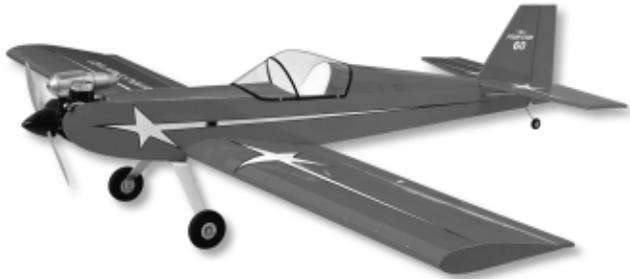


SIG
FOUR-STAR 60
ALMOST READY TO FLY



FOUR-STAR 60 ARF ASSEMBLY MANUAL

INTRODUCTION:

SIG's FOUR-STAR 60 ARF combines the classic looks and performance of Sig's Four-Star series in an almost ready to fly package. The FOUR-STAR 60 ARF is easy to fly and makes an ideal choice for your first low wing airplane. Intermediate and advanced flyers will love the maneuverability and smooth handling of the Four-Star 60 ARF, making it the sport model you'll want to take to the flying field every time.

Set the control throws at the suggested low rates for your first flights, throttle back and enjoy a truly honest, gentle airplane. As your skill level advances, dial-up the control throws a little to enjoy a very aerobatic airplane. Inside and outside loops, rolls, inverted flight, and snap maneuvers are all in the FOUR-STAR 60 flight envelope.

The FOUR-STAR 60 ARF kit has been engineered to get you into the air quickly as possible with an R/C model that will truly last. The airframe has been expertly built and covered with AeroKote™. This material is both rugged and easy to repair. The covering trim scheme is provided on three large peel & stick mylar decal sheets.

This assembly manual has been specifically sequenced to get your FOUR-STAR 60 ARF assembled and into the air very quickly. We strongly suggest that you read through the manual first to get familiar with the various parts and their assembly sequences. The proper assembly and flying of this aircraft is your responsibility. If you are new to the sport/hobby of radio control, we urge you to seek the assistance of a qualified person to help you assemble this model airplane. If you do not understand a particular assembly step or sequence, **do not** guess - find qualified help and use it.

RADIO EQUIPMENT:

The FOUR-STAR 60 ARF requires a standard 4-channel radio system and five standard servos. We have used and can highly recommend both the Hitec™ and Airtronics® systems. Both of these very affordable and reliable radio systems offer all the features you'll need for this and the many other R/C aircraft in your future. For reference, this assembly manual shows the installation of a Hitec™ radio system with standard servos. In addition, you will need two aileron 12" servo lead extensions and a 6" aileron servo Y-harness for connection to the receiver.

ENGINE SELECTION:

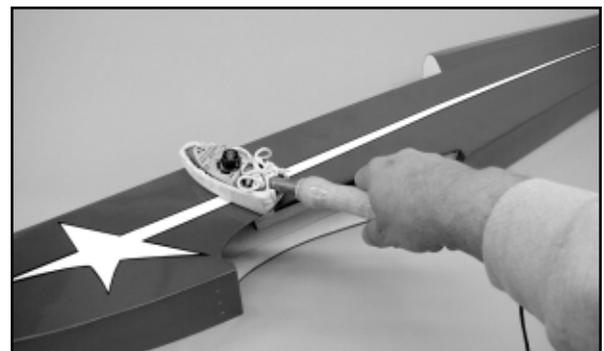
Engine choices for the FOUR-STAR 60 ARF are many. The FOUR-STAR 60 ARF has been designed to produce excellent performance when using the recommended engine sizes. Do not use an engine larger than recommended.

2-stroke engines are a perfect choice to power your FOUR-STAR 60 ARF. Any plain-bearing or bearing equipped .60 to .75 sport engine would be a good choice. For example, a great choice would be the Irvine .61 engine. Like all Irvine engines, the .61 is powerful, reliable, and quiet. Whatever engine you choose, take the time to carefully break it in according to the manufacturer's instructions. A good running, reliable engine is a minimum requirement for the enjoyment of this or any R/C model aircraft.

The FOUR-STAR 60 ARF can also use a variety of 4-stroke engines. Any 4-stroke engine in the .65 - .90 displacement range should provide plenty of power. An important thing to remember is that typical 4-stroke engines have their throttle arms usually located differently than throttle arms on 2-stroke engines. If you want to power this model with a 4-stroke engine, you will likely have to install a new, relocated throttle cable tube. While this is not difficult, it is something to consider when choosing an engine.

COVERING MATERIAL:

Your FOUR-STAR 60 ARF has been professionally covered using AeroKote™. This material is well known for its ease of application, light weight, and consistency of color. If you live in a dry climate, you may notice that some wrinkles might develop after removing the covered parts from their plastic bags. This is perfectly normal in low humidity climates. Your model was built and covered in a part of the world with relatively high humidity and therefore the wood was likely carrying a fair amount of moisture. When exposed to drier air, the wood typically loses this moisture, dimensionally "shrinking" in the process. In turn, this may cause some wrinkles. However, wrinkles are easy to remove by just using a hobby type heat iron.



We suggest covering the iron's shoe with a thin cotton cloth, such as an old T-shirt, to prevent scratching the film. The iron should be set to about 220° F - 250° F (104° C - 121° C). Use the heated iron to lightly shrink the material - do not press on it. Then, lightly iron the material back down to the wood. You can also use a hobby-type heat gun to re-shrink the covering but you must be careful around seams or color joints. Re-heating seams may cause them to "creep", making them unsightly.

For part number reference, your FOUR-STAR 60 ARF was covered in AeroKote™ film with the following part numbers: #SIGSTL311 Bright Red or #SIGSTL330 Bright Yellow.

REQUIRED TOOLS:

For proper assembly, we suggest you have the following tools and materials available:



A selection of glues - SIG Thin and Thick CA and SIG Kwik-Set 5-Minute Epoxy
Threadlock Compound, Such as Loctite® Non-Permanent Blue
Screwdriver Assortment
Pliers - Needle Nose & Flat Nose
Diagonal Wire Cutters
Small Allen Wrench Assortment
Pin Vise for Small Dia. Drill Bits
Hobby Knife With Sharp #11 Blades
Scissors
Heat Iron and Trim Seal Tool
Masking Tape
Paper Towels
Small Power Drill With Selection of Bits
Dremel® Tool With Selection of Sanding and Grinding Bits
A soldering iron and solder.

COMPLETE KIT PARTS LIST:

The following is a complete list of all parts contained in this kit. Before beginning assembly, we suggest that you take the time to inventory the parts in your kit.

BASIC AIRCRAFT PARTS:

- 1 each Fuselage
- 1 each Right & Left Wing Panel Set with Ailerons.
- 1 each Horizontal Stabilizer & Elevator Set.
- 1 each Vertical Fin & Rudder Set

WIRE PARTS:

- 1 each Formed Elevator Joiner Wire
- 1 each Formed Tailwheel Wire
- 2 each 2-56 x 1 1/4" Threaded Rods; servo end of elevator & rudder pushrods

- 2 each 2-56 x 3 1/2" Threaded Rods; control surface end of elevator & rudder pushrods
- 2 each 4-40 x 8" Threaded Rods; aileron pushrods

METRIC HARDWARE:

- 1 each M2 x 20mm Phillips Head Screw; for tailwheel installation
- 2 each M2 Flat Metal Washers; for tailwheel installation
- 1 each M2 Hex Nut; for tailwheel installation
- 1 each 2mm I. D. Wheel Collar with set screw; for tailwheel installation
- 1 each Allen "L" Wrench; for 2mm wheel collar
- 3 each M4 x 16mm Phillips Head Screws; for main landing gear attachment
- 4 each M4 x 22mm Phillips Head Screws; for engine mount attachment
- 2 each M4 x 30mm Phillips Head Screws; main wheel axles
- 2 each M4 Hex Nuts; for axles
- 6 each M4 Flat Metal Washers; (4) for engine mount (2) for axles
- 2 each 4mm I. D. Wheel Collars with set screws; for axles
- 1 each Allen "L" Wrench; for 4mm wheel collars
- 4 each #2 x 8mm Phillips head washer style sheet metal screws; for canopy
- 4 each Nylon "button" washers; for canopy

U.S. HARDWARE:

- 2 each 1/4-20 x 1-1/2" Nylon Wing Bolts; for wing mounting
- 1 each 2-56 x 3/4" Threaded Brass Coupler; for carb end of throttle pushrod
- 3 each 2-56 Nylon R/C Links; for elevator (1), rudder (1), throttle (1)
- 3 each 2-56 Solder R/C Links; for elevator (1), rudder (1), throttle (1)
- 1 each Short, Right Nylon Control Horn; for aileron
- 1 each Short, Left Nylon Control Horn; for aileron
- 1 each Medium, Right Nylon Control Horn; for rudder
- 1 each Medium, Left Nylon Control Horn; for elevator
- 8 each #2 x 3/4" Sheet Metal Screws; for control horns
- 2 each 4-40 Metal R/C Links; for aileron (2)
- 2 each 4-40 Solder R/C Links; for aileron (2)
- 2 each 4-40 Hex Nuts; for aileron (2)

MISCELLANEOUS:

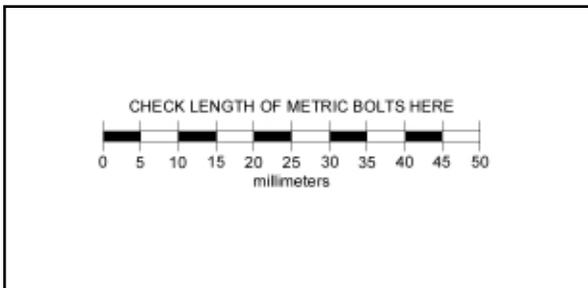
- 1 each 12mm Hardwood Front Wing Joiner
- 1 each 6mm Plywood Rear Wing Joiner
- 2 each 2mm Plywood Wing Hold-Down Plates
- 1 each 3mm Plywood Aileron Positioning Guide
- 1 each 3mm Formed Aluminum Main Landing Gear
- 1 each Molded Clear Plastic Canopy
- 1 set 4pc. Adjustable Engine Mounts, 60-size
- 22 each CA Hinges; for ailerons (12), elevator (6), rudder (4)
- 2 each 8.5cm dia. (approx. 3.35") Main Wheels
- 1 each 30mm dia. (approx. 1.17") Tailwheel
- 1 each Formed Metal Tailwheel Strap
- 1 each 2-1/2" dia. Spinner assembly
- 1 each 10mm sq. X 94mm Balsa; Fuel Tank Retainer
- 2 each 1cm x 8cm x 20cm Foam Rubber; for radio packing
- 1 each 2mm x 3.15mm x 26cm Plastic Throttle Pushrod Tube
- 1 each 380cc (12.8 oz.) Plastic Fuel Tank with Hardware
- 1 each .065" O. D. x 18" Stranded Steel Cable - for throttle pushrod

