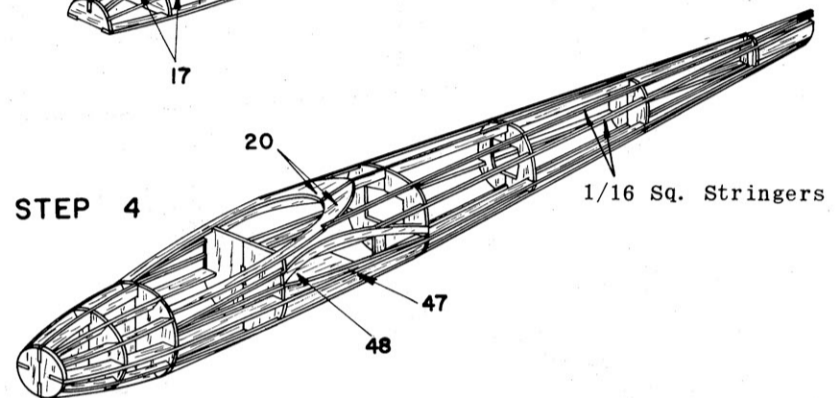
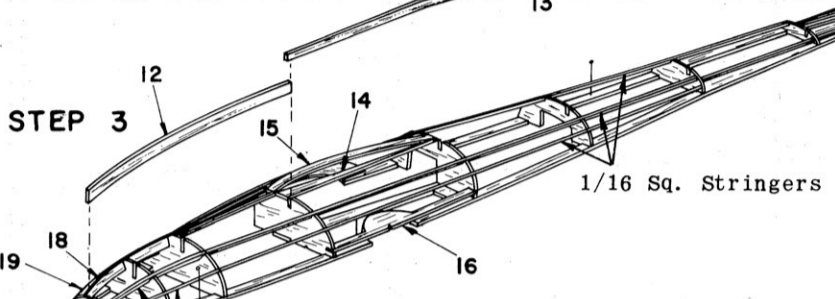
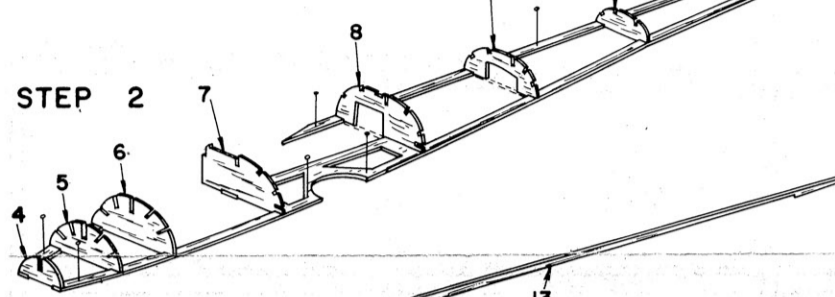
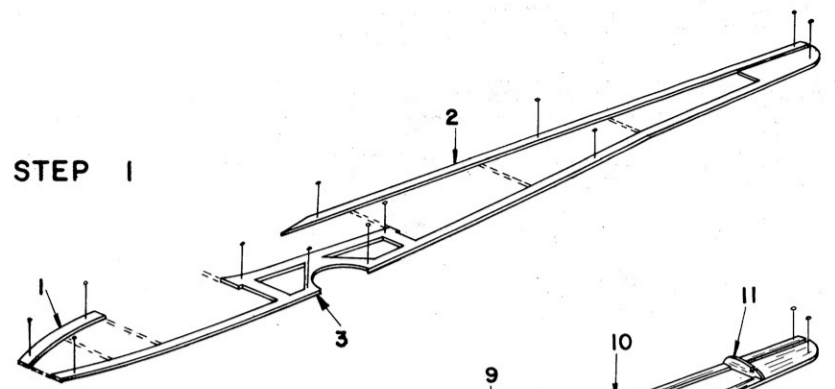


FUSELAGE ASSEMBLY



STEP 1

Build fuselage on flat surface directly on plan, over fuselage frame assembly drawing. Pin parts 1, 2 & 3 in place as shown.

