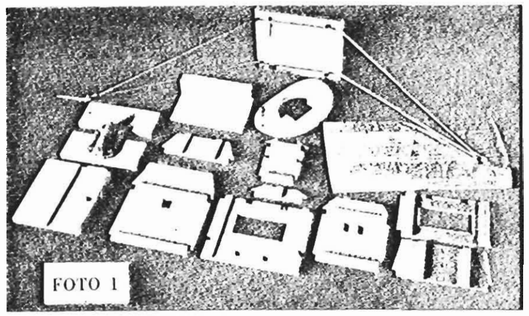
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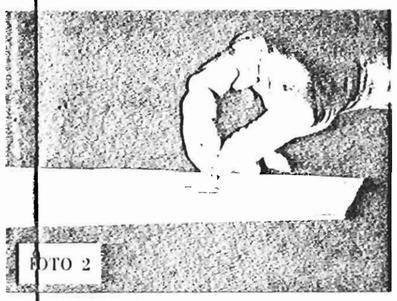
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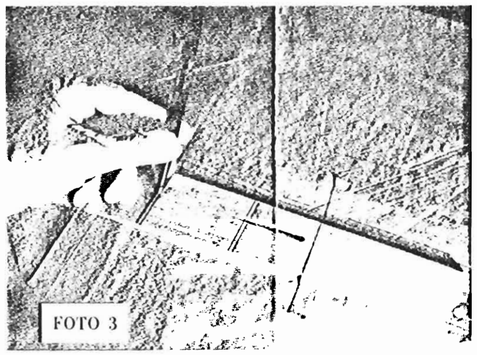
All Plan Work, Photography and Technical Work by L.J.A.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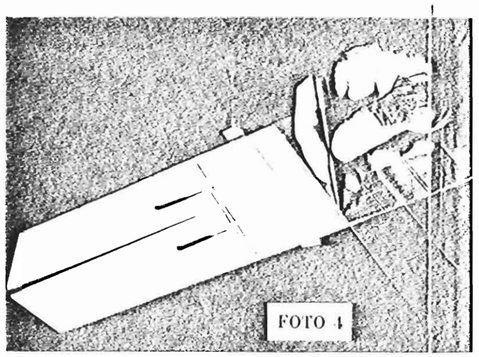
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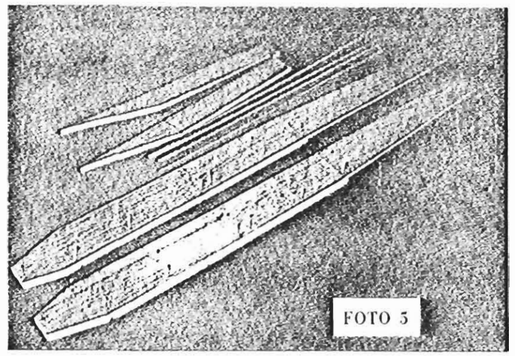
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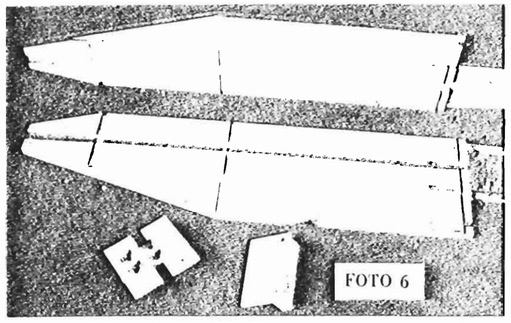
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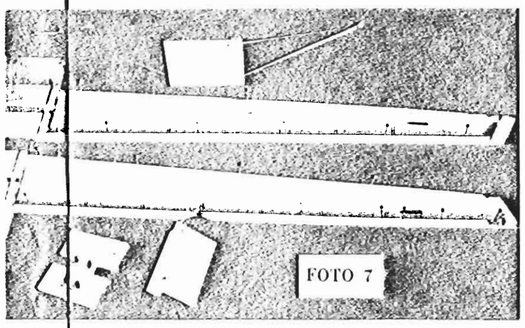
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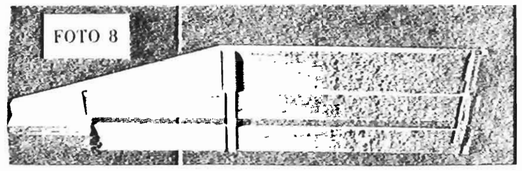
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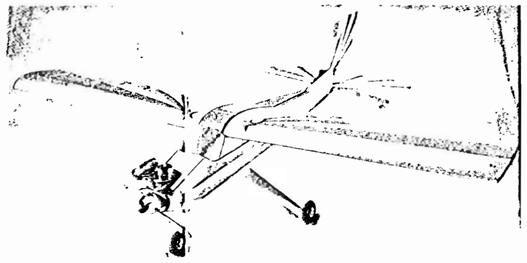