MISCELLANEOUS CONTINUED:

- 2 each .200 O. D. x .074 I. D. x 36" Inner Nylon Pushrods
Tubes for elevator and rudder
- 1 each Four-Star 60 ARF Assembly Manual
- 1 each Sig Four-Star 60 Fuselage Stars decal
- 1 each Sig Four-Star 60 Right Wing & Stabilizer Stars decal
- 1 each Sig Four-Star 60 Left Wing & Stabilizer Stars decal

ADDITIONAL ITEMS REQUIRED (NOT INCLUDED IN KIT):

- 4 each 6-32 x 1 1/2" Socket Head Screws
- 4 each 6-32 Lock Nuts
- 4 each No.6 Flat Washers
- 1 each 4 Channel Radio with 5 Standard Servos
- 2 each 12" Servo Extension cables
- 1 each 6" Aileron "Y" Harness
- 1 each .60 to .65 2-Stroke engine & Muffler
or .65 to .90 4-Stroke engine & Muffler
- 1 each Propeller to match engine used
- 2 each 9" Medium Silicone fuel tubing



ASSEMBLING THE WING:

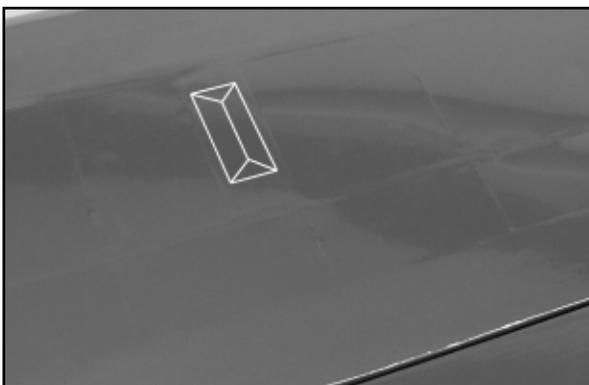
The wing on the FOUR-STAR 60 ARF is designed as a strong, easy to assemble one piece unit. For precise control there is one servo mounted in each wing panel to control the ailerons. To avoid unnecessary dents, dings, or scuffing of the various covered parts, we suggest that you cover your workbench with a protective blanket or foam sheet while assembling your model.

Installing the ailerons and aileron servos:

For the following steps you will need:

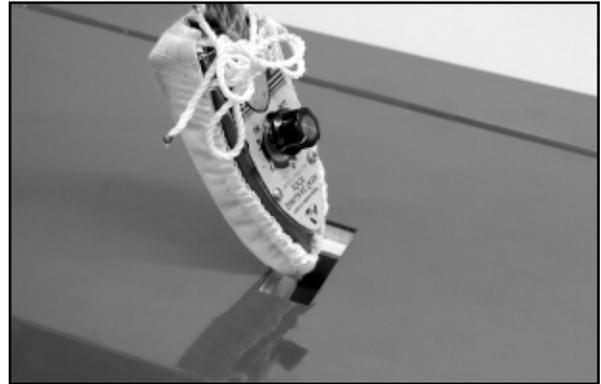
- 1 each left and right wing panels (with ailerons & hinges)
- 2 each standard servos
- 2 each 12" servo extensions
- 1 each 6" Servo "Y" Harness for your particular radio system.

- 1) The aileron servo bays are located on the bottom surface of each wing panel. These bays have been covered over and now

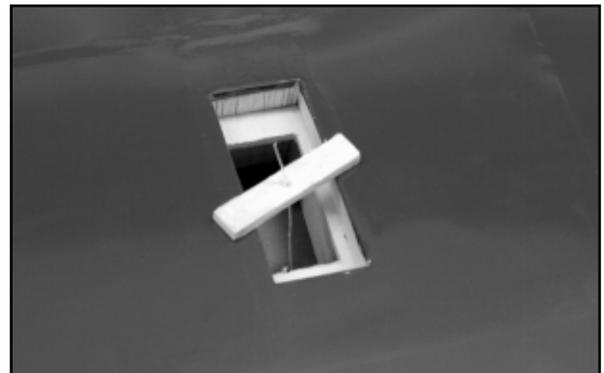


need to be opened to allow access. Use a hobby knife to open the aileron servo bay in one wing. To make the neatest possible job, we suggest cutting each corner of the opening at a 45° angle toward the middle of the opening. Then, make a cut at the middle of the opening, connecting it with the four previous corner cuts.

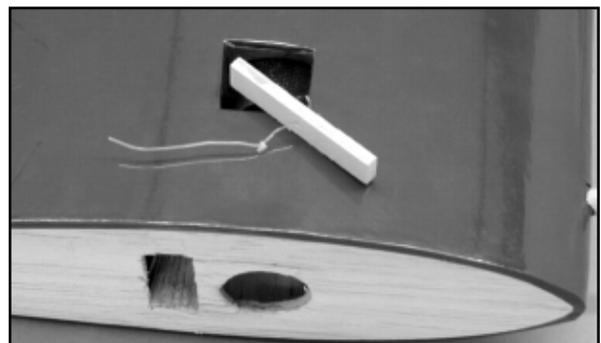
- 2) Use a covering iron to seal the four loose edges of each side of the servo bay opening and trim the excess covering material with a hobby knife.



Inside the servo bay opening you will see the plywood servo mount and a short length of wood with a string tied to it. This string is used to pull the aileron servo lead through the wing and out of the opening in the top of each wing panel - leave it in place for now.

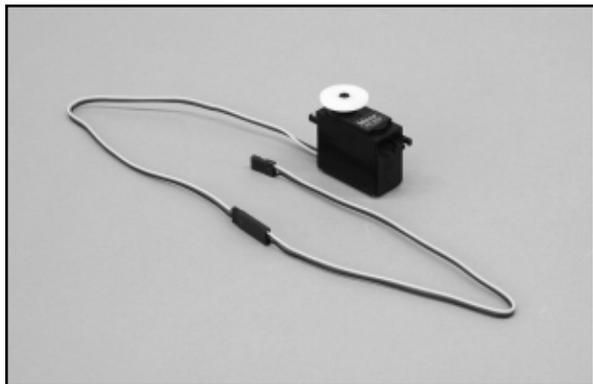


- 3) Also, on the top of each wing panel, just inboard of the center wing rib, you will need to remove the covering from the square opening. This is the servo lead exit. Inside this opening you will see a piece of wood with a string tied to it. This is the other end of the string in the aileron servo bay. Leave the string in place for now.



- 4) Before installing the aileron servos you must attach an extension cable to the aileron servo cable. The typical combined

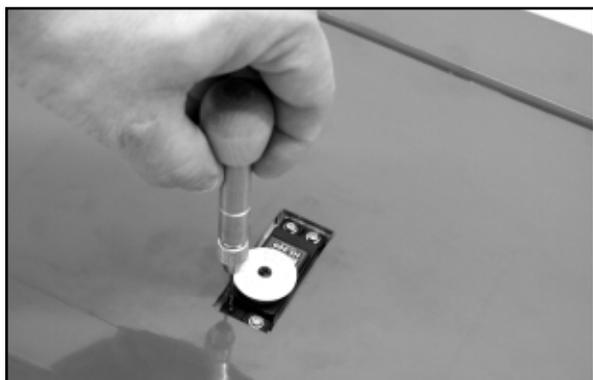
length required is 21". A 12" extension cable will usually provide sufficient length. Plug the extension cable into the servo and secure well with tape. Also, install the mounting grommet and eyelets onto the servo as described in the instructions that came with your radio.



□ 5) Pull the wooden block and line out of the servo bay opening. Remove the wood from the line and discard it. Tie the line securely to the connector end of the servo cable. Carefully pull the line and servo cable through the wing until the servo cable emerges from the opening in the top of the wing.

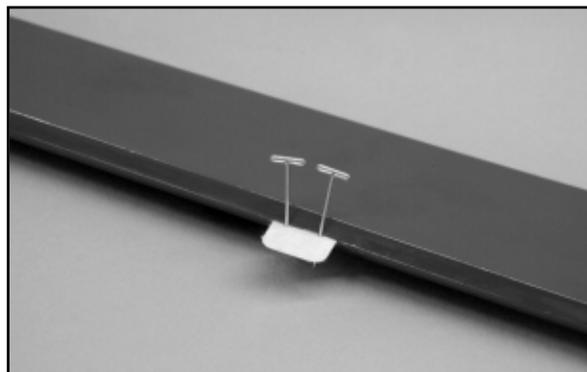


□ 6) Fit the servo into the servo mount in the wing panel, (note that the servo is positioned so that its output arm is at the forward end toward the wing leading edge). Take up any slack in the servo cable as you insert the servo by pulling on the end of the cable where it exits the top of the wing. Use a pin vise and a small drill bit to drill small pilot holes in the servo mount for the servo mounting screws. Use the screws supplied with your radio system to mount the servo securely in place on the servo mount. Repeat this procedure to mount the servo in the opposite wing panel.



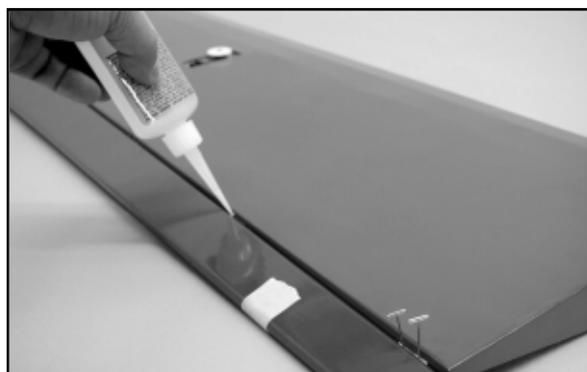
□ 7) The ailerons are now hinged to the wing panels. The installation process for these hinges is the same for all of the

control surfaces on this model. Press the six CA hinges into the slots in the aileron. Use pins in the center of each hinge to keep them centered when pressing them into the slots in the trailing edge of the wing.



□ 8) Carefully press the hinges into the trailing edge of the wing. Adjust the aileron so that the tip of the aileron is flush with the wing tip. The ailerons should be tight against the pins in the hinges to minimize the gap between the wing and the aileron. The aileron is now in the proper position for permanently gluing them in place with thin CA glue.

□ 9) Flex the aileron down and hold it into this position with a piece of masking tape. Remove the pins from one hinge and apply 3-4 drops of thin CA glue to the hinge. We suggest using a fine tipped applicator on the glue bottle to better control the flow of glue.



□ 10) When the glue is dry, you can repeat the gluing procedure on the remaining five hinges. Remove the tape that is holding the flexed aileron in position and flex the aileron in the opposite direction and re-apply the masking tape to hold it in this position. Now, apply 4-5 drops of thin CA glue to the bottom of each hinge on the aileron. Remove the masking tape and return the aileron to its center position. Because it takes a little time for the glue to fully

wick its way through the entire surface of the hinge and the surrounding wood, allow 10 minutes before flexing the aileron. Any spilled glue can be removed with Sig Debonder.