STEP 2

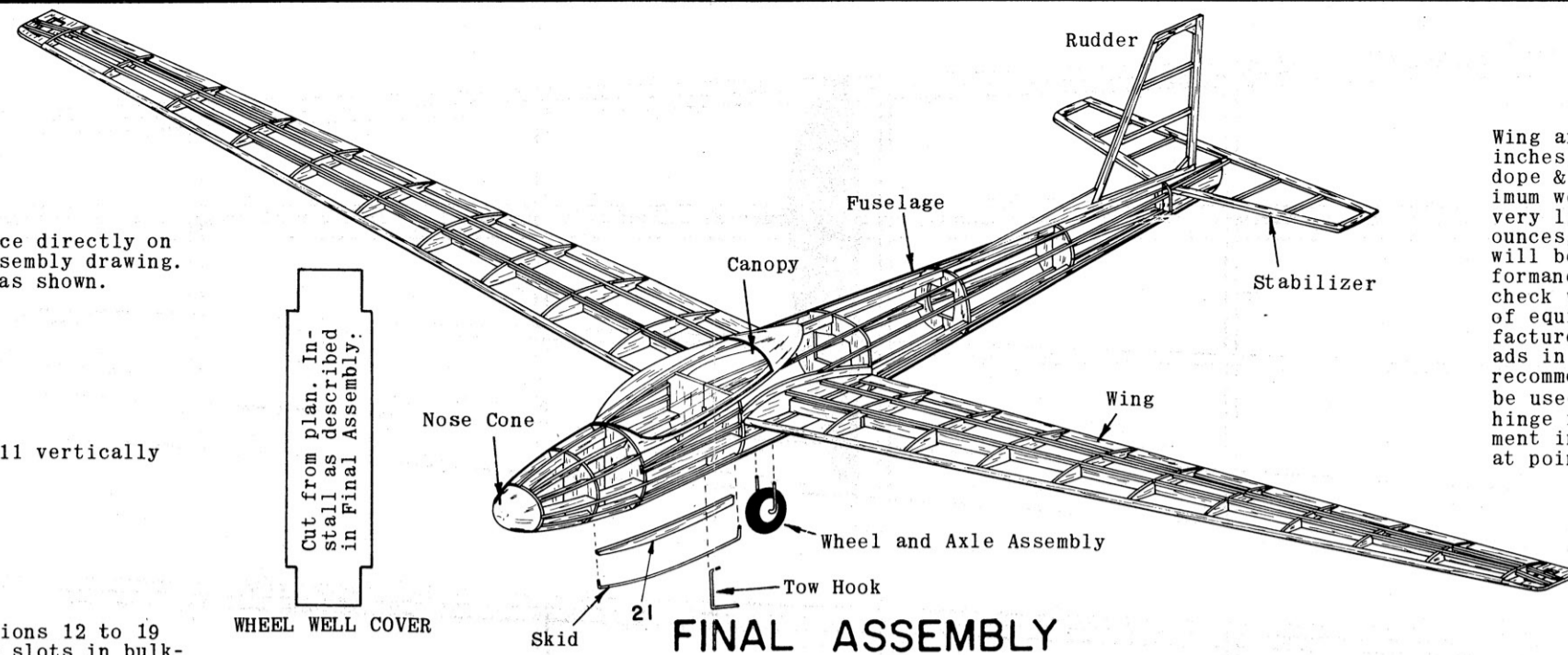
Cement bulkhead halves 4 to 11 vertically in place, as shown.

STEP 3

Cement die cut stringer sections 12 to 19 in place as shown, into long slots in bulkheads. Complete step by adding 1/16 sq. stringers into remaining notches, as shown. Allow structure to dry thoroughly before removing - overnight is recommended.

