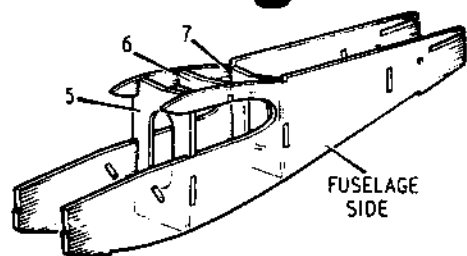




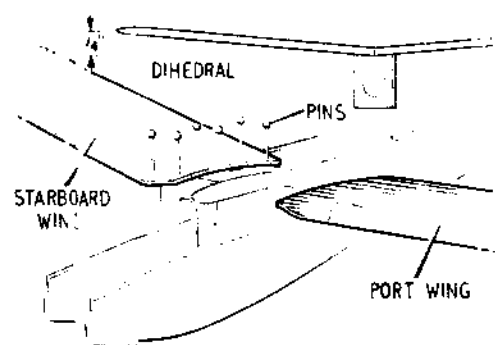
PIPER SUPER CRUISER

Building --



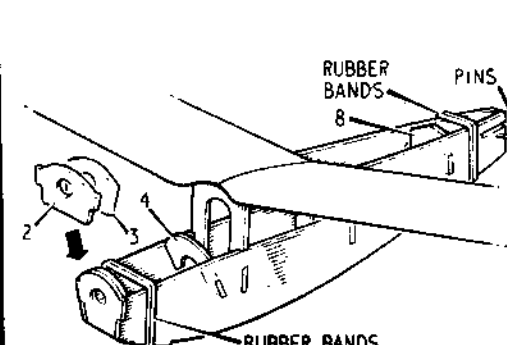
CEMENT FUSELAGE SIDES TO FORMERS 5 AND 7, AND ADD PART 6. MAKE SURE THAT ASSEMBLY IS SQUARE AND TRUE AND LEAVE TO SET.

1



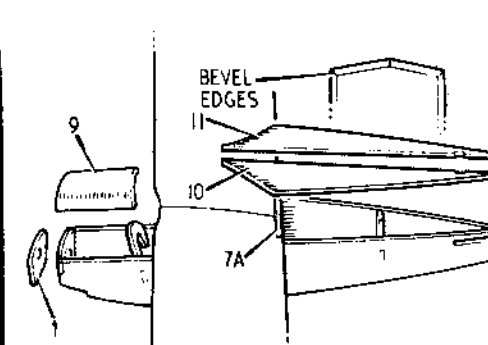
CEMENT WINGS IN POSITION. PINNING IN PLACE UNTIL DRY. CHECK THAT DIHEDRAL IS CORRECT - $\frac{3}{4}$ " UNDER EACH WING TIP AND THAT WING FITS SNUGLY IN PLACE.

2



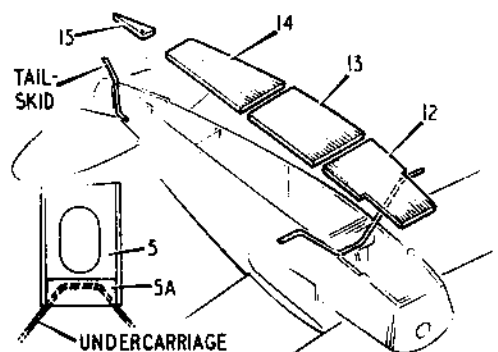
CEMENT FORMERS 2 AND 3 TOGETHER. JOIN FUSELAGE AT NOSE AND TAIL, FITTING FORMERS 2, 3, 4 AND 8. HOLD WITH PINS OR RUBBER BANDS UNTIL SET.

