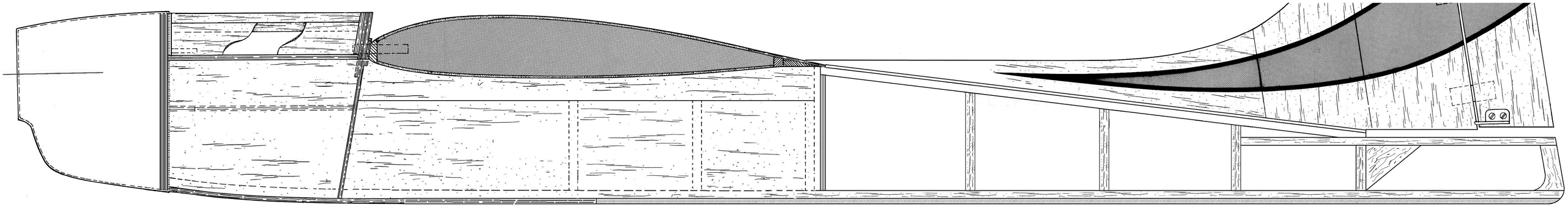
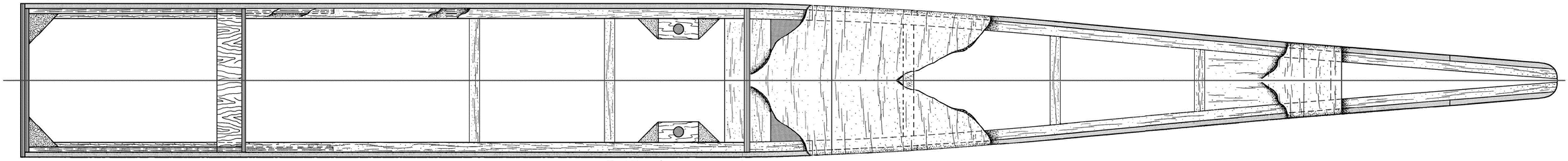
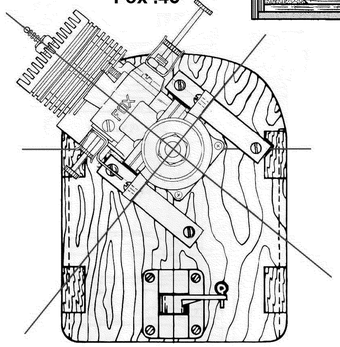
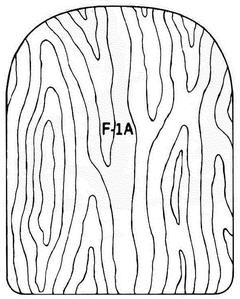
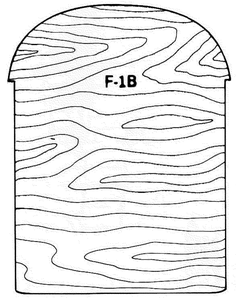


