



- 1 - Study the plans and kit contents carefully.
- 2 - Decide on the type model you wish to build.
- 3 - Remove the die-cut parts from the sheets. You may wish to give them a coat of clear dope before doing this, tho it is not usually needed.
- 4 - Group parts for use in wing, fuselage, etc.
- 5 - Pin the forward 1/8" sq. bottom spar to plan.
- 6 - Position ribs W-3 through W-13, cementing them to the spar, and pinned tight to plan. Tip ribs need deeper notch, not die-cut as rib would break.
- 7 - Cement trailing edge in position.
- 8 - Now install leading edge, hold with pins.
- 9 - Upper 1/8" sq. wing spars are now installed.
- 10 - Cement die-cut wing gussets in place.
- 11 - Install W-2 rib units at this time.
- 12 - Remove panel from plan when dry.
- 13 - Insert remaining rear bottom 1/8" sq. spar.
- 14 - Block wing panel to dihedral angle.
- 15 - Assemble opposite panel in same manner.
- 16 - Insert remaining W-1 rib units.
- 17 - Leading edge sheeting is now added.
- 18 - Center section sheeting is now added.
- 19 - All remaining ribs are now capstripped with 1/20" x 3/16" strips.

- 20 - Add wing tip blocks.
- 21 - If model is to be a controlline, strips must later be added around the points where leadout wires pass into and out of wing structure, to protect the covering.
- 22 - This is die-cut of 1/16" sheet. If model is to be a free-flight, the elevator should be cemented directly to it. Sand to airfoil etc.
- 23 - This too is die-cut, with small triangular units at each end on the die-cut sheet which are cemented to the rear-center. Sand smooth and cement or hinge to the stabilizer. Wire elevator horn is added, cemented to underside and reinforced with silk or tissue strip.

- 24 - Two sections of the rudder and rudder fin are die-cut. A piece of strip sheet separates them and reinforced with silk or tissue strip.

- FUSELAGE:**
- 25 - Trim die-cut fuselage doublers to controlline or free-flight outline as scored. This part has rib shaped cut-out and is detailed on plan at top left.
 - 26 - Cement doublers to fuselage sides.
 - 26 - Make one right side and one left. Note the area forward of F-3 above the doubler is also double sheeted. Install at this time to fuselage siding.
 - 27 - Install rear fuselage doublers at this time.
 - 28 - Cut-out fuselage siding to match doubler at the wing position.

- 29 - Join fuselage sides with formers F-2, F-3, F-4 and F-5. Allow to dry.
- 30 - Pull sides together toward rear with rubber band or other light tension. Carefully align for even bow of sides as seen from above. Sight from front and rear also to check. It is easily adjusted by moving fuselage siding aft ends a small amount, then cementing.
- 31 - Install remaining aft former units.
- 32 - Cement landing gear to F-2.
- 33 - Install F-2A under gear wire.

- 34 - A mahogany veneer rectangle is next installed on either side of F-2.
- 35 - Laminated two layers of mahogany veneer to F-1, trim to cross-section.
- 36 - Install this last cross-section at this time.
- 37 - Position pushrod, bellcrank and mount at this time if they are to be used.
- 38 - Cement wing in position, or attach with rubber if you prefer.

- 39 - Small strips of siding below the wing have been die-cut. Install, trimming airfoil portion to conform to either free-flight or controlline incidence, until bottom edge meets other siding.
- 40 - Add lower former units under wing, trim height to match siding.
- 41 - Install tailwheel wire, veneer strip and cement well.
- 42 - Stabilizer and rudder may now be positioned. Check for horn movement, trim as necessary for clearance.

- 43 - Drill veneer for engine mount, secure nuts on reverse side with metal strip or recess into former as inset.
- 44 - Remove engine for time being.
- 45 - Sheet aft portion of the fuselage above the siding. Moisten sheet with hot water if necessary.
- 46 - After all installations have been made in nose area, double sheet this last remaining section.
- 47 - Tack-cement cowl blocks in place. Allow to dry, trim and sand to shape. Remove and hollow.
- 48 - Cut-out cowl blocks to clear engine. Radially mounted engine may be inverted or side-mounted if desired.
- 50 - Cement fuselage bottom sheeting in place.
- 51 - Sand entire structure smooth.

SCHWEIZER 1-30
 FOR FREE-FLIGHT OR CONTROLLINE FLYING
 DESIGNED AND DRAWN BY: DON MCGOVERN .020 TO .099 ENGINES 40" WINGSPAN
 KIT ENGINEERED BY: BILL EFFINGER FULL SIZE PLANS KIT NO: 4-18
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