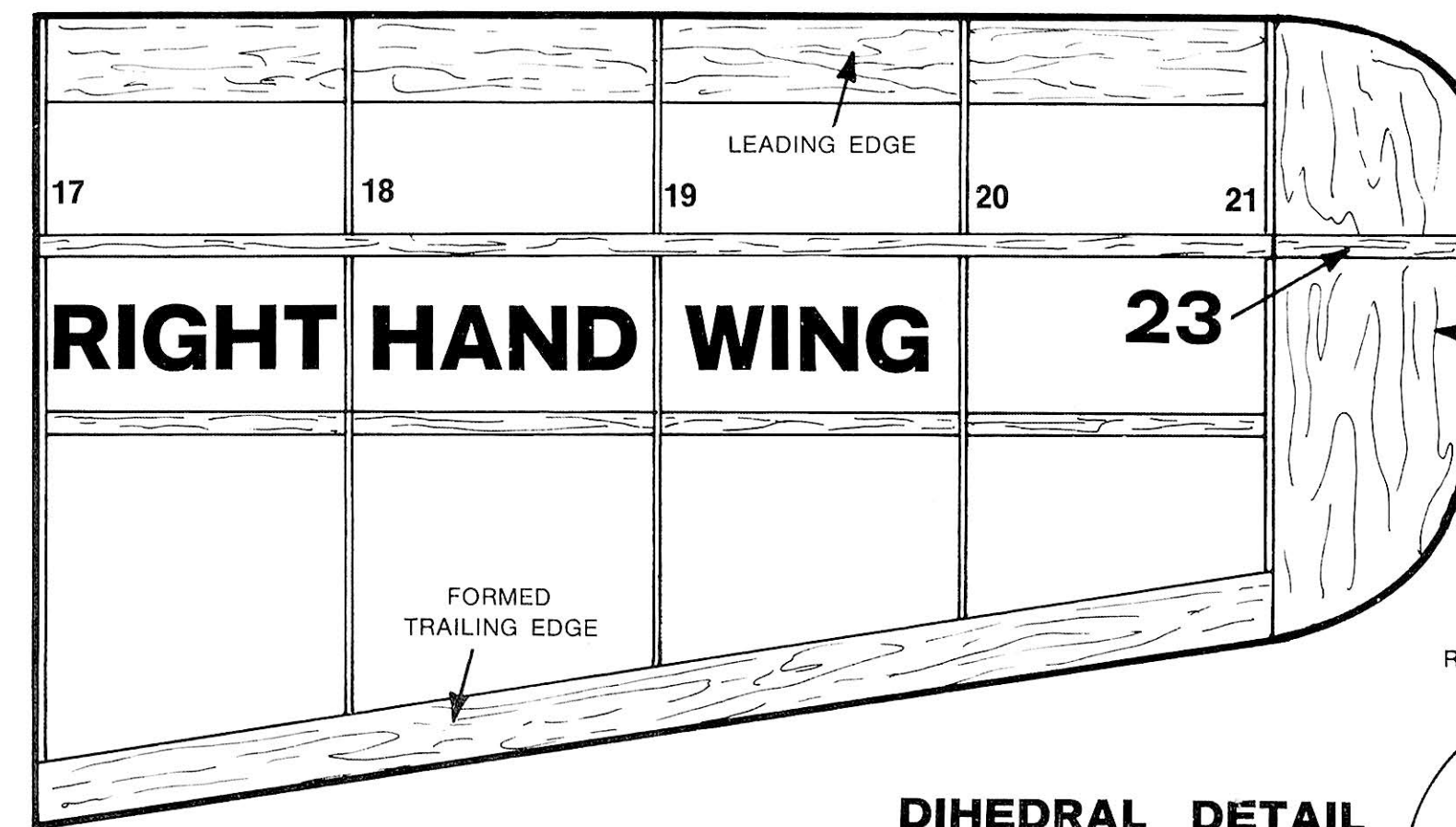
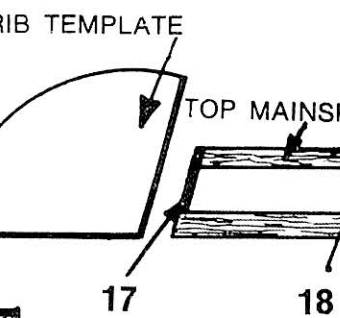
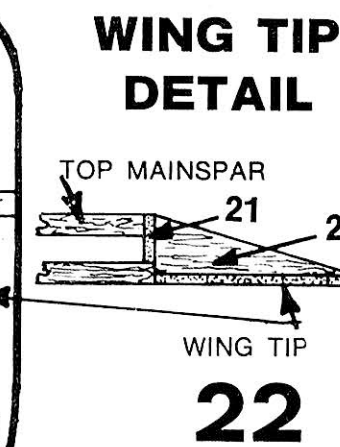


