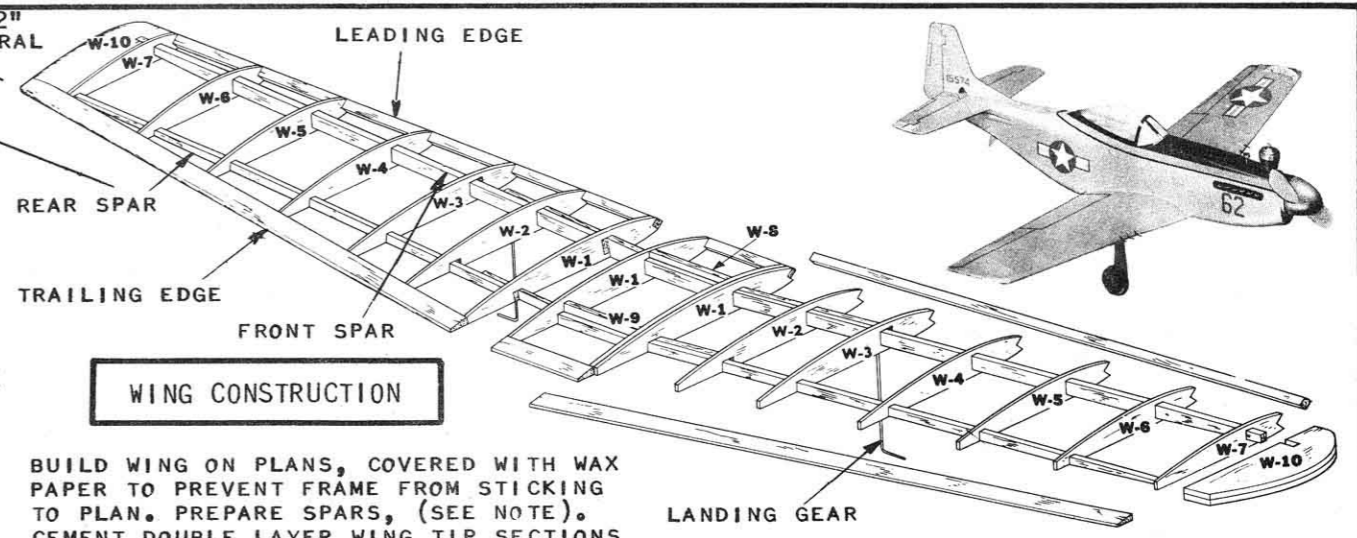
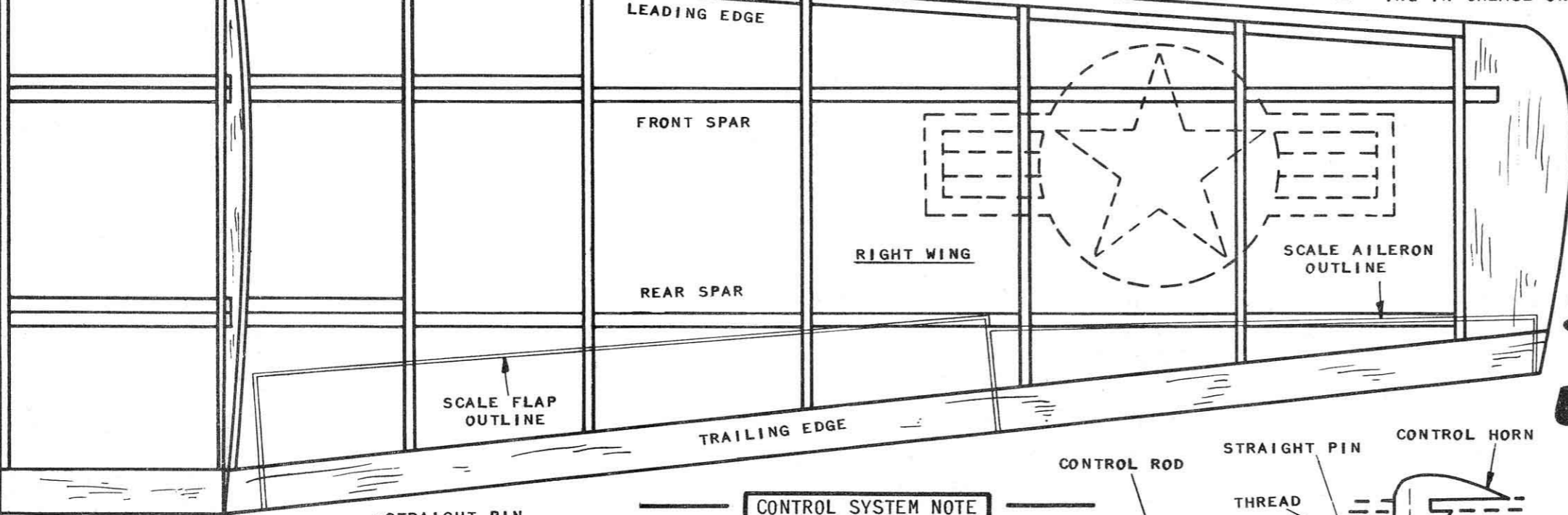
