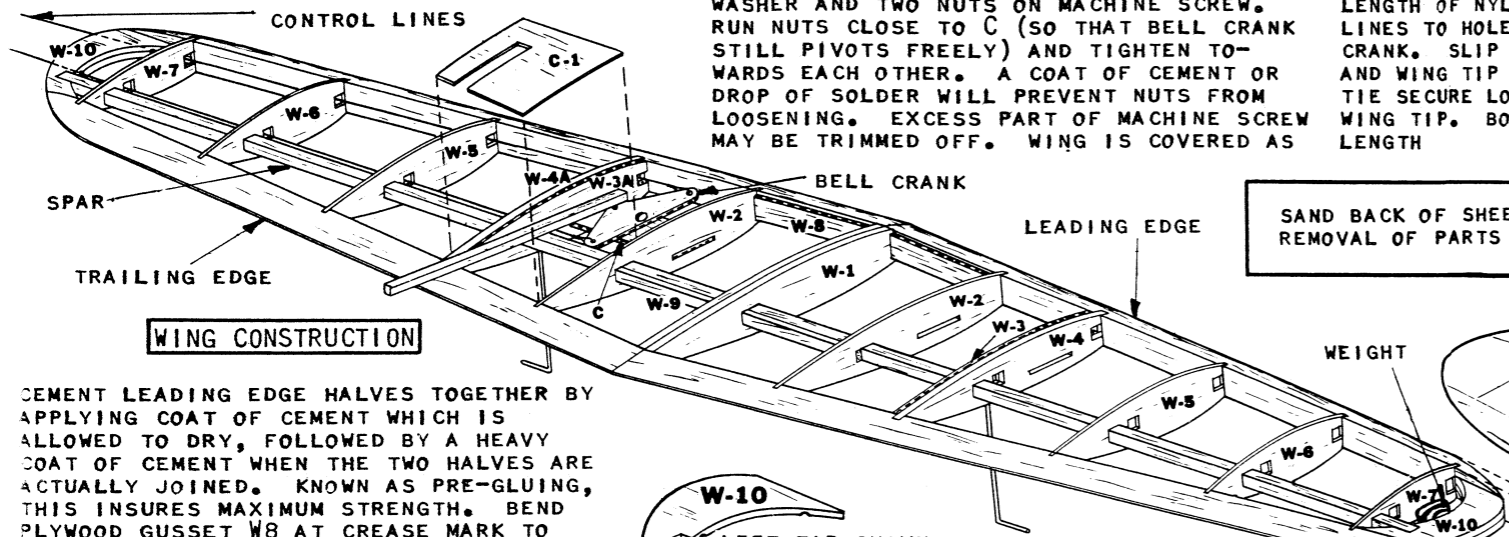


LANDING GEAR ASSEMBLY

DRAWING SHOWS LEFT LANDING GEAR ASSEMBLY. PUSH SPUR ON TOP OF LANDING GEAR THROUGH PUNCH MARK IN W3A. CEMENT TOGETHER SANDWICHING LANDING GEAR INTO CREASES FOR SAME. REPEAT FOR RIGHT LANDING GEAR. INSTALL AS DESCRIBED IN WING CONSTRUCTION.

