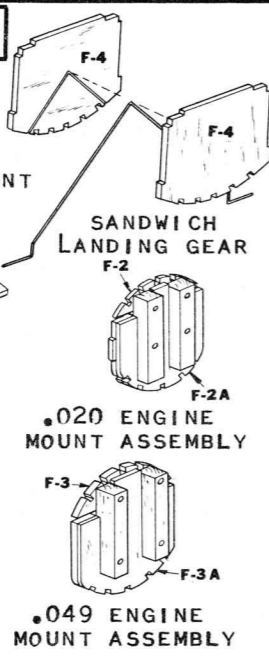


STEP #1

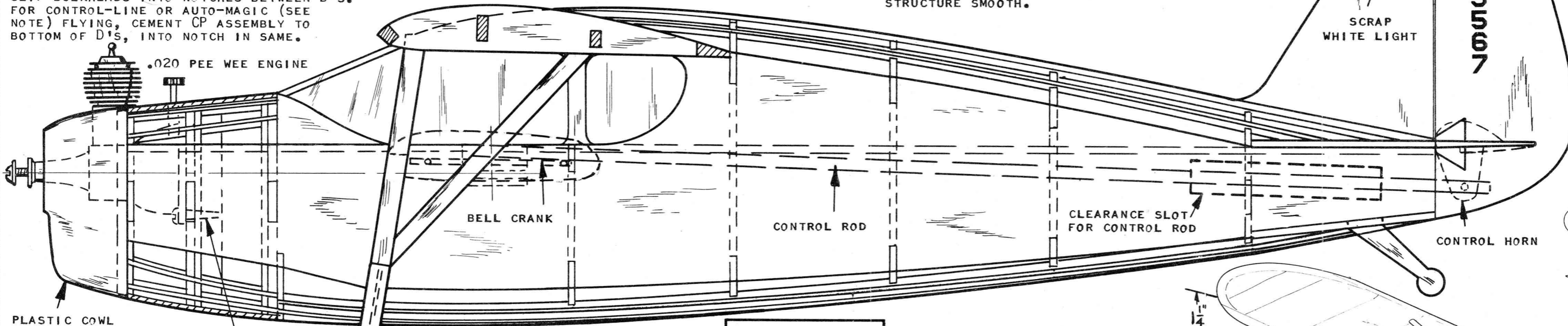
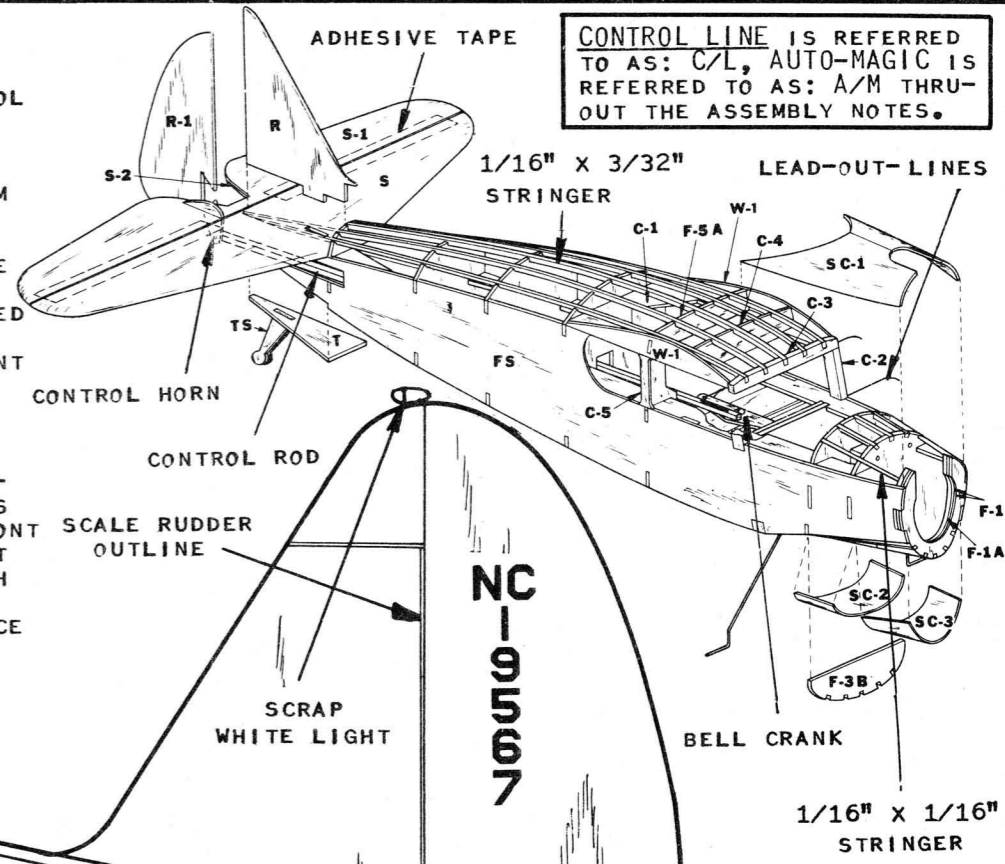
CEMENT REAR OF D'S TOGETHER. CEMENT LANDING GEAR INTO CREASES BETWEEN F4'S (SEE SKETCH). FOR .020 ENGINES (RECOMMENDED FOR FREE-FLIGHT) ASSEMBLE MOTOR-MOUNT BULKHEAD AS SHOWN IN .020 SKETCH; F2A AND MOTOR MOUNTS ON REAR OF F2. FOR .049 INSTALLATION (SEE SKETCH) CEMENT F3A AND MOTOR MOUNTS TO FRONT OF F3. DRILL SMALL HOLES AT PUNCH MARKS (THROUGH MOTOR MOUNTS) TO RECEIVE TINY WOOD SCREWS FOR ENGINE INSTALLATION. SLIP BULKHEADS INTO NOTCHES BETWEEN D'S. FOR CONTROL-LINE OR AUTO-MAGIC (SEE NOTE) FLYING, CEMENT CP ASSEMBLY TO BOTTOM OF D'S, INTO NOTCH IN SAME.