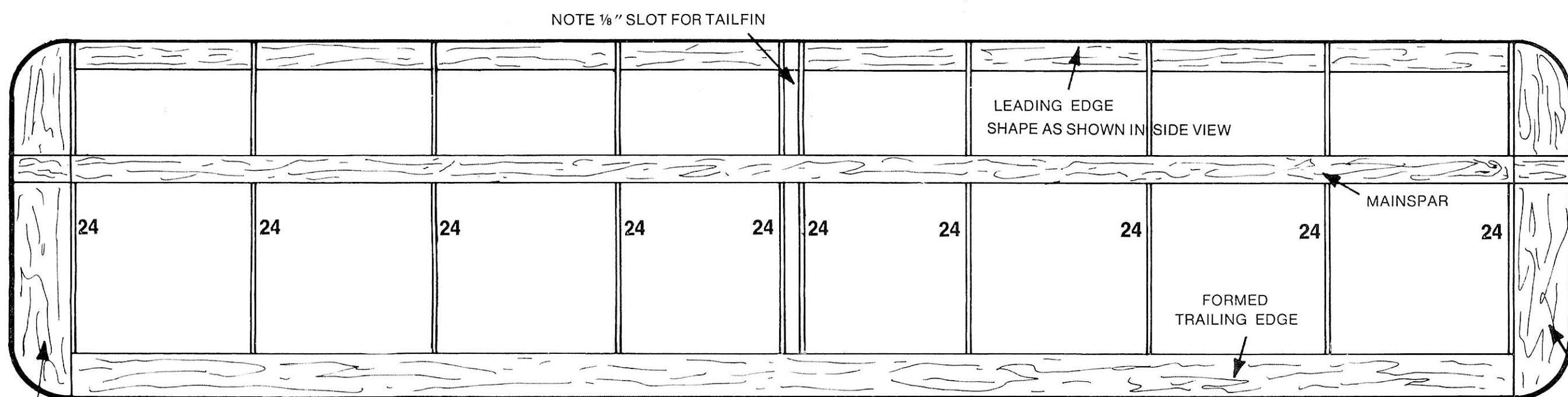
WING CENTRE



RIGHT HAND WING

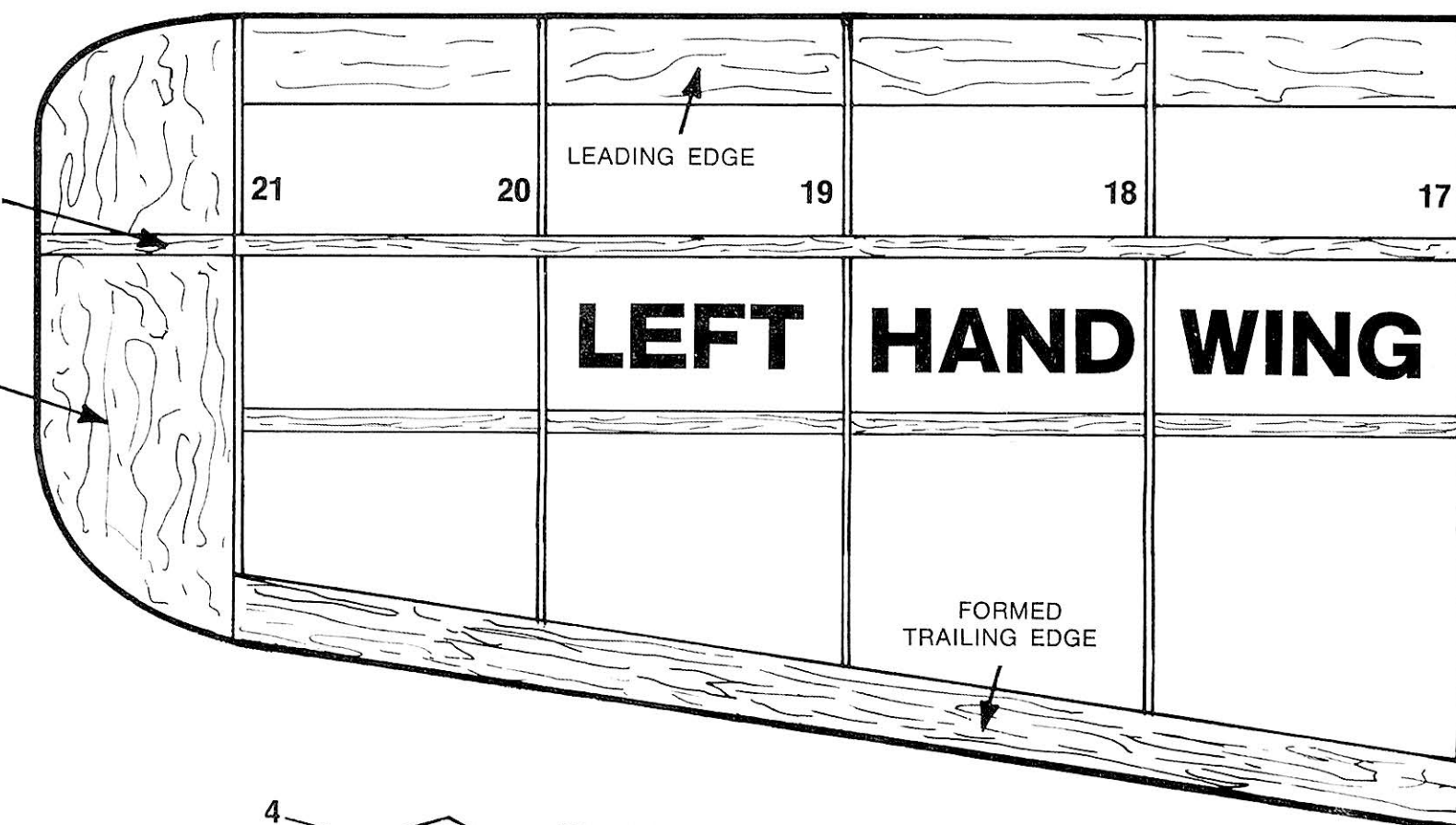


DIHEDRAL DETAIL

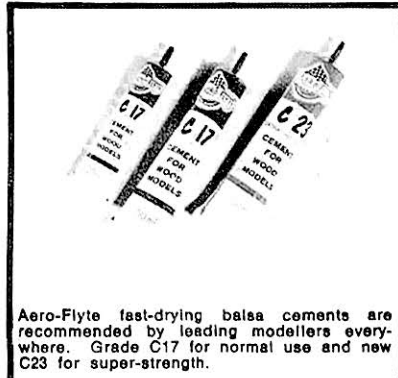


TAILPLANE

FUSELAGE CONSTRUCTION



LEFT HAND WING



# SKYLARK

KIT No. 158 865 MM WING SPAN RUBBER POWERED

### BUILDING AND FLYING INSTRUCTIONS

**FUSELAGE:**  
Drill all holes where marked on the fuselage sides for dowels (as shown on plan). Next, cement parts 3 and 5 between the fuselage sides (see photograph "Step 1"). Cement parts 1 and 2 together (Note: Keep parts 1A and 2A for later use). Cement parts 1 and 2 to fuselage sides as well as cementing