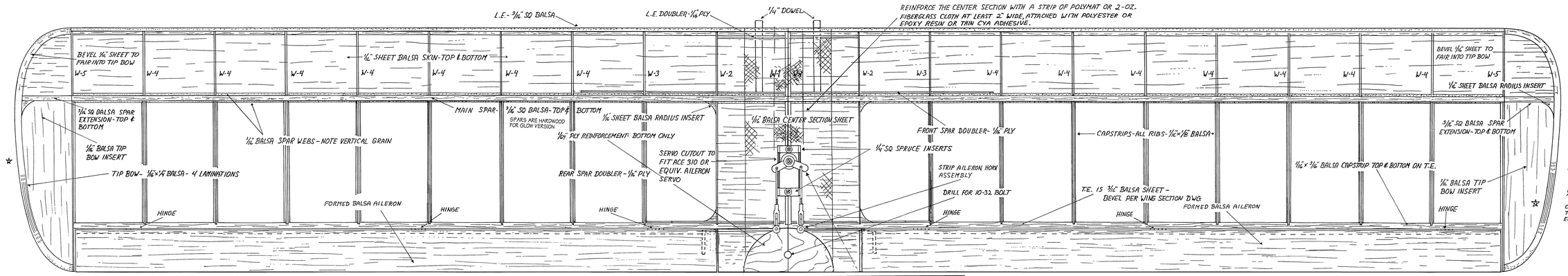
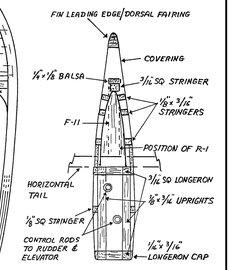
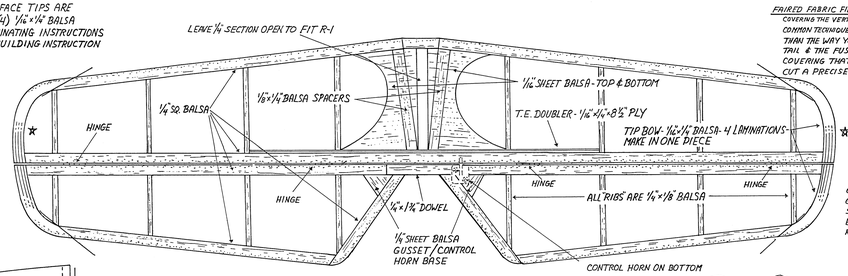


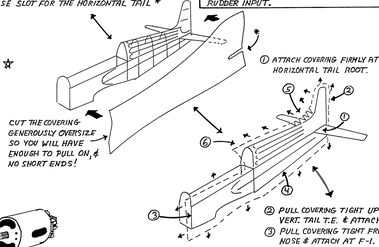


SECTION AT F-11/R-1

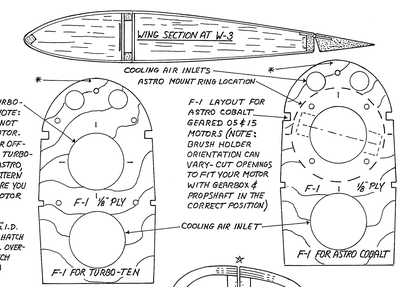
★: WING & TAIL SURFACE TIPS ARE LAMINATED FROM (4) 1/16"x1/4" BALSA STRIPS. SEE LAMINATING INSTRUCTIONS & PATTERNS IN BUILDING INSTRUCTION BOOK.

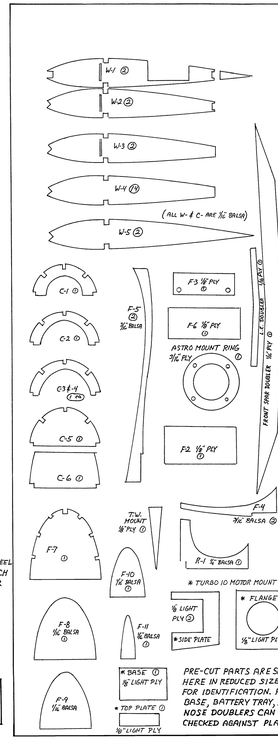


FAIRED FABRIC FILLET COVERING TECHNIQUE:
COVERING THE VERTICAL FIN & FUSELAGE AS A UNIT IS A COMMON TECHNIQUE ON FULL-SCALE AIRCRAFT & IS NO HARDER THAN THE WAY YOU HAVE BEEN USING. COVER THE HORIZONTAL TAIL & THE FUSELAGE BOTTOM, THEN CUT A PIECE OF COVERING THAT FITS THE ENTIRE SIDE INCLUDING THE FIN. CUT A PRECISE SLOT FOR THE HORIZONTAL TAIL.*