STEP #2

CEMENT SIDES FS TO BOTH SIDES OF FUSELAGE. TO BEND EASILY AT NOSE, MOISTEN SHEET WITH WATER. HOLD IN PLACE WITH PINS UNTIL DRY. GLUE F1'S AND F1A TOGETHER. CEMENT TO FRONT OF FUSELAGE AGAINST D'S. CEMENT LANDING GEAR BULKHEAD IN PLACE. CEMENT F3B IN PLACE. ASSEMBLE CABIN BY CEMENTING C1 INTO NOTCH IN F6, RESTING ON F5. ADD C2'S. CEMENT C3 AND C4 INTO NOTCHES ACROSS C1. CEMENT C5'S IN PLACE. CEMENT RIBS W1 TO BOTH SIDES OF F5A (ON ANGLE) AND CEMENT UNIT IN PLACE ON TOP OF C1; W1'S BETWEEN F6 AND C3. ALLOW TO DRY THOROUGHLY. CEMENT TS'S TOGETHER AND INTO NOTCH IN T. CEMENT UNIT IN PLACE. ON FREE-FLIGHT MODELS, PERMANENTLY CEMENT S1 TO S AND R1 TO R. SAND SMOOTH, ROUNDING OUTER EDGES; AND CEMENT IN PLACE. FOR C/L OR A/M FLYING, CEMENT S2 TO BOTTOM OF S1. DRILL SMALL HOLE THROUGH PUNCH MARKS IN PLYWOOD BELL CRANK AND CONTROL HORN. CEMENT HORN INTO NOTCH IN S1. ASSEMBLE S1 TO S WITH ADHESIVE TAPE, LEAVING 1/16" SPACE BE-