LEFT LANDING GEAR ASSEMBLY SHOWN



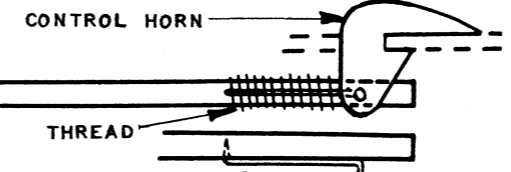
WING CONSTRUCTION

CEMENT LEADING EDGE HALVES TOGETHER BY APPLYING COAT OF CEMENT WHICH IS ALLOWED TO DRY, FOLLOWED BY A HEAVY COAT OF CEMENT WHEN THE TWO HALVES ARE ACTUALLY JOINED. KNOWN AS PRE-GLUING, THIS INSURES MAXIMUM STRENGTH. BEND PLYWOOD GUSSET W8 AT CREASE MARK TO ANGLE OF LEADING EDGE AND CEMENT ACROSS CENTER AS SHOWN IN SKETCH. DO LIKEWISE WITH 3/16" SQUARE SPAR CUT TO 11-3/8", CEMENTING GUSSET W9 ACROSS CENTER. REPEAT OPERATION FOR TRAILING EDGE. SANDWICH LEFT LANDING GEAR BETWEEN RIBS W3A & W4A USING CEMENT GENEROUSLY, SEE SKETCH. REPEAT FOR RIGHT HAND LANDING GEAR USING W3 & W4. WHEN ALL PARTS ARE DRY, SLIP WING RIBS ON 3/16" SQUARE SPAR IN NUMERICAL ORDER SHOWN. DO NOT CEMENT TO SPAR. SECURELY CEMENT C INTO NOTCHES BETWEEN W2 AND W3A AND TRAILING EDGE. CEMENT RIBS INTO NOTCHES IN LEADING AND TRAILING EDGE. CEMENT MAY NOW BE APPLIED TO JOINTS BETWEEN RIBS AND SPARS. CEMENT WING TIPS W10'S (TWO LAYERS) TOGETHER AND CEMENT TO TIPS BETWEEN LEADING AND TRAILING EDGES AS SHOWN. NOTE THAT LEFT W10 HAS NOTCHES FOR LINES. SEE SKETCH FOR DETAILS. SECURELY CEMENT ABOUT 1/2 OUNCE OF WEIGHT (COILED SOLDER OR SMALL EMPTY CEMENT TUBE) BETWEEN W7 AND W10 ON RIGHT WING TIP. INSTALL CONTROLS IN WING (SEE CONTROL INSTALLATION NOTE). COVER TOP OF WING SECTION BETWEEN W2 AND W3A WITH SECTION C1. CONTROL ROD PROTRUDES THROUGH SLOT. TRIM LEADING AND TRAILING EDGES AND ROUND OUTER EDGES OF SAME AT W10'S SO THAT THEY BLEND SMOOTHLY INTO ONE ANOTHER. SAND ENTIRE WING SMOOTH, THEN COVER WITH TISSUE, APPLIED WET. APPLY TWO COATS OF CLEAR DOPE, CHECKING STRUCTURE CONSTANTLY AGAINST WARPS. IF WARP OCCURS APPLY CLEAR DOPE AND TWIST IN OPPOSITE DIRECTION, HOLDING UNTIL DRY.

CUT 1/8 SQUARE 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 SQUARE CONTROL ROD. WRAP WITH THREAD, AND CEMENT SECURELY. THERE MUST BE CLEARANCE BETWEEN ROD AND BELL CRANK TO ALLOW FREE MOVEMENT. DRILL HOLE FOR MACHINE SCREW THRU PUNCH MARK IN C. PLACE WASHER BETWEEN BELL CRANK AND C. SLIP WASHER AND TWO NUTS ON MACHINE SCREW. RUN NUTS CLOSE TO C (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. EXCESS PART OF MACHINE SCREW MAY BE TRIMMED OFF. WING IS COVERED AS

