



# Cessna 407

In the 1950s, aircraft companies discovered a future market: Business jets, which made fast individual air travel possible. The U.S. military was also interested in a low-cost light jet with high performance and multi-mission profile. Trying to profit from the new market, the Cessna Company decided to come up with an adaption of the Cessna T-37, which they were largely involved with at the time. It was felt that an adaption of

a proven aircraft would lower the cost by also shortening development and testing.

This modified T-37 was named the Cessna 407 and was introduced in September 1959. It used as many parts of the actual T-37 as possible to ensure similar reliability. It featured a fuselage that had been stretched by two feet to make space for a four seat cabin. The plane was supposed to retain the T-37's

twin steering. Entrance to the modified cabin was supposed to be a door on the starboard side and the rear seats could be removed or folded to make space for cargo. The plane was marketed as a military liaison aircraft and corporate jet transport but failed to win any customers, hence the program was abandoned.

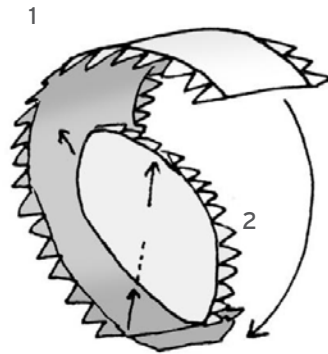
It is not sure, whether the Cessna 407 actually ever flew, as some sources mention it as having flown while others say

that only a full-size mock-up was rolled out. Compared to the T-37, the Cessna 407 will have been a bit underpowered due to the added weight.

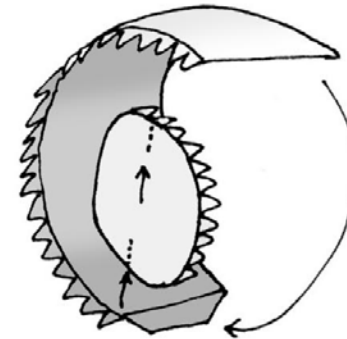
A successful aircraft which was developed in a similar way was the North American Sabreline, which used the wings and other parts of the Sabre Fighter. It was purchased by the U.S. military as the T-39 as a trainer and liaison aircraft.

**Please note:** There are no parts for certain numbers. This is because the parts and instructions are based on the A/T-37 model.

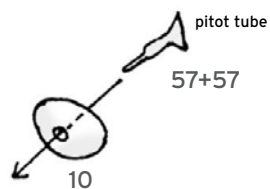
1. Build part 1 around the former 2.



2. Build part 3 around the former 3.

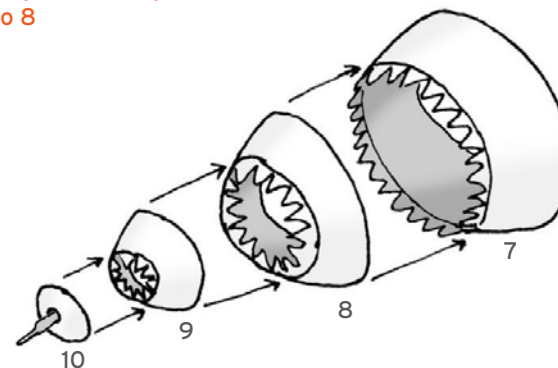


3. Build part 10 and glue the pitot tube through it, aligned vertically.



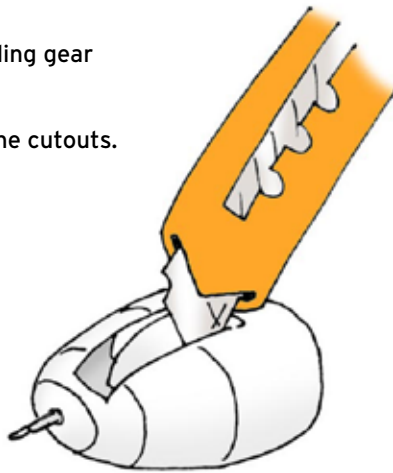
4. Build the nose section.

If you are building the landing gear up, jump to 8

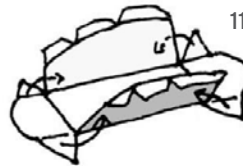


5. Cut out the landing gear doors.

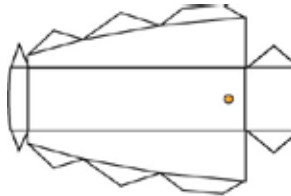
You may discard the cutouts.



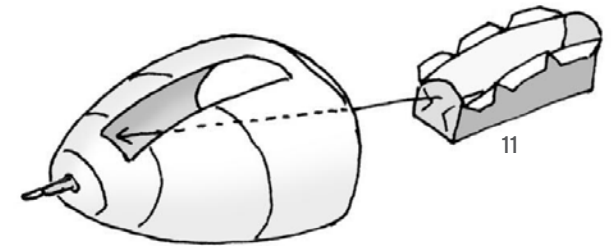
6. Build the nose wheel well.



If you are building the **patterned landing gear** (see page 17), then make a hole:



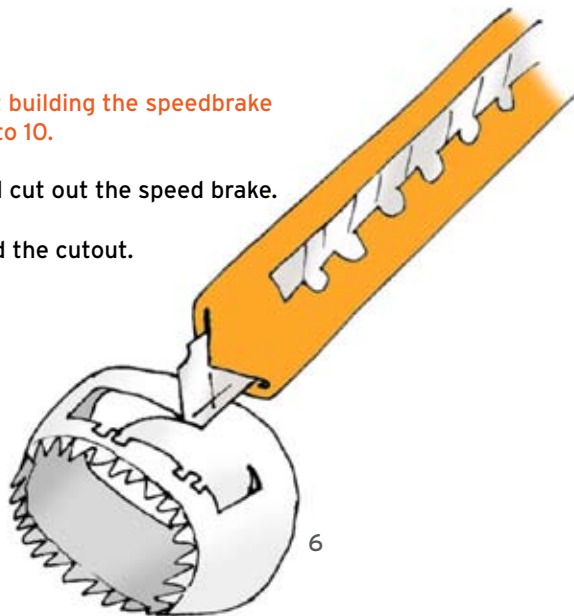
7. Install the nose wheel well in the nose section.



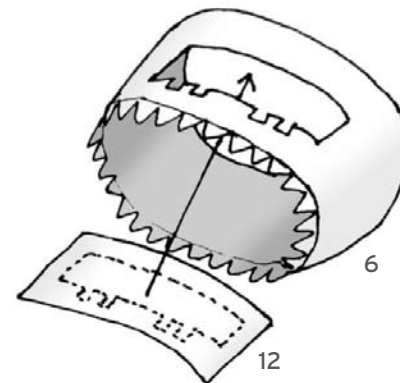
8. If you are not building the speedbrake extended jump to 10.

Build part 6 and cut out the speed brake.