parts 6, 7 and 8 in place. Also cement 1/8" dowel peg in tail and fill in with 1/8" strip as shown in "Step 2" photograph. Cut and cement 1/8" square braces into all remaining slots in fuselage sides. Bind wire undercart to Part 4 as shown in Diagram "A" and then cement firmly into fuselage as shown in photograph for "Step 3". Cement sheeting parts 9 and 10 into place. Cement 2" length of 1/8" x 1/4" strips across tail for tailplane support.

**WING PYLON:**  
Cement parts 11, 12 and 13 together as shown in Diagram "B". Glue 1/8" x 1/4" strip (for wing positioning) onto part 13 as shown. Drill and cement in 3" length of 1/8" dowel for wing holding rubber bands.

**WING CENTRE:**  
Pin leading edge strip, bottom spar and trailing edge over plan and cement all ribs in place taking careful note of numbering on the ribs. Cement centre sheeting 16 in place over the number 15 ribs.

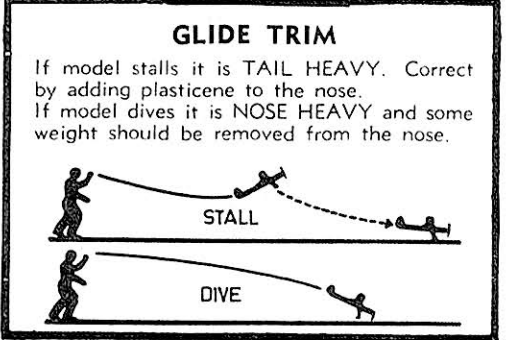
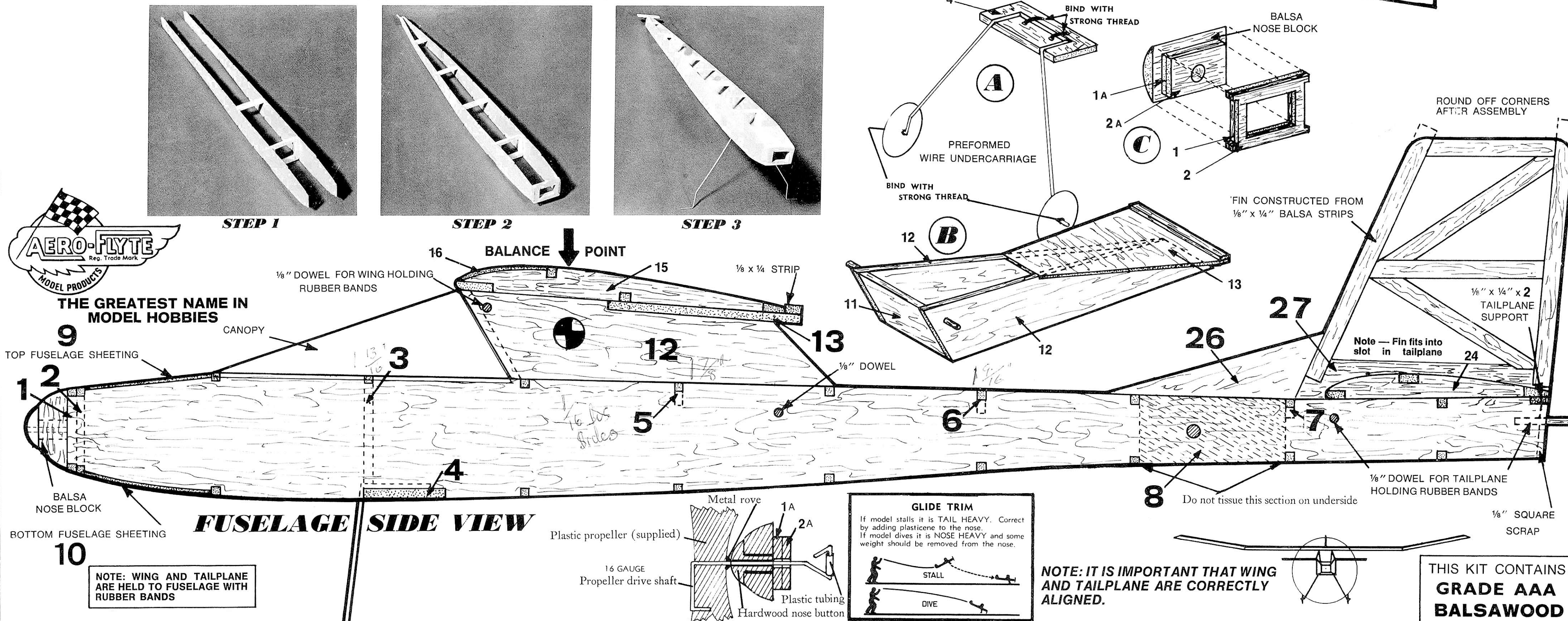
**RIGHT & LEFT HAND WINGS:**  
Assemble as for wing centre from 17 to 21. Cut out dihedral detail template and use as shown for rib 17, on both right and left wings. Cement wing tip 22 and brace 23 to rib 21 as shown. When dry assemble wing by cementing ribs 18 to 17 - cement this joint well.