3



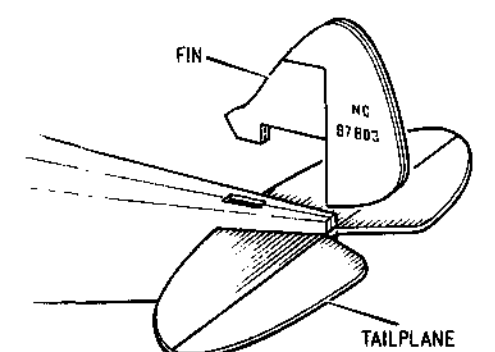
ADD FUSELAGE PARTS - 7A 9, 10 AND 11, CHAMFERING EDGES AS SHOWN TO ENSURE A PERFECT FIT WITH FUSELAGE SIDES AND WING. NOW FIT PART 1.

4



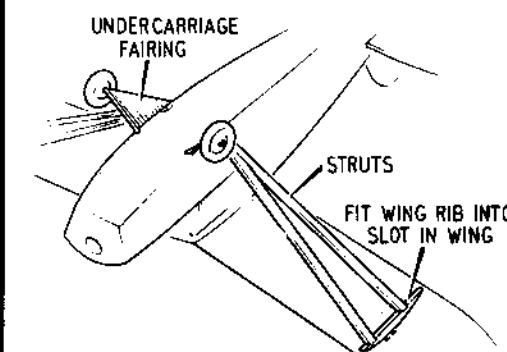
CEMENT UNDERCARRIAGE IN POSITION TO FORMER 5 AND ADD 5A. BEND TAILSKID AND CEMENT IN PLACE. ADD FUSELAGE BOTTOM - PARTS 13, 12, 14 AND 15.

5



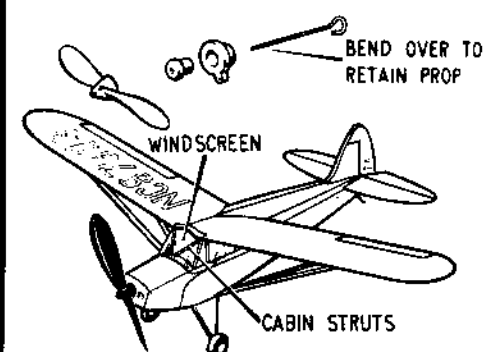
CHECK THAT TAILPLANE ASSEMBLES SQUARELY IN FUSELAGE, THEN CEMENT IN PLACE. JOIN LEFT AND RIGHT HALVES OF FIN TOGETHER AND CEMENT IN POSITION.

6



FIT WHEELS, RETAINING BY BENDING DOWN END OF AXLES AND CEMENT FAIRINGS IN PLACE. CEMENT WING RIBS FIRMLY TO WING AND ADD STRUTS. RE-CHECK DIHEDRAL.

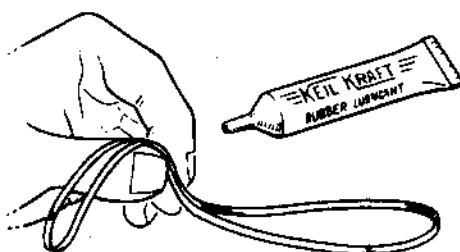
7



CUT AND FIT CABIN STRUTS FROM $\frac{1}{16}$ " SQ. BALSA. CHECK WINDSCREEN FOR FIT AND CEMENT IN PLACE. ASSEMBLE NOSE UNIT AND CHECK FOR FIT IN FUSELAGE.

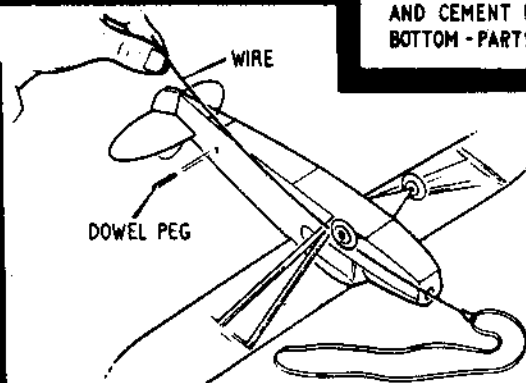
8

Flying ---



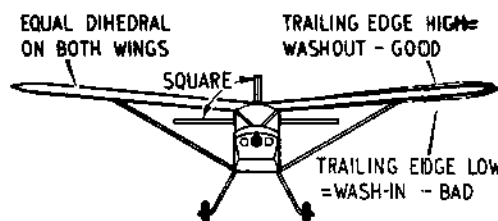
PREPARE RUBBER MOTOR FOR FLYING BY LUBRICATING WITH RUBBER LUBRICANT OR CASTOR OIL CAREFULLY RUN IN. MOTOR SHOULD TAKE APPROX 200-250 TURNS

