

building **AIRBORNE** by Hal Kelly

11' 6" Class B Runabout



1. I'm barely cracking the throttle in this shot.

BILL OF MATERIALS

BRONZE, MONEL, or EVERDUR FASTENINGS

- 1 gross of $\frac{1}{4}$ " no. 8 flathead wood screws
- 2 gross of $\frac{1}{4}$ " no. 8 flathead wood screws
- 4 dozen of $\frac{1}{4}$ " no. 8 flathead wood screws
- 3 lbs. of 1" no. 12 Anchorfast nails 350 to lb.
- 2 lbs. of $\frac{3}{4}$ " no. 16 Anchorfast nails 950 to lb.
- 8 carriage bolts $\frac{1}{4}$ " x 4" with nuts and washers

The above may be obtained from Whitehead Metal products Co., Inc., 303 West 10th St., New York 14, N. Y.—C.O.D.

PAINT PRODUCTS

- 5 lbs. of Weldwood glue
- 1 lb. of Wood Dough or similar surface filler
- 1 gal. of Spar varnish for interior, decking, and exterior

HARDWARE

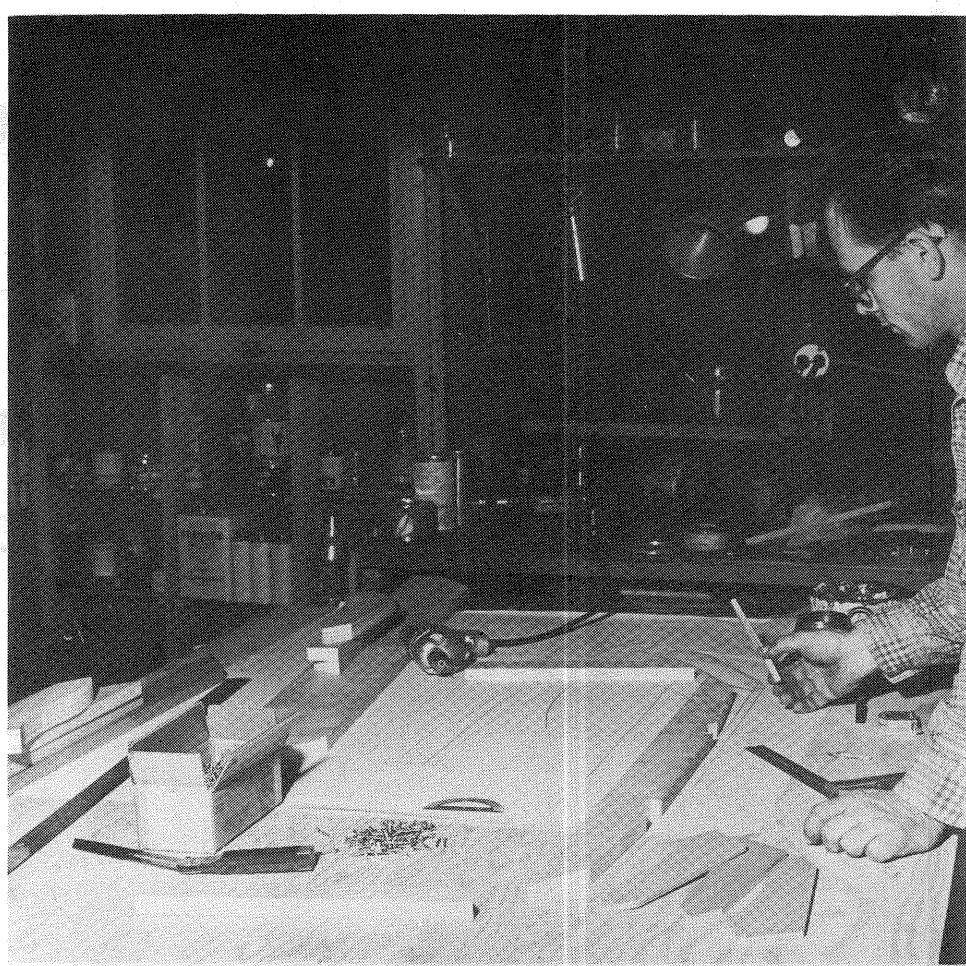
- 1 Steering wheel
- 1 Piece of steering rope 26'
- 1 Safety throttle
- 1 Bowden throttle cable 5' long
- 1 Racing fin for class B
- 4 Rope tiller blocks—with straps
- 1 Steering rope tightener—heavy spring
- 2 Tiller or wire rope clamps
- 2 Stern lifting handles
- 1 Bow handle
- 1 Stem cap $\frac{1}{2}$ " half round 3' aluminum
- 2 Steel $\frac{1}{2}$ " hooks to hold rope block to steering bar



