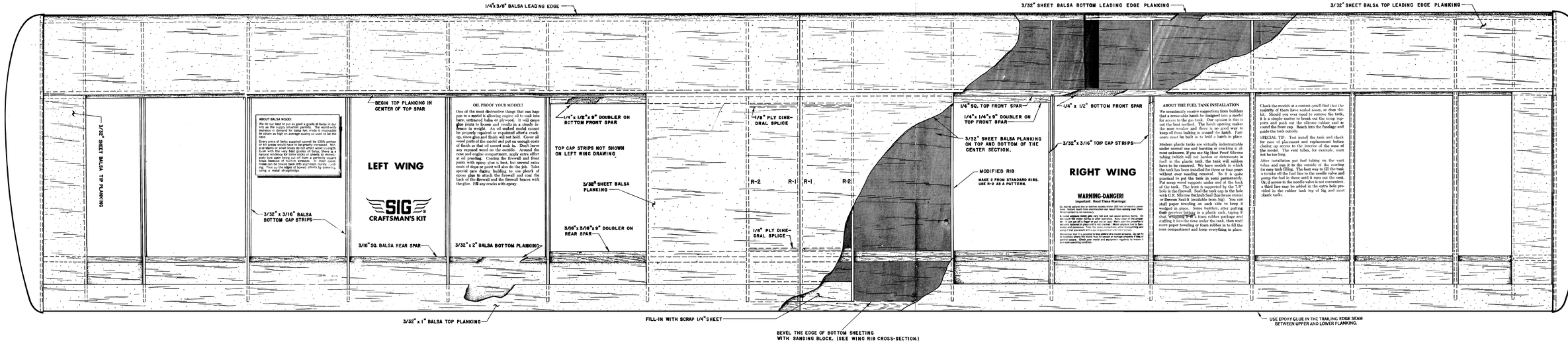
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KADET AILERON OPTION

Aileron operation requires a 4 channel radio. Even if you don't have a 4 or more channel radio you should consider installing the ailerons and tying them down for possible future use. We recommend that beginners start with rudder control and not use the ailerons until they have some flying time. Be sure and plug the rudder servo into the aileron socket of the receiver and leave the aileron servo unplugged. Fly this way until you are ready to move up to aileron control. Then plug the aileron servo into the receiver aileron socket and the rudder servo into the receiver rudder socket. If this procedure is not followed a difficult transistion must be made by chasging hands for turn control in the air with ailerons. But by following the rudder-on-the-aileron-stick setup at first, the only transistion to be made will be in ground steering, using the rudder, or for some aerobatics, such as spins.

1. Cut out the right and left panels and tape them to the main Kadet plan. The rear spar location is unchanged in the option so line up the rear spar on the panels with the rear spar on the main plan.

2. Cut out the center section panel and tape over the right and left panels. Again line up with the rear spar and the front spar.

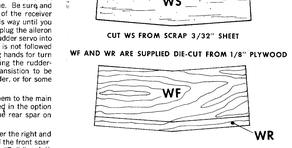
3. Follow the step-by-step instructions in the "Building A Kadet 2 Aileron Wing" leaflet.

CUT WS FROM SCRAP 3/32" SHEET

WF AND WR ARE SUPPLIED DIE-CUT FROM 1/8" PLYWOOD



NEW REAR DOWEL LOCATION



TEST FLY WITH CONNECTORS POSITIONED AS SHOWN. WHEN MORE AILERON MOVEMENT IS NEEDED, SLIDE THEM NEARER TO THE WING.

With the new location of the dowel, there should be sufficient clearance for movement of the aileron horns. Check carefully to make certain, however, that they do not jam against the dowel. If the dowel has been thoroughly glued against the crosspieces with epoxy, notches can be cut in it for horn clearance without any great loss of strength.

HINGING HINTS

Here're are some pointers for a good hinge installation:

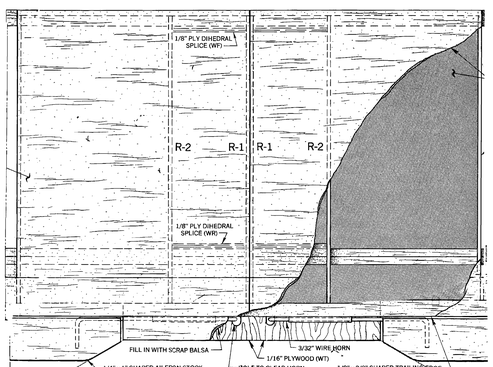
1.) Pre-flex the hinges by bending them back and forth to extreme angles several times before using.

