



BUILDING AND FLYING INSTRUCTIONS

- 1 - Study the plan carefully to familiarize yourself with it.
- 2 - Remove all the die-cut parts from the sheets.
- 3 - Trim any edges necessary with sandpaper.
- 4 - Layout left wing panel leading and trailing edges. (Longer)
- 5 - Pin the leading edge to plan over a flat surface.
- 6 - Rest front edge of trailing edge flat on the plan. Block up rear with scrap 1/8" till it is centered.
- 7 - Select the 16 1/8" die-cut spar filler units at this time.
- 8 - Laminate two of each size together and allow to dry.
- 9 - Do not join longer units along irregular break at this time.
- 10 - Position the largest of the spar filler units 21/32" from centerline. Pin in place to the plan. Note that the broken edge is placed against the plan.
- 11 - The shortest spar filler unit is positioned 11-9/16" from the centerline. The one with feet to rest on is positioned as indicated on the plan near the wing tip.

- 12 - Lay a 1/4" sq. spar in place over these and cement.
- 13 - Cement top camber rib units in place as indicated.
- 14 - Note the lower camber ribs are cemented next to them for better joint along the trailing edge.
- 15 - Remove panel from plan and construct right wing panel in like manner at this time.
- 16 - Note the right wing panel is shorter in length at the tip.
- 17 - Now flop both panels over and cement longest spar filler in place. Trim feet off spar filler at wing tips.
- 18 - Test fit the bottom (or opposite) 1/4" sq. spar, but do not cement until the bellcrank is mounted.
- 19 - Note a 1/4" sq. x 2" filler is used under the bellcrank. Bevel bottom edge very slightly to meet both spars at centerline. Cement as shown to the right panel bottom spar with 1" extending.
- 20 - Cement one of the two plywood rectangles with the punch

- 21 - The pushrod may be joggled into the outer hole in the bellcrank. Wing sheeting etc. should be cut away as necessary as it is installed for pushrod clearance.
- 22 - The 1/4" sq. bottom (or opposite) spars are now cemented in place.
- 23 - Leadout wires are now connected to the bellcrank.
- 24 - Cement the long plywood spar gusset to one panel and allow to dry. Pre-coat all end grain etc. with cement.
- 25 - Test fit, then join both panels, - no dihedral.
- 26 - Cement smaller plywood gusset in place.
- 27 - The bottom or opposite camber ribs are now installed.

- 28 - Laminate the wing tip layers and cement in place.
- 29 - Drill for leadout wires as indicated. Add gussets provided.
- 30 - Cap the center-section with 1/16" sheet provided.
- 31 - The stabilizer is die-cut of 3/16" sheet. Sand the leading edge to airfoil shape.
- 32 - The elevator is made from tapered stock. Trim to outline.
- 33 - Cut out for double-ply insert which mounts elevator horn.
- 34 - Laminate plywood rectangles for horn mount, and flake off one layer to decrease thickness.
- 35 - Drill for elevator horn and bolt in place.
- 36 - Sand and trim elevator to airfoil as necessary.
- 37 - Mount to stabilizer with pinked tape hinges as indicated.
- 38 - Assemble rudder from two die-cut units and tapered stock.
- 39 - Sand smooth to airfoil. Note 3/16" offset to right.
- 40 - Join aft fuselage die-cut units as indicated. Pre-coat all end grain with cement. Note pinked tape reinforcement.

- 41 - Cement fore and aft fuselage sections to the wing.
- 42 - When thoroughly dry, cement plywood to each side of the fuselage forward of the wing. Apply cement fillet around the wing. Round off fuselage to tail mount, sand smooth etc.
- 43 - Mount stabilizer, align carefully. Check for equal up and down elevator action. Position rudder at this time.
- 44 - Give entire structure a final sanding before covering.
- 45 - Cover with Silkspan provided, wet or dry as you prefer.
- 46 - Apply fuel-proof clear dope and color trim as you desire.
- 47 - The tank mount shown is easy to make and ideal.
- 48 - Bend line guide attachment hooks, and install engine.
- 49 - Note aileron tab for right panel only. (3/16" up)
- 50 - Test fly in calm air, with an experienced helper to hand launch. Straight arm ship for first flight to avoid any tendency to over-control. Happy landings!

LANCER

COMBAT *Controliner*

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| DESIGNED BY AUTHOR PAWLOSKI | FULL SIZE PLANS | 39-1/2" WINGSPAN |
| DRAWN BY DON MCGOVERN | FOR .19 TO .35 ENGINES | KIT No. 13-4 |
| KIT ENGINEERED BY: BILL EFFINGER | | 358 SQ. " WING AREA |
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