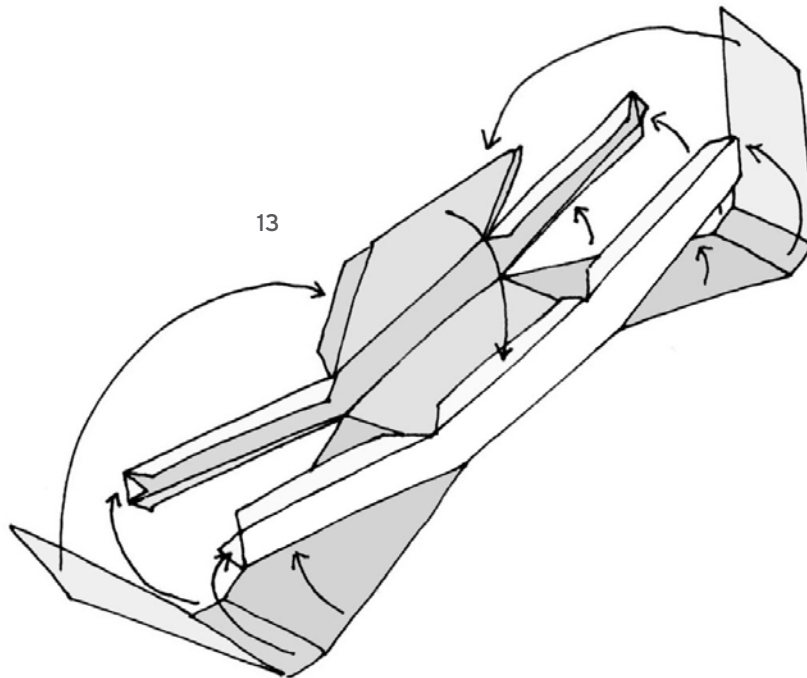
You may discard the cutout.



9. Glue the speedbrake well under the hole.



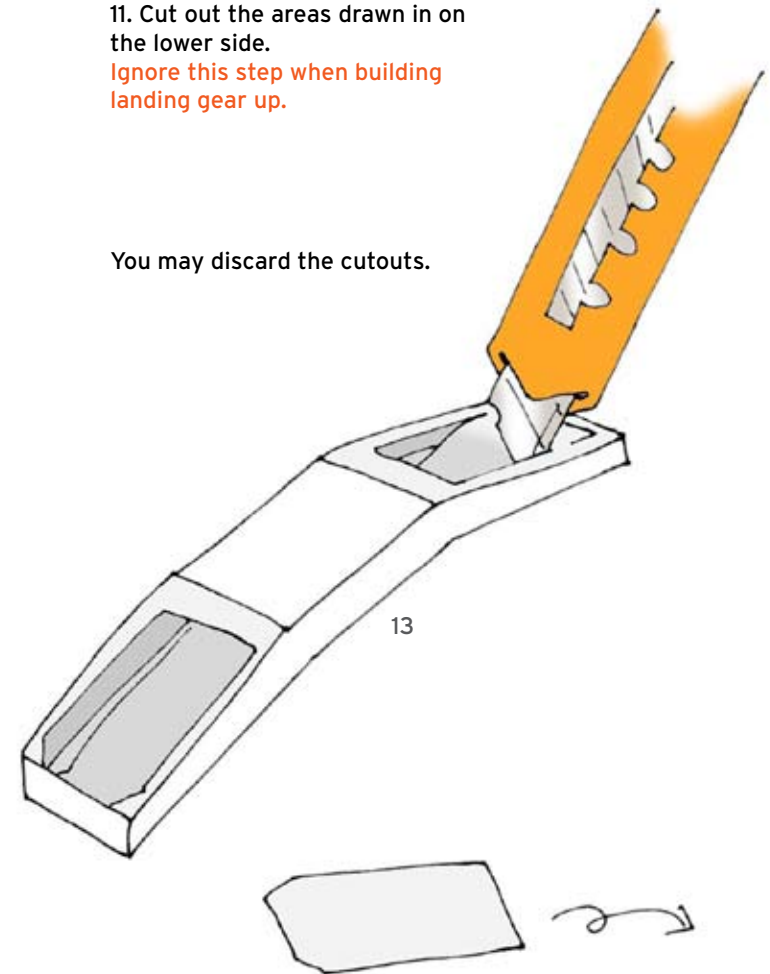
10. Build the wing stiffener.



11. Cut out the areas drawn in on the lower side.

Ignore this step when building landing gear up.

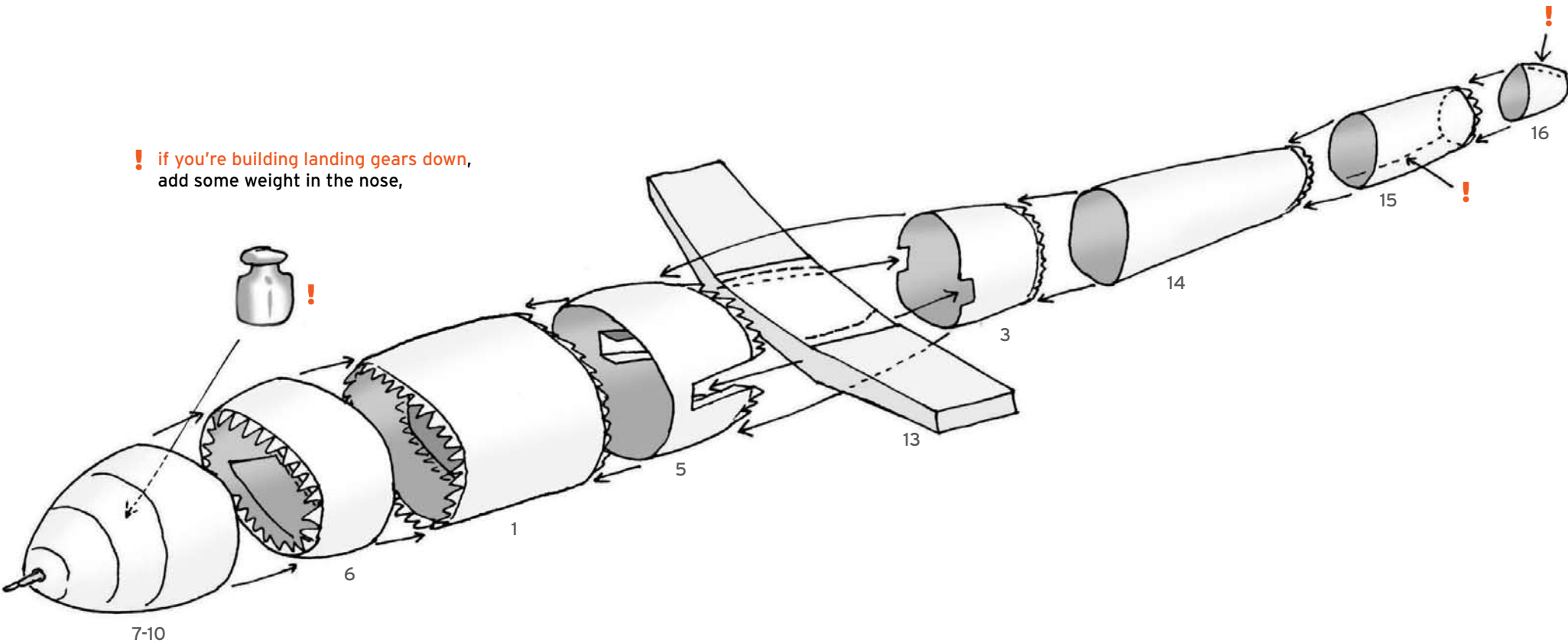
You may discard the cutouts.



12. Build the main fuselage and include the wings stiffener between parts 3 and 5.

! Note that part 16 has the seam up while all other parts have it down!

