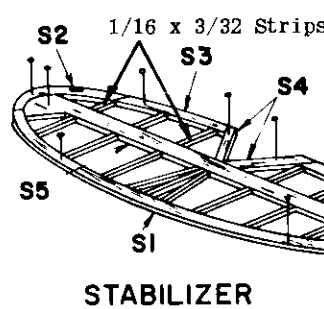
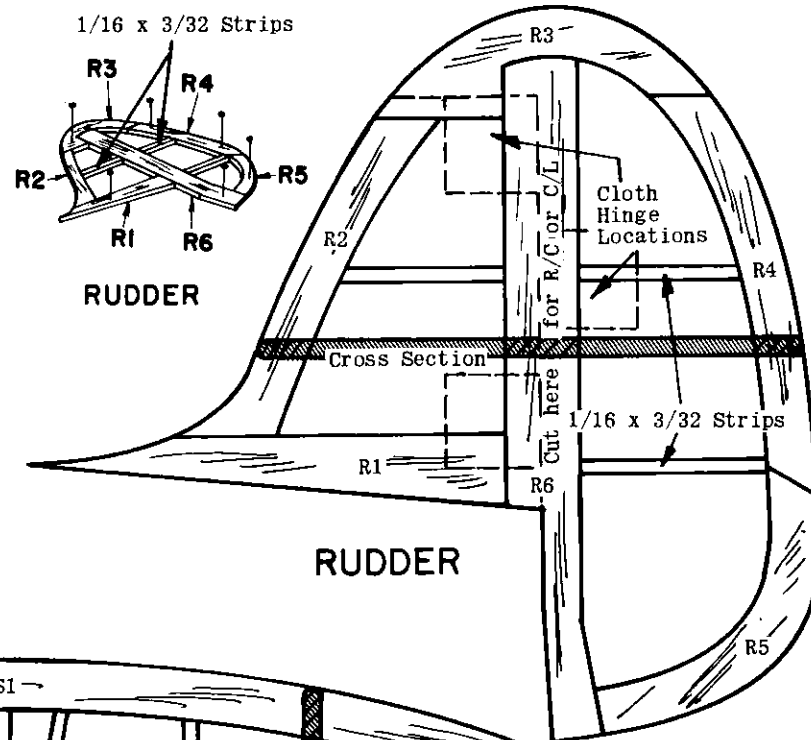


## TAIL SURFACE ASSEMBLY

Assemble stabilizer by pinning all 8 parts to plan on flat surface, cementing to each other where they join. Cut 1/16 x 3/32 strips to fit and cement in place upright. Rudder is built in same manner, pinning all R parts to plan and cementing to each other; then adding 1/16 x 3/32 strips. Allow assemblies to dry thoroughly on flat surface, then sand smooth rounding edges (except bottom of R1 and front of R6) as shown on cross-section. If model is being constructed for control line or radio, see respective detail notes BEFORE covering with tissue.