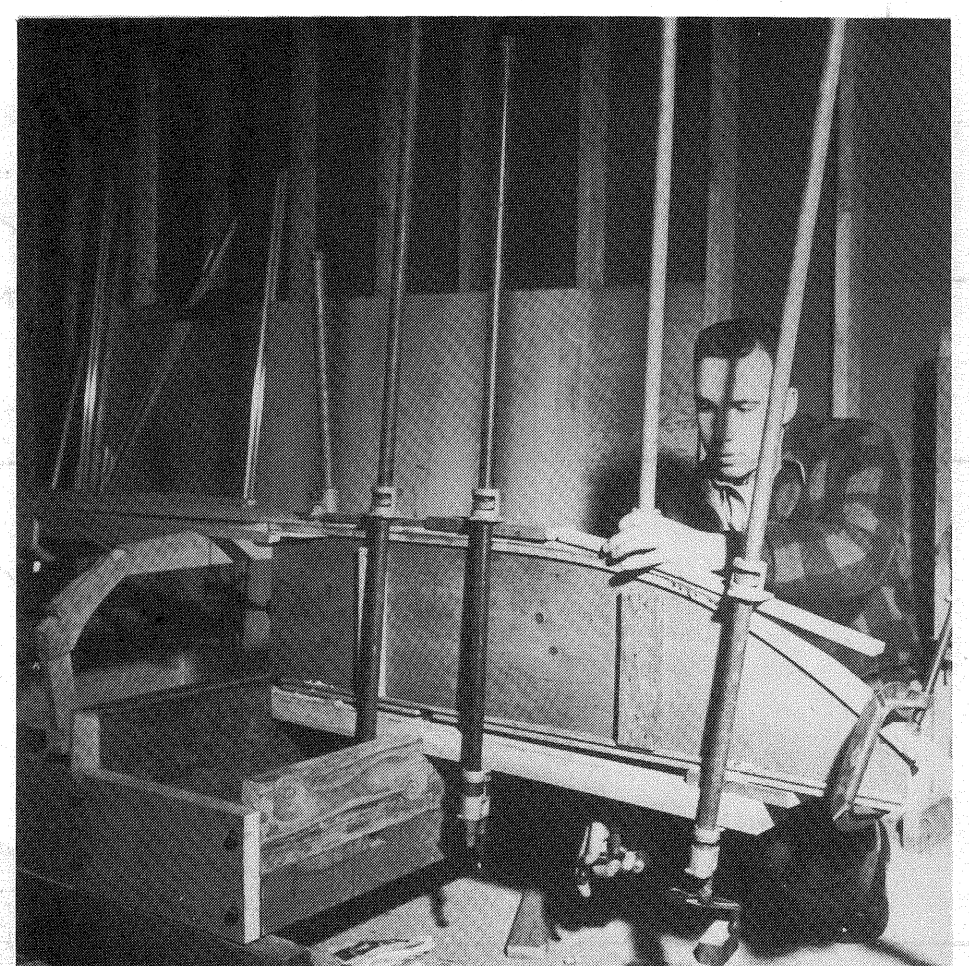
2.



