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Needed – 2 colours number 20 thread (8 yards light coloured on shuttle one and 4 yards of dark on shuttle two). 9 beads size 7 (measuring 7 beads to 1" when laid along a ruler).

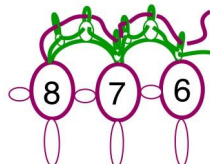
Note: for those who prefer front side/back side tatting the text in italics and red indicates where the worker needs to use the second half of the ds first. Please ignore if you don't want the added 'hassle'!!!!

Abbreviations

R	ring	Ch	chain
p or –	picot	SR	Split ring
Cl	close	RW	Reverse work
DNRW	Do not reverse work	FP	False picot
vsp	Very small picot	+ B	Add bead to picot before joining
btwn	between	T & C	Tie and cut
– –	Long picot to take the bead	SS	Switch shuttles

CTJ continuous thread join. A simple technique which takes both threads back over part of the work without having to use a chain. This resembles a crocheted slip stitch.

The CTJ is made by pulling the chain thread downwards through each vsp and picot on the previous 2 chains. As each loop is pulled down through the picot pass the working shuttle thread through this loop. Snug up the chain thread and continue to next vsp or ds. See below.



Work as instructions.

Pull the chain thread downwards through the first vsp and pass the working shuttle thread through this loop. Snug up the chain thread and continue doing the same through all ds and vsp on the two previous chains.

Please make sure that the second picot of each ring from ring 1 to ring 7 are large enough to hold the beads.

Top starting at the top behind cockpit

R1: 3 – 3 -- 3 – 3 Cl RW

Ch: 3 – 3 RW

R2: 3 + (last ring) 3 -- 3 – 3 Cl RW

Ch: 3 – 3 RW

R3: 3 + (last ring) 3 -- 3 – 3 Cl RW

**Ch: 6 RW*

R4: 3 + (last ring) 3 -- 3 – 3 Cl RW

Repeat from * until 6 rings have been worked.