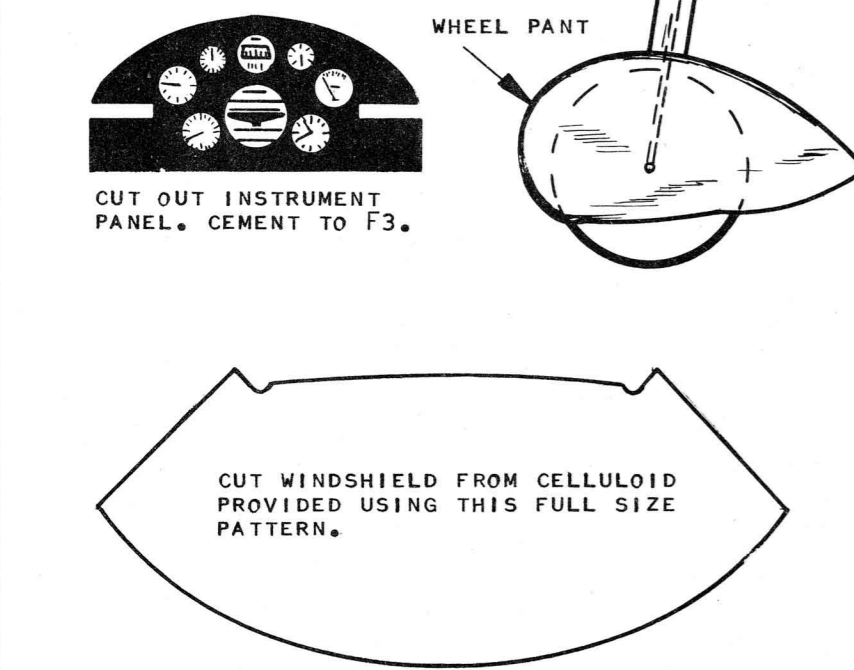
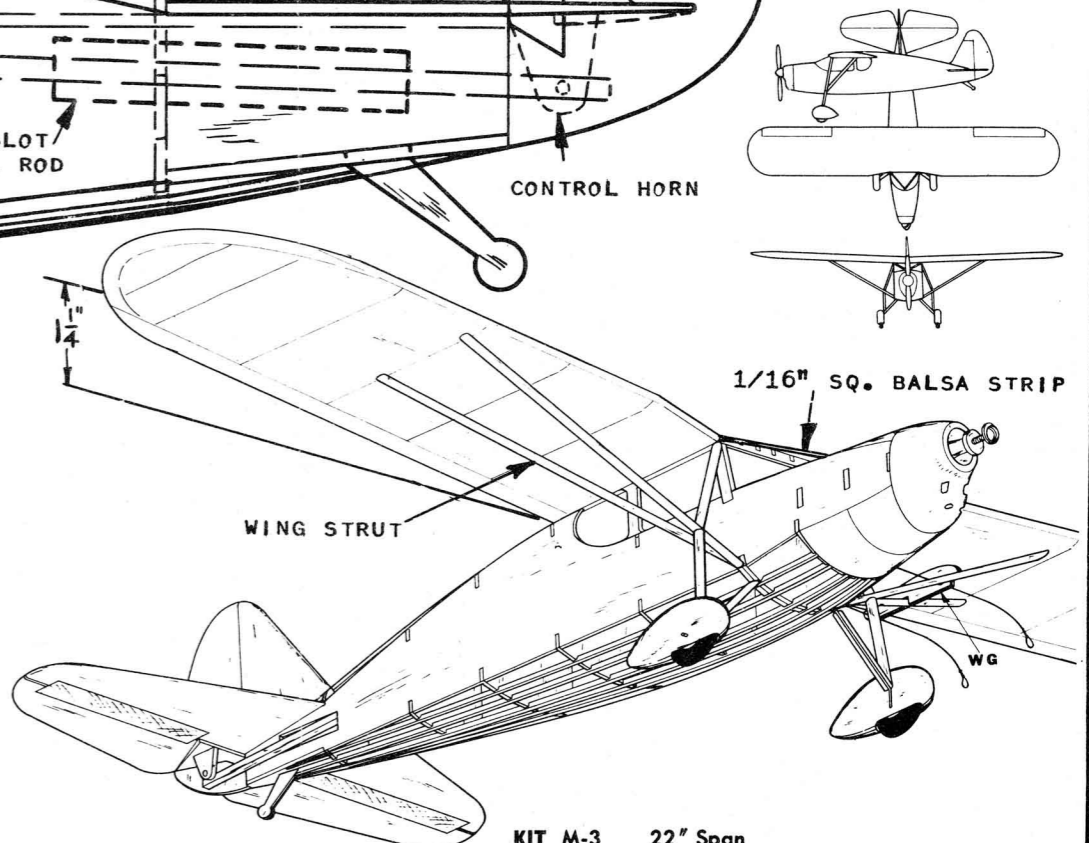
TWEEN UNITS. CEMENT TO FUSELAGE. CUT OUT SLOT IN RIGHT REAR SIDE FOR CONTROL ROD. MAKE AND INSTALL CONTROL SYSTEM (SEE NOTE). CEMENT R1 AT ANGLE TO R, 3/8" TOWARD RIGHT. CEMENT INTO NOTCH IN S. SELECT 1/16" X 3/32" STRIPS FROM STRIP-SHEET AND CEMENT INTO NOTCHES FROM C3 TO REAR OF FUSELAGE (ON TOP). SIDE STRINGERS EXTEND PAST F9A AND ARE TRIMMED OFF AT ANGLE TO FIT AGAINST BOTTOM OF RUDDER AS INDICATED BY DOTTED LINES AND SHOWN ON SIDE VIEW. MOISTEN WITH WATER TO HELP BENDING. SHARP FRONT BEND MAY BE OBTAINED BY PLACING NICKS IN STRINGER 1/16" APART. ADD 1/16" X 3/32" STRINGERS TO BOTTOM OF FUSELAGE FROM F3B, EXTENDING PAST F9 INTO TS, AS SHOWN ON SIDE VIEW AND FINAL ASSEMBLY SKETCH. CEMENT 1/16" SQUARE STRIPS INTO REMAINING BULKHEAD NOTCHES IN FRONT OF FUSELAGE, AS SHOWN. COVER TOP-FRONT OF FUSELAGE WITH SC1'S, MOISTENED WITH WATER TO BEND EASILY. BOTTOM-FRONT IS COVERED WITH SC2 AND SC3. HOLD IN PLACE WITH PINS. WHEN DRY, SAND ENTIRE STRUCTURE SMOOTH.



