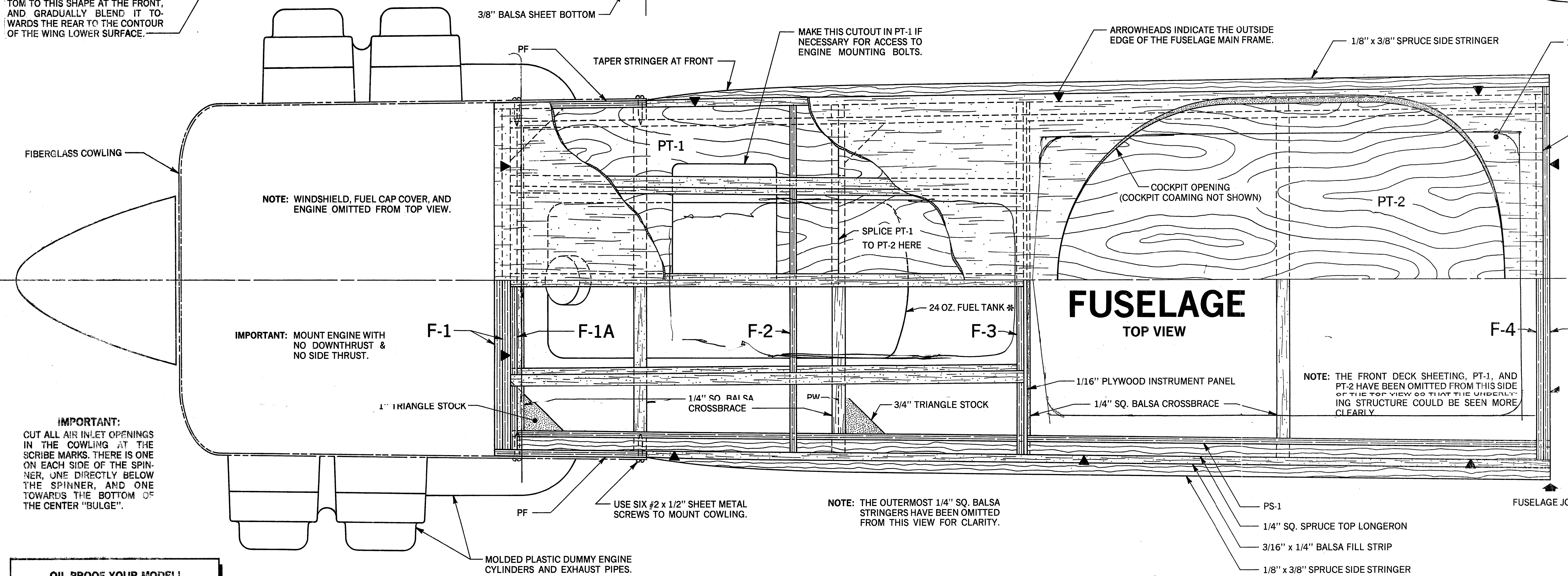
