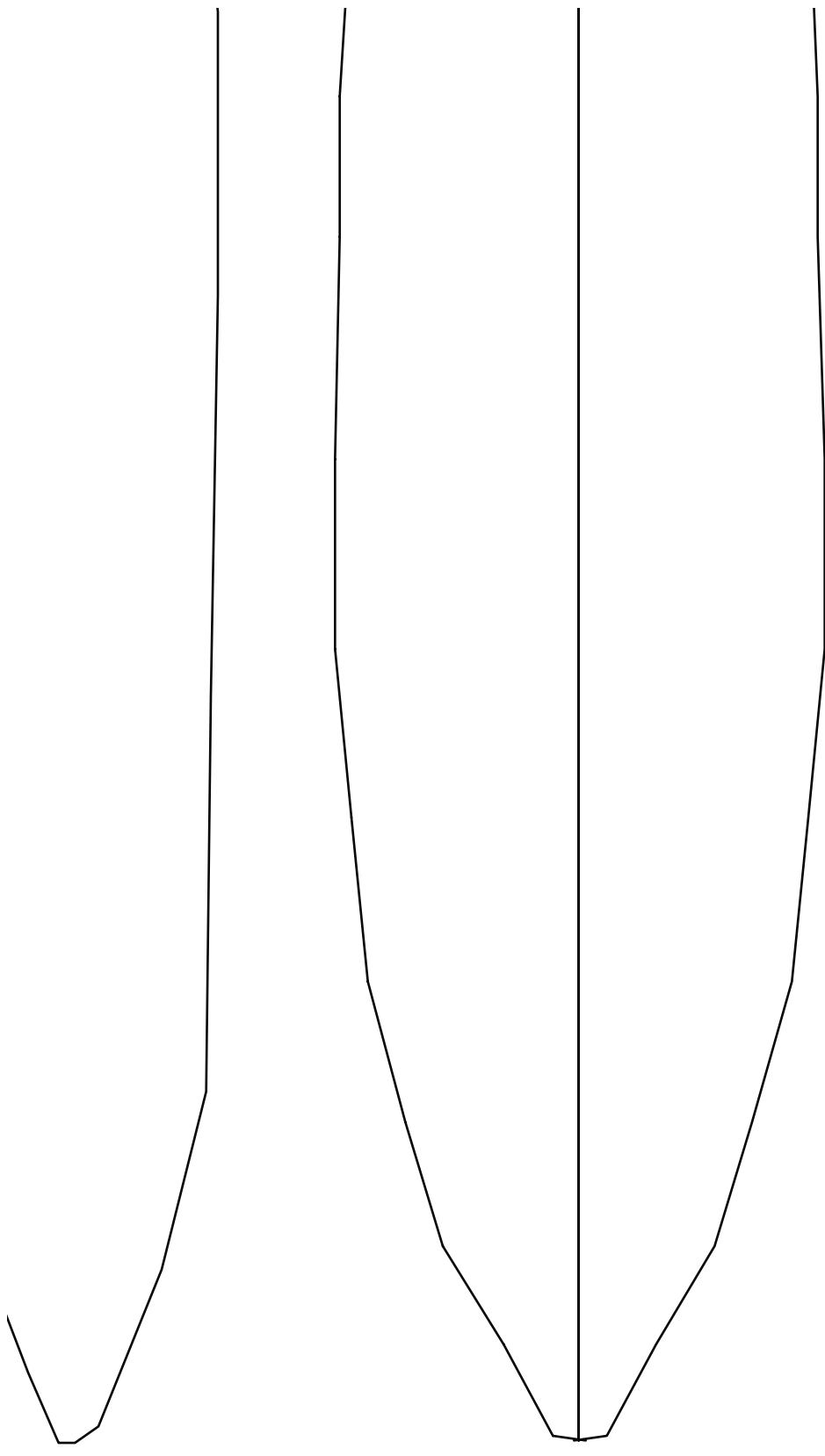


S1

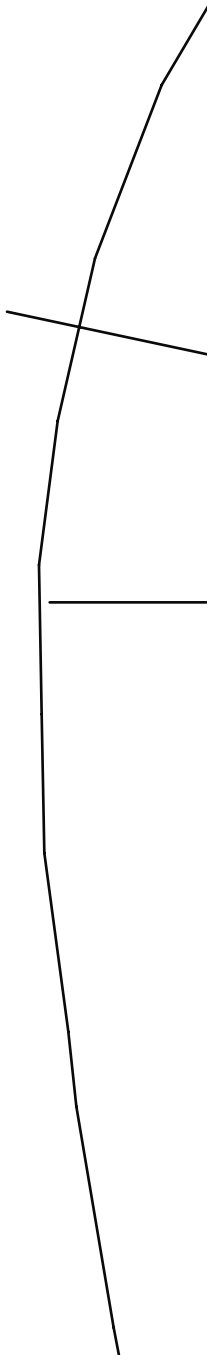








cut later

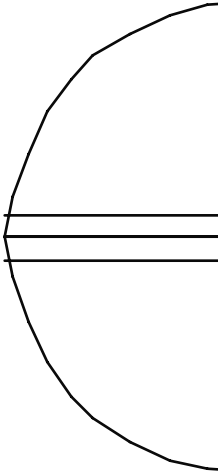
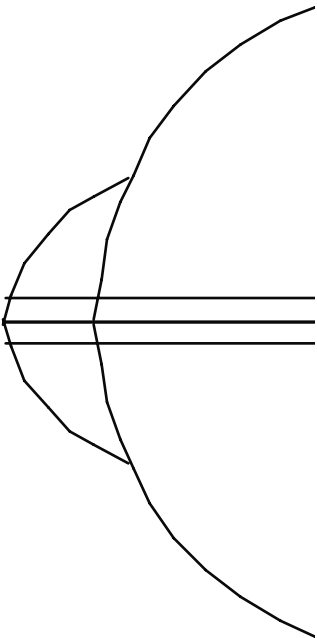


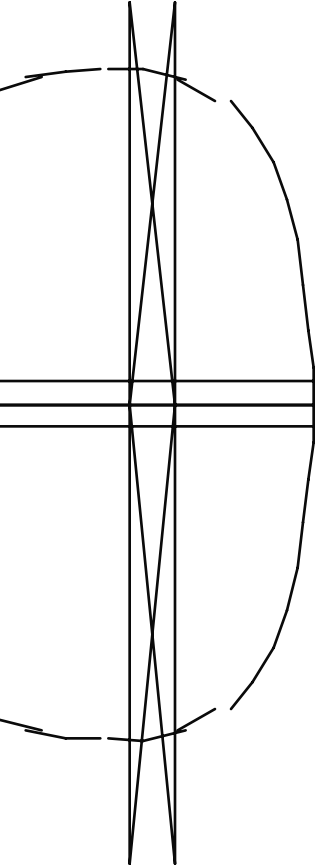
...

