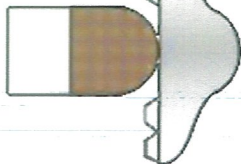
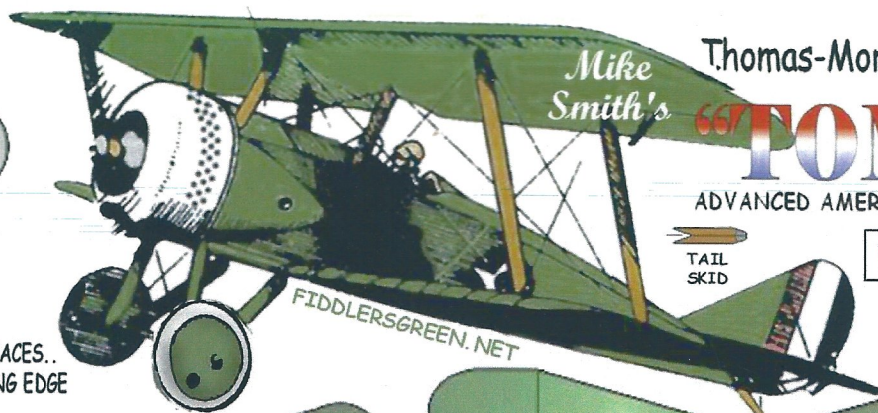


SEAT
(OPTIONAL)



SEE INSTRUCTIONS
FOR GUNS

CURVE UPPER WINGS SURFACES..
FOLD (DON'T SCORE) LEADING EDGE



Thomas-Morse Scout S-4C

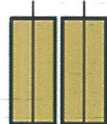
667 **TOMMY**

ADVANCED AMERICAN WWI TRAINER

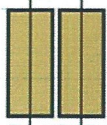
TAIL
SKID

WSAM=63%

PAGE ONE



WING STRUTS
(SEE INSTRUCTIONS)