1



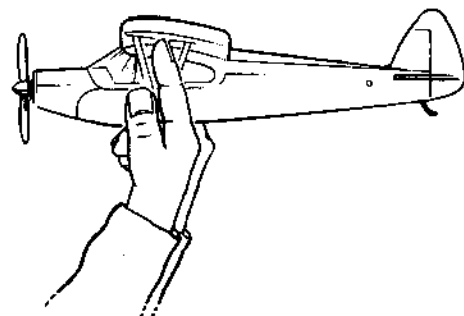
INSTALL RUBBER MOTOR BY MEANS OF A PIECE OF WIRE OR THREAD INSERTED FROM THE TAIL END OF FUSELAGE. SECURE AT REAR END WITH $\frac{1}{8}$ " DOWEL PEG

2



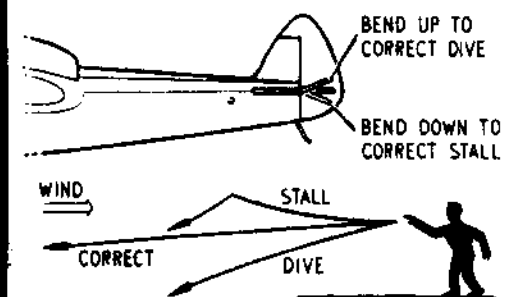
CHECK THAT ALL SURFACES LINE UP TRUE WHEN VIEWED FROM THE FRONT OR FROM ABOVE. SLIGHT WASH-OUT SHOULD BE INCORPORATED IN WING TIPS.

3



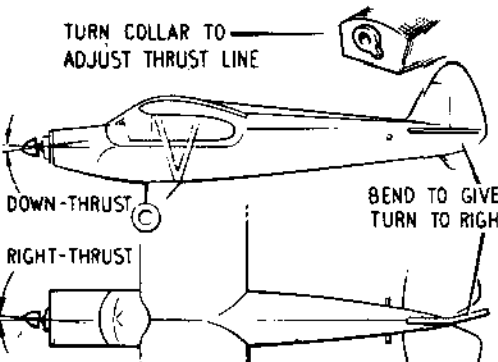
MODEL SHOULD BALANCE AT ABOUT 40% OF WING CHORD AS SHOWN. PLASTICINE MAY BE ADDED TO NOSE OR TAIL TO CORRECT IF NECESSARY