FINAL ASSEMBLY

COVER FUSELAGE WITH TISSUE APPLIED WET. CEMENT WING PANELS TO W1'S, FLUSH WITH SAME; RAISING WING TIPS 1-1/4" FOR PROPER DIHEDRAL ANGLE. SEE SKETCH. CHECK MEASUREMENT, THEN ALLOW PANELS TO DRY THOROUGHLY. GIVE ENTIRE MODEL TWO COATS OF CLEAR DOPE. CHECK WING FOR WARPS WHILE DOPE IS DRYING. IF WARP OCCURS, TWIST AND HOLD IN OPPOSITE DIRECTION. USING TINY WOOD SCREWS, SECURE ENGINE TO MOTOR MOUNT. CUT MOLDED WHEEL-PANT HALVES FROM PLASTIC SHEET. TRIM OUT BOTTOM FOR WHEEL CLEARANCE. CEMENT GROOVED AND PLAIN HALF TOGETHER TO FORM UNIT. PLASTIC MAY BE TRIMMED SMOOTH WITH SAND PAPER. WITH PIN, PUNCH THROUGH LOCATING HOLES IN WHEEL-PANT. SLIP ON AXLE WITH WHEEL, CEMENTING LANDING GEAR IN GROOVE. ALSO CEMENT END OF AXLE. WHEELS MUST ROLL FREELY. CUT OUT MOLDED COWL FROM PLASTIC SHEET, AND TRIM OUT ALL HOLES. CUT TOP AWAY TO FIT AROUND ENGINE (1/16" CLEARANCE) AND CEMENT IN PLACE. MAKE WING STRUTS (SEE NOTE). CEMENT IN PLACE AFTER PAINTING. CEMENT LENGTH OF STRUT MATERIAL OVER LANDING GEAR BETWEEN WHEEL-PANT AND FUSELAGE. COLOR SCHEME