positi

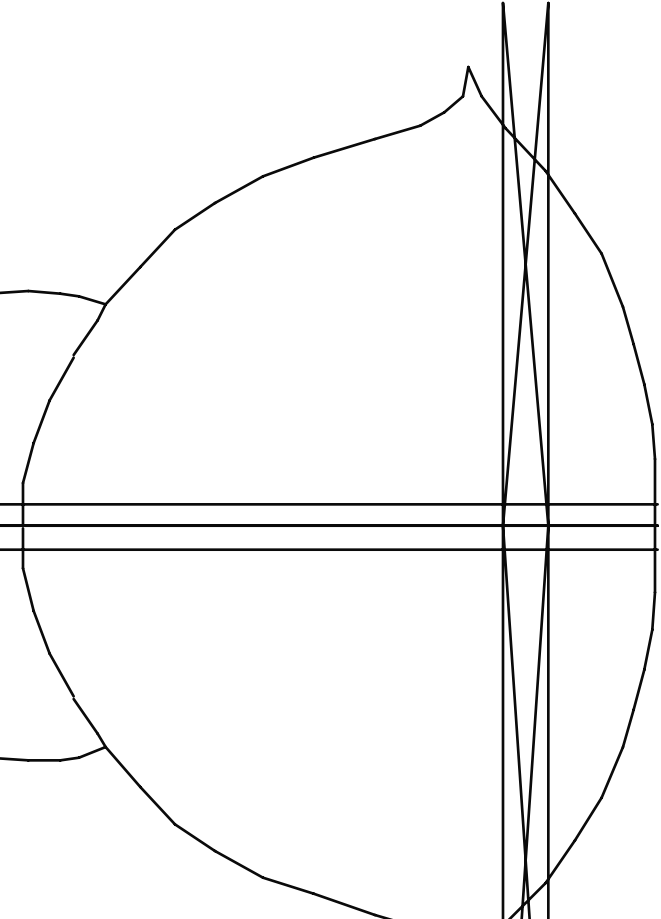
position s3

tri

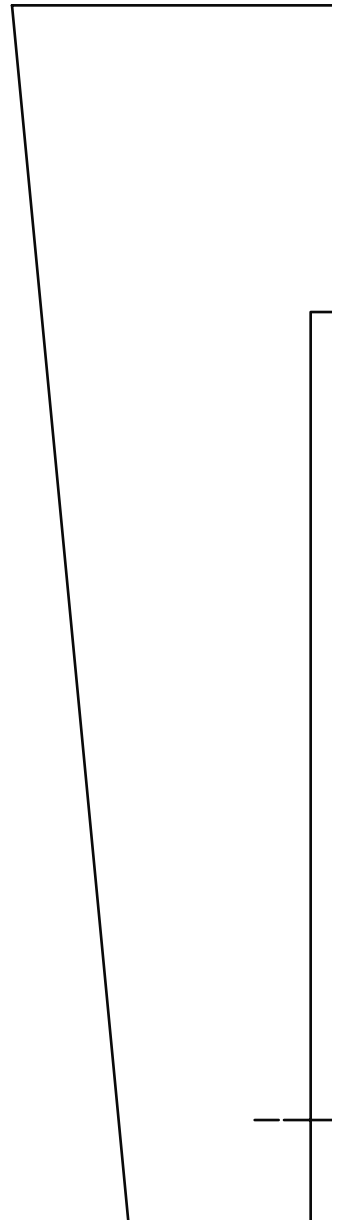