5. AIRBORNE all set up, ready to race. Note cut down Mercury tank that fits between the stringers of the boat.



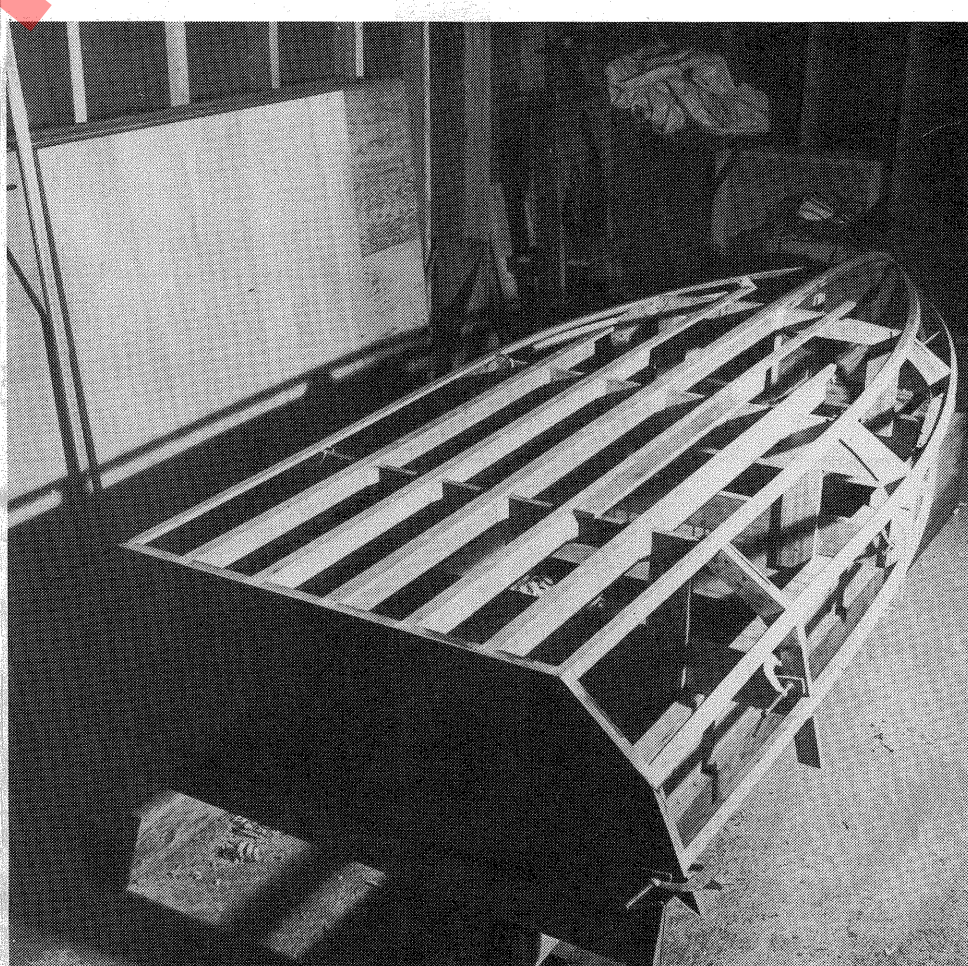
6. Here the ribs are being assembled from full size rib patterns. All rib parts and gussets are cut and then assembled.