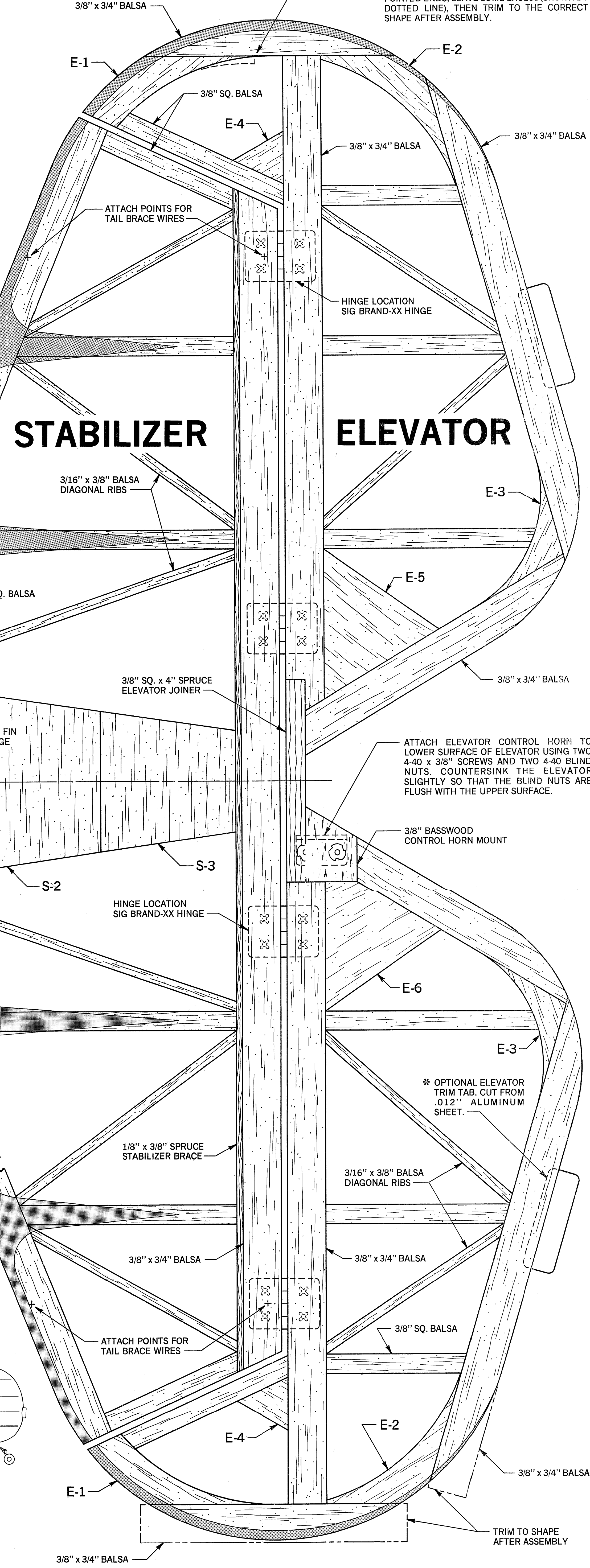
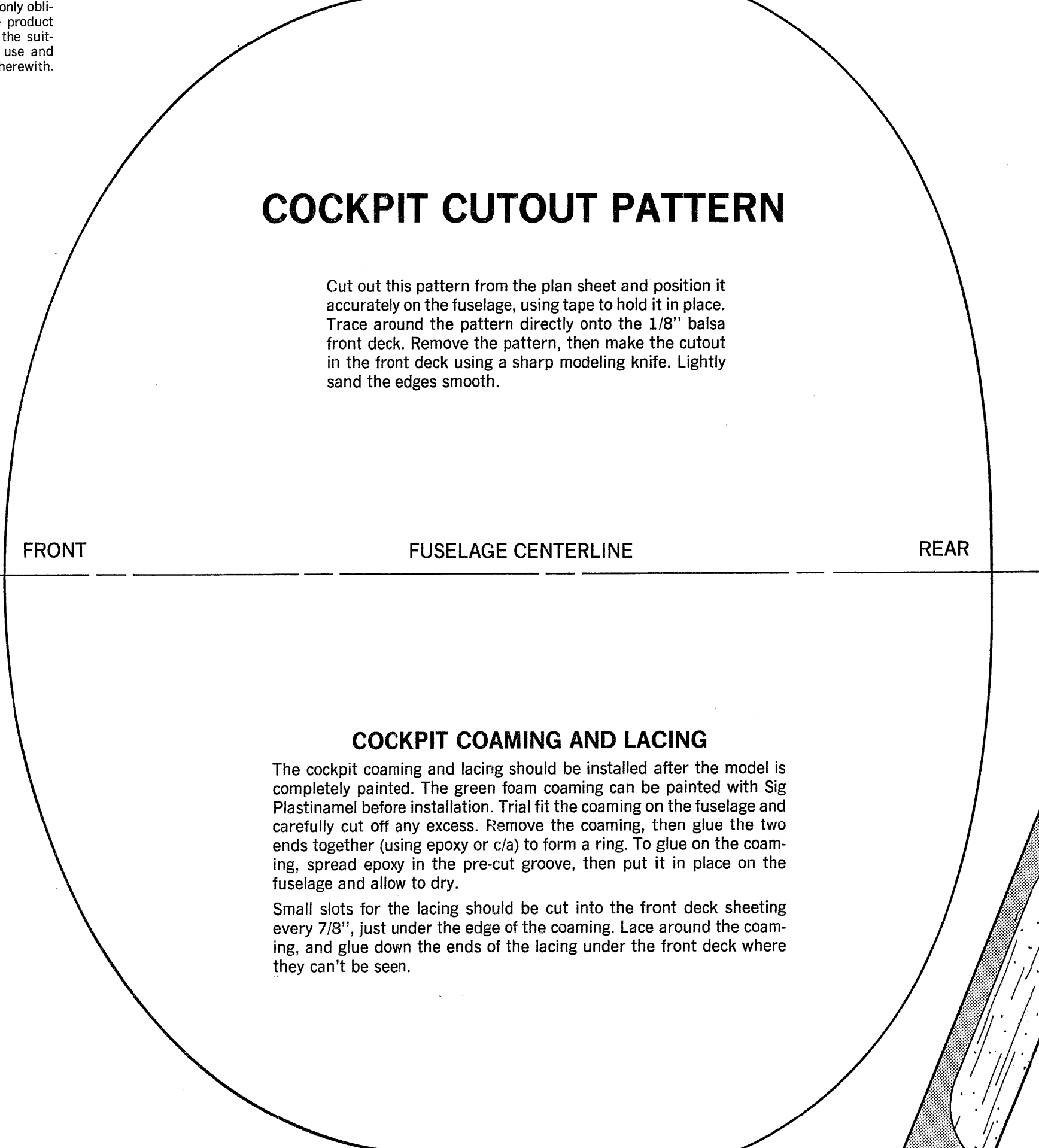
