THESE HISTORIC PLANS , FAITHFUL REPRODUCTIONS OF THE ORIGINALS , ARE ONLY FOR EDUCATIONAL PURPOSES AND ANY CONSTRUCTION THEY COULD INSPIRE WOULD BE DONE UNDER THE SOLE RESPONSABILITY OF THE BUILDER.

DOTTED LINE: TOP OF THE BAGGAGE COMPARTMENT BACK BULKHEAD SHOWN ON TOP OF WING SPAR (SHAPED AS CANOPY)

## FUSELAGE STRUCTURE AND DOOR OPENING:

BOTTOM: FUSELAGE FRAME (KEEL, UPPER AND LOWER LONGERONS)

TOP: THE 3 WELDED TUBES ABC FORM A STRONG PYRAMID. THIS PYRAMID IS STURDILY LINKED TO THE FIRE-WALL BY THE GAS TANK COWLING.

THIS COWLING IS MADE OF ALU 6061 0.040" SHEETING, SCREWED AND BOLTED ON THE CURVE OF THE FIREWALL UPPER PART (SEE PLAN# 13, A1)

AND ON BOTH SIDES OF THE FUSELAGE TOP PLATE.

AN OBLONG REINFORCEMENT PLATE H IS RIVETED TO THE COWLING AND FASTENED WITH 2 BOLTS DIA 6 MM TO THE TOP A OF THE PYRAMID ABC.

IF YOU HAVE TO REACH THE TANK AND THE INSTRUMENTS FOR MAINTENANCE AT THE WORKSHOP, REMOVE WINDSHIELD, THEN REMOVE COWLING.

### NOTES:

1/ AS BB' IS CURVED BUT MUST BE STIFF TO STAND THE LATERAL PRESSURE OF THE STAYS (BOLTED TO THE WELDED EARS IN B AS SHOWN IN 3B), IT WILL BE MADE OF TUBE ID: 16 OD: 18 (OR BETTER: ID: 18 OD: 20)

2/ THE WINDSHIELD INNER SPACE IS STIFFENED BY THE PYRAMID ABC. MAKE WINDSHIELD IN PLEXI 3 MM THICK FOR SOUND PROOFING.

3/ AT THE REAR OF BB' THE STIFFNESS IS GIVEN BY THE SHAPED CANOPY (SEE PLAN# 13, A2) WHICH IS FASTENED TO BB' AND BDI.
THE 2 SIDES OF THE WINDSHIELD ARE FASTENED TO BC AND THE LOWER PART FOLLOWS THE CURVE OF THE COWLING.
USE RAINPROOF RUBBER GASKET BETWEEN WINDSHIELD AND COWLING.

4/ THE REAR WING FRONT SPAR IS HORIZONTALLY BOLTED TO THE BAGGAGE COMPARTMENT BACK'S BULKHEAD WITH 8 MM DIA BOLTS (2 ON EACH SIDE) SEE A1 & A3.

5/ THE WINDOW AT THE REAR OF THE CANOPY WILL HAVE TO BE STURDILY FASTENED (SCREWS AND GLUE)

T 20×22 — REVERSING LEVERS HOLDER TUBING T (ID: 20 OD: 22)

INSTALLATION ASSEMBLY U OF REVERS. LEVERS HOLDER TUBING T ON FUSELAGE TOP LONGERONS

BOLTS DIA 6 MM

MAIN CONTROL TRANSVERSE TUBE 106, ID : 22 MM OD : 25 MM

MAIN CONTROL TUBE PIVOT HOLDER (TUBE ID : 20 MM OD : 22 MM) SEE PLAN# 13, C 1/2

PULLEY HOLDER TUBE ID : 22 MM OD : 25 MM

18×20

145°

REF. PL. 13

BRAZE

20×22

SCALE : 1/2

63°

## SEAT BOTTOM SUPPORT BULKHEAD

PLYWOOD: 5 MM

BOLTS DIA 5 MM

THE FUSELAGE LOWER LONGERON IS MADE OF TWO 15 MM X 30 MM LATHS LAMINATED ON TEMPLATE (SHOWN B2 BOTTOM), FOLLOWING DOTTED LINE MNP

12×14

BRAZED

BENT CONNECTING RODS (1 RIGHT, 1 LEFT) FOR PILOT'S LEGS CLEARANCE.

## BAGGAGE COMPARTMENT BACK BULKHEAD

FOR 8 MM DIA BOLTS

HARDWOOD (BEECHWOOD)

PLYWOOD 3 MM

16×18

14×16

12×14

## LEVERS R & S (4 PARTS)

YOKE FOR ROD END (BEARING MALE (BOLT AN3) PL# 12.