STEP 4

Remove fuselage half from flat surface, then cement opposite halves of bulkheads in place (don't make another fuselage center frame assembly - bulkhead halves are cemented to the same fuselage frame assembly already constructed, as described in Steps 1, 2 & 3), followed by die cut stringer sections 12 to 19; and 1/16 sq. stringers as in Step 3. Cement both 20's in place as shown to form cockpit frame, then cement 47's to both sides of fuselage, followed by 48 which is cemented across inside of fuselage as shown. Cement top 1/16 sq. stringers from notch in 20 back to bulkhead 11. Allow fuselage frame to dry thoroughly, then sand lightly to present a smooth surface for tissue covering (described in Silkspan Note). If model is to be radio control, R/C installation is made before covering - see Radio Control Detail.



FINAL ASSEMBLY

Although sketch above shows assembled model uncovered - wing, fuselage & tail surface must be covered before assembly is made (unless R/C -- see Detail Note). Cement finished wood nose cone in place, followed by skid 21 which is cemented to 3 frame member. Bend wire skid from .045 wire provided, using full size pattern (see Detail) and cement to bottom of 21 as shown. Do likewise with tow hook. Hook is cemented along left side of 3 & 21, spur on top being pushed into bulkhead 7. Use two or three coats of cement to insure permanent hook installation. Cut wheel well cover right from plan or use pattern to cut one from similar paper if you don't want to destroy plan. Push into wheel cutout so that center rests against 3 and edges over 16 on either side. Apply glue from top thru cockpit. Assemble wheel and axle as shown in Detail Drawing, then cement in place into notches in 16, legs extending along 16 into fuselage. Be certain wheel spins freely, then securely cement in place using two or three coats of cement. Cement stabilizer horizontally to rear of fuselage against 11, followed by rudder. Location of rudder is shown on side view; make certain it is vertical. Slip wing thru cutout in fuselage until it is centered. If necessary, trim cutout. Check that wing lines up when viewed from front and top, then securely cement in place. It is absolutely necessary that the wing & stabilizer be level

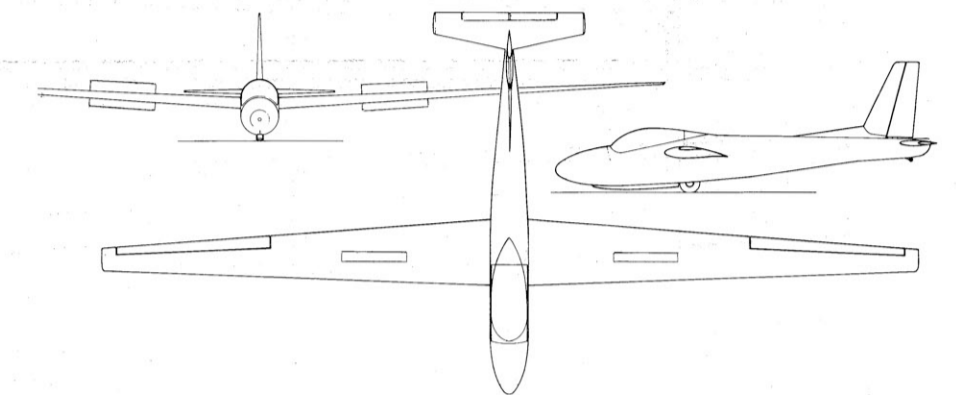
and in line with each other. This can be checked by setting the model on a flat surface. When both wing tips are equal distance from flat surface, the same must be true of stabilizer tips. When this is achieved, then rudder must be vertical to this wing and stab position. If alignment is not correct, it will adversely affect the flying qualities of your Schweizer glider. If necessary, trim wing & stab cutouts. For best flight performance, it is recommended that no additional dope or paint be added, so that model is kept as light as possible. If you wish to finish your model in color, original was all white with dull black anti-glare section on top of fuselage around canopy. Authentic decals complete scale paint scheme. Dip in water & slide off into position shown. Cut instrument panel from plan and cement to bulkhead 6. Trim canopy to fit. Model is now checked for balance, before canopy is installed. Put canopy in position on model. Model should balance 1-1/2" back from leading edge at fuselage juncture, at point shown on Side View. If necessary, add weight to the nose or tail in order to achieve this, otherwise model will not fly properly. After balance has been achieved, canopy can be permanently cemented in place. Your Schweizer Sailplane 2-32 is now complete. See Flight Instructions before flying. GOOD LUCK and HAPPY LANDINGS.