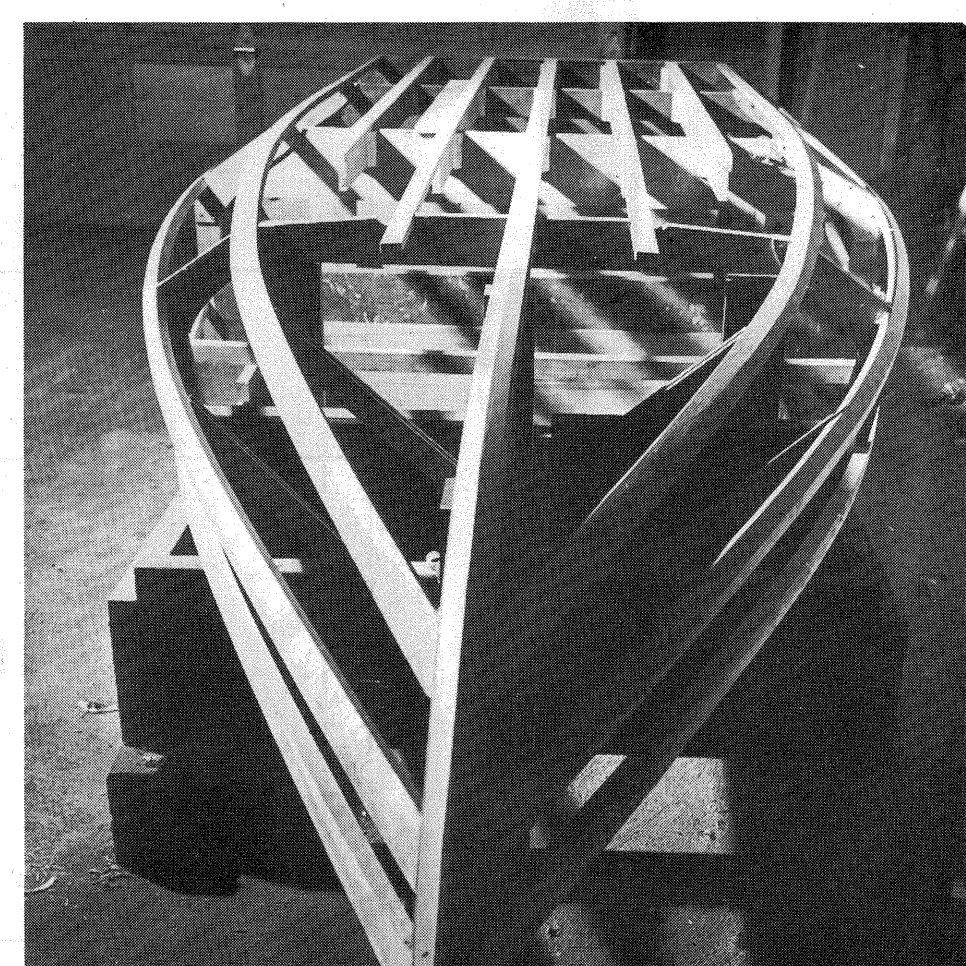
7. Here the ribs are set up on a rather extensive jig. The keel is backed up with a piece of mahogany $\frac{1}{2}$ " x $1\frac{1}{2}$ " forward of rib one.



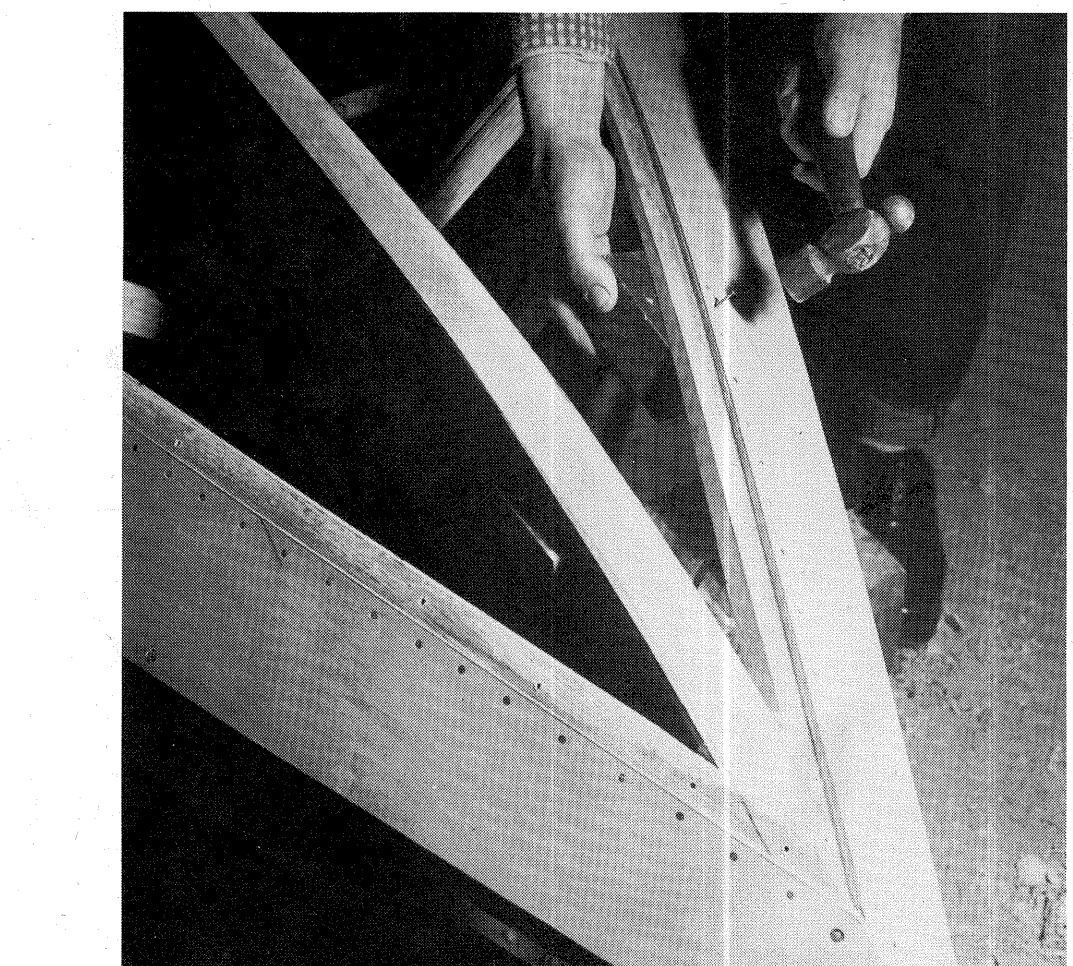
8. If you have a wooden floor in your shop just nail to same. In this case the floor was concrete. This simple jig worked out quite nicely.