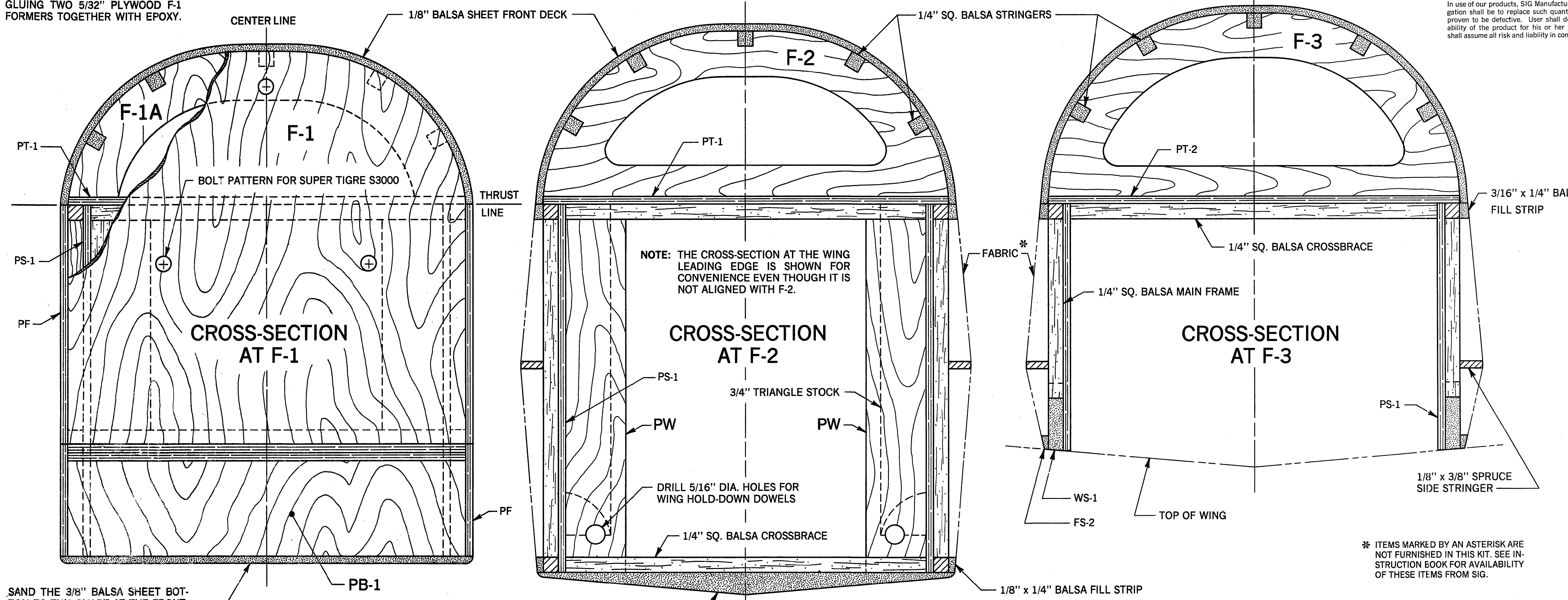


