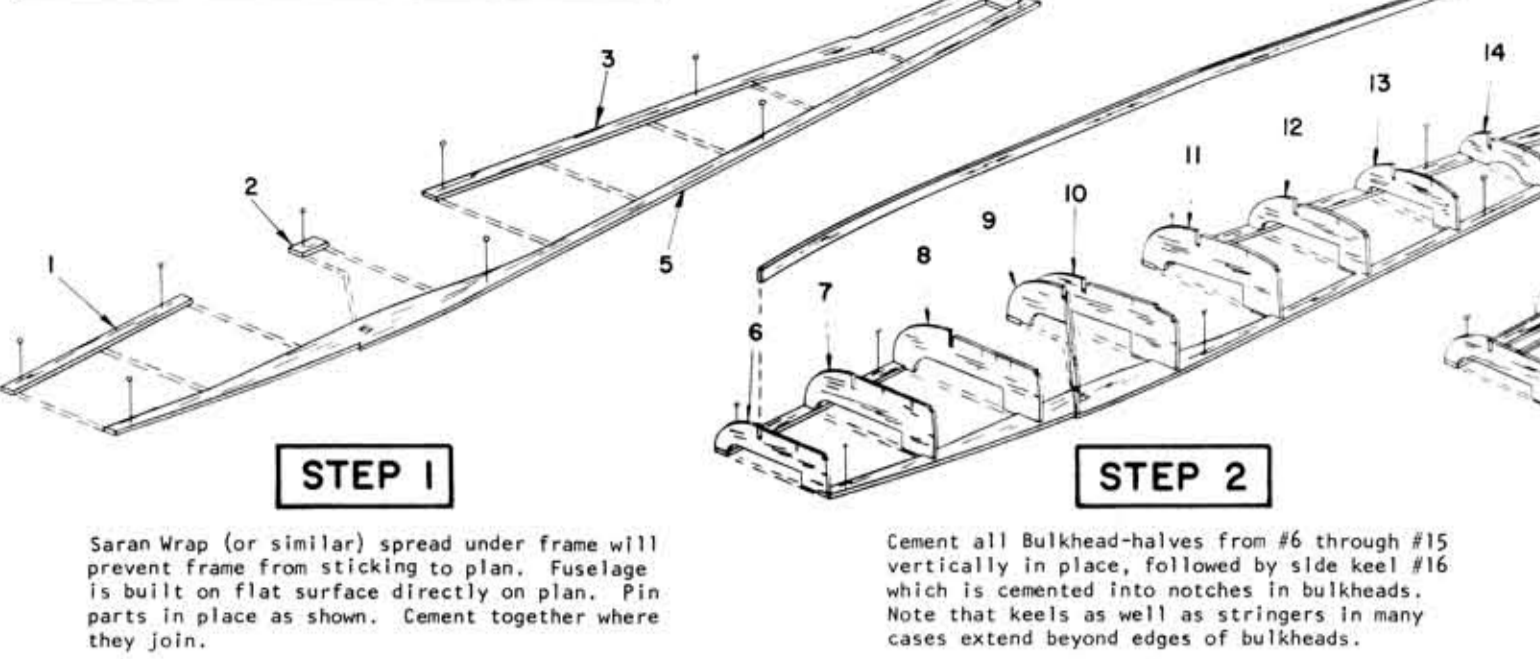


FUSELAGE ASSEMBLY



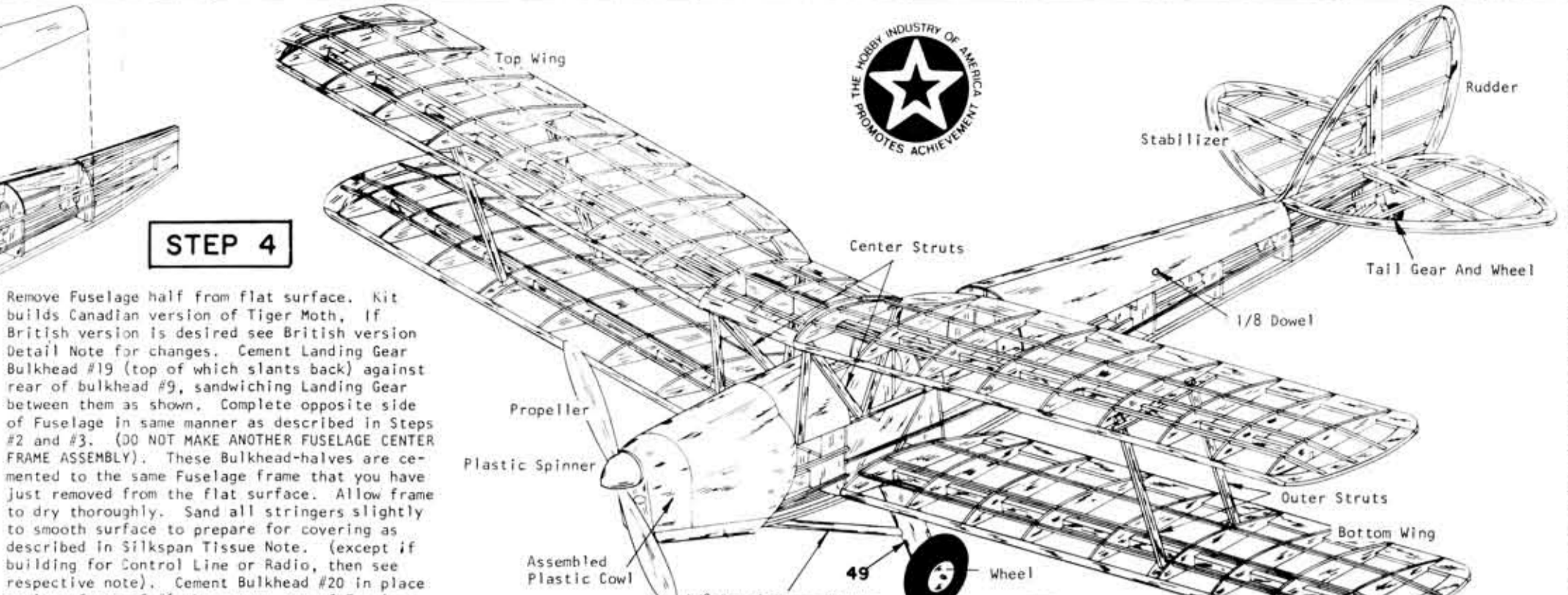
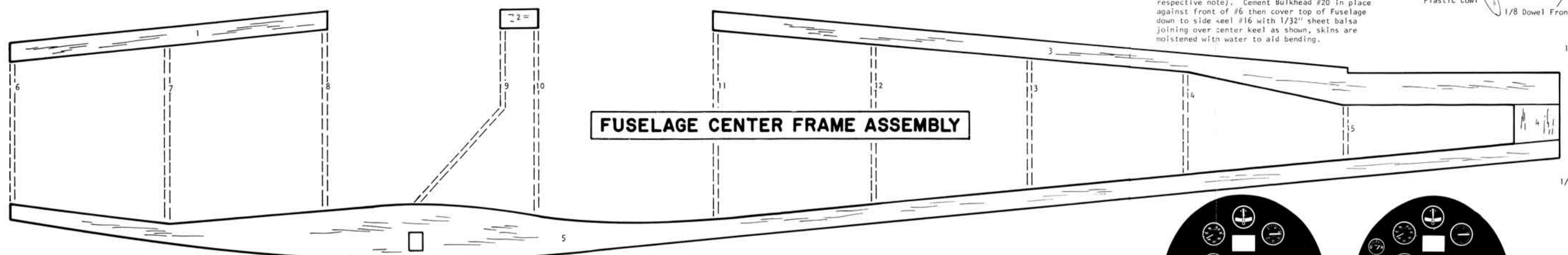
STEP 3

Die-cut rear piece #18 is cemented into notch in Bulkhead #15, against keel. Cement #17 into notches in Bulkheads from #8 to #10. Note that it permits room for 1/8" corner stringer which is cemented from #6 to rear as shown. Add 1/16" sq. stringers into notches and/or locations are marked on bulkheads with a crease mark. Allow to dry thoroughly.

STEP 4

Remove Fuselage half from flat surface. Kit builds Canadian version of Tiger Moth. If British version is desired see British version Detail Note for changes. Cement Landing Gear Bulkhead #19 (top of which slants back) against rear of bulkhead #9, sandwiching Landing Gear between them as shown. Complete opposite side of Fuselage in same manner as described in Steps #2 and #3. (DO NOT MAKE ANOTHER FUSELAGE CENTER FRAME ASSEMBLY). These Bulkhead-halves are cemented to the same Fuselage frame that you have just removed from the flat surface. Allow frame to dry thoroughly. Sand all stringers slightly to smooth surface to prepare for covering as described in Silkspan Tissue Note (except if building for Control Line or Radio, then see respective note). Cement Bulkhead #20 in place against front of #6 then cover top of Fuselage down to side keel #16 with 1/32" sheet balsa, joining over center keel as shown, skins are moistened with water to aid bending.