4



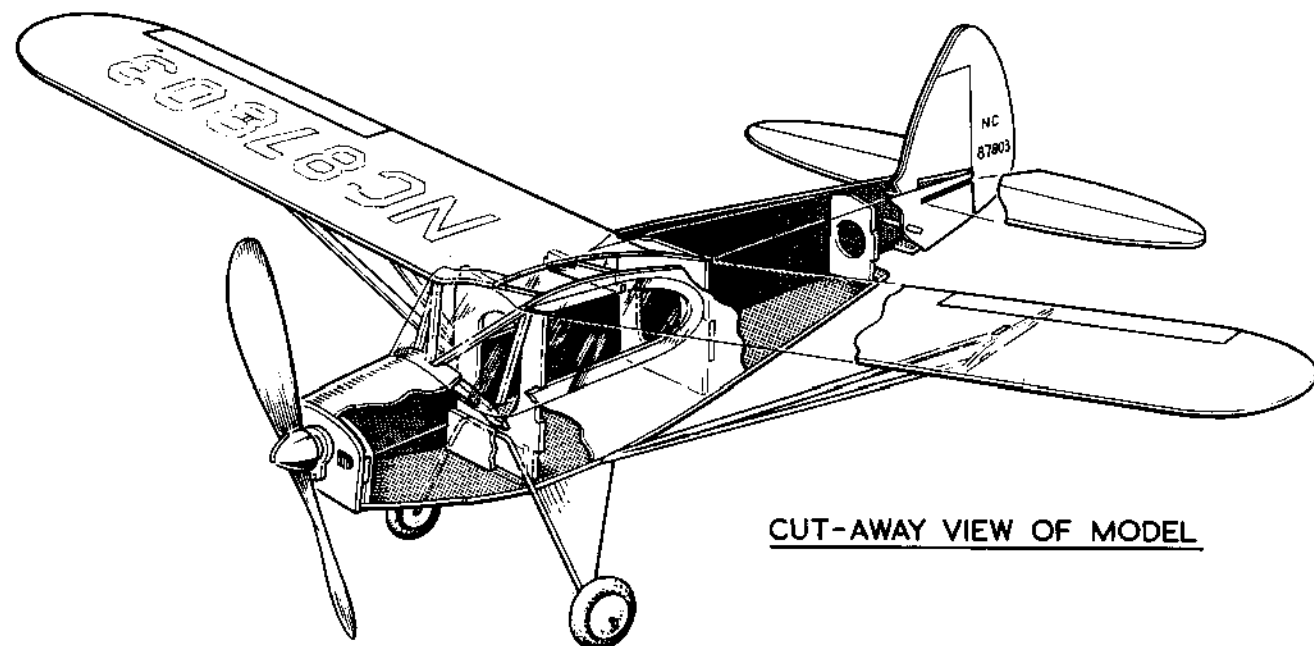
TEST FOR GLIDE ON A CALM DAY. LAUNCH GENTLY AND OBSERVE FLIGHT PATH. CORRECT FAULTS BY BENDING ELEVATORS OR BY ADDING WEIGHT IF REQUIRED

5

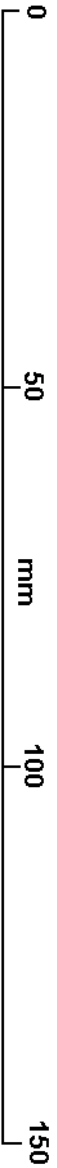


COMMENCE FLYING UNDER POWER WITH 50 TURNS ON MOTOR. ADJUST THRUST LINE TO PREVENT STALLING. CEMENT COLLAR IN PLACE WHEN BEST SETTING IS FOUND.