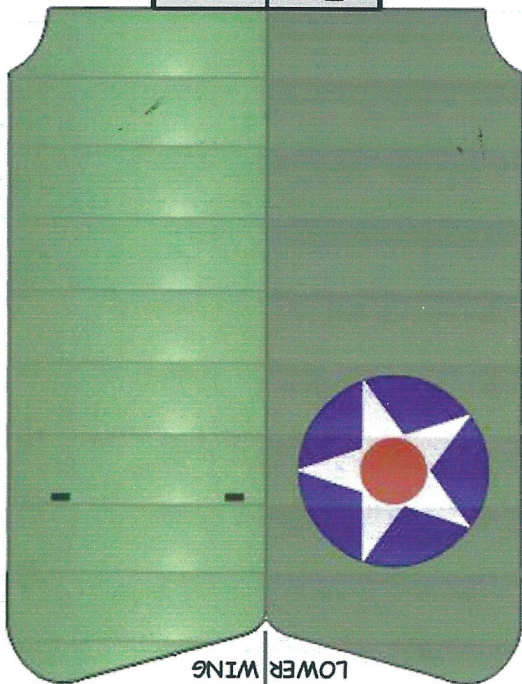


INSTALL
THIS
WING
THEN
FINISH
GLUING
FUSELAGE
BOTTOM



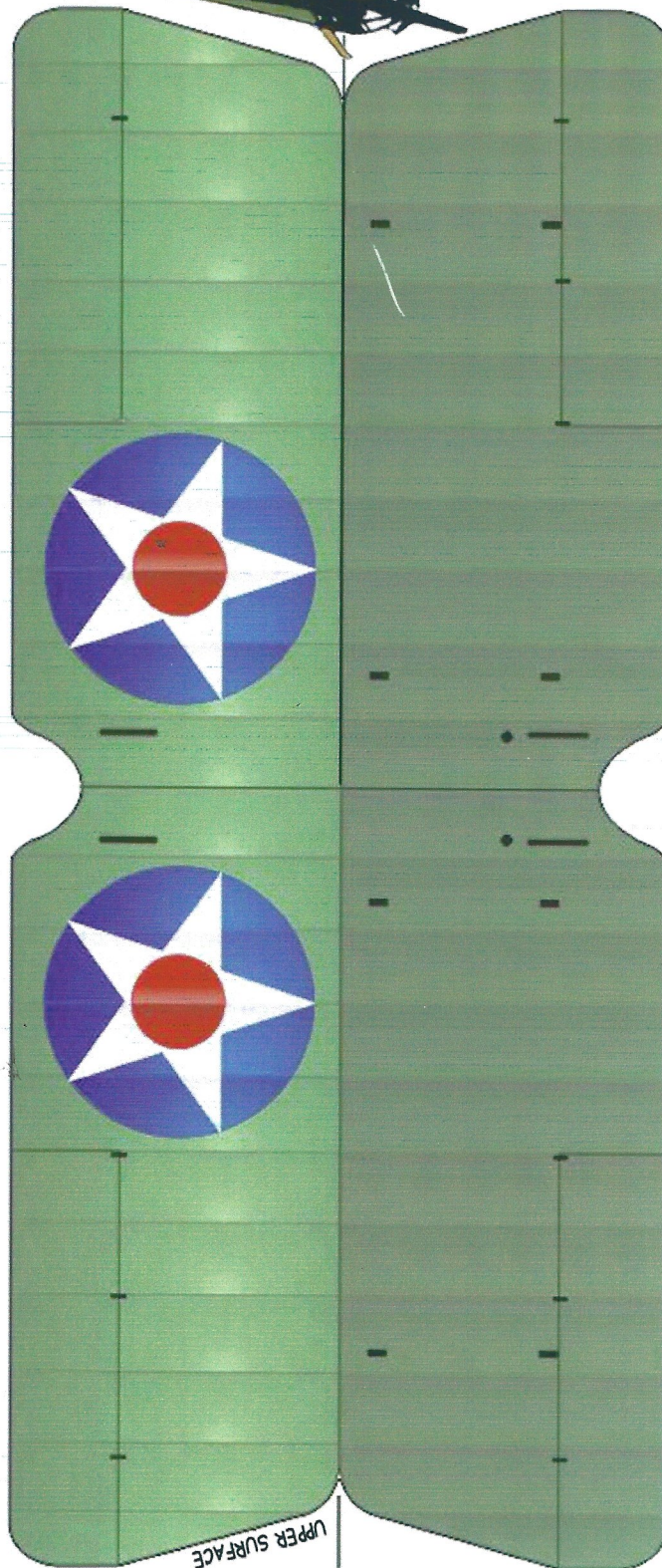
STIFFEN
WITH
TOOTHPICKS

FOLD



LOWER WING

2



UPPER SURFACE

1

PROPELLER (FOLD AND GLUE)

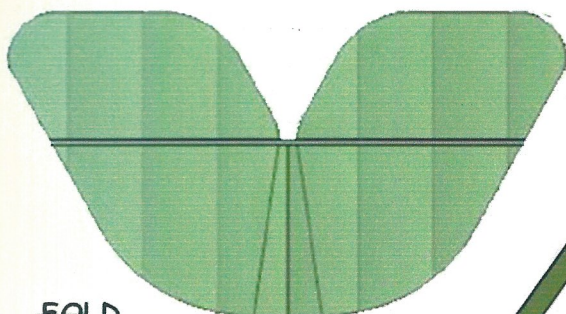


USE STRAIGHT PIN TO MOUNT
PROPELLER AND ROTARY ENGINE

Mike Smith's

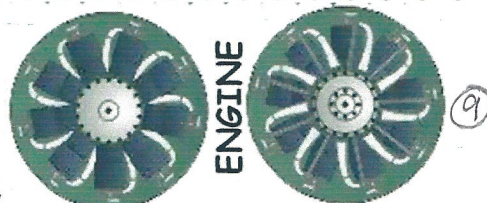
TOMMY PAGE TWO

LOTS MORE INFORMATION
WAITING FOR YOU OVER AT:
WWW.FIDDLERSGREEN.NET



FOLD

LANDING GEAR
AND SPREADER



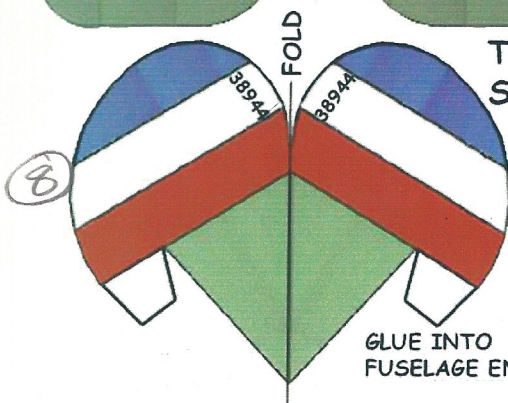
ENGINE

BUILDING TIP

1. FORM & GLUE COWL (BELOW)
2. AFIX COWL RING TO COWL
3. AFIX FRONT PIECE TO RING
4. AFIX ENTIRE ASSEMBLY TO NOSE OF TOMMY