Ch: vsp 2 – 2 vsp 2 RW

R7: 3 + (last ring) 3 -- 3 – 3 Cl RW

Ch: vsp 2 – 2 vsp 2 RW

R8: 3 + (last ring) 3 – 3 – 3 Cl RW

CTJ back over the last two chains finishing with the first vsp above R6 RW



Fig. 1

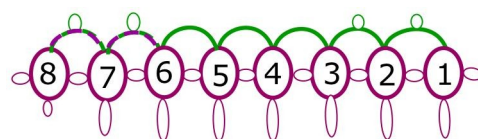


Fig. 2

Top back wing

Ch: 3 RW

R9: 2 + (middle p last Ch) 2 – 2 – 2 CI RW

Ch: 4 RW

R10: 2 + (R9) 2 – 2 – 2 CI RW

Ch: 5 RW

SR11: 2 + (R10) 2 / 6 CI

SR12: FP 2 – 2 / FP 6 CI RW

Ch: 5 RW

R13: 2 + (SR12) 2 + (R10) 2 – 2 CI RW

Ch: 4 RW

R14: 2 + (R13) 2 + (R9) 2 + (centre p on Ch btwn R7 & R8)
2 CI RW

Ch: 6 Lj (base R8) 4 RW

Tail fin

SR15: 3 – 3 / 6 CI

SR16: 3 – 3 / 6 CI RW

Ch: 2 RW

SR17: 3 / 6 CI RW

Ch: 3 RW

SR18: 3 + (SR16) 3 / 6 CI

SR19: 3 + (SR15) 3 / 6 CI

R20: 6 + (last p R8) 3 vsp 3 CI RW

Ch: 6 Lj (vsp R20) 4 RW

Lower back wing

R21: 2 + (2nd p R8) 2 – 2 – 2 CI RW

Ch: 4 RW

R22: 2 + (R21) 2 – 2 – 2 CI RW

Ch: 4 RW

R23: 2 + (R22) 2 – 2 – 2 CI RW

Ch: 5 RW

SR24: 2 + (R23) 2 / 6 CI

SR25: FP 2 – 2 / FP 6 CI RW

Ch: 5 RW

R26: 2 + (SR25) 2 + (R23) 2 – 2 CI RW

Ch: 4 RW

R27: 2 + (R26) 2 + (R22) 2 – 2 CI RW

Ch: 4 RW

R28: 2 + (R27) 2 + (R21) 2 + B (R7) 2 CI RW

Lower fuselage

Ch: 4 RW

R29: 4 + B (R6) 2 – 2 CI RW

Ch: 5 RW

R30: 3 + (R29) 3 + B (R5) 3 – 3 CI RW

Ch: 6 RW

R31: 3 + (R30) 3 + B (R4) 3 – 3 CI RW

Ch: 6 RW

R32: 3 + (R31) 3 + B (R3) 3 – 2 vsp 1 CI DNRW

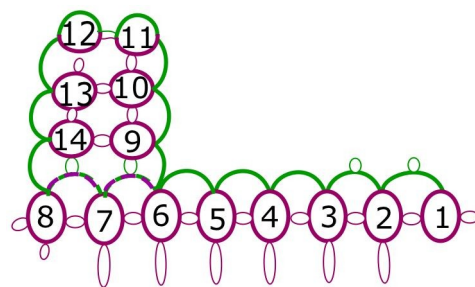


Fig. 3

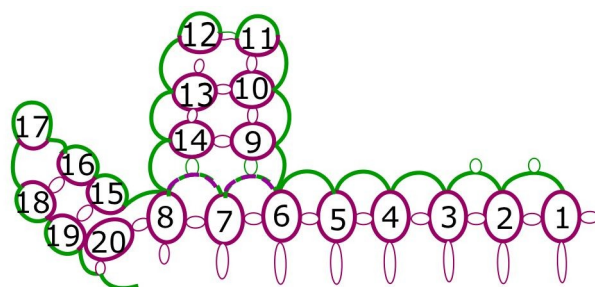


Fig. 4

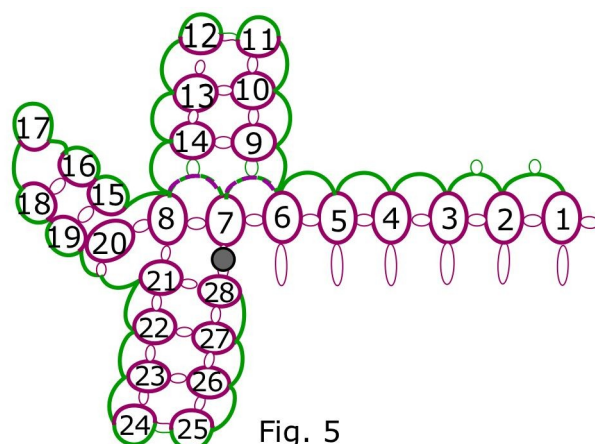


Fig. 5

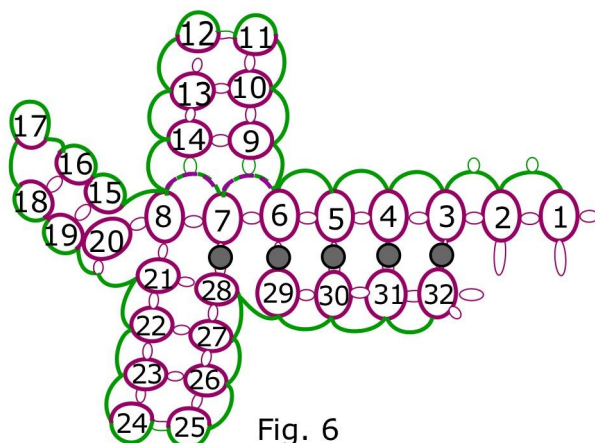


Fig. 6

Please note that only the front part of the aeroplane will now be shown in the diagrams from figure 7 onwards.

