

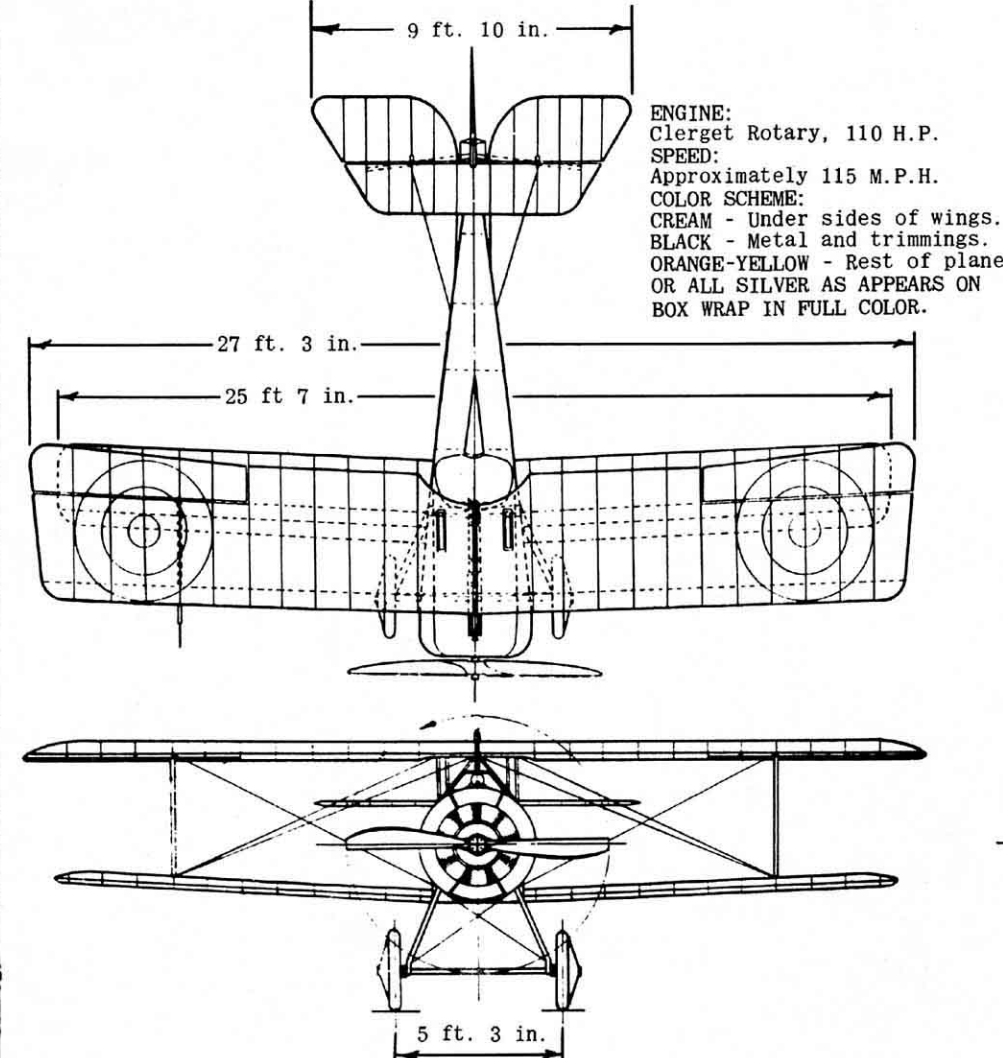
Insert red wheel hubs firmly into rubber tires as shown above, seating into groove.

### FINAL ASSEMBLY

Assemble and trim all plastic parts, see detail note. Make two cowl frames (see detail note). Cement to front of P1 as shown in Step 4. Cement cowl to P1 and at the same time cement front of cowl frames into recess on either side of hole for nose button. Cement stabilizer horizontally to top rear of fuselage. Cement rudder to top of stabilizer and against rear of fuselage, in line with center stringer. Cement lower wing in place on bottom of fuselage, lining up double ribs with fuselage sides. Check that both tips are same height from flat surface. Lower wing must be dry before proceeding. Trim out notches in A5 on bottom center section of lower wing, also A4's in top of lower wing. Trim tissue from all notches in A & W parts in both wings. Securely cement bottom of wing struts (not ST4's) into notches in lower wing. CAUTION: Push down firmly until ST4 rests 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 against top of ST4. CAUTION: Wing must rest on ST5 for proper incidence, otherwise model will not fly. Cement top of struts only, not ST4's. Round off ST3's. Bevel one end to fit curve of fuselage, then insert into notches in A1's and WT2's in bottom of upper wing. Cement in place while cementing bottom to L7 and L8 respectively. Use two generous coats of cement on all strut attachments, allowing drying time between coats. When absolutely dry, remove ST4's and ST5's from struts. Complete rocket firing mechanism as described in detail note. Cement tail skid parts LG4 and LG5 together over side view. Bend 1/32 wire to shape as shown and cement to front of unit, 1/8 of wire extending past top. When dry, round off and cement in cen-

ter bottom of fuselage, pushing wire into center keel. Make hole with pin before inserting wire. Complete landing gear by rounding edges of LG1's, LG2's and LG3. Cement LG1's to rear of wire landing gear, top 1/16 from fuselage. When dry, cover with tissue for maximum strength. Slip top of LG2 into notch in A5 in lower wing, and securely cement bottom to bottom of LG1. Top remains free to provide shock absorbing travel. Securely cement LG3 across bottom of LG1's. On engine powered models, make landing gear struts from hardwood, duplicating LG1, LG2, LG3. Model is now painted. If it is to be painted scale colors, see three view drawing or box top. For best flight performance, use a minimum of color dope. Apply decals by dipping in water and sliding off into position shown. Cut instrument panel from plan and cement to rear of P3 in cockpit. Cement machine gun in place. Outline of scale control surfaces can be drawn on with India ink. Slip rubber tires on wheel hubs. Place wheels on axles. Secure by bending up end of axle or with drop of cement or solder. Insert straight end of propeller shaft through rear of nose bearing. Slip on two washers provided and insert shaft through back of free wheeling propeller. Bend about 1/4 of shaft at right angle, as shown on side view. Make two loops of rubber. Insert rubber through bottom trap door into fuselage and shake down towards nose. Make hook on end of a piece of wire. Slip through hole in cowl and capture rubber on hook. Pull through engage prop shaft. Nose bearing fits into center hole in cowl. Your Neuport 17-C is now completed. See flight instructions before attempts to fly are made. GOOD LUCK AND HAPPY LANDINGS!!!

### NEUPORT 17-C.1 SPECIFICATIONS AND COLOR SCHEME

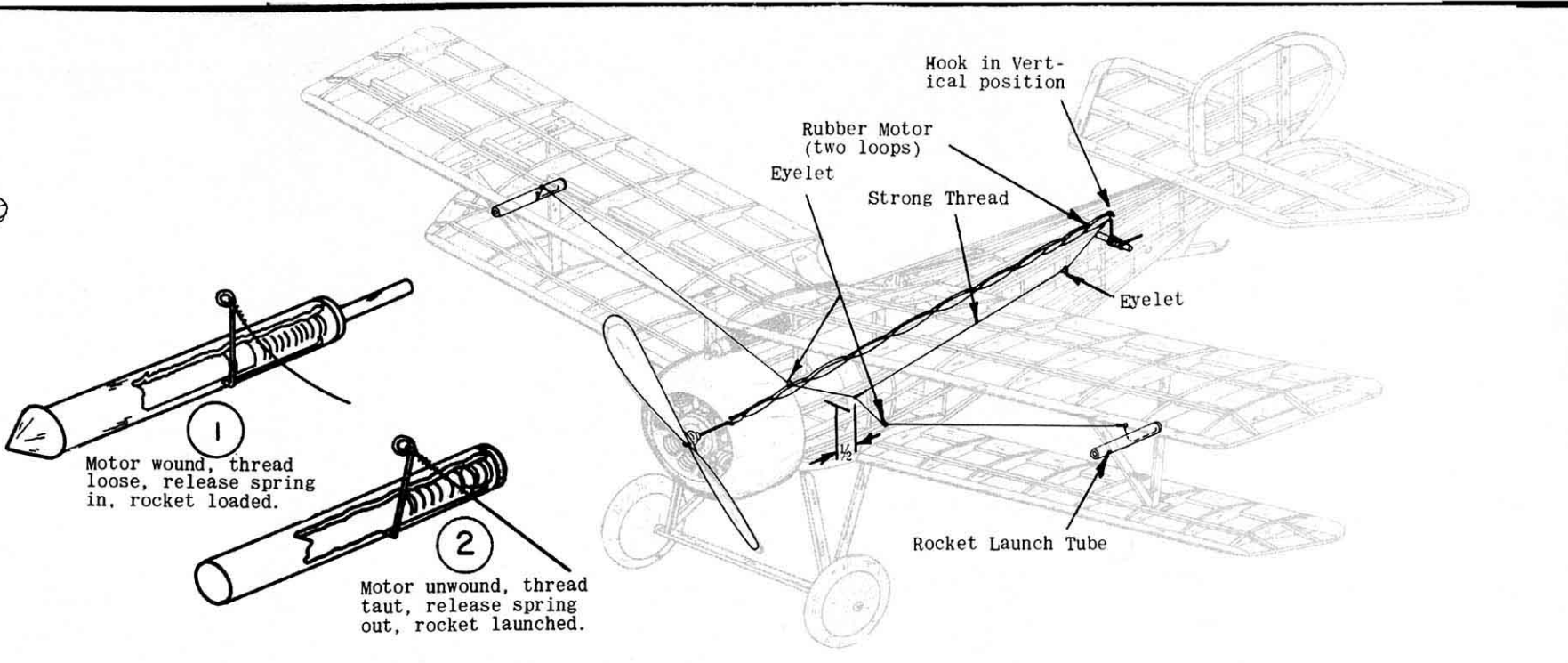


Cut out plastic in front of engine to provide generous air flow for cooling.