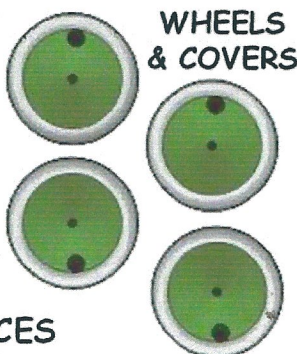
5. STAND BACK AND ADMIRE!

COWL
(CURVE THESE
OVER PENCIL)



TAIL
SURFACES

GLUE INTO
FUSELAGE END



WHEELS
& COVERS



TREADS
WINDSCREEN

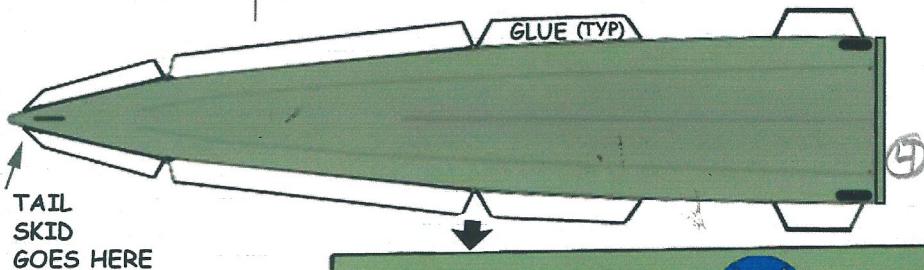
FUSELAGE BOTTOM
SCORE ALONG LINES
AND FORM SLIGHT BOW

COWL
RING

GLUE
UNDER
COWL
RING

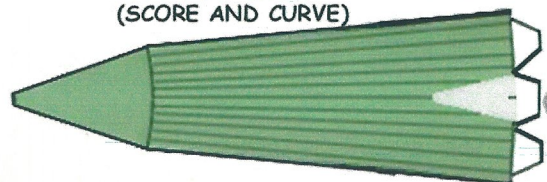
GLUE TABS

ENGINE
COWLING



TAIL
SKID
GOES HERE

TURTLE DECK
(SCORE AND CURVE)



