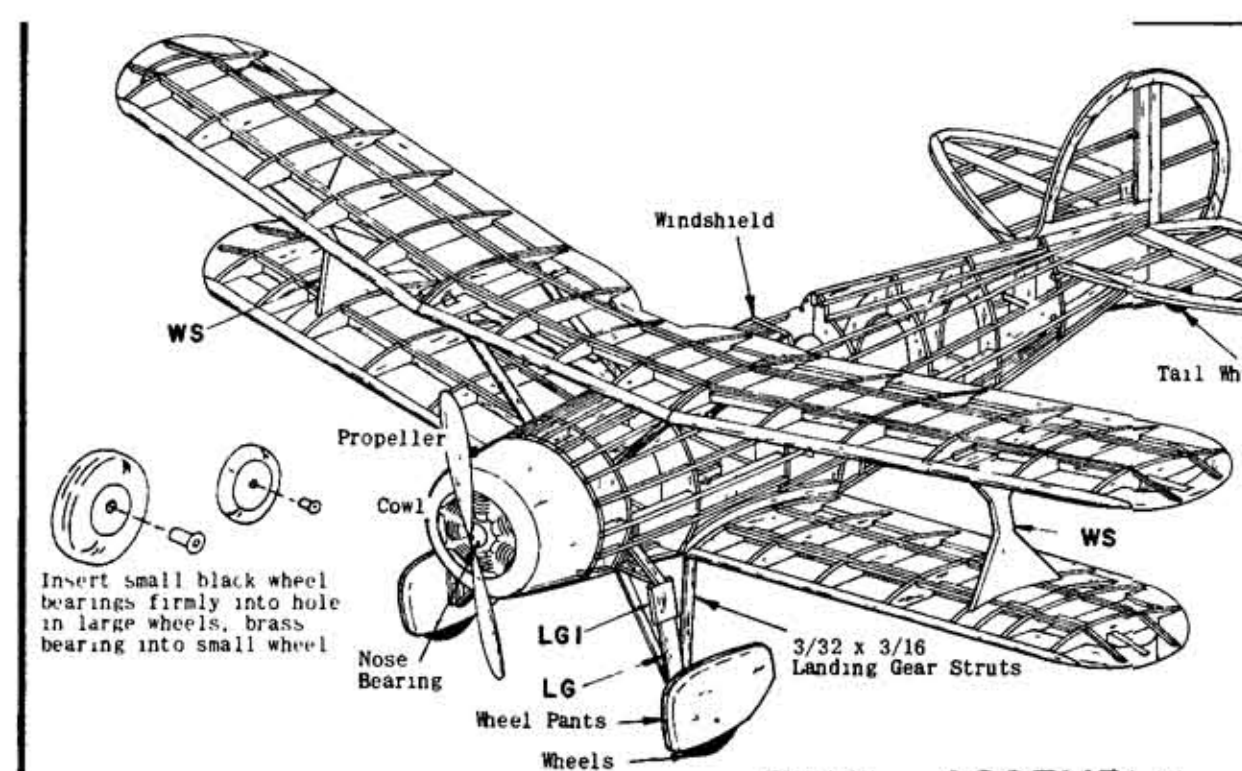
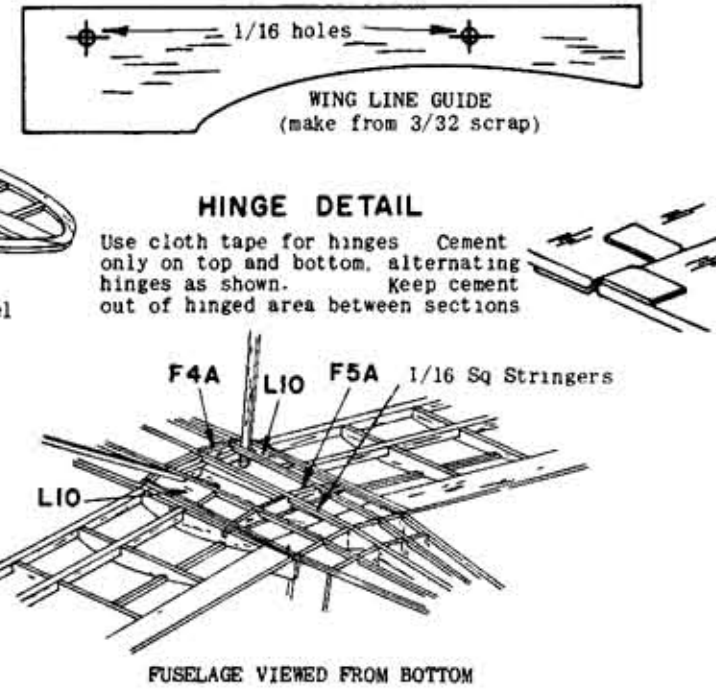