RADIO CONTROL INSTALLATION

Wing area of your Schweizer glider is 135 sq. inches, and weight with light coat of white dope & decals is about 1-1/2 ounces. Maximum weight of radio equipment therefore is very limited and should not exceed 1-1/2 ounces, if at all possible, otherwise model will be lousy and will not give maximum performance. We suggest therefore that you check with your Hobby Dealer for this type of equipment or write direct to all manufacturers of radio equipment. Check their ads in the various model magazines. It is recommended that a 1/16 sheet solid rudder be used. Take pattern from side view and hinge rudder at line shown. Mount equipment in fuselage so that model balance is at point shown on Side View, 1-1/2" back

from leading edge at fuselage juncture. Alter whatever framework is necessary to achieve this, in fact equipment can even be placed into wing center section. R/C models must be assembled with covered wing & tail, but uncovered fuselage. After R/C equipment has been installed, then fuselage is covered. See Flight Instructions before flying. Canopy should be removable for access to equipment. Trim canopy to fit. Hold in place with transparent scotch tape. Hook up of equipment and coupling to rudder is made, following the instructions of the R/C equipment manufacturer. Your Schweizer Sailplane 2-32 is now complete. See Flight Instructions before flying. GOOD LUCK & HAPPY LANDINGS!!!!

SCHWEIZER SAILPLANE 2-32 SPECIFICATIONS AND COLOR SCHEME



Wing Span	- 57 Ft.
Wing Area	- 135 Sq. Ft.
Aspect Ratio	- 18.05
Length	- 26 Ft. 9"
Empty Weight	- 831 Lbs.
Gross Weight	- 1340 Lbs.
Max. L/D	- 34@ 59 mph
Max. Speed	- 140 mph
Stall Speed	- 50 mph

See box lid for authentic color scheme, decals for which are provided in kit. Color Scheme will of course vary to suit individual pilot or owner, and may also vary with his Soaring Club affiliations. It is recommended that a minimum of color dope be used.

INSTRUMENT PANEL

Cut From Plan & Cement to Bulkhead 6

BALANCE HERE

TOW HOOK

WHEEL-AXLE ASSEMBLY

WIRE PARTS DETAIL

Drawing for wire parts are full size. They are bent from .045 wire provided in kit and are installed as described in Final Assembly. When mounting wheel on axle assembly, make first bend, slip on wheel, then make second bend at point shown to bend wire to dotted line position.

FLIGHT INSTRUCTIONS

When model has been completed, it must balance at point shown on Side View, with or without R/C equipment. DO NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED; add weight if necessary. Check wing and tail to be certain that they are in line with each other, as described in Final Assembly, and also check that no warps have developed. If any surface has warps, remove using the steam method described in the Silkspan Note. Pick a calm day for test flying. Hand launch test flights should be made before tow operations are attempted. Holding model under front of wing, launch gently into any prevailing wind, slightly nose down, to a point on the ground approximately 25 feet ahead of you. Model should descend in a smooth, gradual downward flight path. If model stalls, add weight to nose; if it dives, add weight to tail until smooth glide path is achieved.

If model veers to one side or the other, warp rudder slightly in opposite direction until a straight-line, smooth flight is achieved. To make a tow line (material is not supplied in kit), secure a spool of ordinary household thread. Tie a small washer onto the end of the thread. For the dual purpose of being able to see the tow line release from hook, and also to cause the wind resistance to help pull line off hook, make a pennant approximately 6" long and 2" wide, from a light piece of cloth, such as silk or nylon. Fasten pennant to tow line, about 8" from washer. Unwind about 30 feet of line and attach to tow hook. Have helper hold model at shoulder height. Flier then toss model right out of helper's hand, into any prevailing wind, in same manner as flying a kite. Glider should ascend in a smooth, straight flight path. When maximum

height has been achieved, slacken line and it will drop off hook. If model veers to one side or the other, either during tow or glide, adjustments should be made by warping rudder in opposite direction. Length of tow line is optional according to the flier and weather conditions. Under favorable wind condition, it is possible to use as high as 100 feet of tow line. Best performance would have the glider turning in circles of approximately 100 to 200 feet diameter. If wing dips (banks) excessively on turns, front of tip may be warped up slightly to counteract the dip (bank). Testing and flying of R/C equipped model is similar. It is highly recommended that a good site be found, since a flat field usually offers no real thermal gliding conditions. Usually a slightly hilly area is more conducive to better glider flying. GOOD LUCK and GOOD FLYING!!!!