GLUE

HEAD

REST

GLUE

MACHINE GUN

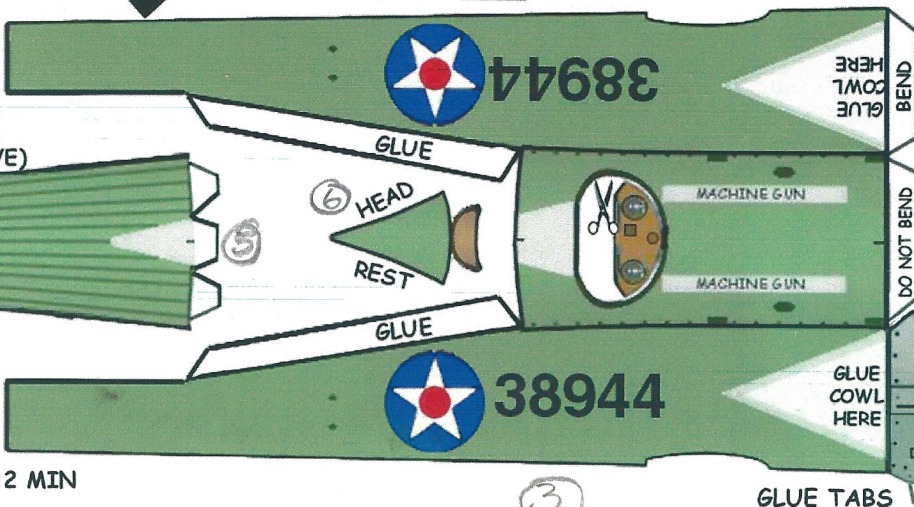
MACHINE GUN

CURVE TOP
OF
FUSELAGE

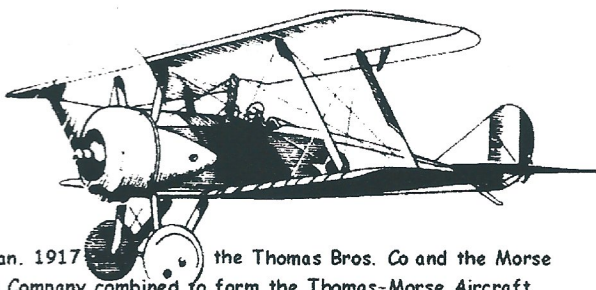
GLUE
COWL
HERE

GLUE TABS

MAX SPEED: 95 MPH
RANGE: 250 MILES
SERV. CEILING: 16,000 FT
RATE OF CLIMB: 1000 FT/12 MIN



3



In Jan. 1917 the Thomas Bros. Co and the Morse Chain Company combined to form the Thomas-Morse Aircraft Corp. Both companies had a long history in the then fledgling field of aircraft design and manufacture.

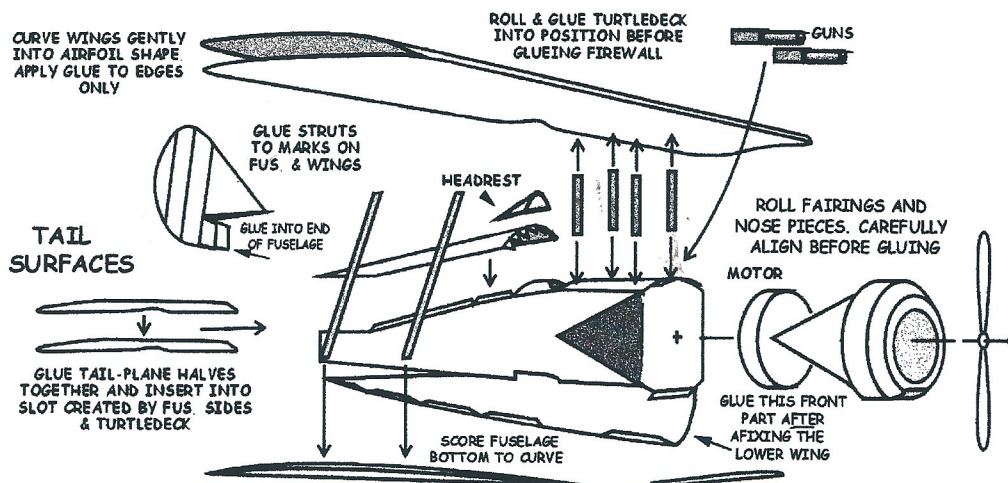
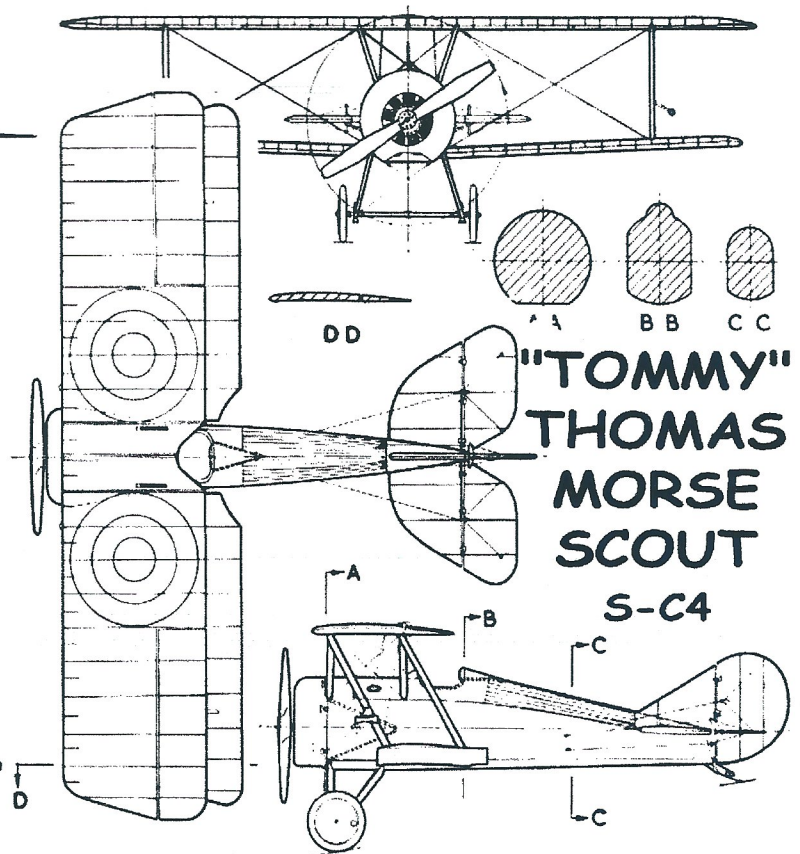
One of the first new designs of the new company was to become its most successful: the S-4, a single-seat scout type biplane with a 100hp Gnome rotary engine. Construction was typical of the period: wood with internal and external wire bracing. The S-4 made its initial flight in the spring of 1917.