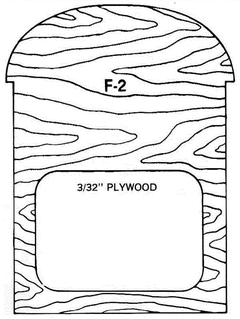


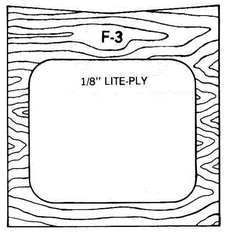
Fox .45

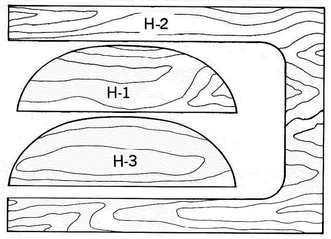


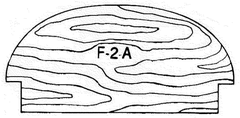


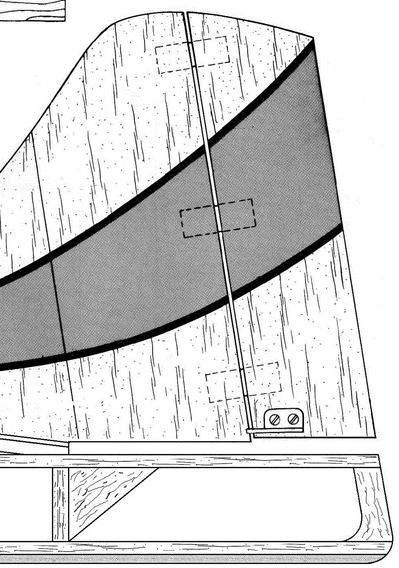


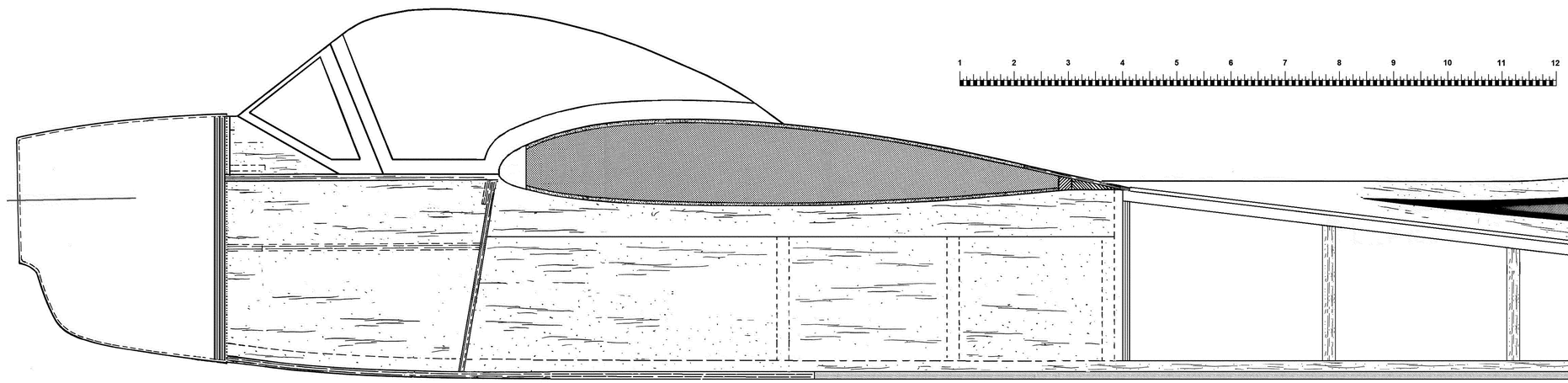


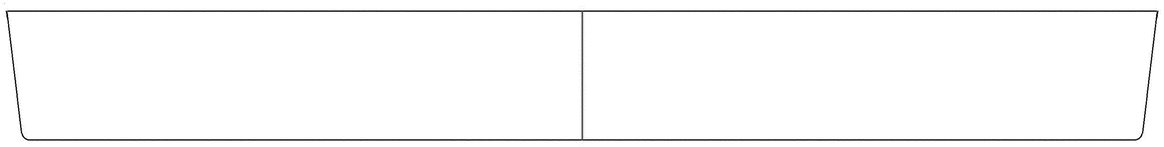


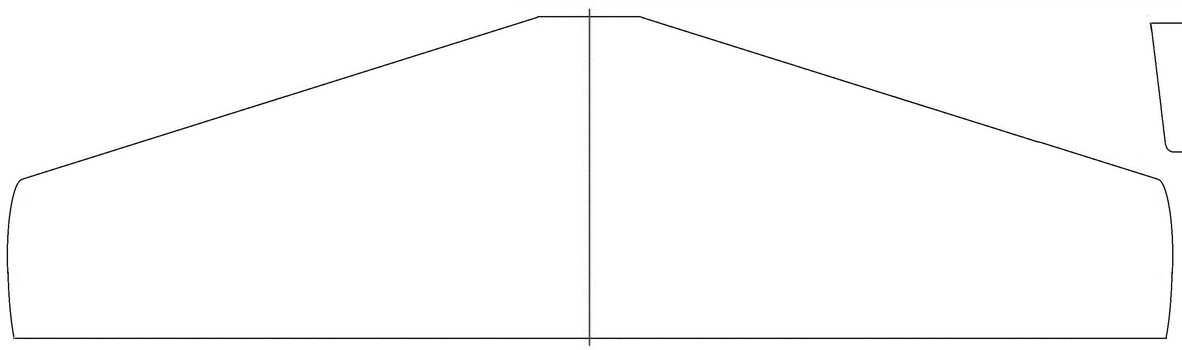












KOMANDER

MARK II

KOMANDER KIT FEATURES:
Pre-Cut Foam Wing Cores — 3-1/4" Balsa Wing Sheeting — Handy Printed Fuselage Sides — All Parts Locations Are Pre-Drawn On The Wood — Precision Die-Cut Parts — Sheet Balsa Fuselage Sides — Hardwood Formers — Hardwood Landing Gear Blocks — Pre-Bent Tubular Aluminum Landing Gear — Steerable Tail Gear Assembly — Threaded Wing Tape — Aluminum Engine Mounts — Nylon Control Horns — Snap Hinges — NO Loose & Confusing Parts To Identify — Hardware Packaged In Individual Bags — Hardware Identified In Parts — 36-page Photo-Illustrated Instruction Book covers every step of the construction.

