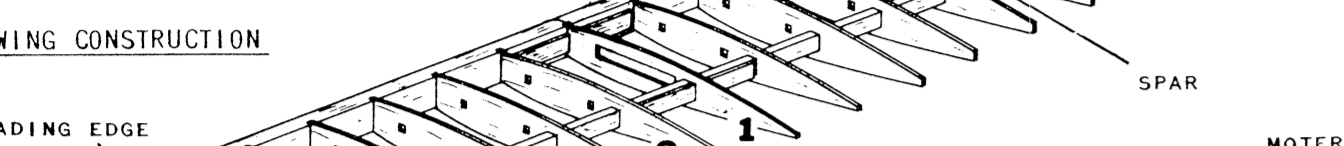
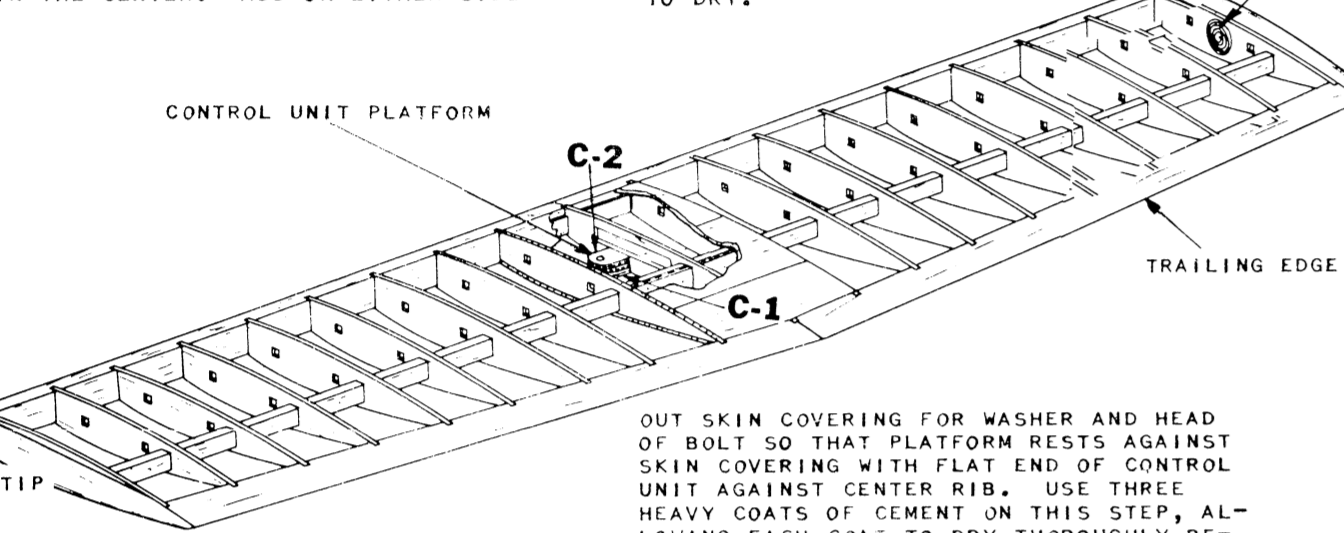


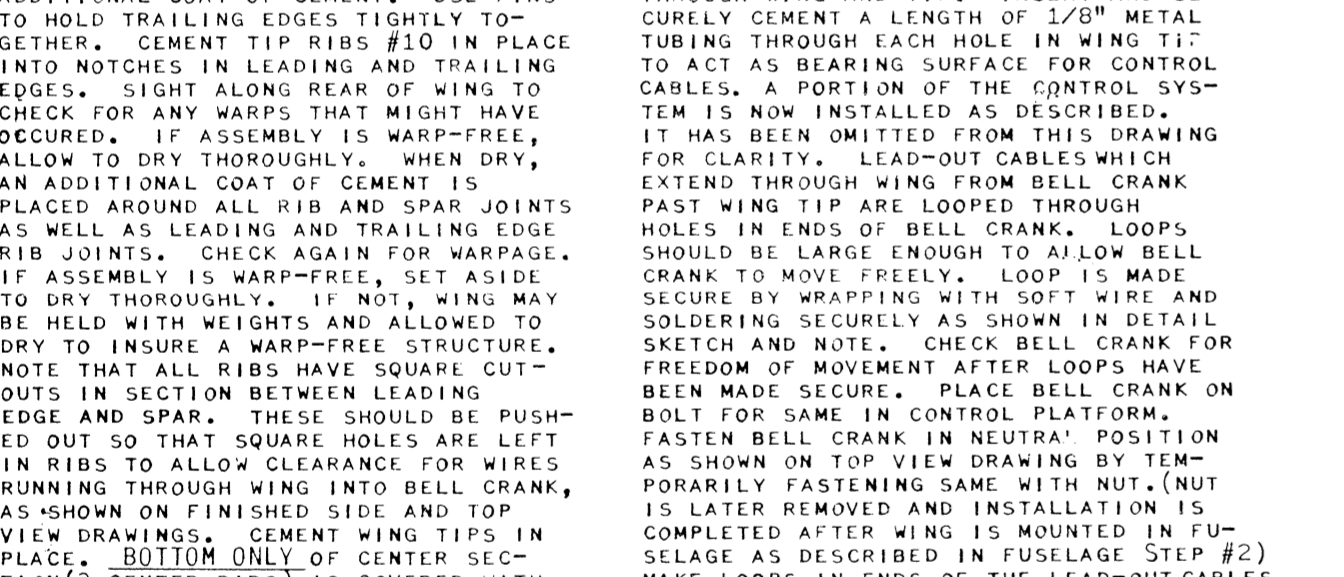
DRAWINGS ABOVE SHOW THE ASSEMBLY OF OUR NEW ENGINEERED "STRONGER THAN GALSA" CENTER JOINT ASSEMBLY LEADING EDGE IN FOLLOWING MANNER: APPLY COAT OF CEMENT TO BOTH BUTTING ENDS AND REAR OF LEADING EDGE FOR ABOUT 2" ON EITHER SIDE AND ALLOW TO DRY. APPLY CEMENT IN SLOTS AND TO BUTTING ENDS OF LEADING EDGES. INSERT PLYWOOD GUSSET A INTO SLOTS. PUSH LEADING EDGES TOGETHER TIGHTLY. GUSSET A SHOULD NOW BE COMPLETELY IN SLOTS. IF ANY PORTION STICKS OUT, TRIM OFF WHEN DRY. PLACE WEIGHTS ON CENTER AND TIPS OF LEADING EDGE AND ALLOW TO DRY THOROUGHLY ON FLAT SURFACE. WHEN DRY, CEMENT PLYWOOD