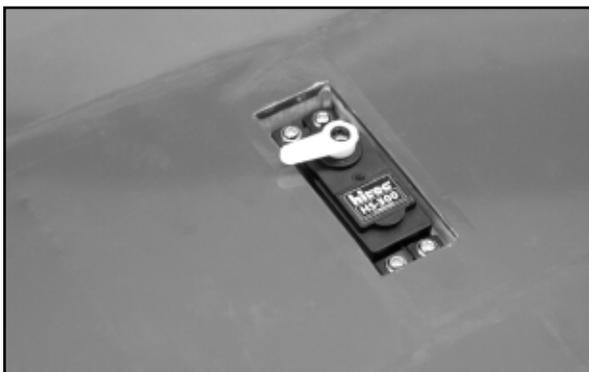
After sufficient time has passed, flex the aileron up and down several times to create free and easy movement. You must also pull on the aileron at each hinge location to be sure that the hinges are firmly bonded in place. Repeat this process to attach the aileron to the other wing.

Installing the ailerons, horns, and pushrods:

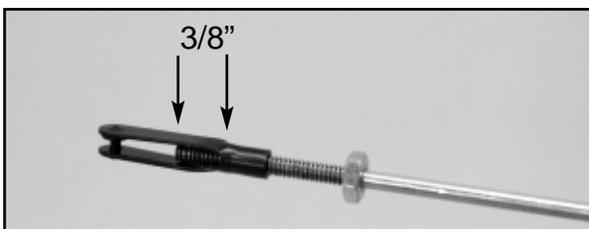
For the following steps you will need:

- 2 each 4-40 x 8" Threaded Rods
- 2 each 4-40 Metal R/C Links
- 2 each 4-40 Solder R/C Links
- 2 each 4-40 Hex Nuts
- 1 each Short Right Nylon Control Horn
- 1 each Short Left Nylon Control Horn
- 4 each #2 x 3/4" Sheet Metal Screws.

□ 1) We recommend using servo output arms for the aileron servos. Install the arms to the two aileron servos so that when they are in neutral the arms are pointing toward the center of the wing (towards the fuselage). The arms should be at 90° to the servo when the aileron control stick on the transmitter is in neutral and the transmitter trims are in neutral as well.

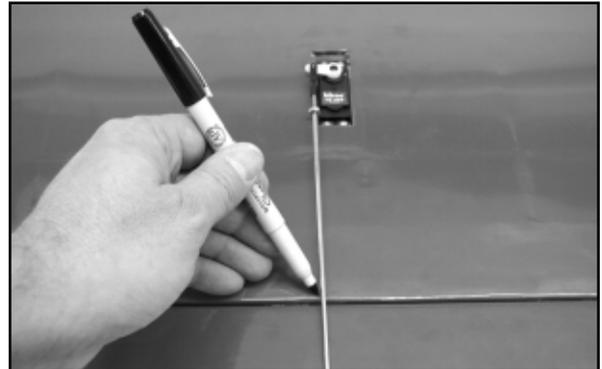


□ 2) Screw one of the 4-40 hex nuts all of the way onto one of the 8" 4-40 threaded pushrods. Now, thread one of the 4-40 Metal R/C Links onto the pushrod so that about 3/8" of the threads on the



rod are showing past the barrel of the connector.

□ 3) Attach the 4-40 link and pushrod to the second to last hole in the aileron servo output arm. Position the pushrod so that it is 90° to the aileron hinge line. Use a felt tip pen to mark the pushrod location on the trailing edge of the wing just ahead of the aileron.



□ 4) Swing the pushrod out of the way and locate the control horn. There are a left and right horn and the base of the horn should point toward the inboard (fuselage) end of the wing.

Set the control horn on the bottom of the aileron. The upright arm of the horn should be parallel with the servo and should line up with the pushrod pen mark on the wing to establish the proper left to right position. Now, the horn should be moved forward or aft until the linkage holes in the upright arm are directly over the hinge line.

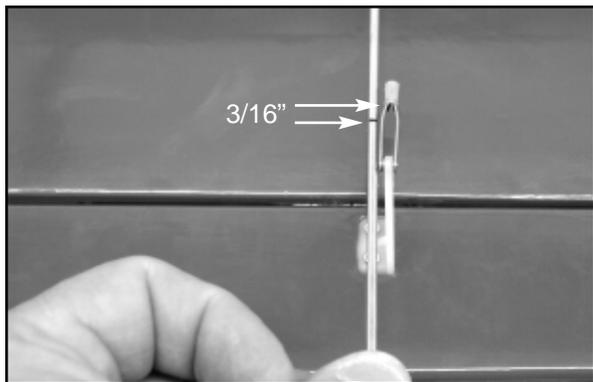


□ 5) Use a 1/16" drill bit to drill through the aileron for the control horn screws. Use two of the #2 x 3/4" Sheet Metal Screws to attach the control horn to the wing by screwing them into the two holes in the nylon retaining plate that is molded with the horn. The aileron should be sandwiched between the control horn on the bottom and the retaining plate on the top. After the screws are securely tightened, the excess screw that is extending past the retaining plate can be cut off with a pair of side cutting pliers.

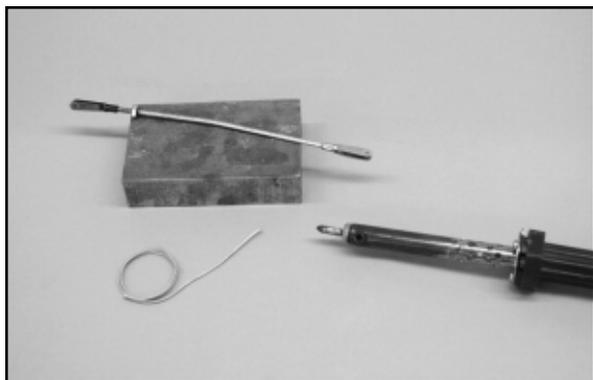


□ 6) Place the 4-40 Solder R/C Link into the last hole in the control horn. Swing the aileron pushrod against the control horn. Make sure that the servo is still in the neutral position and tape the aileron into approximately neutral position. Hold the pushrod against the 4-40 Solder R/C Link. Mark the pushrod wire 3/16" beyond the end of the center barrel of the solder link.

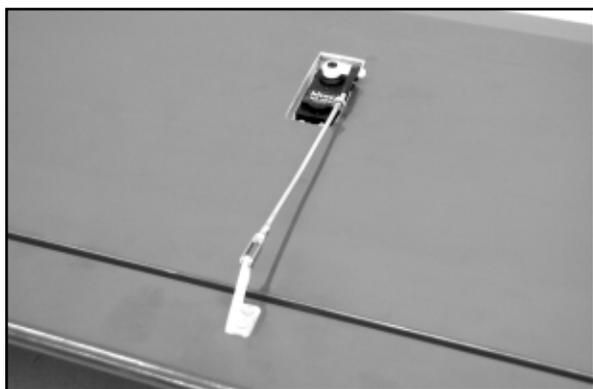
NOTE: Depending on the type of servo that you use, you may have to bend the pushrod slightly in the middle to angle it up from the wing so that it is aligned with the control horn without putting any bending force on the servo arm.



□ 7) Remove the pushrod from the servo and remove the solder link from the control horn. Cut the pushrod at the mark. Slip the solder link onto the end of the pushrod so that the end of the rod extends 3/16" beyond the barrel on the link and solder into position, using enough heat to "sweat" the joint completely.



□ 8) Reattach the pushrod to the servo and the control horn. The aileron should be approximately neutral. Final adjustment will come later. Now fabricate and install the opposite pushrod and control horn assembly the same way.

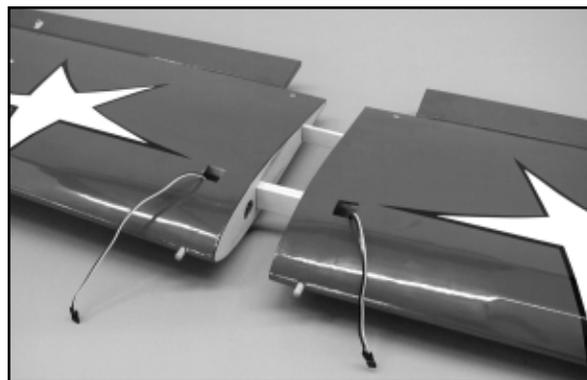


Joining the Wings:

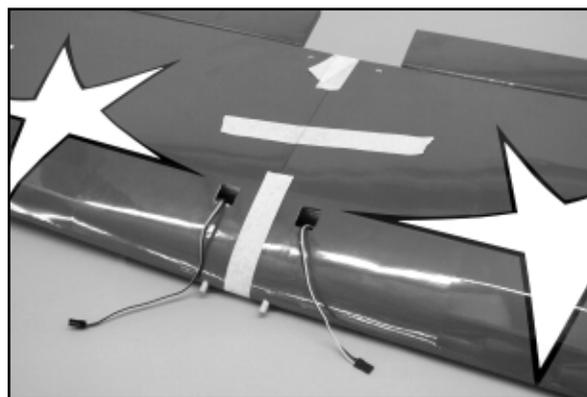
For the following steps you will need:

- Both wing panels
- 1 each 12mm Hardwood Front Wing Joiner
- 1 each 6mm Plywood Rear Wing Joiner.

□ 1) Slide the front and rear wing joiners into one of the wing panels and then, slide the other wing panel into position to test the fit of the joiners. The wings should fit tightly together and the center ribs should fit flush around their edges. If you need to make any adjustments to get the proper alignment you may slightly trim the openings in the wing ribs.



□ 2) Use Sig Slow Cure epoxy to join the two wing panels together. Apply the glue generously to the end ribs, Work some glue into the joiner slots and coat the joiners. Carefully slide the wing halves into place and hold them in the proper alignment with tape until the epoxy cures. Wipe away any excess epoxy that oozes from the center joint with a paper towel or a rag dampened with isopropyl alcohol before the glue cures. Be careful that the leading and trailing edges of the two wings are perfectly aligned and that there is no built in twist.



