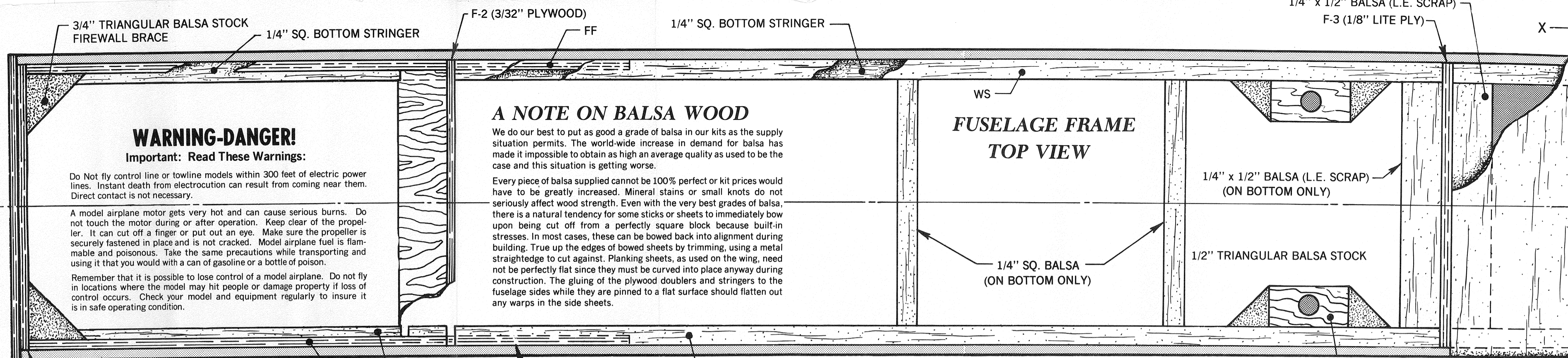


**PLYWOOD PART WF**



**WARNING-DANGER!**  
 Important: Read These Warnings:

Do Not fly control line or towline models within 300 feet of electric power lines. Instant death from electrocution can result from coming near them. Direct contact is not necessary.

A model airplane motor gets very hot and can cause serious burns. Do not touch the motor during or after operation. Keep clear of the propeller. It can cut off a finger or put out an eye. Make sure the propeller is securely fastened in place and is not cracked. Model airplane fuel is flammable and poisonous. Take the same precautions while transporting and using it that you would with a can of gasoline or a bottle of poison.

Remember that it is possible to lose control of a model airplane. Do not fly in locations where the model may hit people or damage property if loss of control occurs. Check your model and equipment regularly to insure it is in safe operating condition.

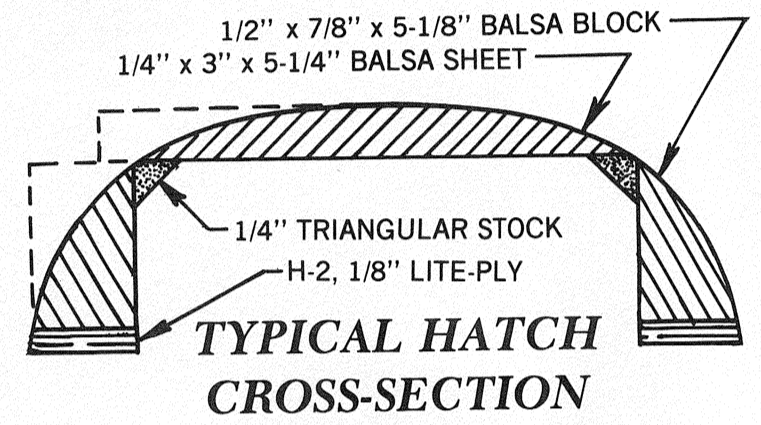
**A NOTE ON Balsa Wood**

We do our best to put as good a grade of balsa in our kits as the supply situation permits. The world-wide increase in demand for balsa has made it impossible to obtain as high an average quality as used to be the case and this situation is getting worse.