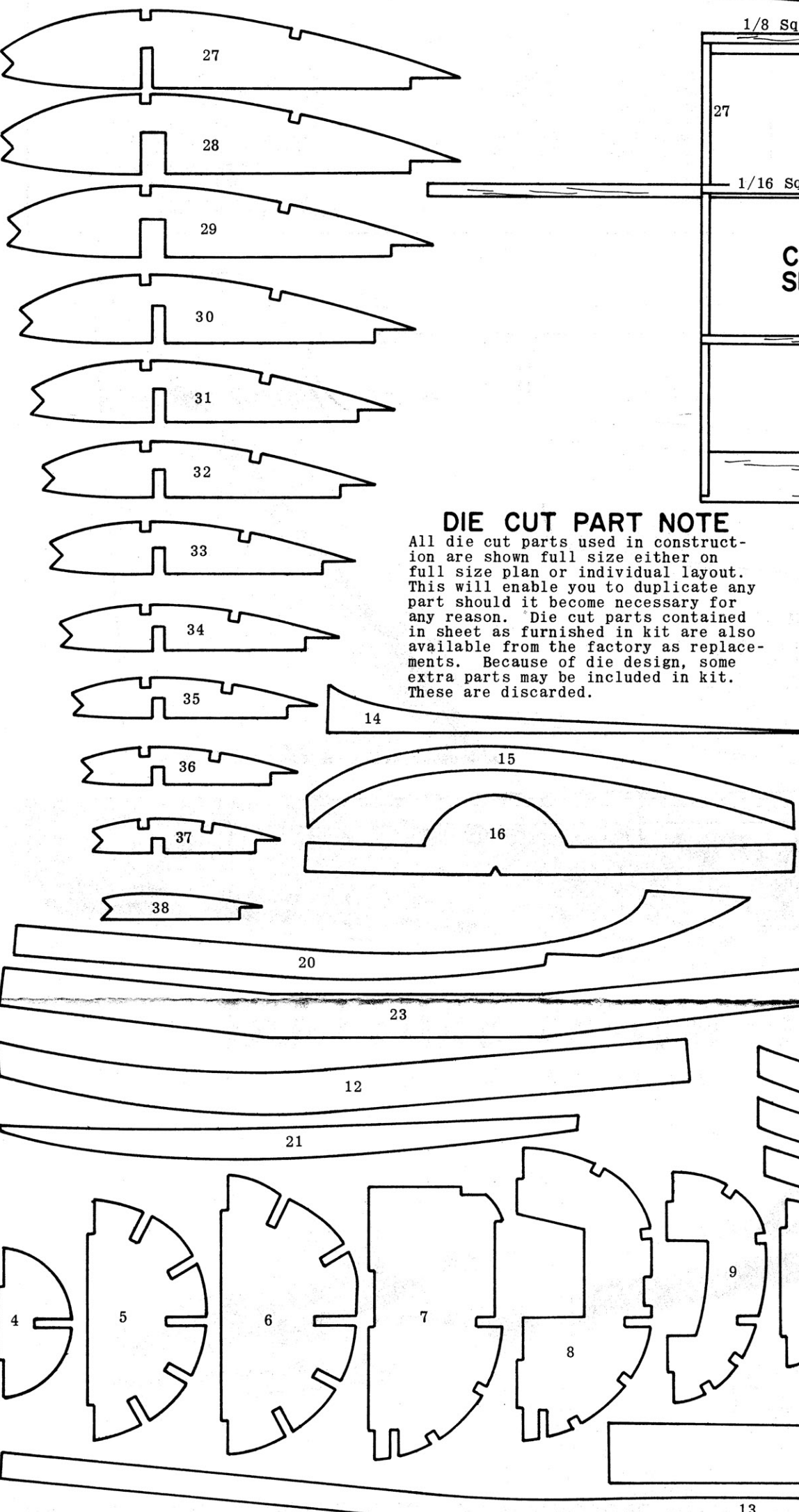
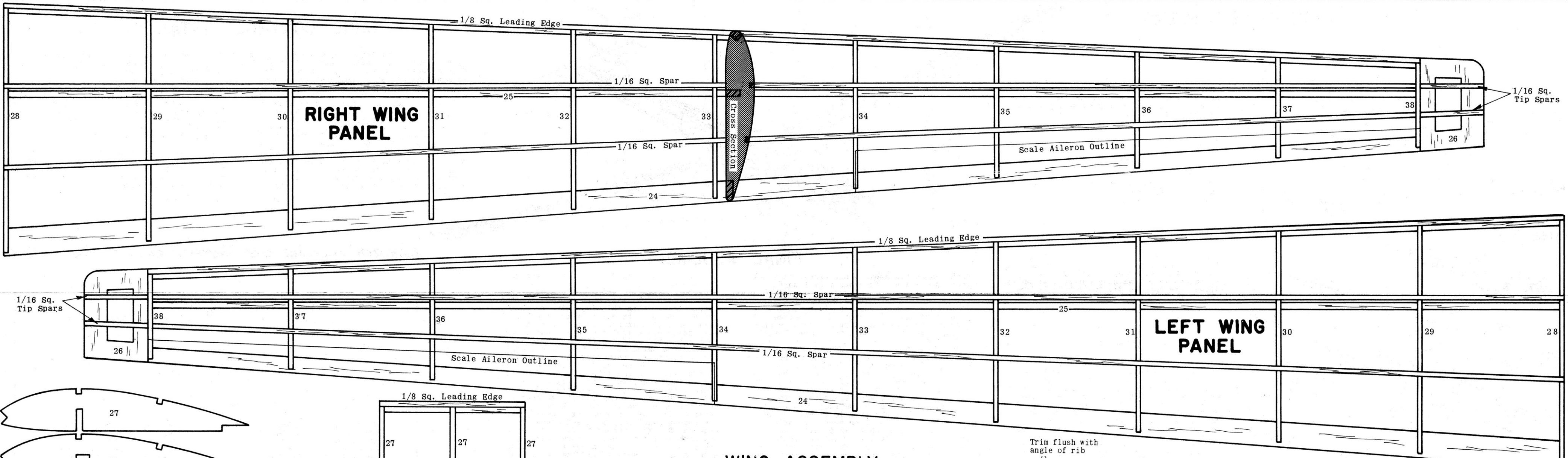
SCHWEIZER SAILPLANE