SPECIFICATIONS:
Engines: .40 - .46 2-stroke
.60 4-stroke
Wingspan: 62 in.
Wing Area: 900 sq. in.
Length: 50 in.
Tailfirst Flying Weight: 6 - 6-1/2 lbs.
For 4-Channel Radio & 2-Cycle Engine

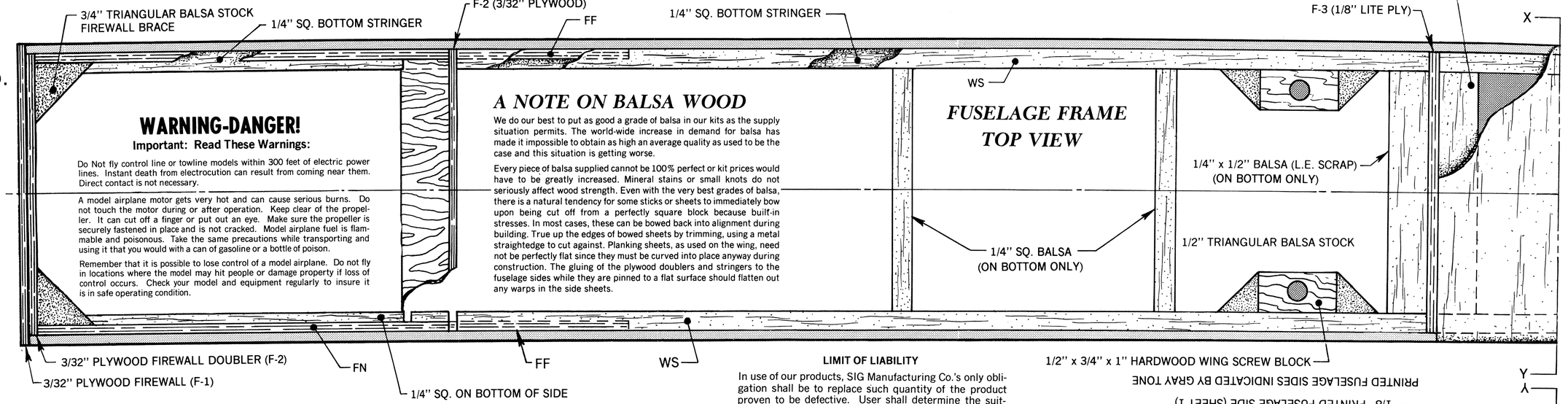
The KOMANDER is the granddaddy of SIG'S current group of intermediate level R/C trainers (the others being the KAVALIER and the MID-ETAIL). All three airplanes are designed for those who want a second R/C model that is more aerobatic than their primary trainer, yet is still stable enough for them to handle. Most often mentioned by KOMANDER enthusiasts are the airplane's large size, its ability to fly slowly without stalling, and its docile landing characteristics. It will penetrate a strong headwind using only the precise amount of empty waiting to provide superior stability and control on landing approach. As an intermediate trainer or a rugged sport flier, the KOMANDER has a lot to offer!