FUSELAGE CENTER FRAME ASSEMBLY

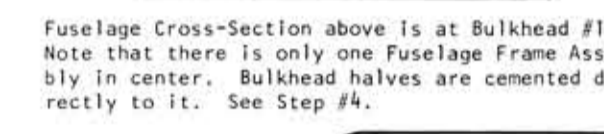


STEP 5 - FINAL ASSEMBLY

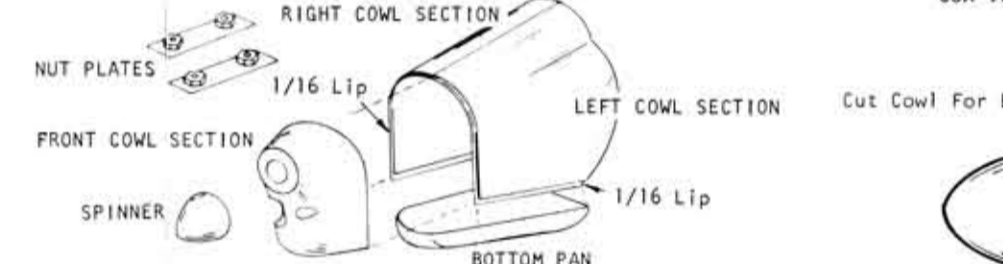
Apply decals by dipping in warm water and sliding off into position shown. Cut instrument panels from plan and cement to rear of #8 & #10. Slip tires on wheels. Clear 1/16" holes through center of wheels and slip wheels on axles. Secure by placing drop of cement on end of axle. Insert straight end of propeller shaft through rear of wood Nose Bearing. Slip on two washers provided, and insert shaft through rear of freeheeling propeller. Bend about a 1/4" of shaft at right angle as shown on Side View, which engages propeller when it is engaged. Rubber Motor is now installed. It is wound by 1/8" dowel (that crosses through skin covering at rear of Fuselage) by dropping rubber into Fuselage through nose, far enough so that dowel can be inserted through one side, then through rubber loop, then into opposite side. Be sure to tie thread on the end of the loop, or make a hook on piece of the wire to lower the loop of rubber into Fuselage. After engaging rubber on dowel, pull it through Fuselage and engage on propeller shaft. Nose Bearing fits into #20. Cut front windshield from celluloid provided using pattern on plan. Cement to Fuselage forward of front Cockpit as shown on Side View. Canadian Tiger Moth was also flown with Full Canopy (see Scale Drawings). If this is desired, cut rear windshield using pattern and cement in place. Cut 2 center canopy sections & cement together as shown on Side View, then cement around front & back windshields as shown in dotted lines. Canopy metal frame is simulated by cementing strips of paper in place, which is painted silver. Slip tailhook on axle and secure with drop of cement. Installation of Rigging Detail, Movable controls and other super Detail Scale Installations are optional as described in Scale Note. Installations for Control Line and Radio Control are described in respective notes. This completes your Tiger Moth. See Flight Instructions before flying model. GOOD LUCK!!! HAPPY LANDING!!!

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

TYPICAL CROSS SECTION



INSTRUMENT PANELS

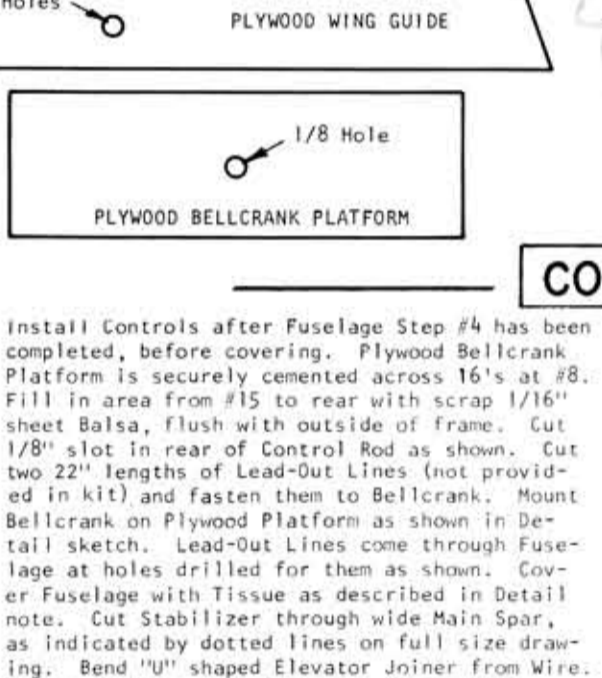


PLASTIC PARTS DETAIL

For best results follow instructions carefully. When cementing plastic parts, cement must be sparingly used since excessive amounts will distort the plastic. Use light coats of cement. If necessary, use more than one coat. **DON'T DO NOT APPLY A THICK COAT AT ANY TIME.** **PAINTING:** Regular plastic model paint or enamel should be used. Airplane dope can be used only if applied in VERY LIGHT spray coats, allowing paint to dry thoroughly between coats. Excessive dope will deform plastic. When painting parts with dope, apply a light coat of silver, followed by final color. **COULS:** Cowl is made up of four parts cut from plastic sheet as shown leaving the 1/16" lip on the front & bottom of the left and right-hand rear sections. Cement both halves together along top then cement front cowl in place over lip, followed by bottom pan. Install as described in Final Assembly. **SPINNER:** Cut from sheet leaving 1/16" lip on front. Sand and trim off excess carefully, then cut out for propeller at scribe line. Cement Spinner to propeller after propeller is in place, making sure that Spinner is carefully lined up as shown on Side View so that it does not wobble when propeller revolves. **NUT PLATES:** Cut from sheet and install as described in Engine Installation.