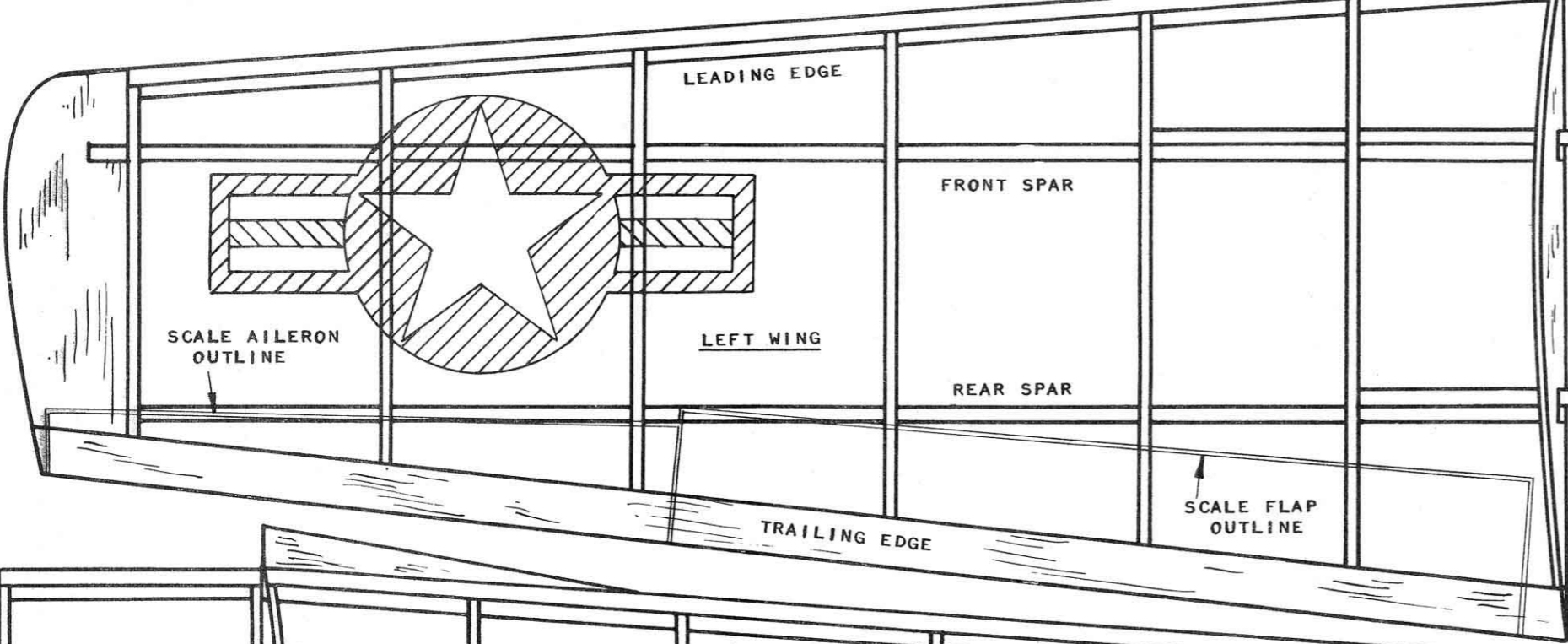


