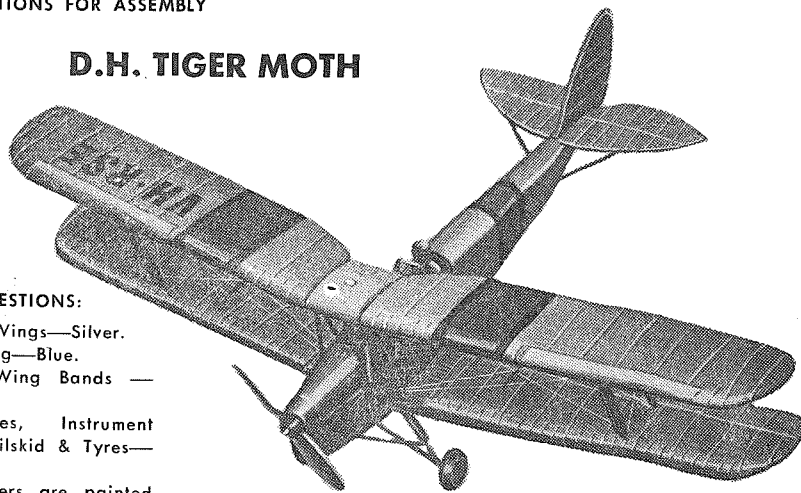


INSTRUCTIONS FOR ASSEMBLY

**D.H. TIGER MOTH**



**COLOR SUGGESTIONS:**

- Fuselage & Wings—Silver.
- Engine Cowling—Blue.
- Fuselage & Wing Bands — Orange.
- Exhaust Pipes, Instrument Panels, Tailskid & Tyres—Black.
- R.A.A.F. Trainers are painted yellow.

**SHORT HISTORY**

The Tiger Moth is the last of a long line of two-seater open cockpit Moths, commencing with the Gipsy Moth in 1925, developing through the Gipsy and Moth Major designs. It was used by nearly every civil flying club in Great Britain before the outbreak of World War II, as well as by some twenty-five foreign governments.

The Canadian versions and, recently, New Zealand versions, incorporate a sliding cockpit canopy. Skis or floats may be fitted and during the war a radio controlled type called the "Queen Bee" was produced as a gunnery target.

In Australia the first D.H. Tiger Moth was produced in 1938 and up to 1945 a total of 1085 were built. They were used extensively as "primary" trainers by the R.A.A.F. until 1956, and are now flying mainly with the majority of flying clubs throughout Australia. Some Tiger Moths are equipped for crop dusting and spraying.

The main specifications are:—

Engine	130 h.p. Gipsy Major	Span	29 ft. 4 ins.
	4 cylinder-in-line, air cooled.	Length	23 ft. 11 ins.
Performance	Max. Speed 110 m.p.h.	Height	8 ft. 10 ins.

**PARTS LIST INDEX**

- |                         |                               |                           |
|-------------------------|-------------------------------|---------------------------|
| 1. Right fuselage half. | 12. Fuel tank, top half.      | 23. Tailplane struts (2). |
| 2. Left fuselage half.  | 13. Fuel tank, bottom half.   | 24. Undercowl.            |
| 3. Right upper wing.    | 14. Interplane struts (2).    | 25. Acorns (2).           |
| 4. Left upper wing.     | 15. Nose cowl.                | 26. Instrument panel (2)  |
| 5. Right lower wing.    | 16. Propeller.                | 27. Mounting ball.        |
| 6. Left lower wing.     | 17. Propeller spindle.        | 28. Assembly Jigs.        |
| 7. Tailplane.           | 18. Wheels (2).               | 29. Base.                 |
| 8. Rudder.              | 19. Tailskid.                 | 30. Mounting arm (2)      |
| 9. Seat.                | 20. Undercarriage.            | 31. Metal circlip.        |
| 10. Pilot.              | 21. Undercarriage struts (2). | Total of 43 pieces.       |
| 11. Windshield (2).     | 22. Wing struts (4).          |                           |

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**STEP 1. MOST IMPORTANT.**

Read and study instruction sheet before building your model. Before assembling the kit, trim off any flash or rough edges with a sharp knife or razor blade.