FINAL ASSEMBLY

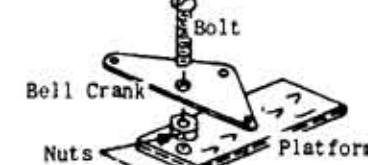
Assemble and trim all plastic parts, see detail note. Cement cowl to P1. Cement stabilizer to fuselage against P9. Cement rudder to top of L2, against rear of fuselage. Cement lower wing in place on bottom of fuselage, lining up double ribs with fuselage side. Check that both tips are same height from fuselage. Lower wing must be dry before proceeding. Trim out notches in all gussets in both wings. Make center strut assemblies as described in detail note. Securely cement bottom of outer wing struts WS's into notches in lower wing. CAUTION: Push down firmly until WS's rest on wing for proper incidence, otherwise model will not fly. When struts are dry, put top wing into position on struts, pressing down firmly until wing is seated on WS's. CAUTION: Wing must rest on WS's for proper incidence, otherwise model will not fly. Assemble center struts are cemented on each side. Top fits into notches in A & B. Bottom fits into notches in L8 & L9. Complete fuselage below lower wing by cementing F4A to rear of F4 & F5A to bottom of wing as shown in detail sketch. Cement 1/16 sq. stringers in place as shown. Cement L10's between stringers as shown behind F4, flush with surface. It is necessary to have access to rear hook to replace rubber motor. Cut out stringer immediately below side keel L5 on right side, between F8 and F9. Fit a piece of 1/16 balsa into space. Cement cloth tape to bottom (half over door and half over fuselage) to act as hinge. Cement a strip of 1/16 sq. to side keel L5 to act as stop to keep door flush with surface. Hold top with Scotch Tape. Use two generous coats of cement on all strut attachments, allowing drying time between coats. Make two landing gear strut assemblies, cementing LG1 to LG2. When dry, sand to streamline shape shown and groove inside of strut (ball point pen or similar pointed object) to depth of landing gear wire at exact position shown on side view. Struts are then cemented in place, wire in groove now flush with surface. All remaining landing gear struts are 3/32 x 3/16 strip balsa sanded to streamlined shape. Cut center struts to length, bevel bottom to fit against LG and cement in place. Top is cut 1/16 short of fuselage. Cut and cement short horizontal struts in place between top of LG1 & F3A. Do likewise with top diagonal struts. Rear struts are cut 1/2" over size, to fit past slots in L10 into fuselage. Bevel bottom and cement securely in place. Entire landing gear moves back as one unit while rear struts move through slots in L10's for shock absorbing travel. On engine powered models, make landing gear struts from hardwood. Model is now painted; see three-view



CONTROL LINE INSTALLATION

Install controls after Fuselage Step 4 has been completed. Fill in area between F3 to F5 from side keel L5 to stringer above it, with scrap 1/16 sheet balsa, flush with outside of frame, also area from F9 to rear between L5 and stringer above, in same manner. Cut 1/8 slot in rear for control rod as shown. Cut two 18" lengths of lead-out lines (not provided in kit) and fasten them to bell crank. Mount bell crank on plywood platform as shown in Detail Sketch. Lead-out lines come through fuselage at holes drilled for them as shown. Cover fuselage with tissue as described in detail note. Cut stabilizer in half thru wide main spar as indicated by dotted lines. Round edges and install control horn at location shown on drawing, then join together with cloth hinges shown. Cement stabilizer to fuselage against F9. Tape elevators in neutral position (in line with stabilizer, neither up nor down). Make right angle bend at rear end of control rod at precisely the location of hole in elevator horn, with bell crank in neutral position as shown. Trim off excess and insert

into horn. Solder washer on end to prevent rod from coming off. Controls are now in neutral position and must work freely and easily. Cut rudder from fin on dotted lines shown on full size drawing. Cement rudder back on fin with rear of rudder turned at angle 1/2" towards outside of circle flown as shown. Clear for elevator movement and cement vertically to top of L2 and against rear of fuselage. Assemble wings to fuselage as described in Final Assembly Detail. Make wing guide from 3/32 Balsa, drilling holes indicated. Cement securely to bottom wing against struts as shown. Reinforce holes for lines in fuselage and wing guide with washers or eyelets. Thread lines thru holes in wing guide & tie loops in end of lines at least 3" past wing tip. Lines must be of equal length when elevator is in neutral position. Control system must operate freely and easily. CAUTION: Model must balance (or slightly nose down) at point shown on side view. If necessary, add weight. Use regular 1/2A control lines & handle when flying your Great Lakes Special. GOOD LUCK!!! GOOD FLYING!!!