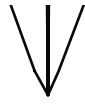


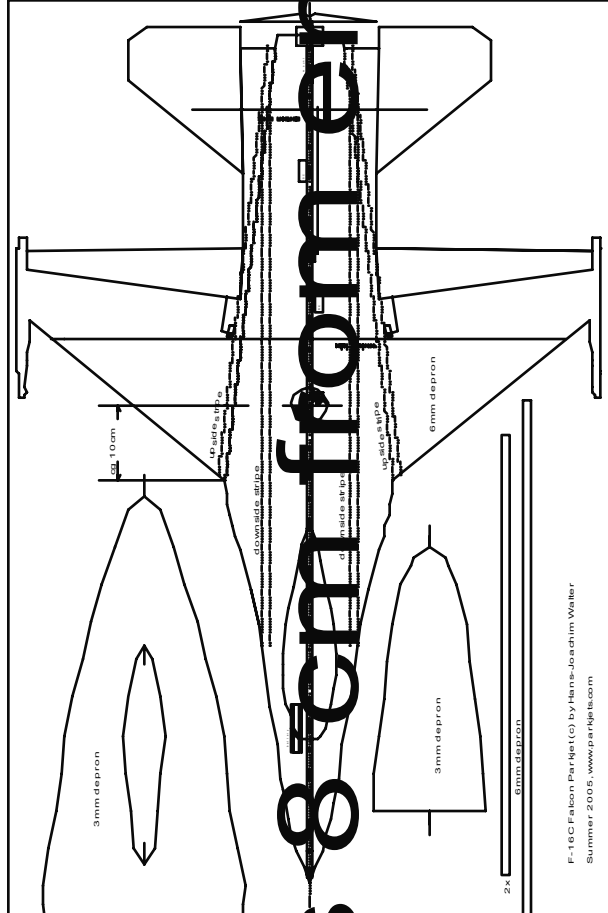
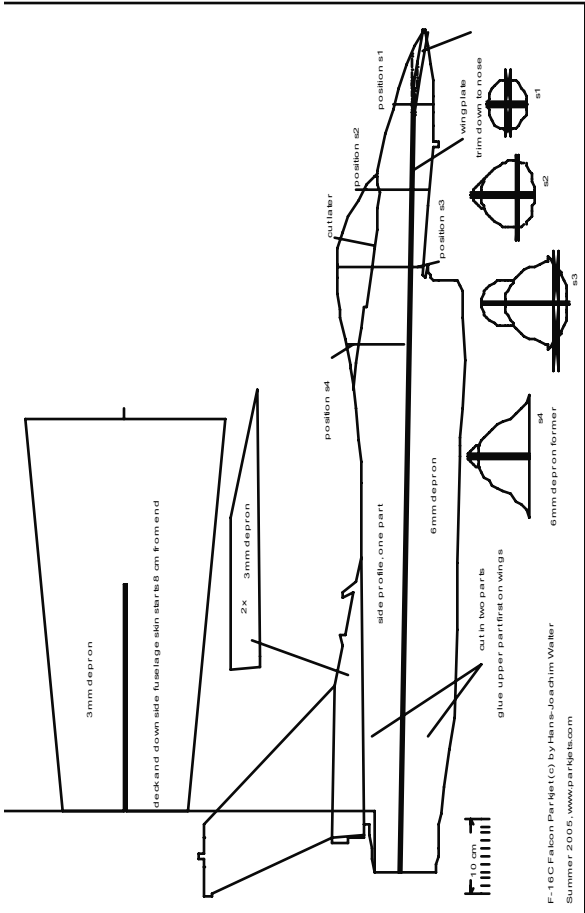


