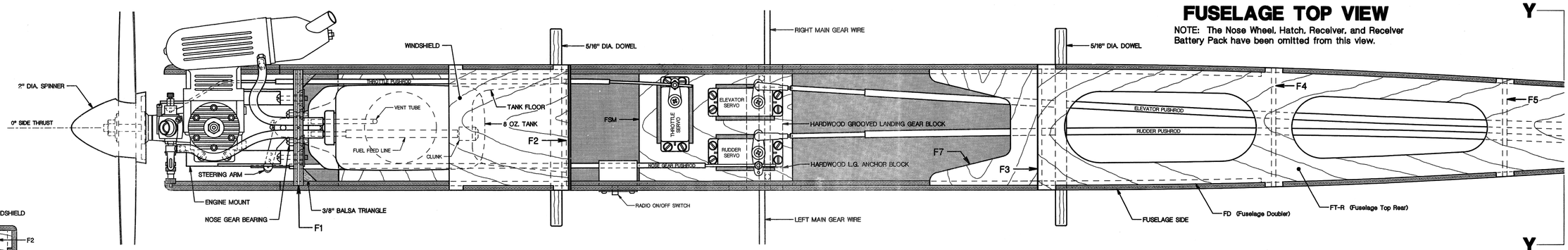
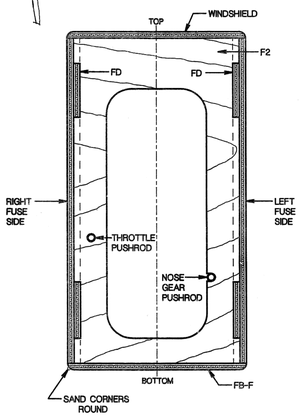
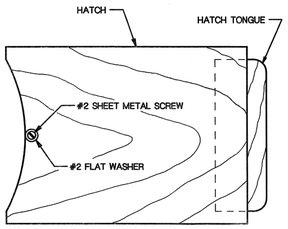
FUSELAGE TOP VIEW

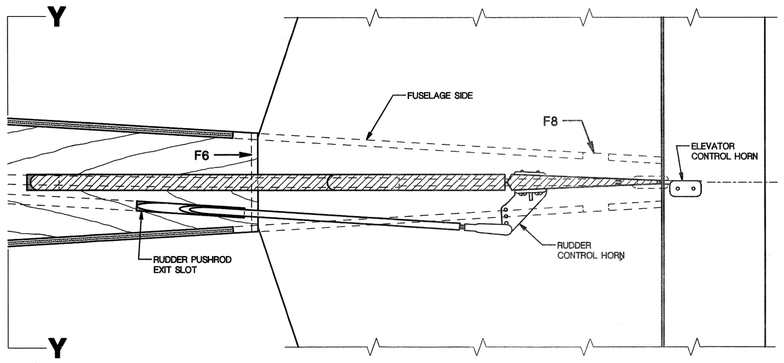
NOTE: The Nose Wheel, Hatch, Receiver, and Receiver Battery Pack have been omitted from this view.