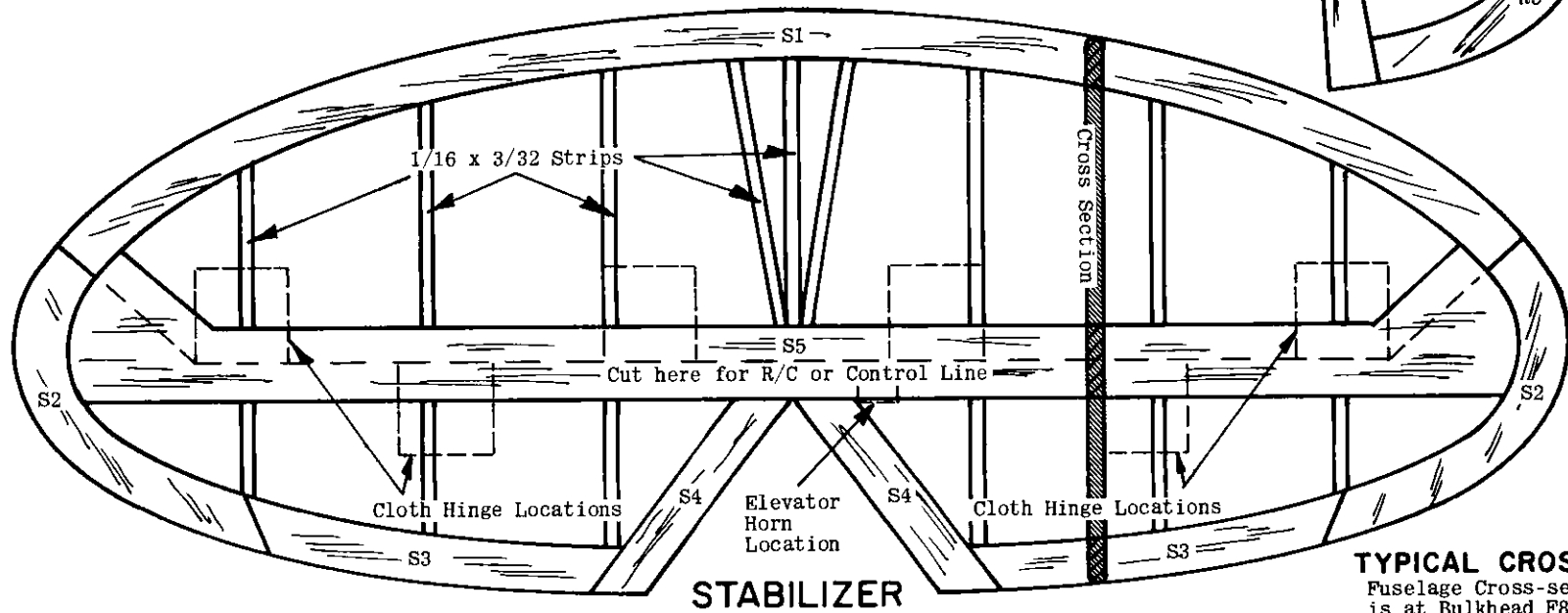


STABILIZER



RUDDER

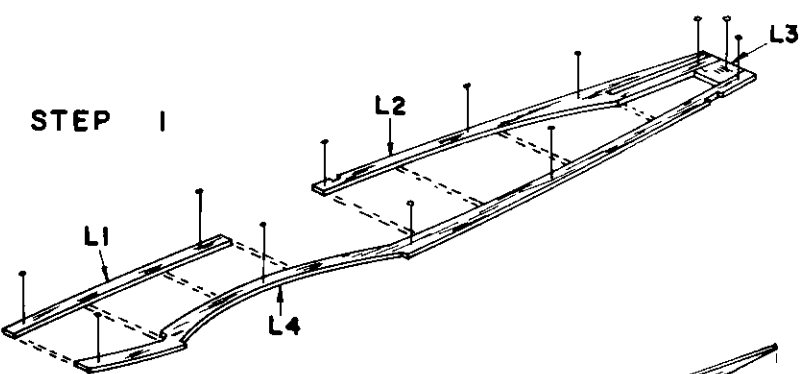
RUDDER



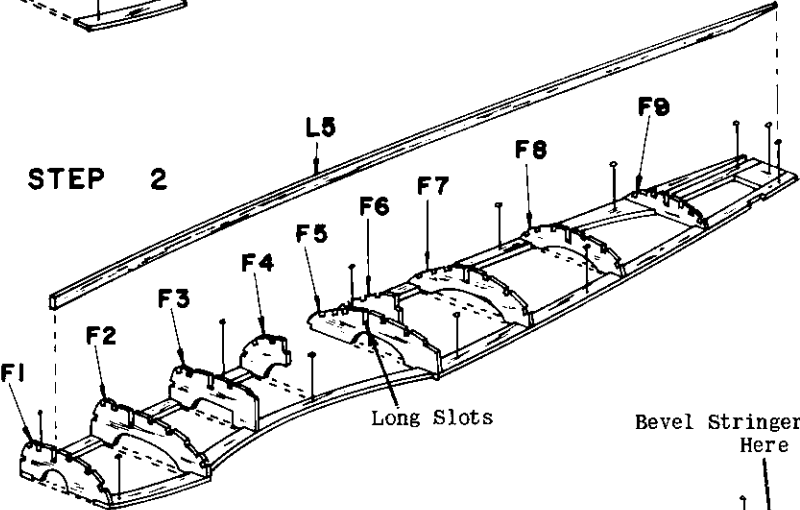
STABILIZER

## FUSELAGE ASSEMBLY

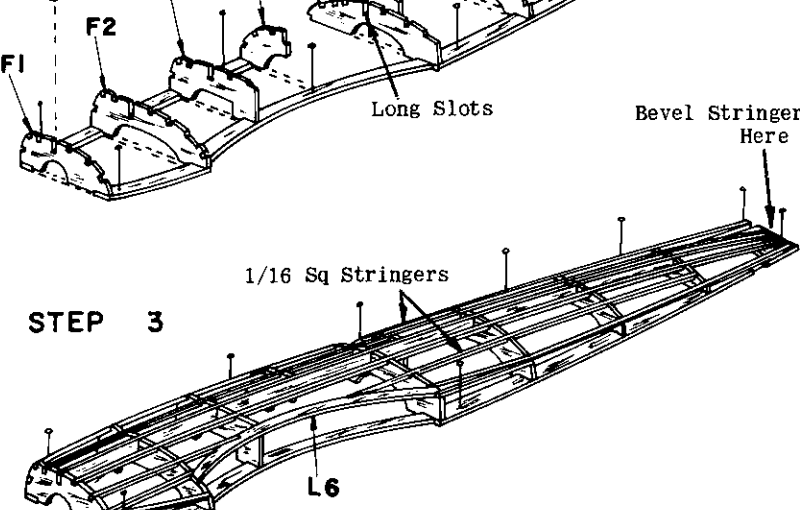
### STEP 1



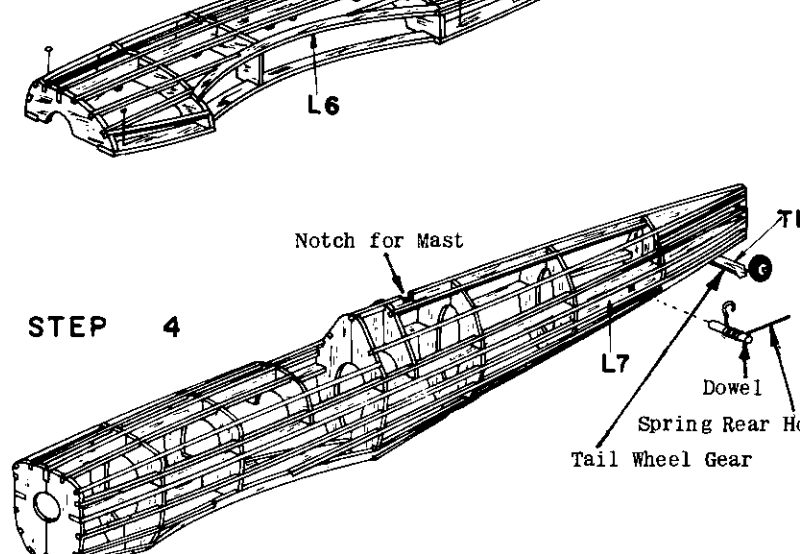
### STEP 2



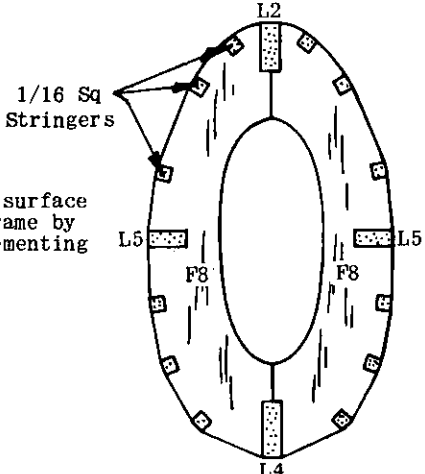
### STEP 3



### STEP 4



**TYPICAL CROSS SECTION**  
Fuselage cross-section below is at Bulkhead F8. Note that there is only one Fuselage Frame Assembly in center. Bulkhead halves are cemented directly to it - see Step 4.