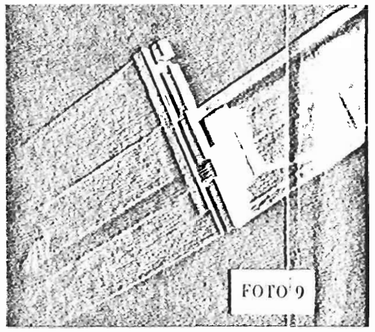
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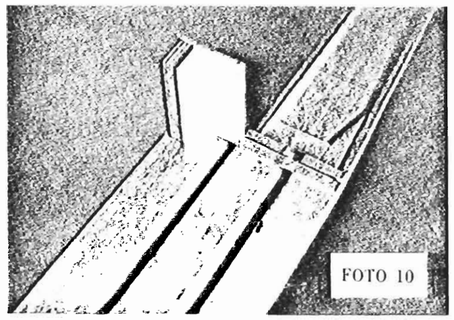
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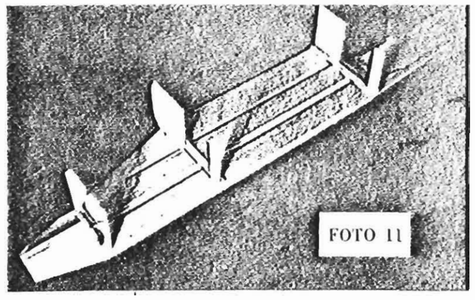
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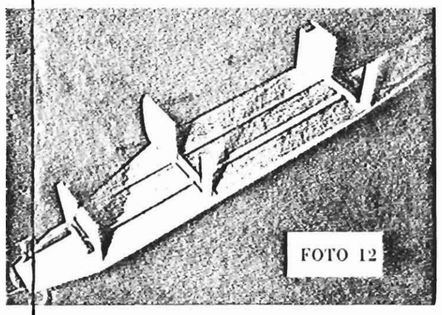
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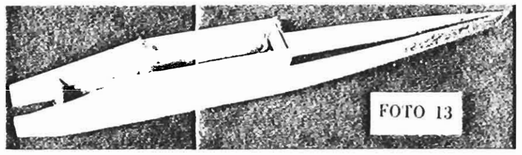
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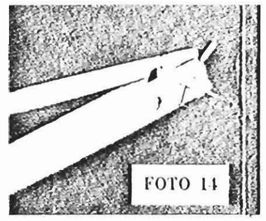
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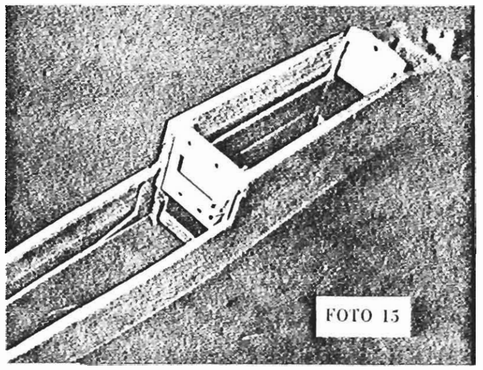
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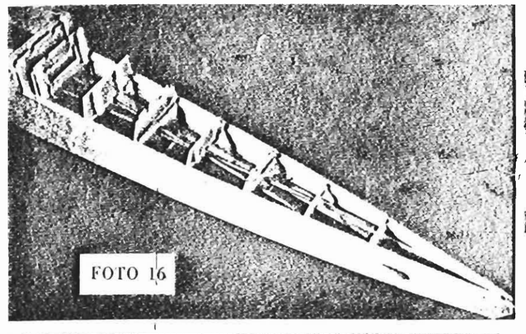
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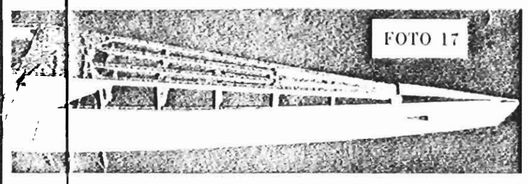
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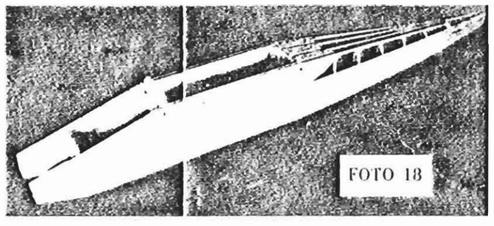
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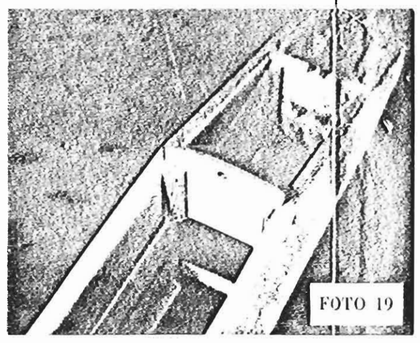
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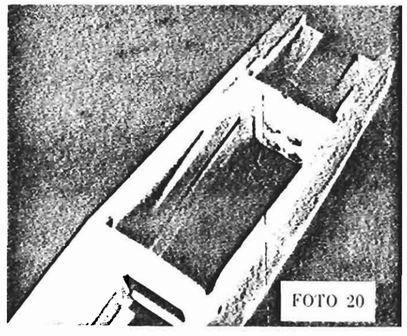
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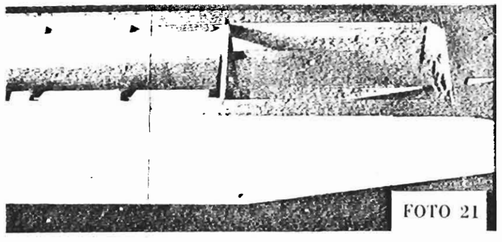
FOTO 21

PRE-WORK:

FOTO NO. 1 - Shows all of the pre-assemblies that should be prepared before major construction starts. These include all the fuselage formers, top wind - shield cowl blocks, plywood landing gear bed, laminated oval nose cowl, firewall with nose gear bearing mounted, 1/4" plywood cabin former shaped at the top to conform with the top machined shape of cowl. Epoxy the nuts on firewall & gear bed to plywood.

FOTO NO. 2 - Shows the method and use of the template used to locate the push rod exits on sides.

FOTO NO. 3 - Shows the method of transferring all the former locations from the plan to the inside of the fuselage sides. Lay the fuselage side onto the plan with the top about 1/8" below the plan line with the front of the rear fuselage side right on the line where it meets the rear of the front fuselage side. Tape to the plan to keep from moving. You will see that the rear of the fuselage side is a little longer than the plan and this is to allow for the bend in the fuselage when brought together at the rear as in FOTO No. 13 .....

FOTO NO. 4 - Shows the method of transfering all these lines to the other fuselage side. Tape to hold.

FOTO NO. 5 - Shows the front and rear fuselage sides bonded together with the BOX-LOK sides - be sure to make one right and one left side. Related parts shown.

FOTO NO. 6 - Shows the top cabin sides cemented to the BOX-LOK & fuselage sides. Be sure to line up the rear of the cabin side with the rear of the BOX-LOK . The firewall and plywood nylon bolt mount shown.

FOTO NO. 7 - Shows the 1/8"X1/4" balsa longeron side stiffners in place and the rear fuselage wedge also in place. Other prepared assemblies are shown also.

FOTO NO. 8 - Shows the plywood motor mount in place (if you intend to install the OS MAX 40 engine in the model, remove the area shown on the drawing on the plan before cementing the mounts in place.) Shown also are the front and rear balsa spacers and the 1/16" plywood vertical stiffners for the front and the rear of cabin. Touch up and fit parts D1 & D2 for both sides but only cement these parts on the one Right Side at this time because as shown in FOTO 15, the prepared former F1 has to be cemented in place before D1&D2 are glued in place on left fuselage side.

