# INSTRUCTIONS

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SPECIAL INSTRUCTIONS

1. Remove parts from die cut sheets with care.
2. Use waxed paper over plans to prevent cement from sticking.
3. Do not install pylon until you find proper balance point on fuselage.
4. Measure incidence in pylon to be sure you have exactly 1/4" of positive incidence.
5. Remove all warps before flying.
6. Test fly on a calm day with propeller on backwards.
7. Build this Kiwi according to these instructions and you will have a model capable of winning any contest.

CONSTRUCTION

1. FUSELAGE

If you use the beam mount cut notches in firewall to match drawing on plans. Drill 3/32" holes and bind with thread the landing to the firewall. Be sure to apply ample cement on thread. Drill 1/4" holes in beam mounts at proper location for engine mount lugs and install #10 Mounting nuts on bottom of mounts.

If you use the K & B radial mount for the .15 or .09 engines drill 3 - 1/8" holes in firewall to match drawing on plans. Install 3 #10 Mounting nuts on back of firewall and apply cement to hold them secure.

Pin 3/32" fuselage top securely to plans and cement firewall and all formers in place. (If beam mounts are used cement them in place.) Apply cement on edges of fuselage top, side of formers and firewall and then pin fuselage sides in place and allow to dry one hour. After drying remove fuselage from plan and proceed to finish. Sand with 3/0 sandpaper and apply two coats of clear dope before covering. Do not install pylon yet.

2. PYLON

Build pylon from 3 die cut pieces of 1/4" material. The wing platform is made of 3/32 sheet, be sure grain is running the short way. Cement platform on pylon and allow to dry. Finish pylon by sanding off sharp edges, covering with paper and installing rubber band pegs as shown on plans.

3. WING AND STABILIZER

Build wing and stabilizer in the usual manner. Be sure to make triangular braces for trailing edges of wing and tail. Cement them in place well to insure strong joints with ribs. After wing is assembled and dihedral joints dry apply one extra coat of cement to all rib and dihedral joints. Cover center section with 1/16" sheet on top only as shown on plans. Sand throughly with 3/0 sandpaper or finer and apply one coat of clear dope to wing and tail before covering. Be sure to put a small brace at the leading edge of the stabilizer in the center. Also space the two center stabilizer ribs to fit the rudder. Do not install rudder until stabilizer has been covered and doped. Use a razor blade to split the paper between the two center ribs then slide the rudder in place.

4. COVERING

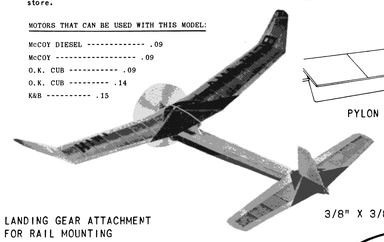
The "Sky Sail" covering material provided in this kit is the finest obtainable. We suggest you cut the paper in sections to cover one panel or area at a time. Cut a piece of paper slightly larger than necessary. Wet the paper with water by dipping in small pan. Have a soft bath towel handy to blot the paper just before applying to framework. Wet cover the entire model including fuselage and rudder. When dry apply three coats of dope. Add enough thinner to your dope so it will brush smoothly. IMPORTANT--always dope only one panel at a time, dope both top and bottom and allow to dry before doping the next panel. On the stabilizer we suggest that you dope the entire bottom and immediately after apply a coat to the entire top. You will find that this method will give you a wing and stabilizer with little or no warps. If fuel proofer is used only apply one thinned coat on the wing and tail and two coats around the engine and firewall.

5. DETHERMALIZER DETAIL

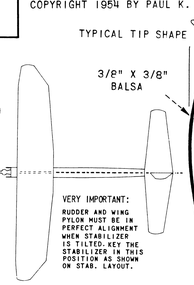
Allow stabilizer to pop up at 40° angle. This angle can be adjusted by cutting away the rear of the slot in the stabilizer platform. Be sure that the rudder lines up perfectly with the pylon when you cut the slot for the stabilizer key. A good fuse to use is "Chalk Line" which you can buy in any hardware store.