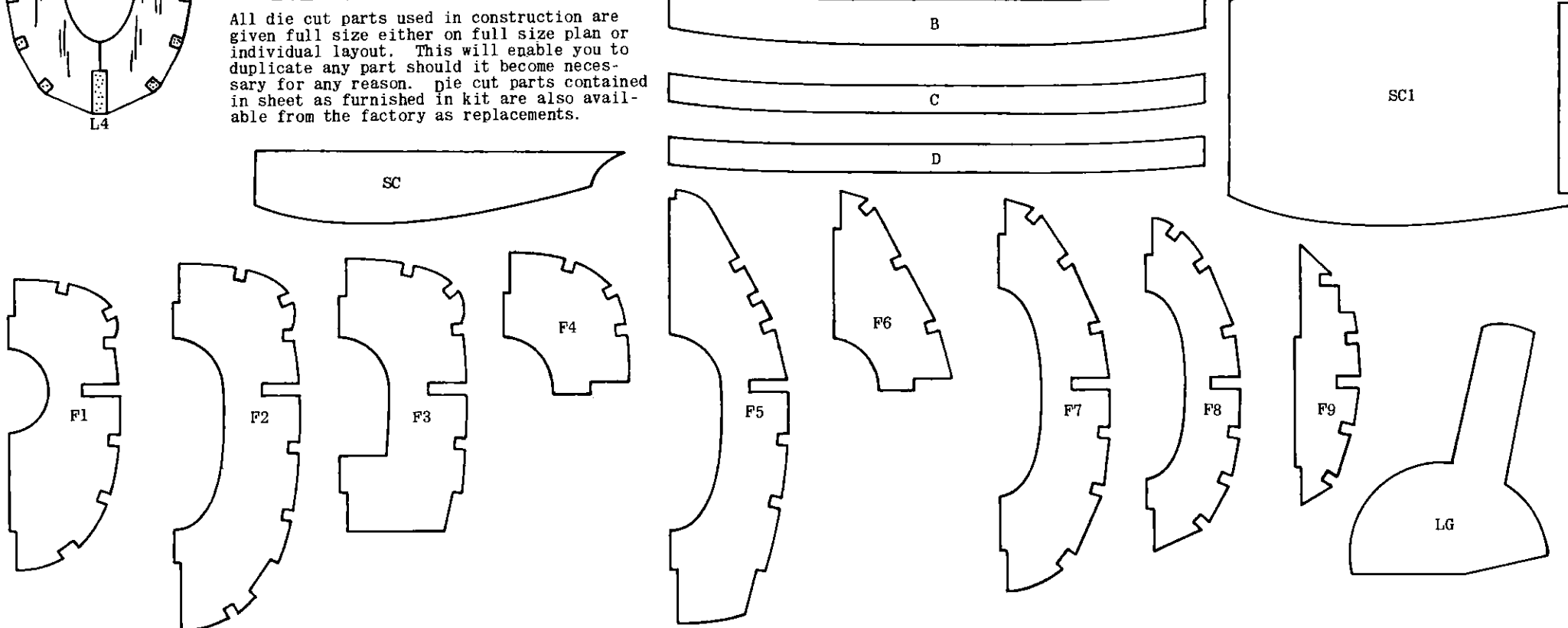


## SILKSPAN TISSUE COVERING

The finest grade wet-strength silkspan tissue provided in this kit, permits covering of compound curves without wrinkling. When moistened with water before applying to frame, tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of frame to be covered. When dry, cut tissue to shape needed, about 1/4" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope to outer frame, then place moistened tissue on frame. Pull tissue gently with fingers, working out all wrinkles. WHEN COVERING WING AND TAIL SURFACES, PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bounded by nearest framework) and recover. Apply two or three coats of clear dope, thinned 50-50 with thinner, on wing and tail surfaces before assembling to model. COVER WING FIRST: On control line models, add about 1/2 ounce of weight to wing tip on outside of circle flown. On bomb dropping rubber models, mechanism is installed as described in Bomb Release Detail Note before covering the wing as follows: Cover bottom of wing on both sides from center to tips, with one piece for each section. Cover top of wing from W2 to tip with one piece each side. On bomb dropping rubber models, top center of wing between W2's are left uncovered. COVER TAIL SURFACES NEXT: Cover both sides of rudder and stabilizer with one piece each. COVER FUSELAGE NEXT: Cover fuselage sides from second stringer above L5, down to stringer at bottom of L6, with one piece for each side, from front to back. Cover top front with one piece for each side, from front to P4, joining over L1. Cover top rear in same manner, joining over L2. Cover bottom front the same way, joining over L4. Cover bottom rear the same way, joining over L4. Apply four coats of thinned dope to tissue. When last coat is dry, trim around cockpit and trim out over notch in L2 for antennae. Check wings and tail surfaces for warps before assembly. Warps can be removed by holding over steam (from boiling kettle) and twisting gently in opposite direction. Check again when cool.