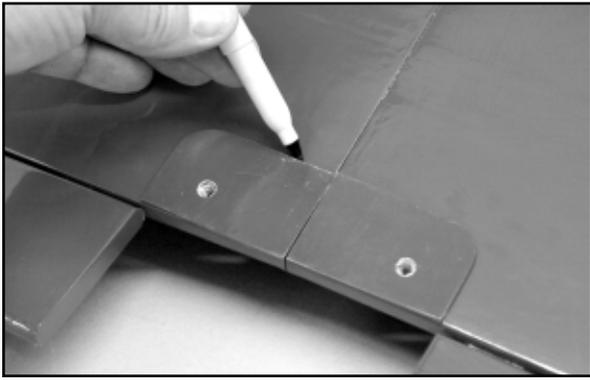
Fitting the Wing to the Fuselage:

For the following steps you will need:

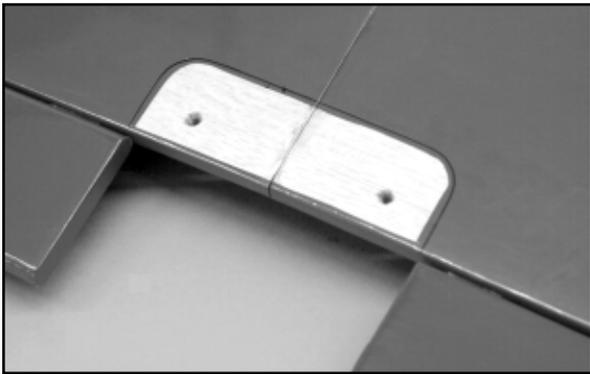
- The assembled wing
- The fuselage.
- 2 each 1/4-20 x 1-1/2" Nylon Wing Bolts
- 2 each 2mm Plywood Wing Hold-Down Plates

□ 1) Place the plywood wing hold down plates on the bottom of the wing. The 1/4" holes in the plates should line up with the holes in the wing panels. The rear edges should be flush with the wing trailing edge and they should be centered on the wing joint.

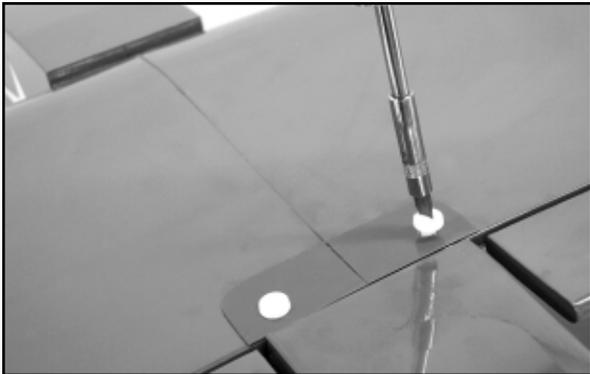
Carefully draw around the plywood plates with a felt tip pen to mark their location on the wing covering. Lift the plates from the wing.



□ 2) Carefully remove the covering from the bottom of the wing at the location of the plywood plates by using a sharp knife to cut the covering approximately 3/32" inside the drawn lines and remove the covering from the wing.



□ 3) Use Medium CA to glue the plywood plates to the bottom of the wing. Now mount the wing onto the fuselage and install the nylon bolts through the wing and into the blind nuts installed in the fuselage. Now remove the wing and bolts and set them aside until later.



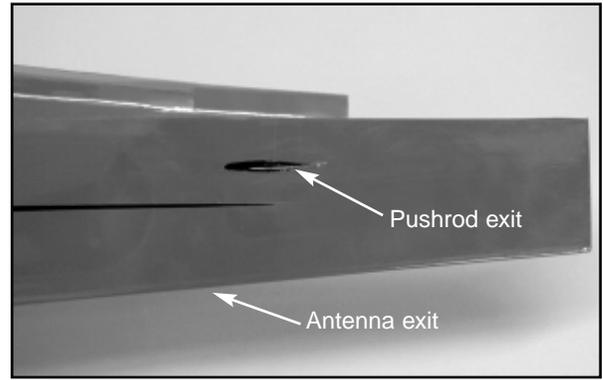
ASSEMBLING THE FUSELAGE:

Preparing The Fuselage:

For the following step you will need the fuselage.

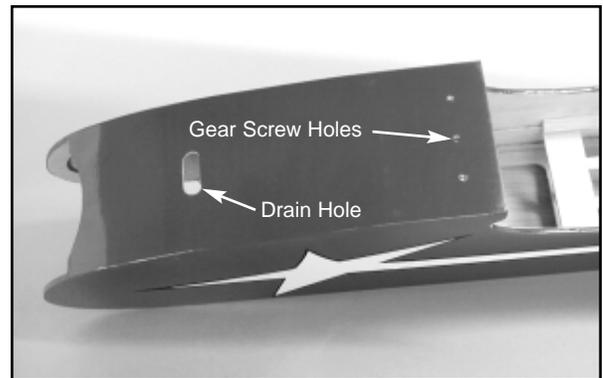
The fuselage has been built and covered but there are several openings that must now be opened up. These are:

- 1 - Stabilizer & Rudder openings...Located at rear of fuselage
- 2 - Antenna Exit opening...Located on the bottom rear of fuselage



3 - Three screw holes for mounting landing gear...Located on the bottom of the fuselage just ahead of the wing opening.

4 - Engine compartment drain hole...Located on the bottom of the fuselage just ahead of the firewall.



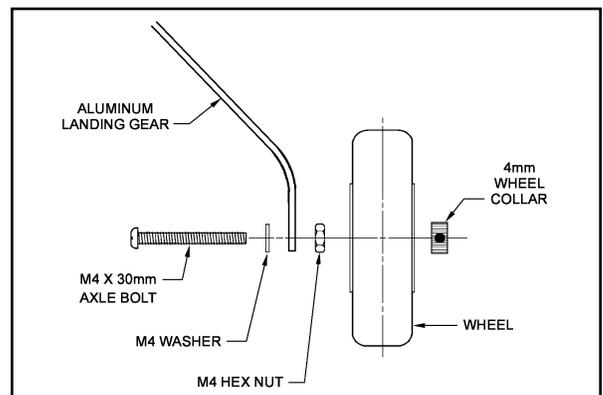
Installing the Main Landing Gear

For the following step you will need:

- The Fuselage
- 1 each Formed Aluminum Main Landing Gear
- 2 each M4 x 30mm Phillips Head Screws
- 2 each M4 Hex Nuts
- 2 each M4 Flat Metal Washers
- 2 each 4mm I. D. Wheel Collars with set screws
- 1 each Allen "L" Wrench
- 3 each M4 x 16mm Phillips Head Screws.

Note: When assembling the hardware in the following steps you must use a thread-locking compound such as Loctite #242.

□ 1) Slip one M4 washer onto each M4 x 30mm Phillips Head Screw. Insert the screws into the axle holes at the bottom of the landing gear legs, from the inside surface. Thread one M4 hex nut onto the threads of each screw, all of the way up to the

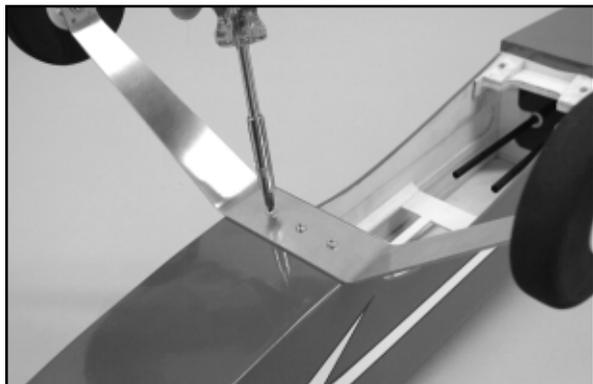


aluminum landing gear. Use a phillips screw driver and a small wrench to firmly tighten the nuts to the screws on the landing gear.

□ 2) Now, slide the main wheels onto the axle screws. The dished side of the wheel hub should face out. Place the M4 wheel collar onto the axle. Leaving just a little play for the wheel, tighten the wheel collar set screw with the allen wrench provided.

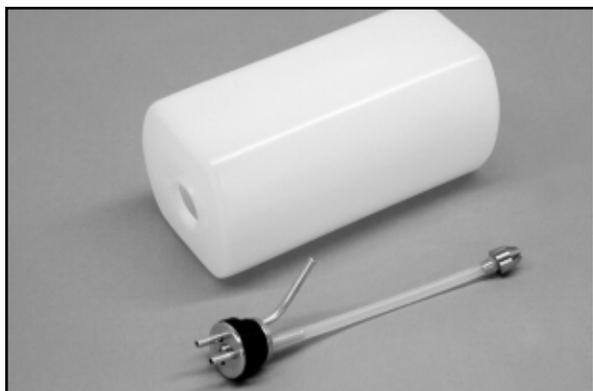


□ 2) The entire landing gear assembly is now mounted onto the bottom of the fuselage using the three M4 x 16mm Phillips Head Screws.



ENGINE AND FUEL TANK INSTALLATION:

The 380cc (12.8oz.) fuel tank supplied with this kit is easily assembled. We suggest using a simple two line fuel system in this airplane. One fuel line is connected to the "clunk" or fuel pick-up line and the engine's carburetor. This same line will also be used to fill the tank. The second line is the overflow line for use when filling the tank. After filling the tank, this same line is then connected to the engine's muffler pressure nipple, providing muffler pressure to the tank. Note that the rubber stopper for the tank has two holes all the way through it. Use these holes for the two fuel lines. Gently bend the aluminum overflow tube upwards



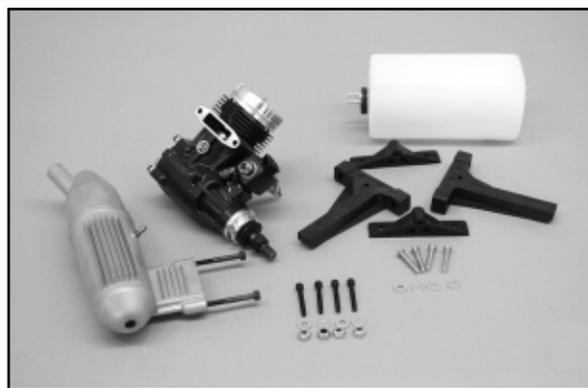
to 90°, to reach the top of the tank. Adjust the length of the internal silicon fuel tubing to allow free movement of the fuel pick-up inside the tank. Install the stopper assembly into the neck of the tank and secure by tightening the compression screw.



ENGINE INSTALLATION:

This instruction sequence will install both the fuel tank and the engine. Therefore, you will need the following:

- The Engine (with muffler removed) - not included
- The Assembled Fuel Tank
- 1 each 10mm sq. x 94mm balsa strip
- 1 each Motor Mount Assembly (4-piece)*
- 4 Each M4 x 22mm Screws
- 4 Each M4 Washers
- 2 Each 9" Lengths of Silicon Fuel Tubing - not included
- 4 Each 6-32 x 1 1/2" Socket Head Screws - not included
- 4 Each 6-32 Lock Nuts - not included
- 4 Each #6 Washers - not included

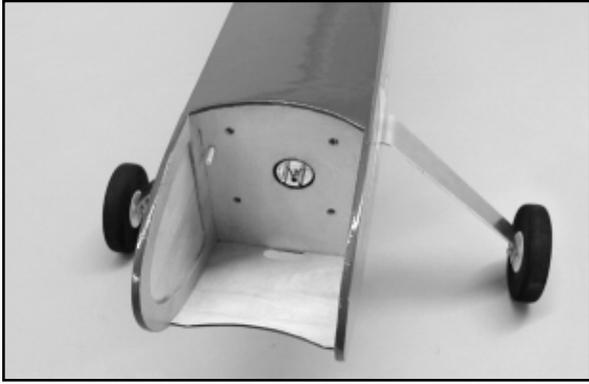


(*NOTE: The motor mount system provided in the kit can be used in two ways - with or without the adjustable bases. The two bases can be used when you need a little more mounting arm length for your engine. This could be the case when working with larger 4-stroke engines. However, typical 2-stroke engines do not need this extra length. In this case the mounting bases can be set aside and not used.)

