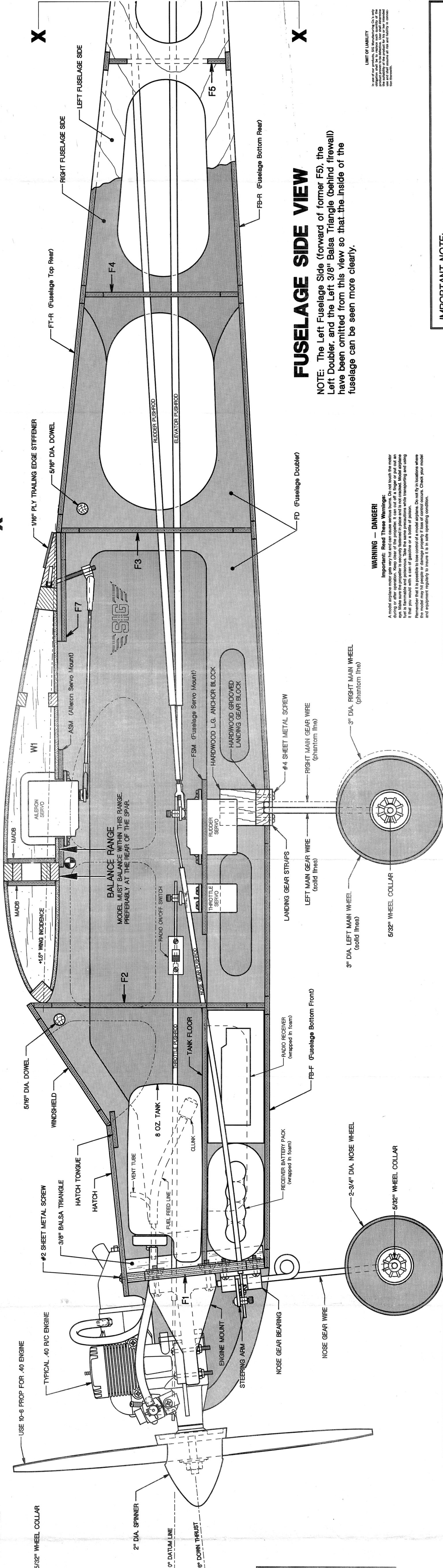
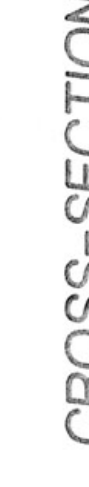
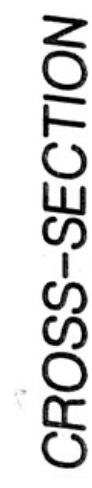
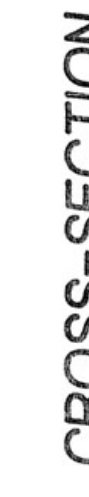
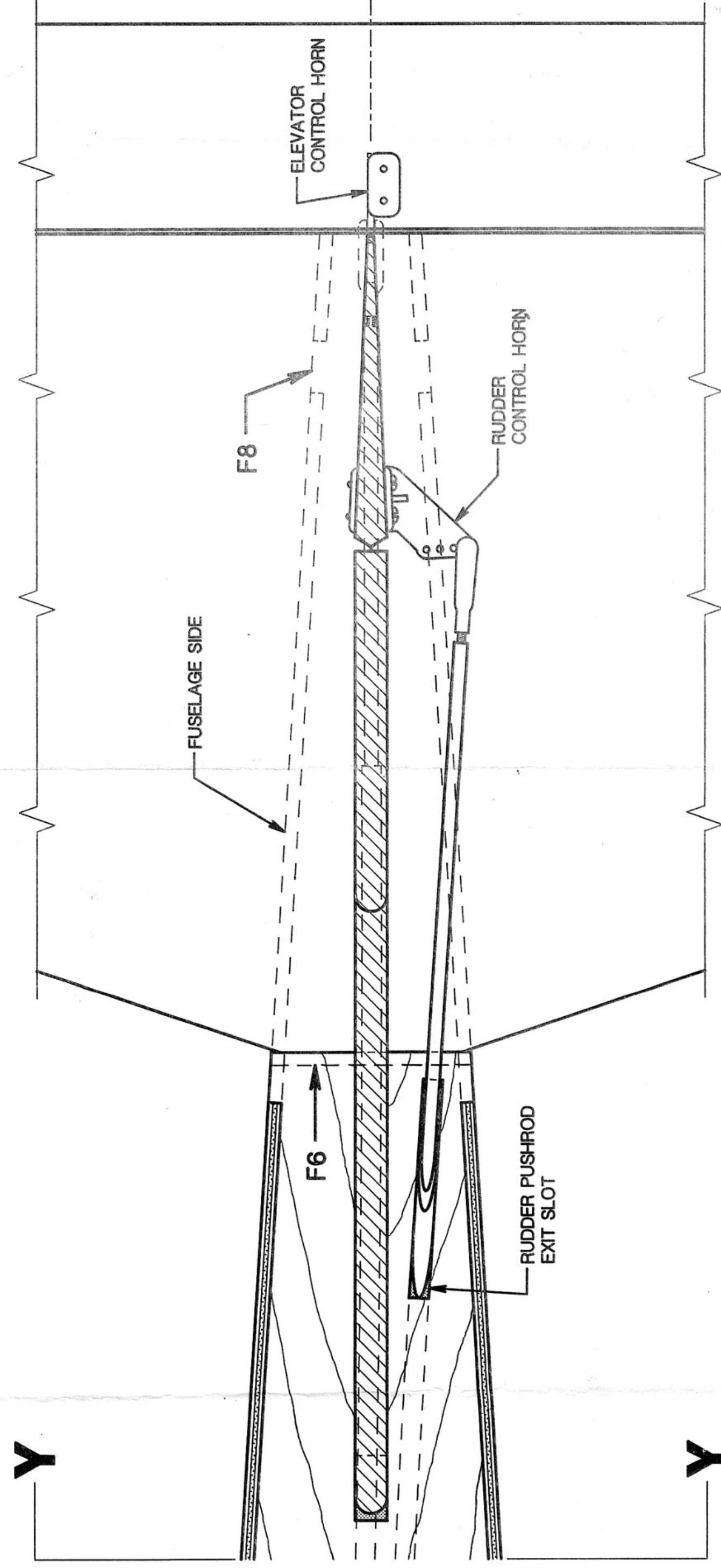


CROSS-SECTION



ALWAYS REMEMBER!

- ## ALWAYS REMEMBER!
- 1) All references to **LEFT** and **RIGHT** refer to your **LEFT** and **RIGHT** as if you were seated in the aircraft.
 - 2) A reference to **FRONT** means towards the nose of the aircraft. A reference to **REAR** means towards the tail.
 - 3) To fly **straight** and **true**, an airplane must be built **straight** and **true**.
 - 4) Do not cut or shape any parts unless the instructions tell you to do so.
 - 5) **GLUE ALL JOINTS SECURELY!**

WARNING — DANGER

Important: Read these warnings.

A model airplane engine gets very hot and can cause serious burns. Do not touch the motor during or after operation. Keep clear of the propeller. It can cut a finger or put out an eye. Make sure the propeller is securely fastened in place and is not cracked. Model airplane engines are extremely flammable. They can catch fire if they get too hot while running and using fuel. Be careful when refueling. Do not smoke, drink alcohol, or use gasoline while transporting and using it. Be sure you work with a can of gasoline or a bottle of poison.

Remember that it is possible to lose control of a model airplane. Do not fly in locations where the model might hit people or damage property if loss of control occurs. Check your model and equipment regularly to insure it is in safe operating condition.

The thrust angles, wing incidence, and stabilizer incidence are all built into the die-cut kit parts and are automatically incorporated in the model during assembly. If reasonable care is used during construction, these settings should all be within acceptable tolerances. Thus, if the model is correctly balanced, only fine adjustments of the control surfaces should be required during test flights to achieve proper trim.

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