IS OPTIONAL. ORIGINAL MODEL HAD RED FUSELAGE AND RUDDER, LIGHT BLUE WINGS AND STABILIZER, TRIMMED WITH YELLOW. CEMENT WING STRUTS TO MODEL. CEMENT LENGTH OF STRUT MATERIAL FROM WHEEL-PANT TO FRONT WING STRUT, AND FROM WING STRUT TO FRONT OF CABIN UNDER WING AS SHOWN. IF MODEL IS C/L OR A/M FLIER, CEMENT WG'S TOGETHER AND DRILL SMALL HOLES AT PUNCH MARKS. CEMENT UNIT TO WING STRUTS ON LEFT SIDE, HOLES LEVEL WITH BELL CRANK. DRAW LEAD-OUT-LINES THROUGH WG TIEING LOOPS FOR FLYING LINES. CHECK THAT CONTROLS OPERATE FREELY. CEMENT CELLULOID TO BOTH SIDES OF CABIN. ROUND OFF 1/16" SQUARE BALSA AND CEMENT VEE FROM EACH CORNER OF C3 TO CENTER OF F3. USING PATTERN, CUT OUT WINDSHIELD AND CEMENT IN PLACE. SOAK DECALS IN WATER AND SLIDE INTO POSITION ON MODEL. ADD SCALE AILERON, ELEVATOR AND RUDDER MARKINGS WITH INDIA INK OR BLACK SCOTCH TAPE CUT 1/32" WIDE. FREE-FLIGHT MODELS SHOULD BALANCE LEVEL (VIEWED FROM SIDE) WHEN BALANCED ON FINGER TIPS 1-1/4" BEHIND FRONT OF WING. IF NECESSARY, ADD WEIGHT TO FRONT OR REAR OF FUSELAGE, FOR PROPER BALANCE. GOOD LUCK!!! GOOD FLYING!!!



FAIRCHILD 24 K

Sterling models
Phila. Pa., U.S.A.

2 REQUIRED	FRONT SPAR	3/32" X 5/32" (SELECT FROM STRIP-SHEET)	WING TIP
2 REQUIRED	REAR SPAR	3/32" X 1/4" (SELECT FROM STRIP-SHEET)	WING TIP