Following successful test flights the S-4 was shipped to the Army's Experimental Flight Station in Hampton, Va. There it was evaluated as a potential advanced trainer for Army pursuit pilots before they went to the war front in France. The Army liked the S-4 except for its use of a Deperdussin type wheel control for the ailerons and its excessive tail heaviness.

After replacing the wheel control with a standard joystick and an attempt to lighten the tail (never a complete success), the Army placed an order for 100 improved S-4Bs equipped with the Gnome 100 hp rotary engine.

In Jan., 1918 the conventional wire control system was replaced with a pushrod and torque tube arrangement similar to the French Nieuport 17. This improvement resulted in the S-4C and an order for 400 aircraft by the Army. The S-4C's engine was to be the 80hp Le Rhone vs. The 100hp Gnome of the S-4B due to the latter's difficult starting and poor idling characteristics.

The Tommy exhibited standard gyroscopic coupling effects of all rotary-engined scouts, but otherwise was considered a pleasure to fly, sensitive on the controls, but docile in low-speed flight as long as right-hand rolls were not attempted. With the Gnome and its problems eliminated, the Tommy gained a good reputation at the flying field. Engineers could never quite eliminate the Tommy's characteristic tail heaviness however. In fact, pilots would often tie the stick forward in an attempt to relieve fatigue on long flights from constantly trying keep a nose down attitude.



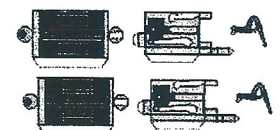
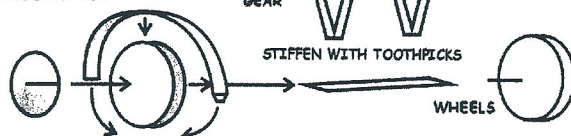
SPECIFICATIONS

TYPE: ADVANCED FIGHTER-TRAINER
YEAR: 1917
ENGINE: 100 HP GNOME OR 80 HP LE RHONE
WINGSPAN: 26 ft 6 in (8.08m)
LENGTH: 19 ft 10 in (6.05m)
HEIGHT: 8 ft 1 in (2.46m)
WEIGHT: 1373 lbs (623 kg)
MAX SPEED: 95 mph (153 kph)
CEILING: 15000 ft (4573m)
ENDURANCE: 2 hrs 30min
ARMAMENT: 2 MACHINE GUNS
CREW: 1

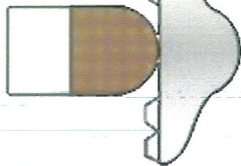
MOUNT PROP WITH A STRAIGHT PIN

LOTS MORE INFORMATION
AT: WWW.FIDDLERSGREEN.NET

DESIGN AND INSTRUCTIONS
BY MIKE SMITH, OHIO
FOR FIDDLERSGREEN



SEAT
(OPTIONAL)