WING TIP 2 REQUIRED FRONT SPAR 3/32" x 1/4"
 WING TIP 2 REQUIRED REAR SPAR 3/32" x 5/32"

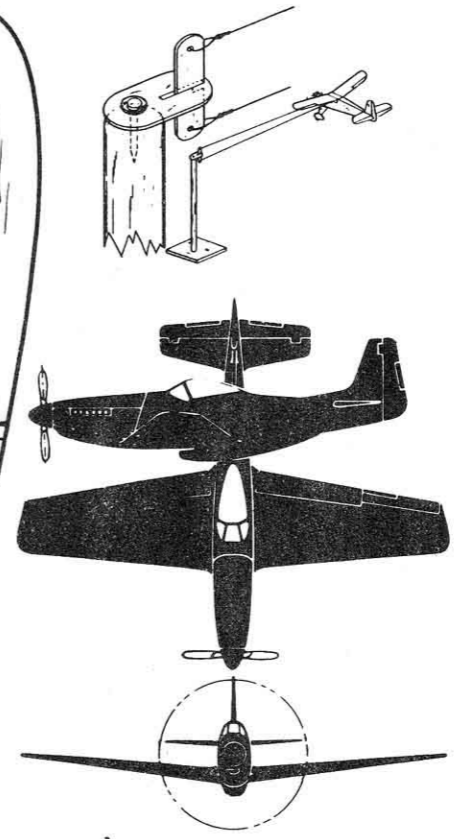
SPAR NOTE DRAWING OF SPARS ABOVE IS FULL SIZE. SELECT FROM 3/32 STRIP-SHEET AND CUT TO EXACT LENGTH AND SHAPE SHOWN.



BUILD WING ON PLANS, COVERED WITH WAX PAPER TO PREVENT FRAME FROM STICKING TO PLAN. PREPARE SPARS, (SEE NOTE). CEMENT DOUBLE LAYER WING TIP SECTIONS TOGETHER AS SHOWN. PIN DOWN TRAILING EDGE. POSITION RIBS ON SPARS WITHOUT CEMENT; (RIBS ARE CEMENTED TO SPARS AFTER FRAME IS COMPLETED) AND CEMENT TO TRAILING EDGE. END RIB W1 IS BENT OVER ON ANGLE MATCHING ANGLE ON END OF SPARS, OTHER RIBS ARE VERTICAL. CEMENT LEADING EDGE TO FRONT OF RIBS, ENDING FLUSH WITH W7. CEMENT WING TIP SECTIONS W10 IN PLACE. BUILD OPPOSITE WING PANEL IN SAME MANNER. ALLOW TO DRY THOROUGHLY, THEN REMOVE FROM PLANS AND SAND WING TIPS ROUND TO BLEND SMOOTHLY INTO LEADING AND TRAILING EDGE. BUILD CENTER SECTION IN SAME MANNER, RIBS VERTICAL. INSTALL LANDING GEAR IN CENTER SECTION BY PLACING IN CREASE ON W8. ADD A GENEROUS

COAT OF CEMENT, AND INSERT IN NOTCHES IN RIBS W1 AGAINST FRONT SPAR, SAND-WICHING LANDING GEAR BETWEEN THE TWO. CEMENT W9 IN RIB NOTCHES AGAINST REAR CENTER SECTION SPAR. WHEN DRY, ASSEMBLE WING BY SLIPPING OUTER WING PANELS ON PROTRUDING W8 AND W9. SPARS SHOULD BE FLUSH WITH TOP OF W8 AND W9 SO THAT MEASUREMENT UNDER EACH TIP IS 1-1/2" FOR PROPER DIHEDRAL ANGLE. ADD SECOND HEAVY COAT OF CEMENT AND ALLOW TO DRY THOROUGHLY. SAND ENTIRE FRAME SMOOTH THEN COVER EACH PANEL WITH TISSUE, MOISTENED WITH WATER. WHEN DRY TRIM TISSUE AND APPLY TWO COATS OF CLEAR DOPE, CHECKING STRUCTURE CONSTANTLY FOR WARPS. IF WARP OCCURS, APPLY CLEAR DOPE AND TWIST IN OPPOSITE DIRECTION, HOLDING UNTIL DRY.