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. Entire Fuselage, or front back to #8 should be covered with 1/32 or 1/16 sheet Balsa. Top of Cowl is cut out for Engine clearance. Engine is installed on die-cut 1/16 Firewall provided in kit. Carefully drill 3/32" holes at punch marks. Mount Engine to Firewall with #2 Nuts and Bolts, tightening nuts securely. Cut Plastic Nut Plates from milled sheet and securely 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 in place when starting Step #4. Trim #6 to clear Engine. Drill three holes in top of Fuselage in position indicated by dotted line on drawing, for Needle Valve and fill overflow tubes.



CONTROL LINE INSTALLATION

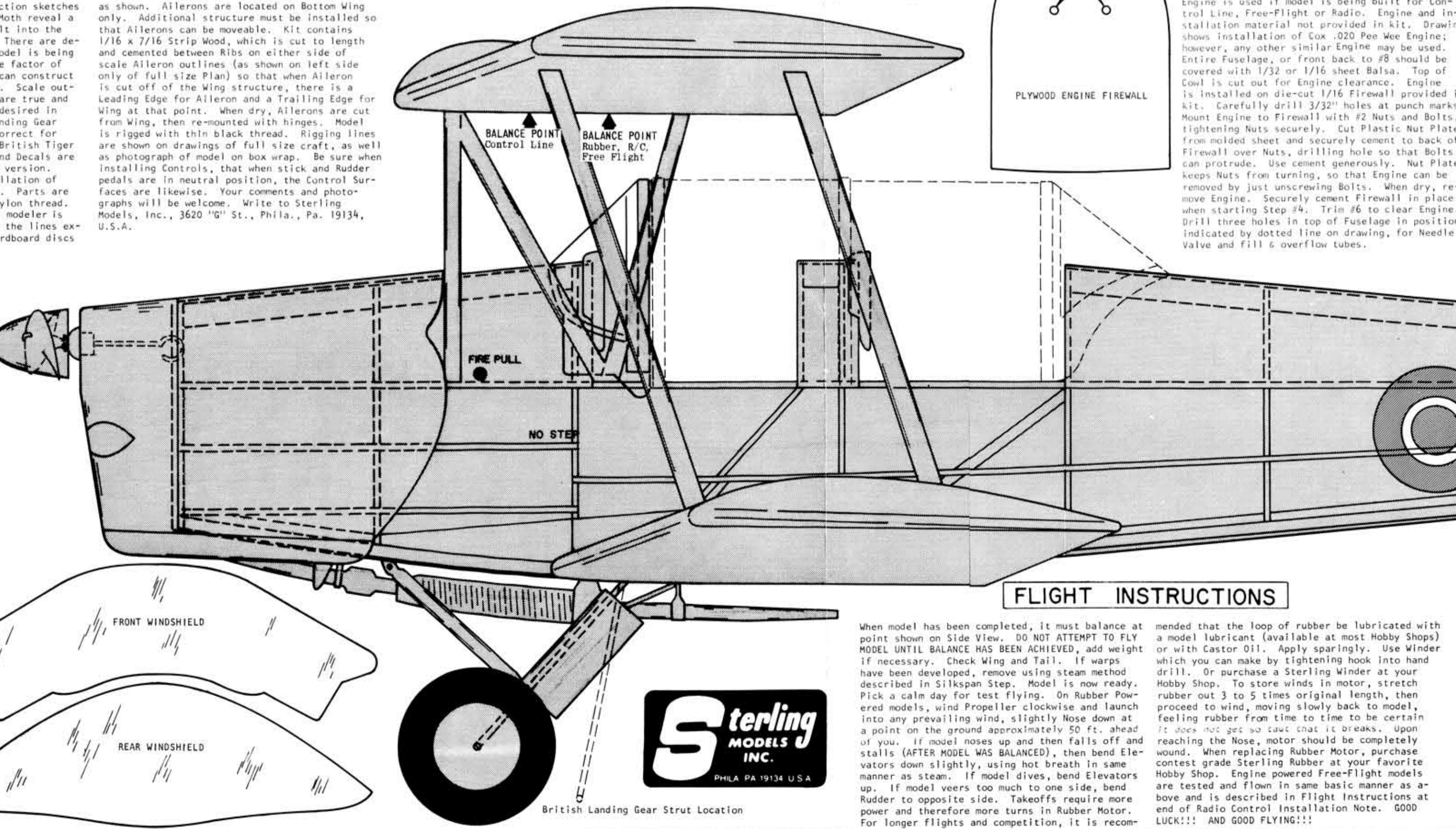
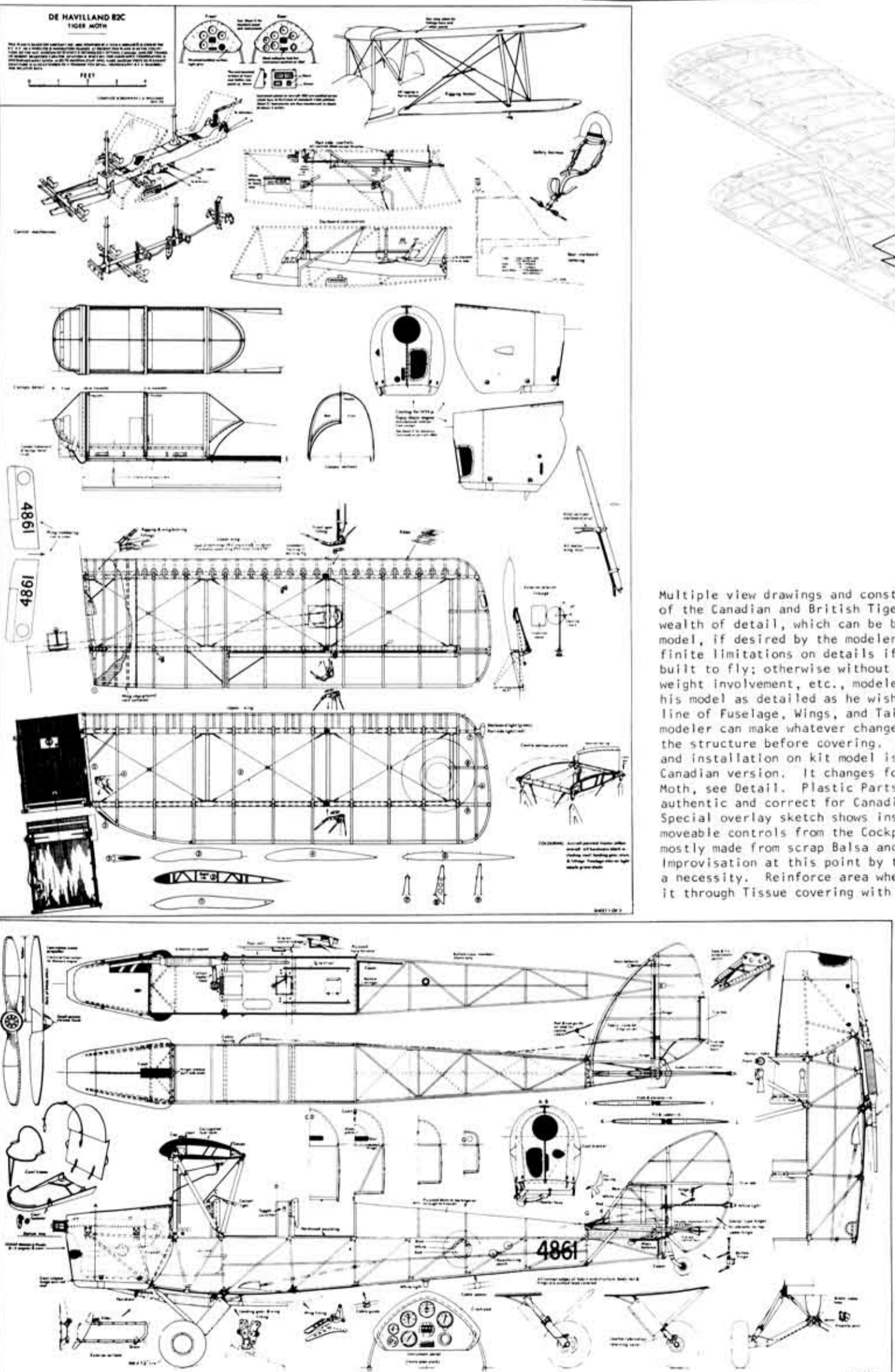
Install Controls after Fuselage Step #4 has been completed, before covering. Plywood Bellcrank Platform is securely cemented across #6's at #8. Fill in rear from #15 to rear with scrap 1/16" sheet Balsa, flush with outside of frame. Cut 1/8" slot in rear of Control Rod as shown. Cut two 22" lengths of Lead-out Lines (not provided in kit) and fasten them to Bellcrank. Mount Bellcrank 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 notes. Cut Stabilizer through wide Main Spar, as indicated by dotted lines on full size drawing. Bend "U" shaped Elevator Joiner from Wire. Cement Spurs to both Elevators in position shown. Elevators now move as one unit. Round edges and install Control Horn at location shown on drawing, then join together with cloth Hinges as shown. Cement Stabilizer to Fuselage as described in Final Assembly note. Tape Elevators in neutral position (in line with Stabilizer, neither up nor down). Bend 1/4" of one end of 1/16" Wire for Control Rod at right angle. Loosen Bellcrank and Insert Rod from bottom with Spur vertical, then secure Bellcrank. Control Rod should be in line with Elevator Horn, if not, bend accordingly, so that Rod slips through slot freely. Make a right angle bend at rear of Rod at precisely the location of the hole in the Elevator Horn with Bellcrank in neutral position. Control system must operate freely and easily. **CAUTION:** Model must balance level (or slightly Nose down) at point where front Control Line comes out of Fuselage. If necessary, add weight. Use regular 1/24 Control Lines (not supplied) when flying your Tiger Moth. GOOD LUCK!!! GOOD FLYING!!!