On engine powered models cover entire fuselage, at least back to P4 with 1/32 or 1/16 sheet balsa.

### COWL FRAME DETAIL

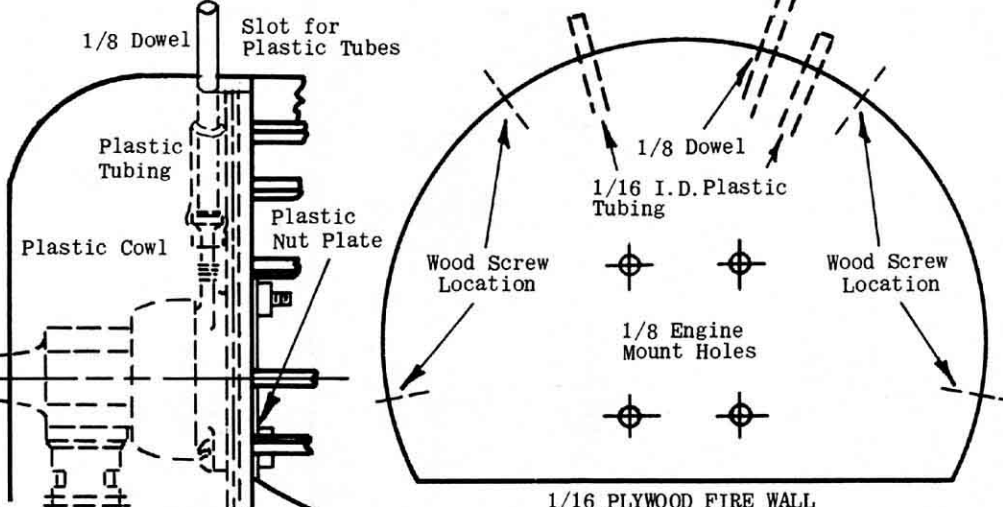
Make two cowl frames directly on plan. Use 1/16 x 3/32 strips cut to fit. Cement between P1 and rear of cowl adjoining hole for nose button in final assembly.



### ROCKET INSTALLATION

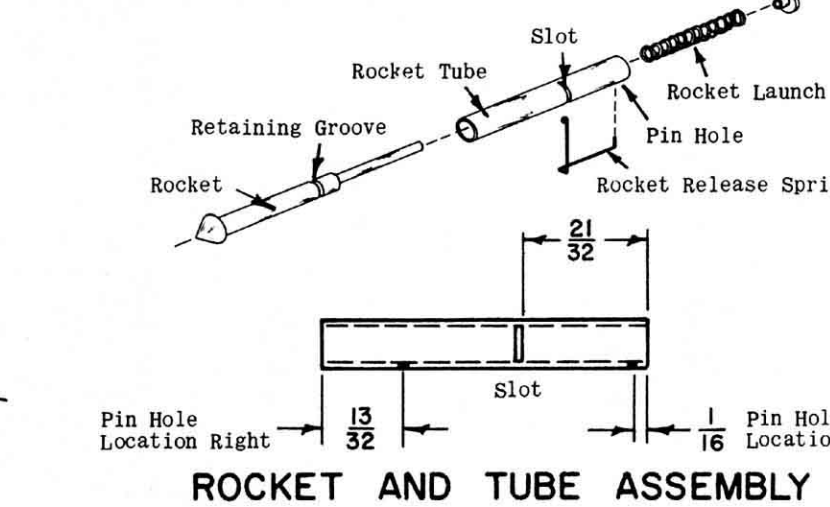
Rocket firing is done automatically in flight on rubber powered models only. Installation is simple and action is positive, if directions are followed carefully. Make hole and cement eyelet through side keel 1/2 right behind bulkhead P3. Make hole and cement eyelet in center of bulkhead P6 above keel. Use a good grade of strong thread (not supplied in kit) to trip mechanism. Insert a length of thread across fuselage and out of eyelet holes through L6, allowing 10" of thread to extend past outside of fuselage on each side. Tie a length of thread securely to rear hook as shown and coat knots with cement. Insert opposite end through eyelet hole in P6, then tie securely to thread going across fuselage so that it is pulled back 1/2" from rear of bulkhead P2 as shown in kit. Wings are now installed as described in Final Assembly, then rocket tubes are assembled as described in detail note. Assembled tubes are securely cemented to outside of struts at location shown on this installation. Use two generous coats of cement on this installation.

When rocket tubes are absolutely dry, tie ends of loose thread to rocket release springs (keeping center knot in center of fuselage), pulling line on both sides taut so that release springs are pulled out flush with outside of rocket tubes. Add coat of cement to knots. This completes mechanism. To operate, wind rubber motor. As motor unwinds, rear hook moves back to vertical position, tightening lines. This pulls rocket release springs out of tubes, releasing and launching rockets as shown in Rocket Sketch 2. Additional rockets are available, 2 per package for 10¢. Ask your dealer or write directly to factory at Belfield Avenue & Wister Street, Philadelphia 44, Pa. GOOD FLIGHTS AND GOOD HUNTING!!!



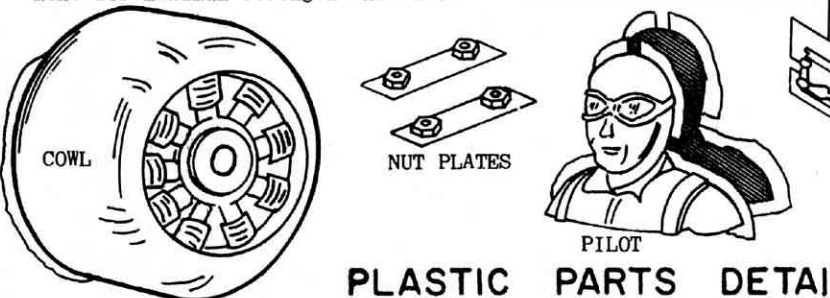
### ENGINE INSTALLATION

Engine is used if model is being built for control line, free flight or radio. Engine and installation material not provided in kit. Drawing shows installation of Cox .020 Pee Wee engine, however any other similar engine may be used. Obtain a piece of 1/16 plywood and cut engine fire wall as shown on full size drawing, drilling holes indicated. Engine is mounted inverted so that adequate cooling can be achieved at bottom of cowl, which is open at rear. Carefully remove the four bolts in rear of engine and remove tank, being careful not to break or lose gasket between tank and engine. Re-place tank so that needle valve is opposite the cylinder, tightening screws securely. Mount engine to fire wall with #2 nuts and bolts, tightening nuts securely. Cut plastic nut plates from molded sheet and securely cement to back of fire wall over nuts, drilling holes through so that bolts can protrude. Use cement generously. Nut plate keeps nuts from turning so engine can be removed by just unscrewing bolts. When dry, remove engine. Notch plastic trim easily. Even if only cut half way through, bending will sever the rest of the way cleanly. Excess of material on cowl is now trimmed and sanded away carefully. Model airplane dope can be used only if applied while sanding. MACHINE GUN: Leave about 1/8 excess material when cutting both halves from sheet. Carefully trim out slots about 1/8" wide on top & bottom and ends, right to the edge of the machine gun as shown. This will permit accurate assembly. Cement halves together, lining up carefully at slots. Since plastic is Polystyrene, use regular plastic cement. When cementing parts in place on model airplane cement can also be used. Use sparingly however since excessive use of cement may distort the plastic. After assembly, allow 1 D. tubing and force over head of needle valve. Cut a 1 1/2" length of 1/8 dowel and insert into tubing. This should be tight fit. Needle valve can now be adjusted without removing cowl.



### ROCKET AND TUBE ASSEMBLY

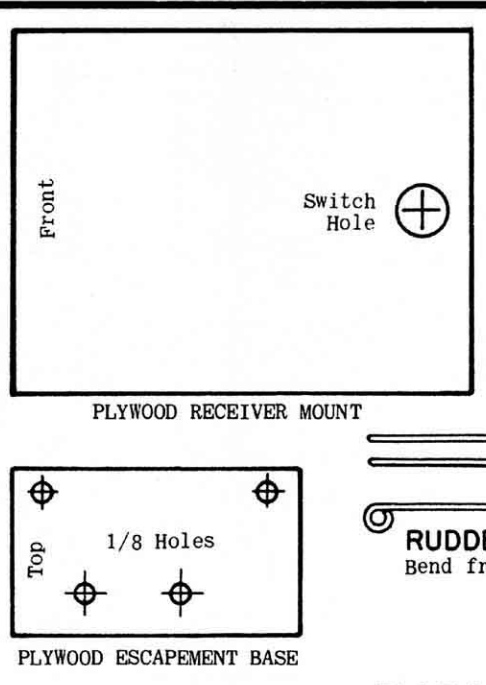
Prepare a left and right rocket tube by cutting slot (same location for right and left hand) and making pin hole in tubes at locations shown. Slip rocket launch spring on to wooden end covers and cement end covers securely in place to end of tubes. Use two heavy coats of cement for maximum strength and allow to dry thoroughly. Push small spur of rocket release spring through pin hole in bottom of tubes with vertical arm on other end pressing with tension against inside of slot. Cement securely and wrap with thread or tissue for maximum strength. Rocket tubes are now installed as described in Rocket Installation.