SIG
KIT RC-32

SIG

SIG MFG. CO.
Montezuma,
IA 50171

PLYWOOD PART WF



WARNING-DANGER!

Important: Read These Warnings:

Do Not fly control line or towline models within 300 feet of electric power lines. Instant death from electrocution can result from coming near them. Direct contact is not necessary.

A model airplane motor gets very hot and can cause serious burns. Do not touch the motor during or after operation. Keep clear of the propeller. It can cut off a finger or put out an eye. Make sure the propeller is securely fastened in place and is not cracked. Model airplane fuel is flammable and poisonous. Take the same precautions while transporting and using it that you would with a can of gasoline or a bottle of poison.

Remember that it is possible to lose control of a model airplane. Do not fly in locations where the model may hit people or damage property if loss of control occurs. Check your model and equipment regularly to insure it is in safe operating condition.

A NOTE ON BALSA WOOD

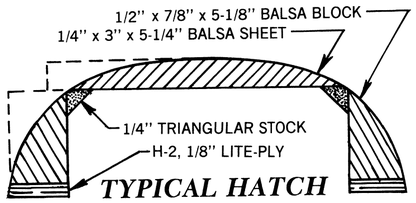
We do our best to put as good a grade of balsa in our kits as the supply situation permits. The world-wide increase in demand for balsa has made it impossible to obtain as high an average quality as used to be the case and this situation is getting worse.

Every piece of balsa supplied cannot be 100% perfect or kit prices would have to be greatly increased. Mineral stains or small knots do not seriously affect wood strength. Even with the very best grades of balsa, there is a natural tendency for some sticks or sheets to immediately bow upon being cut off from a perfectly square block because built-in stresses. In most cases, these can be bowed back into alignment during building. True up the edges of bowed sheets by trimming, using a metal straightedge to cut against. Planking sheets, as used on the wing, need not be perfectly flat since they must be curved into place anyway during construction. The gluing of the plywood doublers and stringers to the fuselage sides while they are pinned to a flat surface should flatten out any warps in the side sheets.

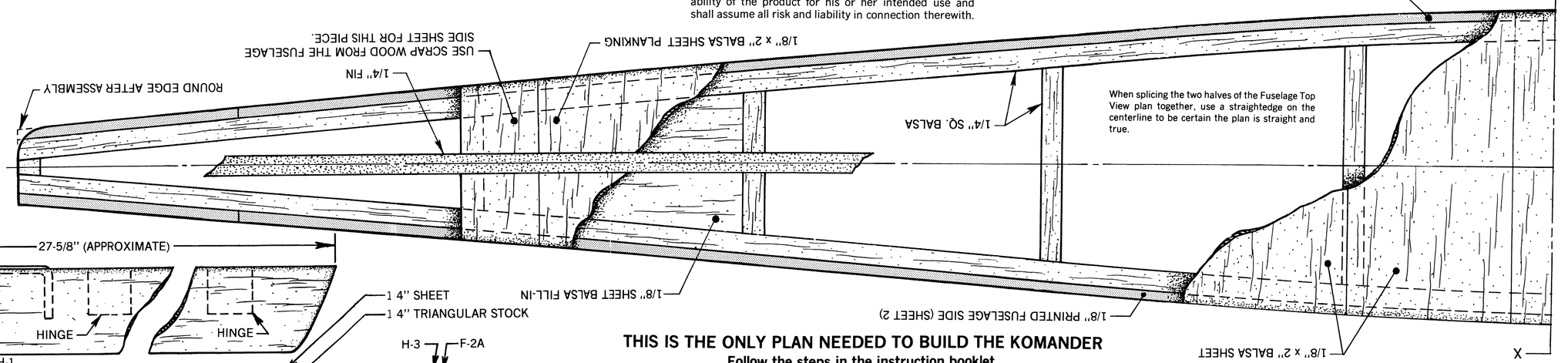
FUSELAGE FRAME TOP VIEW

LIMIT OF LIABILITY

In use of our products, SIG Manufacturing Co.'s only obligation shall be to replace such quantity of the product proven to be defective. User shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith.