TAIL GEAR DETAIL

Bend to shape of this full size pattern from .045 wire provided. Install as described in Step #5.

CONTROL ASSEMBLY

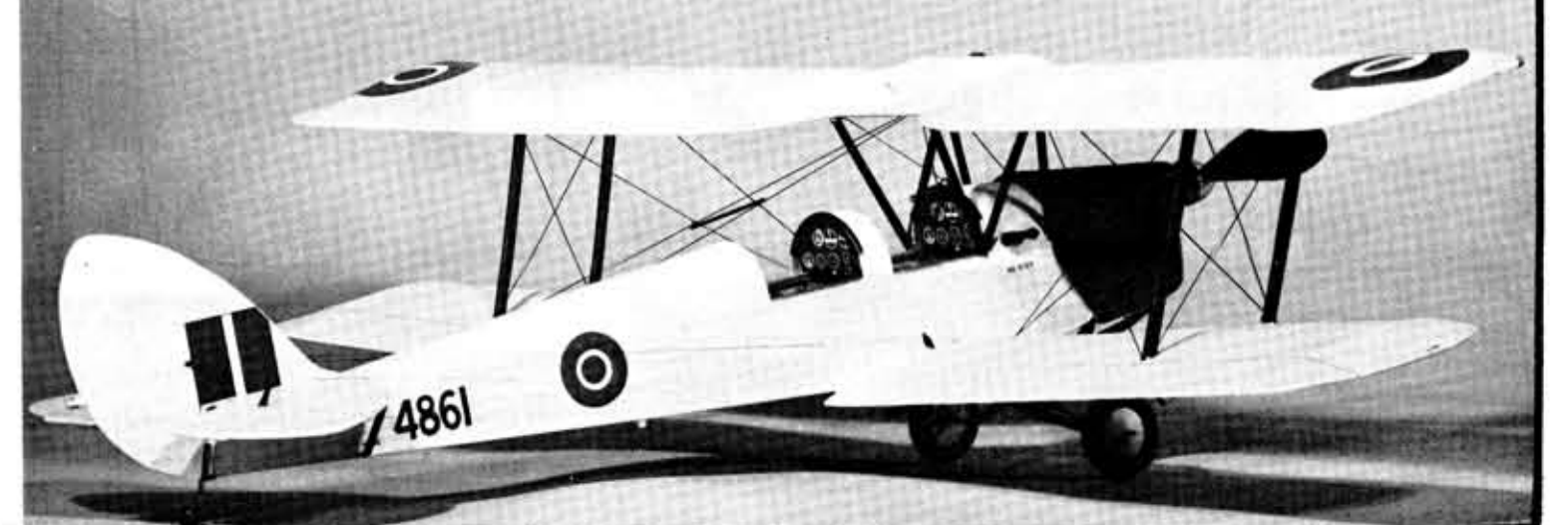
Parts supplied for control system are nylon - which is virtually indestructible. Drill 1/8 hole thru plywood platform. Insert bushing in Bellcrank as shown, followed by 1/40 machine screw. Assemble on platform, inserting screw thru hole. Secure with nut, closed side against plywood, secure nut with drop of glue or solder. Be sure Bellcrank swings freely. Install Elevator Horn on Elevator at location shown. Drill 1/16 hole then insert tap screw thru top plate and tighten in into hole in Horn. Secure with drop of glue.