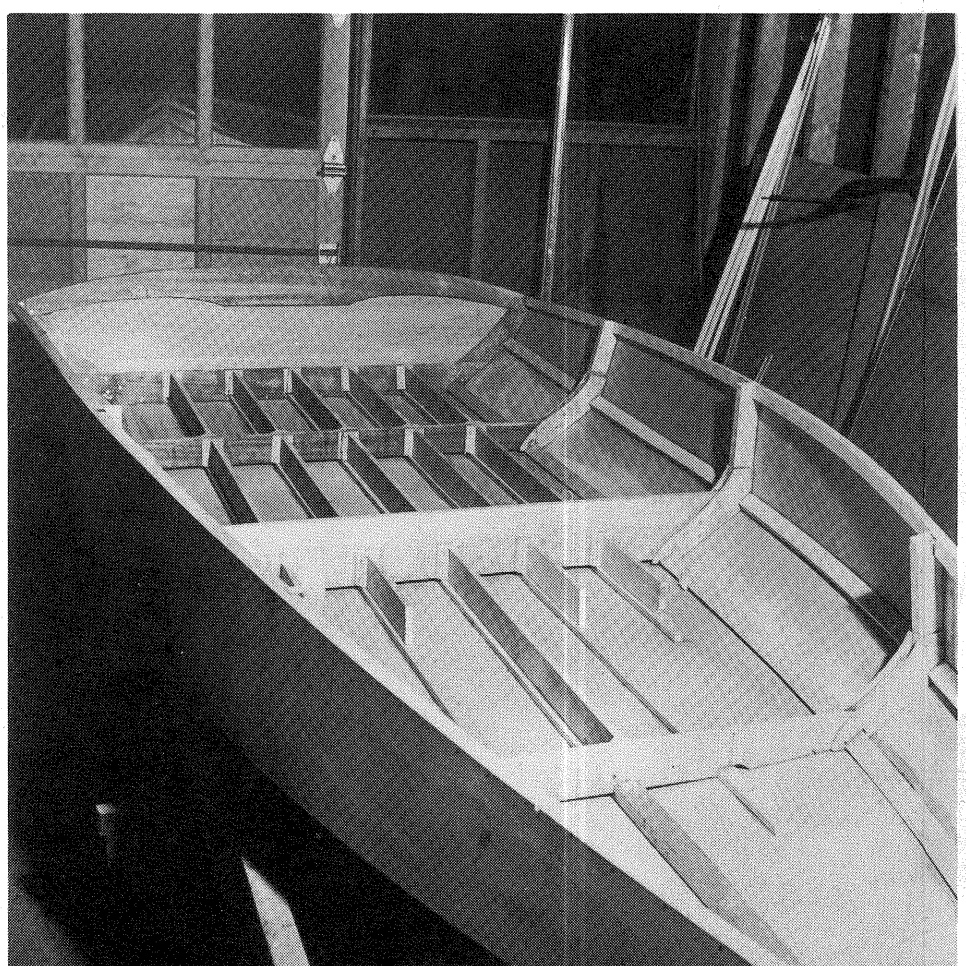
9. This type of jig is rather involved, but since I am building three AIRBORNEs on order it justified the extra work and saved time in the long run.