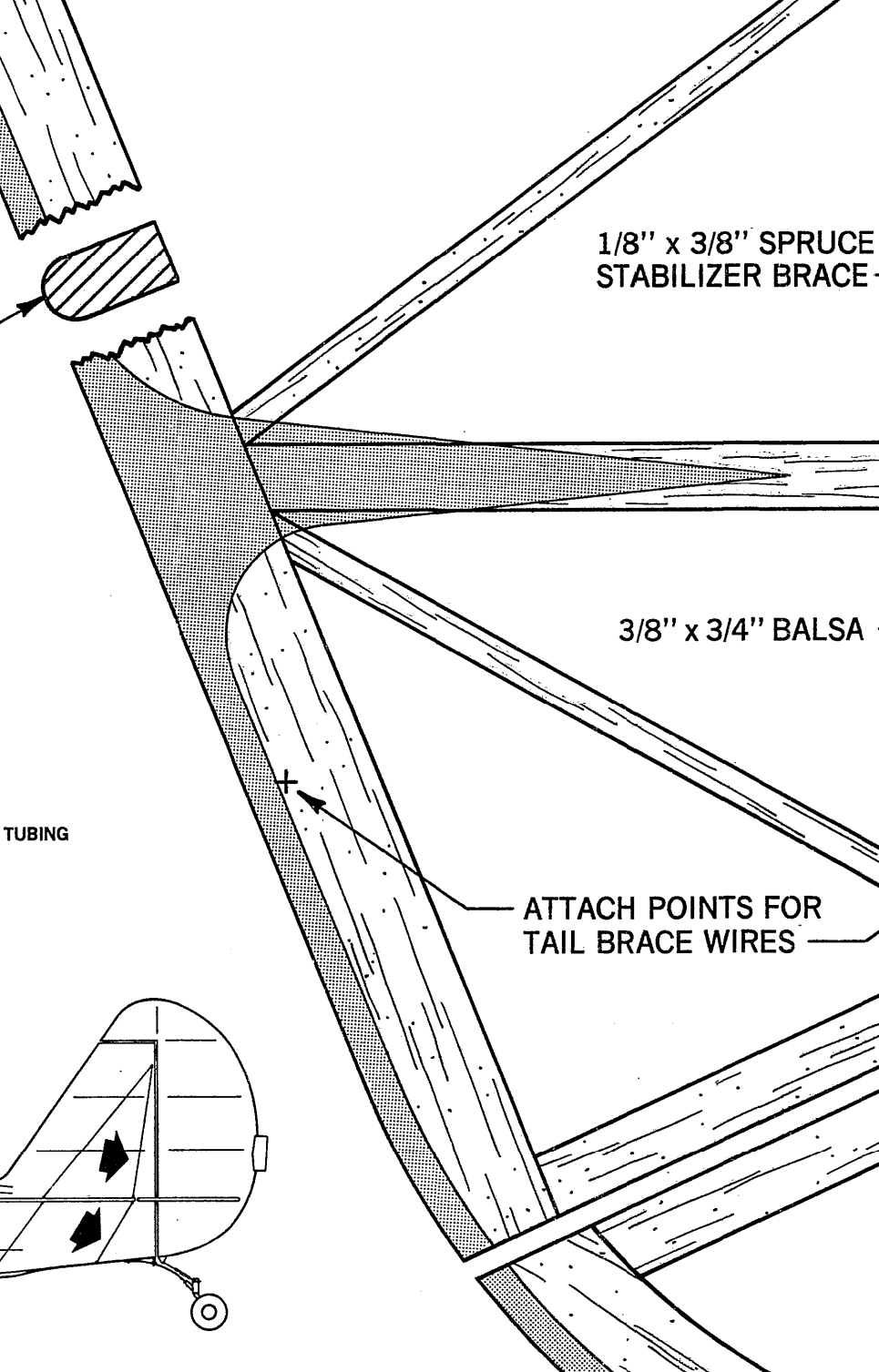
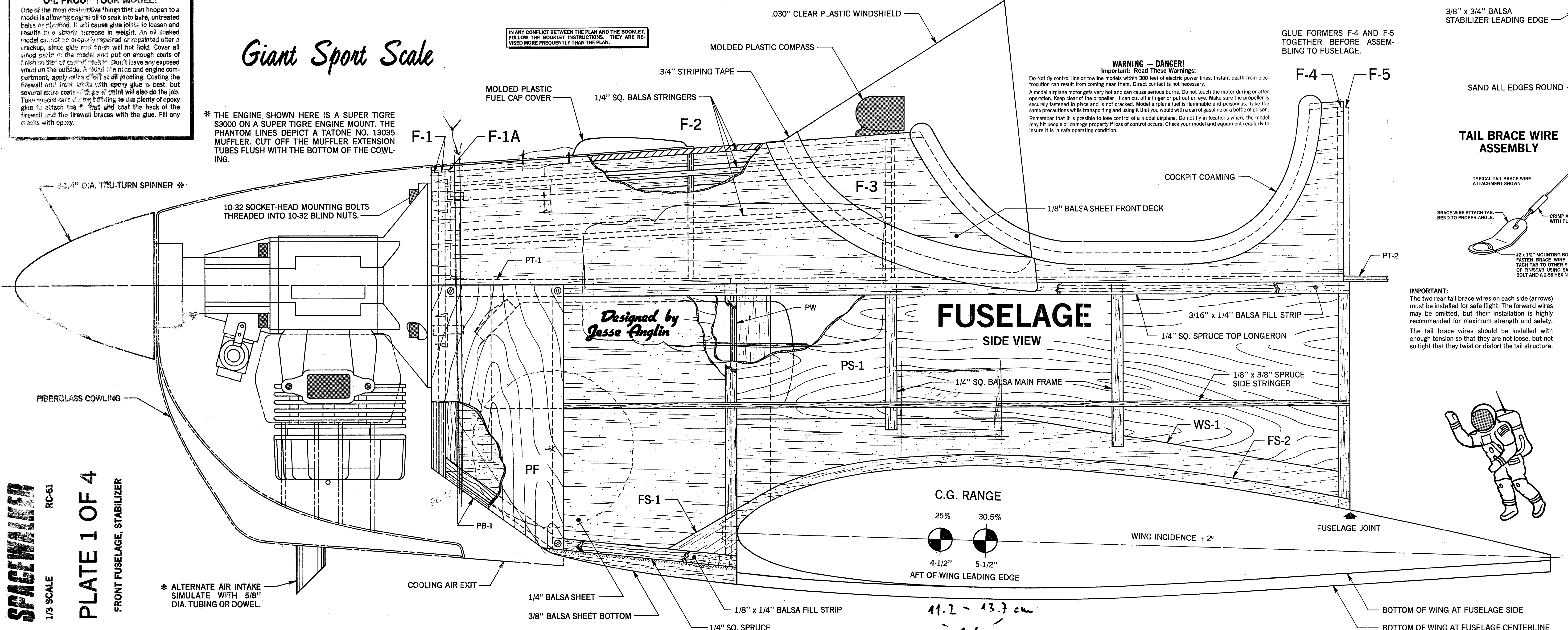
THE FIREWALL IS CONSTRUCTED BY GLUING TWO 5/32" PLYWOOD F-1 FORMERS TOGETHER WITH EPOXY.