AUTO-MAGIC PILOT FLYING



NEW METHOD OF CAPTIVE FLYING FOR SMALL AREAS. HAND CONTROLLING AS IN U-CONTROL NOW UNNECESSARY. PREVENTS CHASING AND POSSIBLE LOSS OF MODEL, OR COLLISION DAMAGE, AS EXPERIENCED IN FREE-FLYING. MODEL AUTOMATICALLY FLIES TO PRE-DETERMINED HEIGHT UNTIL GRACEFUL LANDING IS MADE. INSTALL CONTROLS IN MODEL AS DESCRIBED IN CONTROL SYSTEM NOTE. DRILL OUT SMALL HOLE (IN VERTICAL) AND LARGE HOLE (IN HORIZONTAL) PLYWOOD A/M UNITS AND SECURELY CEMENT TOGETHER. SECURE A POST (BROOMSTICK) APPROXIMATELY 4 FT. HIGH. DRIVE POST INTO GROUND OR NAIL BOARD TO BOTTOM AND WEIGHT SAME TO PREVENT POST FROM SHIFTING. FASTEN A/M PILOT UNIT TO TOP OF POST WITH NAIL. USE WASHERS ABOVE AND BELOW UNIT. BE CERTAIN HOLE IS LARGE ENOUGH SO THAT IT SWINGS FREELY AND EASILY. TIE 12 FT. TO 15 FT. NYLON (OR STRONG THREAD) LINES FROM A/M UNIT TO LINES COMING FROM MODEL. BE CERTAIN LINES ARE SAME LENGTH. WHEN LINES ARE TAUT, AND MODEL IS HELD AT SAME LEVEL AS A/M UNIT, ELEVATOR IS NEUTRAL. WHEN MODEL IS LOWERED ELEVATOR GOES UP; WHEN RAISED, ELEVATOR GOES DOWN. RUDDER "R" MUST BE ANGLED 3/8" TOWARDS OUTSIDE OF CIRCLE. TO FLY MODEL, START ENGINE, PULL MODEL AWAY FROM POST UNTIL LINES ARE TAUT, THEN RELEASE FOR TAKE-OFF.

BELL CRANK
 CONTROL SYSTEM SHOWN FULL SIZE. CUT 1/8 SQ. BALSA CONTROL-ROD TO LENGTH. DRILL SMALL HOLES THROUGH PUNCH MARKS IN PLYWOOD BELL-CRANK. DRILL CENTER HOLE FOR 2-56 MACHINE SCREW (NOT PROVIDED IN KIT), WHICH ALLOWS BELL-CRANK TO PIVOT FREELY. BEND TWO STRAIGHT PINS TO SHAPE SHOWN. INSERT THROUGH HOLE IN BELL-CRANK OPPOSITE MACHINE SCREW. PUSH SPUR INTO 1/8 SQ. CONTROL-ROD. WRAP WITH

THREAD AND CEMENT SECURELY. THERE MUST BE CLEARANCE BETWEEN ROD AND BELL-CRANK TO ALLOW FREE MOVEMENT. PLACE ROD IN FUSELAGE INSERTING THROUGH HOLES IN BULKHEADS. DRILL HOLE THROUGH PUNCH MARK IN CP AND CP1 FOR MACHINE SCREW. PLACE WASHER BETWEEN BELL CRANK AND CP. SLIP WASHER AND TWO NUTS ON MACHINE SCREW. RUN-UP NUTS CLOSE TO CP1 (SO THAT BELL CRANK STILL PIVOTS FREELY) AND TIGHTEN TOWARDS EACH OTHER. A COAT OF CEMENT OR DROP OF SOLDER WILL

PREVENT NUTS FROM LOOSENING. ATTACH REAR OF ROD TO CONTROL HORN BY INSERTING BENT PIN THROUGH HORN AND CEMENTING TO REAR OF ROD IN SAME MANNER AS FRONT. CONTROLS SHOULD BE NEUTRAL SO THAT WHEN ASSEMBLY IS COMPLETE STRAIGHT SIDE OF BELL CRANK SHOULD BE PARALLEL WITH FUSELAGE SIDE (TOP VIEW) AND ELEVATOR IS FLAT (SIDE VIEW). MOVEMENT OF BELL CRANK SHOULD MOVE ELEVATOR UP AND DOWN FREELY AND EASILY. ANY STICKING TENDENCIES MUST BE REMOVED. TIE A LENGTH

OF NYLON (OR STRONG THREAD) LINES TO HOLES ON BOTH SIDES OF BELL CRANK. CUT OUT SMALL HOLES IN SIDE OF CABIN SHOWN ON FULL SIZE SIDE VIEW. LINES COME THROUGH FUSELAGE SIDE AND NOTCHES IN (WG) WING GUIDE. TIE SECURE LOOPS IN END OF LINES 3" PAST WING TIP. BOTH LINES SHOULD BE THE SAME LENGTH.

CONTROL SYSTEM NOTE