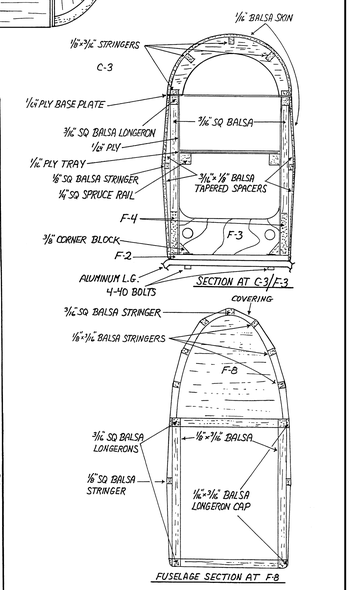


AILERON DIFFERENTIAL (RIGGING THE AILERONS TO MOVE MORE "UP" THAN "DOWN") REDUCES OR ELIMINATES THE NEED TO CO-ORDINATE RUDDER IN TURNS TO AVOID ADVERSE YAW (SLIPPING). AN OFFSET SERVO OUTPUT, WHICH CAN BE CUT FROM A STOCK FITTING, WILL PROVIDE DIFFERENTIAL MOVEMENT. A 2-TO-1 RATIO OF UP TO DOWN WORKS WELL. THE KITTEN WILL FLY OK WITH A "STOCK" SETUP, BUT DIFFERENTIAL GIVES CO-ORDINATED, SMOOTH TURNS WITHOUT RUDDER INPUT.

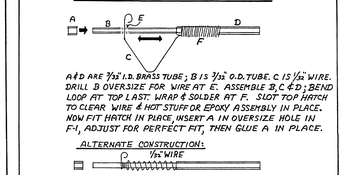




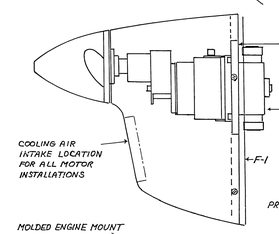
PRE-CUT PARTS ARE SHOWN HERE IN REDUCED SIZE FOR IDENTIFICATION. HATCH BASE, BATTERY TRAY, F-7 & NOSE DOUBLERS CAN BE CHECKED AGAINST PLAN.



TOP HATCH RELEASE DETAIL (NOT TO SCALE; TAKE DIMENSIONS FROM PLAN):



A & D ARE 7/32" I.D. BRASS TUBE; B IS 3/16" O.D. TUBE. C IS 1/16" WIRE. DRILL B OVERSIZE FOR WIRE AT E. ASSEMBLE B, C & D; BEND LOOP AT TOP LAST. WRAP & SOLDER AT F. SLOT TOP HATCH TO CLEAR WIRE & HOT STUFF OR EPOXY ASSEMBLY IN PLACE. NOW FIT HATCH IN PLACE, INSERT A IN OVERSIZE HOLE IN F-1, ADJUST FOR PERFECT FIT, THEN GLUE A IN PLACE.