**OIL PROOF YOUR MODEL!**

One of the most destructive things that can happen to a model is allowing engine oil to seep into bare, untreated balsa or plywood. It will cause glue joints to loosen and result in a steady decrease in weight. An oil soaked model cannot be properly repaired or repainted after a crash, since glue and finish will not hold. Cover all wood parts of the model and put on enough coats of finish to make it completely waterproof. Don't leave any exposed wood on the outside. To protect the motor and engine compartment, apply a thin coat of oil proofing. Coating the firewall and front cowl with epoxy glue is best, but several coats of oil proofing will also do the job. Take model care during flight by using plenty of epoxy glue to attach the firewall and coat the back of the firewall and the firewall braces with the glue. Fill any cracks with epoxy.

\* THE ENGINE SHOWN HERE IS A SUPER TIGRE S3000 ON A SUPER TIGRE ENGINE MOUNT. THE PHANTOM LINES DEPICT A TATONE NO. 13035 MUFFLER. CUT OFF THE MUFFLER EXTENSION TUBES FLUSH WITH THE BOTTOM OF THE COWLING.



**SPACEWALKER**

RC-61

1/3 SCALE

**PLATE 1 OF 4**

FRONT FUSELAGE, STABILIZER

**SIG**

Sig Manufacturing Co.  
Montezuma, IA 50171

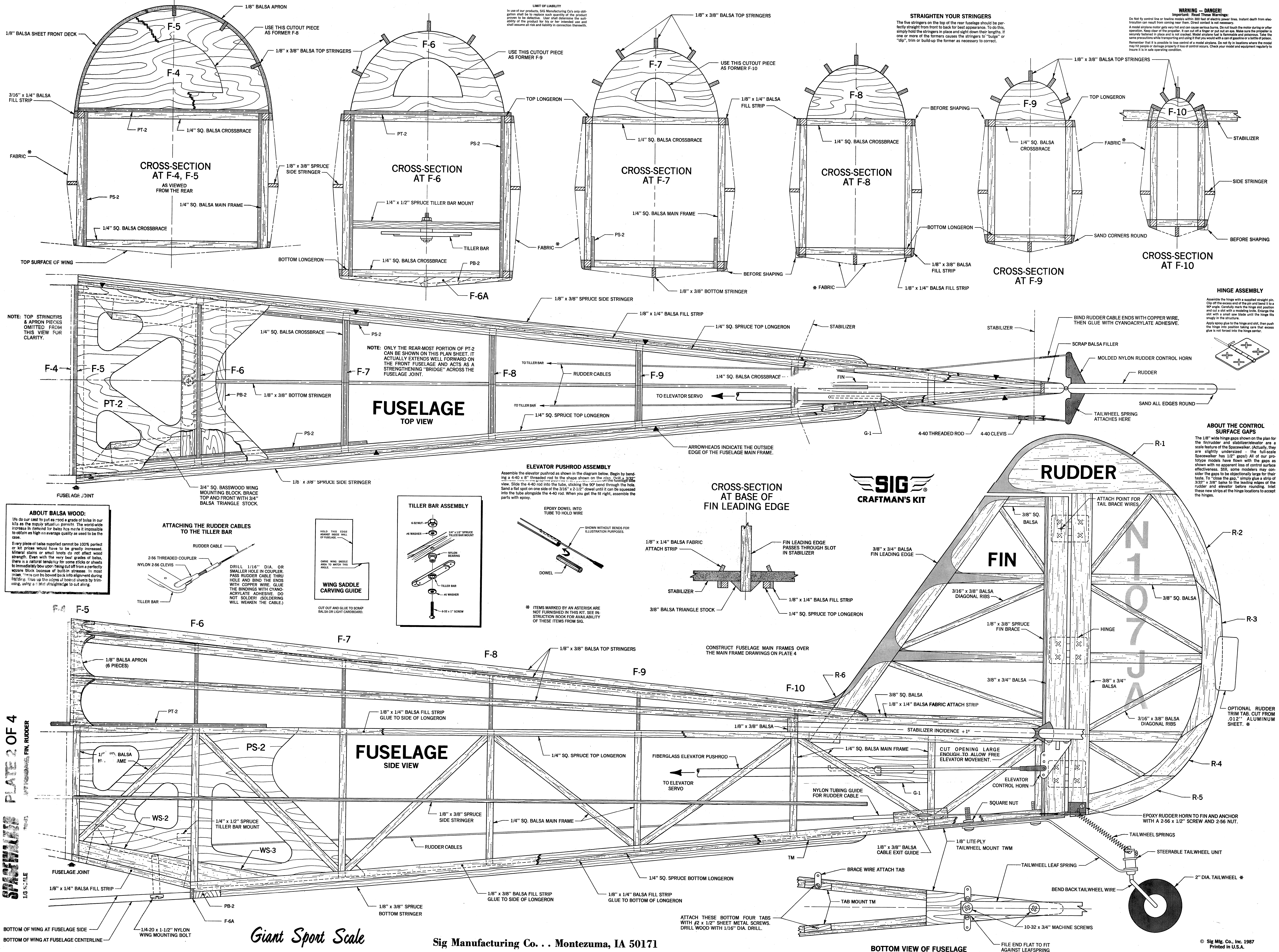
**SPACEWALKER**

DESIGNED AND DRAWN BY: **BRUCE THARPE**

WINGSPAN: 104 INCHES  
WING AREA: 1800 SQ. INCHES  
RECOMMENDED ENGINE SIZES: 1.5 TO 2.4 CU. IN. 2-STROKE  
1.8 TO 3.0 CU. IN. 4-STROKE

LENGTH: 72 INCHES  
SCALE: 4" : 1'





SPACEMAN  
1/8" SCALE  
PLATE 2 OF 4  
FIN, RUDDER

Giant Sport Scale

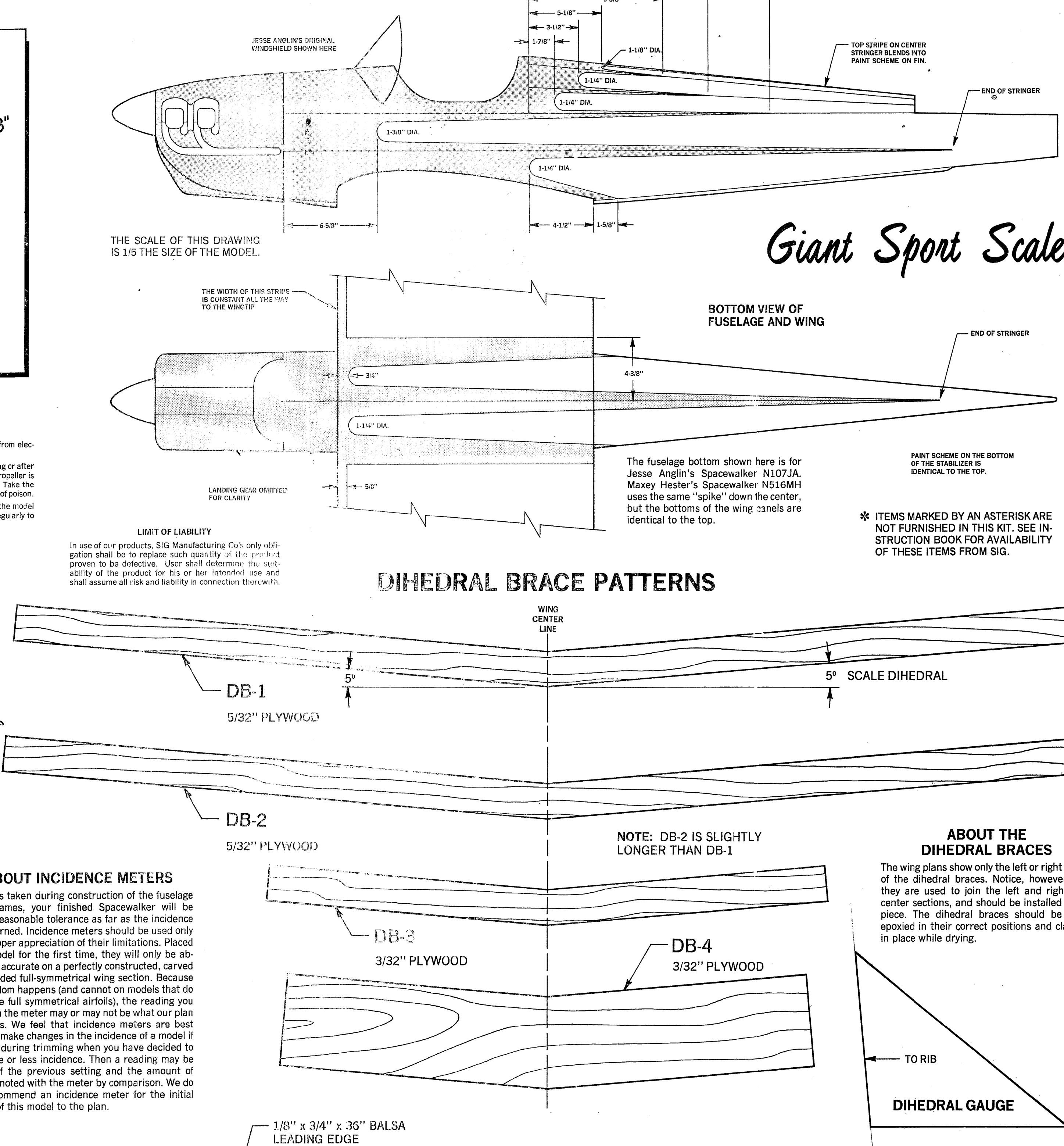
Sig Manufacturing Co. . . Montezuma, IA 50171