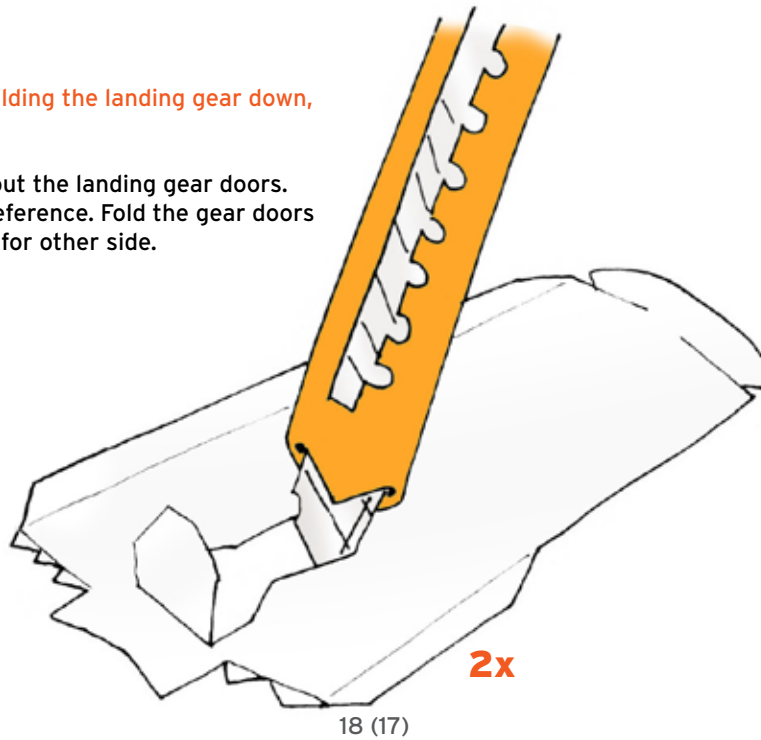
! if you're building landing gears down, add some weight in the nose,



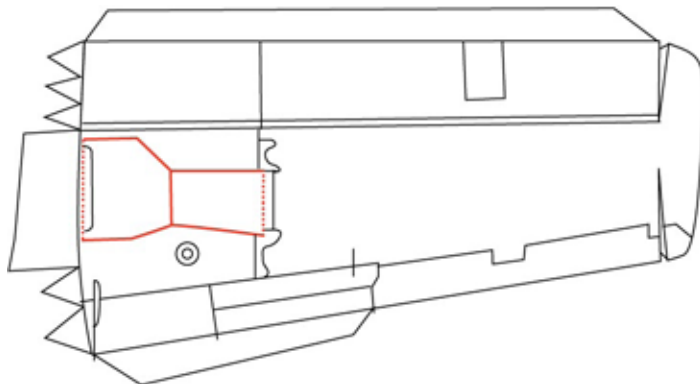


If you are not building the landing gear down, jump to 15.

13. Fold and cut out the landing gear doors. Look below for reference. Fold the gear doors outward. Repeat for other side.

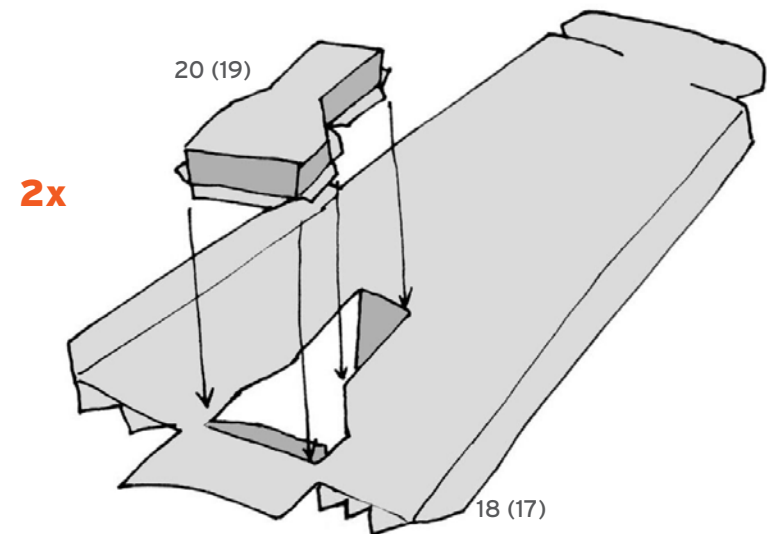


orange lines are cut,  
dotted orange lines are scored & folded:



**Note:** With mirrored parts, even numbers refer to port, while uneven numbers refer to starboard. Numbers in brackets refer to the mirrored part.

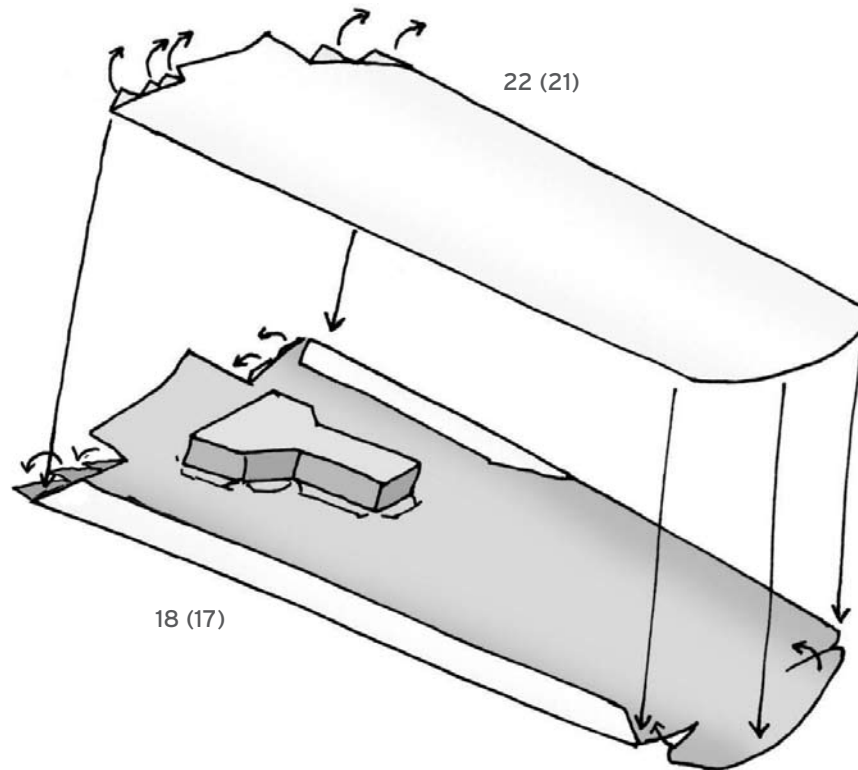
14. Build the wheel wells and glue them on the inner side. Repeat for other side.



15. Rounden the wing parts to create an air foil. Glue together the gaps on the lower surfaces. Score and fold outward the tabs on the edge facing the fuselage. Repeat for other side.