KIT A27, WING SPAN 42 3/4"

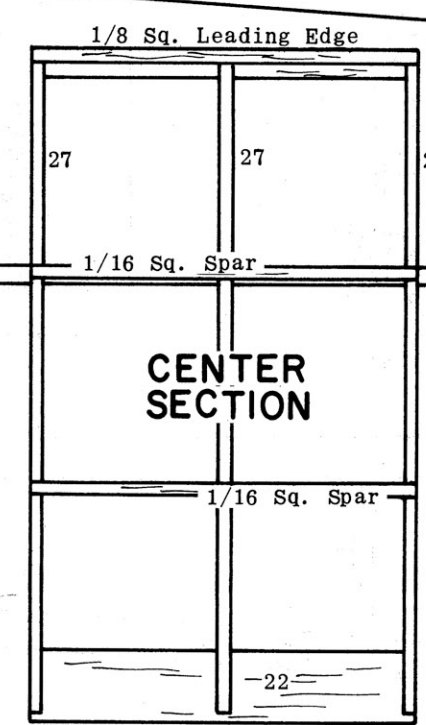
Sterling
MODELS
PHILA. PA. USA

A CONTEMPORARY HIGH PERFORMANCE COMPETITION SOARING GLIDER





DIE CUT PART NOTE
 All die cut parts used in construction are shown full size either on full size plan or individual layout. This will enable you to duplicate any part should it become necessary for any reason. Die cut parts contained in sheet as furnished in kit are also available from the factory as replacements. Because of die design, some extra parts may be included in kit. These are discarded.