S2

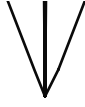


S3





8 cm from end



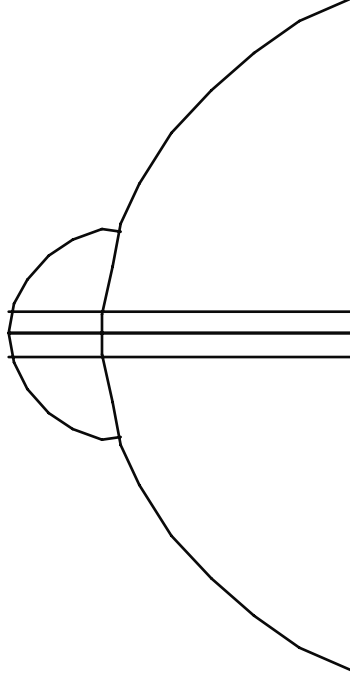
depron



position s4

one part

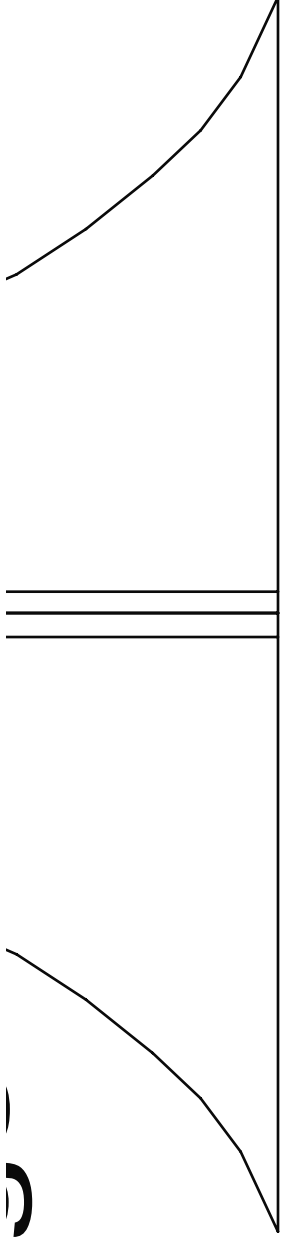
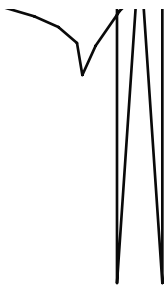
6mm depron



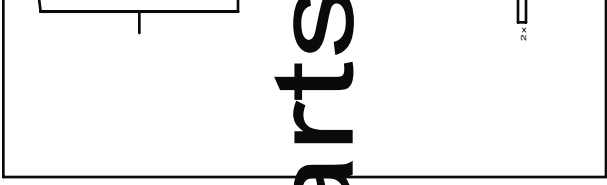
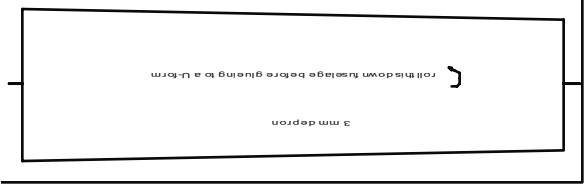
vins