### PLASTIC PARTS DETAIL

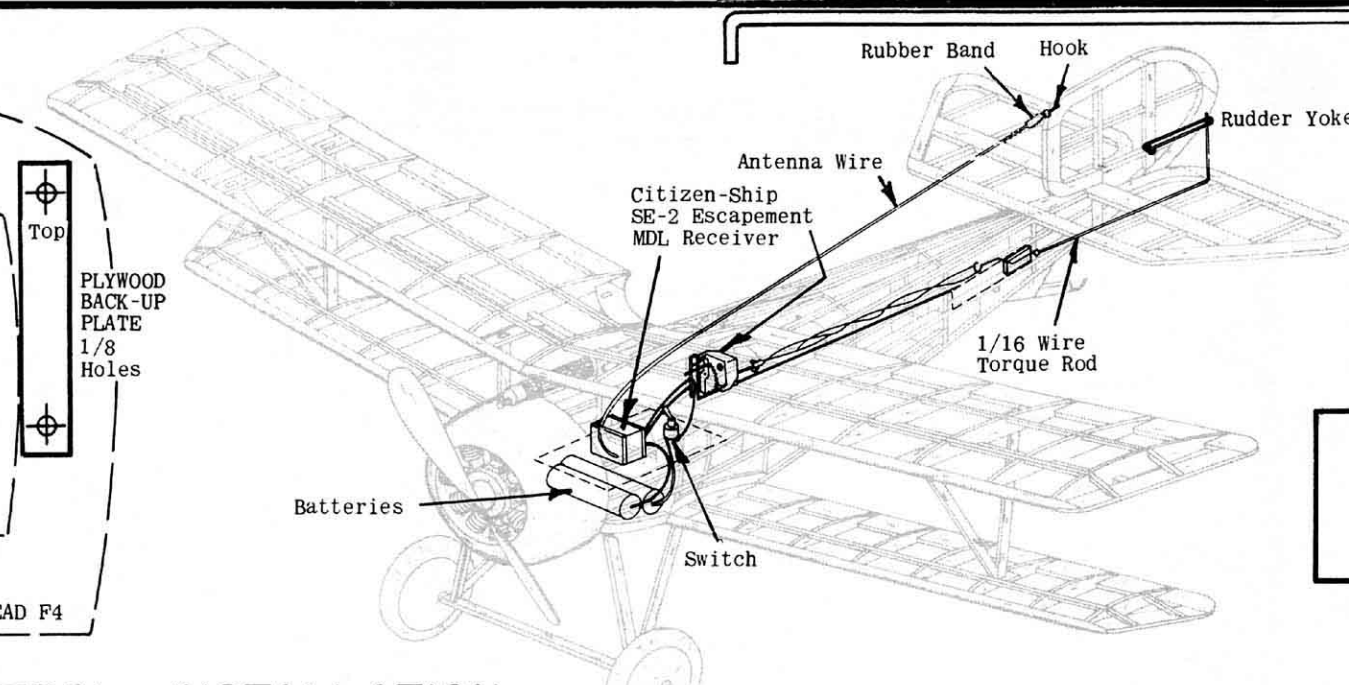
For best results, follow instructions carefully. COWL: Cut from sheet leaving about 1/16 of excess material for trim. Plastic trim easily. Even if only cut half way through, bending will sever the rest of the way cleanly. Excess of material on cowl is now trimmed and sanded away carefully. Model airplane dope can be used only if applied while sanding. MACHINE GUN: Leave about 1/8 excess material when cutting both halves from sheet. Carefully trim out slots about 1/8" wide on top & bottom and ends, right to the edge of the machine gun as shown. This will permit accurate assembly. Cement halves together, lining up carefully at slots. Since plastic is Polystyrene, use regular plastic cement. When cementing parts in place on model airplane cement can also be used. Use sparingly however since excessive use of cement may distort the plastic. After assembly, allow 1 D. tubing and force over head of needle valve. PILOT: Cut halves from plastic sheet, leaving about 1/8 material. Cut 1/8 slots on all four sides as shown, then carefully cement together

in same manner as Machine Gun; making sure that the parts line up correctly. When dry, trim and sand. Notch plastic trim easily. Even if only cut half way through, bending will sever the rest of the way cleanly. Excess of material on cowl is now trimmed and sanded away carefully. Model airplane dope can be used only if applied while sanding. MACHINE GUN: Leave about 1/8 excess material when cutting both halves from sheet. Carefully trim out slots about 1/8" wide on top & bottom and ends, right to the edge of the machine gun as shown. This will permit accurate assembly. Cement halves together, lining up carefully at slots. Since plastic is Polystyrene, use regular plastic cement. When cementing parts in place on model airplane cement can also be used. Use sparingly however since excessive use of cement may distort the plastic. After assembly, allow 1 D. tubing and force over head of needle valve. PILOT: Cut halves from plastic sheet, leaving about 1/8 material. Cut 1/8 slots on all four sides as shown, then carefully cement together



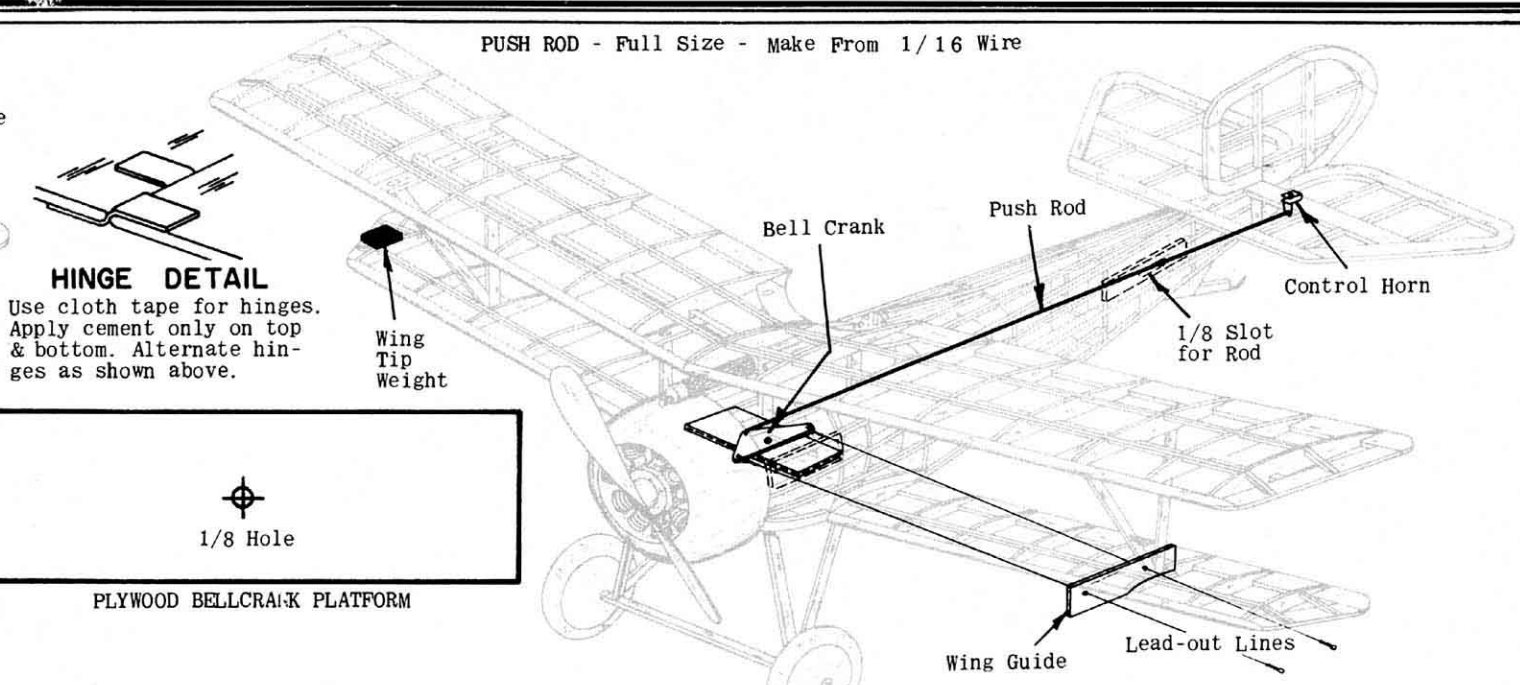
### RADIO CONTROL INSTALLATION

Test models used, and drawing shows, Citizen-Ship MDL Receiver, SE-2 Escapement, used with SPX Transmitter. This equipment and other material necessary is not provided in kit. Install radio after fuselage frame is completed in Step 4. Cover entire fuselage or at least back to P4 with 1/32 or 1/16 sheet balsa. Sand smooth to level. Cut rudder apart at location shown by dotted lines, then assemble together with cloth hinges. Bend wire yoke from 1/32 wire and install with 2/56 nut and bolt. Cut escapement base from 1/16 plywood and mount escapement. Cut back-up piece from 1/16 plywood, install blind nuts on rear, then cement to back of bulkhead P4 in location shown. Escapement is placed in fuselage through cockpit. Mount with 2/56 bolts screwed through P4 into blind nuts, working through front of model. Cut receiver mount from 1/16 plywood and install receiver according to R/C manufacturer's instructions. Place receiver (on mount) in fuselage. Mount is flush with P1, resting on flat bottom of bulkhead cut-outs. Place 1/16 x 1/8 strips on either side of mount, running the full length,