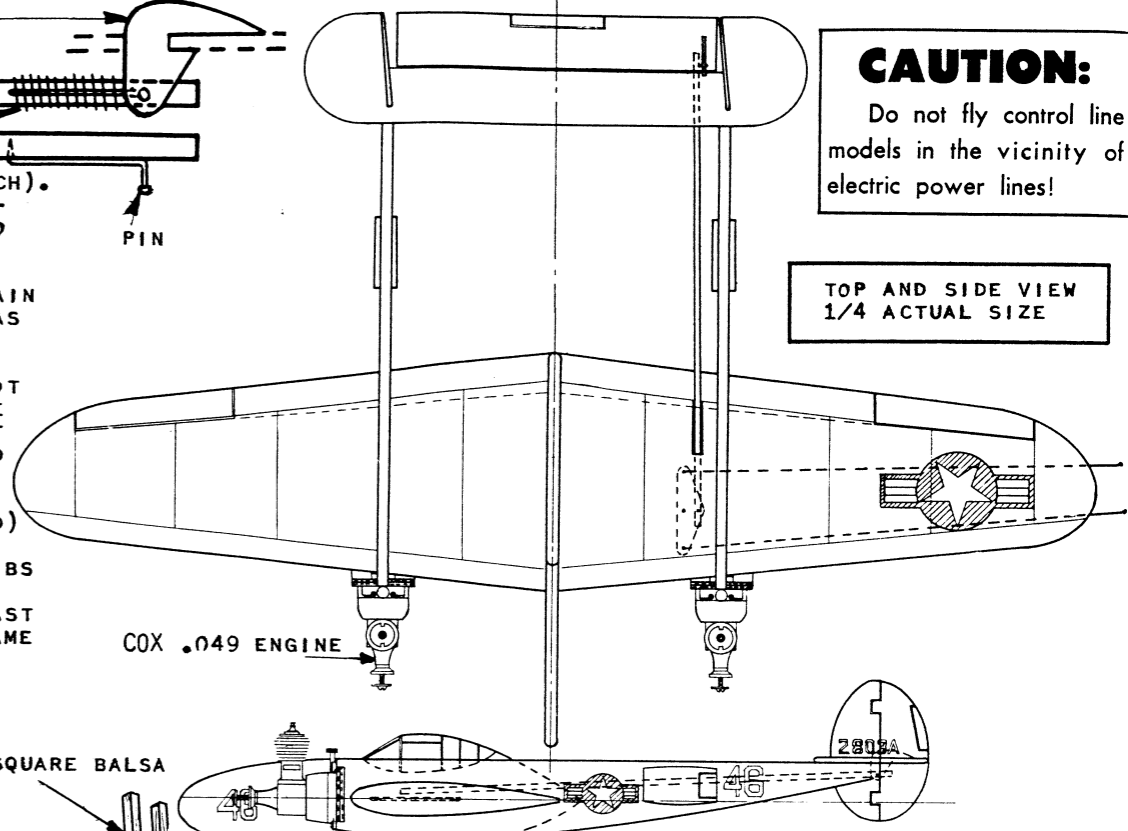
CONTROL SYSTEM NOTE

DESCRIBED IN WING NOTE (SEE WING SKETCH). AFTER FUSELAGE AND BOOMS HAVE BEEN INSTALLED ON WING, ATTACH REAR OF ROD TO CONTROL HORN BY INSERTING BENT PIN THROUGH HORN AND CEMENTING TO REAR OF ROD IN SAME MANNER AS FRONT. BE CERTAIN THAT ELEVATOR IS IN NEUTRAL POSITION AS SHOWN IN SIDE VIEW DRAWING WHEN BELL CRANK IS IN NEUTRAL POSITION AS SHOWN IN TOP VIEW DRAWING. CONTROLS WILL NOT BE NEUTRAL UNLESS PINS ARE IN ACCURATE LOCATIONS ON CONTROL ROD. MOVEMENT OF BELL CRANK SHOULD MOVE ELEVATOR UP AND DOWN FREELY AND EASILY. ANY STICKING TENDENCIES MUST BE REMOVED. TIE A LENGTH OF NYLON CORD (OR STRONG THREAD) LINES TO HOLES ON BOTH SIDES OF BELL CRANK. SLIP LINES THROUGH HOLES IN RIBS AND WING TIP AS SHOWN IN WING SKETCH. TIE SECURE LOOPS IN END OF LINES 3" PAST WING TIP. BOTH LINES SHOULD BE THE SAME LENGTH



CAUTION:
Do not fly control line models in the vicinity of electric power lines!

TOP AND SIDE VIEW
1/4 ACTUAL SIZE



SAND BACK OF SHEET FOR EASY REMOVAL OF PARTS THAT STICK



WING TIP ASSEMBLY

CEMENT W10'S (2) TOGETHER TO FORM WING TIPS. NOTCHES ARE MADE IN W10'S ON LEFT TIP ONLY TO ALLOW PASSAGE OF CONTROL LINES. REINFORCE OUTER EDGE WITH TUBING, EYELETS OR WASHERS TO PREVENT WEAR.