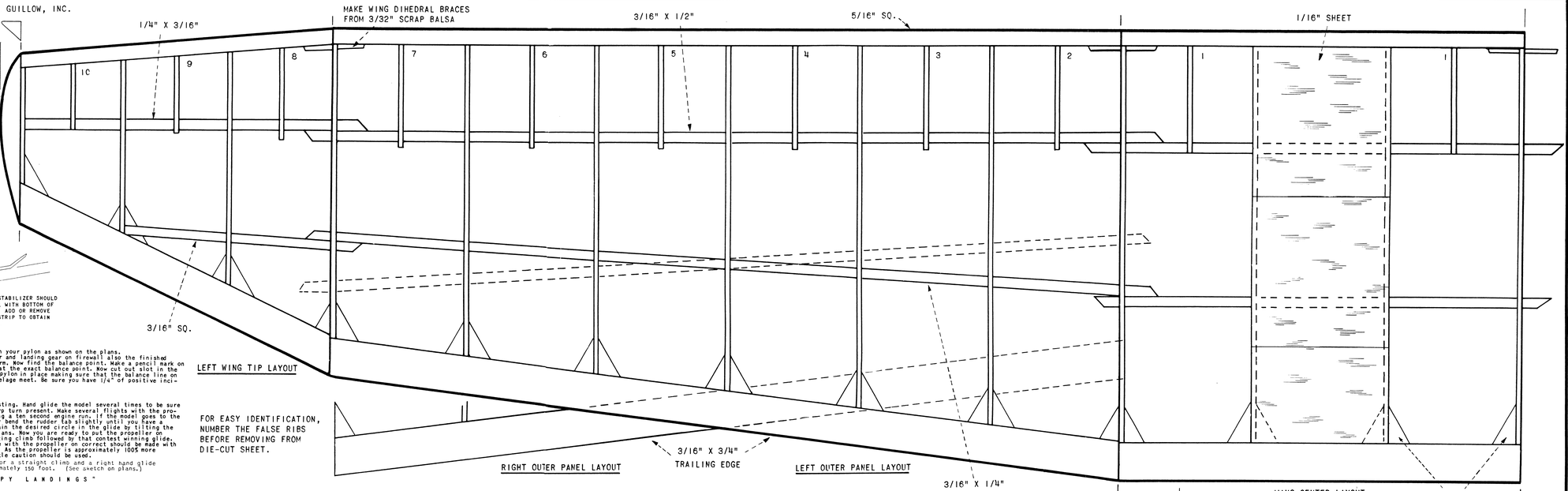
MOTORS THAT CAN BE USED WITH THIS MODEL:

McCOY DIESEL ---------- .09
McCOY ---------- .09
O.K. CUB ---------- .09
O.K. CUB --------- .14
K&B ---------- .15



PYLON DETAIL




LEFT WING TIP LAYOUT

RIGHT OUTER PANEL LAYOUT

LEFT OUTER PANEL LAYOUT

FOR EASY IDENTIFICATION, NUMBER THE FALSE RIBS BEFORE REMOVING FROM DIE-CUT SHEET.

6. BALANCING

Mark the balance point on your pylon as shown on the plans. Install the engine, timer and landing gear on firewall also the finished stabilizer on its platform. Now find the balance point. Make a pencil mark on the top of the fuselage at the exact balance point. Now cut out slot in the fuselage top and cement pylon in place making sure that the balance line on the pylon and top of fuselage meet. Be sure you have 1/4" of positive incidence in wing.

7. TESTING

Choose a calm day for testing. Hand glide the model several times to be sure there is no stall or sharp turn present. Make several flights with the propeller on backwards, using a ten second engine run. If the model goes to the right or left under power bend the rudder tab slightly until you have a straight away climb. Obtain the desired circle in the glide by tilting the stabilizer as shown on plans. Now you are ready to put the propeller on correct and see that amazing climb followed by that contest winning glide. The first flight you make with the propeller on correct should be made with engine in a rich setting. As the propeller is approximately 100% more efficient this way a little caution should be used.

We suggest for adjust for a straight climb and a right hand glide with a circle of approximately 150 foot. (See sketch on plans.)

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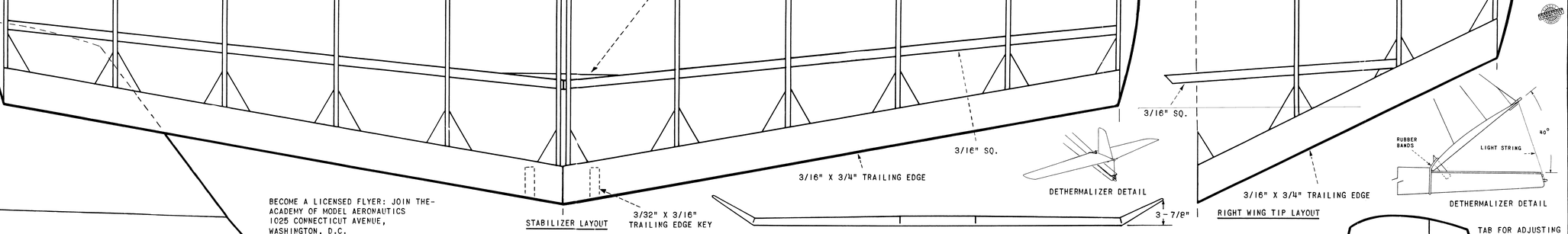
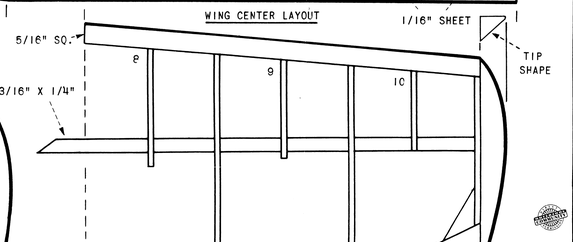