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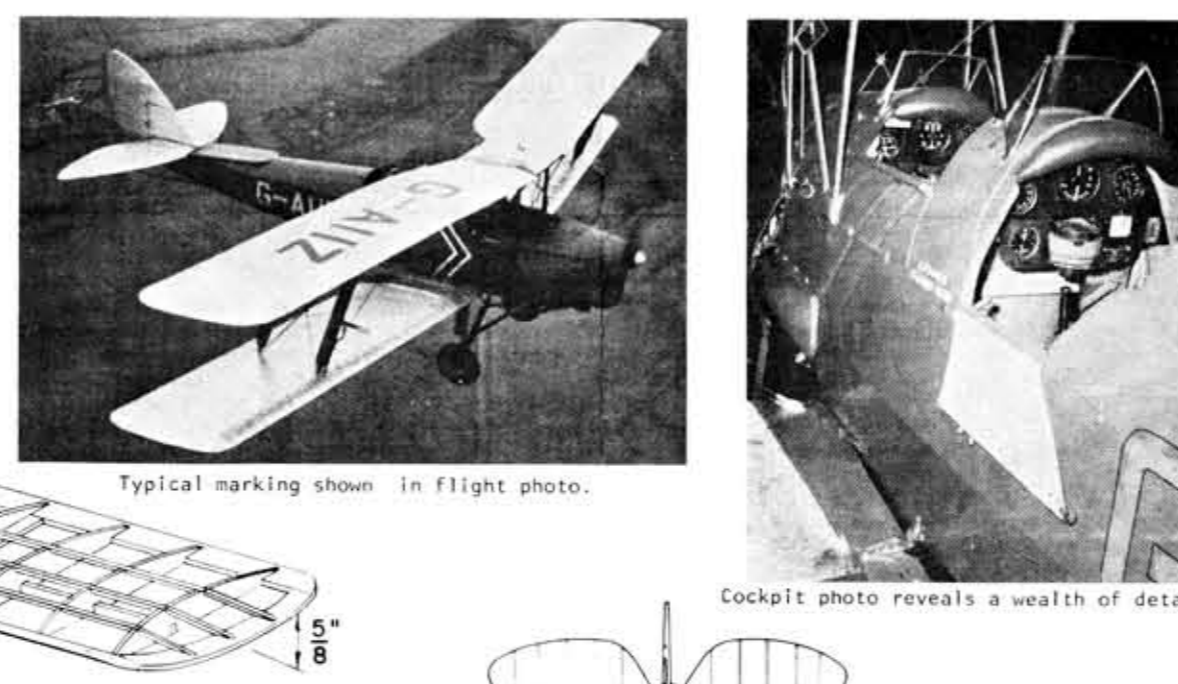
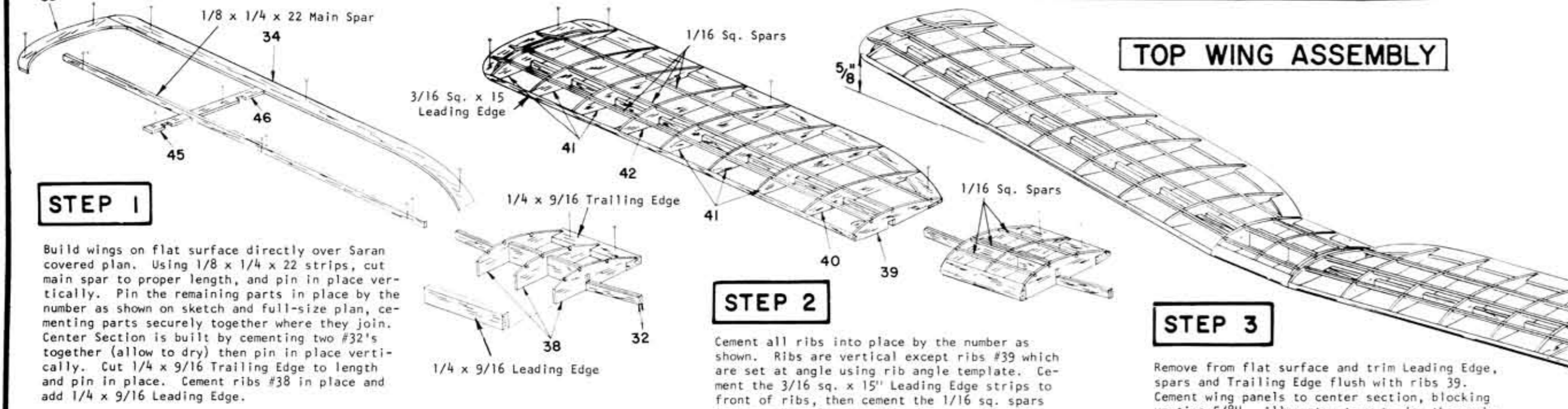
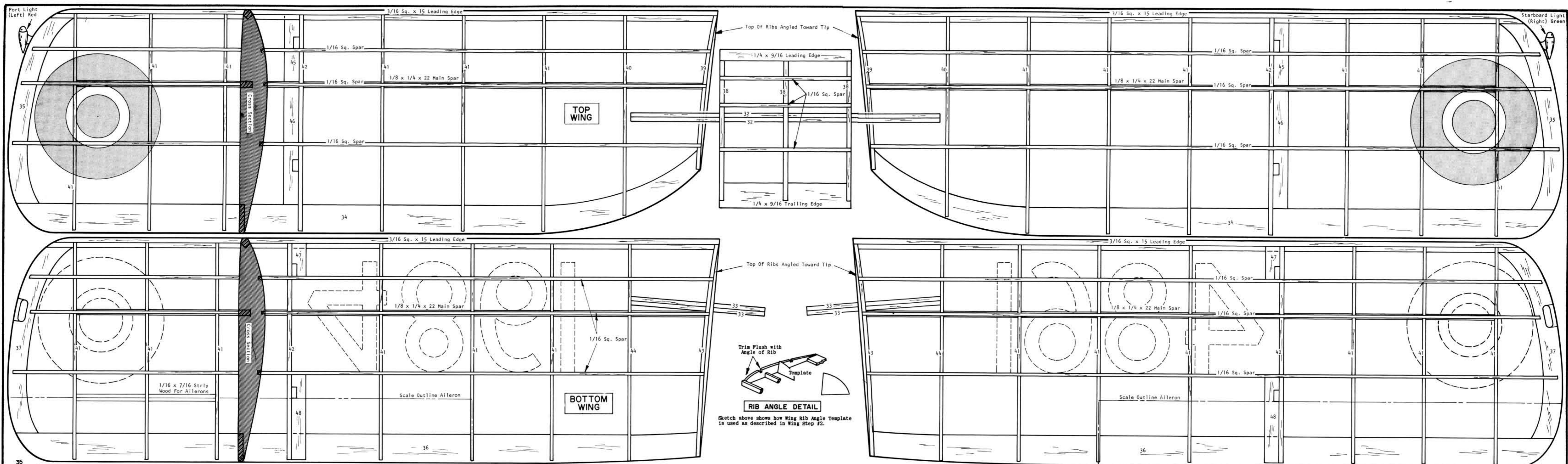
DE HAVILLAND TIGER MOTH