NOTE: If you are using a 4-stroke motor, please skip ahead to step #6 in this section for special instructions relating to 4-stroke installation.

□ 1) The fuel tank is installed first. Apply a bead of silicon sealer around the neck of the fuel tank and install it into the fuel compartment, aligning the neck with the round hole in the firewall.

Press the neck into the firewall hole. Allow the silicon sealant to cure before applying any pressure to the fuel lines.



□ 2) Glue the 10mm sq. x 94mm balsa strip into position against the fuselage sides and against the rear of the fuel tank. Trim as required to obtain a tight fit against the fuselage sides.



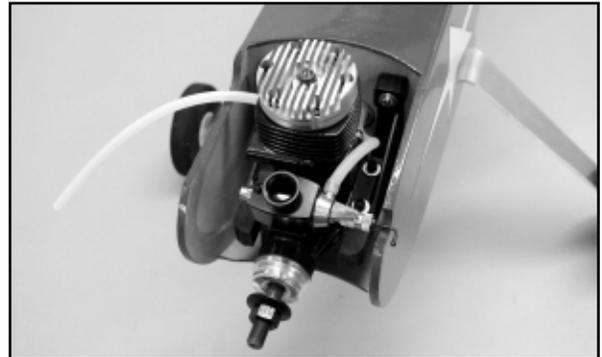
NOTE: The engine compartment was fuel proofed during production of the airplane. However, for a little extra insurance, you could give the engine compartment an additional coat of surfacing resin. If you decide to do this, use a brush to apply the resin and be sure to brush the resin up to the covering edges.

□ 3) Apply a little thread-locking compound to the four M4 x 22mm screws and install the two motor mount arms to the firewall - do not tighten in place yet. As mentioned earlier, these arms can be positioned to adjust to the width of the engine's crankcase. Place your engine on the motor mount arms and move the arms as needed to accept the engine. Also, center the engine to the fuselage in the top view. When everything appears correct, tighten the screws, securing the mounts to the firewall.



□ 4) Use a punch or pencil to mark the engine's mounting screw locations directly onto the motor mount arms. Remove the engine

and drill the four required holes in the mounts for your engine. If you are using 6-32 x 1 1/2" screws and lock nuts (not supplied) to mount your engine, use a 5/32" dia. bit for the clearance holes. Do not drill and tap these motor mounts. Doing so may weaken them. Use a little thread-locking compound on all screws when assembling these components. The muffler should be mounted after the throttle linkage has been made in the following section.



□ 5) Some engine configurations have rear-mounted, remote needle valve assemblies. If you are using this type of engine, you will have to likely drill a hole in the side of the fuselage to allow the needle valve to clear. Be sure to fuel proof any exposed wood in such holes with epoxy resin, clear dope, etc.

4-STROKE INSTALLATION DETAILS:

Note: If you are using a two stroke motor you may move on to the next section of the instructions.

□ 6) When using a 4-stroke motor you will have to relocate the throttle pushrod housing to fit your installation. Remove the housing from the fuselage now.

□ 7) Apply a little thread-locking compound to the four M4 x 22mm screws and install the two motor mount arms to the firewall - do not tighten in place yet. As mentioned earlier, these arms can be positioned to adjust to the width of the engine's crankcase. Place your engine on the motor mount arms and move the arms as needed to accept the engine. Also, center the engine to the fuselage in the top view. When everything appears correct, tighten the screws, securing the mounts to the firewall.

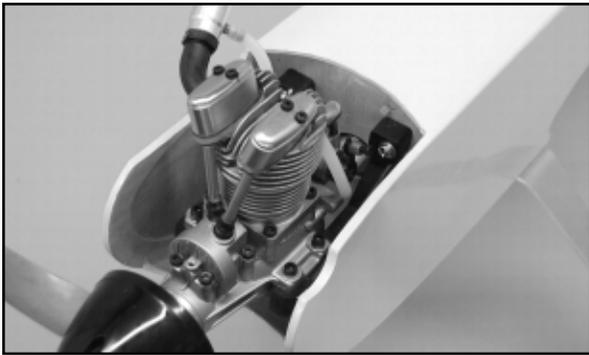
□ 8) Install a Servo Connector (not included) onto the throttle arm on your motor. Set your motor into position and mark the firewall with the new location of the throttle pushrod.



Now, remove the motor and drill a 1/8" hole in the firewall at the marked location. You will also need to drill a new hole in the fuselage frame that is at the front of the wing if the new location on the firewall is on the opposite side than the factory installation. The

pushrod housing should be glued into position in the holes in the firewall and former.

- 9) Now install the motor as described in step #4 of this section.



- 10) Now install the fuel tank as described in steps #1 & #2 of this section.

TAIL SURFACE INSTALLATION:

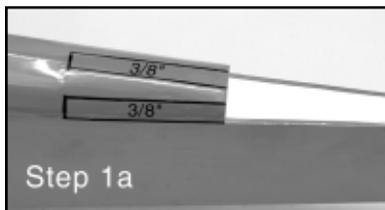
For the following step you will need:

The Fuselage

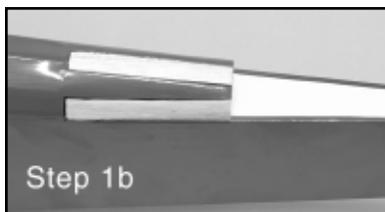
- 1 each Horizontal Stabilizer & Elevator Set.
- 1 each Vertical Fin & Rudder Set
- 1 each Formed Elevator Joiner Wire
- 1 each Formed Tailwheel Wire
- 1 each M2 x 20mm Phillips Head Screw
- 2 each M2 Flat Metal Washers
- 1 each M2 Hex Nut
- 1 each 2mm I. D. Wheel Collar with set screw
- 1 each Allen "L" Wrench; for 2mm wheel collar
- 10 each CA Hinges; elevator (6), rudder (4)

- 1) Prepare the fuselage to receive the horizontal stabilizer and vertical fin. At the front of the stab platform, underneath the covering material, are 2 balsa tail fairing blocks. The tail fairing blocks are supported (to prevent shipping damage) by extra spacer blocks, also underneath the covering. These spacer blocks must be removed to allow installation of the stabilizer and fin.

a) Mark the positions of the stab and fin on the fuselage. Both the stab and fin are 3/8" thick, so make the marks 3/8" wide.



b) Remove the covering material between the marks to reveal the spacer blocks that must be removed.

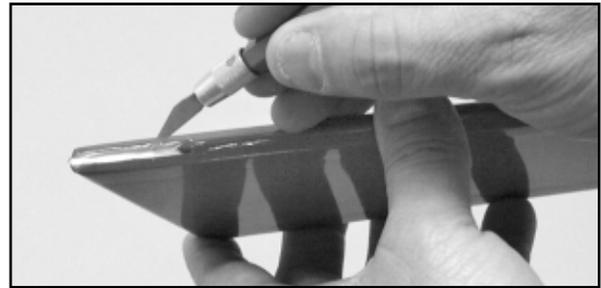


c) Cut the spacer blocks loose with a #11 knife. Slide the spacer blocks out, leaving the two covered tail fairing blocks attached to the fuselage.



d) The remaining tail fairing blocks should be handled carefully until the stabilizer and fin are permanently glued in place in later steps.

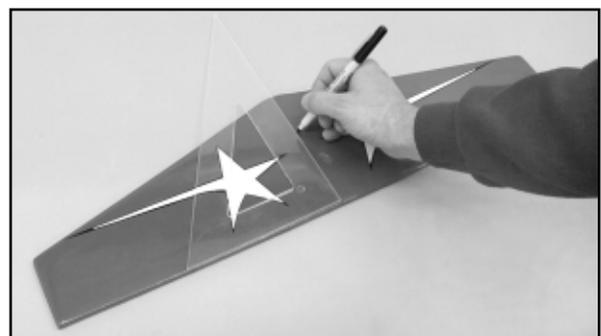
- 2) Prepare to install the elevator joiner wire into the inboard leading edges of both elevator halves. Start by first removing a strip of covering material over the channel and hole that are already in the leading edges of the elevators for the joiner wire. Trial fit the joiner wire. Make any small alterations for proper fit.



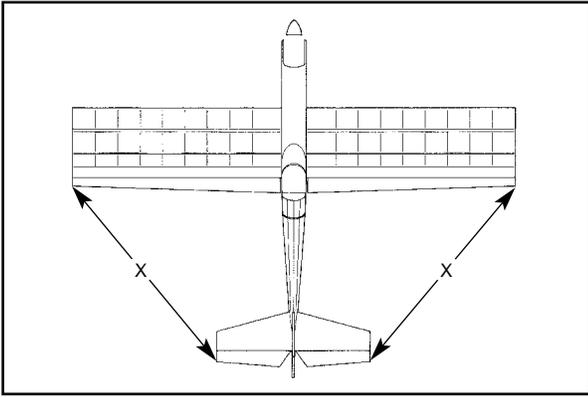
- 3) Use a toothpick or small dowel to apply epoxy into the elevator joiner holes and channels in each elevator half. Press the wire elevator joiner into each elevator half and lay the assembly on a flat work surface, protected with waxed paper. Wipe off any excess glue with a paper towel and alcohol. Make sure the leading edge of the entire elevator assembly is straight, so that it will mate up properly against the back of the stabilizer. Allow the epoxy to cure completely before continuing.



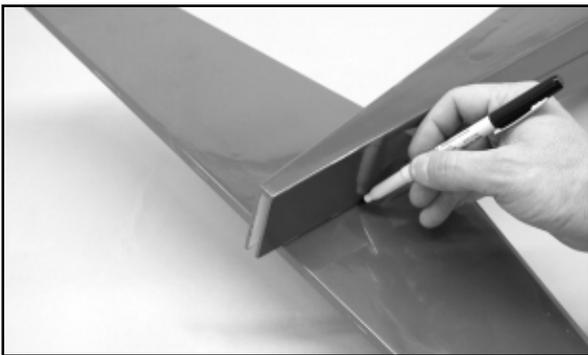
- 4) Use a felt tip pen and a small square to mark the centerline on the top of the stabilizer.