FOTO NO. 9 - This foto shows the detail of the rear vertical stiffner and spacer in place for the rubber band wing mounting method. Note that they are to the top of the cabin - for bolt on wing - to the bottom of the cabin so the plywood block can rest on top of it.-

FOTO NO. 10 - Shows the same balsa spacer and the plywood stiffner in place to the bottom of the cabin. The plywood block is in place for reference only.-----

FOTO NO. 11 - Shows the motor mount, prepared & nose gear bearing mounted firewall, the 1/4" plywood front cabin former, the 1/3" rear plywood cabin former and the two F1A formers in place in their respective slots. Be sure they are all vertical to the fuselage sides.

FOTO NO. 12 - This foto is the same as foto No.11 but showing the 1/2" plywood wing nylon bolt block glued and screwed to the 1/8" rear cabin former for the bolted on wing and the stiffner in place at bottom.

FOTO NO. 13 - Shows the left BOX-LOK side glued and squared to the right BOX-LOK as prepared in the No. 12 foto. Be sure all parts are all the way into the slots. When dry, bring rear of fuselage sides together and be sure that the balsa longeron stiffners are trimmed so that they do not interfere with the wedge mating with the end of the fuselage. Cement and pin together but before the cement sets, lay the fuselage on top of the fuselage drawing and check for perfect centering of the fuselage. If one fuselage side shows more tension than the other side and fuselage can not be trued up, wet that side with warm water from the rear of the BOX-LOK back for about 3 or 4 inches to relieve the tension on that fuselage side.

At this time cement a piece of 1/4" square balsa stock to the top of the firewall and between the cabin side to fill the space and for the fuel tank exit tubes.

FOTO NO. 14 - Shows a close up of detail of wedge.

FOTO NO. 15 - Shows as mentioned in FOTO No.8 text, the former F1 cemented in place and the fitted D1 & D2 die-cut parts also cemented into their place.

FOTO NO. 16 - Shows all the remaining formers in position. Cement the full formers F3 - F4 - & F5 in place first and hold sides tight to formers using rubber bands around fuselage. Cement the remaining formers F2 - F6 - F7 - & F8 into position between and on top of fuselage sides and or the longerons as for former F2 that is located right above parts D2 on the inside of the fuselage. At this point, cut the outer push rod tubes to 18" in length and thread them through the exits at the rear of fuselage and all the prepared guide die-cut holes in the formers. Note that the elevator push rod tube crosses and goes over the rudder push rod tube about between formers NO. F3 & F7. Epoxy these push rod tubes at all the former holes and at exits. ---

FOTO NO. 17 - Shows all the 1/4" square stringers cemented into place and the filler die-cut parts D3 - D4 - D5 - & D6 in place. PLEASE NOTE: Touch the filler parts up for a good fit before cementing in place.

FOTO NO. 18 - This foto is just to show the fuselage at this point of construction for a reference look-see.

FOTO NO. 19 - Shows the angle stock in place at the rear of the 1/4" Plywood Cabin Former, Angle stock is also cemented in front of the plywood cabin former. Angle stock is also cemented to rear of the firewall.

FOTO NO. 20 - Shows the bottom view of the angle stock as explained in foto No. 13 and also shows the two 1/4" slots filed down through the balsa filler stock for the fuel tank tube exits. Slots must fit your tank.

FOTO NO. 21 - Shows the angle stock cemented in place for the gear plate bed and the angle stock cleared to receive the nuts on the gear bed plate. Make sure the clearing of this balsa is large enough so there will be no interference when cementing the gear bed in place. -----

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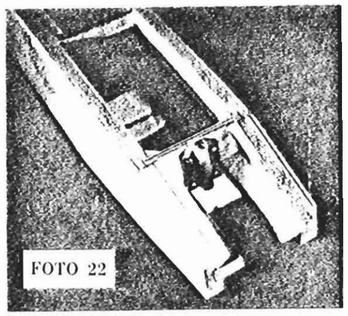

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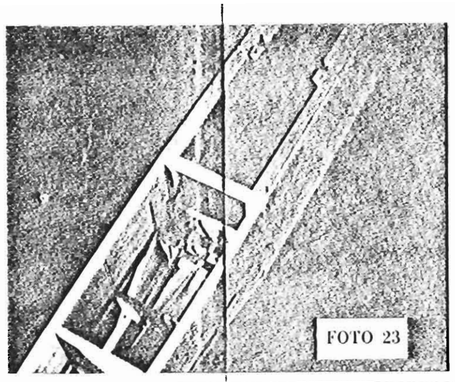