then cement to bulkheads FROM TOP ONLY. This will form a slide track for mount. Pull mount and receiver out of fuselage, unscrew and remove escapement through cockpit. Wire radio equipment in accordance with manufacturer's instructions. Wires on receiver are long enough to go through fuselage and out of cockpit to be soldered to escapement. This is necessary since escapement can only be removed through cockpit. Screw escapement back in place. Place battery on bottom of fuselage between P1 and P2 and surround with foam rubber, and slide receiver back in fuselage. Make hole in bottom of fuselage right in back of tail skid. Insert a long length of 1/16 wire through hole, bend U. (following R/C manufacturer's instructions and shown above), then pull back and engage in escapement as shown. Bend rear as shown. Cut off excess wire, then engage in yoke. Raising and lowering yoke will increase or decrease the amount of rudder movement. Pack foam rubber around receiver, being careful not to break any wire connections. Bend small hook for antenna and cement to front of rudder. Bring

antenna out of cockpit and fasten to hook with rubber band. When model has been completely finished it must balance 1/8" from top wing leading edge as shown on side view. If necessary, add weight but DO NOT ATTEMPT TO FLY UNTIL BALANCE HAS BEEN ACHIEVED. Check wings and tail for warps, if any have developed, remove with steam method as described in Covering Instructions. Wait for calm weather for test flights. Field test R/C equipment before flying, as described in manufacturer's instructions. Start engine and THROTTLE DOWN TO LOW SPEED, then launch model with nose pointed slightly down at a point 50 or 60 feet in front of you and release at approximate flying speed. Model should fly in a straight line and either maintain or slightly lose altitude. If model turns to either side, rudder or engine may be off set to opposite side to achieve a straight flight, which is how it should glide and fly. If model glides well but stalls under power, point front of engine down (down thrust) by placing washers under top mounting bolts. Increase engine RPM as adjustments are made, checking R/C controls before each flight. GOOD LUCK AND GOOD FLYING!!!



### CONTROL LINE INSTALLATION

Materials required are not provided in kit. Install controls after Fuselage Step 4 has been completed. Obtain 1/16 plywood and cut out bell crank platform from drawing provided, drilling hole indicated. Fill in area between P1 and P2, from side keel L5 to stringer above it, with scrap 1/16 sheet balsa. Flush with outside of frame; also area from P6 to P7, between L5 and stringer above, in same manner. Cut 1/8 slot in rear for control rod as shown. Obtain 1/16 music wire and bend push rod exactly as full size drawing. Mount 1/24 bell crank to plywood platform, installing push rod at same time, as described in installations that come with bell crank. Cut two 15" lengths of lead-out lines and fasten them to bell crank. Cement platform securely in fuselage against front of P2, and top of L5's. Rear of control rod passes through fuselage in notch cut-out for same. Lead-out lines come through fuselage at holes drilled for them as shown. Use cement generously, applying at least two coats on installation. Cover fuselage with tissue as described in detail note. Cut stabilizer in half through 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 horizontally to top rear of fuselage. Engage rear spur of control rod in horn. Cement rudder to top of stabilizer, against rear of fuselage, at angle so that rear of rudder is off-set 1/2" towards outside of circle flown. 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 fuselage and wing guide holes with washers or eyelets. Thread lines through holes in wing guide and tie loops in end of lines at least 2" 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 where front control line comes out of the fuselage. If necessary, add weight. Use regular 1/24 control lines and handle when flying your Neuport 17-C. GOOD LUCK!!! GOOD FLYING!!!

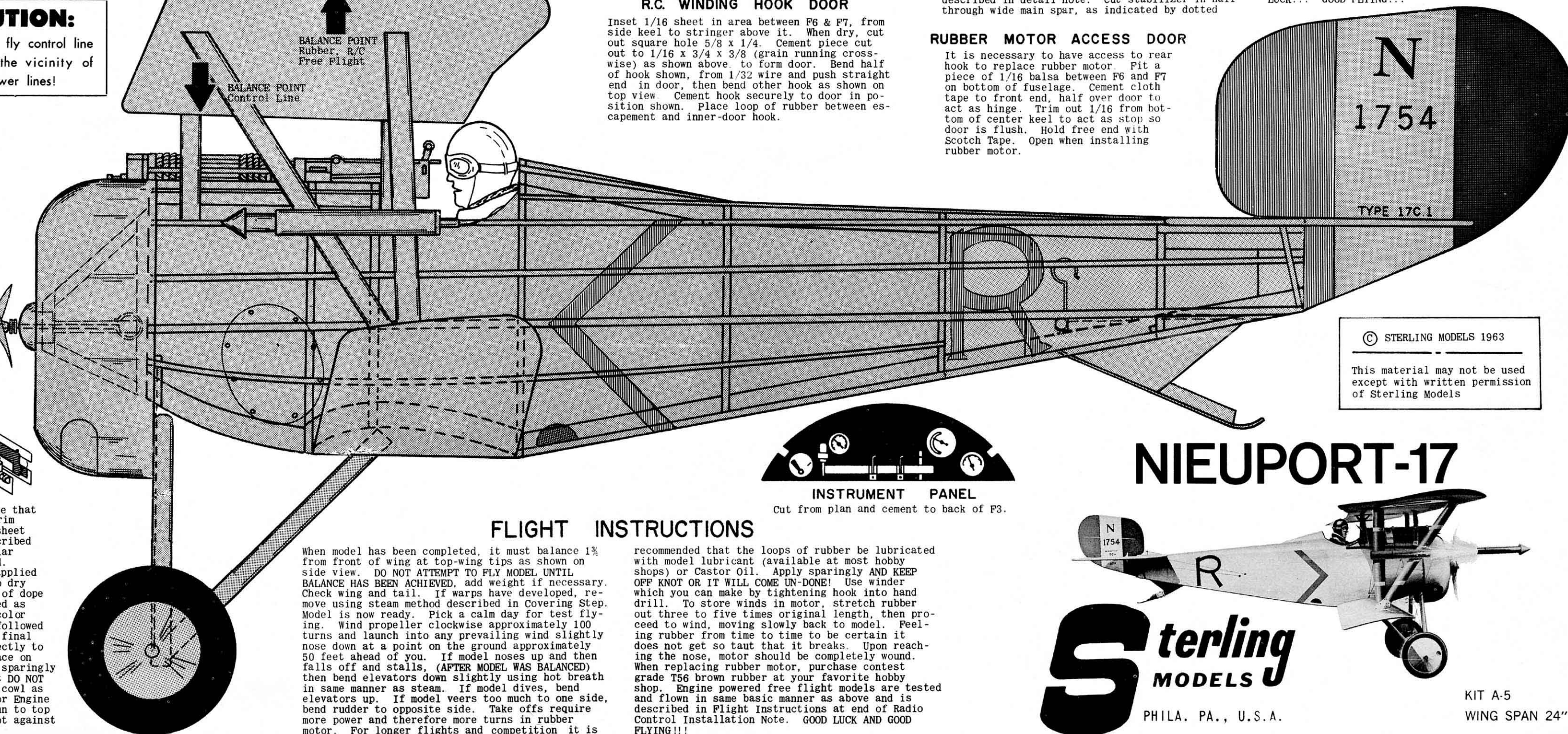
### R.C. WINDING HOOK DOOR

Inset 1/16 sheet in area between P6 & P7, from side keel to stringer above it. When dry, cut out square hole 5/8 x 1/4. Cement piece cut out to 1/16 x 3/4 x 3/8 (grain running cross-wise) as shown above to form door. Bend half of hook shown, from 1/32 wire and push straight end in door, then bend other hook as shown on top view. Cement hook securely to door in position shown. Place loop of rubber between escapement and inner-door hook.

### RUBBER MOTOR ACCESS DOOR

It is necessary to have access to rear hook to replace rubber motor. Fit a piece of 1/16 balsa between P6 and P7 on bottom of fuselage. Cement cloth tape to front end, half over door to act as hinge. Trim out 1/16 from bottom of center keel to act as stop so door is flush. Hold free end with Scotch Tape. Open when installing rubber motor.

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

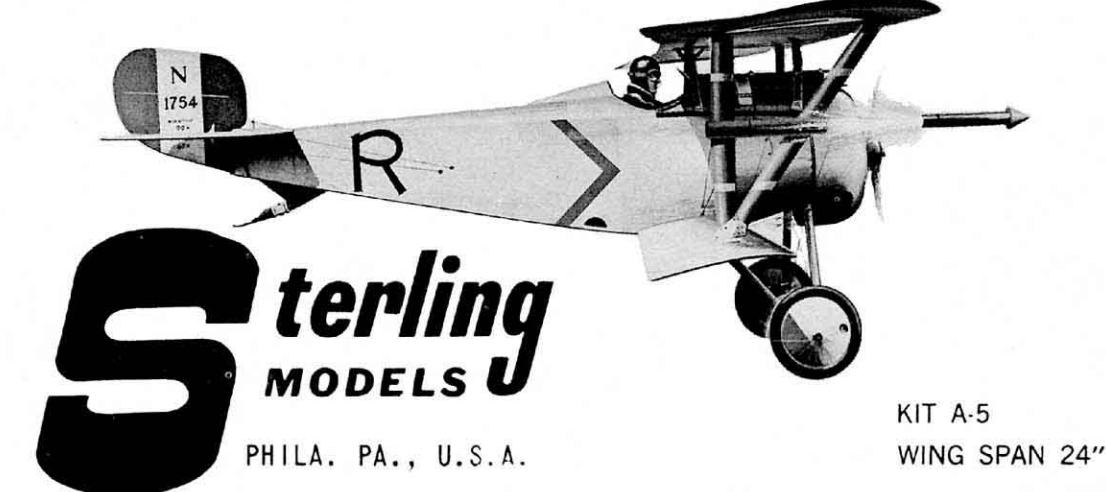


### FLIGHT INSTRUCTIONS

When model has been completed, it must balance 1/8" from front of wing at top-wing tips as shown on side view. Do NOT ATTEMPT TO FLY MODEL UNTIL BALANCE HAS BEEN ACHIEVED, add weight if necessary. Check wing and tail. If warps have developed, remove using steam method described in Covering Step. Model is now ready to fly. Pick a calm day for test flying. Wind propeller clockwise approximately 100 turns and launch into any prevailing wind slightly nose down at a point on the ground approximately 50 feet ahead of you. When model rises, it should fall off and stalls, (AFTER MODEL WAS BALANCED) then bend elevators down slightly using hot breath in same manner as steam. If model dives, bend elevators up in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. GOOD LUCK AND GOOD FLYING!!!