**TAILPLANE:**  
Pin and cement ribs over pinned leading edge and trailing edge as for wing centre section pay care full note to the 1/8" space for the tailfin as shown. Cement wing tips 25 in place and brace with offsets from top main spar as shown. Build fin from 1/8" x 1/4" strips. Cut to lengths shown on plan and pin and cement over plan with parts 26 and 27. Round off corners when dry.

**PROPELLOR:**  
Roughly shape noseblock to shape on plan after gluing parts 1A and 2A to the block as shown in Diagram C. Mark and drill a 1/4" hole through the block for the hardwood button as shown. NOTE: It is important that this hole is straight and in the centre of the noseblock. Bend propeller drive shaft to shape shown in cross-section diagram. Start bending from right hand end, bending rubber motor hook first, then sliding on the noseblock, hardwood nosebutton, metal bearing and propeller (in that order). Final bending can then be done. The rubber strip should be tied to form a large loop which is then folded to form four 10" loops between the propeller and the 3/16" dowel in Part 8. Lubricate rubber well with glycerine before installing in aircraft.

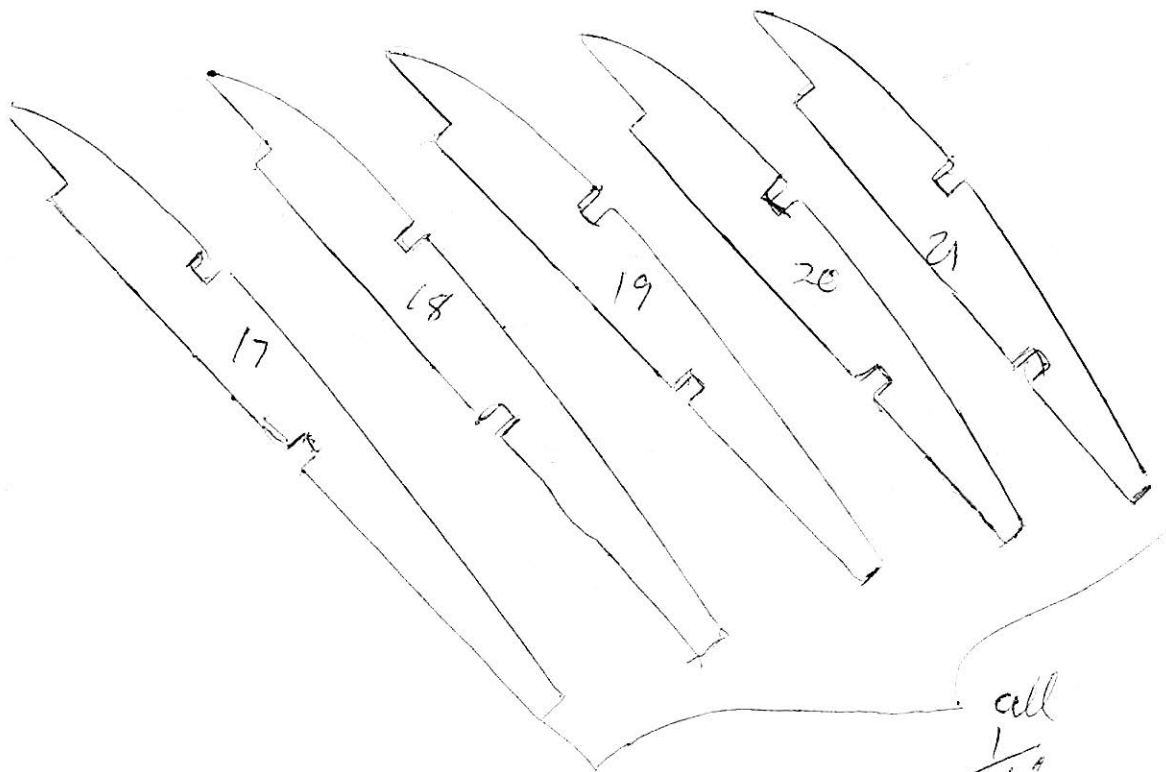
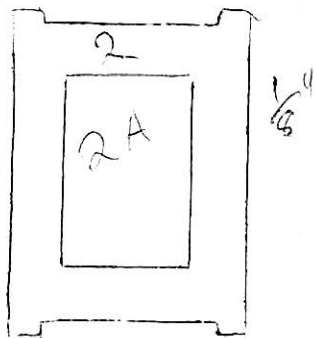
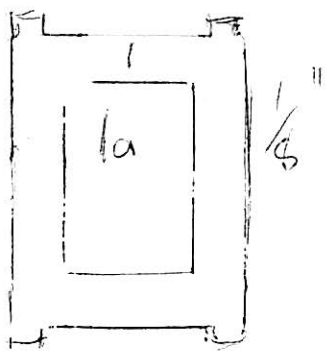