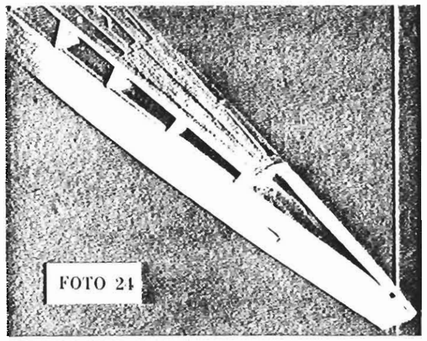

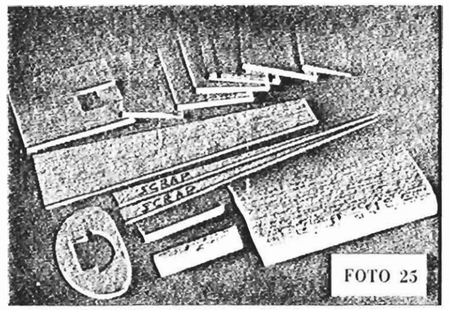

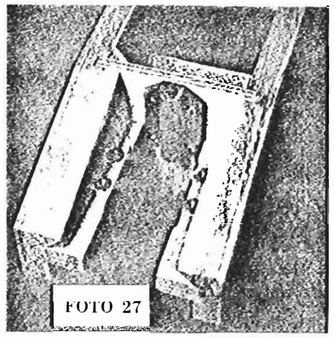

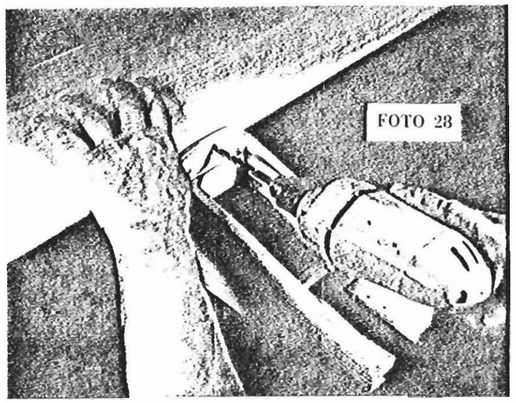

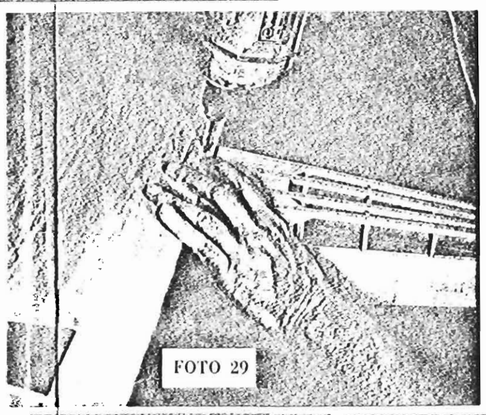

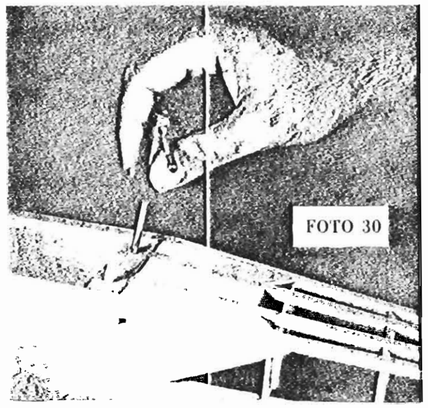

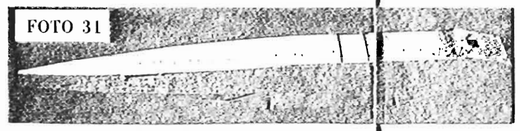

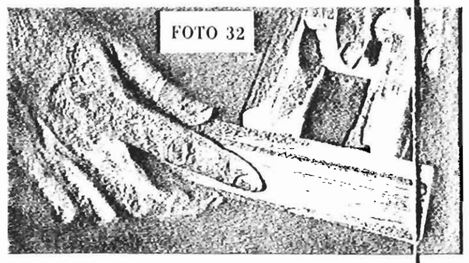

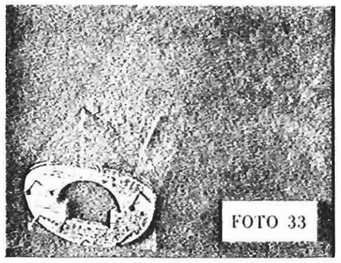

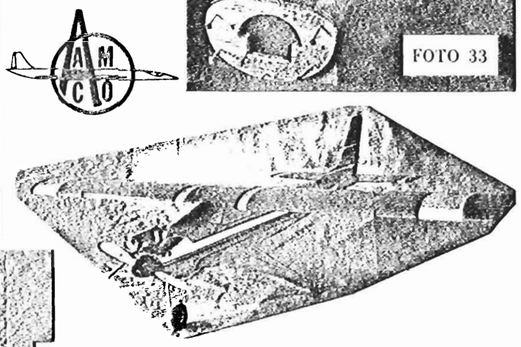

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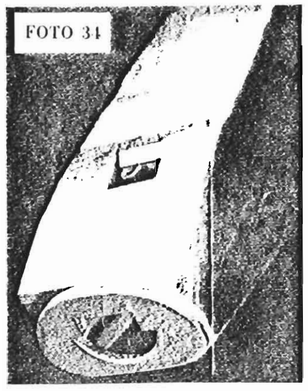
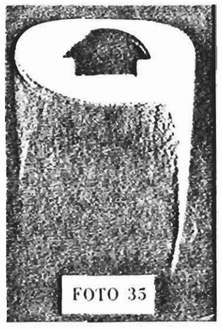
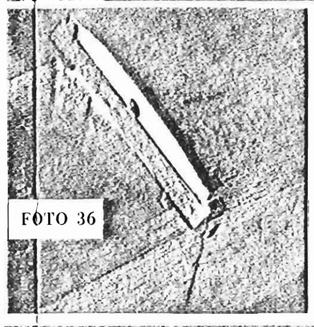
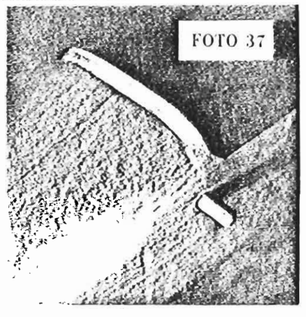
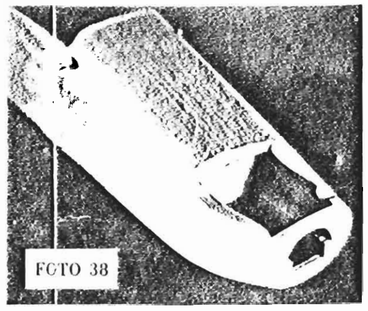
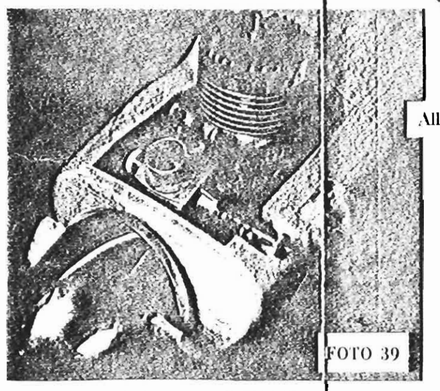