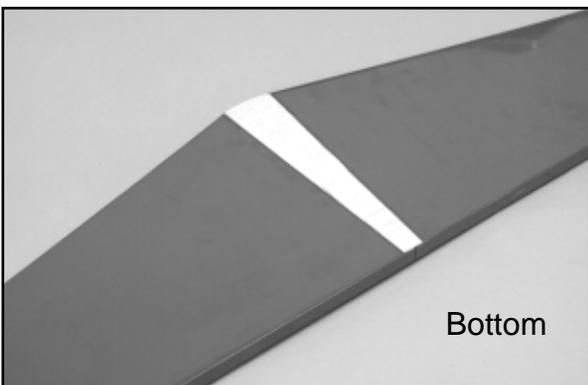
- 5) Test fit the horizontal stabilizer in place into the rear of the fuselage. Position the stab accurately and make any final adjustments that might be needed. We have found it helpful to attach the wing panels to the fuselage before gluing the stab in place. This provides a good visual aid when checking the stab for level and also for being square to the wings in the top view. Slip the stab in place, being careful to align it squarely and that the slot at the rear of the stab is aligned with the fuselage sides. With the fuselage on a flat surface, sight the model from the front. The stab should be absolutely aligned with the wings, without leaning to one side or the other. If it is leaning, use a small weight or a little masking tape to straighten it out.



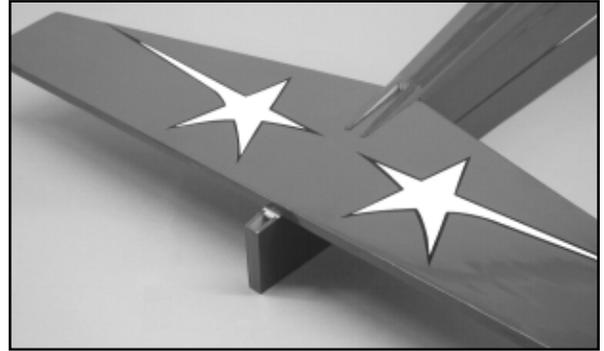
□ 6) Now use a felt tip pen to mark the position of the fuselage onto the bottom of the stabilizer. You will also want to mark the location of the tail fairings on the top of the stabilizer. Remove the stabilizer from the model.



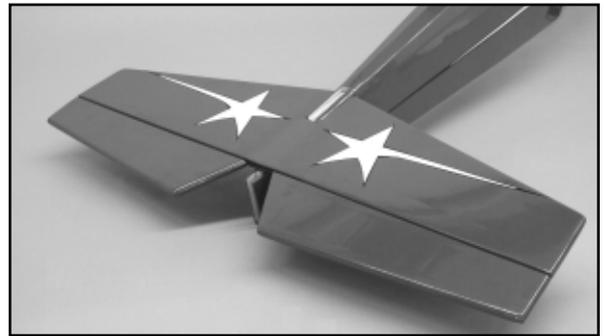
□ 7) You must now carefully remove the covering from the stabilizer in order to expose the wooden structure for gluing. The covering should be trimmed away 1/16" inside the drawn lines. It is extremely important that you cut the covering only and not the balsa underneath. Do not cut into the balsa.



□ 8) The horizontal stabilizer is now glued in place into the rear of the fuselage. We suggest using 5-minute epoxy for this job to allow time to position the stab accurately and make any final adjustments that might be needed. Allow the glue to set completely.



□ 9) The elevators are now hinged to the stabilizer. Use the same hinging method described earlier in Step 8 of the WING ASSEMBLY instructions.



□ 10) Place the fin into position on the fuselage. Use a felt tip pen to mark the position of the fin onto the top of the stabilizer. You will also want to mark the location of the tail fairings on the side of the fin. Remove the fin from the model.

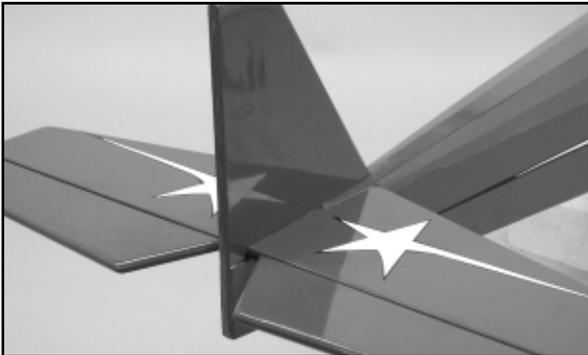


□ 11) You must now carefully remove the covering from the stabilizer and fin in order to expose the wooden structure for



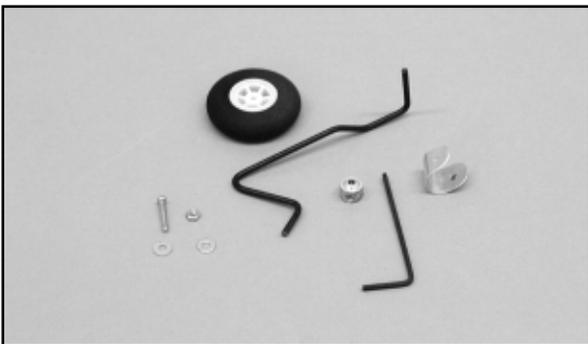
gluing. The covering should be trimmed away 1/16" inside the drawn lines. It is extremely important that you cut the covering only and not the balsa underneath. Do not cut into the balsa. Also remove the covering from the sides of the fin in the location of the tail fairings.

□12) The vertical fin is now glued in place into the rear of the fuselage - use 5-minute epoxy for the job to give you a little working time. Apply glue to the exposed wood on both sides of the fin base and to the bottom of the fin where it contacts the stab. Also apply glue to the fin tailpost, where it slips into the rear of the fuselage - keep glue away from the elevator hole in the tailpost. With the fin in place, sight the model from the front to make sure the fin is absolutely 90° upright to the stab. If needed, use a little masking tape to pull it into alignment. Wipe off any excess glue using alcohol.



□13) The tailwheel assembly is now prepared and attached to the bottom of the rudder. From the kit contents you will need:

- 1 each pre-bent tailwheel wire
- 1 each 2mm wheel collar
- 1 each metal tailwheel wire bracket
- 2 each M2 washers
- 1 each M2 x 20mm screw
- 1 each M2 hex nut
- 1 each 1" dia. tailwheel
- 1 each Allen wrench for the wheel collar.



□14) The tailwheel has two dissimilar sides - one side of the hub is "dished" inward and the other side has its axle hole flush with the hub. For mounting purposes, the "dished" side faces the wheel collar. Simply slip the wheel in place onto the axle of the pre-bent tailwheel wire, followed by the wheel collar. Leave a little play in the wheel and use the Allen wrench to tighten and secure the wheel collar to the axle. A little thread-locking compound on the set screw will keep it firmly in place.

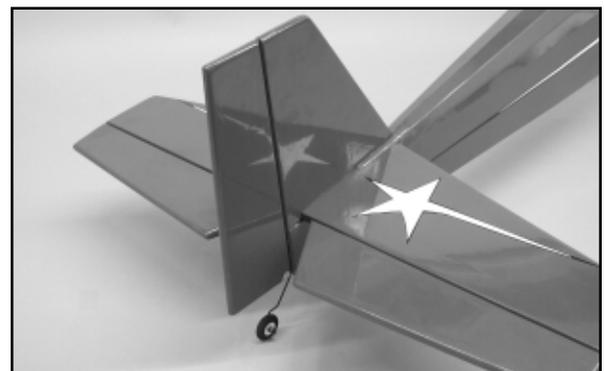
□15) The tailwheel assembly is now mounted to the bottom front of the rudder. Use your hobby knife to remove the covering from the slot in the bottom of the rudder.



□16) Insert the upright tailwheel wire stub into the hole and slot. Slip the metal tailwheel bracket over the wire onto the bottom front of the rudder. Mark the location of the hole in the bracket onto one side of the rudder. Remove the bracket and use a 1/16" dia. bit to drill through the rudder at the mark just made. Place the tailwheel wire back onto the rudder and slip the bracket in place, aligned with the hole just drilled. Place a washer onto the 14mm screw and slip it through the bracket and out the other side of the rudder. Use the remaining washer and hex nut to tighten the assembly firmly to the rudder. Now, apply thin CA glue to the slot to lock the wire into position and to harden the balsa wood in this area.



□17) The rudder is now hinged to the vertical fin. Use the same hinging method described earlier in Step 8 of the WING ASSEMBLY instructions.



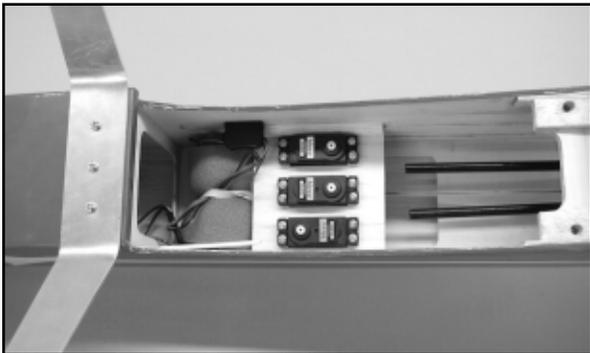
RADIO INSTALLATION:

□ 1) Because the aileron servos are already installed and ready, the installation of the rest of the radio system only consists of dropping in the rudder, elevator and throttle servos, the receiver, battery pack, and the switch. The pushrod connections to these servos will be made shortly. Install the rubber grommets and eyelets supplied with your radio system onto the rudder, elevator, and throttle servos. Install all three servos in place into the fuselage servo tray, again using the screws supplied with your

system. We have found it handy to label these leads for easy identification when plugging them into the receiver.

□ 2) The on/off switch should be mounted on the fuselage side opposite of the engine exhaust. You must cut a small rectangular slot for the switch body and mount it with the hardware supplied with the radio system.

□ 3) The receiver is now mounted in place. First, feed the receiver's antenna through the internal antenna tube (it exits at the bottom rear of the fuselage). The receiver is wrapped in one of the pieces of foam rubber and placed in the fuselage just ahead of the servos. Use the remaining piece of foam rubber to pad your airborne battery pack. Wrap the pack securely with the foam and slide it forward under the fuel tank. The final location of the battery pack will be determined during final balancing.