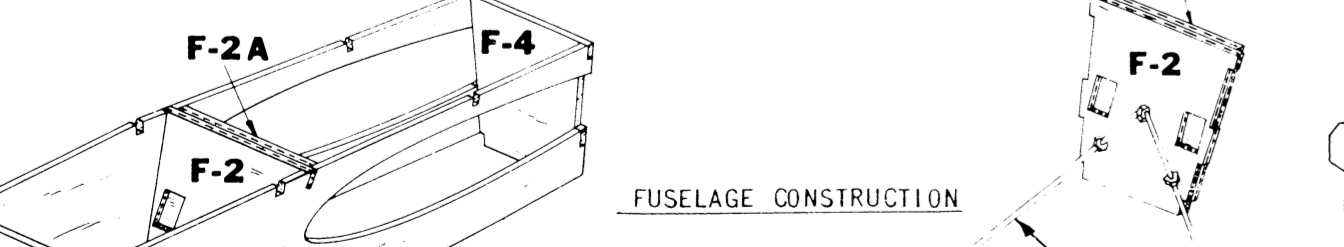
LEADING EDGE
STEP 1
ASSEMBLE WING BY SLIDING RIBS ONTO SPAR IN THE FOLLOWING SEQUENCE AS SHOWN ON DRAWING. #1 RIB IS PLACED IN THE CENTER. ADD ON EITHER SIDE



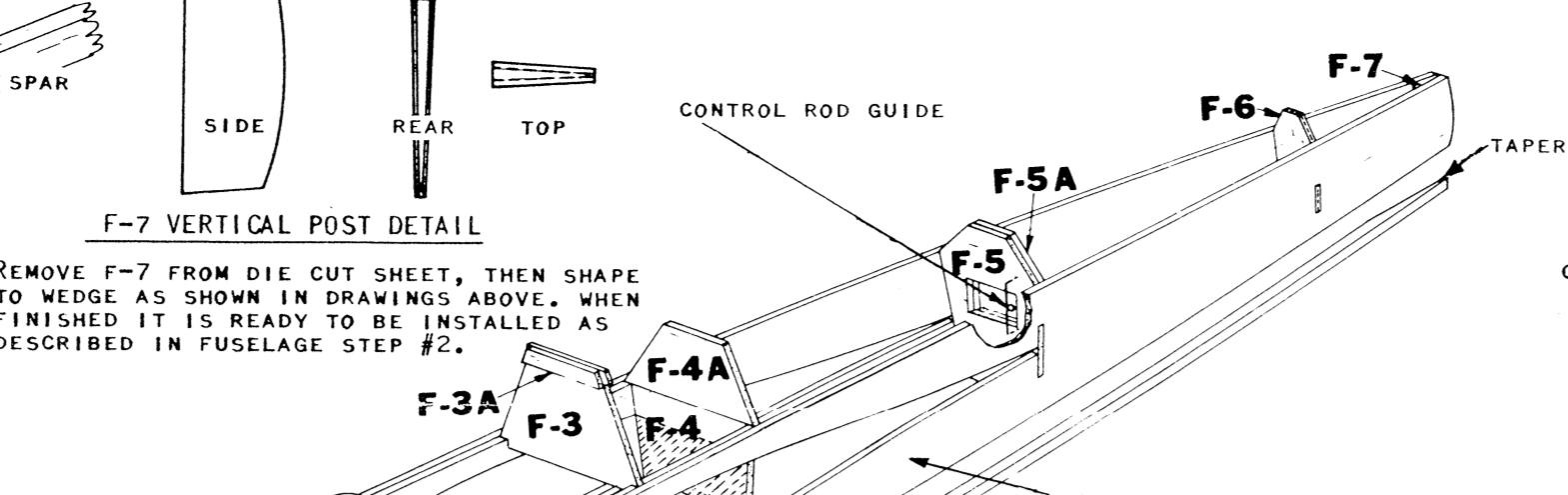
PRE-GLUE EDGES OF TRAILING EDGES WHERE THEY JOIN TOGETHER IN CENTER. NOTE THAT NOTCH FOR CENTER RIB IS CUT HALF WAY INTO BOTH TRAILING EDGE SECTIONS. CEMENT REAR OF RIBS TO NOTCHES FOR SAME IN TRAILING EDGE SECTION. DO SAME WITH OTHER SIDE, BEING CERTAIN THAT BUTT JOINT BETWEEN BOTH TRAILING EDGE SECTIONS HAS AN ADDITIONAL COAT OF CEMENT. USE PINS TO HOLD TRAILING EDGES TIGHTLY TOGETHER. CEMENT TIP RIBS INTO PLACE INTO NOTCHES IN LEADING AND TRAILING EDGES. SIGHT ALONG REAR OF WING TO CHECK FOR ANY WARPS THAT MIGHT HAVE OCCURRED. IF ASSEMBLY IS WARP-FREE, ALLOW TO DRY THOROUGHLY. WHEN DRY, AN ADDITIONAL COAT OF CEMENT IS PLACED AROUND ALL RIB AND SPAR JOINTS AS WELL AS LEADING AND TRAILING EDGE RIB JOINTS. CHECK AGAIN FOR WARPAGE. IF ASSEMBLY IS WARP-FREE, SET ASIDE TO DRY THOROUGHLY. IF NOT, WING MAY BE HELD WITH WEIGHTS AND ALLOWED TO DRY TO INSURE A WARP-FREE STRUCTURE. NOTE THAT ALL RIBS HAVE SQUARE CUT-OUTS IN SECTION BETWEEN LEADING EDGE AND SPAR. THESE SHOULD BE PUSHED OUT SO THAT SQUARE HOLES ARE LEFT IN RIBS TO ALLOW CLEARANCE FOR WIRES RUNNING THROUGH WING INTO BELL CRANK, AS SHOWN ON FINISH SIDE OF WING. TO VIEW DRAWINGS, CEMENT WING TIPS IN PLACE. BOTTOM ONLY OF CENTER SECTION (3 CENTER RIBS) IS COVERED WITH 1/2" SHEET Balsa. PROVIDE GRASS RUNNING SPANWISE. ALLOW TO DRY. ASSEMBLE PLATFORM FOR CONTROL UNIT BY CEMENTING BOTH PLYWOOD C-2 AND C-1 TOGETHER AS SHOWN. THE ASSEMBLY IS CLEARLY SHOWN IN THE CONTROL DETAIL DRAWINGS ABOVE. FLAT EDGES OF ALL PIECES ARE LINED UP WHICH AUTOMATICALLY WILL ALIGN PUNCH MARKS. WHEN DRY, PUNCH MARK IS DRILLED TO RECEIVE BOLT HOLDING BELL CRANK ASSEMBLY AS SHOWN IN CONTROL DETAIL. NO CONTROL EQUIPMENT IS PROVIDED WITH THIS KIT. IT MAY BE OBTAINED AS A COMPLETE UNIT OR IN PARTS AT YOUR HOBBY DEALER. SLIP WASHER OVER BOLT FOR BELL CRANK AND INSERT SAME THROUGH BOTTOM OF ASSEMBLY. RINGMASTER PLATFORM AS SHOWN AND DESCRIBED IN CONTROL DETAIL. CONTROL PLATFORM ASSEMBLY IS NOW COMPLETE. CENTER OF BOLT MUST BE 2-1/8" FROM REAR OF LEADING EDGE. NOTCH