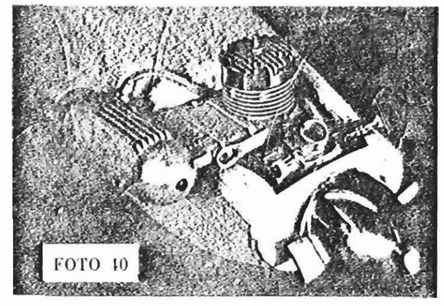


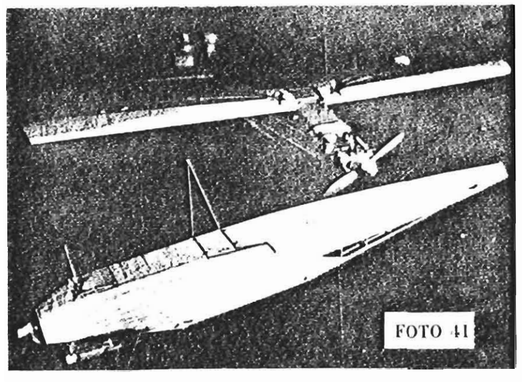


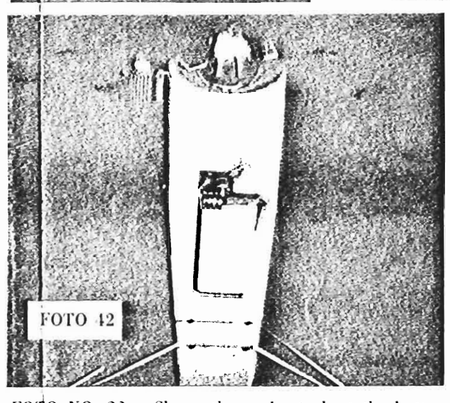


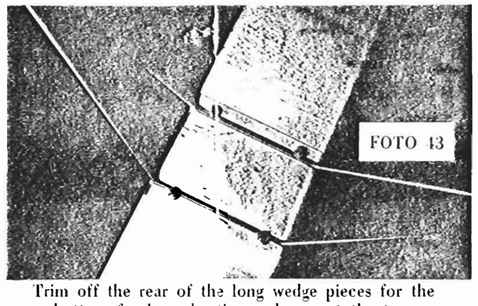


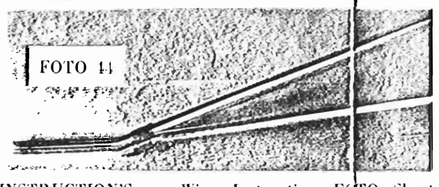












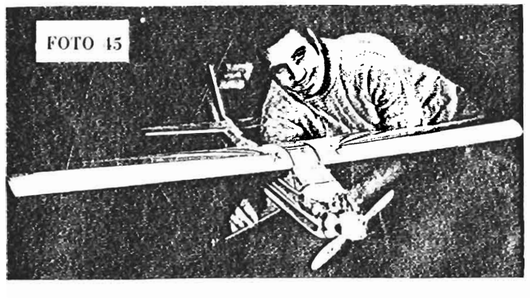


FOTO NO. 22 - Shows the angle stock at the bottom of the nose used as a filler for strength when the nose bottom is carved to shape as shown in Foto No. 34 -

FOTO NO. 23 - Shows the 1/8"x1/4" or 1/4"Sq. cross piece cemented between the fuselage sides and against the rear bottom of former F1A for the 1/8" bottom cross sheet to be cemented to for strength. This Foto is also a good look-see for other things.

FOTO NO. 24 - Shows a close-up of the 1/4" sq. balsa piece that is cemented to the top of the sides and to the rear of former F5 and against the 1/4" sq. stringers. Also shown are die-cut parts D6 in place. - Also, there is a good look-see at the tube and exits.

FOTO NO. 25 - At this point in the construction of the BIG-H, prepare the 1/4" sheet balsa nose bottom by cementing them together, marking the drain cut-out on the balsa with a soft pencil and preparing the drain cut-out as per Foto and drawing on the plan.

Trim off the rear of the long wedge pieces for the rear bottom fuselage sheeting and cement the two front pieces together. The rest of the parts shown are all prepared and are here in Foto for reference .

FOTO NO. 26 - Shows fuel tank in position on top of 1/16" to 1/8" balsa beds as needed to insure that top of fuel tank does not hit the inside of cowl block. Also at this time, position engine and hold firmly in place to mark and drill motor bolt holes in mounts. The front of the motor propeller drive washer should show about 3/8 inch in front of the nose so that when the oval nose ring is on, you will have about 1/8" of clearance between the front of nose ring and the rear of the spinner plate. Drill the holes for 4-40 mounting bolts with a 1/8" drill and open the bottom of the 1/8" holes with a 5/32" drill only deep enough to insure that the anchor nuts will seat tight against the motor mounts. Press anchor nuts into plywood and epoxy anchor nuts to the plywood for security. -----

FOTO NO. 27 - Shows anchor nuts pressed in place.

FOTO NO. 28 = 29 & 30 - Shows the method of preparing the Bolted on Wing. The instructions and sequence is detailed under the heading 'BOLT ON WING INSTRUCTION'S on Wing Instruction FOTO Sheet.

FOTO NO. 31 - Shows all the bottom sheeting and the gear bed in place. Start with the 1/4" sharply tapered piece at the front of the firewall and work to the rear. Refer to side view drawing of the fuselage.

FOTO NO. 32 - Cement the cowl-windshield block in place on top of cabin sides and to top of balsa spacer on top of firewall and to the front of the 1/4" ply. cabin former. Cement the two shaped top cowl sides to top of BOX-LOK and to front end of cowl-windshield block. When dry, block sand the nose nice and flat right up to front of the motor mount ends only.

FOTO NO. 33 - Shows the laminated oval cowl nose cemented and pinned into position - locate carefully !

FOTO NO. 34 - Shows the small amount of carving required to shape the nose. Use a sharp long blade carving modelers knife for this operation. Carve both sides and a little on the top of the cowl. Block sand to shape - blend to the rear of the oval cowl nose. Remove only enough balsa as necessary to blend into the rear of the cowl nose so as not to lose the shape of the nose. Radius the front and side of the cowl nose on the sides only and blend this radius up to nothing at the top and bottom. Study the Foto's.

FOTO NO. 35 - For study and reference only on the shaping of the cowl blocks into the oval cowl nose. --

FOTO NO. 36 - Shows the 3/16" angle stock and the small pieces of 1/4" balsa to fill in the small gap on the left and right side of the plywood former. --

FOTO NO. 37 - Shows how the No. 36 foto looks when cleaned up and sanded - nice and neat & clean.

FOTO NO. 38 - Shows the cut-outs for clearance of the OS MAX 40 muffler and needle valve. This will have to be customized to the engine you install. -----

FOTO NO. 39 - This is a reference and study Foto showing the muffler and needle valve clearance. -----

FOTO NO. 40 - This is also for reference and study.

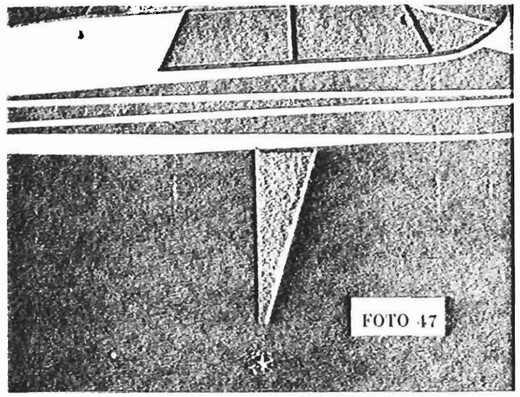
FOTO NO. 41 - Another Foto just for showing the clean-up and the general radius sanded on sheet edges.