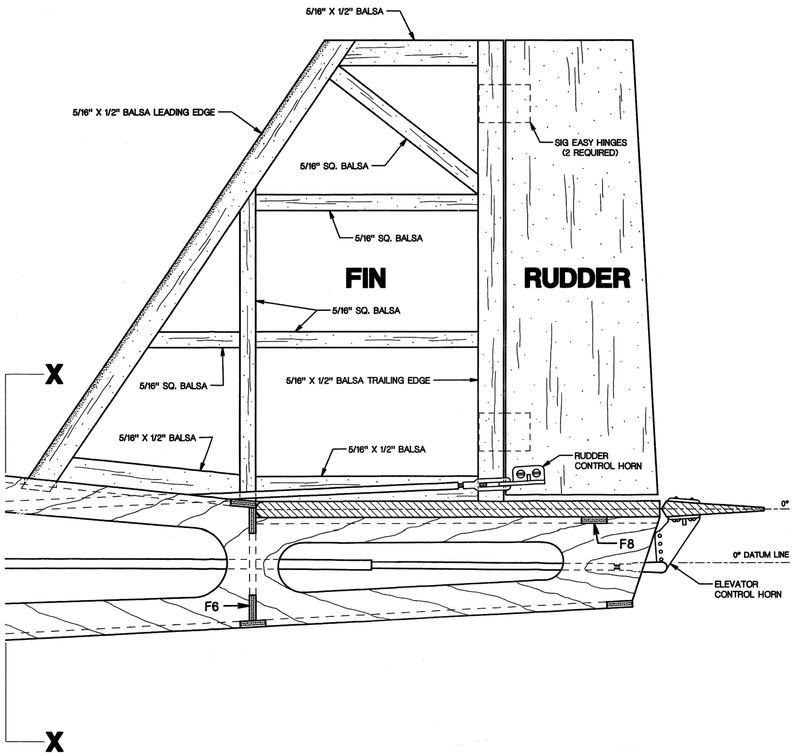


CROSS-SECTION AT F2

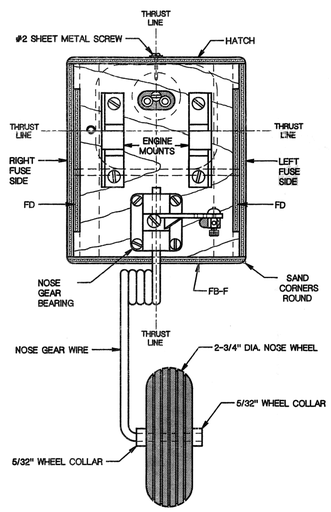




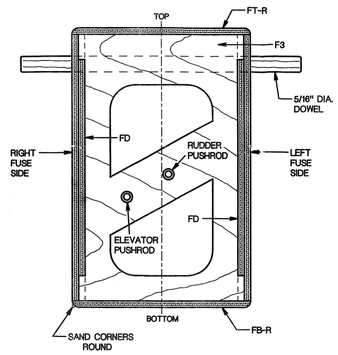




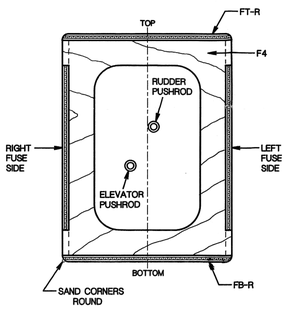
CROSS-SECTION AT F1



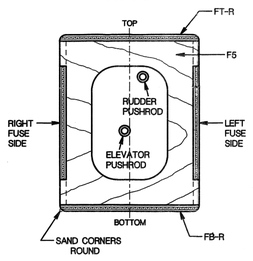
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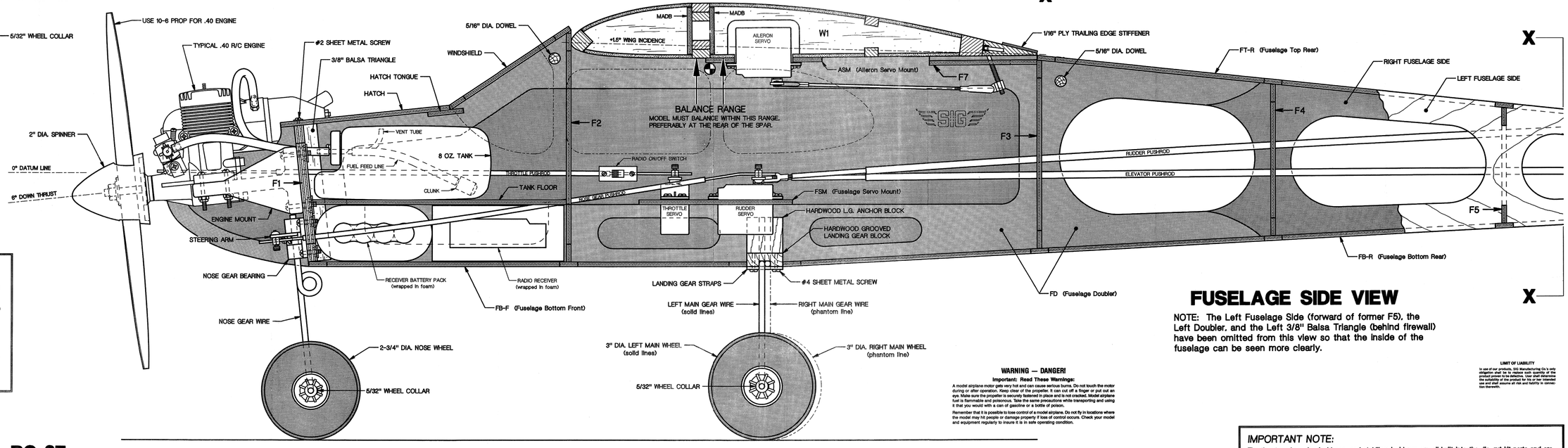
CROSS-SECTION AT F4