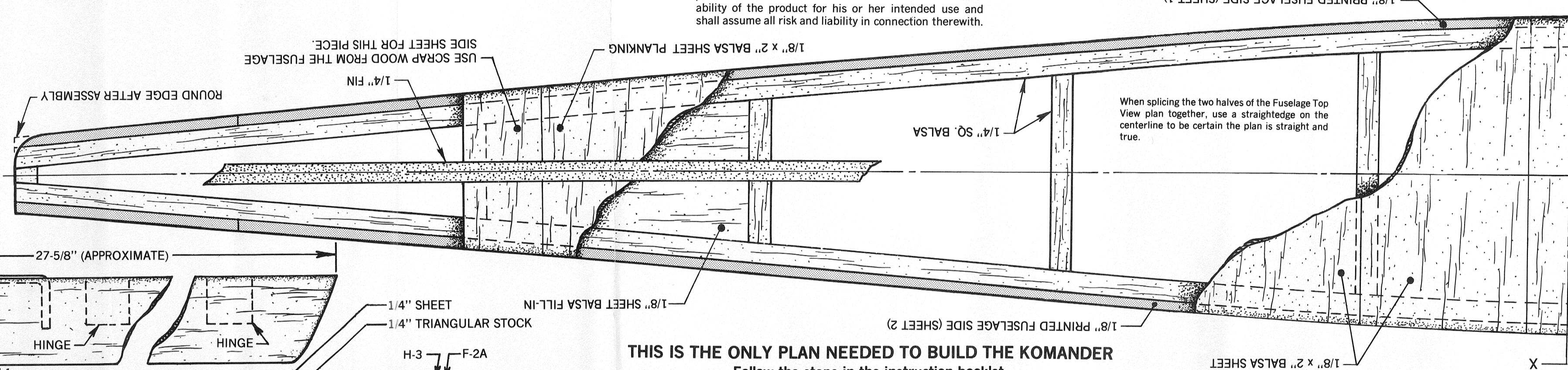
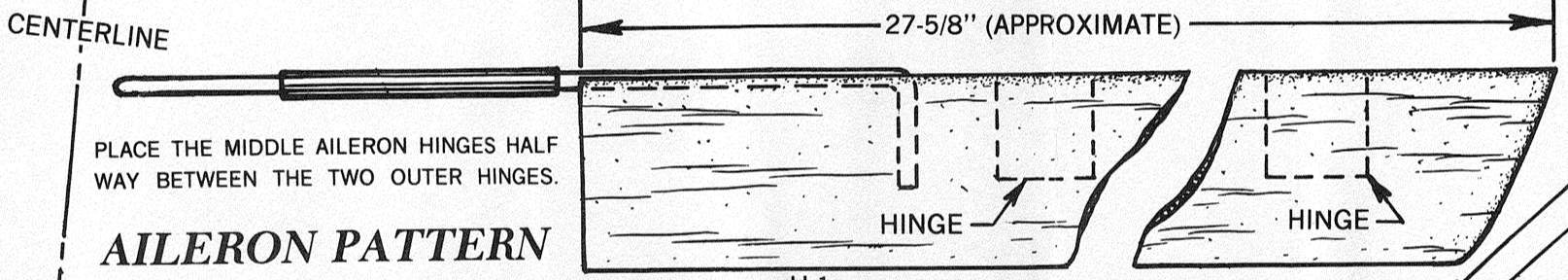
Every piece of balsa supplied cannot be 100% perfect or kit prices would have to be greatly increased. Mineral stains or small knots do not seriously affect wood strength. Even with the very best grades of balsa, there is a natural tendency for some sticks or sheets to immediately bow upon being cut off from a perfectly square block because built-in stresses. In most cases, these can be bowed back into alignment during building. True up the edges of bowed sheets by trimming, using a metal straightedge to cut against. Planking sheets, as used on the wing, need not be perfectly flat since they must be curved into place anyway during construction. The gluing of the plywood doublers and stringers to the fuselage sides while they are pinned to a flat surface should flatten out any warps in the side sheets.

**LIMIT OF LIABILITY**

In use of our products, SIG Manufacturing Co.'s only obligation shall be to replace such quantity of the product proven to be defective. User shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith.

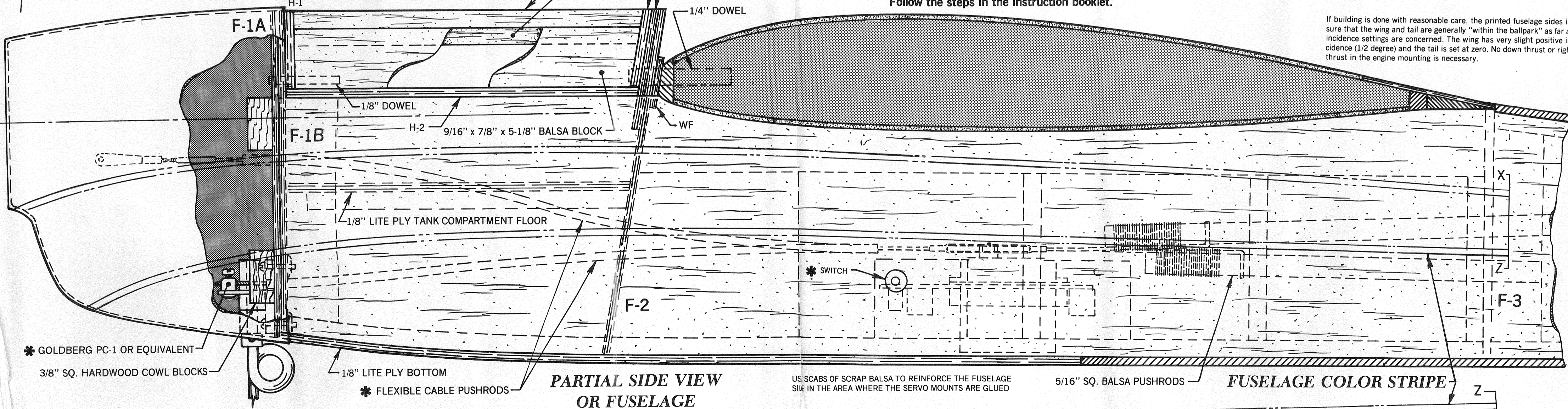


CUT THE AILERON TO FINAL LENGTH AND SHAPE WHILE CHECKING IT IN POSITION AGAINST THE WING TO INSURE THAT THEY WILL MATCH EACH OTHER.



**THIS IS THE ONLY PLAN NEEDED TO BUILD THE KOMANDER**  
 Follow the steps in the instruction booklet.

If building is done with reasonable care, the printed fuselage sides insure that the wing and tail are generally "within the ballpark" as far as incidence settings are concerned. The wing has very slight positive incidence (1/2 degree) and the tail is set at zero. No down thrust or right thrust in the engine mounting is necessary.



**KIT RC-32**

**KOMANDER MARK II**

*Designed by Claude McCullough*