FOTO NO. 42 - Another reference view showing the nose gear in place with tiller arm in place and the exit and attachment of the steering cable and the clevis. --

FOTO NO. 43 - Showing the gear bolted into place and the large washers used with the 3/8"-2-56 bolts.

FOTO NO. 44 - A real close-up showing the winding of the soft wire - solder or silver solder wire to gear.

FOTO NO. 45 - Son No.1& only with finished BIG-H



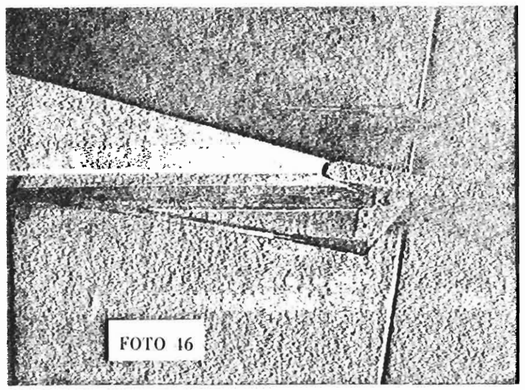
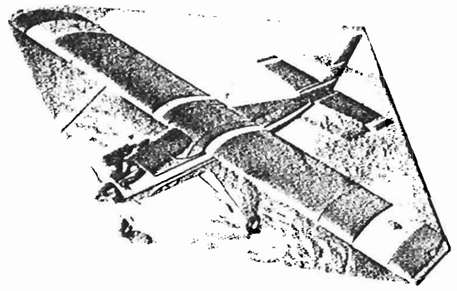


FOTO NO. 46 - A close-up showing the rudder and elevator horn and the push rod attachment hook-up.

FOTO NO. 47 - If you wish, bend & fit a piece of 1/16" wire between the gear, wrap with soft wire and solder together. It makes a nice neat addition to gear. Cover gear with the same material as is on the model.



PLEASE READ CAREFULLY!

Study the complete plans to become familiar with them. This is important because all of the notes and separate instructions on the plan are used in conjunction with the FOTO=AID sheets.

You should also become familiar with all of the die-cut parts and where they all go and fit into the scheme of building the BIG=H.

There are numerous small assemblies and parts that can be pre-assembled before major building is started. This pre-work will cut down on the total building time and make the project more enjoyable.

Because the BIG-H can be built with or without ailerons and either with a rubber band method for holding the wing on or a bolted on method for holding the wing on, the instructions and sequence have special notes pertaining to this and you must be aware of this so your work can go along smooth and fast with what ever configuration you choose.

It is the intention of AAmco, Inc. and I, the designer and engineer of this kit to hold to a very strong commitment to excellence in producing this kit for you, the modeler to enjoy, not only with the excellent performance it will give you but also in the building of the kit right from the out-set.

I am proud to put my name on this kit!

L. Jay Andrews

This is an AAMCO Foto Aid sheet

WING SEQUENCE INSTRUCTIONS:

FOTO = A= Shows the start of the wing construction.

Cut the left and right wing plans from the main plan on the heavy lines. Remove any creases by back folding at the creases. Tape wing plans to the work board at the four corners of each plan and cover them with Saran wrap or waxed paper - tape also to the board with tape also gripping the plan. Check main spars, leading edges, trailing edges for straightness. If they have to be corrected, this can be done very easily by passing the bent part over steam from a kettle spout and relieving the tension - at that time, gently bend in the opposite direction of the bend and hold for a few minutes until it sets - repeat if necessary.

Prepare the root end angles on the leading and trailing edges and all spars as shown and drawn on the plan.

Pin the leading and trailing edge sheets to the plan. and cement the leading and trailing edges to the sheets.

Use a few ribs as a jig to keep the correct spacing between the leading and trailing edges. Pin the main and rear spars to the work board also using a few ribs for the correct location. Be sure that the bottom edge of all these parts are right on the center line of the wing.

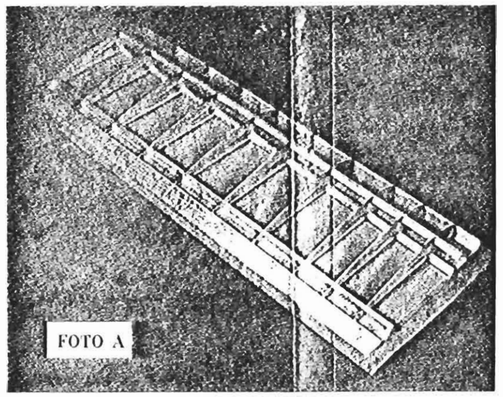
These parts will hang over slightly at the wing tip end but will be trimed or sanded off later. Cement all the R2 ribs in their locations (the die-cut slots can either all be left in the ribs or removed - if left in, rub a little cement across them to keep them in place- NOTE: if you leave the die-cut slots in and are going to build the aileron version of the BIG-H, be sure and leave out the slots where the aileron bellcrank plywood beds go.

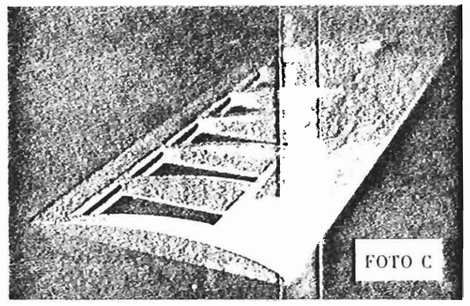
Before the cement sets, be sure all the ribs are vertical to the board.

FOTO = B= When the cement on both panels is dry, remove one panel from the work board and with the tip rib raised one inch on this panel, proceed to line up and cement and pin all sheet, leading and trailing edges and spars to each other - be extra sure that they are lined up to each other. While in this stage of assembly, touch up if necessary, the length and width of all spar ties (balsa) and the leading edge 1/8" plywood tie and cement them into their respective places on the leading edge, trailing edge and the bottom main and rear spars.

Refer to the detailed drawing on the spar ties on the plan. Prepare the two center ribs by cementing them together and cementing two doubler ribs to each side of the center ribs.

Cement the prepared center ribs to the bottom of the sheet, the leading and trailing edges and the bottom spars. Cement the top rear and main spars to all ribs and to each other. Cement the remaining spar ties into their respective positions.





Fit and cement the top leading and trailing edge sheet in place. Fit and cement the top center section sheet into place - remember that all center section sheet remains one piece for extra strength at the center section of the wing. Trim the ends of the center section sheets as they are shown on the plan.