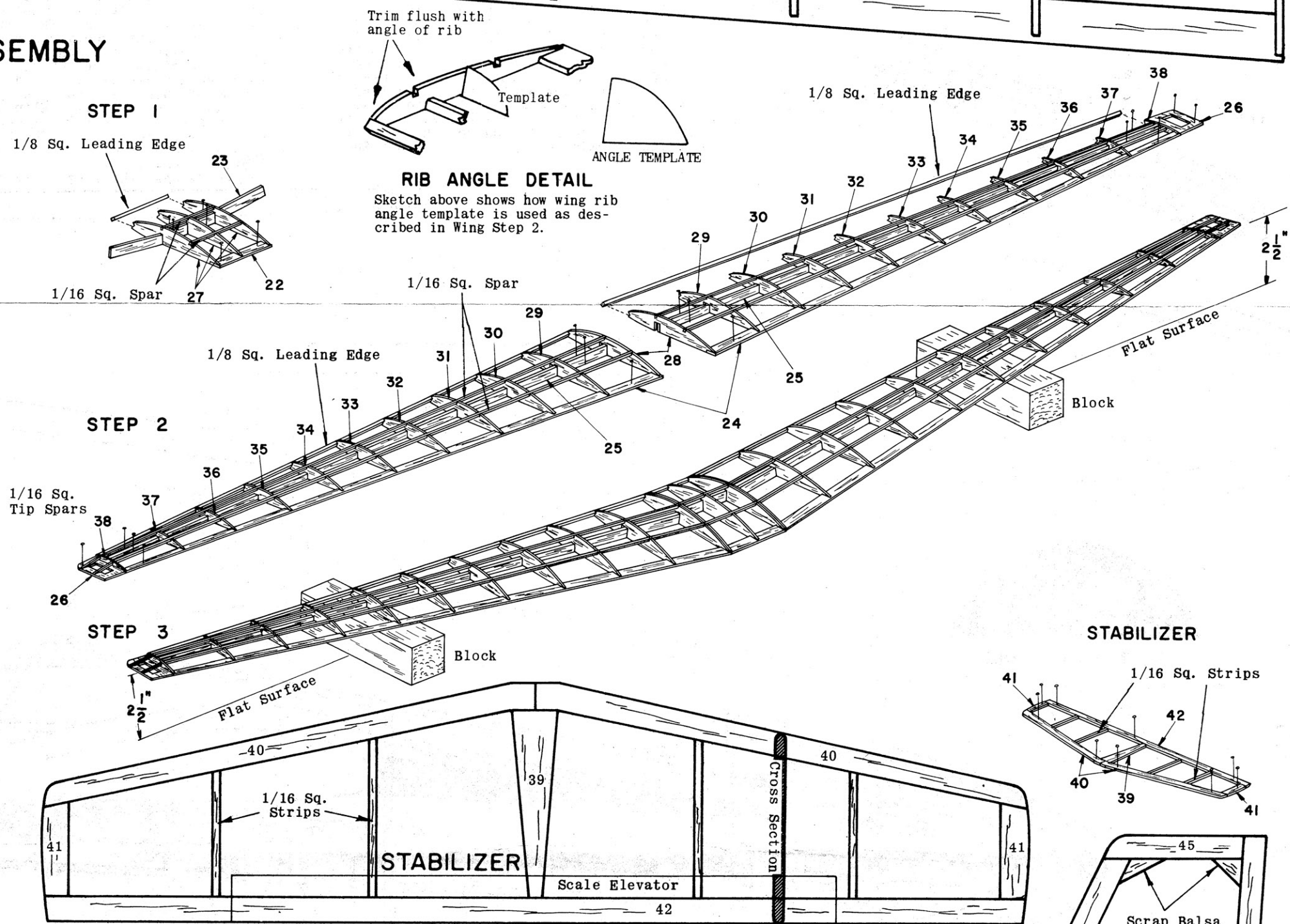


WING ASSEMBLY

STEP 1
 Build wing on flat surface, directly on plan. Build center section first. Pin 22 in place, followed by 23 which is pinned vertically in place, then cement ribs 27's vertically in place. Cut 1/8 sq. leading edge to size from 2-1/4" length provided and cement in place, then add 1/16 sq. spars into notches across ribs as shown. Allow to dry thoroughly before removing from plan (overnight is recommended).

STEP 2
 Pin trailing edge parts 24 in place, followed by 25 spar which is pinned vertically in same manner as center section, then add tip 26. Cement ribs 28 to 38 in place as shown, using wing angle template on ribs 28 so wing assumes proper dihedral when panels are joined; all other ribs are vertical. Note that ribs 28's & 29's have large notch in front of spar which receives center section spar when wing is assembled. Add 1/8 sq. leading edge & 1/16 sq. spars in same manner as center section. 1/16 spars butt against inside of rib 38. Tip spars are 1/16 sq., beveled to fit as shown. Wing panels must dry thoroughly before removing from flat surface -- overnight is strongly recommended.

STEP 3
 Wing panels are now assembled to center section. Using glue generously, slip wing panels onto protruding center section spar. Pin or weight center section down on flat surface and block up tips 2-1/2" as shown, for proper dihedral angle. Joining ribs 27's & 28's should be cemented and pinned together. The pre-set angle of ribs 28 & spar 23 provides the 2-1/2" dihedral. Be certain dihedral blocks are parallel with ribs so wing is not twisted. Allow to dry overnight, then remove from flat surface. Trim and sand leading edge to shape shown on wing cross section, rounding off tips and trailing edge to blend smoothly into each other. Frame is then sanded smooth to prepare for tissue covering, as described in Silkspan Note. Wing is now balanced. Insert pin into center rib & suspend with thread - add weight or sand frame until wing balances level.