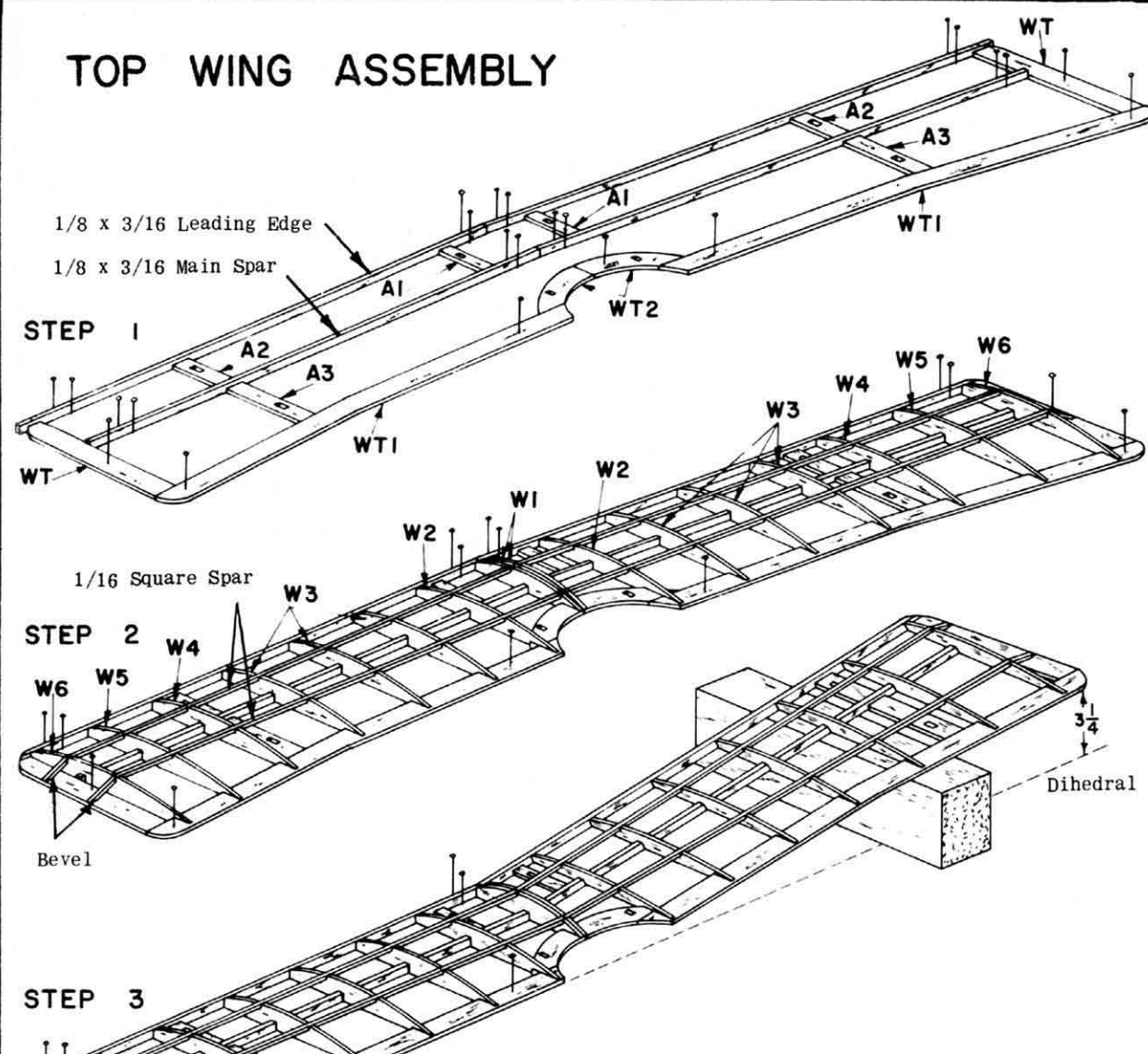
recommended that the loops of rubber be lubricated with model lubricant (available at most hobby shops) or Castor Oil. Apply sparingly AND KEEP OFF KNOT OR IT WILL COME UN-DONE! Use winder which you can make by tightening hook into hand drill. To store winds in motor, stretch rubber and three to five times original length, then proceed to wind, moving slowly back to model. Feeling rubber from time to time to be certain it does not get so taut that it breaks. Upon reaching the regular plastic cement should be completely wound. When replacing rubber motor, purchase contest grade T56 brown rubber at your favorite hobby shop. Engine powered free flight models are tested and flown in same basic manner as above and is described in Flight Instructions at end of Radio Control Installation Note. GOOD LUCK AND GOOD FLYING!!!

## NEUPORT-17

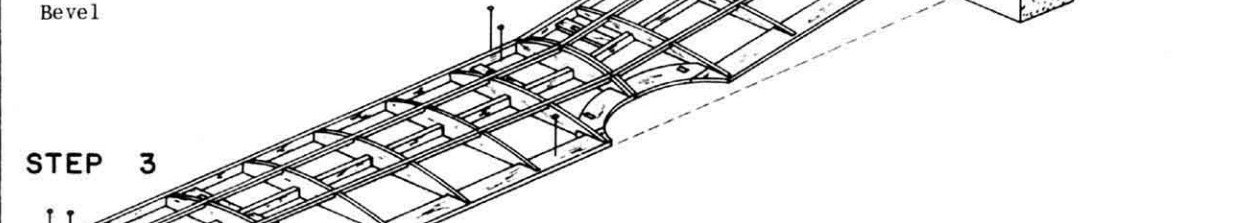
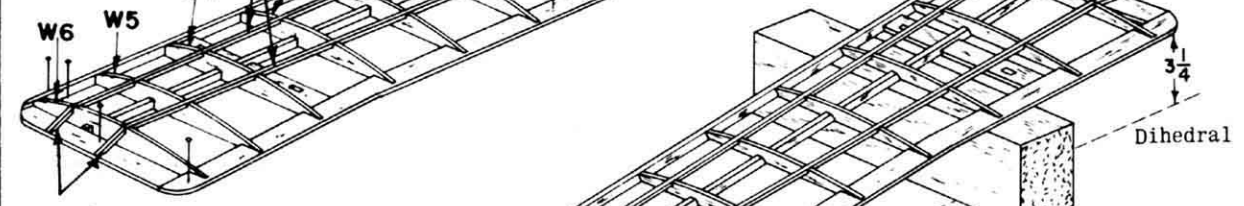
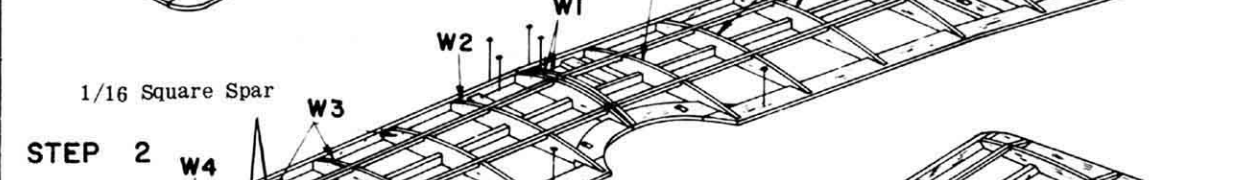
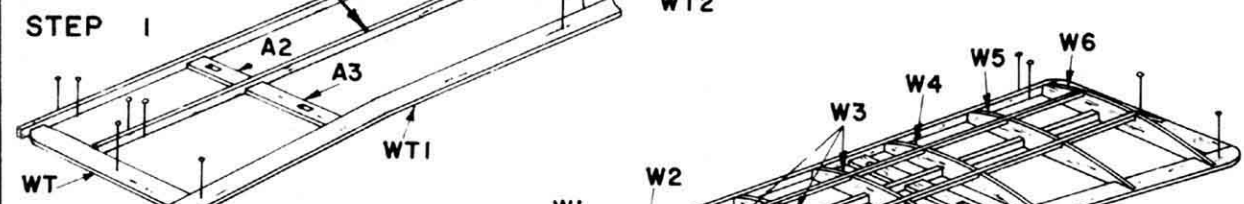