FOTO = C= Shows how the wing tip looks all finished.

FOTO = D= Shows a completed wing without ailerons.

STOP RIGHT HERE! READ INSTRUCTIONS BELOW FOR WING SPORTING AILERONS BEFORE CEMENTING THE BOTTOM CENTER SECTION SHEET ON. =

When the cement is dry, remove this assembly from the board and if no ailerons are to be used, cement the bottom leading and trailing edge sheet in place and also the one piece center section sheeting as you did on the top of the wing. Fit and cement all the cap strips to the ribs.

Shape the leading edge radius as seen on the airfoil section drawing, slightly round the trailing edge and sand the whole wing smooth. Block sand the the ends of the wing down to the tip rib and cement the tip block to the wing ends. When dry, carve the top of the tip block to conform with airfoil and to the leading edge radius. Round the outer edge to about a 1/8" radius.

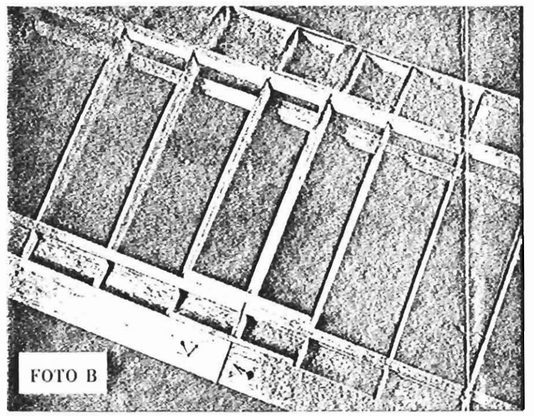
AILERON WING INSTRUCTIONS:

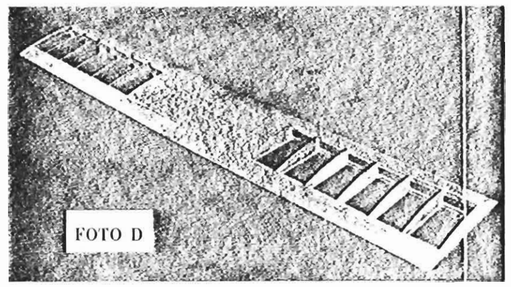
NOTE: This instruction is for the aileron wing only: Proceed with the construction as of the wing without ailerons BUT before the bottom center section sheet is fitted & cemented in place, proceed as per this instruction:

Remove the center of the two root ribs by continuing the die-cut lines with a modelers knife untill the section can be removed. Fit and cement the 1/8" plywood aileron servo bed into the bay. Fit and cement the two S1 servo bay stiffners in place. Cement the plywood aileron bellcrank beds in place in the die-cut slots.

Mark the location of the bellcrank bolt holes and drill them with a 1/16" drill. Prepare and install all push rods as shown on the plan (we suggest the method shown on plan as it is easy and works fine) Bolt the bellcranks to the plywood beds and secure the bolt as instructed on the plan. Fit and cement the bottom center section sheet to the wing (cut the push rod exits in the rear center section sheet before the final fit of this sheet.

NOTE: Cut out the wing trailing edge to receive ailerons and remove the center section sheet at the aileron servo bay after the next instruction sequence: Refer to plans!





== BOLT ON WING INSTRUCTIONS =

The FOTO reference to this operation is shown on Fuselage Construction FOTO AID Sheet in FOTO'S NO. 28 = 29 & 30 and is highly detailed both in the FOTO'S and in the instruction set forth below.

To bolt on the wings: With the finished wing held firmly and centered on the fuselage, drill the 1/4" hole into the leading edge of the wing only as far as the dowel will enter - check cross section drawing - use the prepared drilled hole in the 1/4" cabin plywood former as a guide.

Prepare the wing dowel and epoxy into place into the drilled hole.

Cement the 1/16" plywood plates to the top and the bottom trailing edge as shown on wing plan. When dry. place the wing with the dowel into plywood hole onto the fuselage and when lined up true and held firmly, with a 9/64" drill and at the prober angle and location, drill the holes through the plywood plates and through the 1/2" plywood block. Remove the wing and open the holes in the wing only with a 3/16" drill. Tap the holes in the 1/2" plywood block with an all purpose 10-32 tap.

INSTRUCTIONS FOR THE TAIL FEATHERS:

FOTO = E= Prepare the stabilizer and elevator and the elevator tie as per notes and instruction on main plan.

Prepare the fin and rudder also as noted on plan, and round all edges and sand to a fine finish before the tail feathers are cemented to the fuselage.

Cement the stabilizer to the fuselage and against the 1/4" square bumper at former No.5. Be sure and line up the stabilizer horizontally with the fuselage and wing.

Shape the 3/16" angle stock as seen on plan and pin and cement to the stabilizer and fuselage on bottom.

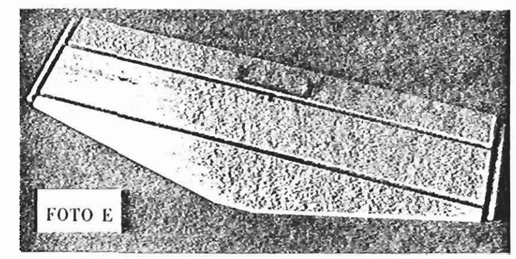
Cement the prepared fin part A & B with the tail post attached to the rear of the fuselage and centered on top of the stabilizer. Make sure it is true vertical.

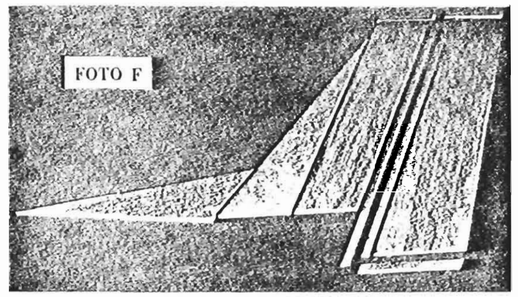
Fit and cement fin part C to fin part A and to the stabilizer and onto the 1/4" stringer on rear of fuselage.

Prepare the angle stock as seen on plan and cement to the fin and top of stabilizer and top of fuselage.

