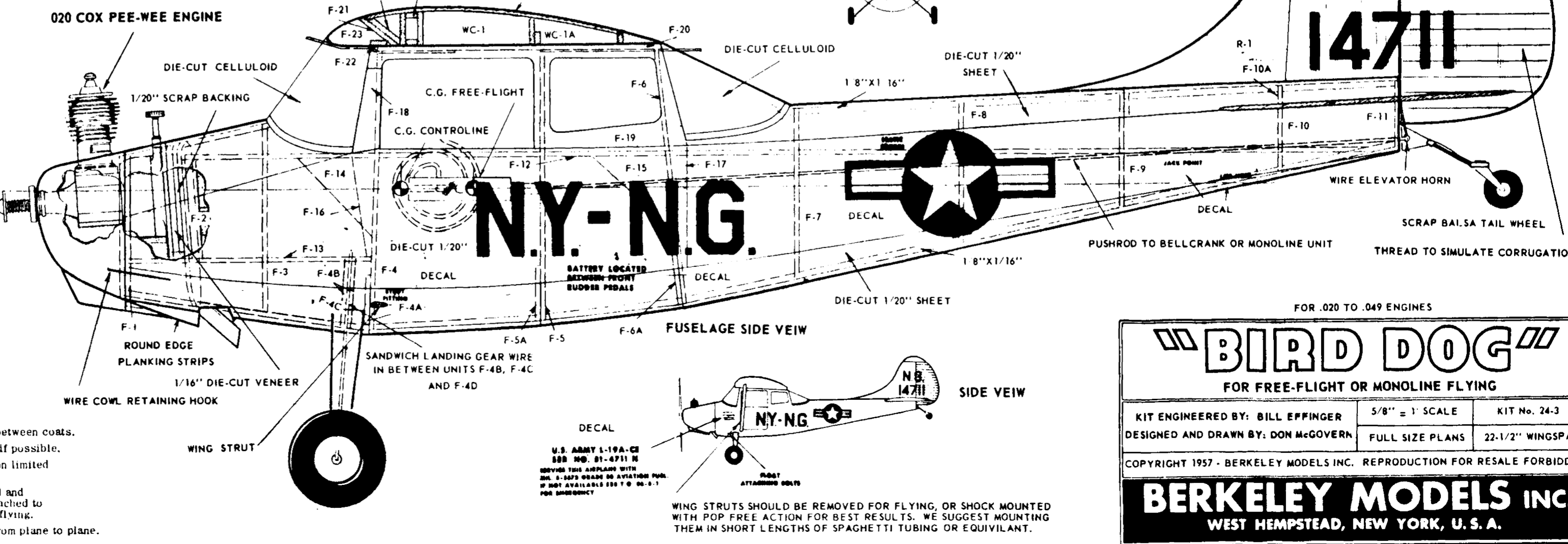


**BUILDING & FLYING INSTRUCTIONS**

- Remove all die-cut parts from the sheets, sand edges if necessary.
- Dend all tabs on wing jigs upward, making one left and one right jig.
- Lay main panel trailing edges and bottom spars in place, position ribs.
- Cement leading edge and top spars in position.
- Assemble center panel in like manner, cementing gussets to spars.
- Join panels together, add leading edge sheeting, center die-cut sheeting.
- Assemble rudder and stabilizer units, sand to airfoil etc.
- Cut stabilizer along hinge line and add hinges, horn etc. for controline version.
- Slip formers on step keel of fuselage as detailed, add stringers top and bottom.
- Position fuselage sides flush with top of F-10 at rear, 1/20" above step keel at cabin.
- Moisten exterior of sheet to follow curvature of formers, scotch tape till cement dries.
- Add die-cut cabin braces F-16 and F-17, 1/16" x 3/16" cross-braces, F-20 to F-23.
- Sandwich gear between units F-4E, F-4C and F-4D. Install in position indicated.
- Install 1/2A" Monoline system if desired, mounted on scrap hardwood. Use wing struts for a line guide, taking care to mount unit parallel to ground, slightly sweptback.
- Cement F-1A to front of F-1, cement F-2A to rear of F-2, add F-4A, F-5A, F-6A.
- Mount Cox "Pee-Wee" engine on mahogany supplied. Cement 1/20" sheet scrap to back.
- Position engine mount on F-2, and cement 1/8" sq. strips around sides and bottom to form a slide track. Cap with F-24 and F-25. Reinforce with scrap running cross-grain.
- Engine mount may now be removed by sliding straight up. Modify structure as necessary for the larger .049 engines for controline flying. Engine should be snug fit in slide.
- All fuselage exterior sheet planking is die-cut. Moisten exterior with warm water, and if desired, clear dope can be used on the inner surface to help curl wood grain. Cement each panel in place, pinning or taping in place till dry.
- Sand fuselage smooth with medium, then fine sandpaper. Add wire wing rubber hooks, celluloid windshield and windows and plastic cowl, cut to fit engine. Retain plastic cowl with small wire clips. Install wing tip blocks and sand wing.
- Cover wing with tissue supplied, applying wet or dry. Clear dope all surfaces with fuelproof dope. A little talcum powder in the dope will fill the wood grain. Sand smooth between coats.
- Color dope entire airplane olive drab. Apply decals and coat with fuelproof, sprayed on if possible.
- Test fly on calm day. Test glide into high grass, adjust tail surfaces for glide trim. Fly on limited fuel and low power at first. Put prop on backwards for initial test flights.
- Monoline or other controline versions should be flown in usual manner. Take-off downwind and keep control action to a minimum at first. Remember the leadout wire or wires must be attached to a wire brace across the wing struts to serve as a line guide. Always use full power when flying.
- For those who wish to build others in the group (see box label) the one engine will slip from plane to plane.



FOR .020 TO .049 ENGINES

**BIRD DOG**

FOR FREE-FLIGHT OR MONOLINE FLYING

KIT ENGINEERED BY: BILL EFFINGER      5/8" = 1" SCALE      KIT No. 24-3  
DESIGNED AND DRAWN BY: DON McGOVERN      FULL SIZE PLANS      22-1/2" WINGSPAN

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