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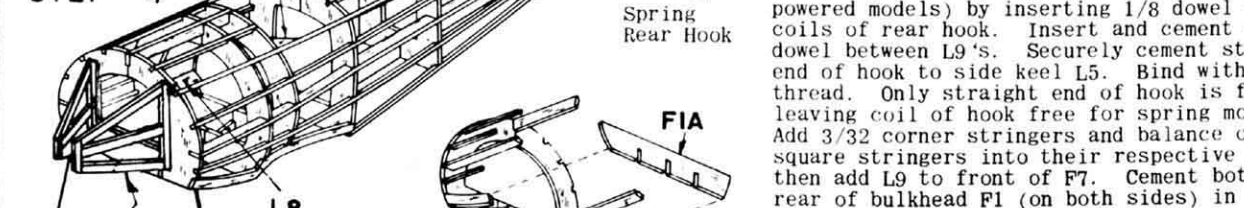
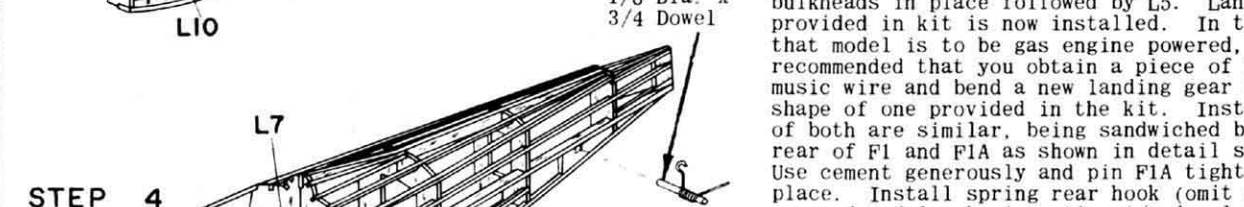
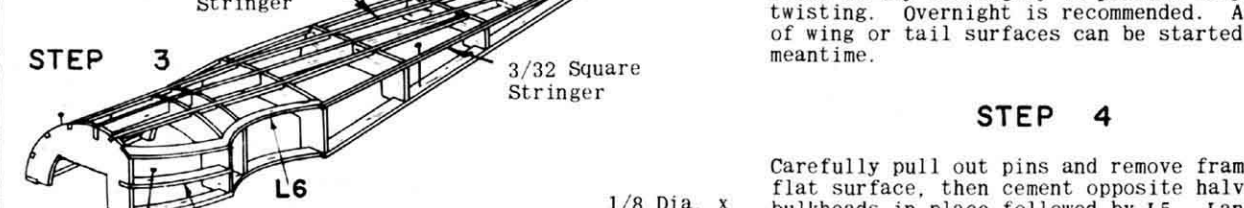
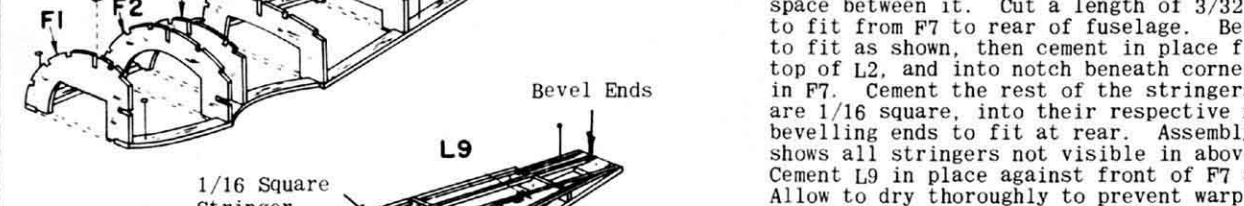
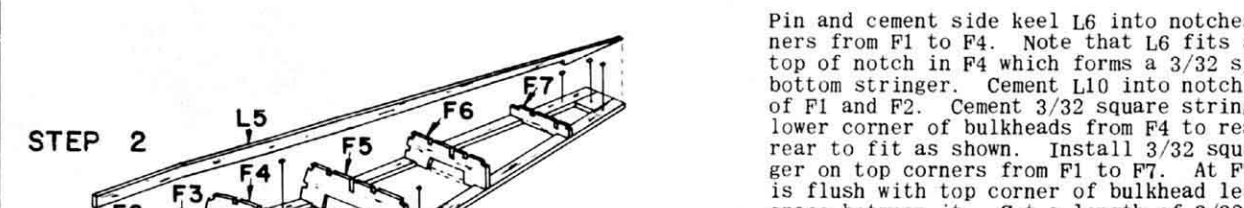
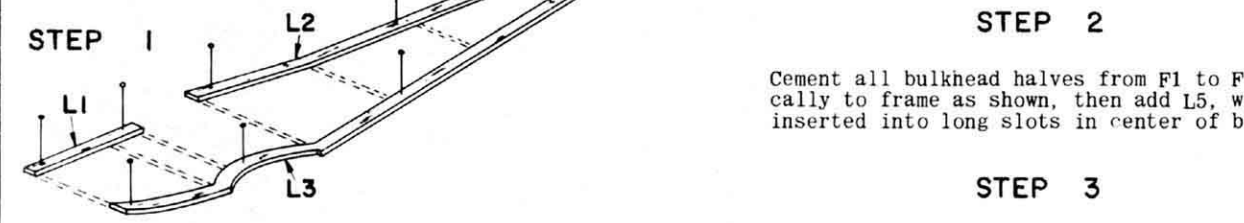
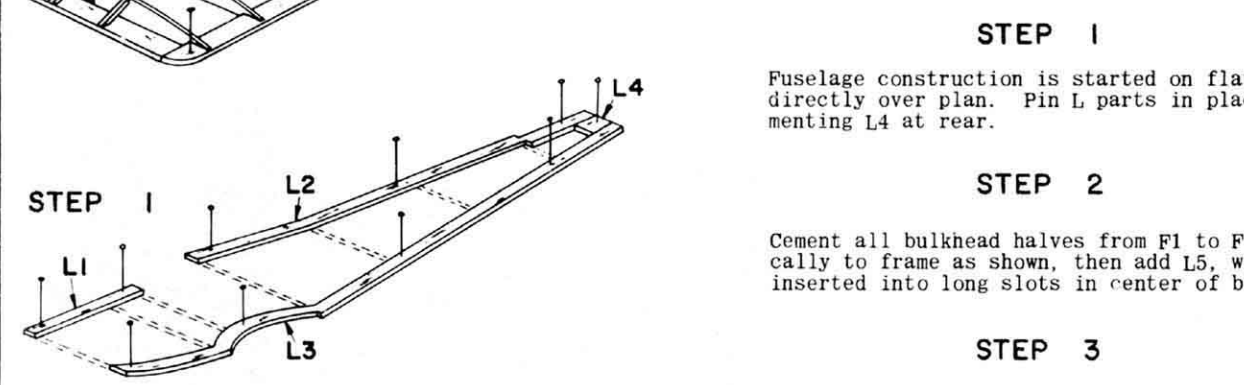
# TOP WING ASSEMBLY



1/8 x 3/16 Leading Edge  
1/8 x 3/16 Main Spar



# FUSELAGE ASSEMBLY



Cowl Frame  
Used on Rubber models only

Fuselage construction is started on flat surface directly over plan. Pin L parts in place, cementing L4 at rear.

Cement all bulkhead halves from F1 to F7 vertically to frame as shown, then add L5, which is inserted into long slots in center of bulkheads.

Pin and cement side keel L6 into notches in corners from F1 to F4. Note that L6 fits against top of notch in F4 which forms 3/32 space for bottom stringer. Cement L10 into notch in bottom of F1 and F2. Cement 3/32 square stringer into lower corner of bulkheads from F4 to rear. Bevel rear to fit as shown. Install 3/32 square stringer on top corners from F1 to F7. At F7, stringer is flush with top corner of bulkhead leaving 3/32 space between it. Cut a length of 3/32 square to fit from F7 to rear of fuselage. Bevel end to fit as shown, then cement in place flush with top of L2, and into notch beneath corner stringer in F7. Cement the rest of the stringers, which are 1/16 square, into their respective notches, bevelling ends to fit at rear. Assembly sketch shows all stringers not visible in above sketch. Cement L9 in place against front of F7 as shown. Allow to dry thoroughly to prevent warping or twisting. Overnight is recommended. Assembly of wing or tail surfaces can be started in the meantime.

Carefully pull out pins and remove frame from flat surface, then cement opposite halves of bulkheads in place followed by L5. Landing gear provided in kit is now installed. In the event that model is to be gas engine powered, it is recommended that you obtain a piece of 1/16 dia. music wire and bend a new landing gear to exact shape of one provided in the kit. Installation of both are similar, being sandwiched between rear of F1 and F1A as shown in detail sketch. Use cement generously and pin F1A tightly in place. Install spring rear hook (omit on gas powered models) by inserting 1/8 dowel through coils of rear hook, insert and cement ends of dowel between L9's. Securely cement straight end of hook to side keel L5. Bind with light thread. Only straight end of hook is fastened, leaving coil of hook free for spring movement. Add 3/32 corner stringers and balance of 1/16 square stringers into their respective notches, then add L9 to front of F7. Cement both L6's to rear of bulkhead F1 (on both sides) in position shown. Do likewise with L7's at rear of F3. Allow fuselage frame to dry thoroughly, then sand lightly to present a smooth surface for tissue covering described in detail note. See respective notes if installing rockets or R/C, Control Line, etc.

## STEP 1

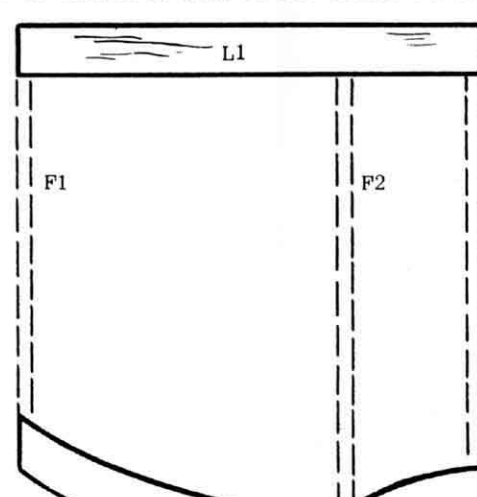
Build wings on flat surface directly on plan. Pin all WT parts in place, cementing to each other where they join. Cut 1/8 x 3/16 x 12 main spars to proper length. Pin in place in upright position, joining directly over center, where they are cemented and also cemented to WT's. 1/8 x 3/16 x 12 is also used for leading edge. Pin in place in upright position, cementing at center joint and to front of WT's. Cement A parts in place.