6



CUT-AWAY VIEW OF MODEL



SHEET 2

WING RIB

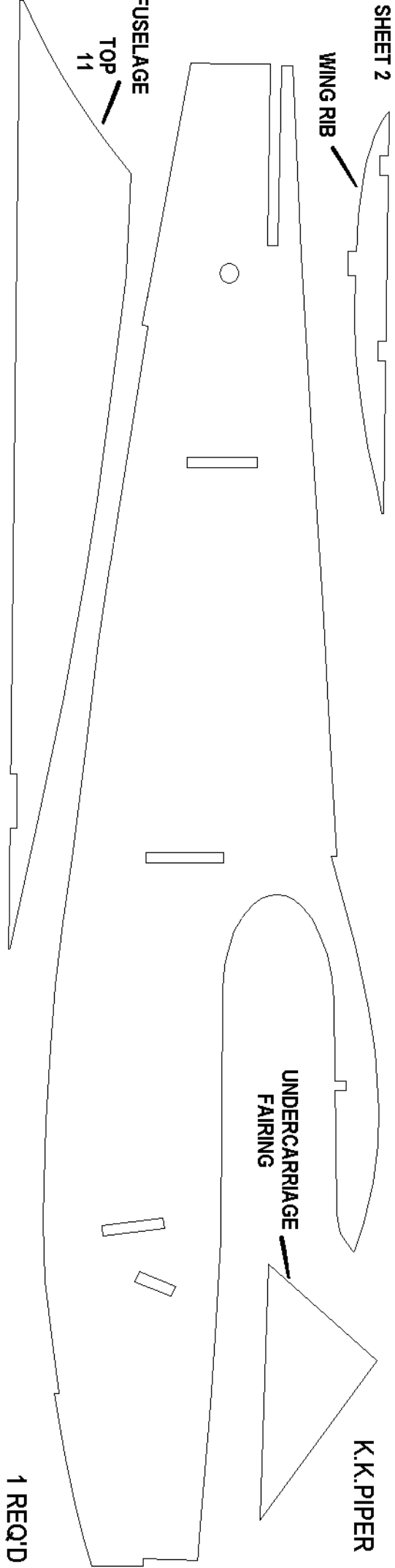
**UNDERCARRIAGE
FAIRING**

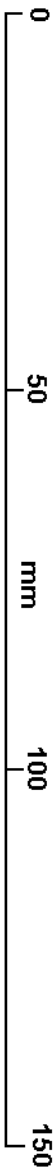
K.K.PIPER

FUSELAGE

TOP
11

1 REQD





K.K.PIPER