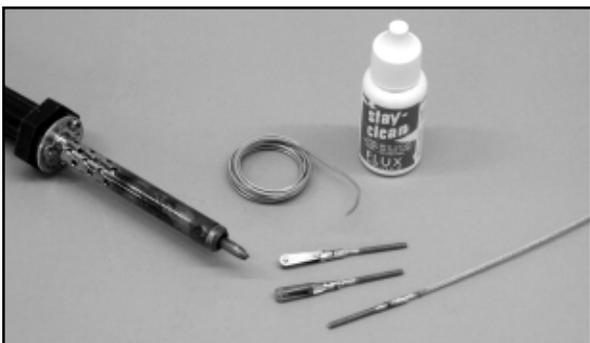
PUSHROD ASSEMBLY & CONNECTION:

From the kit contents locate the following:

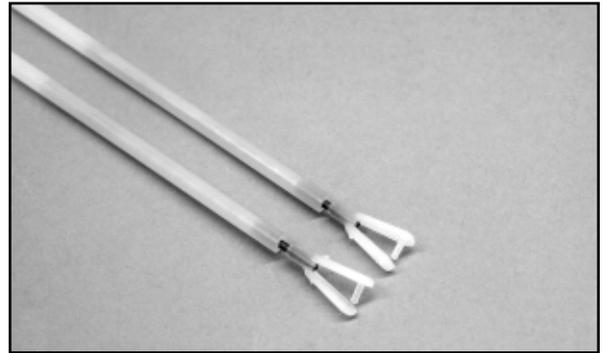
- 2 each .20" O.D. x 36" nylon rudder and elevator pushrods
- 1 each .065" dia. x 18" braided throttle cable
- 2 each 2-56 x 1 1/4" rods, threaded one end - rudder and elevator servo control rods
- 2 each 2-56 x 3 1/2" rods, threaded one end - rudder and elevator control horn rods
- 3 each 2-56 solder links
- 3 each 2-56 nylon R/C links
- 1 each 2-56 x 3/4" threaded brass coupler for the throttle
- 1 each Medium, Right Nylon Control Horn; for rudder
- 1 each Medium, Left Nylon Control Horn; for elevator
- 4 each #2 x 1/2" pan head screws - control horn attachment

You will also need three servo output arms for your servos and be sure your radio system is charged and ready to use for this section.

□ 1) Use your soldering iron to solder the 2-56 x 3/4" brass coupler onto one end of the braided throttle cable. Next, solder the unthreaded ends of the two 1 1/4" rudder and elevator servo control rods into two of the 2-56 solder links.



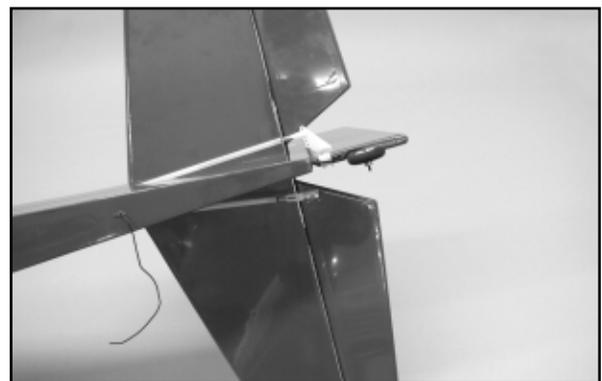
□ 2) Insert the unthreaded end of the 3 1/2" control rod into one of the 36" nylon control tubes, up to the threads on the rods. Thread the rod into the tube about 3/16" - 1/4". Repeat this procedure with the remaining tube and rod. Thread a nylon R/C link onto the exposed threads of each rod - these are the ends that will be attached to the rudder and elevator control horns.



□ 3) Start with the rudder pushrod. Looking at the fuselage from the rear, the rudder pushrod exit is on the left side. Attach the control horn to the nylon R/C link. Slip the unprepared end of the nylon control tube into the pushrod exit at the rear of the fuselage on the left side. Push the rod all the way into the radio compartment. Hold the nylon control horn in place against the rudder at its leading edge, lining up the holes in the horn with the hinge line of the rudder. Use a pencil to press indentations into the rudder covering through the two screw hole locations on the base of the horn.

□ 4) Remove the nylon pushrod from the fuselage and remove the control horn from the R/C link. Use a 3/32" dia. bit to drill two holes through the rudder at the marks just made. Press two #2 x 1/2" screws through the base of the rudder horn and the holes in the rudder. Hold the nylon base part to the opposite side of the rudder and secure the horn in place with a screwdriver.

□ 5) The nylon elevator control horn is mounted to the bottom of the right elevator half (when viewed from the rear) in the same manner as the rudder horn. Note that the elevator horn is angled slightly inward toward the fuselage to line-up with the pushrod exit.



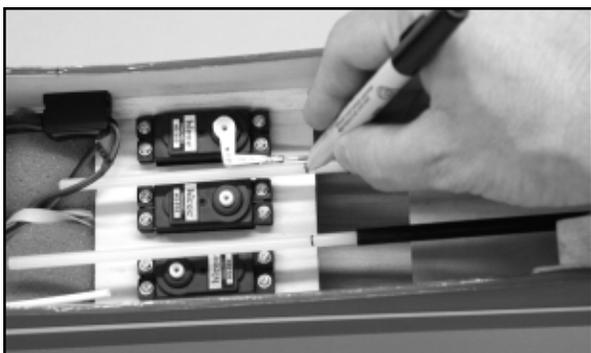
Install both the rudder and elevator pushrods into their exits from the rear of the fuselage and snap the R/C links in place to the nylon horns.

□ 6) The pushrod connections are now made for the rudder and elevator servos. Begin by neutralizing the rudder and holding in this position with masking tape.

Turn the radio system on and center the rudder and elevator

transmitter trims. Trial-fit the servo arms onto the servos until you find a spline location that places one of the arms at 90° to the servo body. We suggest clipping off the other three arms to avoid any potential mechanical interference. Press the servo arms in place.

Press one of the solder links into the outermost hole in the rudder servo arm, alongside the nylon pushrod. With the solder link and pushrod tube in this relationship, use a marker pen to make a mark on the nylon tube for cutting the tube to final length. This length must leave enough tube to thread the stud end of the solder link into it about 1/2" or so. Cut the tube with your hobby knife at the mark just made.

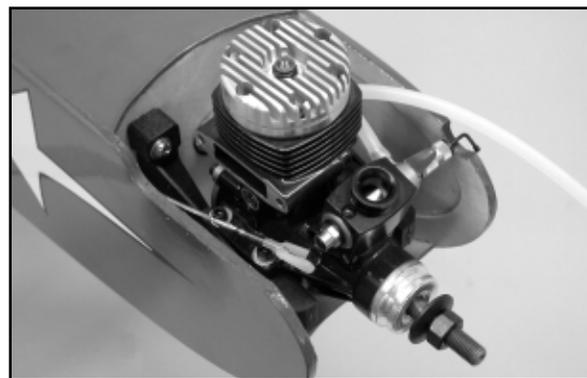


Thread one of the solder link/studs into the end of the trimmed nylon rudder pushrod. Connect the solder link to the servo output arm. Adjust the rear nylon R/C link as needed to set the rudder at neutral. Repeat this process for the elevator servo connection.

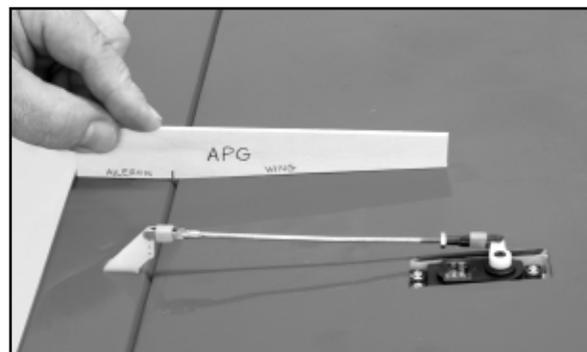
□ 7) The throttle pushrod is next. Thread the remaining 2-56 nylon R/C link onto the threaded brass coupler that is soldered to one end of the braided throttle cable. From the firewall side, insert the braided throttle cable into the tube housing, pushing it into the radio compartment. Turn the radio system on and make sure the servo is traveling in the right direction for low and high throttle. Set the throttle stick to full low throttle, with the trim lever centered. Push or pull the throttle cable to close the carburetor on the engine. Connect the remaining solder link to the throttle servo output arm. Use a marker pen to mark the cable for cutting, with sufficient length to fit into the solder links' tube end for the required solder connection.



□ 8) Remove the cable and cut it at the mark just made (use a carbide cut-off wheel for this cut) and reinsert it back into the throttle housing tube in the face of the firewall. Solder the link in place to the trimmed end of the cable. Connect the solder link to the servo output arm and the nylon R/C link to the carburetor throttle arm. Use the radio to test the throttle action and adjust as needed to obtain true "low" and "high" throttle movement without any binding.



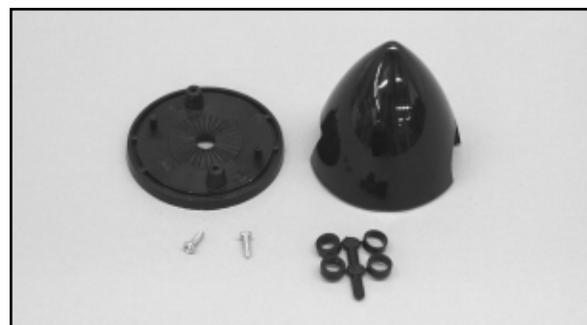
□ 9) Assemble the wings to the fuselage in preparation for adjusting the ailerons to neutral. Your kit includes a special shaped plywood piece called an Aileron Position Guide (APG) that allows you to precisely measure the neutral position of each aileron - see picture below of APG in use. Hold the APG tight against the bottom of the wing panel at the trailing edge. Adjust the length of the aileron pushrod until the bottom surface of the aileron is parallel with the rear of the APG. After the aileron pushrods are adjusted the 4-40 hex nut must be tightened against the end of the metal link.



□ 10) After the flight surfaces have been neutralized, take the time to fit each R/C link with a short length of fuel tubing (medium silicon tubing is fine for 2-56 hardware) to keep the links firmly in place to each control horn and servo arm. This common safety practice has saved a lot of models! Last, make sure that you have secured the servo arms to each servo with the retaining screws.

SPINNER ASSEMBLY:

□ 1) Locate the black SIG spinner assembly from the kit contents. This spinner is easy to install, lends a great look to your finished FOUR-STAR 60 ARF and is ready for use with APC propellers! Choose the correct adapter ring for your engine.



□ 2) The fit should be a nice slip fit over the engine's prop shaft. Slip the spinner back plate onto the prop shaft and onto the

adapter ring. The propeller is installed next, followed by the nose cone. The cone is held in place with the provided screws. Be sure to snug the screws securely in place, but do not over-tighten them. Install the muffler onto the engine and connect the fuel tank vent line to the pressure outlet on the muffler.



optimum set-up for all systems for this particular airplane. The following suggested control surface travel information is based on our experience with the FOUR-STAR 60 ARF. These suggested surface movements should be considered as starting points. As your experience and confidence builds, control movements can be adjusted to suit your particular style of flying and to explore the airplane's capabilities.