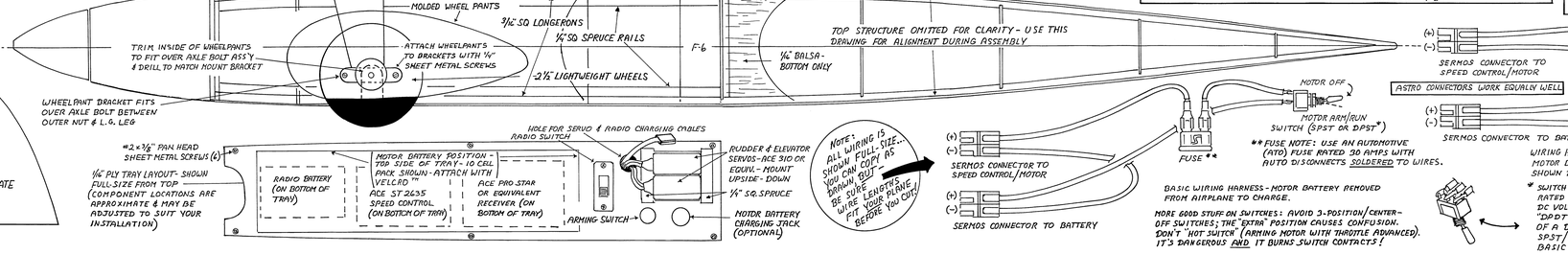


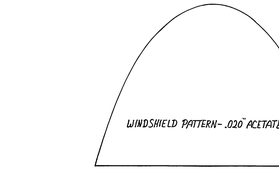
ELECTRIC POWER SYSTEM OPTIONS

MOTORS: WE HAVE FLOWN TIGERKITTENS USING ASTRO COBALT & MODEL ELECTRONICS TURBO-TEN MOTORS. THE BEST COMBINATIONS ARE LISTED BELOW:
M.E.C. TURBO-TEN PLUS- 6-1 GEARBOX- 10 CELLS- MASTER AIRSCREW ELECTRIC 12-10 PROP (THIS COMBO IS LIGHTER/TAMER WITH 9 CELLS & M.A. ELECTRIC 12-8 PROP)
ASTRO COBALT GEARED 15:1-IR CELLS- MASTER AIRSCREW ELECTRIC 11-9 PROP
ASTRO COBALT GEARED 05- 9 CELLS- MASTER AIRSCREW ELECTRIC 11-9 PROP (THIS COMBO IS LIGHTER THAN THE 15, & ALMOST AS FAST)
THE KITTEN IS DESIGNED FOR GEARED MOTORS DEVELOPING AT LEAST 250 WATTS INPUT POWER PER: (VOLTS * FULL THROTTLE STATIC AMPS = WATTS) EXAMPLE: (10SE 1.0VOLTS PER CELL) TURBO TEN PLUS: 10 VOLTS X 30.0 AMPS = 300 WATTS INPUT.
SPEED CONTROLS: ANY HIGH-RATE, OPTICALLY COUPLED SPEED CONTROL WILL WORK OK. THE ACE ST 2635 IS PROBABLY EASIEST TO INSTALL & SET UP. WE CANNOT RECOMMEND FRAME-RATE, NON-OPTICOUPLED, OR ON/OFF CONTROLS FOR THE HIGH POWER, COMPACT KITTEN INSTALLATION.
Bob Benjamin

GLOW ENGINE INSTALLATION:
WE RECOMMEND .20-.32 2-STROKE OR .26-.40 4-STROKE.

INCIDENCE & CONTROL THROWS:
THE WING IS SET AT 3° POSITIVE & THE HORIZONTAL TAIL AT 0°. THERE ARE NO THRUST OFFSETS.
AILERONS: 1/2" UP (SEE DIFFERENTIAL NOTE)
ELEVATOR: 1/2"- 3/4"
RUDDER: 1 1/2"





NOTE: ALL WIRING IS SHOWN FULL-SIZE. YOU CAN JUST COPY AS DRAWN, BUT BE SURE WIRE LENGTHS FIT YOUR PLANE BEFORE YOU CUT!

BASIC WIRING HARNESS- MOTOR BATTERY REMOVED FROM AIRPLANE TO CHARGE.

MORE GOOD STUFF ON SWITCHES: AVOID 3-POSITION/CENTER-OFF SWITCHES; THE "EXTRA" POSITION CAUSES CONFUSION. DON'T "HOT SWITCH" (ARMING MOTOR WITH THROTTLE ADVANCED). IT'S DANGEROUS AND IT BURNS SWITCH CONTACTS!

WIRING HARNESS WITH CHARGING JACK- PERMITS CHARGING MOTOR BATTERY IN THE AIRPLANE. SWITCH IN POSITION SHOWN DISABLES MOTOR & CONNECTS CHARGE JACK TO BATTERY

* SWITCH NOTE: USE RADIO SHACK OR EQUIVALENT MINI-TOGGLE RATED 6-10 AMP/125 VOLT AC- THIS WORKS OK WITH OUR LOWER DC VOLTAGE. "SPDT"= SINGLE POLE- DOUBLE THROW; "DPDT"= DOUBLE POLE-DOUBLE THROW. BRIDGING BOTH SIDES OF A DPDT SWITCH TOGETHER DOUBLES CURRENT (AMP) CAPACITY. SPST/DPST (SINGLE THROW) SWITCHES ARE FINE FOR BASIC HOOKUPS WITHOUT CHARGE CIRCUIT.

TIGERKITTEN

Designed and Drawn by R.A. "Bob" Benjamin

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Wing Span: 54"
Wing Area: 450 sq. in.
Weight: 45-55 oz.
Length: 38"

Engine (Glow): .20-.32 cu. in.
Motor (Electric): Cobalt 05/7 Cell, Turbo 10 Plus/10 Cell, Cobalt 15/14 Cell
Radio: 4 Channel

ACE R/C
116 W19TH ST, Higginsville, MO 64037 816 584 7121 Fax 816 584 7766