**2x**

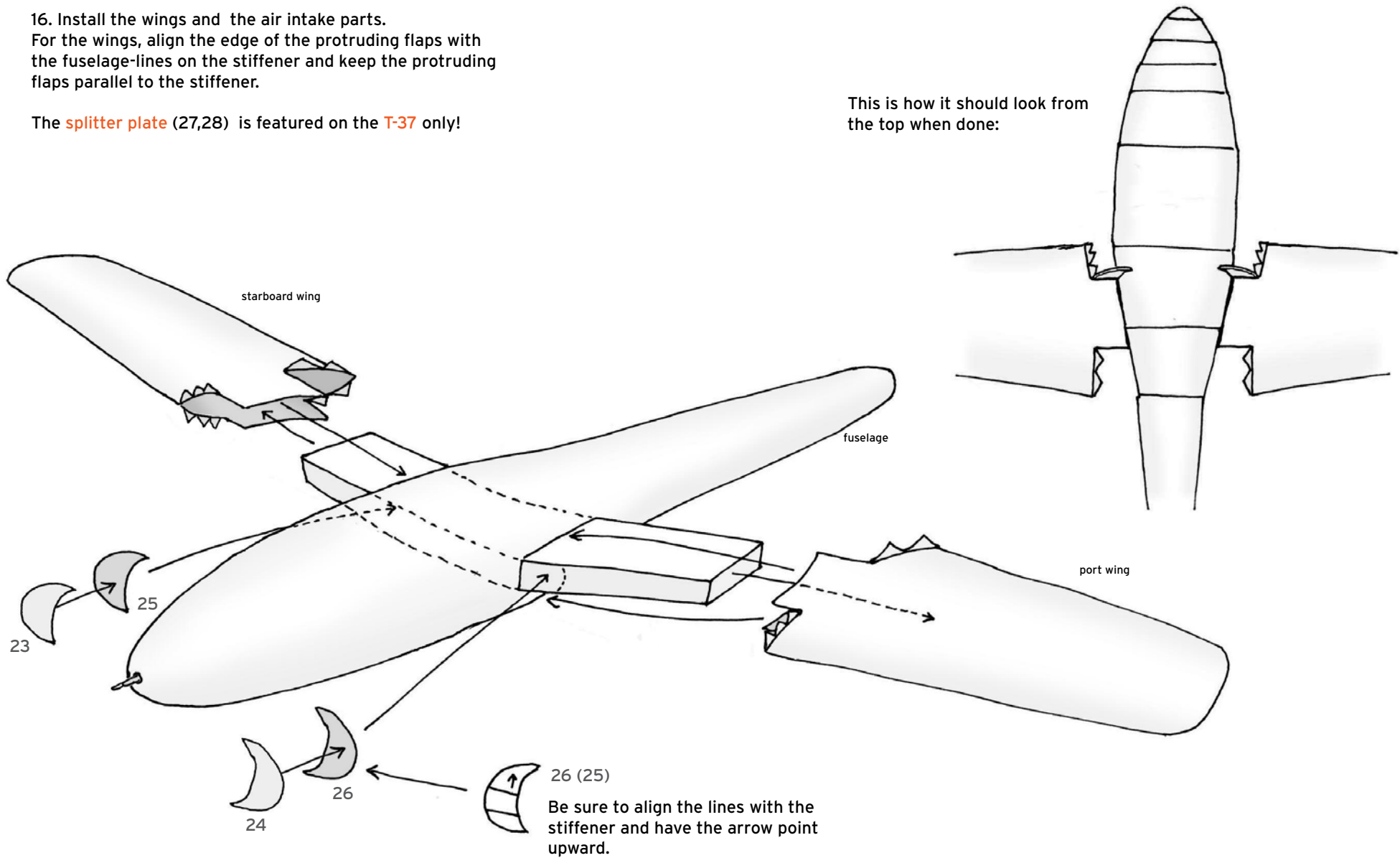
**Note:** With mirrored parts, even numbers refer to port, while uneven numbers refer to starboard. Numbers in brackets refer to the mirrored part.



16. Install the wings and the air intake parts.  
For the wings, align the edge of the protruding flaps with the fuselage-lines on the stiffener and keep the protruding flaps parallel to the stiffener.

The **splitter plate** (27,28) is featured on the **T-37** only!

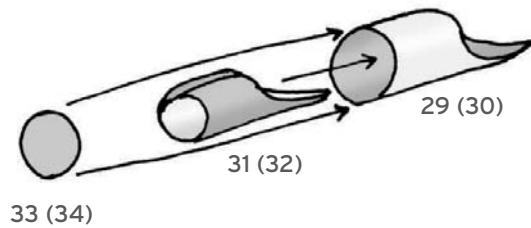
This is how it should look from the top when done:





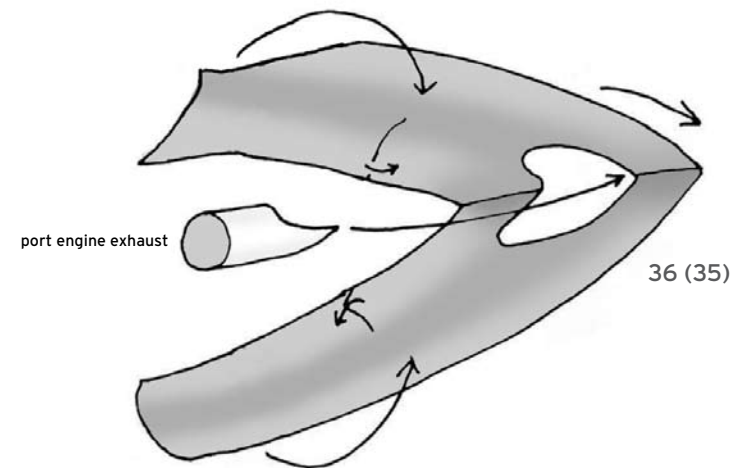
17. Build the engine exhausts. First glue together the outer parts (29,30) then glue in the inner walls (31,32) with printed side inward, then add the end plate. Repeat for other side.

**2x**

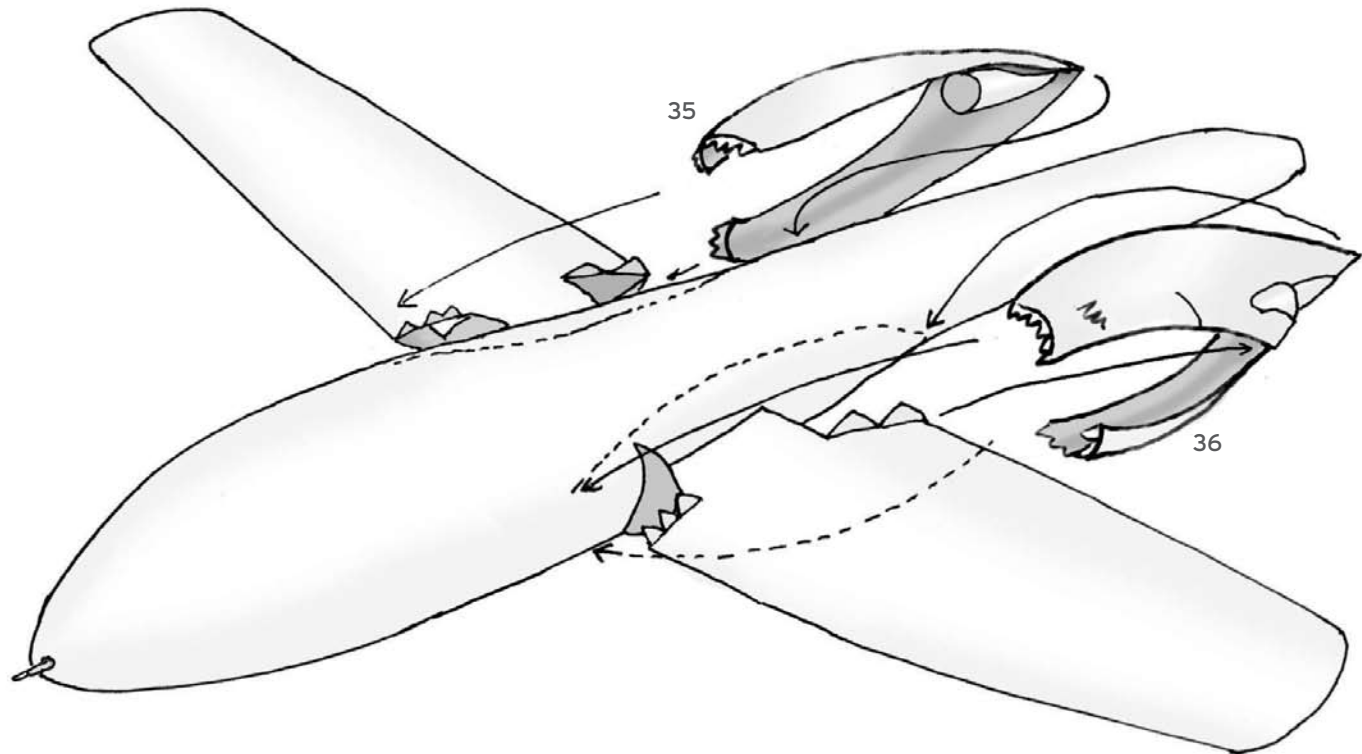


18. The engine sections are rounded along their longer side and along their narrow side! Glue in the exhaust nozzles. Repeat for other side.