CROSS-SECTION AT F5



CROSS-SECTION AT F6



FUSELAGE SIDE VIEW

NOTE: The Left Fuselage Side (forward of former F5), the Left Doubler, and the Left 3/8" Balsa Triangle (behind firewall) have been omitted from this view so that the inside of the fuselage can be seen more clearly.

ALWAYS REMEMBER!

1) All references to LEFT and RIGHT refer to your LEFT and RIGHT as if you were seated in the aircraft.

2) A reference to FRONT means towards the nose of the aircraft. A reference to REAR means towards the tail.

3) To fly straight and true, an airplane must be built straight and true.

4) Do not cut or shape any parts unless the instructions tell you to do so.

5) GLUE ALL JOINTS SECURELY!

WARNING — DANGER!

Important: Read These Warnings:

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.

LIMIT OF LIABILITY

In view of our products, SIG Manufacturing Co.'s only obligation is to refund the purchase price of any 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.

IMPORTANT NOTE:

The thrust angles, wing incidence, and stabilizer incidence are all built into the die-cut kit parts and are automatically incorporated in the model during assembly. If reasonable care is used during construction, these settings should all be within acceptable tolerances. Thus, if the model is correctly balanced, only fine adjustments of the control surfaces should be required during test flights to achieve proper trim.

KADET LT-40 RC-67

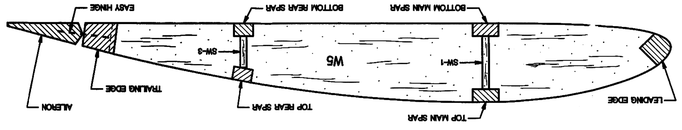
PLAN SHEET 1 OF 2

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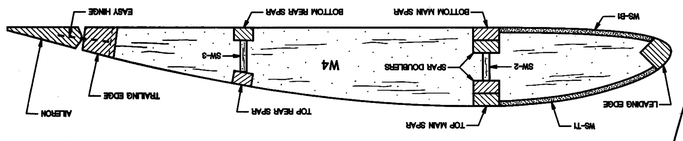
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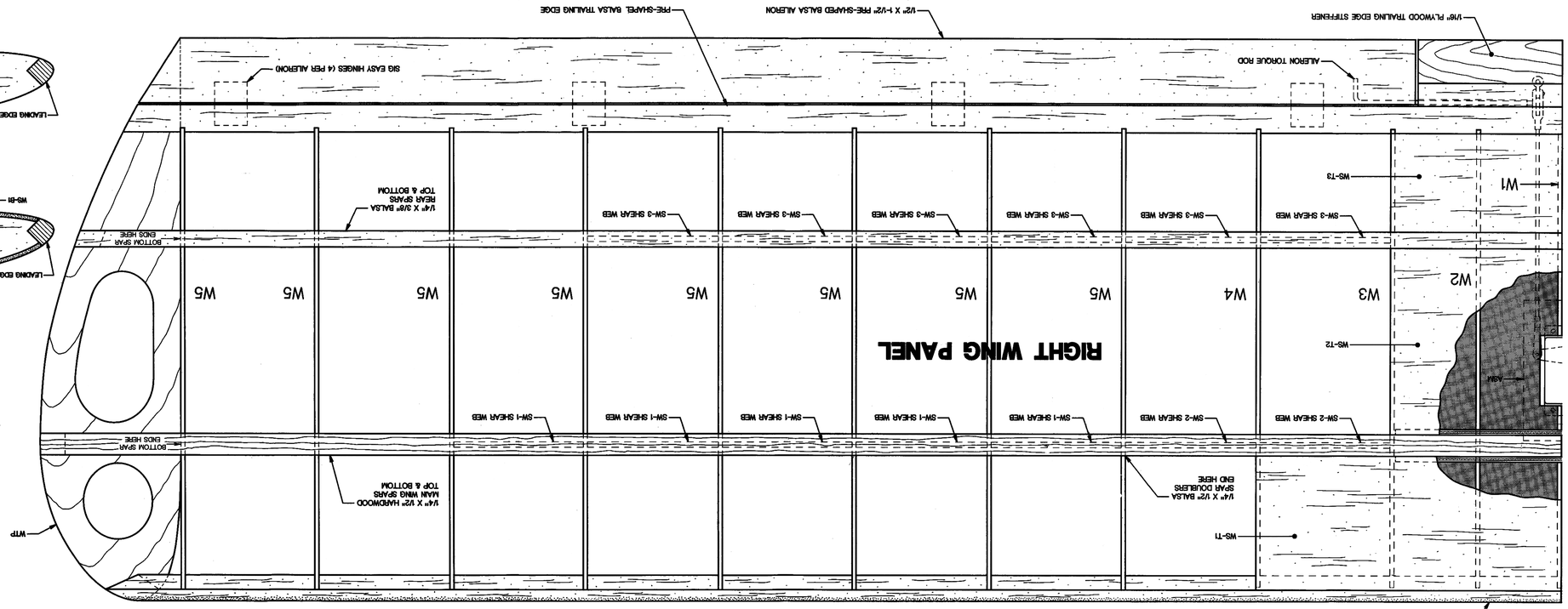
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CROSS-SECTION AT RIB W5

