DIRECTIONS — PRESSURE SENSITIVE DECALS

1. Clean oil, dirt, and any foreign matter from finish of entire plane or surface.
2. Cut out markings to be applied.
3. Peel backing from decal just enough to position. After getting position brush liquid dish soap over entire surface to be covered with decal. Now proceed to put on decal by peeling balance of backing (paper) and putting decal on surface. Squeegee out decal from center toward edges, working out any air bubbles. Wipe entire area clean (balance of liquid).
4. DO NOT use any sharp instrument to rub decals.
5. These decals are made with a special adhesive, which does not cure for 24 hours. If any misplacement of decals occur, lift decal by using a sharp instrument to loosen an edge. Carefully peel off decal and replace.
6. If clear finishes of Dope or Acrylics are desired, they MUST be sprayed on. Polyurethane and Epoxy finishes may be brushed or sprayed over decal.
7. These decals are completely fuel-proof, and fade proof.
8. By brushing or spraying on a flat or Matte polyurethane varnish you will obtain a flat finish. If you wish to use a very fine sand paper (400-600) you may lightly sand the surface and achieve the same matte effect.

FLYING INSTRUCTIONS

This is an excellent, realistic, and safe flying model, when it is rigged right, warpless, and C.G. is in the design location. So please, before your first flight make sure that all of these things are correct. Since this airplane will stay airborne on very little power, a reliable low to medium idle is essential. The Waco has very good groud handling characteristics, needing very little if any right rudder on take-off, provided your wheel alignment is correct and rotation is free.

[Taking-off:] For realism, take offs should be gentle and at a low angle. Advance the throttle gradually, feeding in a little rudder to keep the model straight down the runway. Once the tail lifts off, give it a little elevator and when it has reached flying speed it will lift off gently.

[Rolls:] As with the real aircraft, this model does not roll like a pattern ship. To increase roll rate, set servo and control horn for maximum throw and use rudder with ailerons.

[Spins:] Do not use aileron. Only full up elevator and full rudder in that order. The model will recover almost immediately upon release of control levers.

[Flat-Spins:] This is a mind boggling maneuver but take heed; you must allow enough height for at least three full rotations after neutralizing the controls. To get into this maneuver the airplane must be slowed down and stalled in a level attitude. Throw in full left rudder, full up elevator and right aileron in that order. If the nose drops at too steep an angle it will not rotate. Once the model starts spinning it will become progressively flatter until it appears to be "auto-rotating", losing height very slowly. The effect is similar to the flight of a falling sycamore-tree seed. As mentioned before, leave plenty of height for revcovery.

[Landing:] This model stalls at a very low speed, so you can float the model in for gentle landings without fear. On a windy and/or gusty day keep your engine rev's up and fly it in for a landing. DO NOT try to float it in on cross wind landings. Use ailerons to keep it in a flat attitude, and rudder to keep it from crabbing.