

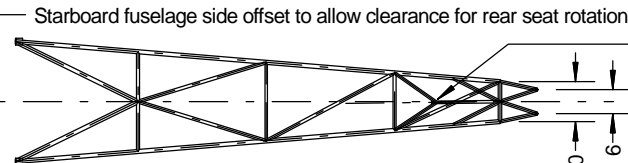
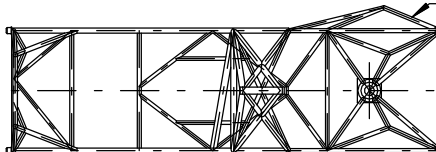
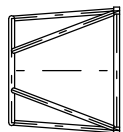
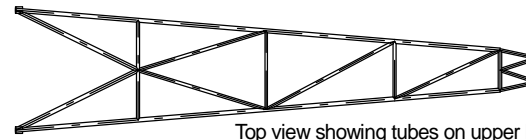
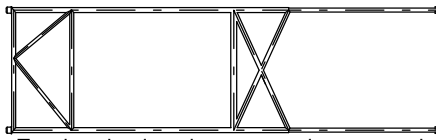
1 foot scale on drawing border

Notes on construction:

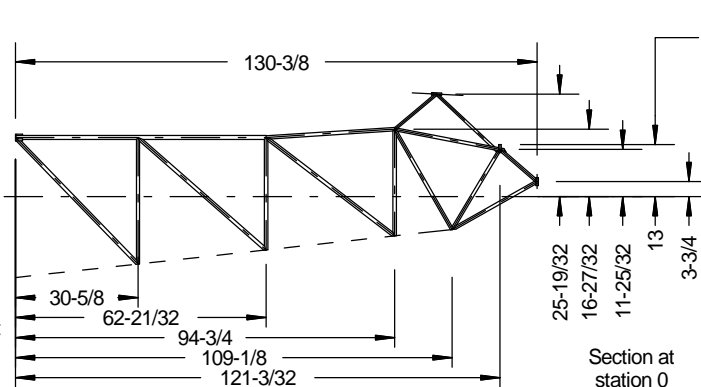
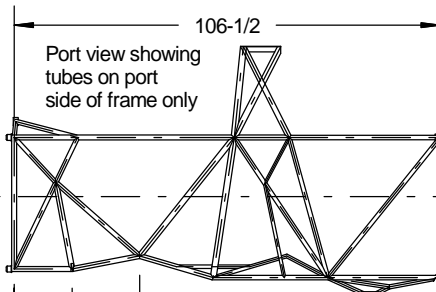
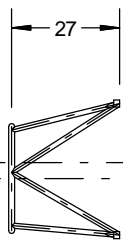
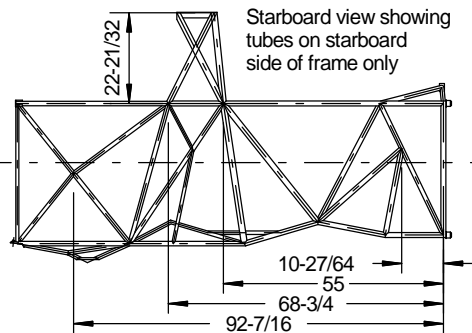
The fuselage structure of the Wirraway is made in 4 sections: the engine mount; the front and rear fuselage frames and the rear fuselage monocoque (or bottom section).

Notes on materials:

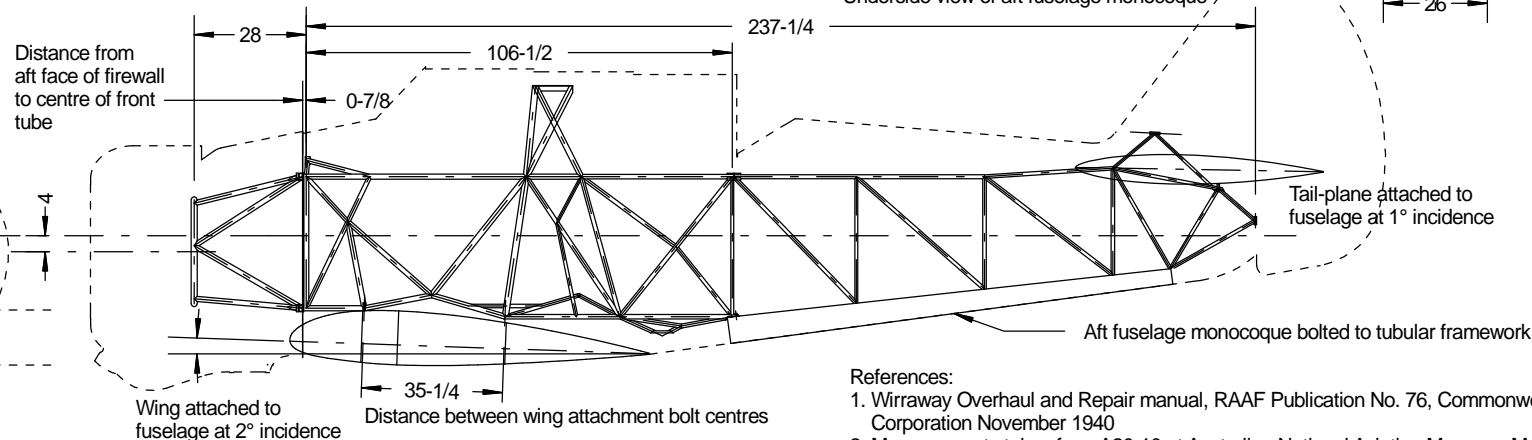
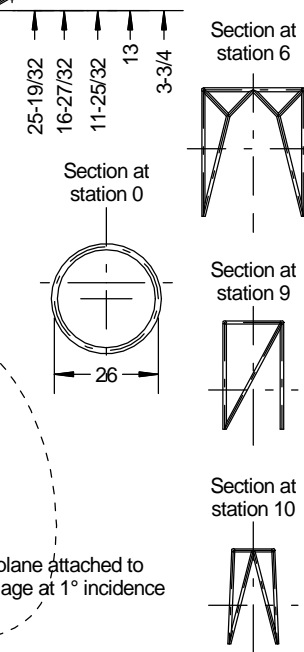
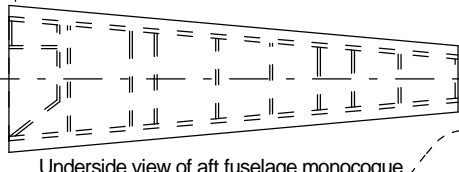
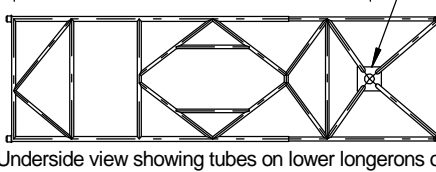
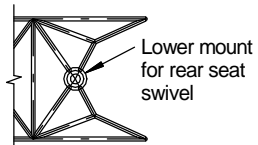
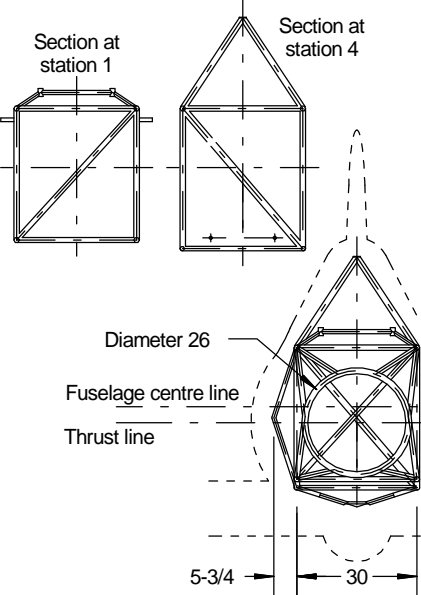
1. All tubes from chrome-molybdenum steel (CAC specification CA 101)
2. Tube outer diameters include 1 3/4, 1 5/8, 1 1/2, 1 3/8, 1 1/4, 1 1/8, 1, 7/8 and 3/4
3. Tubes are welded together then pressure-tested and finally filled with linseed oil to prevent internal corrosion.
4. The rear fuselage monocoque is of riveted aluminium alloy sheet construction (CAC specification CA 214-3)



Front fin attachment point offset to port by 3/16" providing offset of 0.7°



Fuselage centre to top of tail-plane spar attachment



- References:
1. Wirraway Overhaul and Repair manual, RAAF Publication No. 76, Commonwealth Aircraft Corporation November 1940
  2. Measurements taken from A20-10 at Australian National Aviation Museum, Moorabbin, Victoria