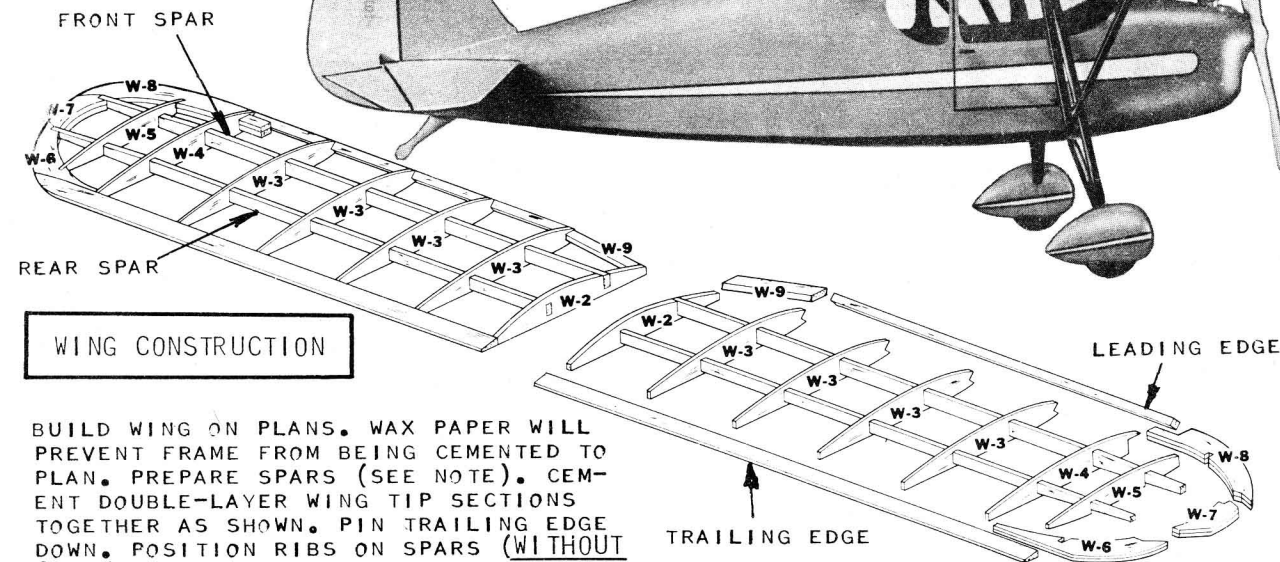
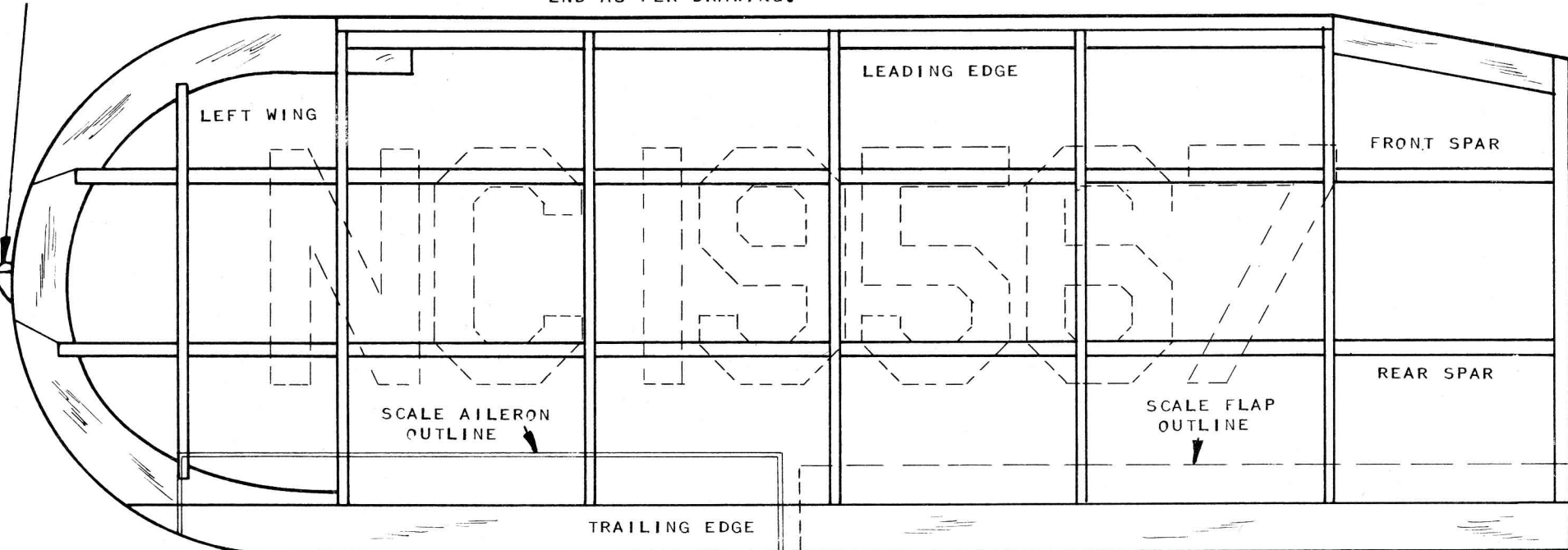
WING STRUT NOTE

MAKE FROM 3/32" X 5/32" Balsa selected from strip-sheet. Sand to oval shape shown. Build directly on plan. Chamfer ends to fit fuselage and wing. Shaped strips are also used to complete landing gear struts. See final assembly.