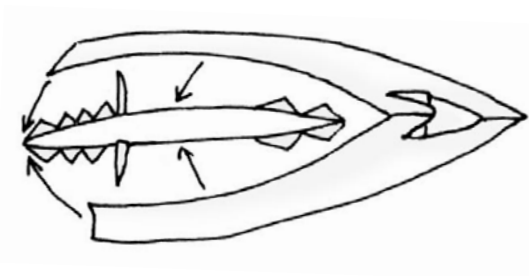
**2x**



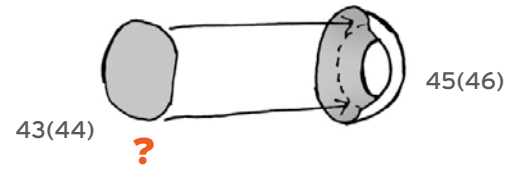
19. Glue the engine sections on the gaps between wings and fuselage. Make sure that the livery lines adjust properly.



The engine sections basically wrap around the wing like this. It helps to start with gluing the edge engine section to upper wing, then continue with the others - one by one - rather than trying to glue all at once.

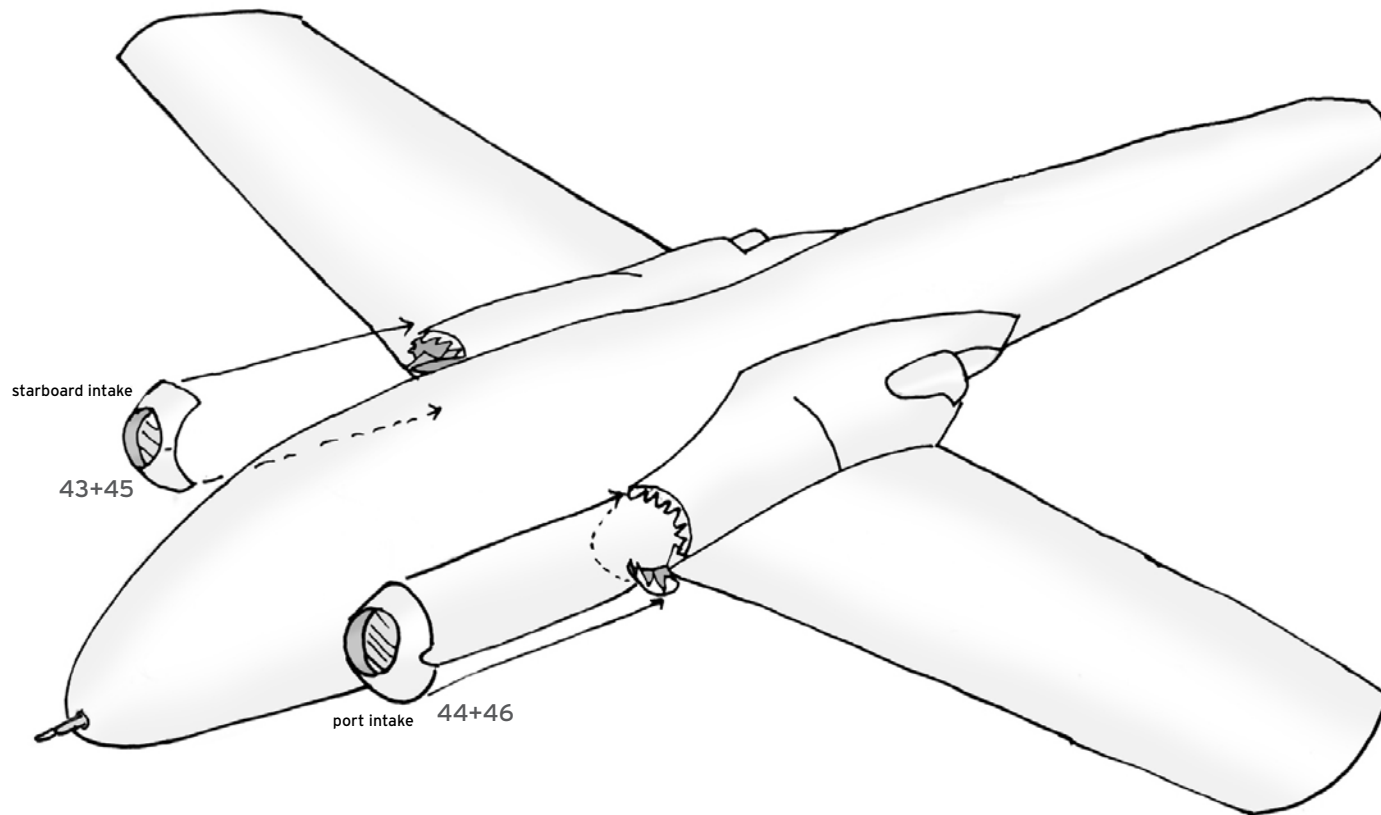


20. Build the engine air intakes and install them.

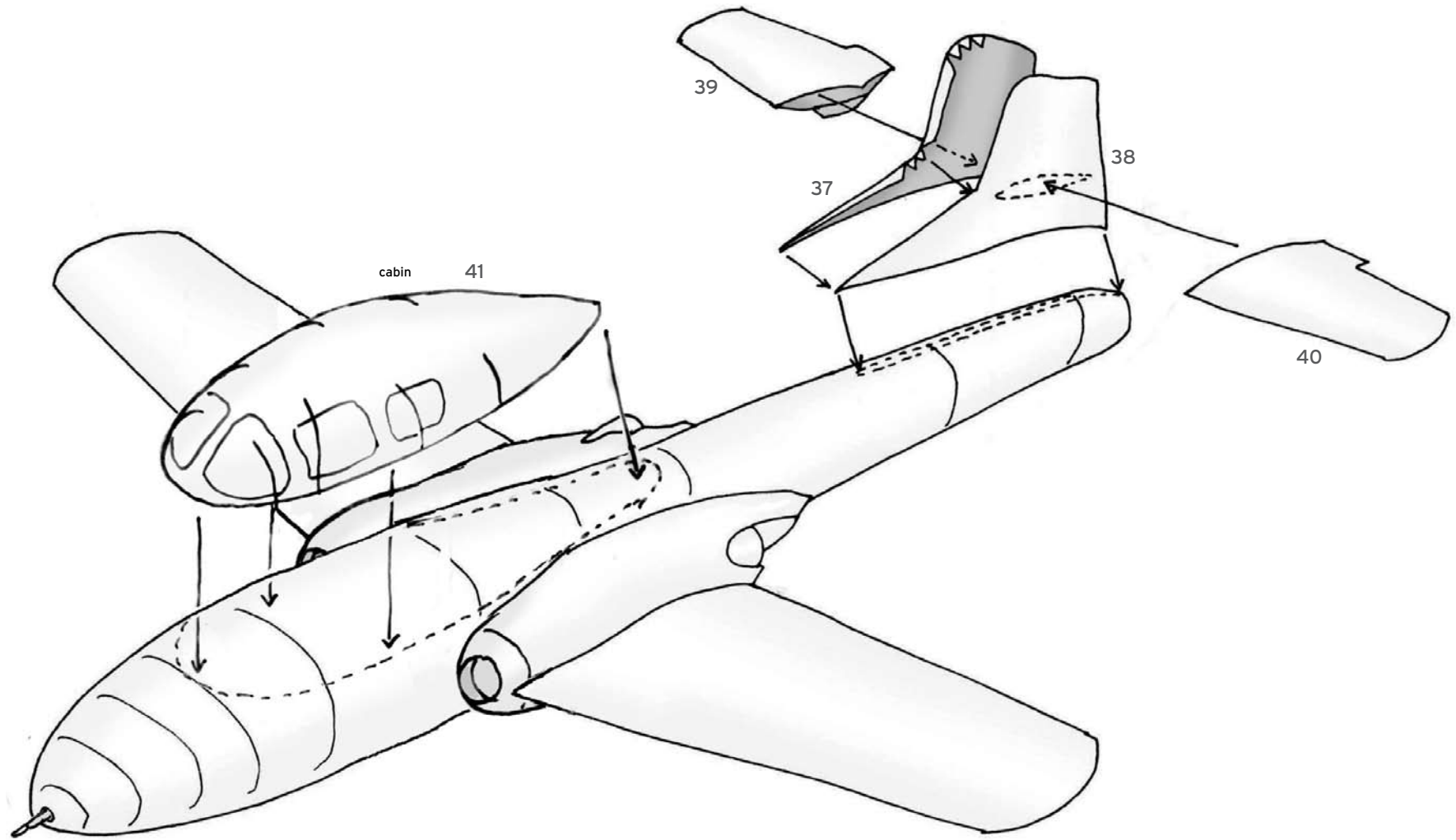


This is how it should look from the front.