6mm depron former

s4



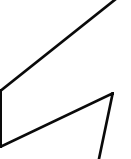
3mm deptron



down side fuselage skin starts

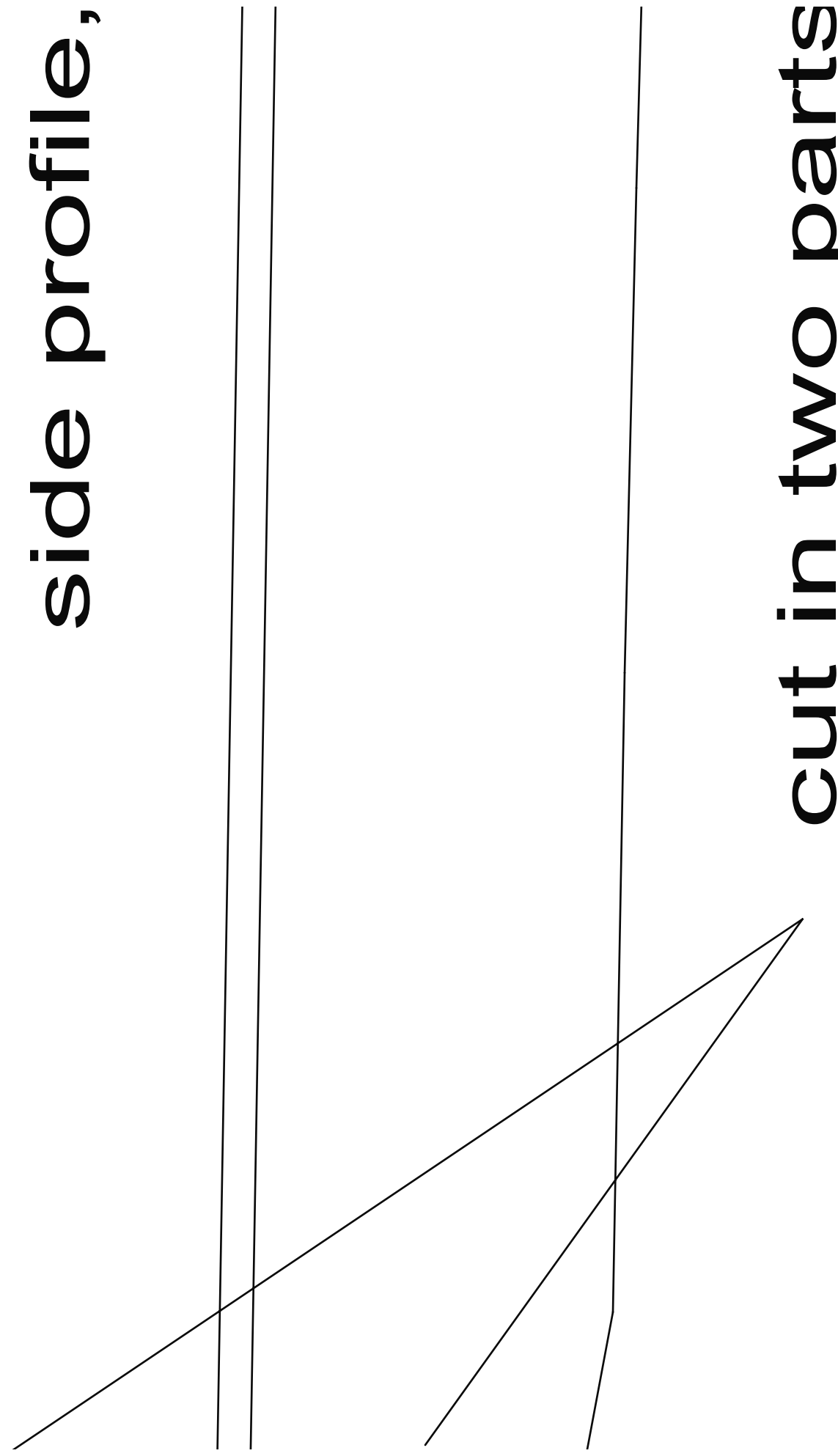


2x 3mm