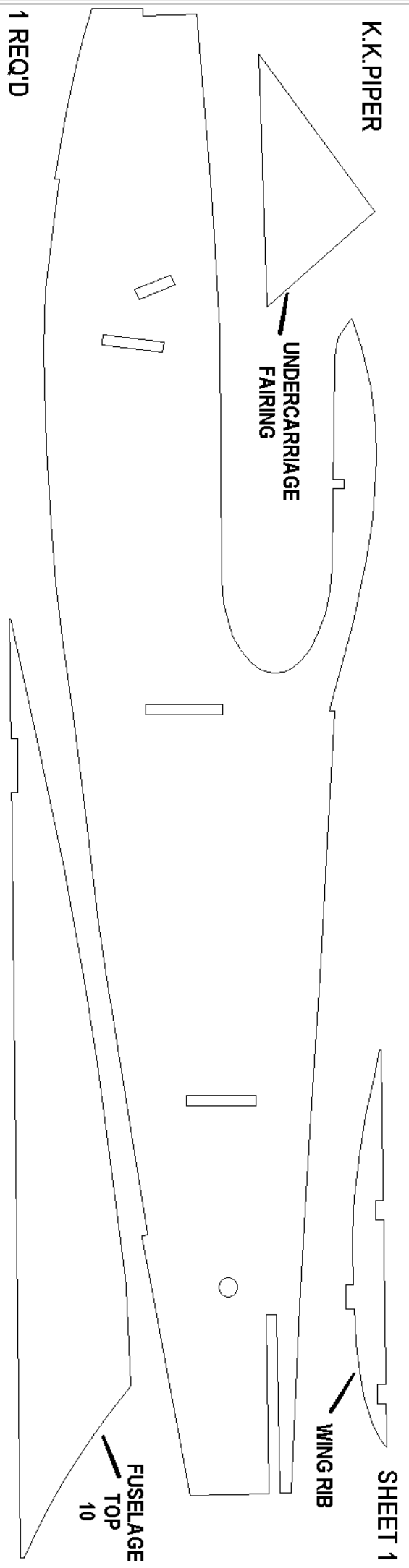
**UNDERCARRIAGE
FAIRING**

SHEET 1

WING RIB

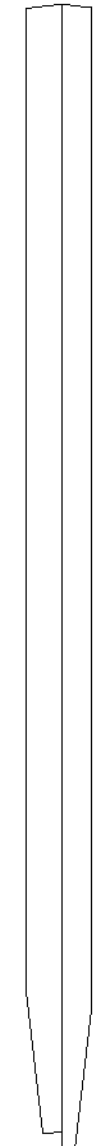
**FUSELAGE
TOP
10**

1 REQ'D



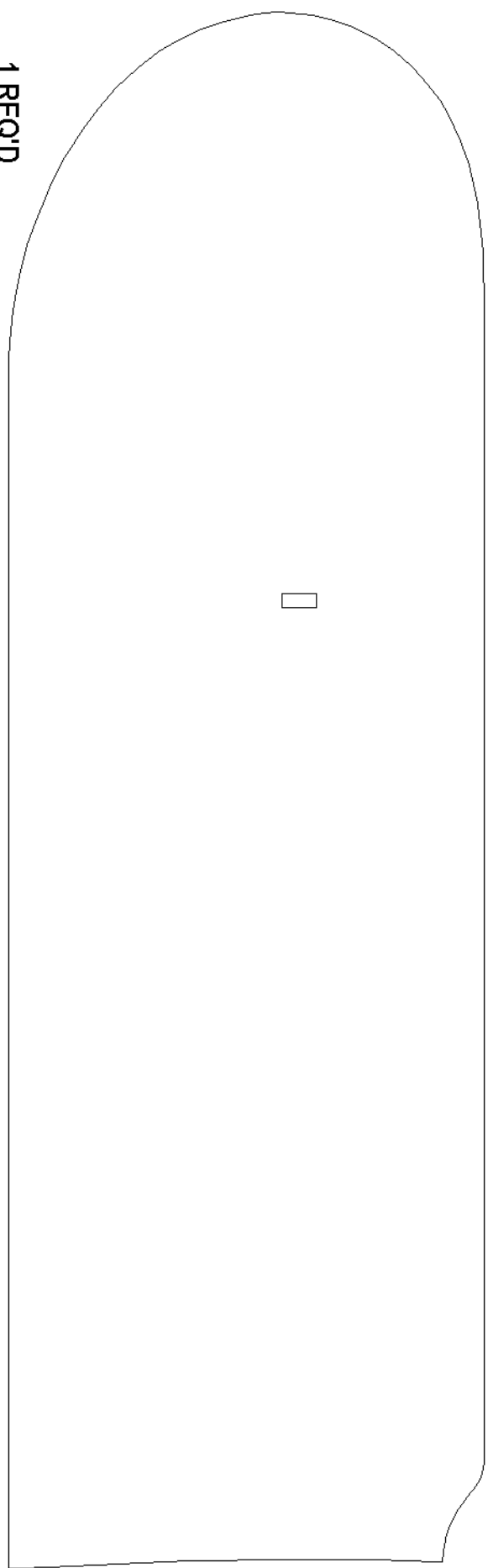