KIT E13
SPAN 33"
1 1/2" = 1 Ft.



Scale drawings above thru the courtesy of Model Airplane News Magazine, Write 1 N. Broadway, White Plains N.Y. 10601.

Following the success of the Moth, the DeHavilland Company produced the DH52 Tiger Moth in 1923, which was to become the most popular and famous trainer ever built. Still in service and older than even the DC-3, the Tiger Moth still remains, in the opinion of many experts, the finest training aircraft available in Great Britain and perhaps in any country in the world. The Tiger Moth was very popular during the Flying Clubs in Great Britain and more than 300 of them were in use by Flying Clubs and Reserve Training Schools by 1939. A total of 4,005 Tiger Moths were delivered to the United States during World War II and it was also built under license in Canada, Australia and New Zealand. Our Model is a true reproduction and captures the beautiful lines of the full-size craft. Tiger Moths, either real or model, are excellent flyers as you will see when you complete yours.



SILKSPAN TISSUE COVERING

The finest grade wet strength Silkspan Tissue provided in this kit permits covering of most compound curves without wrinkling when moistened with water before applying to frame. Any wrinkles in Tissue provided in kit will come out when it is moistened. Tissue shrinks when dry, to a tight smooth surface. Follow directions for a smoothly covered, warp-free 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, plus 1/4\"/>

RADIO CONTROL INSTALLATION

Because of the relatively small size of this Tiger Moth model, it is recommended that only the lightest Radio equipment be installed, maximum 3 oz. (including battery). The Ace Pulse Proportional System and Cannon Miniature are good examples of lightweight equipment. None of the Radio Control equipment or installation material is included in the kit, it must be supplied by the model builder. In order to maintain the balance point shown on side view, mount the Radio equipment in the front cockpit area. Access to this equipment is made through a Trap Door, which is fitted in the Fuselage directly under the Cockpit. Trap Door should be of substantial strength and hinged on the front end. Opposite end can be held in place with a rubber band stretched across hooks on each side of Fuselage, or tiny screws into hardwood blocks to receive them. Mount Rudder with cloth hinges (see Detail), making sure that it swings freely. Location of Hinges is shown on full size Rudder drawing. Since R/C equipment is varied, no specific installation directions can be given. Install the R/C equipment according to the R/C manufacturer's instructions. All installations for securing R/C in Fuselage should be made before covering Fuselage, when model has been completely finished, it must balance 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 ft. in front of you, and release at approximate flying speed. Model should fly in 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 Shim under top of Fuel Tank. Increase Engine RPM as adjustments are made, checking R/C controls before each flight. GOOD LUCK! GOOD FLYING!!!