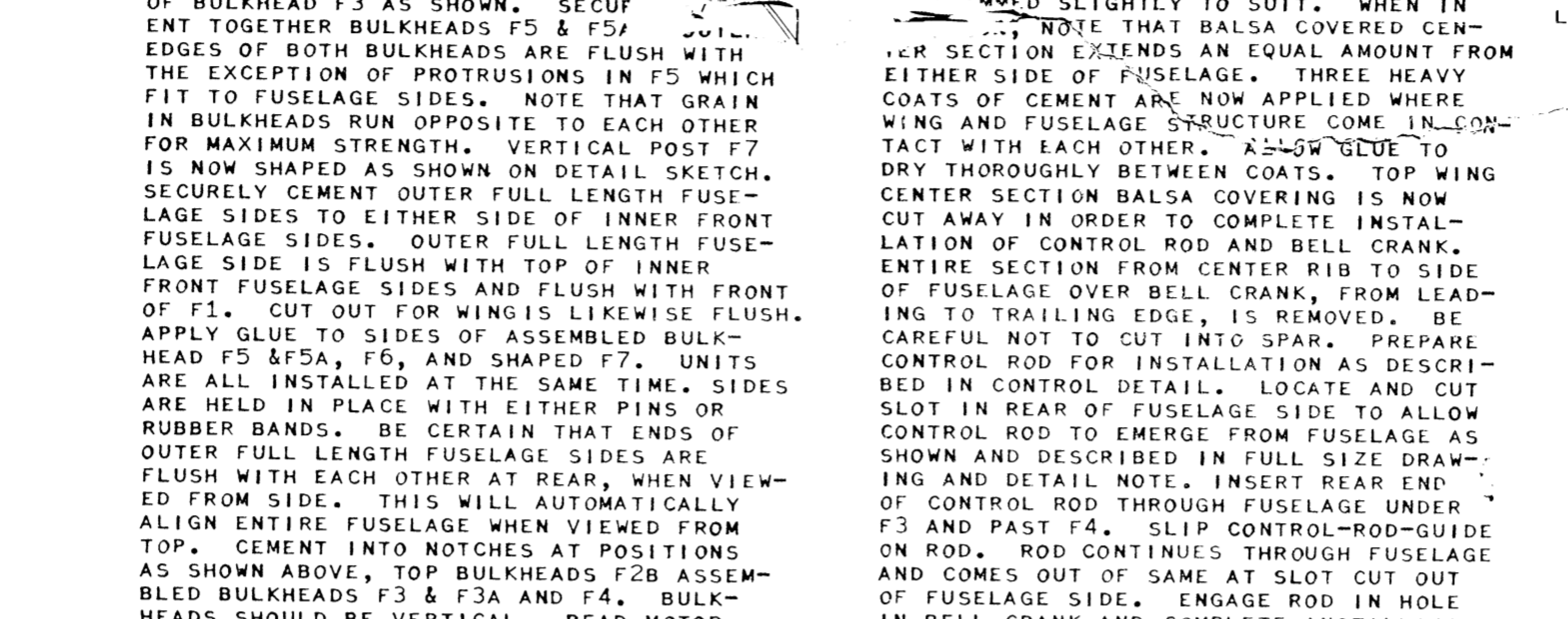
REMOVE F-7 FROM DIE CUT SHEET, THEN SHAPE TO WEDGE AS SHOWN IN DRAWINGS ABOVE. WHEN FINISHED IT IS READY TO BE INSTALLED AS DESCRIBED IN FUSELAGE STEP #2.



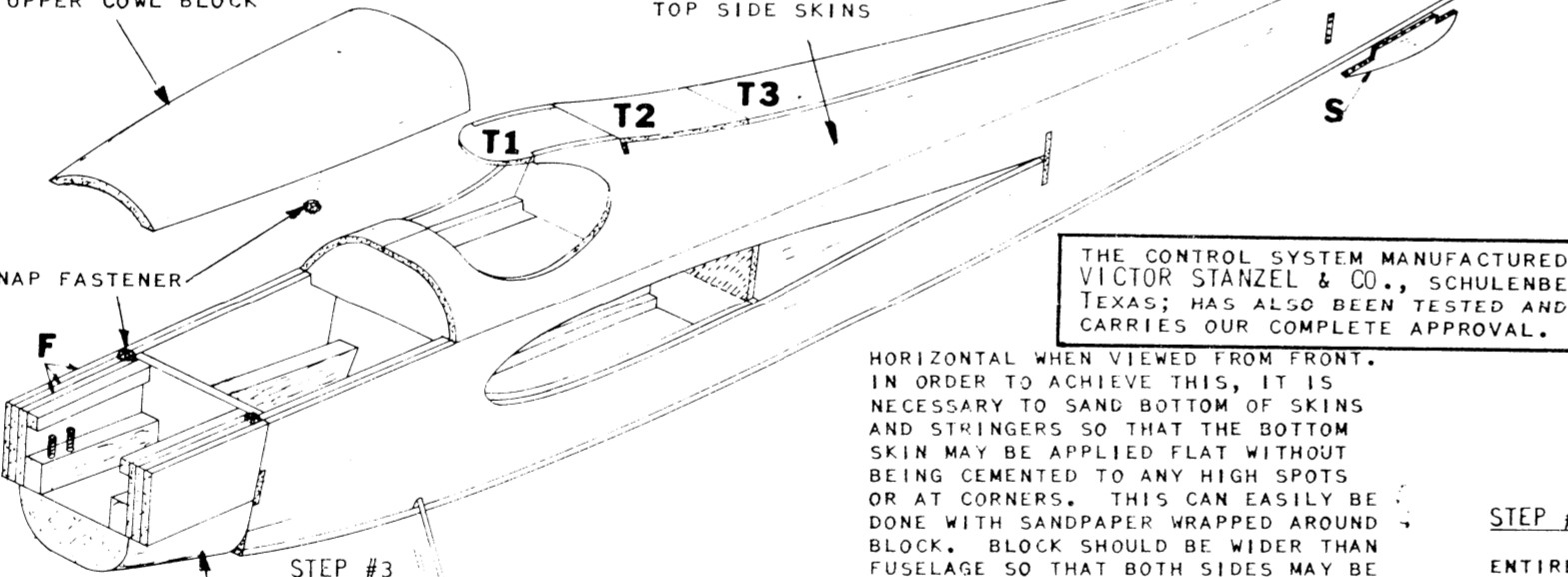
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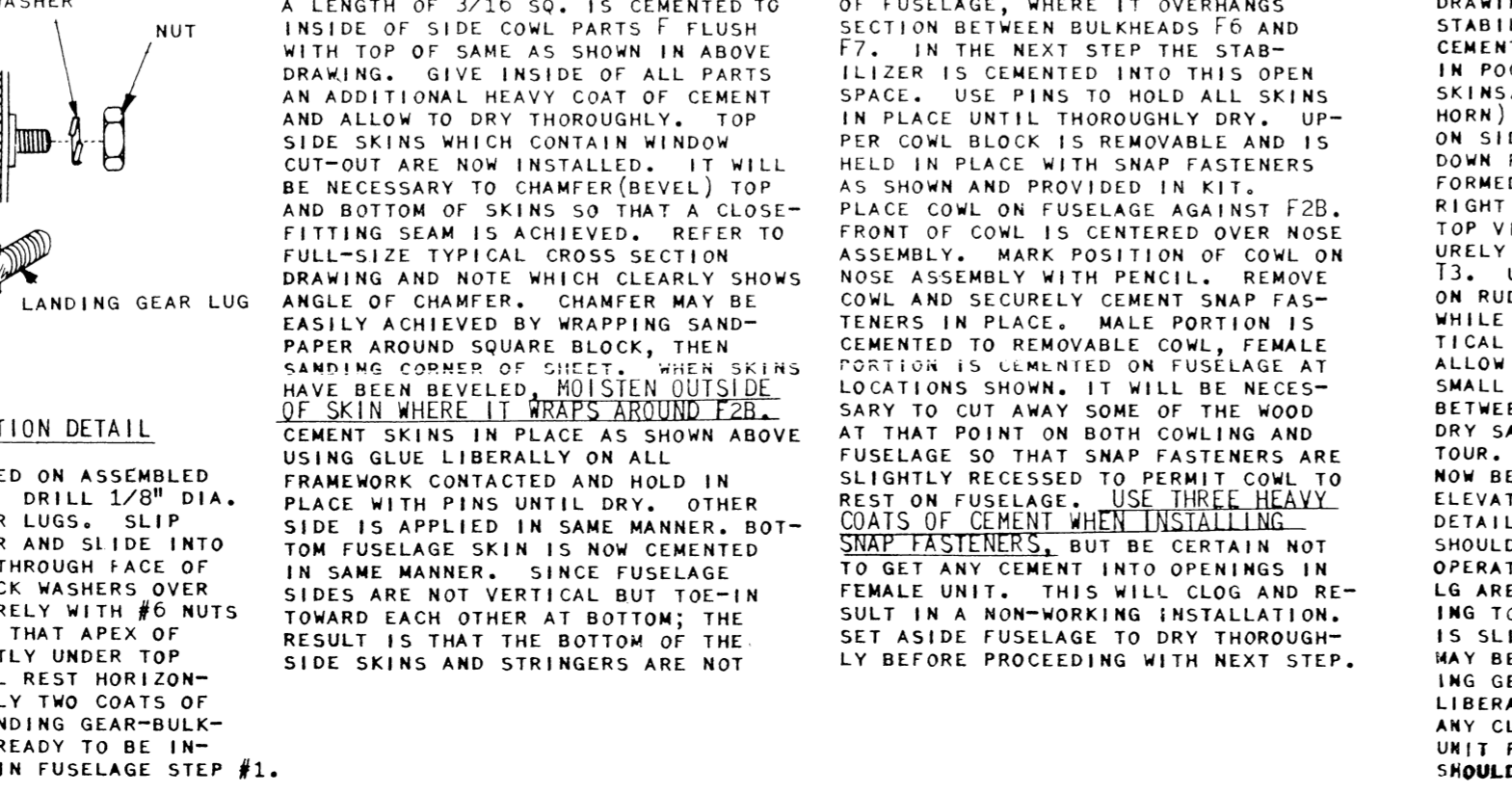
CONTROL ROD SLOT DETAIL
DRAWING ABOVE IS FULL SIZE AND MAY BE USED AS A PATTERN TO LOCATE AND CUT OUT SLOT IN SIDE OF FUSELAGE WHERE CONTROL ROD COMES THROUGH AS DESCRIBED IN FUSELAGE STEP #2.