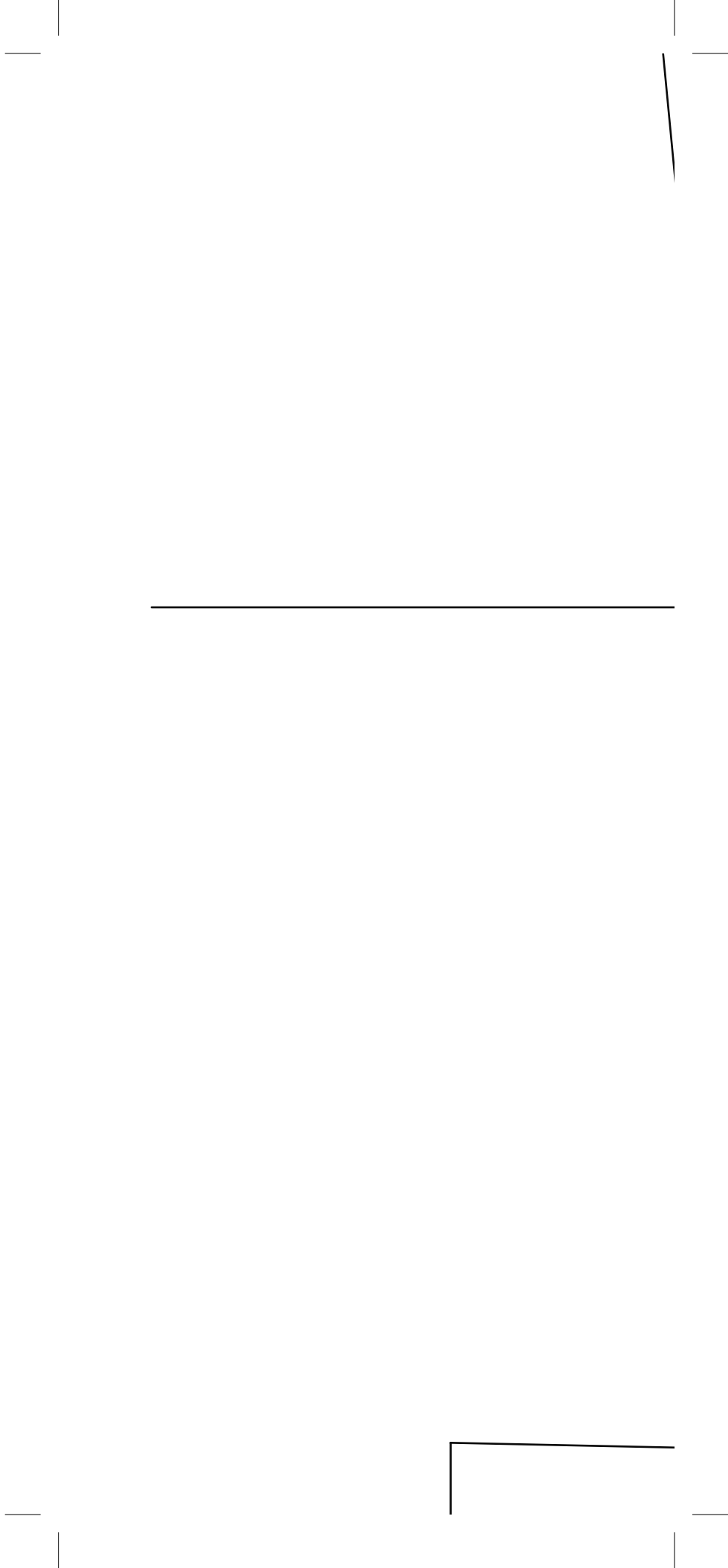
side profile,



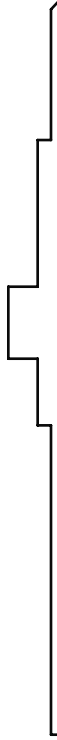
cut in two parts

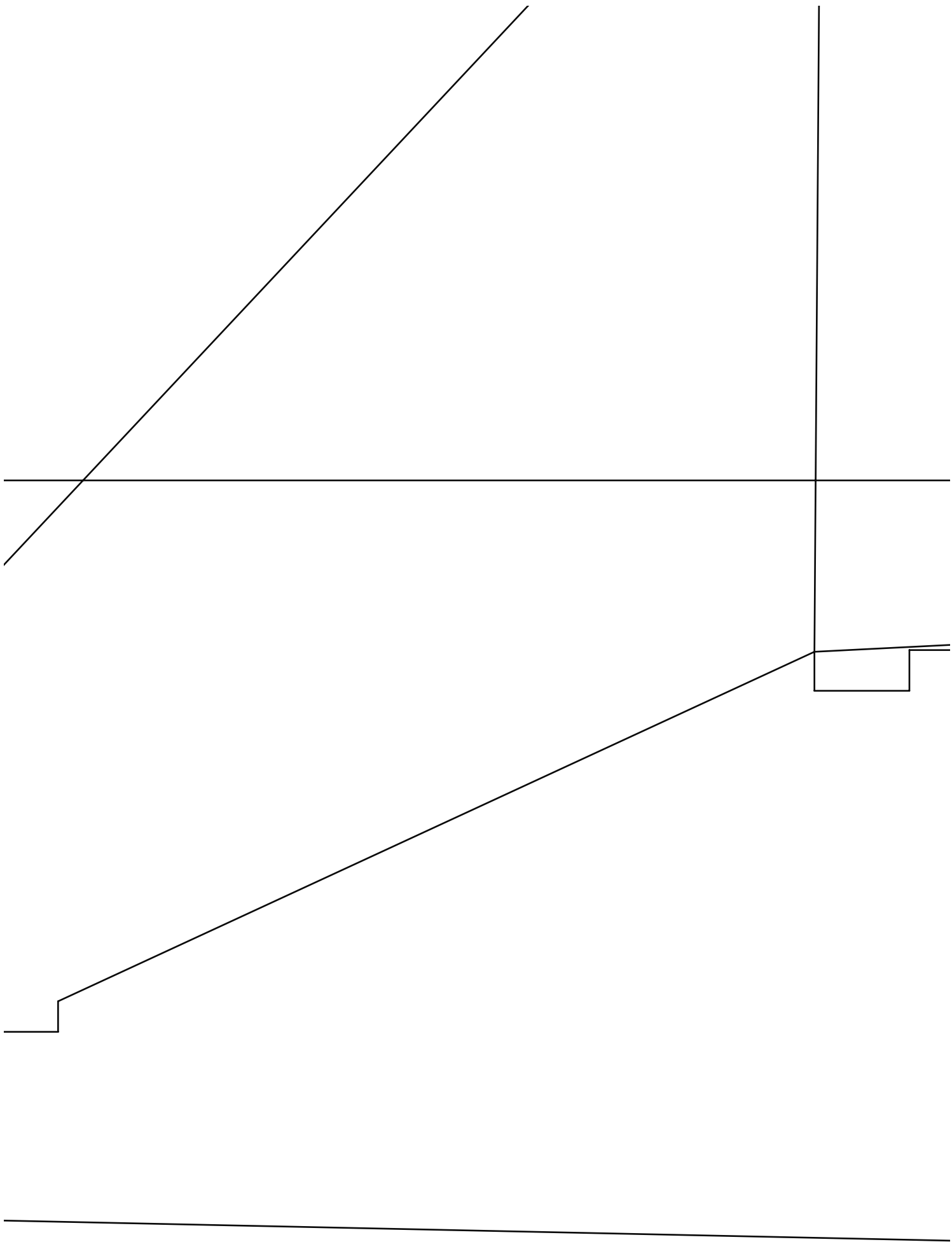
