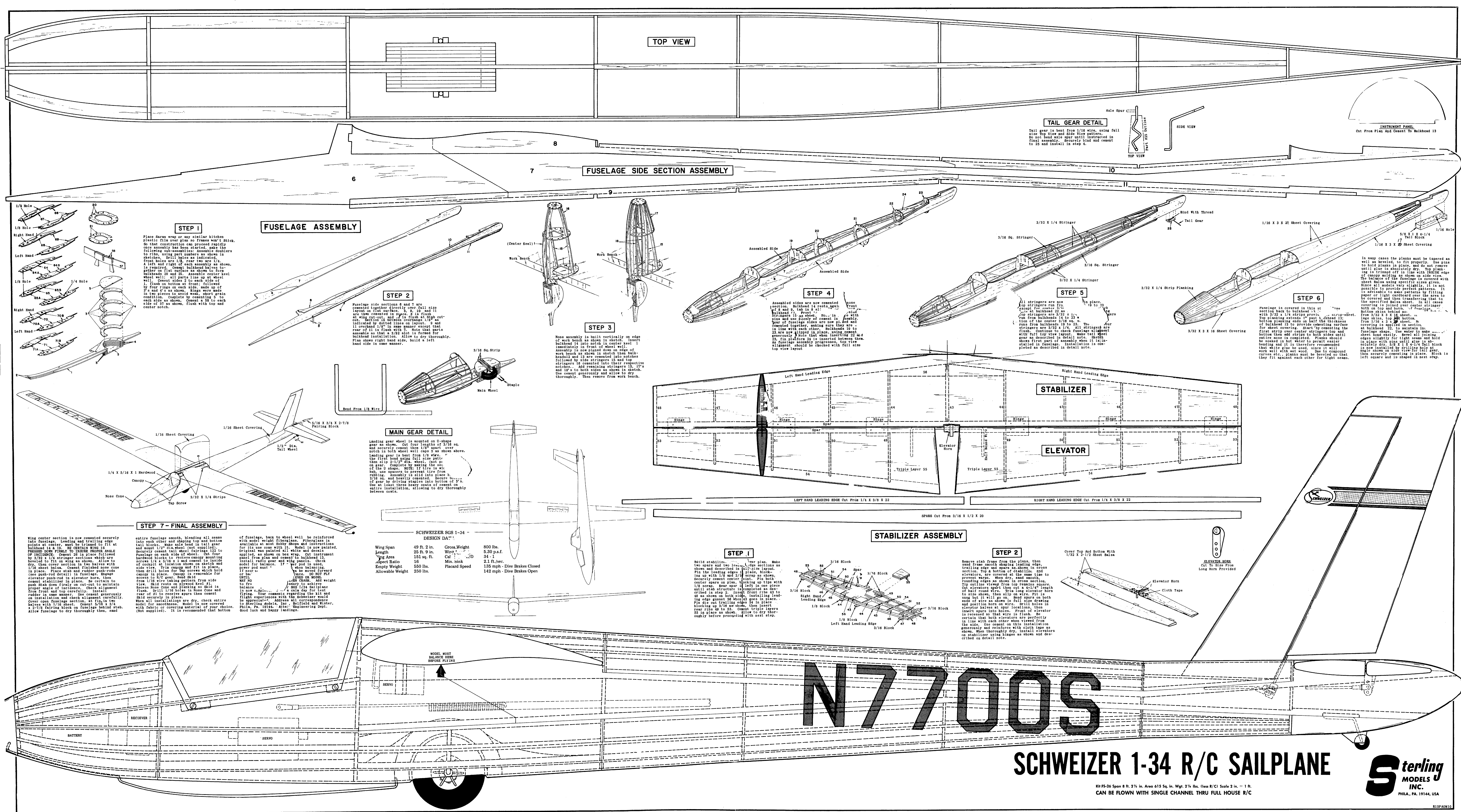




TOP VIEW

FUSELAGE SIDE SECTION ASSEMBLY

TAIL GEAR DETAIL

Tail gear is bent from 1/16 wire, using full top view and side view pattern. Do not bend axle apart until instructed in final assembly. Securely bind and cement to 25 and install in step 4.

INSTRUMENT PANEL

Cut From Plan And Cement To Bulkhead 13

FUSELAGE ASSEMBLY

STEP 1

Place Saran wrap or any similar kitchen plastic film over plan so frame won't slide. So that construction can proceed rapidly and assembly can be started when the following sub-assemblies: Assemble doublers front holes are 1/8" rear two are 3/4". A left and right of each assembly as shown. In center of wheel bulkhead halves together on flat surface as shown to form bulkheads 20 and 21. Assemble center level wheel well: all parts line up at wheel well. Cement sides 2 to each side of 1, flush on bottom at front, followed by four ribs on each side, made up of 3/4" and 6" as shown. Wings were made in two pieces to save weight, short grain condition. Complete by cementing 5 to each side as shown. Cement a 58 to each side of 57 as shown, flush with top and center notch.