10. Here the frame is all faired ready to receive the plywood, this takes more patience than skill. Fin brace is next to Batten No. 2.



11. The non-trip chines are glued and $\frac{3}{4}$ " No. 16 Anchorfast nails are used up front. The bottom will butt against the non-trip chines for about the first 3 ft. up front.



12. Boat right side up to receive decking, seats, etc. She weighed 82 lbs. at this point. At this stage I varnish where the floor boards go, giving it 4 coats of spar varnish.



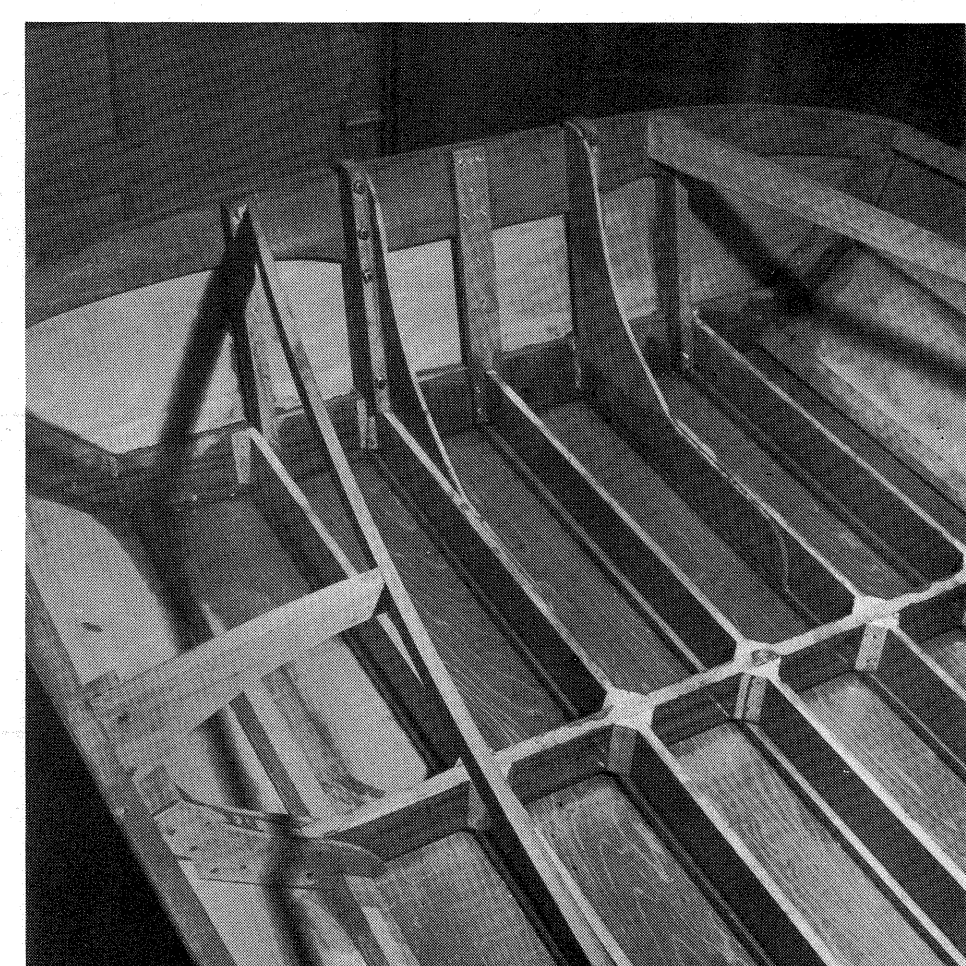
13. Detail of the inside of the stem. Mahogany was used under the stem piece forward of rib No. 1, thus the stem at this point is $1\frac{1}{2}$ " x $1\frac{1}{2}$ " thick.



14. Bow complete ready for decking, under deck I have already given 4 coats of varnish, a lot easier than when the deck is on.



15. This picture should answer a lot of questions. The bottom is glued up and with Anchorfast nails to all battens. About 8" on center.



16. Transom knees of $\frac{3}{4}$ " plywood extend for about 10" below the floor board, they not only hold the transom fast but help keep looks out of the bottom.