STABILIZER LAYOUT

3/32" X 3/16" TRAILING EDGE KEY

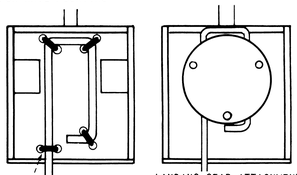



DETHERMALIZER DETAIL

RIGHT WING TIP LAYOUT

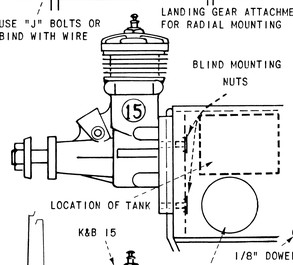
DETHERMALIZER DETAIL

LANDING GEAR ATTACHMENT FOR RAIL MOUNTING



USE "J" BOLTS OR BIND WITH WIRE

LANDING GEAR ATTACHMENT FOR RADIAL MOUNTING

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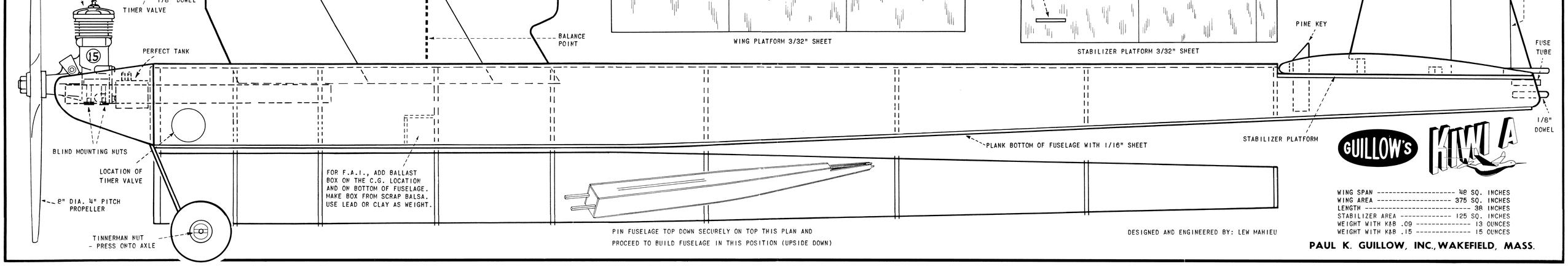
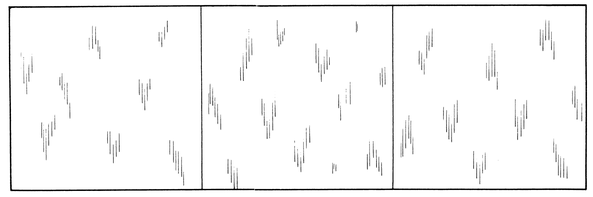
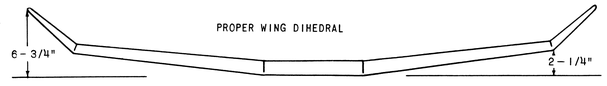
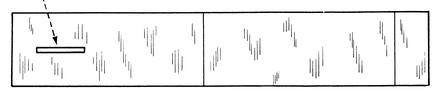


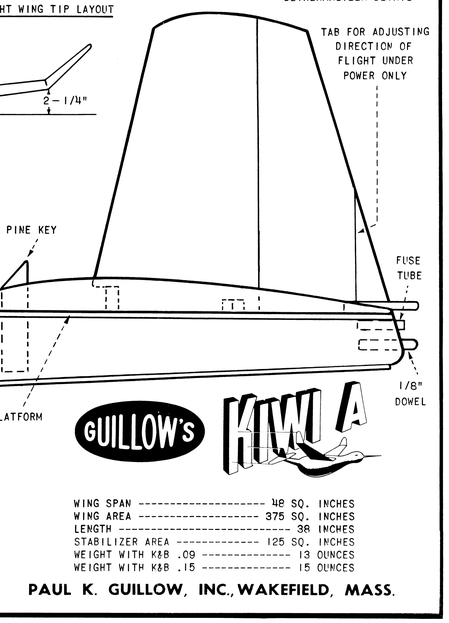



WING PLATFORM 3/32" SHEET




STABILIZER PLATFORM 3/32" SHEET




GUILLOW'S KIWI A

WING SPAN ---------- 48 SQ. INCHES
WING AREA ---------- 375 SQ. INCHES
LENGTH ---------- 38 INCHES
STABILIZER AREA ---------- 125 SQ. INCHES
WEIGHT WITH K&B .09 ---------- 13 OUNCES
WEIGHT WITH K&B .15 ---------- 15 OUNCES

**PAUL K. GUILLOW, INC., WAKEFIELD, MASS.**