BOTTOM VIEW OF FUSELAGE

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### FUSELAGE PAINT SCHEME



NAME	QUANTITY	DIMENSIONS	PATTERNS
SW-1	2	3'-6 1/2" x 6".....	1/2" Lie-By
SW-2	6	3'-7 1/2" x 2'-3/8".....	1/8" Lie-By
SW-3	2	3'-7 1/2" x 1'-5/8".....	1/2" Lie-By
SW-4	63	4'-11-1/2" x 2'-3/8".....	1/8" Lie-By
JW-1	2	3'-7 1/2" x 2'-3/8".....	5/8" Plywood
JW-2	4	4'-11-1/2" x 2'-3/8".....	5/8" Plywood
JW-3	2	3'-7 1/2" x 1'-5/8".....	5/8" Plywood
JW-4	2	4'-11-1/2" x 1'-5/8".....	1/4" Plywood
W-1	6	3'-7 1/2" x 3'-6 1/2".....	5/8" Plywood
W-2	2	4'-11-1/2" x 1'-5/8".....	5/8" Plywood

SW = SINKER WEB  
 JW = JOISTER WEB  
 W = WALKER WEB

1 1/2" x 7/8" x 3/8" BALSA  
 LEADING EDGE CAP

**OUT INCIDENCE METERS**

When taken during construction of the fuselage frames, your finished Spazowalder will be assemblable tolerance as far as the incidence metered. Incidence meters should be used only per appreciation of their limitations. Placed under for the first time, they will only be as accurate on a perfectly constructed airaved dented full-symmetrical wing setup. Because form happens (and cannot on models that do not have the full symmetrical airfoil, the incidence meter may or may not be what our plan is. We feel that incidence meters are best make changes in the incidence angle during trimming when you have decided to trim up or less incidence. Then a reading may be taken at the previous setting and the amount noted with the meter by comparison. We do recommend an incidence meter for the initial setting of this model to the plan.

3/8" x 3/4" x 36"  
LEADING EDGE

NOTE: DB-2 IS SLIGHTLY LONGER THAN DB-1

DB-3  
3/32" PLYWOOD

DB-4  
3/32" PLYWOOD

TO RIB

DIHEDRAL GAUGE

The wing plans show only the left or right of the dihedral braces. Notice, however, they are used to join the left and right center sections, and should be installed piece. The dihedral braces should be spliced in their correct positions and clamped in place while drying.