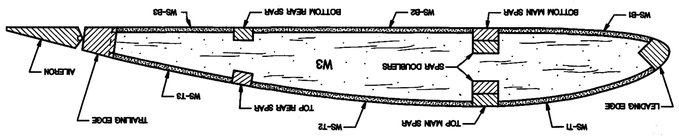


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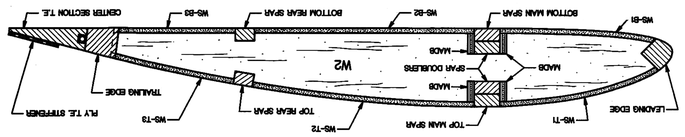




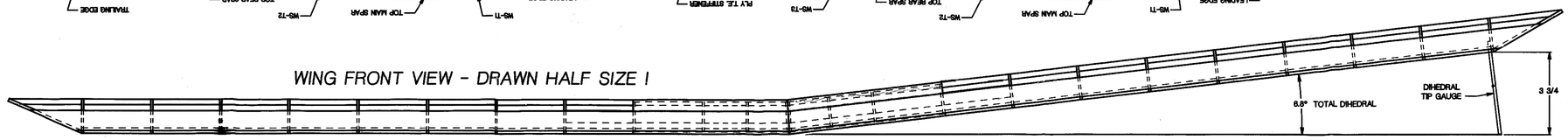
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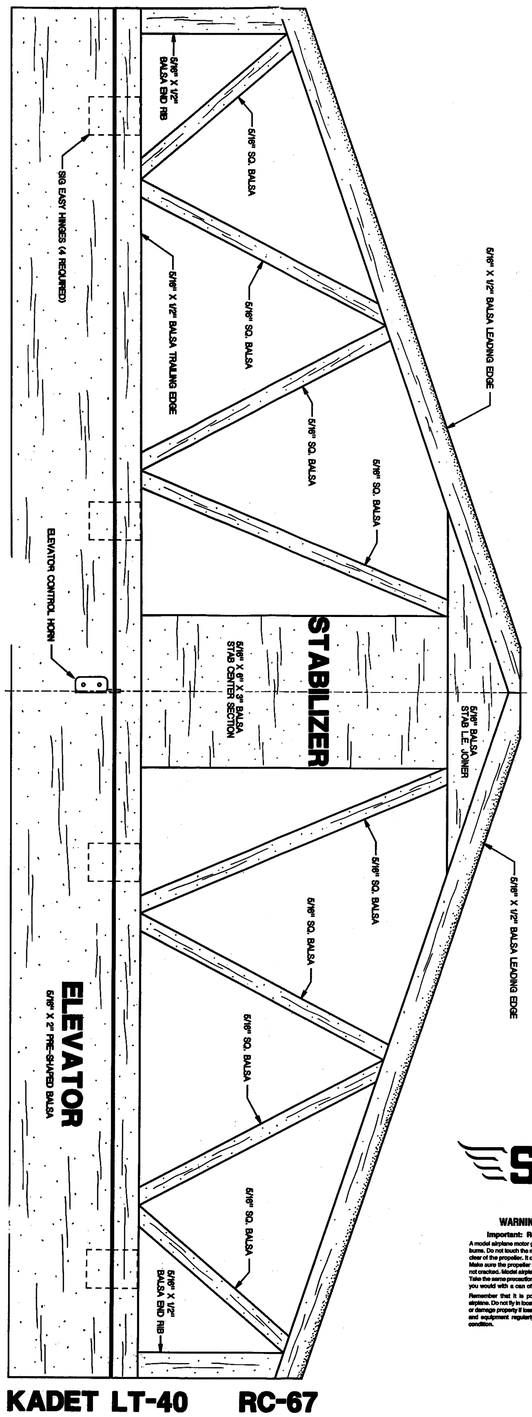