## STEP 2

Ribs W1 to W6 are now cemented in place. Top wing of real Nieuport was flat. Model wing may be built flat ONLY IF MODEL IS BEING CONSTRUCTED FOR CONTROL LINE FLYING. In this case, center ribs W1 are cemented tightly against each other. For all other models however, ribs W1 are cemented in place at angle using rib angle template as shown in detail sketch. All other ribs are cemented in place vertically. Cement 1/16 square spars into notches along top of ribs. Spars at tip are cut to length, ends beveled, and cemented in place separately. Trim leading edge to curve of tip. Allow frame to dry thoroughly before removing from flat surface. If wing is built flat, disregard next step showing dihedral installation.

## STEP 3

Pull out pins carefully and remove frame from flat surface. Separate halves and trim & sand leading edge to shape shown on wing cross-section. Round off tips & trailing edge as shown, to blend smoothly into each other. Trim off leading edge, spars and trailing edge flush to angle of center ribs, then cement halves together on flat surface, blocking up one side 3/4" at tip rib as shown. Measurement must be the same at leading and trailing edge so that wing is not warped. Other side should be pinned or weighted to keep flat on surface. Use cement generously and allow to dry thoroughly. Then dry sand frame smooth to prepare for tissue covering.

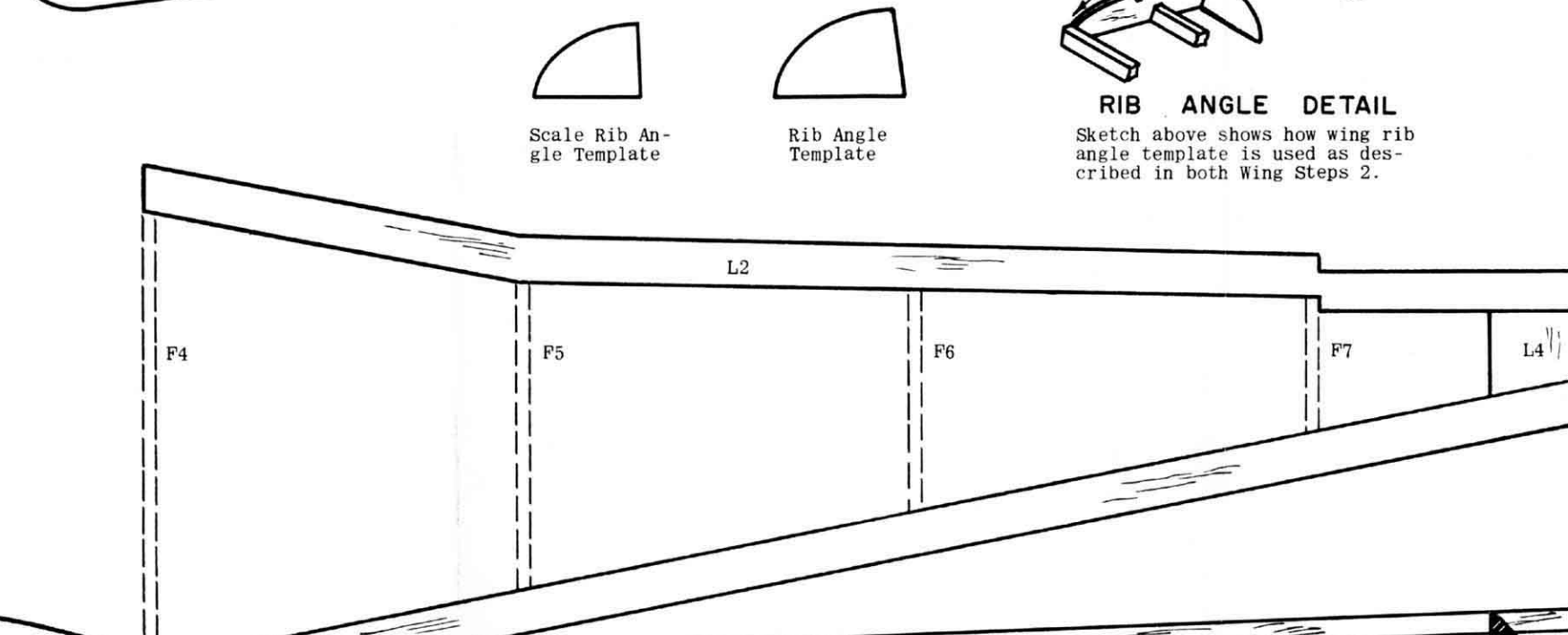
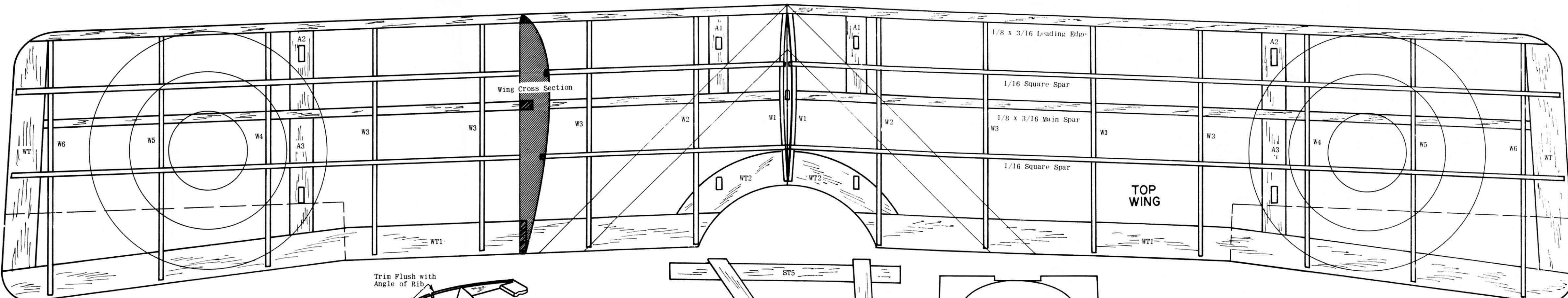


# BOTTOM WING ASSEMBLY

Build lower wing in same manner as upper wing, pinning all WT parts shown to plan, and cementing to each other. Trim 1/8 x 3/16 leading edge strip to length (including small center section piece) and pin upright to plan, cementing to each other and to front of WT's.