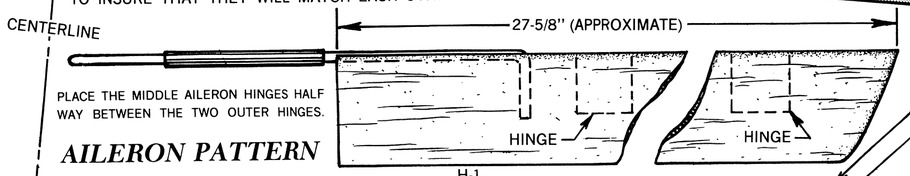


TYPICAL HATCH CROSS-SECTION



When splicing the two halves of the Fuselage Top View plan together, use a straightedge on the centerline to be certain the plan is straight and true.

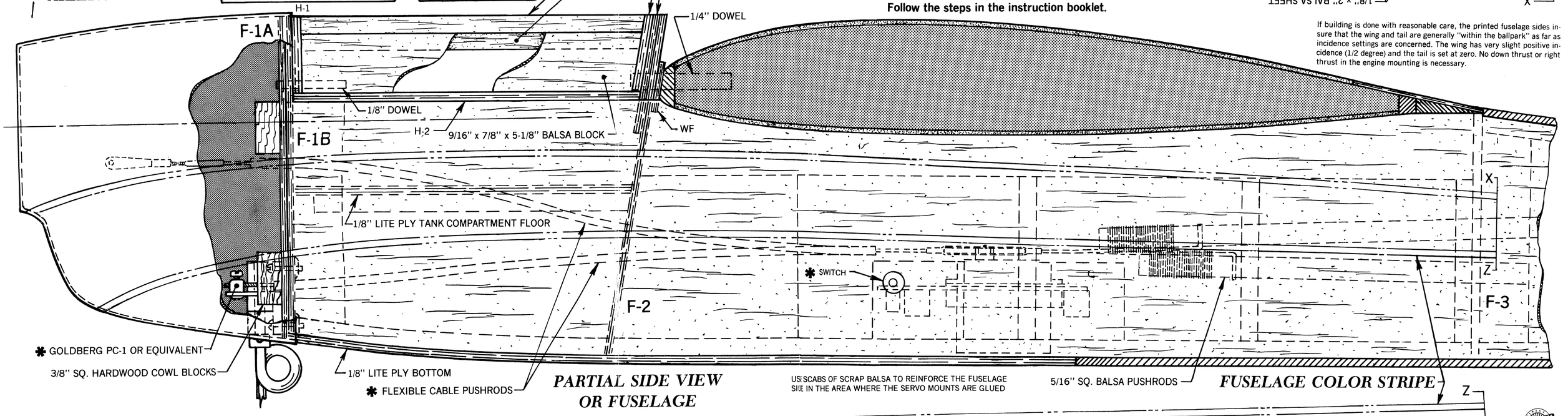
CUT THE AILERON TO FINAL LENGTH AND SHAPE WHILE CHECKING IT IN POSITION AGAINST THE WING TO INSURE THAT THEY WILL MATCH EACH OTHER.



AILERON PATTERN

THIS IS THE ONLY PLAN NEEDED TO BUILD THE KOMANDER
Follow the steps in the instruction booklet.

If building is done with reasonable care, the printed fuselage sides insure that the wing and tail are generally "within the ballpark" as far as incidence settings are concerned. The wing has very slight positive incidence (1/2 degree) and the tail is set at zero. No down thrust or right thrust in the engine mounting is necessary.