STEP 2

Fuselage side sections 8 and 9 are cemented together exactly over full size wheel on 11. Cement 10 to 11 and 11 are 1/8" cemented in place. 2 is flush with wing cut-out and 1 is flush at wing cut-out. Section 16 covers overhang 1/8" as indicated by dotted lines on layout. 9 and 11 overhang 1/8" in same manner except that rear of 11 is flush with 7. Note that parts are assembled so that a 3/32 slot is formed for bulkhead installation. Allow to dry thoroughly. Plan shows right hand side, build a left hand side in same manner.

STEP 3

Nose assembly is built vertically on edge of work bench as shown in sketch. Insert bulkhead 14 into notch in center seat. Assembly is now placed down on edge of work bench as shown in sketch. Bulkheads 12 and 13 are cemented into notches indicated. Add remaining stringers 15, 16 and 17 to both sides as shown in sketch. Use cement generously and allow to dry thoroughly. Then remove from work bench.

STEP 4

Assembled sides are now cemented nose section Bulkhead 14 rests against front of 11 and 9. 14 is 8" in front of Bulkhead 7. Front of 11 is 1/8" in front of Bulkhead 15 as shown. Ho... in place and use exactly of cement in assembly. Space of fuselage sides are now placed and cemented together making sure they are in line with each other. Bulkheads 19 to 22 are now placed in place. Allow cement to dry thoroughly. Note that when inserting 22 and 23, fit picture of 24 is inserted between them. As fuselage assembly progresses, top view alignment should be checked with full size top view layout.

STEP 5

All stringers are now in place. Top stringers run from front of Bulkhead 14 to Bulkhead 22 as shown. 3/32 x 1/4 stringers are 3/32 x 1/4. All stringers are flush. Continue to check fuselage alignment with full top view layout. Make tail wheel gear as described in detail note. Show first part of assembly when it is installed in fuselage. Installation is completed as described in detail note.

STEP 6

Fuselage is covered in this at section back to Bulkhead 14 with 3/32 x 1/4 strips provided. Top planking ends on half the thickness of Bulkhead 12. Bottom planking ends on half the thickness of Bulkhead 12. Provide overlapping surface for sheet covering. Start by cementing the first strip over center stringers top and bottom then add strips to both sides until entire area is completed. Planks should be soaked in hot water to permit easier bending and it is therefore recommended that white glue be used, since it will work well with wet wood. Due to compound curve etc., planks must be beveled so that they fit against each other for tight seams.

MAIN GEAR DETAIL

Landing gear wheel is mounted on U-shape gear as shown. Cut four lengths of 3/16 sq. and securely cement them 1/8" apart over notch in both wheel well caps 5 as shown above. Landing gear is bent from 1/8 wire. The first bend using full size pattern, then slip 2-1/2" dia. wheel, (not put on gear). Complete by making the sec. of the U shape. NOTE: If tire is wire hub, use spacers to prevent tire from rubbing. Assembly is slid into place on 3/16 sq. and heavily cemented. Securely cement gear by driving staples into bottom of 3's. Use at least three heavy coats of cement on entire installation, allowing to dry thoroughly between coats.

STABILIZER

ELEVATOR

STABILIZER ASSEMBLY

STEP 1

Build stabilizer. Use plan. Make two spars and two leading edge sections as shown and described in full size layout. Pin the leading edge in place, blocking up with 1/8 and 3/16 scrap as shown. Securely cement center rib. Pin both center spars on plan, blocking up ribs with 1/8 scrap. Note spars 1 left in place until stab structure is completed as described in step 2. Insert front ribs 43 to 48 as shown on both sides, installing leading edge spacers 54 when 48 goes in place. Pin die cut trailing edges 46 in place, blocking up 3/16 as shown, then insert rear ribs 49 to 53. Cement triple layers 55 in place as shown. Allow to dry thoroughly before proceeding with next step.