OR AS IN 117, PL# 12

SIDE VIEW

FRONT VIEW

TOP VIEW

L = ± 2.800

± 700 (25 % L)

VERTICAL PROJECTION OF THE CENTER OF GRAVITY LOCATION (AIRCRAFT IN LEVEL FLIGHT ATTITUDE)

0°

+4°

+12°

CANOPY

WINDOW

STAY (SEE PLAN# 11 FOREWORD)

18×20

PLACE THE GAS LEVEL FLOAT AS LOW AS POSSIBLE IN THE FILTER CUP FOR A MAXIMUM ACCURACY.

CUP "CUP SHAPED LOWER PART OF THE GAS TANK" AT THE BOTTOM OF THE FUSELAGE (INCLUDES THE VE-FILTER AND A VALVE SEE PLAN # 13)

BAGGAGE COMPARTMENT

+6°

SAME TAIL-WHEEL ASSEMBLY AS HM-360. SEE PL# 9

820

## FRONT SPAR OF REAR WING

LOCATION OF THE RIBS AND OF THE 2 HARDWOOD FASTENING BLOCKS 2300 MM CENTRAL WING SPAN

2 BOLTS DIA 8 MM

1040 — 315 — 315 — 345 — 350 — 100 — 850 — 38 — 40 — 70

TO ADJUST THE TRACTION ON THE STICK, TURN THE ADJUSTMENT WHEEL. A CABLE (1 MM DIA ) WOUND ON THE PULLEY STRETCHES A LONG SPRING ATTACHED TO THE FIREWALL.

SCALE 1/2

V 6×10

BRAZED FRICTION WASHER

12×14

ADJUSTING WHEEL AND PULLEY. IN ALU 2024 MADE ON LATHE. ONE ONLY ON STICK IN FRONT OF PILOT LEFT SEAT. SEE LOCATION V IN A1

KEEP THIS DIMENSION AS ON PLAN

LARGER RUDDER AREA. LENGTHEN THE RIBS.

LEVEL FLIGHT ATTITUDE REFERENCE LINE

2.300 — 110 — 330 — 430 — 505 — 570 — 618 — 650 — 665 — 660 — 625 — 550 — 410

93 — 128 — 152 — 170 — 183 — 190 — 80 — 100 — 60

CANOPY

230

BOTH SIDES COVERED PLYWOOD 2 MM

300 — 860 — 450

COWLING

GAS TANK PLATE. PLYWOOD 3 MM

SEAT BACK ARCH

PLYWOOD 2 MM OUTER SKIN ONLY

PLYWOOD 3 MM

PLYWOOD 5 MM

DOOR LOCK

BAGGAGE COMPARTMENT BACK BULKHEAD

FUSELAGE LOWER LONGERON

THIS CURVES FOLLOWS THE LOWER SURFACE OF THE REAR WING

PLYWOOD 3 MM — HORIZONTAL REFERENCE LINE

1.230

SEAT BOTTOM SUPPORT BULKHEAD

PLYWOOD 5 MM

620 — 240 — 630 — 2.880

PLYWOOD: 1.5 MM

SEAT BACK ARCH

BAGGAGE COMPARTMENT

FUSELAGE LOWER LONGERON

660

H

12 RIVETS DIA 4 MM

130

Φ=6 — Φ=5 — Φ=16

REF. A

25

FASTENING BRACKET TOP OF NSTRUMENT PANEL (BOLTED TO H TWO BOLTS 6 MM DIA)

CANOPY TUBE BB'

3×5

B

HINGE (O.D :5 MM I.D : 3 MM)

Φ=8

45

FOR OTHER DETAILS, SEE PL# 21
NOTE THAT THE HM-381 FUSELAGE IS SHORTER!

ENGLISH TEXT: Paul Pontois - Charlie Crawley - Gary Gower
SCANNING Jean Jacques Legrand

261

| | | |
|---|---|---|
| AVIONS MIGNET | | 252 |
| ~~HM.~~ | 30 AOÛT 1959 | é : 1/10 |
| HM-381 | VARIANT TO HM-380 BUILT-IN CANOPY TOP 2 TIP-UP DOORS | 24 |

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WHEN YOU COPY THIS PLAN, TO BE AS CLOSE AS POSSIBLE TO THE EXACT MEASUREMENTS, THE LINE BELOW SHOULD MEASURE 50 MM. NEVERTHELESS, ALWAYS TAKE INTO CONSIDERATION FIRST AND FOREMOST THE DIMENSIONS INDICATED ON THE PLAN.

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