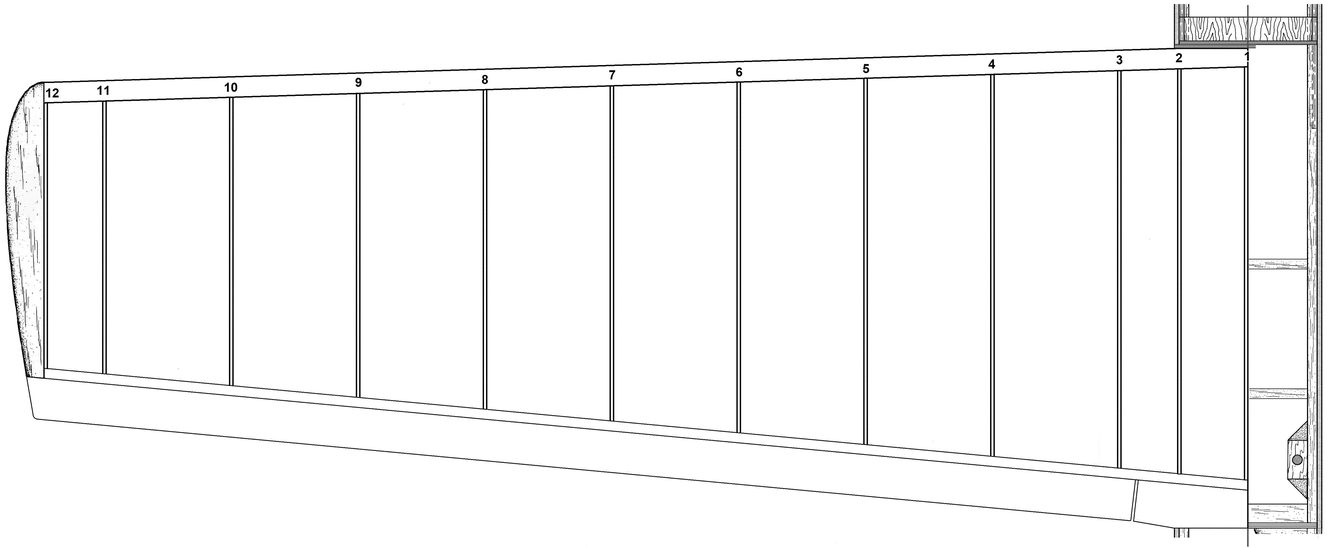


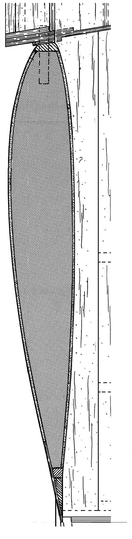
PARTIAL SIDE VIEW OF FUSELAGE

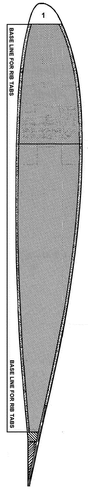
KIT RC-32

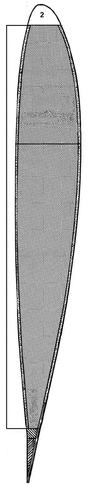
KOMANDER *MARK II*

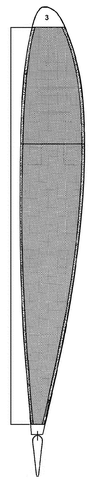
Designed by Claude McCullough

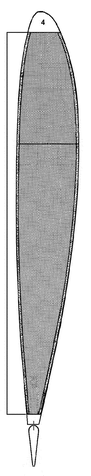


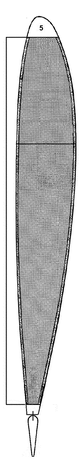


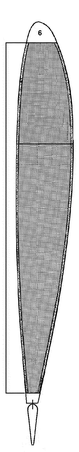


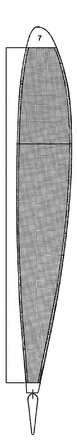


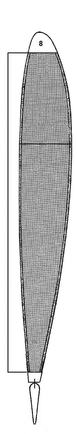


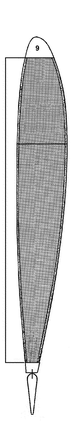


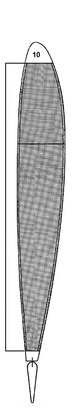


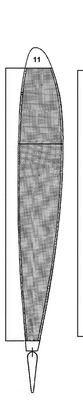


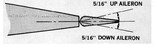


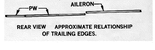












Please note: the kit's foam wing cores had 1/8" washout at the tip. This drawing has a baseline shown that was used just for sizing the ribs. Build the washout into the wing using however method you prefer to use to retain the easy to land feature.