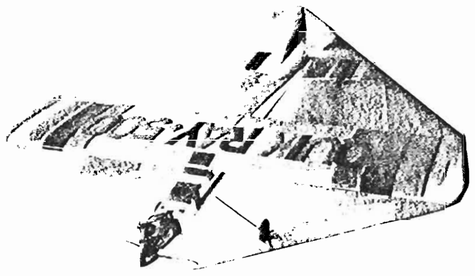
COVERING & FINISHING OF MODEL:

As most modelers than not use the plastic covering materials, instructions on their application is covered by the manufacturer. Also covered in many articles in the model magazines and in many books on modeling that can be purchased, is in depth information on covering with silk and other materials that require liquids etc. to finish the model covering so we will say nothing on this.





All Plan Work, Photography and Technical Work by L.J.A.



HINGES: All hinging is done when the model is covered and completed. Use epoxy or white glue to secure the hinges to the balsa wood. There are several hinging tools that make it a cinch to prepare the slots to receive hinges.

Use these tools as per instructions that come with tool.

R/C INSTALLATION = Radio equipment, accessories, etc.

The engine, fuel tank, all radio equipment, push rods, wheels etc. are prepared and installed after the model is covered and finished. This makes for a neater installation.

The only note here is to say that the 3/8"X1/2" plywood servo tray bearers are included in the kit and are machined to fit right into the machined slots in the BOX-LOK - we suggest these be used on the servo installation.

The amount of movement on the control surfaces if hooked up to servos and horns as shown on the plan is correct for the BIG=H. They can be reduced if the clevis on the horn is moved to the next hole out. We do find that the BIG=H needs a lot of rudder throw to get real good performance without ailerons. You can reduce the rudder throw when ailerons are used. Do not be alarmed at the rudder throw as it is positive but nice and easy. You will find the BIG=H a real pleasure to pilot and fly and you will find out what proper design and engineering can do for you the modeler, the judge!

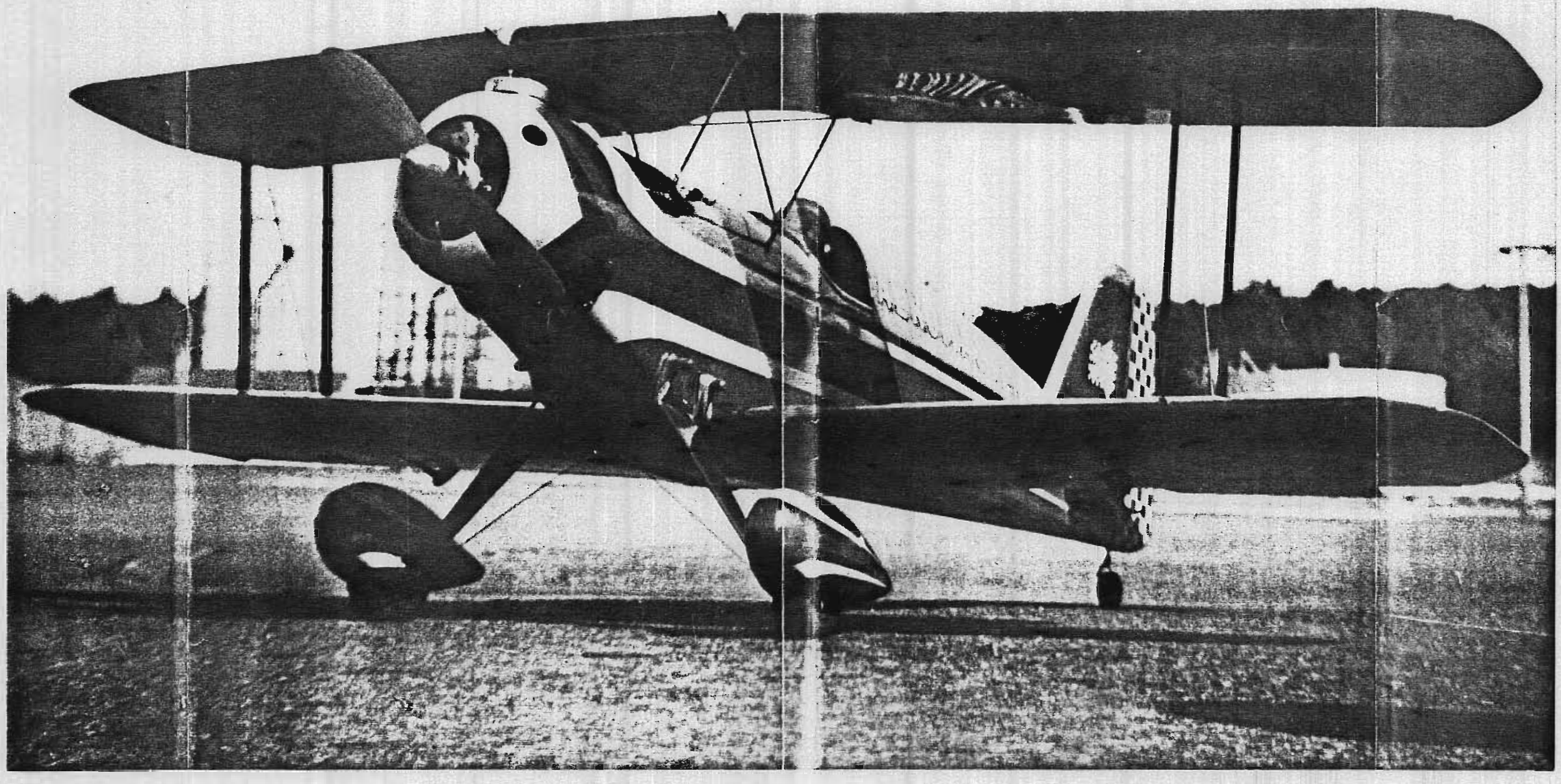
CENTER OF GRAVITY:

The center of gravity or balance point as some call it as shown on the plan is as far back as it should be - it can be a little further forward from this point by about another 3/4" - no more- and still be O.K.

A 10=6 maple wide or narrow blade propeller is just about fine for the 40 to 45 engines and a 9=6 propeller is just fine for the 29 to 35 engines = we have found that the BIG=H does not require any more power than can be had from sport engines. Keep your cost down.

We have had a lot of requests for a large picture of the- and of course, our Famous AEROMASTER Bi-Plane and here it is in all it's glory on the other side to hang up.

LOU ANDREWS DID HIS HOMEWORK ON HIS FAMOUS AEROMASTER BI-PLANE LONG BEFORE IT WAS KITTED! THE AEROMASTER IS A CINCH TO BUILD AND FLY AND WILL HANDLE THE MOST POWERFUL 60 ENGINE MADE.



The GREATEST R/C Design & Kit of ALL TIME - This is AAmco, Inc. - We humbly say no more -