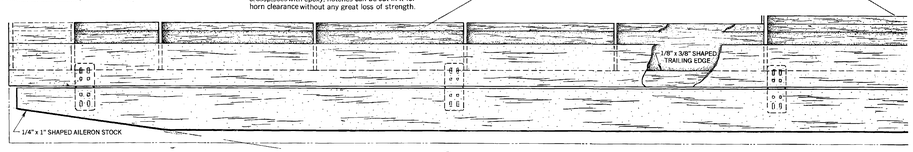
2.) The hinges have a flat and un-flat side. Have the same side down on all the hinges.

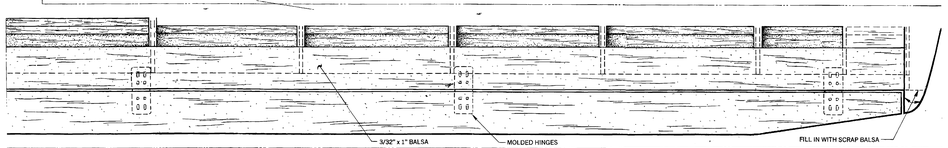
3.) The overlength slot provided by the 1/16" hole method is unfortunate. It allows the fuel half of the hinge to take a non binding position as the glue sets up if the hinge didn't happen to be perfectly aligned when the first half was glued in place.

4.) Use plenty of Sig Kwik-Set epoxy glue in the slot. A pin hole into the bottom of the slot prevents air lock. Be sure glue gets into the holes in the hinge by putting some there before inserting it in the slot.

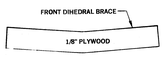
5.) Let the glue set up for several minutes. During the time from about 7 to 15 minutes after mixing, the excess glue that has squeezed from the slot can be peeled off easily. Don't leave glue covering the thin, bendable portion in the center.

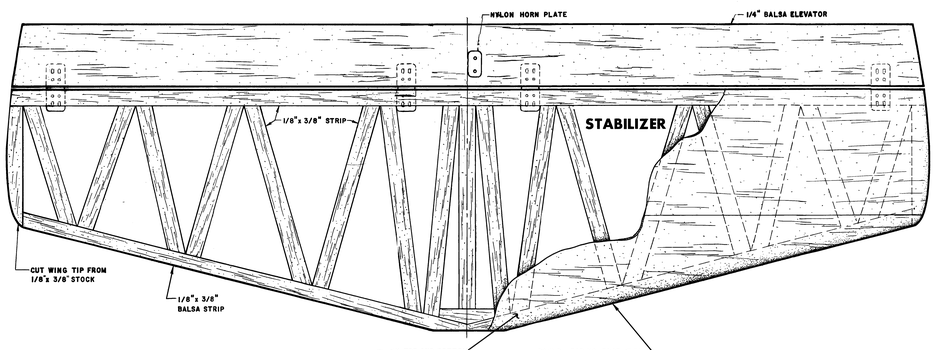


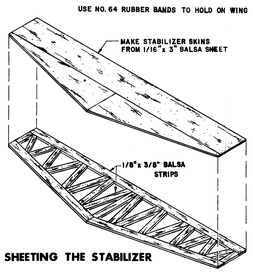




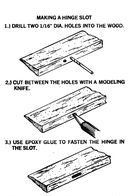








SHEETING THE STABILIZER





Cut slots in the control surface to receive the molded hinges. Fill the slots with Sig Kwick-Set epoxy glue and insert the hinges into the slot. After the glue has set, repeat this process to attach the control surface to the model.

Note: For best control response, keep the gap between the surface and the model as narrow as possible.

PUT RECEIVER BATTERY IN A PLASTIC BAG, SEAL WITH TAPE, WRAP IN FOAM RUBBER AND STUFF UNDER THE FUEL TANK.

SIG KADET

FOR .19-.40 ENGINES R/C TRAINER

Scanned and redrawn May, 2012 pd1

DESIGNED & DRAWN BY CLAUDE MC CULLOUGH ILLUSTRATED BY MIKE STOTT

SIG MANUFACTURING CO., INC.
MONTEZUMA, IOWA 50171

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