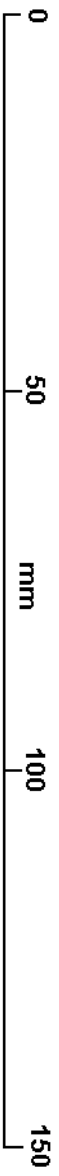
**K.K. PIPER
SHEET 3**



FRONT
REAR } **WING STRUTS**

1 REQ'D





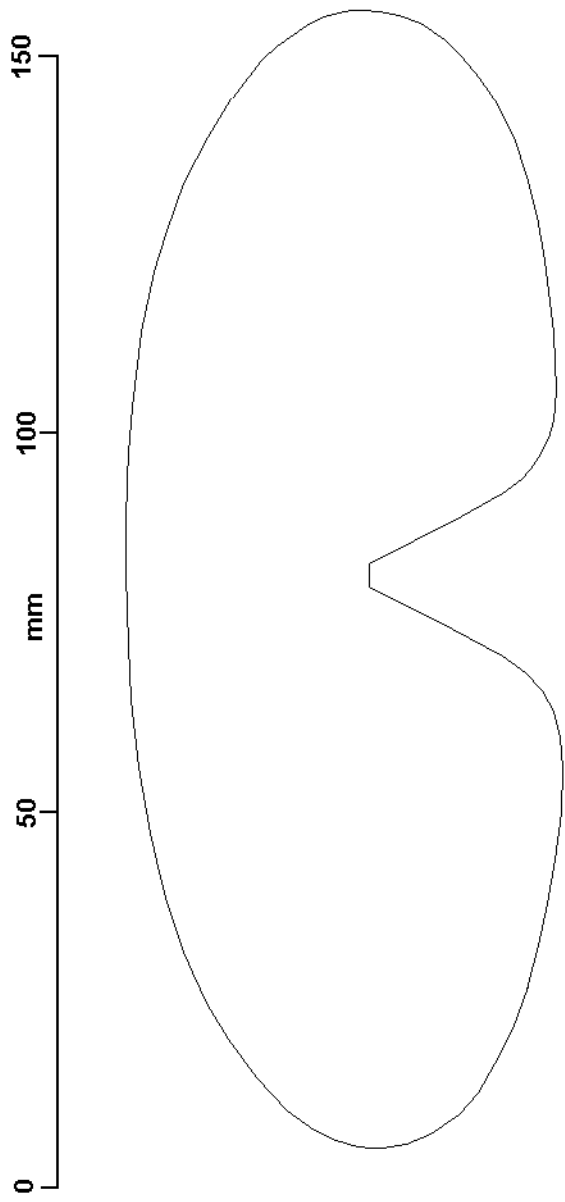
WING
STRUTS { FRONT
REAR



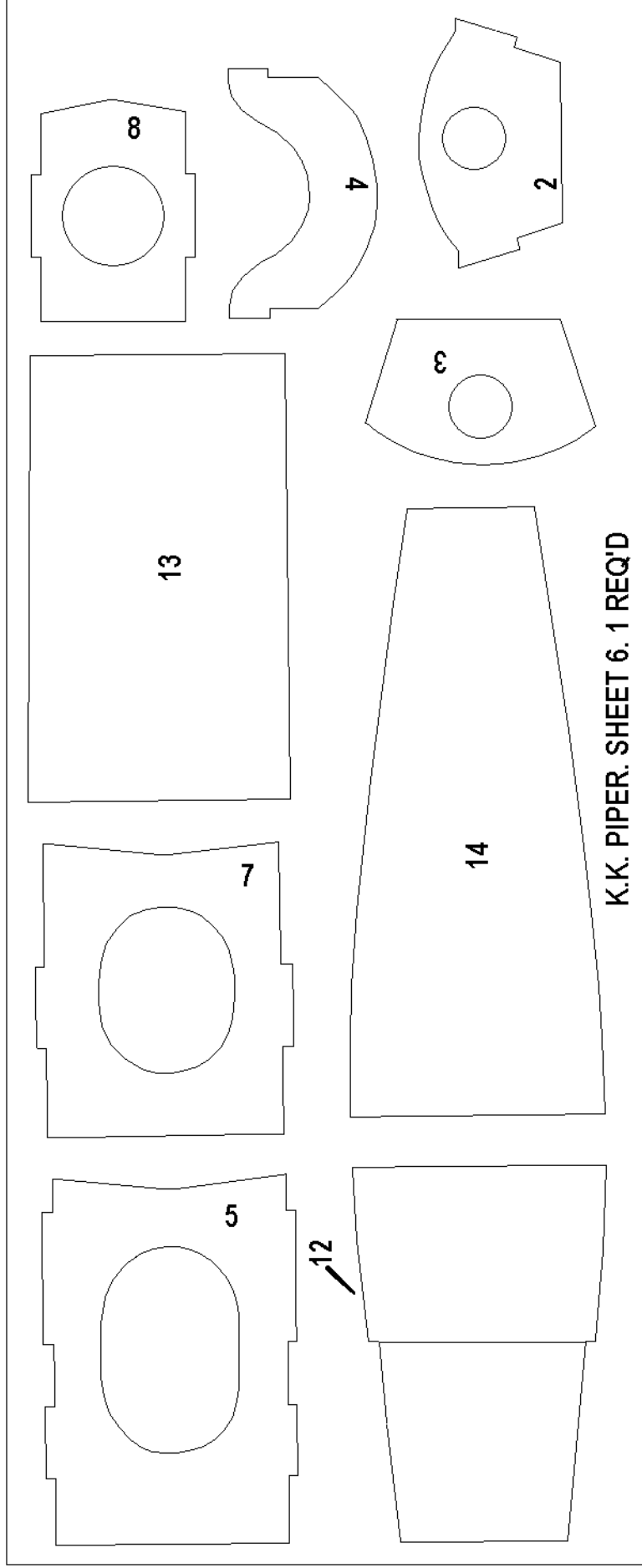