GENERAL ASSEMBLY PROCEEDURE

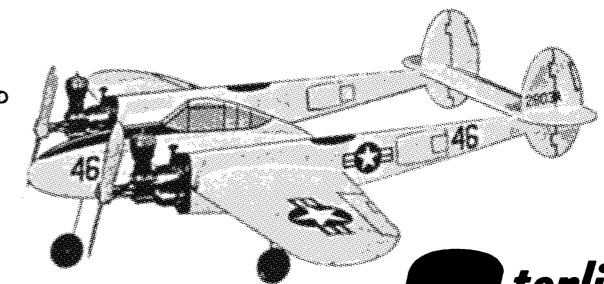
CEMENT THE FOLLOWING PARTS TOGETHER AND ALLOW TO DRY: TWO F'S (WITH LANDING GEAR SANDWICHED INTO CREASES BETWEEN THEM AS SHOWN), TWO FA'S, TWO F1'S (TWO LAYERS EACH). TAPER REAR OF BOOMS TO RUDDER THICKNESS OF 3/32". ROUND OFF TOP AND BOTTOM CURVED EDGES OF F2'S AND CEMENT TO EITHER SIDE OF BOTH BOOMS. FRONT IS LOCATED 1-7/8" FROM REAR OF NOTCH FOR WING. ROUND OFF OUTER EDGES AND SAND SMOOTH CENTER FUSELAGE F AND CEMENT TO WING OVER CENTER RIBS W1. ADD BOTTOM REAR SECTION FA. INSERT WING THRU BOOMS UNTIL STOPPED BY LANDING GEAR. MARK LOCATION AND NOTCH OUT BOOM SO THAT LANDING GEAR IS FLUSH WITH SURFACE. BOOMS ARE NOW PERMANENTLY INSTALLED ON WING USING CEMENT GENEROUSLY. NOTE THAT OUTER EDGES OF BOOMS ARE FLUSH WITH OUTER EDGES OF RIBS W4 AND W4A. SAND OFF AND ROUND OUTER EDGES OF S (STABILIZER) AND CEMENT IN PLACE. BE CERTAIN ANGLE OF CUT OUT IS AS SHOWN ON TOP VIEW. REAR OUTER EDGE

OF BOOMS ARE FLUSH WITH STABILIZER CUT OUT AS SHOWN IN DRAWING. HOLD IN PLACE WITH PINS UNTIL DRY. SECURELY CEMENT F1'S TO FRONT OF BOOMS. CUT LENGTH OF 1/8 SQUARE AND CEMENT INTO CORNERS FORMED ON EITHER SIDE OF BOOMS AND F1. CEMENT GUSSETS A AND B BETWEEN REAR OF F1 AND LEADING EDGE AS SHOWN. USE TWO COATS OF CEMENT GENEROUSLY ON THIS STEP TO INSURE PERMANENT STRENGTH. ROUND OFF OUTER EDGES OF R AND CEMENT IN PLACE ON EITHER SIDE OF STABILIZER AGAINST REAR OF BOOMS. BE CERTAIN RUDDERS ARE VERTICAL. ROUND OFF FRONT AND REAR OF S1 AND CEMENT S1 TO S WITH STRIP OF ADHESIVE TAPE AS SHOWN, LEAVING 1/16" SPACE BETWEEN UNITS. CONNECT HORN WITH CONTROL ROD AS DESCRIBED IN CONTROL

SYSTEM NOTE. MAKE SURE SYSTEM WORKS FREELY AND EASILY. ALLOW ALL ASSEMBLY JOINTS TO DRY THOROUGHLY, THEN SAND ENTIRE MODEL SMOOTH. APPLY TWO COATS OF CLEAR DOPE. MODEL SHOULD BE PAINTED SILVER OR WHITE AND TRIMMED WITH BLACK AS SHOWN IN PHOTO. AILERON, RUDDER, ELEVATOR, CANOPY, ETC. MARKING CAN BE ACCOMPLISHED WITH PEN AND INDIA INK OR BLACK SCOTCH TAPE CUT INTO 1/32" STRIPS. SOAK DECALS IN WARM WATER AND APPLY TO MODEL AS SHOWN IN PHOTOGRAPHS AND PLANS. DRILL HOLES THRU PUNCH MARKS IN F1'S FOR .049 MOTORS AND BOLT MOTORS IN PLACE. SLIP WHEELS ON AXLE, SECURING SAME WITH DROP OF SOLDER. GOOD LUCK! GOOD FLYING!!!

A 24" STUNT CONTROL LINE MODEL FOR .049 ENGINES

LOCKHEED P-38 LIGHTNING



Sterling
MODELS
INC.
PHILA., PA. 19144, USA