STEP 2

Remove stab frame from the plans, then sand frame smooth shaping leading edge, trailing edge and spars as shown in cross section. Top & bottom of stabilizer and elevators, are covered at the same time to prevent warps. When dry, sand smooth, rounding edges as shown in cross section. Tip outline traced from top trailing square. Cut elevators apart then cut a 4-1/4" length of half round wire. Trim long elevator horn to size shown, then slip on wire. Fit is snug but it will go on. Bend spurs on both ends of wire as shown in full size drawing and position horn on wire. Drill holes in elevator horns at spur locations, then insert spurs into holes. Front of elevator is cemented to that of stabilizer. Be certain that both elevators are perfectly in line with each other when viewed from the side. Use cement on this installation liberally and reinforce with cloth tape as shown. When thoroughly dry, install elevators on stabilizer using hinges as shown and described on detail note.

ELEVATOR HORN

Cut to size from Long Horn Provided

SCHWEIZER SGS 1-34

DESIGN DATA

Wing Span	49 ft. 2 in.	Gross Weight	800 lbs.
Length	25 ft. 9 in.	Wing Area	530 sq. ft.
Wing Area	181 sq. ft.	Cal. 1	34-1
Aspect Ratio	16	Min. Sink	2.1 ft./sec.
Empty Weight	550 lbs.	Placard Speed	135 mph - Dive Brakes Closed
Allowable Weight	290 lbs.		145 mph - Dive Brakes Open

Wing Span 49 ft. 2 in. Length 25 ft. 9 in. Wing Area 181 sq. ft. Aspect Ratio 16 Empty Weight 550 lbs. Allowable Weight 290 lbs. Gross Weight 800 lbs. Wing Area 530 sq. ft. Cal. 1 34-1 Min. Sink 2.1 ft./sec. Placard Speed 135 mph - Dive Brakes Closed 145 mph - Dive Brakes Open

Wing center section is now cemented securely into fuselage. Landing and trailing edge points at center, must be trimmed to fit at Bulkhead 14 & 15. BE CAREFUL NOT TO REMOVE ANY PLANKING TO INSURE PROPER ALIGNMENT OF STRUCTURES. Cement 26 in place followed by 3/32 x 1/4 stringers which are beveled to fit on wing as shown. Allow to dry, then cover section in two halves with 1/16 sheet balsa. Cement finished nose cone in place. Place slab and rudder push-rod (see push-rod detail) in fuselage. Batten elevator push-rod to elevator horn, then cement stabilizer in place. Be certain to push slab down firmly on cut-out to maintain proper angle of incidence. Check alignment from front and top carefully. Install rudder in same manner. Use cement generously on installation and check alignment carefully. When all installations are dry, check entire model for smoothness. When all up-reference to Schweizer 1-34 R/C SAILPLANE, Phila. Pa. 19144. After Engineering Dept. Good luck and happy landings.

STEP 7 - FINAL ASSEMBLY

entire fuselage smooth, blending all seams into each other and shaping top and bottom tail blocks. Make axle bend to fit at Bulkhead 14 & 15. BE CAREFUL NOT TO REMOVE ANY PLANKING TO INSURE PROPER ALIGNMENT OF STRUCTURES. Cement 26 in place followed by 3/32 x 1/4 stringers which are beveled to fit on wing as shown. Allow to dry, then cover section in two halves with 1/16 sheet balsa. Cement finished nose cone in place. Place slab and rudder push-rod (see push-rod detail) in fuselage. Batten elevator push-rod to elevator horn, then cement stabilizer in place. Be certain to push slab down firmly on cut-out to maintain proper angle of incidence. Check alignment from front and top carefully. Install rudder in same manner. Use cement generously on installation and check alignment carefully. When all installations are dry, check entire model for smoothness. When all up-reference to Schweizer 1-34 R/C SAILPLANE, Phila. Pa. 19144. After Engineering Dept. Good luck and happy landings.

of fuselage, back to wheel well be reinforced with multi weight fiberglass. Fiberglass is available at most hobby shops and instructions for its use come with it. Model is now painted. Original was painted all white and black, as shown on box wrap. Cut instrument panel from plan and cement to Bulkhead 12. Install radio gear and wing panel. Check model for balance. If per good is used, power pod must be moved forward or back. VANCE. DO NOT FLY UNTIL. WHEN CHARGE. Add weight to achieve balance. 3/16 1/4 tailplane is now ready for test flying. Your comments regarding the 1-34 R/C SAILPLANE, Phila. Pa. 19144. After Engineering Dept. Good luck and happy landings.

MODEL MUST BALANCE WITH REARWARD PLACING

N7700S

SCHWEIZER 1-34 R/C SAILPLANE

KH FS-26 Span 8 ft. 2 1/2 in. Area 615 Sq. in. Wgt. 2 1/2 lbs. (less R/C) Scale 2 in. = 1 ft. CAN BE FLOWN WITH SINGLE CHANNEL THRU FULL HOUSE R/C

STERLING MODELS INC. PHILA. PA. 19144, USA

R15PAC10