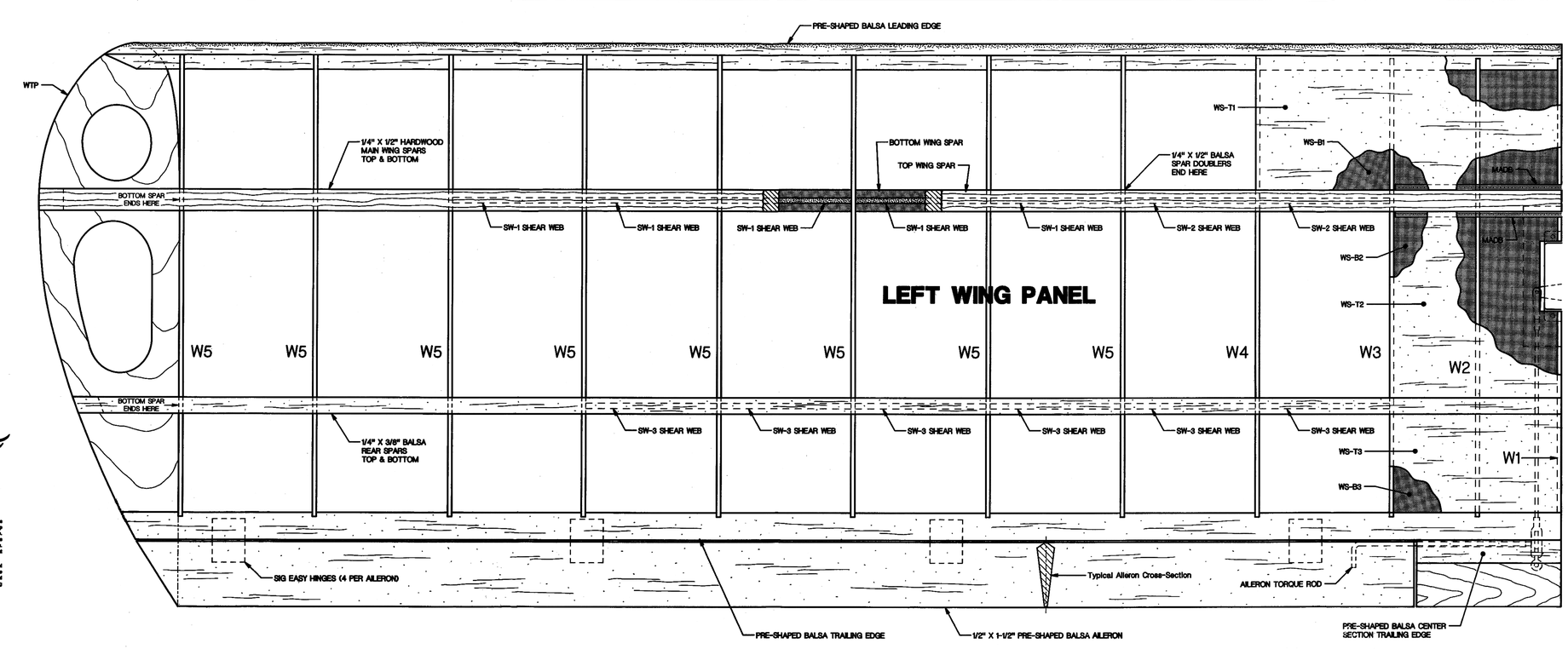
CROSS-SECTION AT RIB W2



WING FRONT VIEW - DRAWN HALF SIZE I







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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.

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PLAN SHEET 2 OF 2

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