SPAR NOTE

DRAWING OF SPARS IS FULL SIZE. CUT TO EXACT LENGTH AND TAPER WING-TIP END AS PER DRAWING.

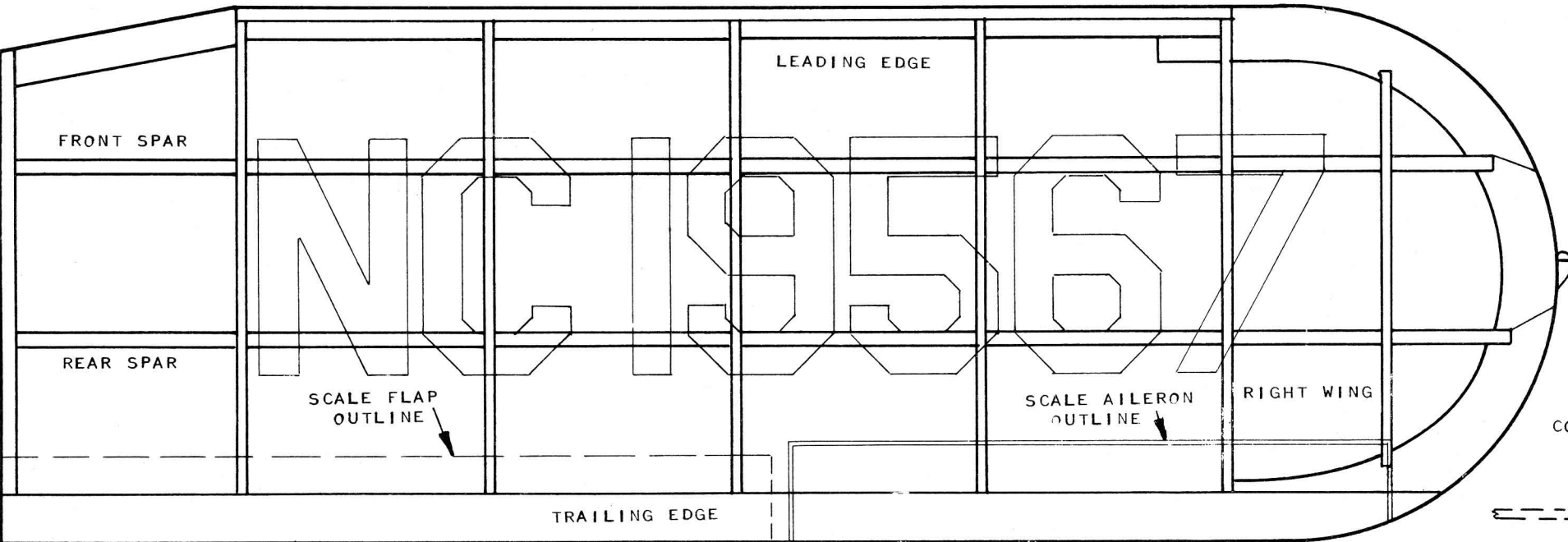
SCRAP GREEN LIGHT



WING CONSTRUCTION

BUILD WING ON PLANS. WAX PAPER WILL PREVENT FRAME FROM BEING CEMENTED TO PLAN. PREPARE SPARS (SEE NOTE). CEMENT DOUBLE-LAYER WING TIP SECTIONS TOGETHER AS SHOWN. PIN TRAILING EDGE DOWN. POSITION RIBS ON SPARS (WITHOUT CEMENT! RIBS ARE CEMENTED TO SPARS AFTER LEADING AND TRAILING EDGES ARE INSTALLED) AND CEMENT TO TRAILING EDGE. RIBS SHOULD BE VERTICAL. CEMENT LEADING EDGE TO FRONT OF RIBS FROM W3 TO W4. W9 IS CEMENTED BETWEEN W2 AND W3. APPLY SECOND HEAVY COAT TO W9 INSTALLATION. CEMENT WING TIP SECTIONS TOGETHER AND INTO POSITION, RAISING SO THAT IT IS FLUSH WITH SPARS. BUILD OPPOSITE WING PANEL IN SAME MANNER. ALLOW FRAMEWORK TO