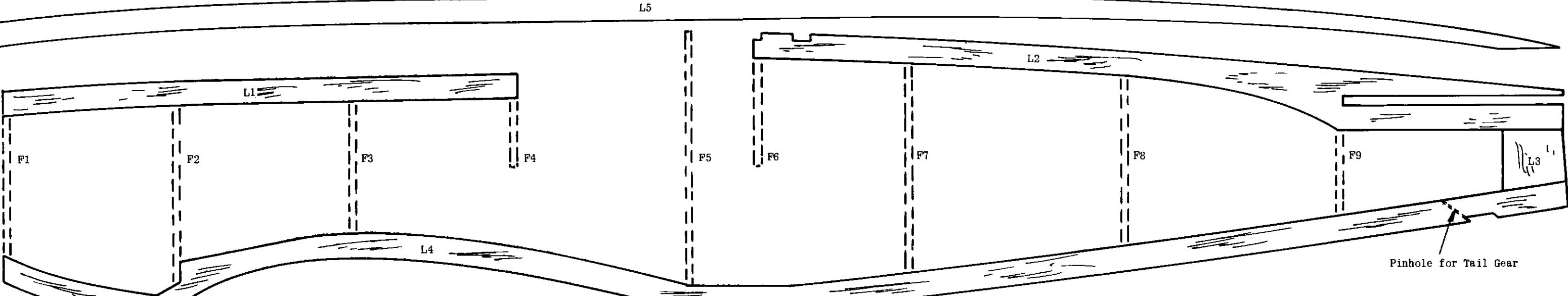
## DIE CUT PART NOTE

All die cut parts used in construction are given full size either on full size plan or individual layout. This will enable you to duplicate any part should it become necessary for any reason. Die cut parts contained in sheet as furnished in kit are also available from the factory as replacements.



## FUSELAGE FRAME ASSEMBLY

(Make One Only)