CONTROL ASSEMBLY

Drill 1/8 hole thru plywood platform. Insert bolt thru bell crank and run nut up bolt till bell crank has just enough room to swing freely. Close face of nut down. Insert thru platform and install bottom nut closed face up. Tighten nut towards each other leaving bell crank to pivot freely. Secure nuts with solder or glue.

SPECIFICATIONS AND COLOR SCHEME

HAL KRIER'S GREAT LAKES SPECIAL

Detailed performance and other specifications unavailable. Engine used is 185 HP Warner Radial, which necessitates building up fuselage to fit round contour of engine and cowling. Kit is of Krier's airplane, which was painted white, all trim bright red. Kit decals are authentic, as is the color scheme shown on the box lid.

ORIGINAL GREAT LAKES TRAINER

Wing Span - 28 Ft. 6 In.
Length - 20 Ft. 3-13/16 In.
Height - 9 Ft. 7 In.
Engines - 95 HP, Inverted A.C.E. Cirrus (Also upright 90 HP, Inverted Menasco Pirate B-4)
Fuel Tank - 26 Gallons

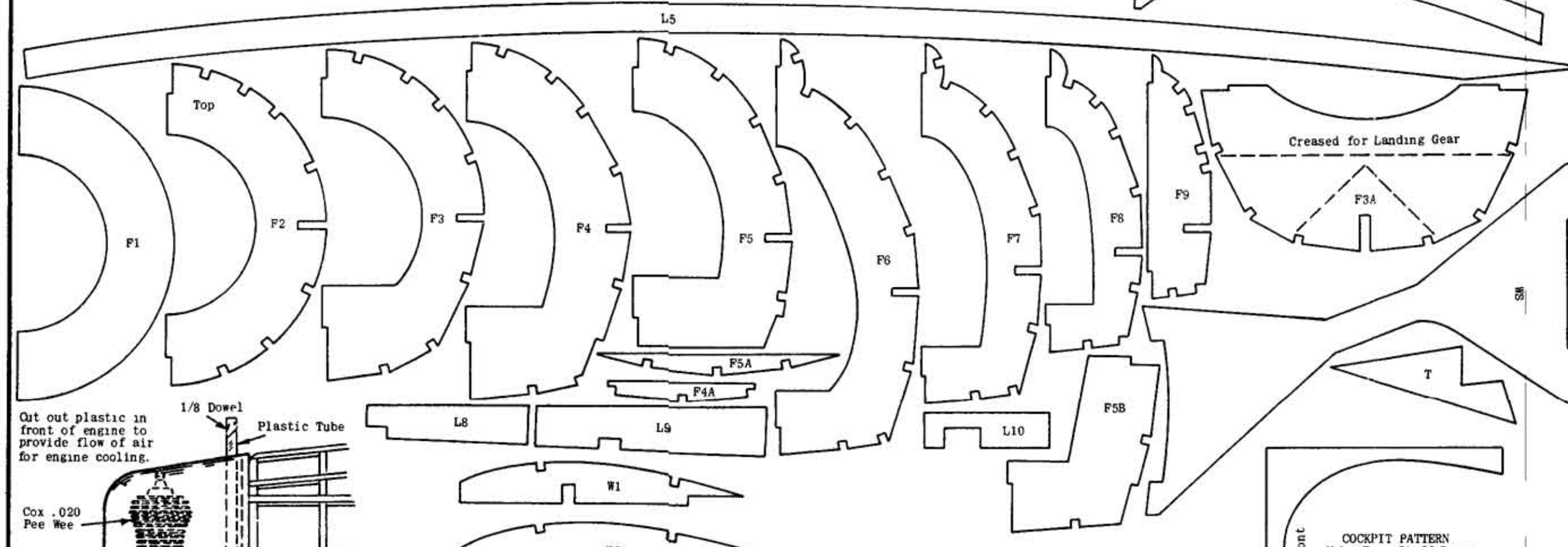
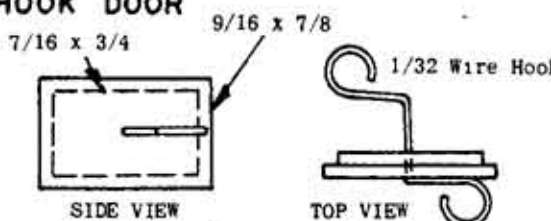
COLOR SCHEME:
Color used was optional with each owner. Fuselage, vertical tail & struts were background color; with contrast on trim, horizontal tail & wings. Some were solid color throughout, with contrast on trim only.