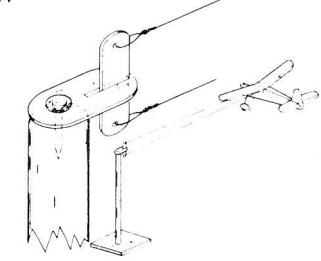
THOROUGHLY DRY ON FLAT SURFACE TO PREVENT WARPS. SAND WING TIPS ROUND TO BLEND SMOOTHLY INTO LEADING AND TRAILING EDGE. ROUND OFF FRONT OF W9 AND BLEND SMOOTHLY INTO LEADING EDGE. COVER EACH PANEL WITH TISSUE PROVIDED, APPLIED WET. WINGS ARE PAINTED WITH CLEAR DOPE AFTER THEY HAVE BEEN CEMENTED TO FUSELAGE AS DESCRIBED IN FINAL ASSEMBLY NOTE ON OPPOSITE SIDE OF PLAN.



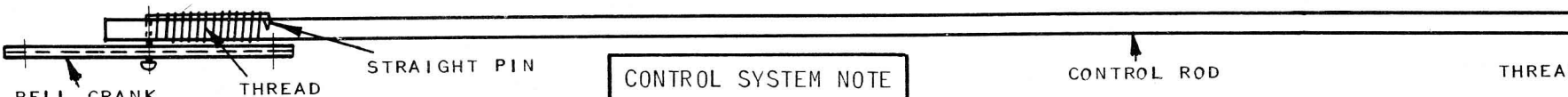
SCRAP RED LIGHT

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 TIGHT, THEN RELEASE FOR TAKE-OFF.



CONTROL SYSTEM NOTE



DRAWING SHOWS CONTROL SYSTEM FULL SIZE. CUT 1/8" SQ. Balsa CONTROL-ROD TO LENGTH. INSERT STRAIGHT PIN THROUGH SMALL CENTER HOLE (NEAR POINT) IN BELL CRANK AND THROUGH ROD AS SHOWN. USING NEEDLE-NOSE PLIERS, BEND PIN OVER (INCLUDING SPUR POINT). CEMENT AND WRAP WITH THREAD. THERE SHOULD BE CLEARANCE BETWEEN ROD AND BELL CRANK TO ALLOW FREE MOVEMENT. PUSH PIN THROUGH REAR OF ROD LOCATING PIN

HOLE FOR HORN THEN REMOVE. PLACE CONTROL ROD IN FUSELAGE INSERTING THROUGH HOLES IN BULKHEADS. SECURE BELL CRANK TO CP ASSEMBLY WITH SMALL MACHINE SCREW. PLACE WASHER BETWEEN BELL CRANK AND CP. SLIP WASHER AND TWO NUTS ON PROTRUDING MACHINE SCREW. RUN NUTS CLOSE TO CP (SO THAT BELL CRANK MOVES EASILY) AND TIGHTEN TOWARDS EACH OTHER. A COAT OF CEMENT OR DROP OF SOLDER WILL PREVENT NUTS FROM LOOSENING. INSERT PIN THROUGH

CONTROL HORN AND HOLE MADE IN ROD. BEND OVER, AND SECURE IN SAME MANNER AS FRONT PIN. 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 HOLE ON BOTH SIDES OF BELL CRANK. KNOTS WILL BE TIED AFTER WING GUIDE (WG) IS INSTALLED IN FINAL ASSEMBLY.