above upper part first on v

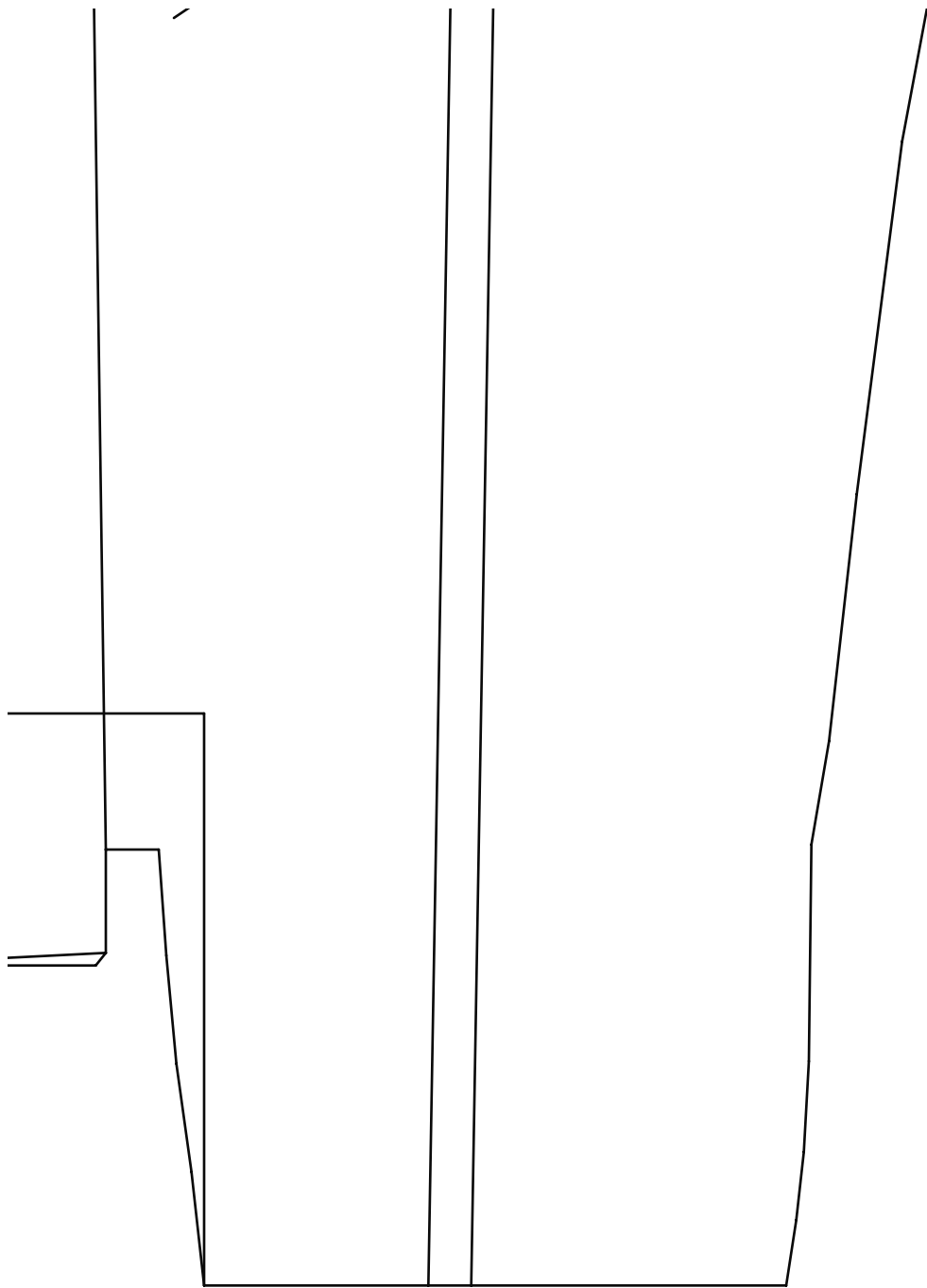
(c) by Hans-Joachim Walte
arkjets.com



deck and c

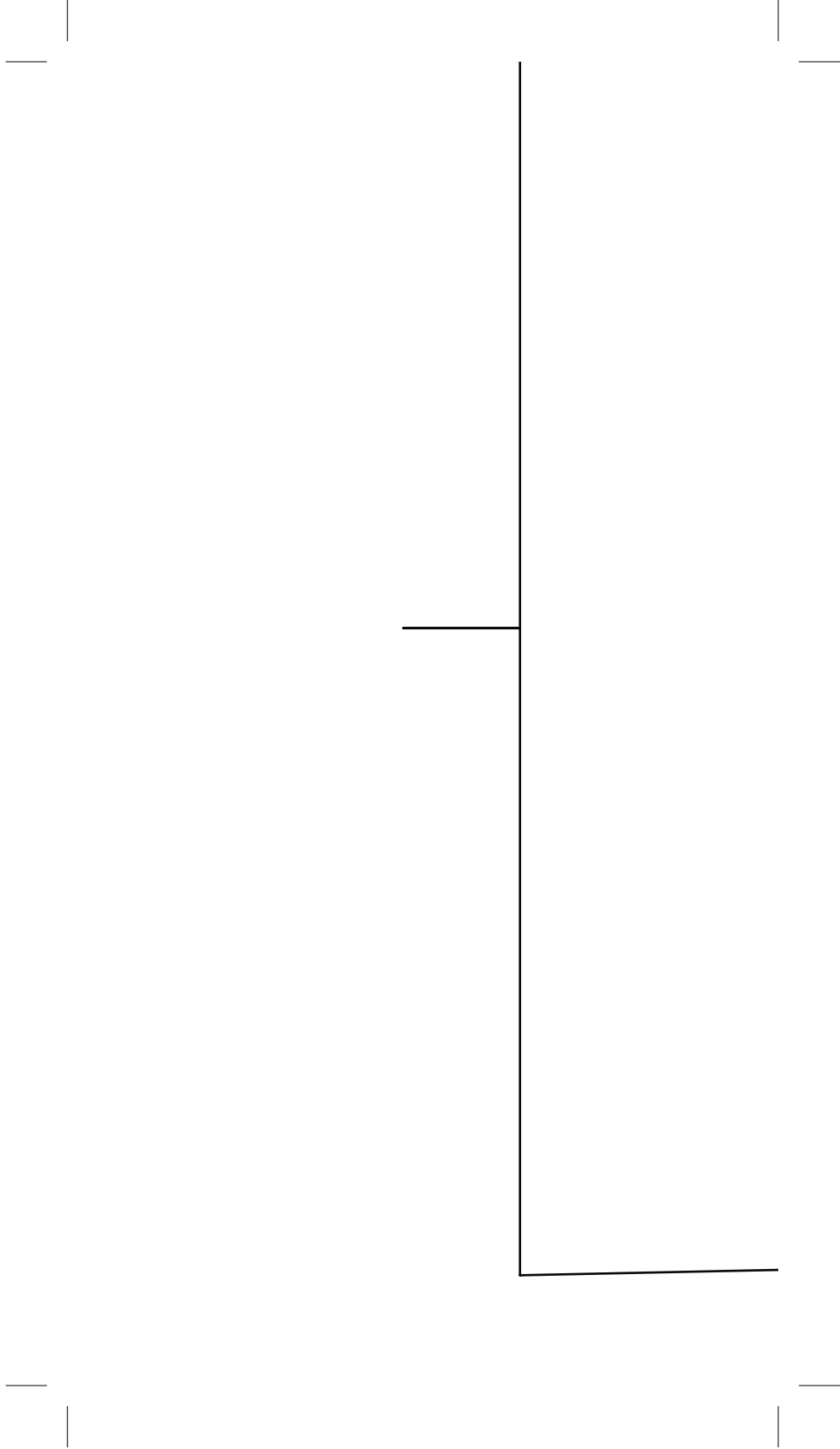




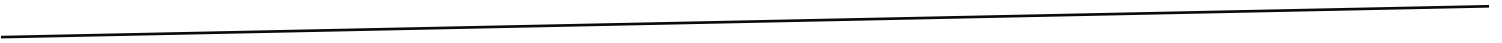


10 cm

F-16C Falcon Parkjet (
Summer 2005, www.parkjet.com



lueing to a U-form



3 mm depron

/n fuselage before g

roll this down