RADIO CONTROL INSTALLATION

Test models used and drawing, shows Citizenship M.M. Receiver, SE2 Escapement, used with SPX Transmitter. This equipment and other material necessary is not provided in kit. Radio is installed after lower wing is cemented in place as described in Final Assembly. Access to R/C equipment is thru removable belly block fitted to bottom of fuselage from F3A to F4, between 1/16 sq. stringers adjoining L3. Cut out L3 and fit soft Balsa belly block as shown in sketch. Bend hooks from pins & cement to fuselage on either side of belly block as shown. Rubber band across hooks keeps block in place. Strips cemented across bulkheads keeps belly block flush with surface. Cut rudder apart at location shown by dotted lines and assemble with cloth hinges. Bend wire yoke from 1/32 wire, install on rudder with 2/56 nut & bolt. Cut escapement base from 1/16 plywood and mount escapement, then cement to front of bulkhead F6 as shown. Cut a 3/32 slot in rear of fuselage for torque rod. Use a length of 1/16 wire at least 14" long, insert thru hole, then bend U in front of wire according to R/C manufacturer's instructions & as shown above. Pull back & engage U in escapement. Bend rear at right angle as shown, to engage in yoke. Cut off wire 3/4" above yoke. Raising and lowering yoke will increase or decrease the amount of rudder movement. Wire all radio equipment together in accordance with R/C

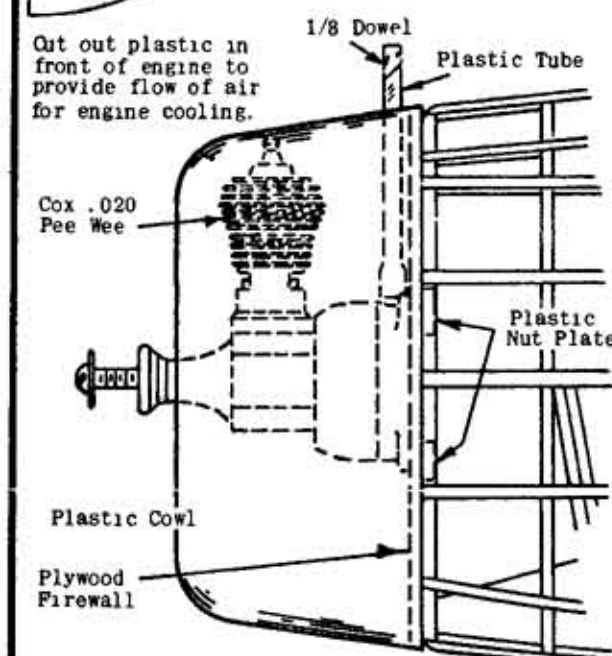
R.C. WINDING HOOK DOOR

Insert 1/16 Sheet in area between F8 & F9, from side keel to stringer above it. When dry, cut out square hole 7/16 x 3/4. Cement piece cut out to 1/16 x 9/16 x 7/8 (grain running cross-wise) as shown to form door. Bend half of hook shown from 1/32 wire and push straight end in door - then bend hook on other end as shown in top view. Cement hook securely to door in position shown. Place loop of rubber between escapement and hook on inside of door.



DIE CUT PART NOTE

All die cut parts used in construction are given 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.



ENGINE INSTALLATION

Engine is used if model is being built for control line, free-flight or radio. Engine & installation material not provided in kit. Drawing shows installation of Cox .020 Pee Wee Engine, however, any other similar engine may be used. Entire fuselage, or front back to F5 should be covered with 1/32 or 1/16 sheet Balsa. Engine is installed on die cut 1/16 firewall provided in kit. Carefully drill 1/8 holes at punch marks. Mount engine to firewall with #2 nuts & bolts, tightening nuts securely. Cut plastic nut plates from molded sheet & cement to back of firewall over nuts, drilling hole so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning so that engine can be removed by just unscrewing bolts. When dry, remove engine. Securely cement firewall to front of P2 as shown. When dry, replace engine. Cut molded cowl from plastic sheet as described in plastic parts detail and fit to firewall. Remove cowl then add a 1-1/4 length of 1/16 I.D. plastic tubing to each tube adjoining needle valve. Cut top of tubing at angle facing forward for easy admission of air stream. Make needle valve extension. Cut 3/4" length of 1/8 I.D. tubing and force over head of needle valve. Cut a 1-1/4" length of 1/8 dowl & insert into tubing. This should be tight fit. Needle valve can now be adjusted without removing cowl. Cowl is notched to fit, then cemented or held in place with small wood screws. If it becomes necessary to remove engine for any reason, break cement joint of cowl. Engine is then reinstalled and cowl reconnected or screwed back in position.

INSTRUMENT PANEL