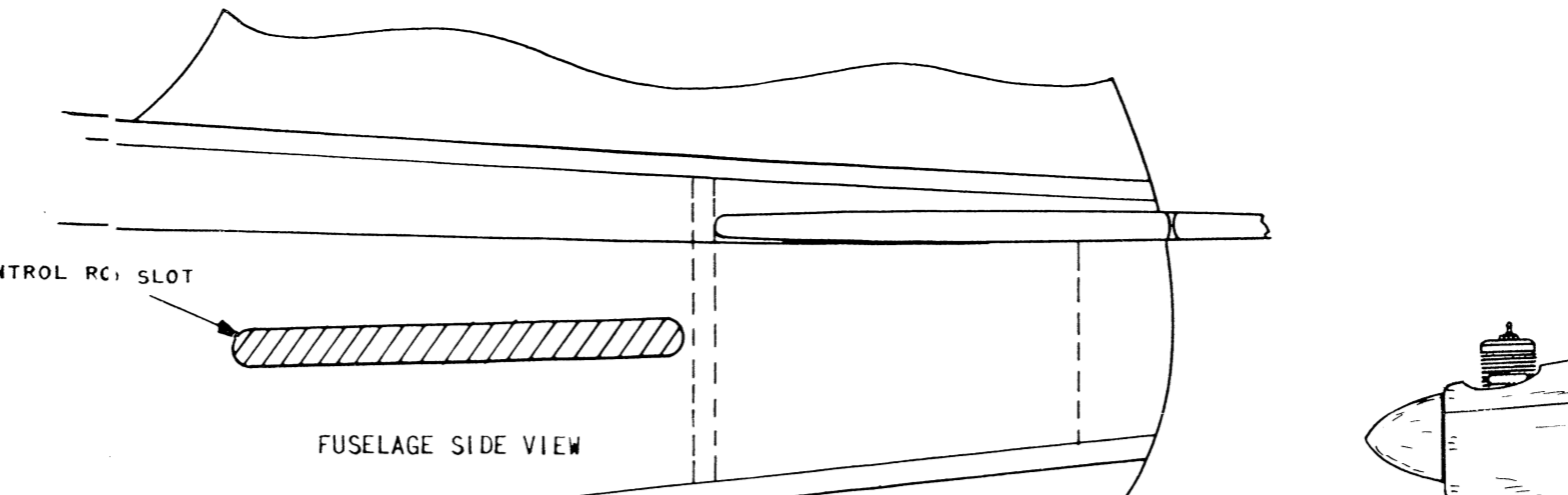
CONTROL ROD-GUIDE
LINES EMERGING FROM WING TIP, CONTROL SYSTEM HOOR-UP IS COMPLETED AS DESCRIBED IN FUSELAGE STEP #4 FINAL ASSEMBLY. AFTER TAIL SURFACE IS SECURELY CEMENTED IN PLACE AS DESCRIBED IN FUSELAGE STEP #4, CONTROL ROD IS LOCATED. SOLDER WASHER IN PLACE AS SHOWN, SLIP THROUGH HOLE IN PLYWOOD CONTROL HORN ON ELEVATOR AND SECURE WITH WASHER IN SAME MANNER AS SPUR IN BELL CRANK. CUT OFF SPUR APPROXIMATELY 1/8" PAST END OF CONTROL ROD. CHECK FOR FREEDOM OF FREEDOM OF OPERATION.



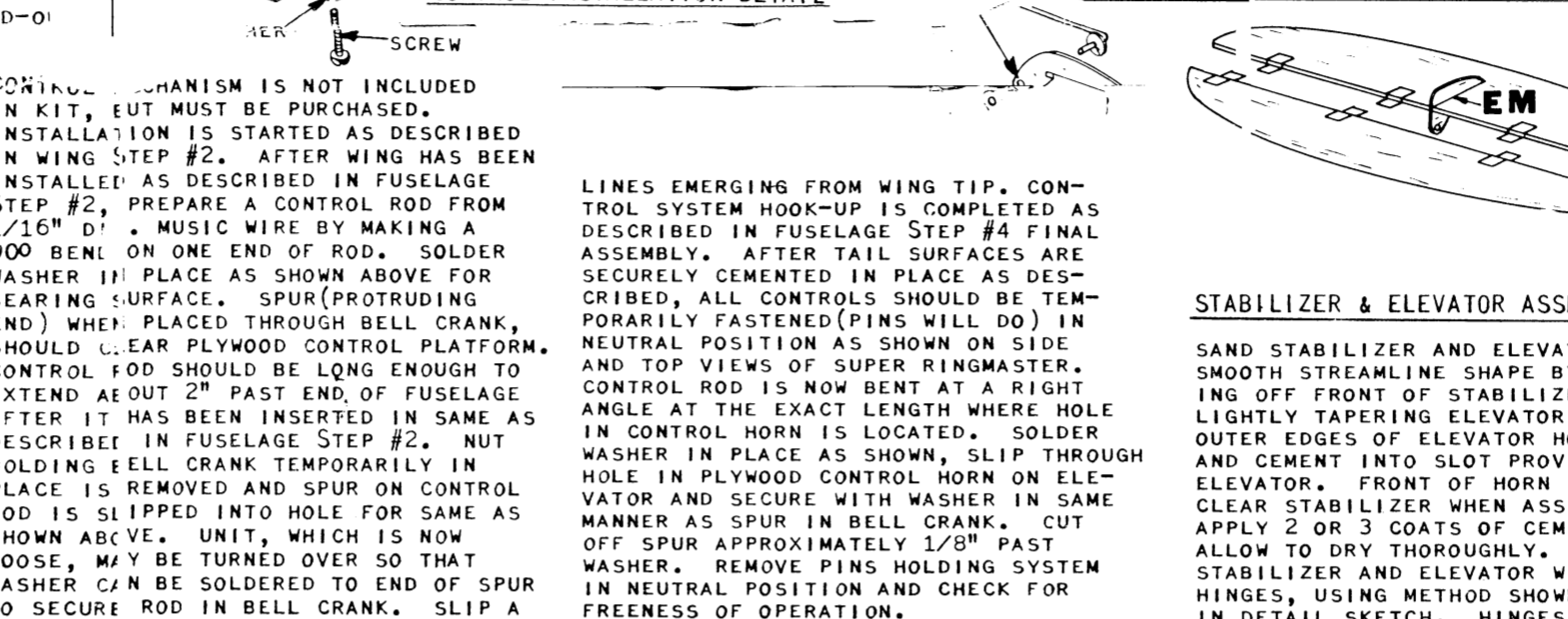
CONTROL ROD-GUIDE
LARGE SAFETY PIN MAY BE USED, OR BEND TO SHAPE AS SHOWN. USE OF SMALLER SIZE WIRE MAY BE USED. INSTALL IN STEP #2.



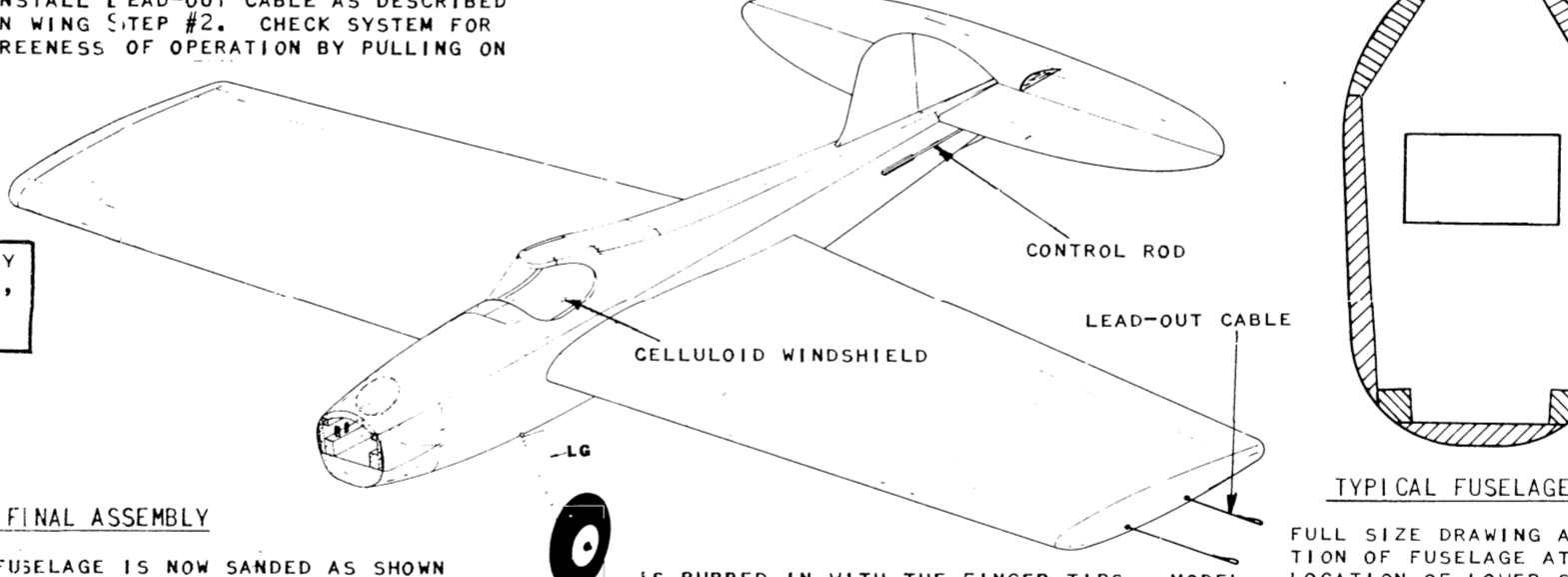
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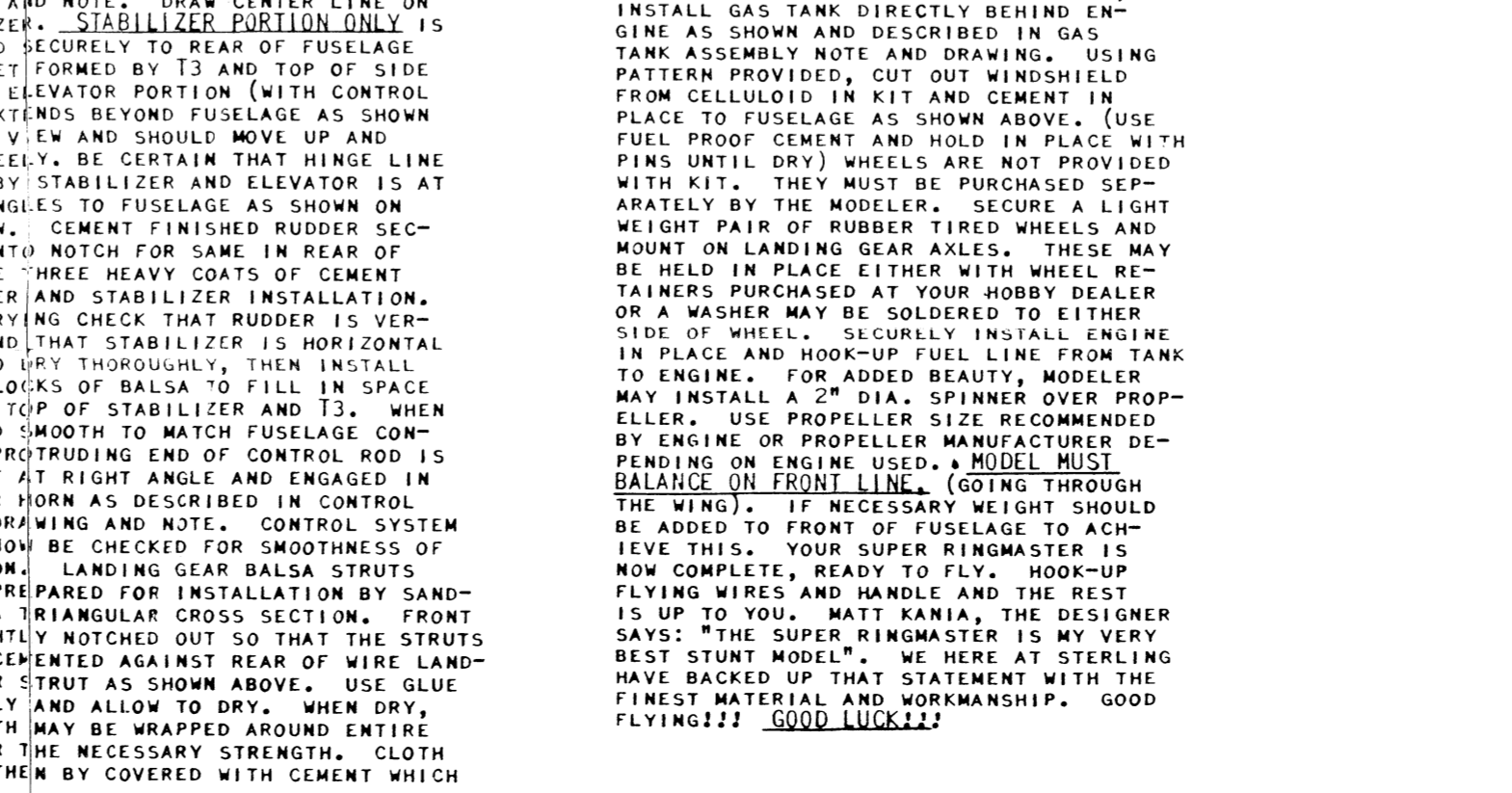
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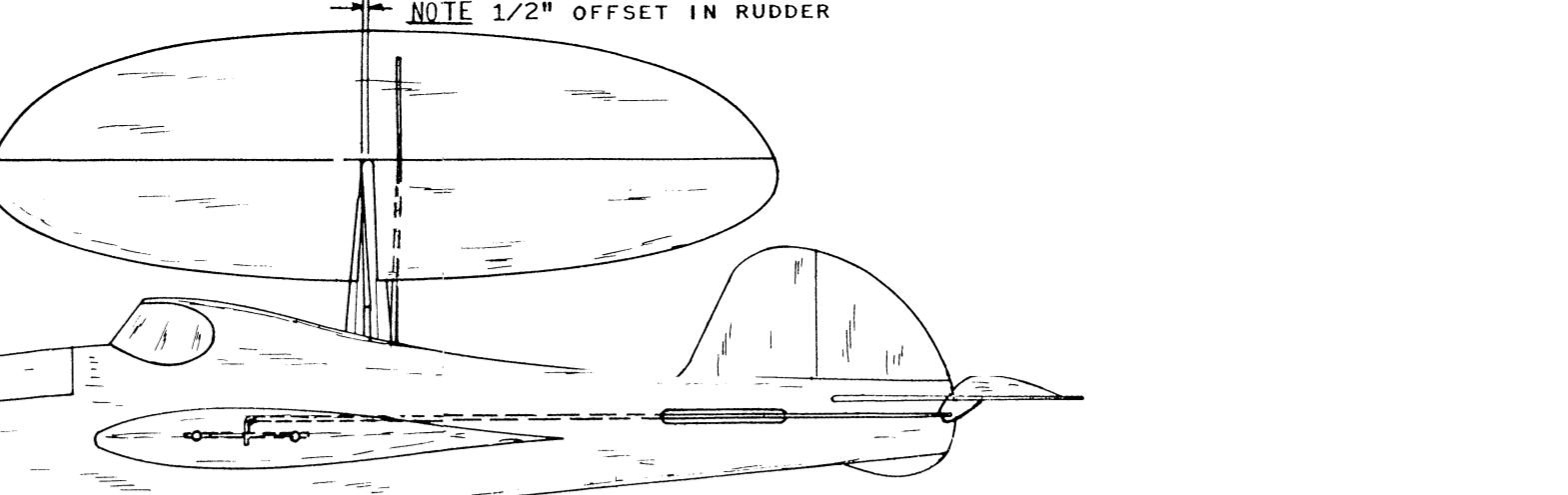
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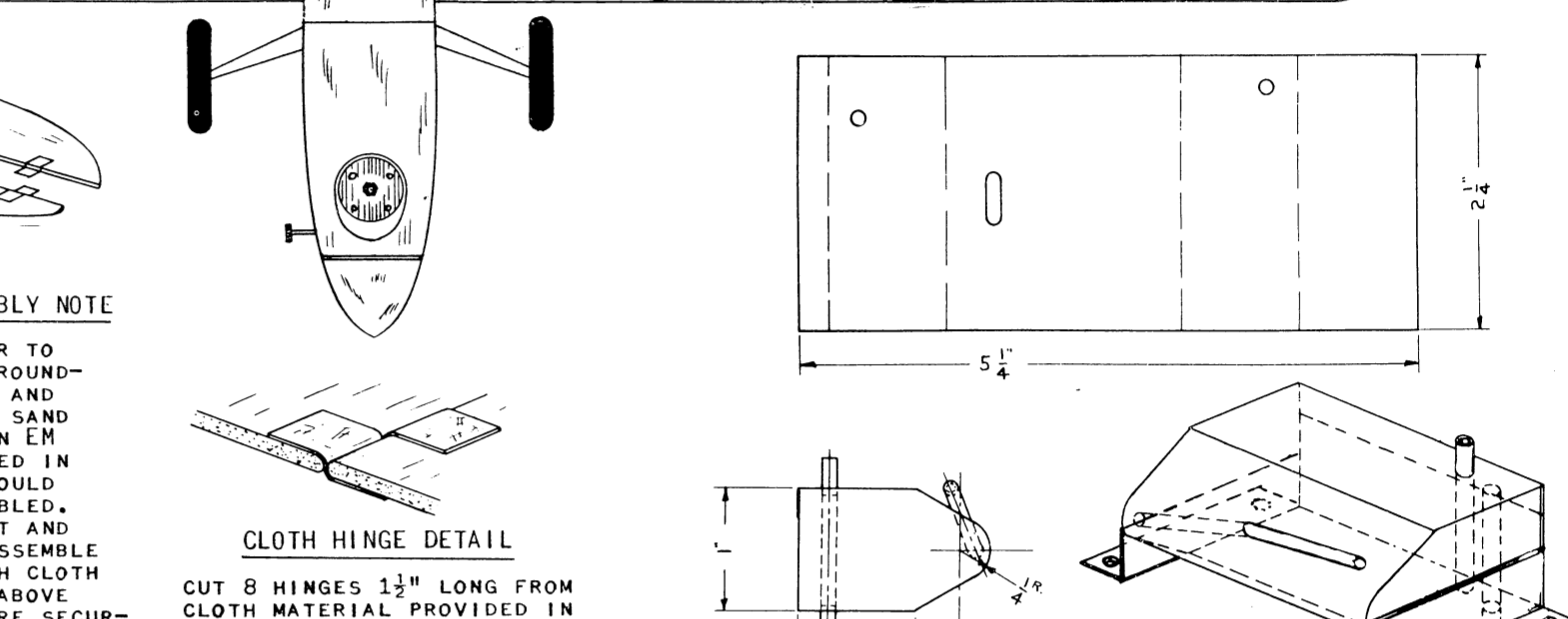
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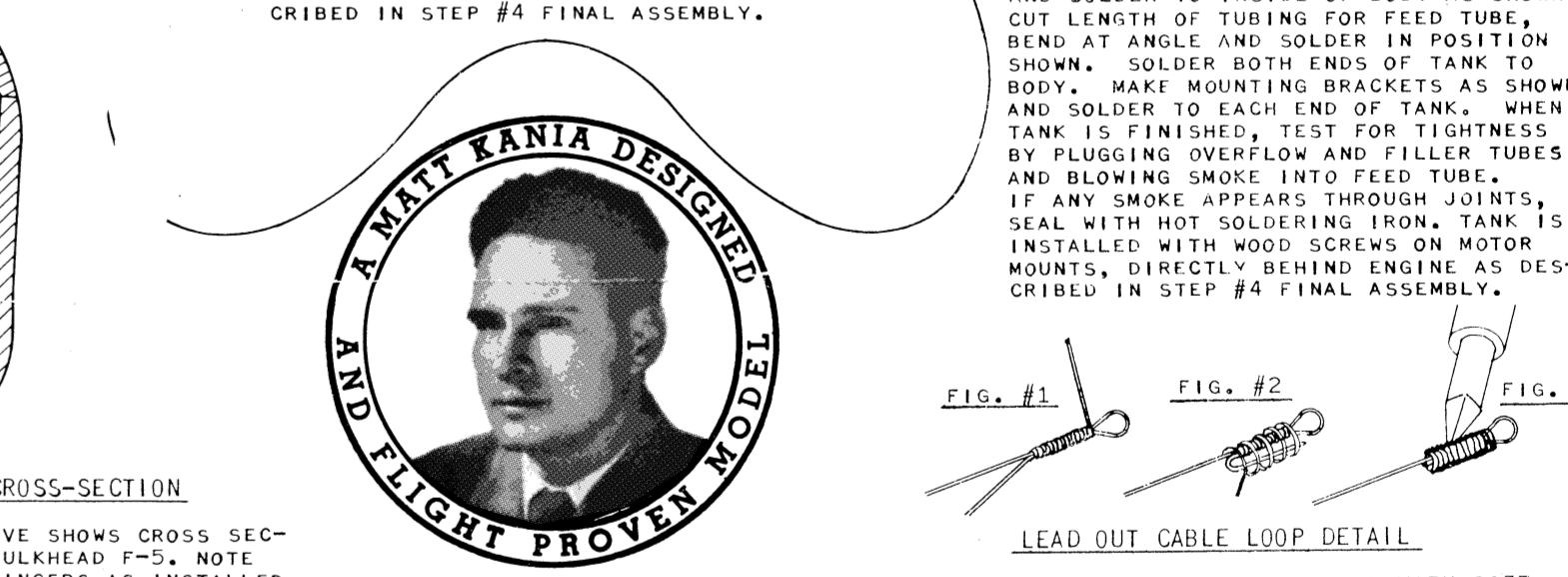
LARGE SAFETY PIN MAY BE USED, OR BEND TO SHAPE AS SHOWN. USE OF SMALLER SIZE WIRE MAY BE USED. INSTALL IN STEP #2.



STABILIZER & ELEVATOR ASSEMBLY NOTE
SAND STABILIZER AND ELEVATOR TO SMOOTH STREAMLINE SHAPE BY ROUNDING OFF FRONT OF STABILIZER AND LIGHTLY TAPERING ELEVATOR. SAND OUTER EDGES OF ELEVATOR HORN WITH CLOTH HINGE DETAIL. REMOVED CLOTH AND CEMENT INTO SLOT PROVIDED IN ELEVATOR. FRONT OF HORN SHOULD BE BEVELLED ONE OF THE RUDDER SECTIONS. CONTROL ROD IS NOW BENT AT A RIGHT ANGLE AT THE EXACT LENGTH WHERE HOLE IN CONTROL HORN IS LOCATED. SOLDER WASHER IN PLACE AS SHOWN, SLIP THROUGH HOLE IN PLYWOOD CONTROL HORN ON ELEVATOR AND SECURE WITH WASHER IN SAME MANNER AS SPUR IN BELL CRANK. CUT OFF SPUR APPROXIMATELY 1/8" PAST END OF CONTROL ROD. CHECK FOR FREEDOM OF FREEDOM OF OPERATION.



CLOTH HINGE DETAIL
CUT 8 HINGES 1 1/2" LONG FROM CLOTH MATERIAL PROVIDED IN KIT. CEMENT IN POSITION AS SHOWN ON STABILIZER SKETCH USING METHOD SHOWN ABOVE AND DESCRIBED IN STAB NOTE.



GAS TANK CONSTRUCTION NOTE
GAS TANK MAY BE CONSTRUCTED AS SHOWN OR A SIMILAR TYPE MAY BE PURCHASED TO BUILD TANK. USE APPROXIMATELY .010" THICK SHEET BRASS OR MATERIAL FROM TIN CAN. GET OUT MAIN SECTION AND ENDS OF TANK AS PER DIMENSIONS. BEND MAIN BODY ON DASHED LINES AND SOLDER TOGETHER. REMOVE EXCESS SOLDER. CUT LENGTH OF TUBING FOR FEED TUBE, BEND AT ANGLE AND SOLDER IN POSITION SHOWN. SOLDER BOTH ENDS OF TANK TO BODY. MAKE MOUNTING BRACKETS AS SHOWN AND SOLDER TO EACH END OF TANK. TANK IS FINISHED, TEST FOR TIGHTNESS BY PLUGGING OVERFLOW AND FILLER TUBES AND BLOWING SMOKE INTO FEED TUBE. IF ANY SMOKE APPEARS THROUGH JOINTS, SEAL WITH HOT SOLDERING IRON. TANK IS INSTALLED WITH WOOD SCREEN ON MOTOR MOUNTS, DIRECTLY BEHIND ENGINE AS DESCRIBED IN STEP #4 FINAL ASSEMBLY.

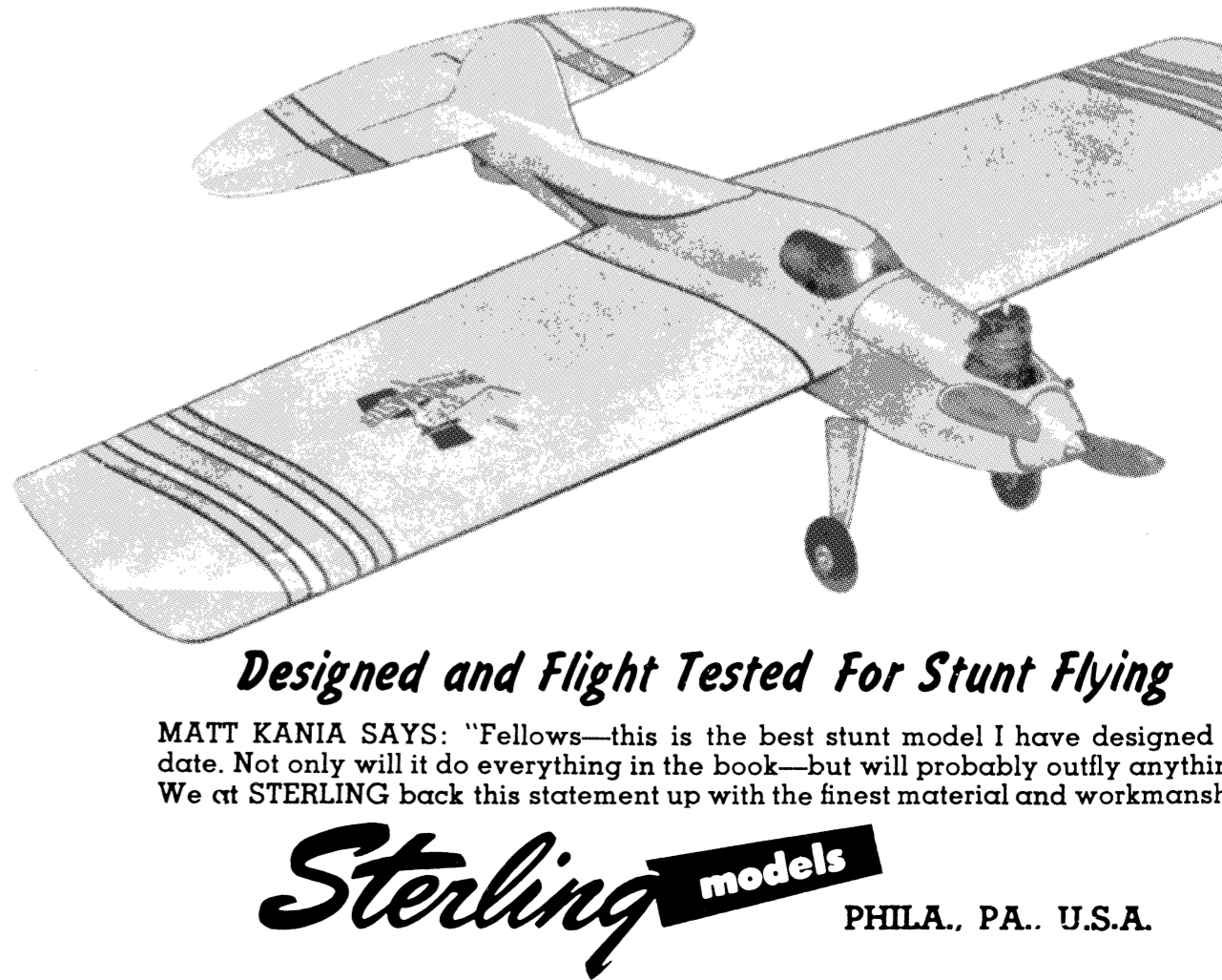


WINDSHIELD PATTERN DETAIL
THIS PATTERN IS FULL SIZE. LAY CELLULOID OVER PATTERN. HOLD IN PLACE WITH TAPE OR PINS. USING KNIFE OR RAZOR CUT LIGHTLY INTO CELLULOID FOLLOWING OUTLINE. REMOVE CELLULOID FROM PLAN, HOLD AT CUT MARKS AND IT WILL TRIM RIGHT OFF. INSTALL AS DESCRIBED IN STEP #4 FINAL ASSEMBLY.

STEP #4 FINAL ASSEMBLY

ENTIRE FUSELAGE IS NOW SANDED AS SHOWN AND DESCRIBED IN FULL-SIZE TYPICAL-CROSS SECTION DRAWING AND NOTE. NOTICE THAT ALL CORNERS OF SKIN CURVING ARE ROUNDED UNTIL SHAPE IS ALMOST AN ELLIPTICAL SHAPE CROSS-SECTION. DO NOT ROUND OFF REAR UNTIL DRY. INSTALLATION OF RUDDER AS SHOWN ABOVE. THIS IS DONE AFTER RUDDER AND STABILIZER ARE INSTALLED. TOP AND BOTTOM COWL BLOCKS ARE PROVIDED CARVED TO FINISHED SHAPE. IT IS ONLY NECESSARY TO TRIM AND SAND SIDE PIECES TO FIT TO FLOW SMOOTHLY INTO THEM. NOSE FRONT IS NOW SANDED TO SLIGHT RADIUS AS SHOWN ON SIDE VIEW DRAWING OF FINISHED MODEL. FINAL SANDING SHOULD BE WITH FINE SAND-PAPEL FOR SMOOTH FINISH. REMOVE TOP COWLING AND TEMPORARILY INSTALL ENGINE. LOCATE AND CUT OUT HOLE FOR ENGINE IN COWLING AS SHOWN IN SHADED AREA ABOVE. HOLE IN COWL SHOULD CLEAR ENGINE BY APPROXIMATELY 1/4" AROUND SAME. WHEN COWL HAS BEEN FITTED REMOVE ENGINE. CENTER OF F-4, TO PROVIDE CLEARANCE, IS CEMENTED IN PLACE BETWEEN BELL CRANK AND STABILIZER AS DESCRIBED IN STABILIZER DETAIL DRAWING AND NOTE. DRAW CENTER LINE ON STABILIZER AND ELEVATOR. CLOTH HINGE IS CEMENTED SECURELY TO REAR OF FUSELAGE IN POCKET FORMED BY T3 AND TOP OF SIDE SKINS. ELEVATOR PORTION (WITH CONTROL HORN) EXTENDS BEYOND FUSELAGE AS SHOWN ON SIDE VIEW AND SHOULD MOVE UP AND DOWN FREELY. BE CERTAIN THAT HINGE LINE IS IN PLACE UNTIL THOROUGHLY DRY. REMOVE SMALL BLOCKS OF Balsa TO FILL IN SPACE BETWEEN T2 OF STABILIZER AND T3. WHEN DRY SAND SMOOTH TO MATCH FUSELAGE CURVATURE. PROTRUDING END OF CONTROL ROD IS NOW BENT AT RIGHT ANGLE AND ENGAGED IN HORN OF STABILIZER AS DESCRIBED IN DETAIL DRAWING AND NOTE. CONTROL SYSTEM SHOULD NOW BE CHECKED FOR SMOOTHNESS OF OPERATION. LANDING GEAR Balsa STRUTS ARE PREPARED FOR INSTALLATION BY SANDING TO A TRIANGULAR CROSS SECTION. FRONT IS SLIGHTLY NOTCHED OUT SO THAT THE STRUTS MAY BE INSERTED DIRECTLY UNDER TOP LANDING GEAR STRUT AS SHOWN ABOVE. USE GLUE LIBERALLY AND ALLOW TO DRY. WHEN DRY, A CLOTH HINGE MAY BE WRAPPED AROUND ENTIRE STRUT TO PROVIDE THE NECESSARY STRENGTH. CLOTH SHOULD THEN BE COVERED WITH CEMENT WHICH

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