Lower front wing

R33: 1 + (vsp R32) 4 – 2 – 3 CI RW

Ch: 6 RW

R34: 3 + (R33) 3 – 3 – 3 CI RW

Ch: 6 RW

R35: 3 + (R34) 3 – 3 – 3 CI RW

Ch: 5 vsp 1 DNRW SS

R36: 1 + (vsp Ch) 8 vsp 1 CI RW SS

SR37: 3 + (R35) 3 / 2 + (vsp R36) 5 CI

SR38: FP 3 – 3 / FP 6 CI RW SS

Ch: 6 RW

R39: 3 + (SR38) 3 + (R35) 3 – 3 CI RW

Ch: 5 vsp 1 RW

R40: 3 + (R39) 3 + (R34) 3 – 3 CI RW SS

R41: 1 + (vsp on last Ch) 9 vsp 1 CI SS DNRW

Ch: 1 + (vsp R41) 4 vsp 1 RW

R42: 3 + (R40) 3 + (R33) 3 – 3 CI RW SS

R43: 1 + (vsp last Ch) 9 vsp 1 CI SS DNRW

Ch: 1 + (vsp R43) 1 RW

R44: 2 + (R42) 4 + (R32) 4 + B (R2) 4 vsp 2 CI RW

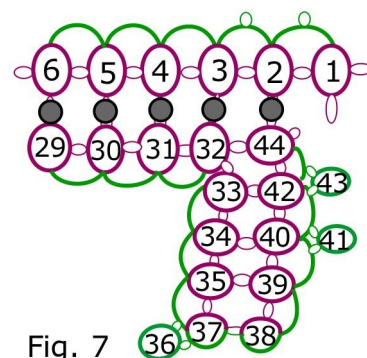


Fig. 7

Front fuselage

Ch: 4 Lj (vsp R44) RW

SR45: 4 + B (R1) 3 – 3 / 6 CI RW

Ch: 3 RW

R46: 3 + (SR45) 3 -- (picot to take a bead) 3 – 3 CI RW

Ch: 5 RW

SR47: 2 + (R46) 1 vsp 1 / 5 CI

SR48: 1 + (vsp SR47) 2 vsp 1 / 6 CI

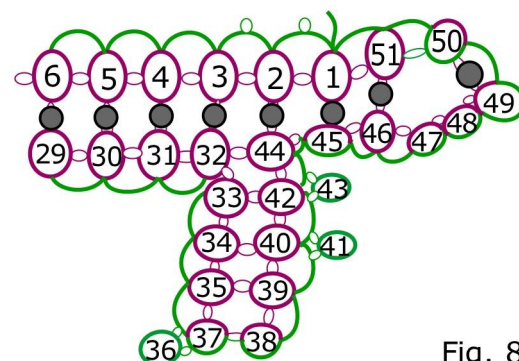


Fig. 8

SR49: 1 + (vsp SR48) 1 -- (picot to take a bead) 2 / 8 CI RW

Ch: 6 RW

SR50: 3 + B (SR49) 3 – 3 / 4 CI RW

Ch: 6 RW

R51: 3 + (SR50) 3 + B (R46) 3 + (R1) 3 CI RW

Ch: 6 Lj (base R1) 2 vsp 1 RW

Upper front wing

R52: 2 + (p first Ch) 2 – 2 – 2 CI RW SS

R53: 1 + (vsp last Ch) 7 vsp 1 CI SS

Ch: 1 + (vsp R53) 2 vsp 1 RW

R54: 2 + (R52) 2 – 2 – 2 CI RW SS

R55: 1 + (vsp last Ch) 7 vsp 1 CI SS

Ch: 1 + (vsp R55) 3 RW

R56: 2 + (R54) 2 – 2 – 2 CI RW

Ch: 5 RW

SR57: 2 + (R56) 2 / 5 CI

SR58: FP 2 – 2 / FP 4 vsp 1 CI RW SS

R59: 1 + (vsp SR58) 6 vsp 1 CI SS

Ch: 1 + (vsp R59) 3 RW

R60: 2 + (SR58) 2 + (R56) 2 – 2 CI RW

Ch: 4 RW

R61: 2 + (R60) 2 + (R54) 2 – 2 CI RW

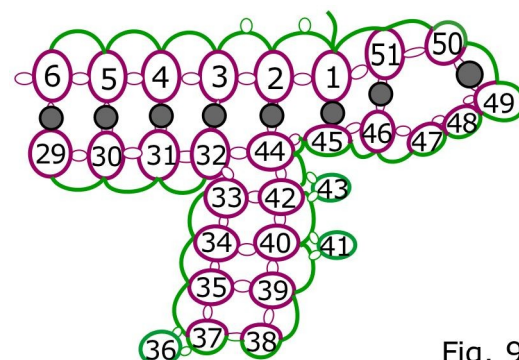


Fig. 9

Ch: 4 RW

R62: 2 + (R61) 2 + (R52) 2 + (p on second Ch worked) 2

CI RW

Ch: 6 T & C to base of R3.

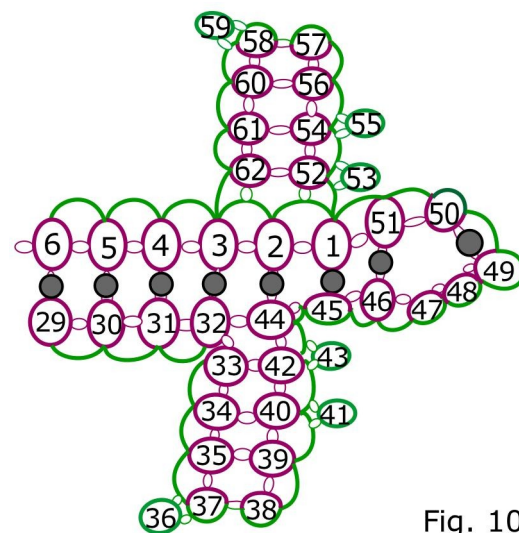


Fig. 10