SEE INSTRUCTIONS
FOR GUNS

CURVE UPPER WINGS SURFACES..
FOLD (DON'T SCORE) LEADING EDGE

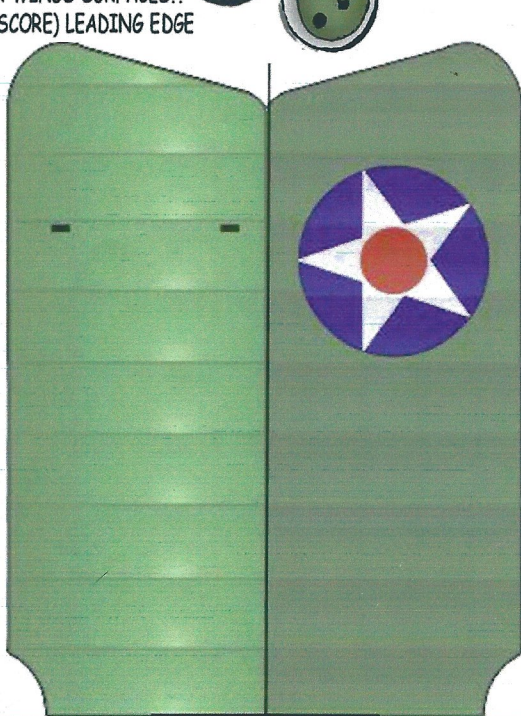


WING STRUTS
(SEE INSTRUCTIONS)



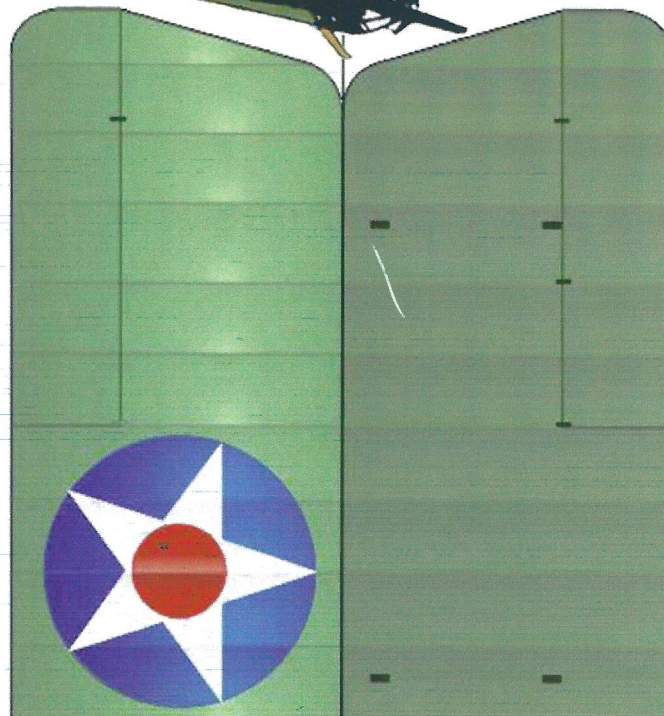
STIFFEN
WITH
TOOTHPICKS

INSTALL
THIS
WING
THEN
FINISH
GLUING
FUSELAGE
BOTTOM



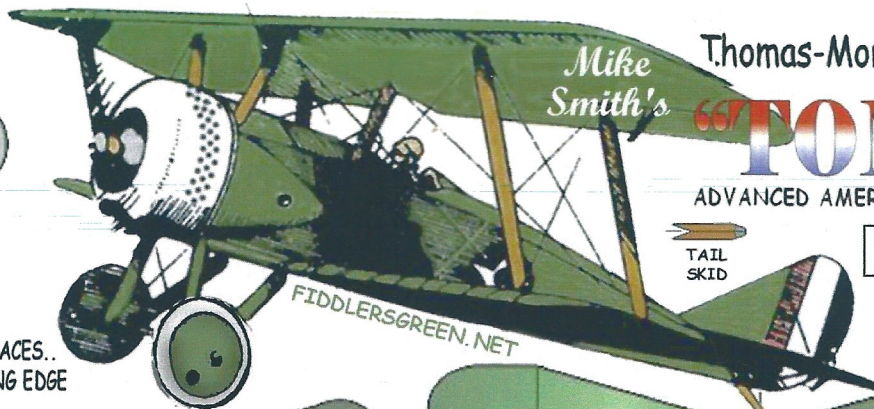
LOWER WING

2



UPPER SURFACE

1



Thomas-Morse Scout S-4C

Mike
Smith's

"TOMMY"

ADVANCED AMERICAN WWI TRAINER



TAIL
SKID

WSAM=63%

PAGE ONE