The FOD screen (parts 43 and 44) are optional.

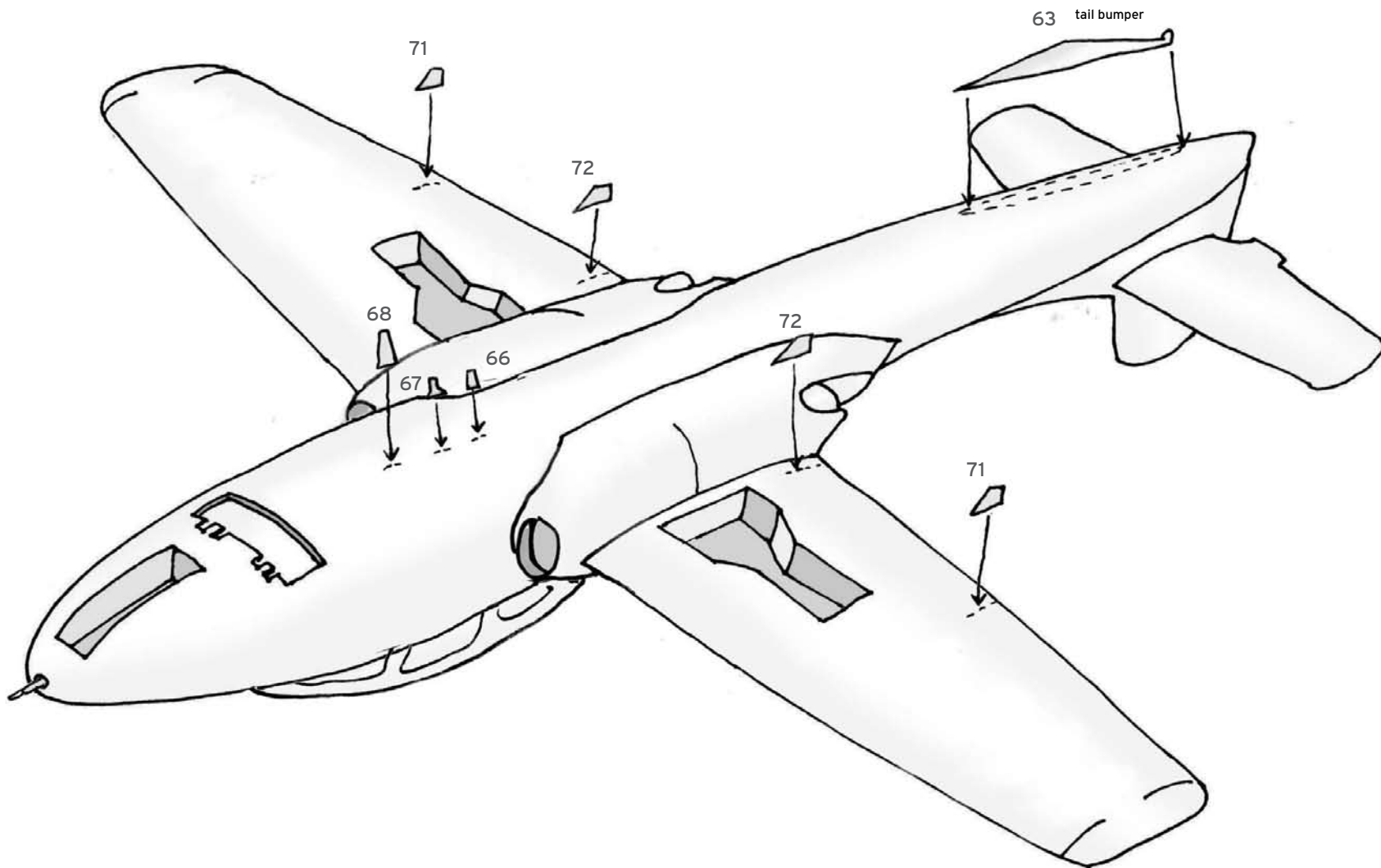


21. Install the cabin and attach the tailplane.  
The trailing edge of the vertical stabilizer should be  
flush with the rear end of the fuselage.



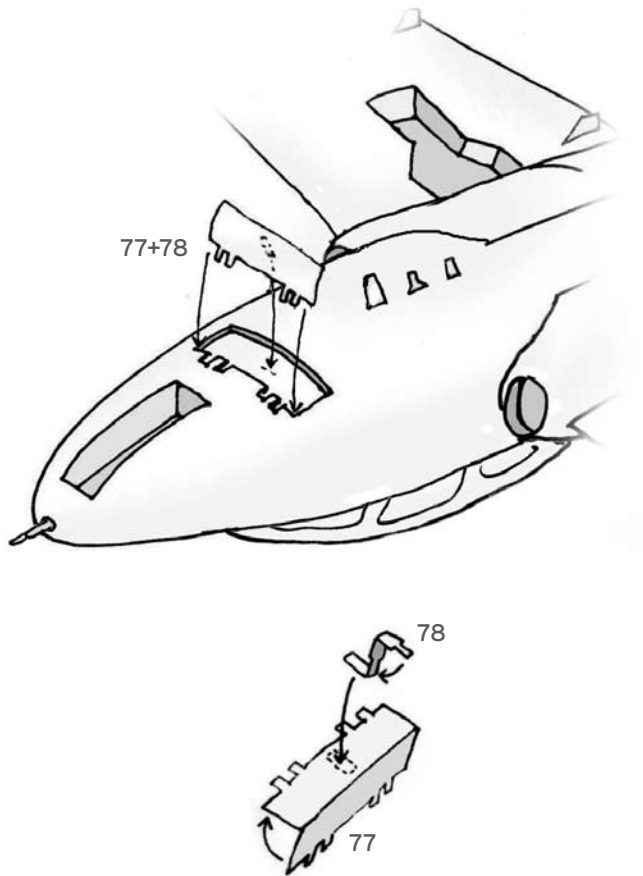
## 22. Lower details.

align the back end of part 63  
with the edge between parts 15 and 16.



## 23. Installing the speedbrake.

Ignore this step when not building speedbrake extended.

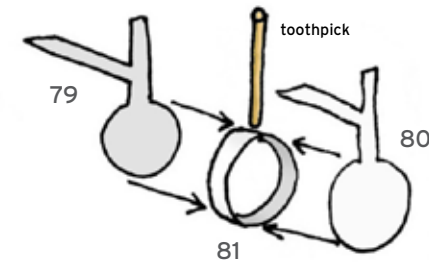


## PATTERNED LANDING GEAR

If you prefer the sculpted Landing gear, jump to 27.