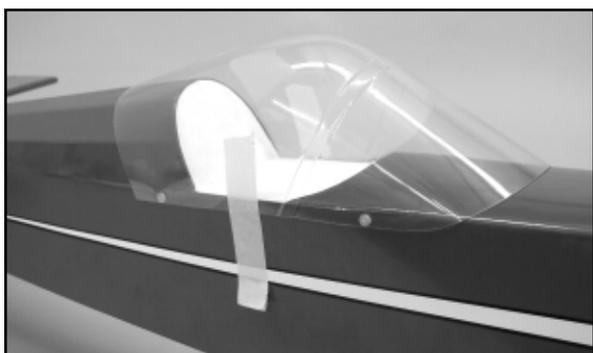
<u>SURFACE</u>	<u>LOW RATE TRAVEL</u>	<u>HIGH RATE TRAVEL</u>
ELEVATORS:	3/4" UP - 3/4" DOWN	1" UP - 1" DOWN
AILERONS:	5/8" UP - 5/8" DOWN	7/8" UP - 7/8" DOWN
RUDDER:	1" LEFT - 1" RIGHT	1 1/4" LEFT - 1 1/4" RIGHT
THROTTLE:	FULL RANGE OF TRAVEL	

NOTE: *These measurements were taken as follows:*

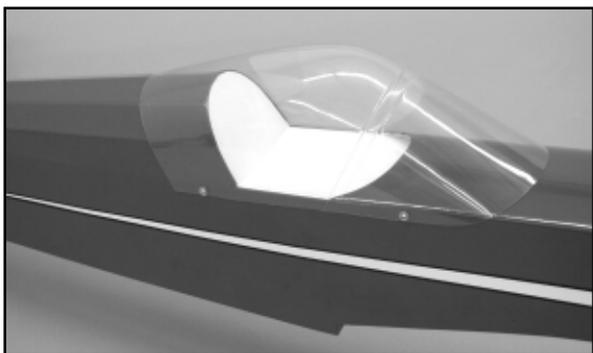
- Elevator travel measured at the widest inboard trailing edge
- Aileron travel measured at the inboard trailing edge
- Rudder travel measured at the widest lower trailing edge

CANOPY INSTALLATION:

□ 1) Press the four silicon washers into the four pre-drilled holes in the canopy (from experience, do not drop these washers on the floor because they are really hard to find!). Place the canopy into position. Carefully center the canopy and use a few pieces of masking tape to hold it in this position. Use a pin through each washer's center to poke a small hole at each location. Remove the tape and the canopy.



□ 2) Press the silicon washers onto each screw. Use a screwdriver to insert each screw in place through the canopy and into the holes just made. Tighten the screws enough to force the small diameter side of the washer into the holes in the canopy - do not over tighten, it is not necessary.



CONTROL SURFACE TRAVEL CHART:

There are any number of different radio systems currently in use and on the market. Because of this, it is not possible to explain the

DECAL APPLICATION:

The decals supplied with your FOUR-STAR 60 ARF are high quality Mylar® with an extremely aggressive adhesive. These are not die-cut decals and must be removed from the sheet with a hobby knife and a sharp #11 blade or sharp scissors.



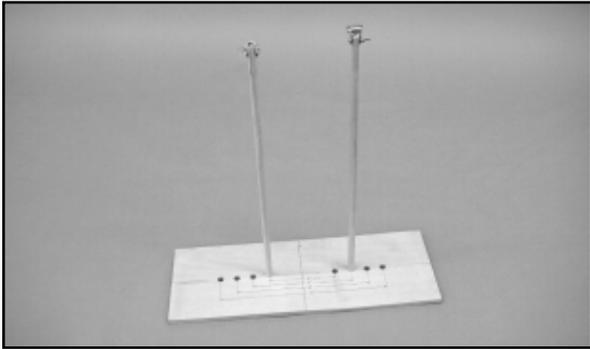
We suggest the following method to accurately apply the larger decals in this kit. Carefully cut out the decal and lift it off the sheet with tweezers. Use a product like SIG Pure Magic Model Airplane Cleaner, Fantastic®, or Windex® to spray the area of the model that will receive the decal. Then, spray the adhesive side of the decal as well. Lightly position the decal in place on the model. The liquid cleaner allows the decal to slide easily into the desired position as long as you don't press down on it. Once you have it in position, hold the decal lightly in place with your fingertips and use a paper towel to gently dab the excess liquid away. Use a small squeegee to now set the decal in place, removing all excess liquid and any trapped air bubbles from beneath the decal. The SIG 4" Epoxy Spreader - #SIGSH678 - is perfect for this job. Remove any excess fluid with a dry paper towel and allow the decals to set overnight. They will be solidly adhered to the model without any air bubbles.

BALANCING THE MODEL:

Balancing this or any R/C model airplane is critical to its ultimate success in the air. The recommended starting balance point for the FOUR-STAR 60 ARF, is located 3-5/8" behind the leading edge of the wing. This measurement corresponds to the center of the main spar. We have flown this airplane with the balance point location back as far as 3-7/8" without any trouble. However, moving the balance point further back tends to make the elevators

more sensitive. Remember that the model is always balanced with the fuel tank empty.

Using a simple balancing fixture, such as two dowels with rubber tips to protect the finish. It is the most accurate method for determining and adjusting the correct balance point. However, since the balance point is located at the main wing spar on this airplane, you and a friend can lift the assembled model at the wing tips to check the balance. The airplane should balance perfectly level. If the nose hangs down, the model is nose heavy. Likewise, if the model hangs tail down from level, it is tail heavy. If either of these conditions exist, they should be corrected.



If the model is nose heavy, try shifting the location of the battery pack a little further back to correct the condition. If the model is still nose heavy, small stick-on lead weights - available from your hobby shop - can be used to temporarily correct the problem. Later, these can be placed inside the fuselage, through a hole that can then be covered over with matching covering film.

If the model is tail heavy, move the battery pack as far forward as possible to correct the problem. If the airplane still needs more weight to balance, then adding weight such as stick-on lead weights should be used.



FLYING:

If you have carefully followed the assembly instructions in this manual, test flying your new FOUR-STAR 60 ARF should be a lot of fun. When it comes to test flying a new model, we always advise modelers to choose a calm day with little or no wind. These conditions allow you to better evaluate and more accurately adjust the trim requirements for your airplane. As we've mentioned before, a good running, reliable engine is a must for the ultimate success of your airplane. Take the time to solve any engine problems *before* you try to fly.

Always make it part of your pre-flight routine to check each control on the airplane, making sure the surfaces are moving in the correct directions. Also check each control linkage to be sure they are

secure and that nothing is loose. With all the controls checked, make a range check with your radio system, making sure everything is working perfectly.

After starting and warming up the engine, taxi the FOUR-STAR 60 ARF out to the take-off position on the flying field, (holding up elevator during the taxi will keep the tailwheel firmly to the ground). For take-off, the airplane should be lined-up with the center of the field with the nose pointed directly into the wind. Hold a little up elevator and smoothly advance the throttle - **do not** slam the throttle full open all at once. As the FOUR-STAR 60 ARF begins moving forward, back off of the up elevator input and use the rudder as needed to correct any engine torque and/or wind induced deviations from a straight take-off run. At takeoff speed, use a slight amount of up elevator to lift off, using ailerons to keep the wings level. Climb to a reasonable altitude before making any trim changes.

Although, not intended as a trainer, the FOUR-STAR 60 ARF is a very forgiving design that allows you to fly at relatively low speeds. With the control movements set at the measurements provided in this manual, the airplane should exhibit smooth, predictable control. Try a few loops and rolls. Inverted flight is easy, requiring a little down elevator for level flight. The FOUR-STAR 60 ARF also performs nice inside and outside loops, snap rolls, Immelmans, stall turns, Cuban eights, and spins. Of course, it is not a pattern aircraft but with practice, there isn't much that it won't do. As with any aircraft, getting consistently good results is usually just a matter of practice.

While still at altitude, throttle the engine back to idle. This will give you a good idea of the glide characteristics. While still at idle, steadily increase up elevator input to get a feel for the stall characteristics. Stalls tend to be very gentle with the nose dropping straight ahead with little tendency to drop a wing. This is great information to have when setting up your first landings.

Landing the FOUR-STAR 60 ARF is typically a pleasure. We suggest using a standard landing approach, beginning with a throttled back downwind leg and base turn to the final approach into the wind. During final approach, keep just a little power on the engine until the airplane is over the end of the runway. In crosswind situations, a little rudder input will likely be needed to keep the airplane lined up with the runway. The FOUR-STAR 60 is best landed in the three-point position. As long as we're on the subject, no landing gear system is bulletproof. Your FOUR-STAR 60 ARF has a great landing gear system that has proven to be very tough on both grass and asphalt flying fields. However, it can be ripped off during less than desirable landing approaches, poor field conditions, failure to flare, and just plain "brain fade". If this happens, simply epoxy the landing gear block back in place and learn to be more careful the next time. After landing, always remember to hold up elevator when taxiing to keep the tailwheel firmly to the ground.

We sincerely hope that your FOUR-STAR 60 ARF will provide you with many, many enjoyable flights. We also hope that this has been a pleasurable kit for you to assemble and fly. Please operate your airplane in a safe, responsible manner with constant regard to other flyers, spectators, and property.

WARNING! THIS IS NOT A TOY!

Flying machines of any form, either model-size or full-size, are not toys! Because of the speeds that airplanes must achieve in order to fly, they are capable of causing serious bodily harm and property damage if they crash. **IT IS YOUR RESPONSIBILITY AND YOURS ALONE** to assemble this model airplane correctly according to the plans and instructions, to ground test the finished model before each flight to make sure it is completely airworthy, and to always fly your model in a safe location and in a safe manner. The first test flights should only be made by an experienced R/C flyer, familiar with high performance R/C aircraft.

The governing body for radio-control model airplanes in the United States is the **ACADEMY OF MODEL AERONAUTICS**, commonly called the **AMA**. The **AMA SAFETY CODE** provides guidelines for the safe operation of R/C model airplanes. While AMA membership is not necessarily mandatory, it is required by most R/C flying clubs in the U.S. and provides you with important liability insurance in case your R/C model should ever cause serious property damage or personal injury to someone else. For more information, contact:

ACADEMY OF MODEL AERONAUTICS
5161 East Memorial Drive
Muncie, IN 47302
Telephone: (765) 287-1256

CUSTOMER SERVICE

SIG MANUFACTURING COMPANY, INC. is totally committed to your success in both assembling and flying the FOUR-STAR 60 ARF kit. Should you encounter any problem building this kit or discover any missing or damaged parts, please feel free to contact us by mail or telephone.

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(for technical support)

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LIMIT OF LIABILITY

The craftsmanship, attention to detail, and actions of the builder/flyer of this model airplane kit will ultimately determine the airworthiness, flight performance, and safety of the finished model. SIG MFG. CO.'s obligation shall be to replace those parts of the kit proven to be defective or missing. The user shall determine the suitability of the product for his or her intended use and shall assume all risk and liability in connection therewith.

SIG

FOUR-STAR 60

ALMOST READY TO FLY