**FINISHING:**  
Sand all leading edges to shapes shown on fuselage side view. Lightly sand fuselage and pylon section. Tissue all wing sections, using Aero-Flyte Dope as adhesive. Also tissue fuselage section and tailfin. When complete, lightly spray with water and allow to dry before one light coat of clear Dope can be applied. The fin can then be cemented into the tailplane and the pylon cemented onto the fuselage (over the tissue) in the position shown on the plan. When dry the wings can be fixed on with the four rubber bands supplied - two on the tail-plane, two on the wings. Check that both wings are properly aligned.

**FLYING:**  
Complete with rubber, the SKYLARK should balance at the point shown on the plan. Small amounts of plasticene can be added to the tail or nose, if necessary. First test flights should be over long grass on a calm day. Without winding the motor, gently launch the plane from shoulder height into the wind. (Never launch the model up into the wind as this will make it stall.) A long steady glide of about 25 feet should result. For first power flights give the motor approximately 50 turns and launch into the wind, a steady right hand climb should result, after the fin offset to achieve this. Gradually increase to a maximum of 300 turns for long climbing flights followed by an equally long glide back to earth.



**NOTE: IT IS IMPORTANT THAT WING AND TAILPLANE ARE CORRECTLY ALIGNED.**

**THIS KIT CONTAINS GRADE AAA BALSABOOD**



all  
 $\frac{1}{16}''$