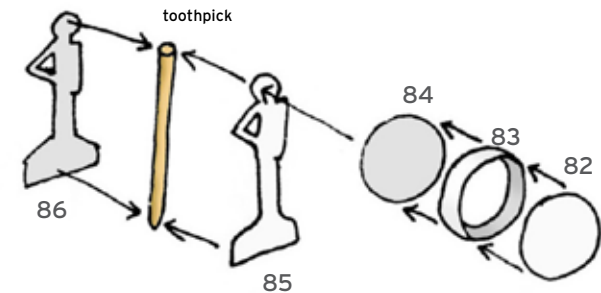
If you are building landing gear up, jump to 34.

24. Glue together the front landing gear, use a toothpick to stiffen. Let the toothpick protrude slightly on the top.



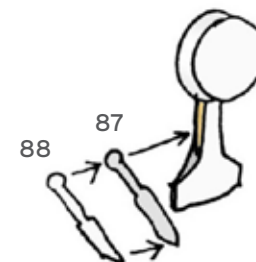
25. Glue together the main landing gear, use a toothpick to stiffen. The toothpick must be flush with both ends of the strut.

**2x**



26. Glue on the hydraulic arm to let it touch the ground.  
jump to 34.

**2x**



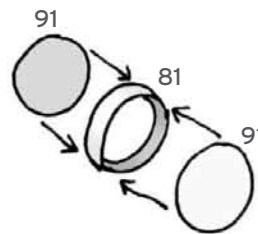


## SCULPTED LANDING GEAR

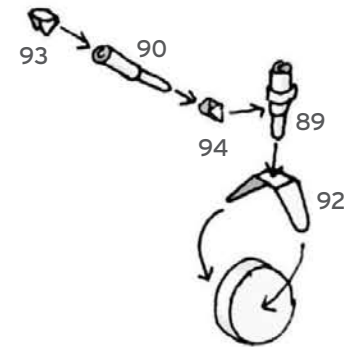
27. Roll and glue the strut and hydraulic arm of the nose landing gear.



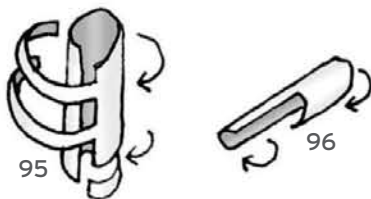
28. Build the wheel.



29. Assemble the nose landing gear.

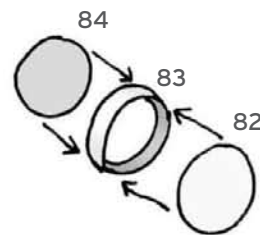


30. Roll and glue the struts and hydraulic arms of the main landing gear.



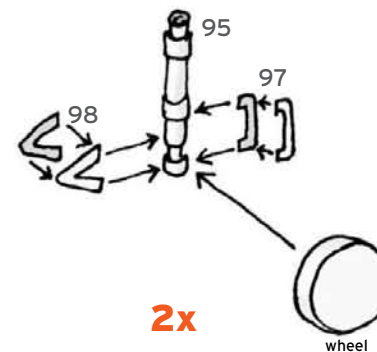
**2x**

31. Build the wheels.



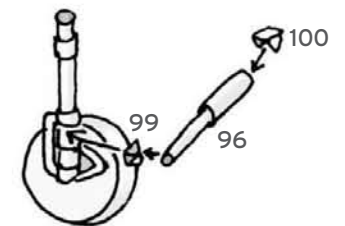
**2x**

32. Attach details and wheels to the struts. The side of the wheel with a little white circle in the center must face the strut.



**2x**

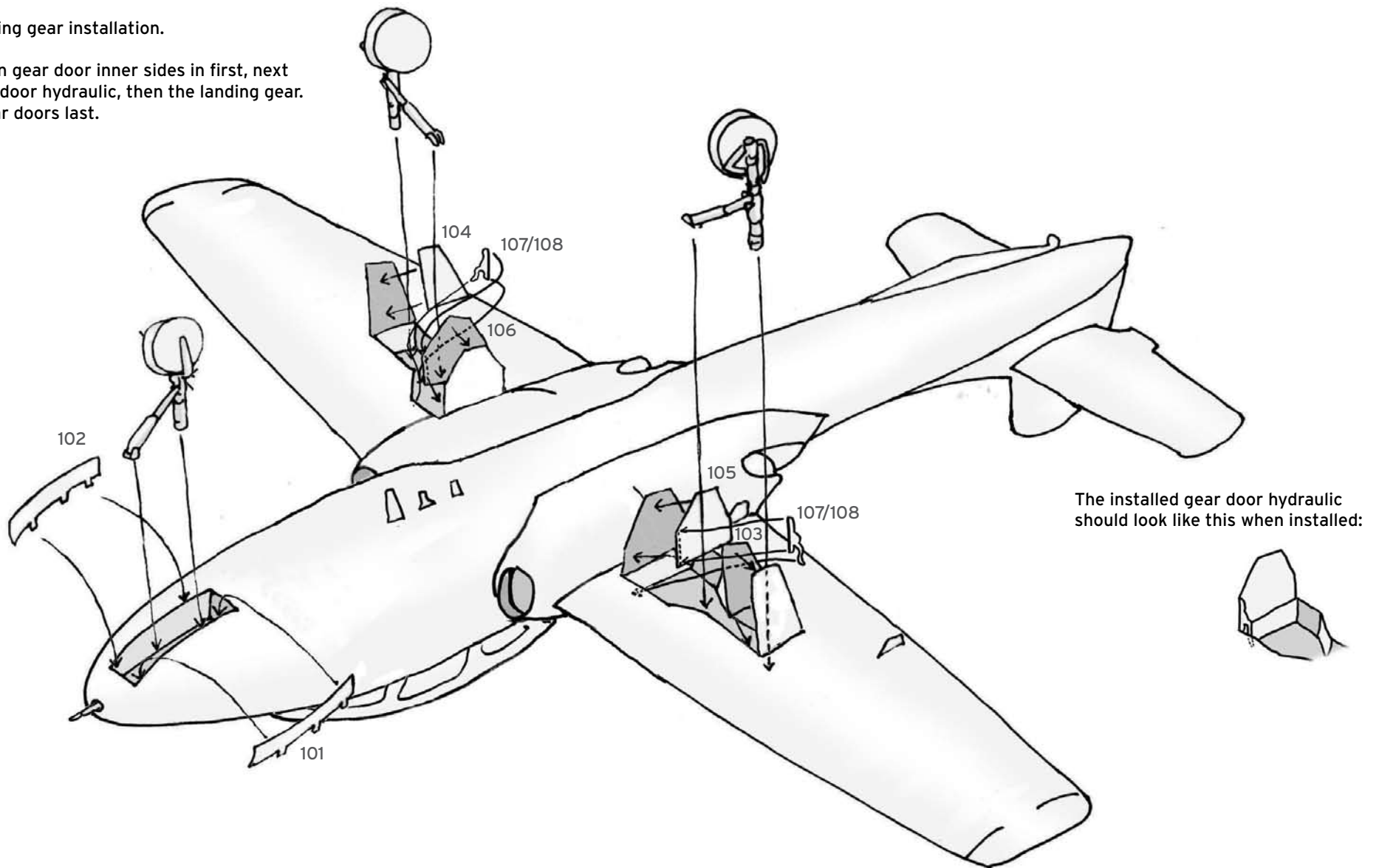
33. Attach the hydraulic arms.