## WING ASSEMBLY

### STEP 1

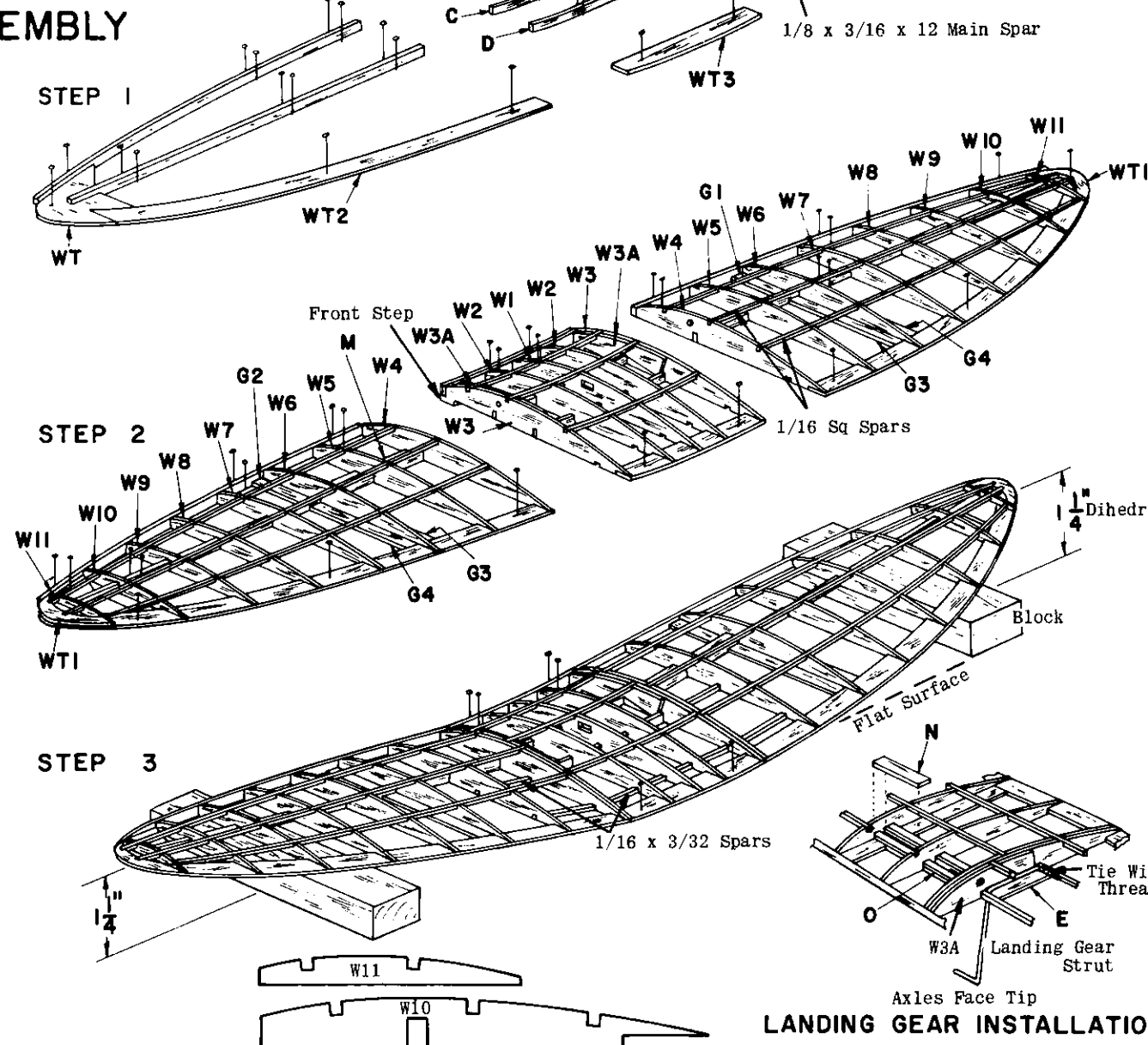
Build wing on flat surface directly on plan. Cement two B's together to form double thickness & allow to dry. Pin all WT parts in place, cementing to each other where they join, except at center joints. Cut 1/8 x 3/16 x 12 main spars & leading edges to proper length. Pin in place in upright position as shown cementing to WT's. Pin B, C & D in place vertically as shown.

### STEP 2

Cement rib doublers W3A to ribs W3, flush with front and top. Make a left & right so that W3A's face inside as shown. Ribs W1 to W11 are now cemented vertically in place, except W4's which are angled, using rib angle template as shown in detail sketch. This insures proper dihedral angle. Front step on bottom of W2's automatically provides correct angle of incidence. Cement gussets G1, G2, G3 & G4 to both sides of ribs W6's. Cement tip doubler WT1's to top of WT's against leading edge, flush with outer edge. Cement 1/16 sq spars into notches along top of ribs as shown. Allow frame to dry thoroughly before removing from flat surface.

### STEP 3

Trim and sand leading edge to shape shown on wing cross section, then round off tips and trailing edge to blend smoothly into each other. Leading edge, spars and trailing edge are trimmed flush with angle of ribs W4. Cement panels together on flat surface, blocking up tips 1-1/4" as shown. Be certain that TOP of ribs W3's & W4's are flush with each other. Center panel is weighted or pinned to keep flat on surface. Use cement generously and allow to dry thoroughly. Completed wing frame is now removed from flat surface and 1/16 x 3/32 spars are cemented (flat) into notches between ribs W4 & W5 and also from W2 to W5, on both sides. Landing gear is now installed as shown in detail sketch. Top of gear rests against bottom of W3A which is angled providing forward angle to landing gear strut. Rear is tied securely to spar D with thread as shown on sketch & wing plan. Axles face outward, towards wing tips. E is now cemented to bottom of W3A flush with bottom of rib W3. When installation is complete, apply a second heavy coat of cement and allow to dry thoroughly. (Over night recommended). After frame is removed from flat surface, prepare and install bomb release mechanism as described in bomb release installation detail. If not installing bomb release mechanism, just cement part M to bottom of ribs W4 to W6.



LANDING GEAR INSTALLATION