K.K. PIPER
SHEET 4

1 REQ'D

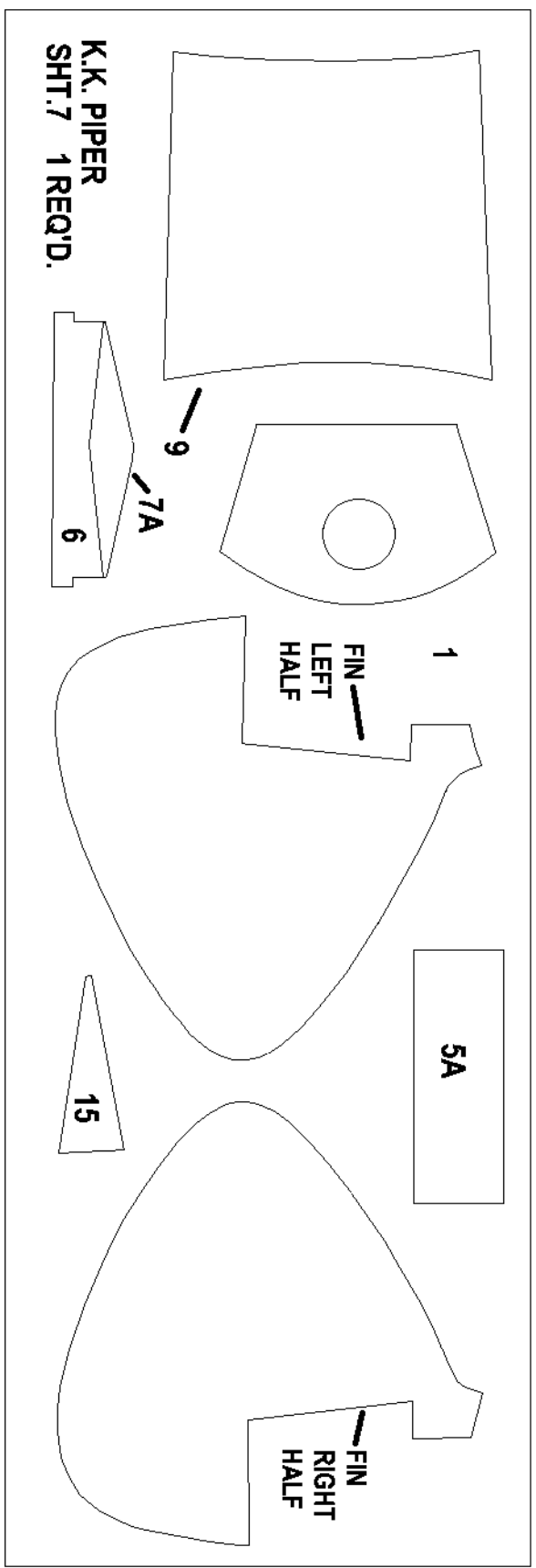
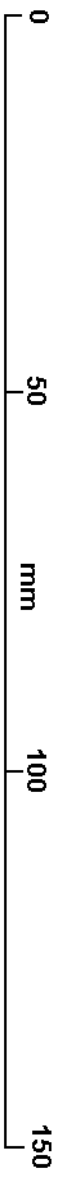




0 50 100 150
mm



K.K. PIPER. SHEET 6. 1 REQ'D



**K.K. PAPER
SHT. 7 1 REQ'D.**

0 50 mm 100 150