**2x**

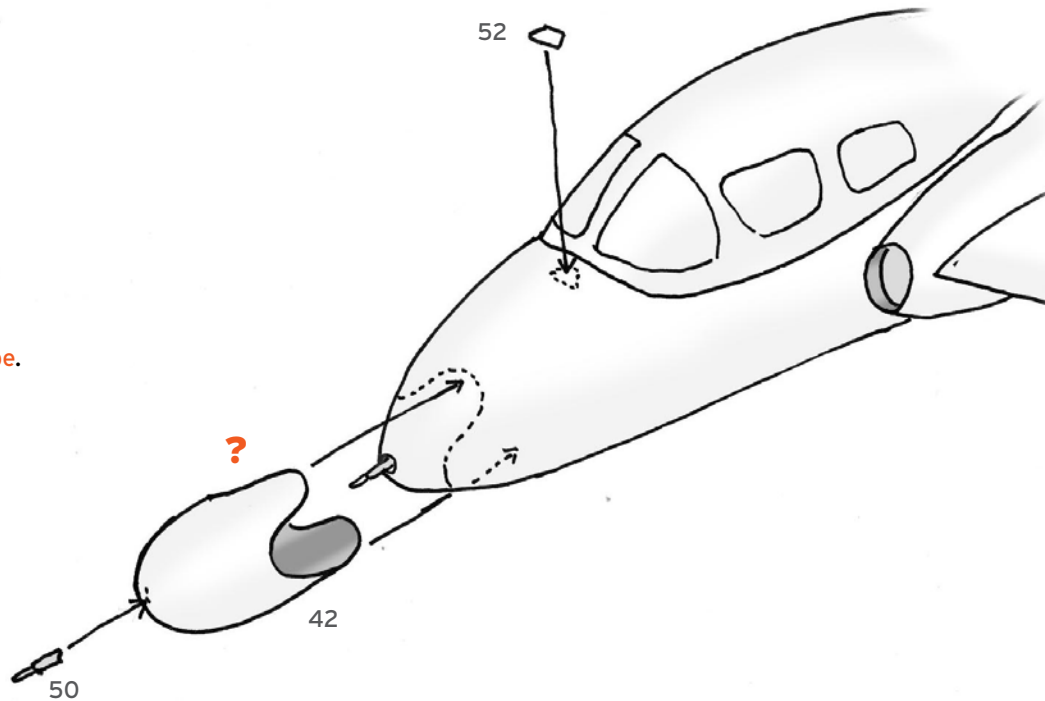
## 35. Landing gear installation.

Glue main gear door inner sides in first, next the gear door hydraulic, then the landing gear. Nose gear doors last.



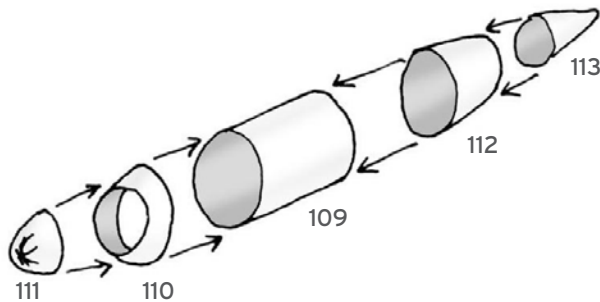
36. Nose details.

? The radar radome ( is optional on all versions except the 2nd prototype.



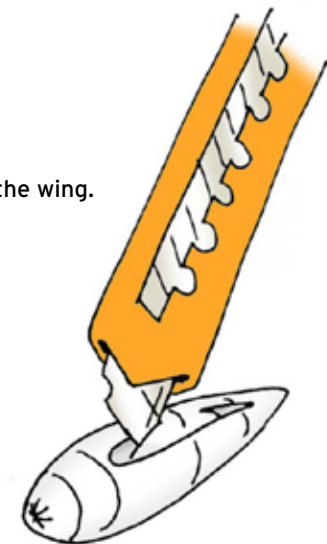
37. Build the wing tip tanks.

2x

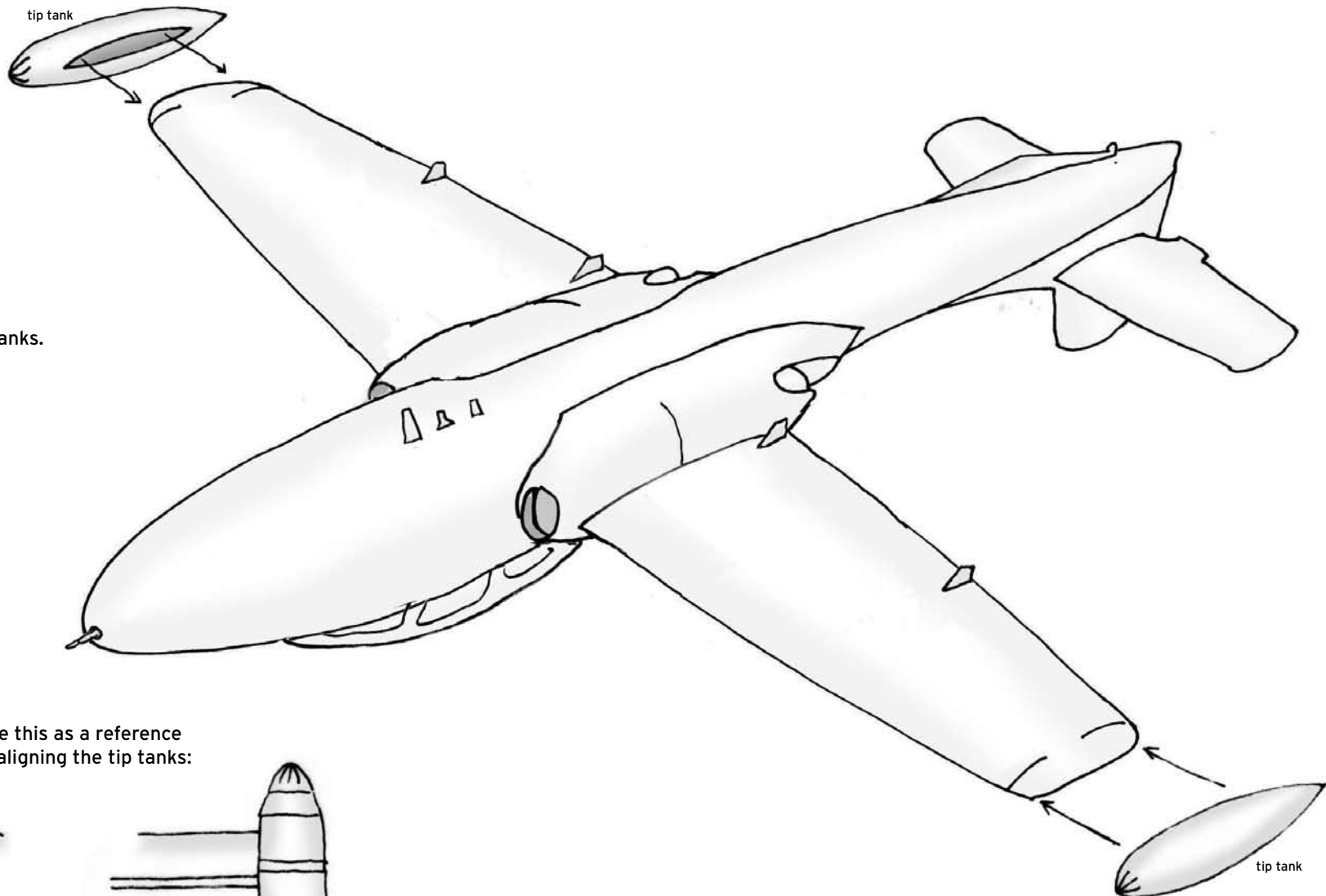


38. Cut out the hole for the wing.

2x



39. Install the tip tanks.



Use this as a reference  
for aligning the tip tanks:

