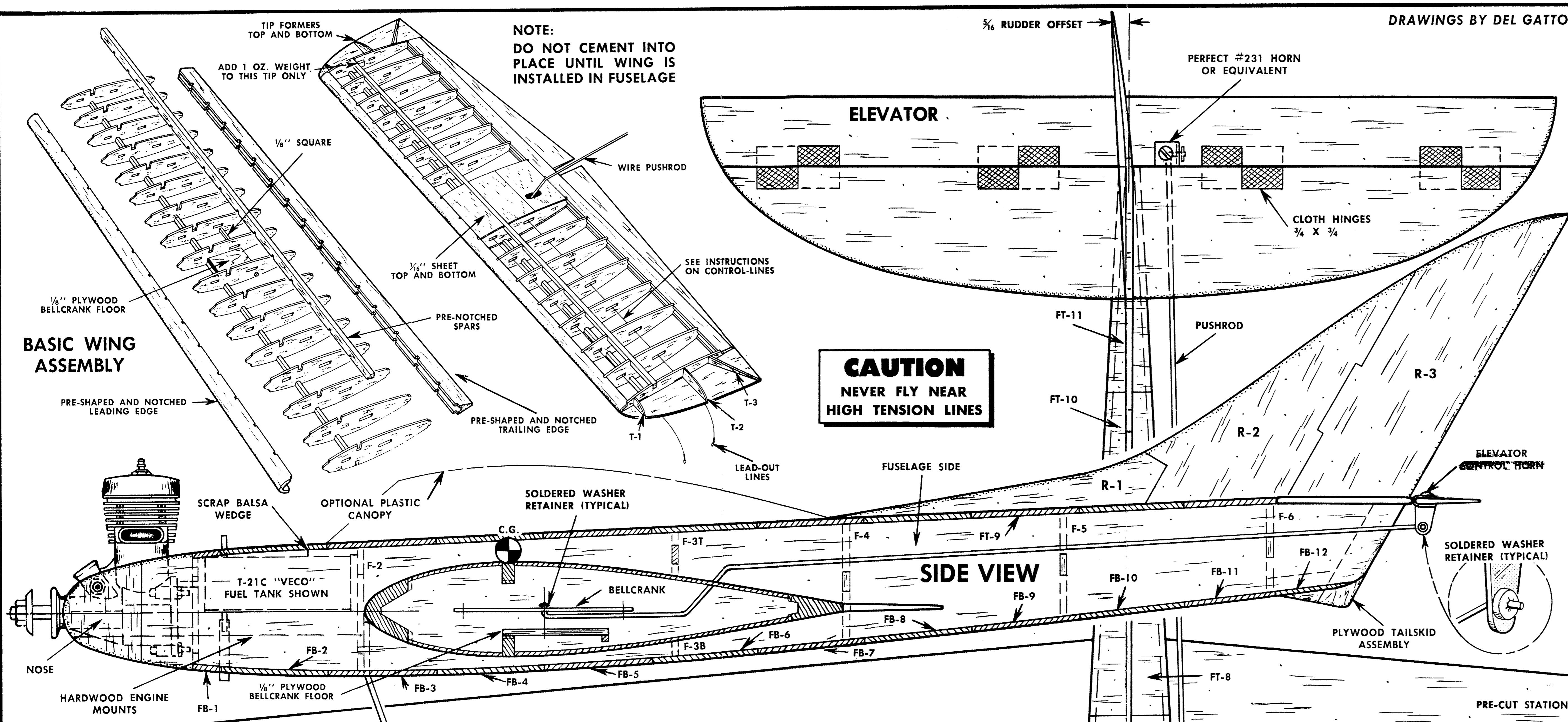


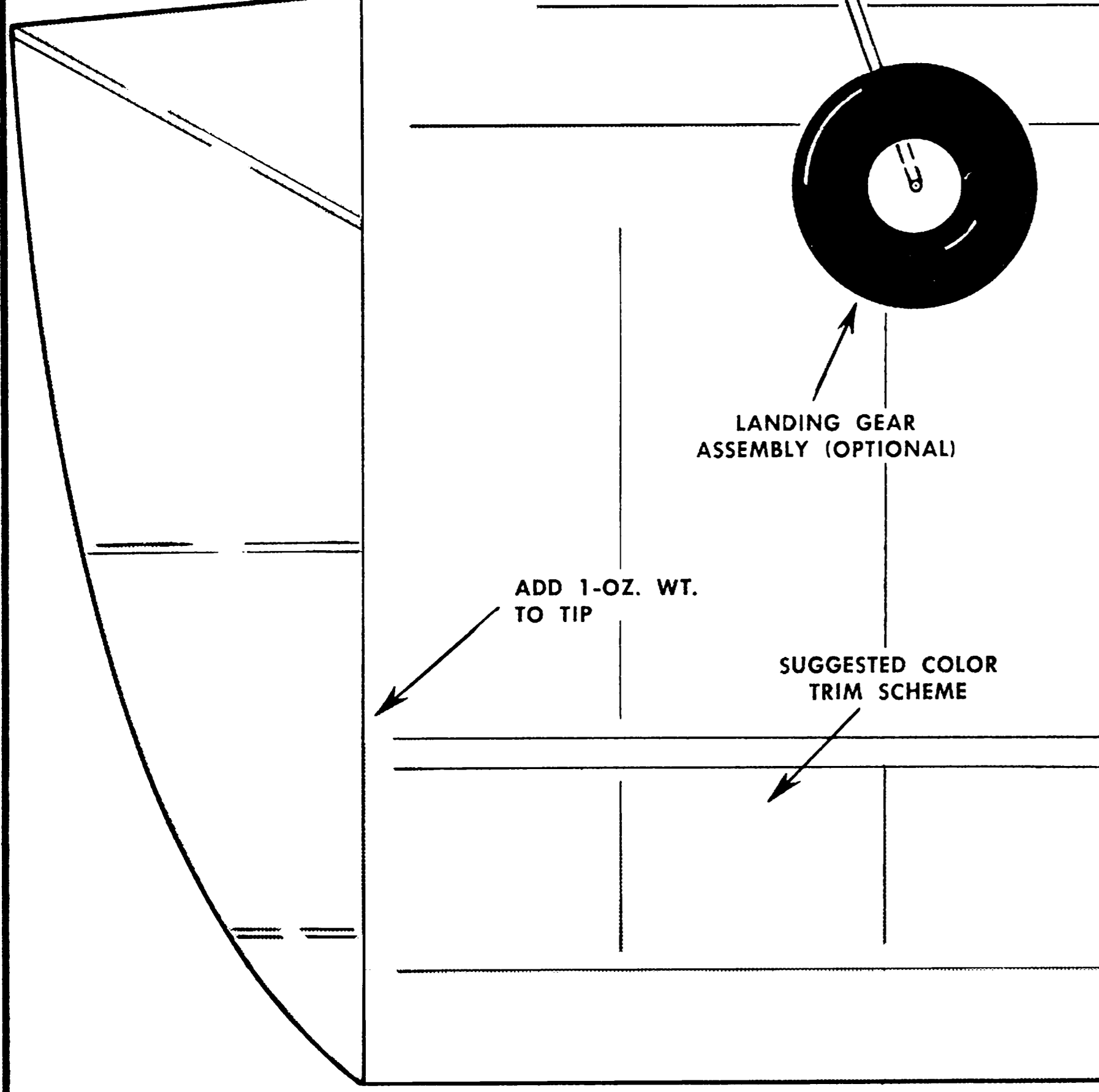
CONSTRUCTION SEQUENCE

- Pin 36" Spar to flat table. Lightly cement 3 center ribs with 1/8 sq. holes toward bottom in place. Cement 1/8 sq. (found on die sheet) into ribs. Then lightly cement rest of ribs to spar.
- Cement leading and trailing edges in place. They are notched and shaped for a perfect fit.
- Drill hole in 1/4 plywood bellcrank floor to receive bellcrank screw. Then cement in place over spar and 1/4 sq. aluminum (Double Cement).
- Cement upper spar in place. When dry remove wing from board and double cement all joints.
- Add 1/8" tips T-4, wing tip formers T-1, T-2, T-3, and aluminum tubing lead out guides. Cement in approx. 1 oz. weight outside-of-circle wing tip.
- Install bellcrank assembly including pushrod. 1/8" sheet cover rear half of upper center section. Cut out pushrod hole. Slip pushrod through and install to bellcrank by soldering on washer retainer. Check for smoothness of operation. Finish sheet covering top and then bottom center section of wing.
- Sand wing smooth and cover with silksan. Water shrink and apply 1 coat of clear dope.
- Remove die cut sections from fuselage. If die cutting does not go through, finish cutting through with modellers knife.
- Apply thin layer of cement to 1/8" plywood nose doublers and fuselage sides where they are to be cemented together. Allow to dry. Apply second coat to each nose doubler and cement to fuselage sides. Then cement hardwood engine mounts in nose doubler cut-outs.
- Begin assembly of completed fuselage side units with 1/8" plywood formers F-1 and F-2. (If landing gear strut is to be used, drill small pilot holes in F-2 and bind with strong nylon thread or soft wire and cement liberally. Then proceed with assembly.)
- Cement remaining fuselage formers F-3T, F-3B, F-4, F-5, F-6 and tailskid assembly in place. Use small straightpins to hold fuselage sides in proper alignment while assembly is drying. When thoroughly dry, cement fuselage die-cut bottom planking in place.
- Install recommended T-21B or T-21C "VECO" fuel tank, which fits between formers F-1 and F-2. Drill hole through F-1 to permit neoprene fuel lines to engine intake to pass through. Add a few scrap balsa wedges around tank to secure it in place.
- Sand stabilizer parts smooth. Round leading edge and taper trailing edge of elevator to streamlined section. Install control horn on elevator (double cement). Cut hinge material to proper size and assemble unit.
- Assemble rudder on flat board. When dry sand smooth. Round off leading edge and taper the trailing edge to streamlined section.
- Slide wing into wing well and cement securely. When dry double cement. Don't spare the glue here! As wing sets, check to make certain it is aligned properly. Sand stationary flaps to streamlined section and cement to wing and fuselage side. (Flaps may be made workable by using hinges and proper hardware).
- Hook free end of pushrod to elevator control horn by soldering washer. Cement stabilizer onto fuselage. While still wet slide forward or backward until elevator is in neutral position. Then pin in place and allow to dry. Check alignment.
- The rudder is now cemented in place. Note rudder offset. Double cement rudder and stabilizer area. When dry, trim and sand the complete fuselage and tail assembly, preparatory to finishing. Set engine in place and mark off and drill mounting holes (note offset). Remove engine for finishing.
- Apply one coat of clear dope to entire model. When dry lightly sand and apply 2 more coats in same manner. Lightly sand any rough spots down and apply color dope. If nitrate dope is used add a final coat of clear hot fuel-proofer. If butyrate is used, no additional fuel proofing is needed.
- Install engine and colorful decal supplied. Your "Super Combat Streak" is now ready for flying.

George M. Aldrich

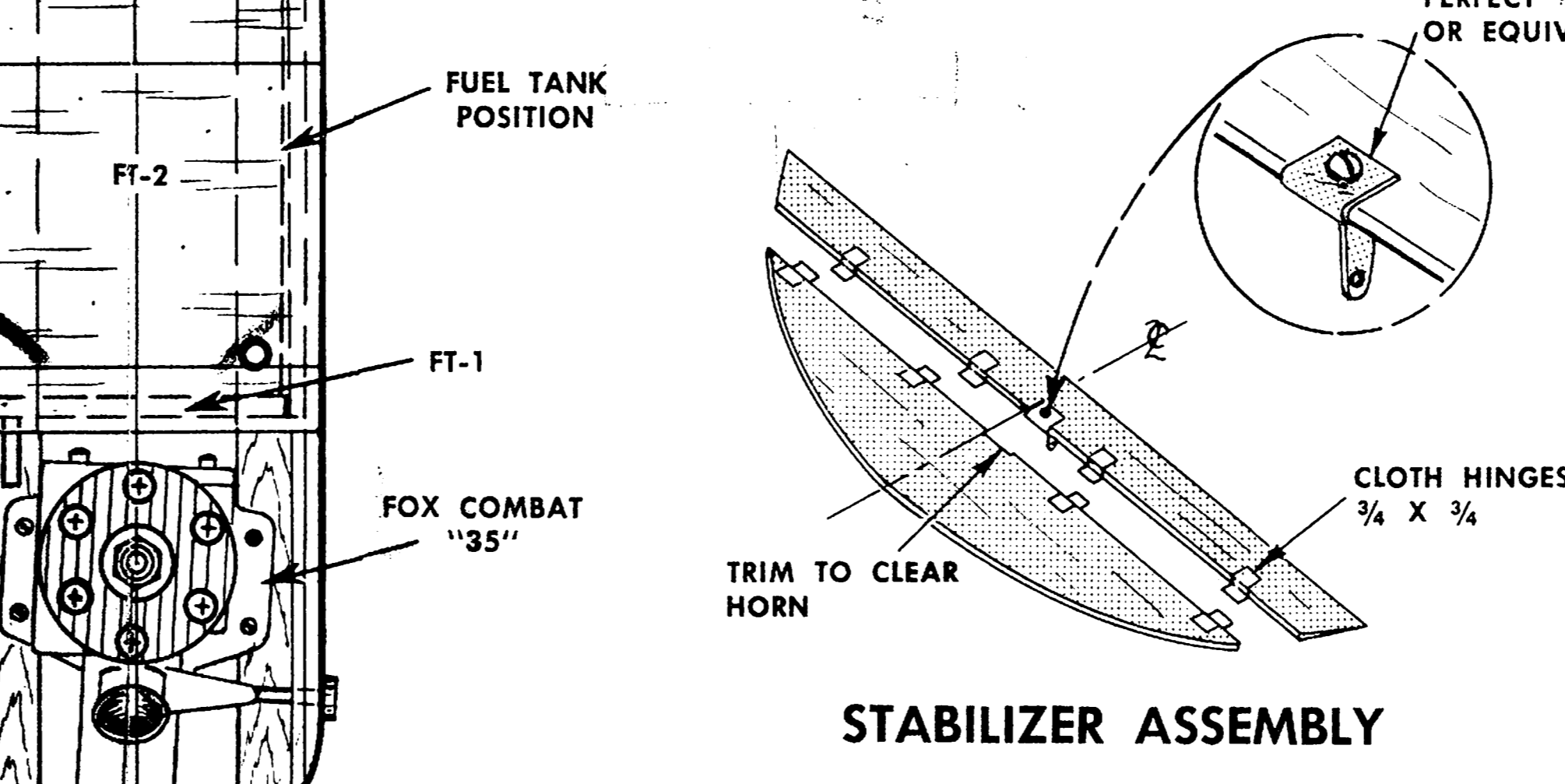
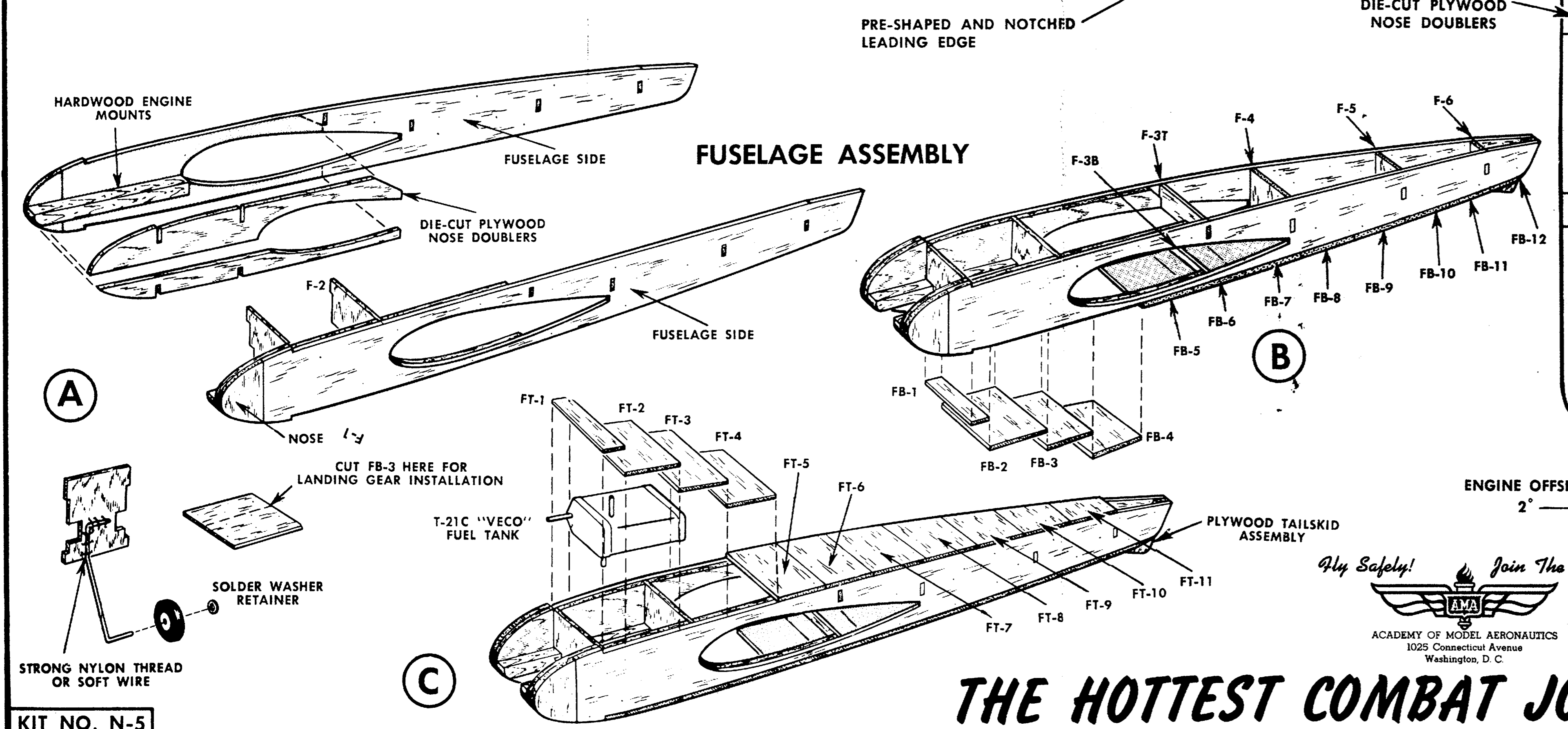
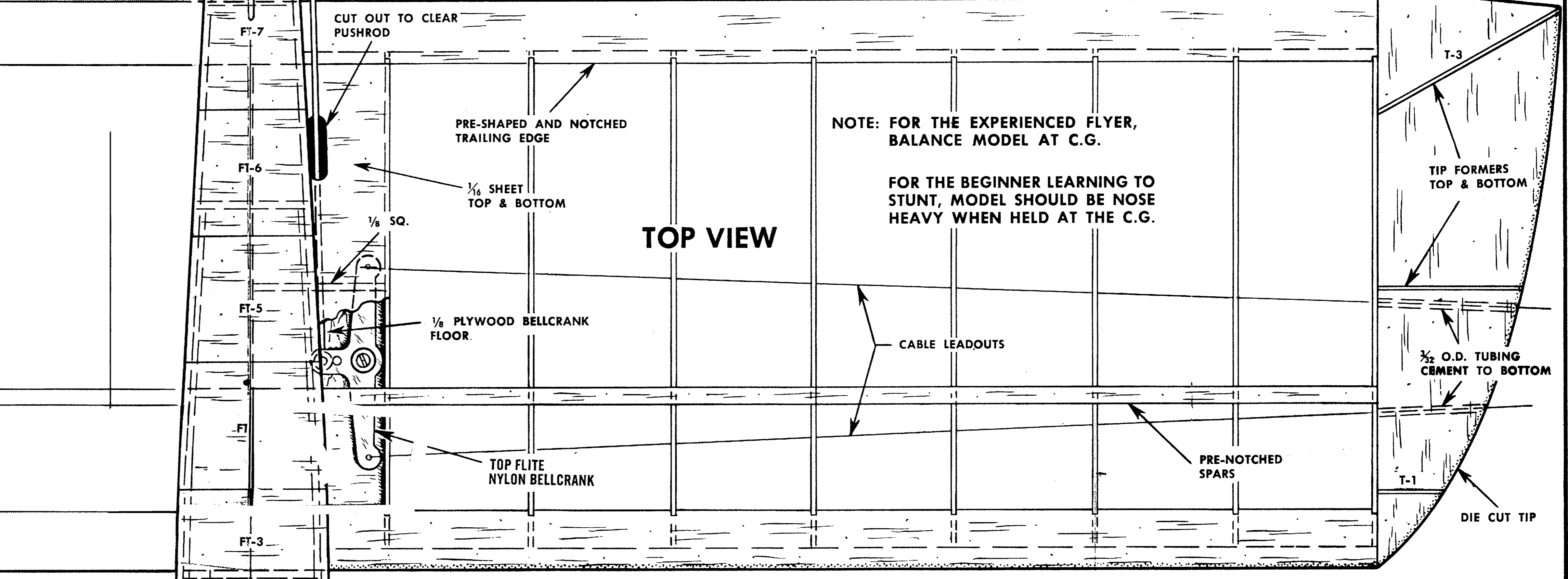


CAUTION
 NEVER FLY NEAR
 HIGH TENSION LINES



EVENT	ENG. DISP.	RECOMMENDED SIZES
COMBAT	.35	T.F. 9-7 P.P. 9-8
STUNT TRAINER	.19 & .25	T.F. 9-6 P.P. 9-6
SPORT	.29 & .35	T.F. 10-6

FOR BEST PERFORMANCE USE TOP FLITE AND POWER PROPS



RECOMMENDED CONSTRUCTION OF CONTROL LINES

Snaps are recommended to be of the safety lock type and constructed from music wire of at least .022 inch diameter or 2 times the required control line diameter, whichever case applies. See Fig. 1 for illustration of recommended types.

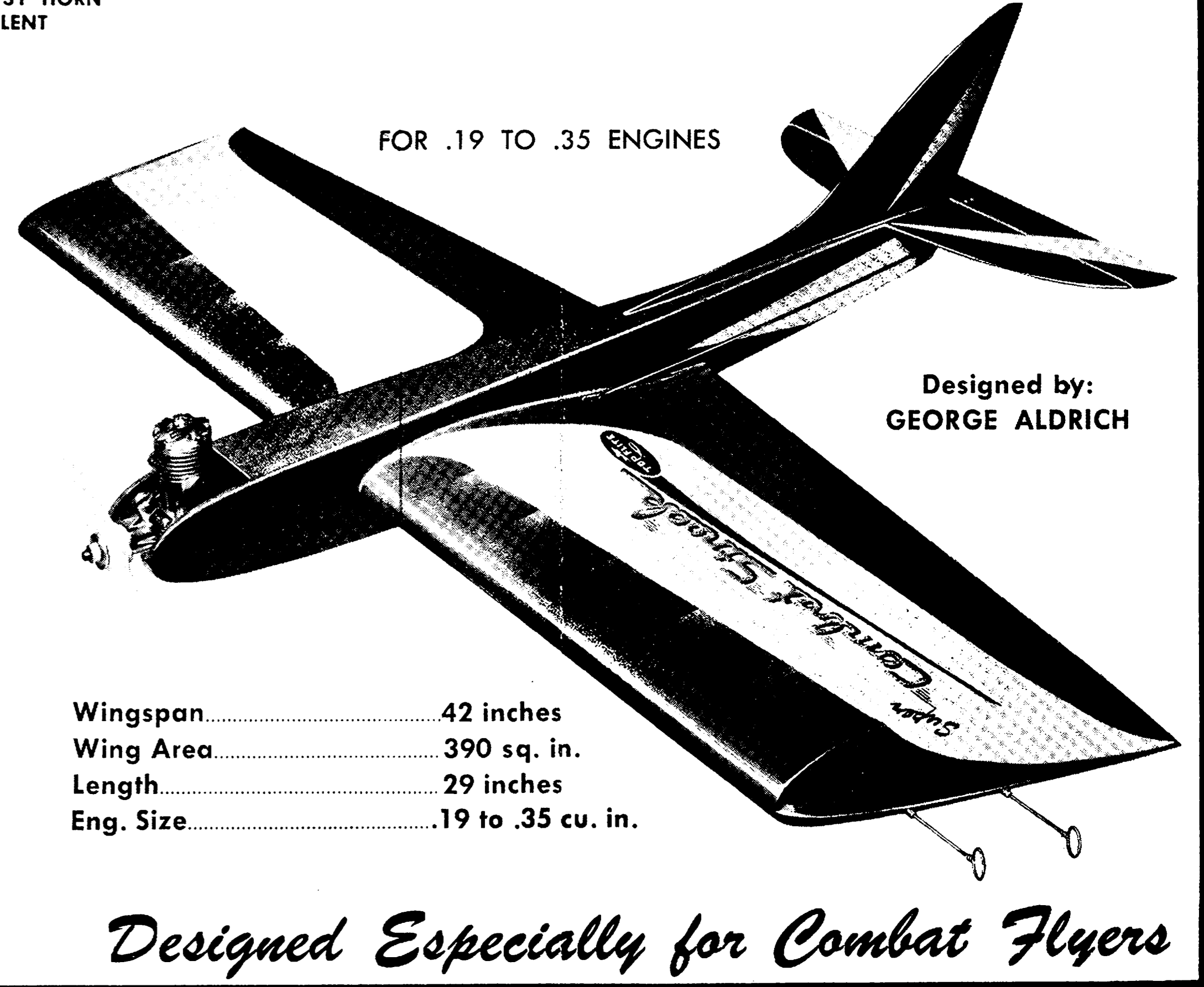
Eyelets or thimbles are recommended for supporting the control lines in a bearing where they pass through the loop of a swivel or catch. Fig. 2 illustrates a typical method for fabricating an eyelet.

Eyelets as illustrated may be made of soft, heavy-walled aluminum tubing around 3/16 to 1/8 inch O.D. or from any preferred easily workable material.

The following figures illustrate one recommended method of servicing control lines.

Control lead-out wires from the bellcrank through the wing tip are recommended to be of at least .022 inch diameter or twice the required control line diameter, whichever applies.

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