SILKSPAN TISSUE COVERING

The finest grade wet strength silkspan tissue provided in this kit permits covering of compound curves without wrinkling, when moistened with water before applying to frame. Tissue shrinks when dry to tight smooth surface. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered. When dry, cut tissue to shape needed, about 1/4" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply a second coat of clear dope to outer edges of frame, then place moistened tissue on frame. Pull tissue GENTLY with fingers, working out all wrinkles. WHEN COVERING WING AND TAIL SURFACES, PIN FRAMEWORK TO FLAT SURFACE TO PREVENT WARPS AS TISSUE DRIES. Cut out any wrinkled areas (bounded by nearest framework) and recover. Apply two or three coats of clear dope, thinned 50-50 with thinner, on

wing and tail surfaces before assembling to model. If model is for R/C, equipment is installed as described in R/C Note, before covering. COVER WING FIRST: Cover top & bottom of center section first with one piece each; then top & bottom of wing panels next in same manner. COVER TAIL SURFACES NEXT: Cover both sides of rudder & stabilizer in one piece each. COVER FUSELAGE NEXT: Cover each half of fuselage from bulkhead 7 to rear with one piece each. Do likewise from bulkhead 6 to 7. Nose section is covered with six sections each, covering a three stringer area. Apply four coats of thinned dope to tissue covering on fuselage. Check wings and tail surfaces for warps before assembly. Warps can be removed by holding over steam (from boiling kettle) and twisting gently in opposite direction. Check again when cool.

TAIL SURFACE ASSEMBLY

Stabilizer and rudder are both built in the same manner, on flat surface over plan. Pin and cement numbered parts in place. All strips are 1/16 sq., cut to fit and cemented in place. Corner gussets for rudder are cut from scrap and cemented in place. Allow frame to dry thoroughly (overnight recommended), then remove from flat surface and sand smooth. Covering is described in Silkspan Note.