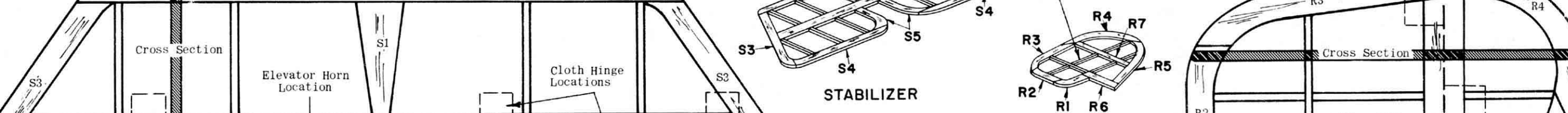
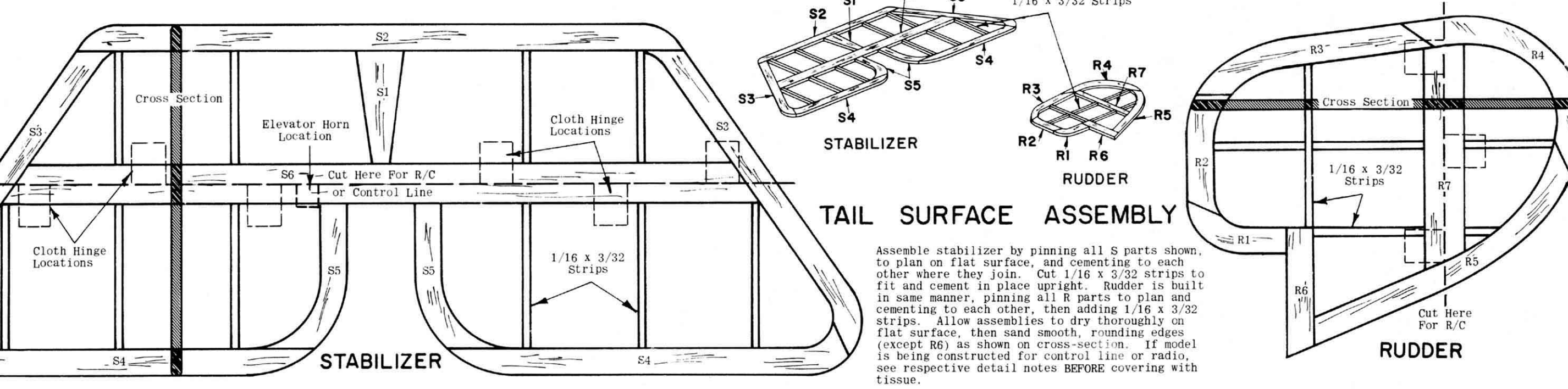
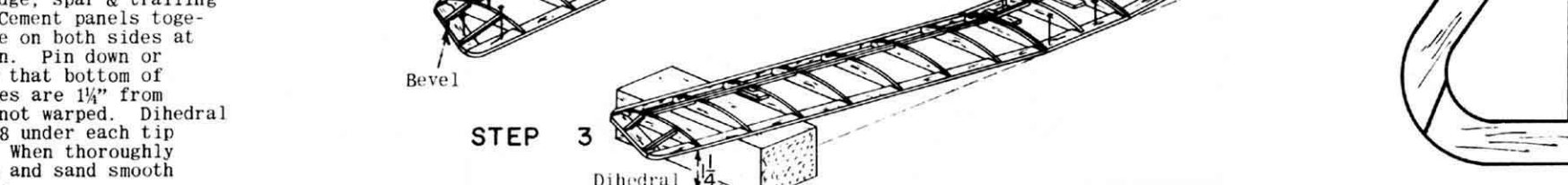
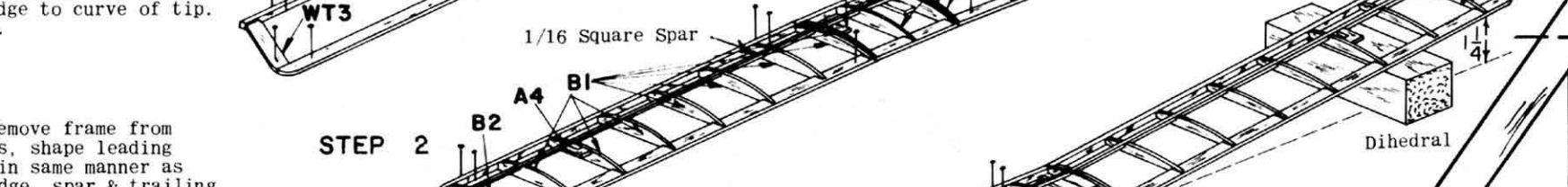
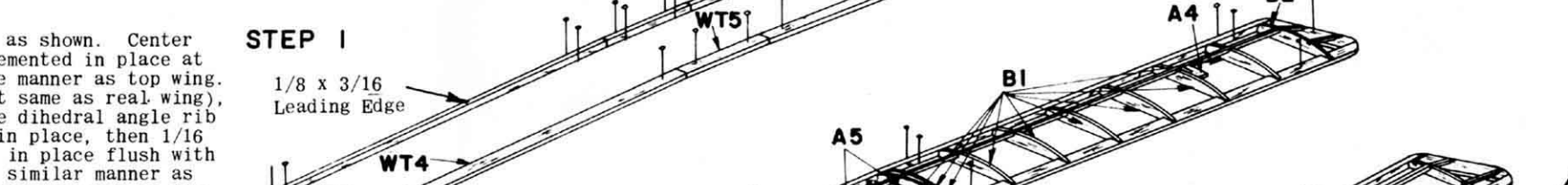
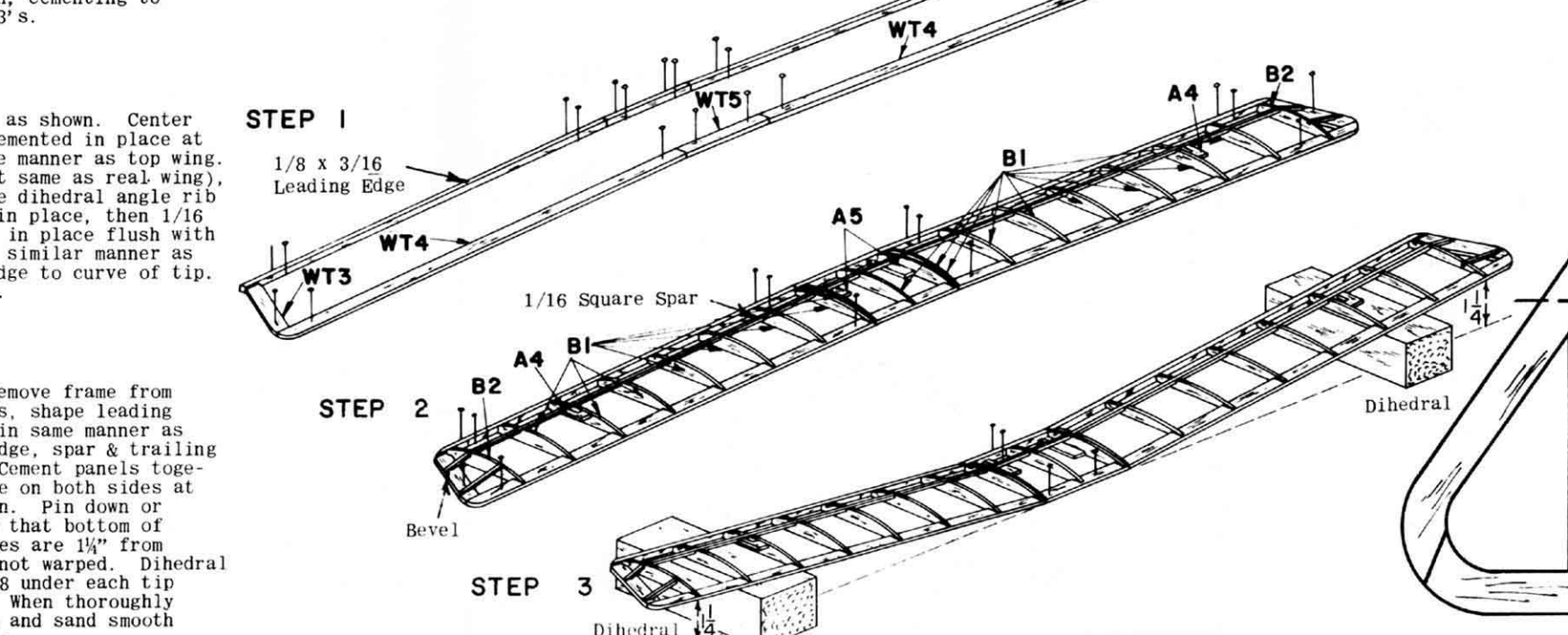
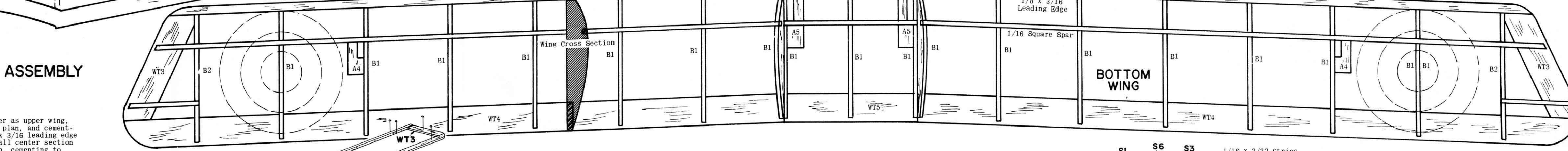
Install all rib B1's and B2's as shown. Center ribs B1 on outer panels are cemented in place at angle, using template, in same manner as top wing. Control line model wing (built same as real wing), has slight dihedral, use scale dihedral angle rib template shown. Cement A5's in place, then 1/16 square top spar. Cement A4's in place flush with top of rib. Add tip spars in similar manner as top wing, then trim leading edge to curve of tip. Allow frame to dry thoroughly.

Carefully pull out pins and remove frame from flat surface. Separate panels, shape leading edge, tips and trailing edge in same manner as top wing, then trim leading edge, spar & trailing edge flush with angled rib. Cement panels together to form 1/2 dihedral angle on both sides at tip rib, using blocks as shown. Pin down or weight center section and see that bottom of both leading and trailing edges are 1/4" from flat surface so that wing is not warped. Dihedral measurement should only be 3/8" under each tip for CONTROL LINE MODEL ONLY. When thoroughly dry, remove from flat surface and sand smooth to prepare for tissue covering.



RIB ANGLE DETAIL  
Sketch above shows how wing rib angle template is used as described in both Wing Steps 2.

WING STRUT DETAIL  
Make 2 assemblies as follows: Securely cement ST1 and ST2 together. Cement lightly to ST4 and ST5, pinned directly on plan. Allow to dry thoroughly. Struts are cemented lightly to ST4 and ST5 since they are removed after installation is made as described in Final Assembly.



# 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. Follow directions for a smoothly covered warp-free, fine flying model. Use clear dope to attach tissue as follows: Apply a light coat to the outside edges of area to be covered and allow it to dry. Cut tissue to shape needed, about 1/8" over size. Place tissue on flat surface and dampen with moistened cloth by dabbing. Apply second coat of clear dope, then place moistened tissue on frame. Pull tissue gently with fingers, working out all wrinkles. WHEN COVERING WINGS 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, to wings and tail surfaces before assembling, pinning on flat surface to prevent warps. COVER TOP WING FIRST. Cover entire bottom in one piece. Cover top in two pieces from center ribs to tips. On control line models, add about 1/2 ounce of weight to lower tip on outside of circle flow. COVER BOTTOM WING NEXT: Bottom of wing is covered in one piece. Cover top of wing in two pieces from dihedral break to tips. Center section must be left uncovered. COVER STABILIZER AND RUDDER NEXT: Cover both sides of each in one piece. Install rocket firing mechanism (see detail) before covering fuselage. COVER FUSELAGE NEXT: Cover fuselage sides first, with one piece. Cover top front section from F1 to F3 in one piece. Cement stabilizer and lower wing in place as described in final assembly. Cover bottom of fuselage in one piece, tissue going right over bottom of lower wing. Cover top rear of fuselage, slitting tissue to clear head rest. Tissue extends past stab leading edge for smooth unbroken surface. Using patterns provided, cut cockpit and head rest covers from stiff paper, and cement in place. 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.