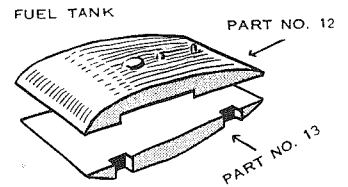
Lay cut parts into various sub-assemblies and practice assembling before applying cement. Assemble the model in the suggested numerical sequence. Apply the cement sparingly with a sharpened match and ensure that it does not run on the outside and smear the surfaces. The use of too much cement will make the drying time longer and will not add to the strength of the joint. Use enamel paints only in your model; do not use lacquer or lacquer base materials, as these will soften the plastic and cause crinkling of the surface. Before assembling your model paint the control sticks, pilot and instrument panels the desired colors. Apply all transfers after the plane has been painted. To break the small parts neatly from the runners, rock them back and forth, gradually increasing the angle until they fall free.

Allow all joins ample time to dry before further handling.

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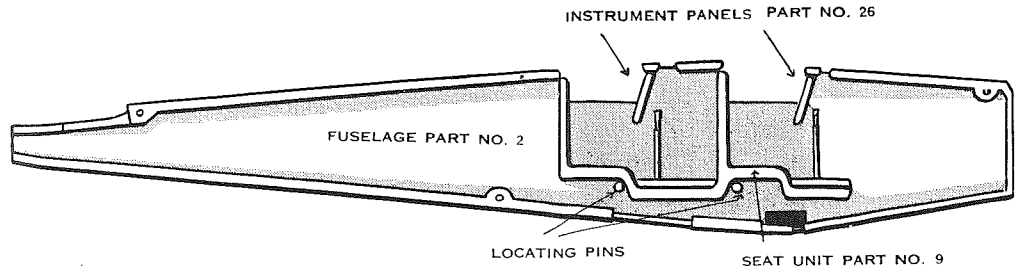
**STEP 2.**

Cement the fuel tank halves together, keeping cement away from wing slots.



Cement the instrument panels into the left side of the fuselage using the locating pins and ridge to position the parts.

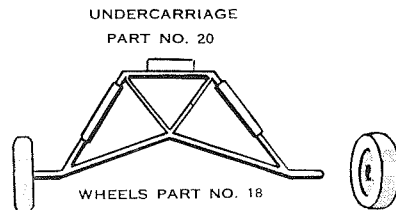
Cement the seats into the left side fuselage against the locating pins.



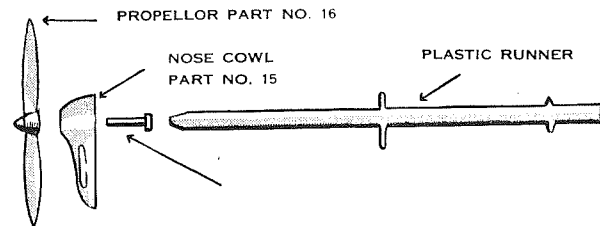
Apply cement sparingly to the edges of the right hand fuselage, then bring both fuselage halves together, using rubber bands to hold the parts together while drying.

**STEP 3.**

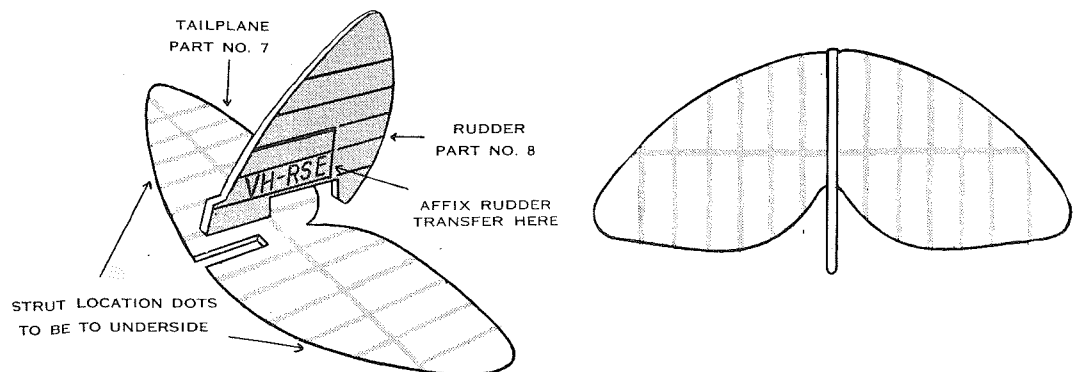
While the fuselage halves are drying, cement the wheels to the undercarriage.



Do not use cement if the propeller is to revolve. Place the propeller spindle through the hole in the nose cowl and press firmly into the propeller using a section of the plastic runner against the spindle head and the propeller against a solid surface.



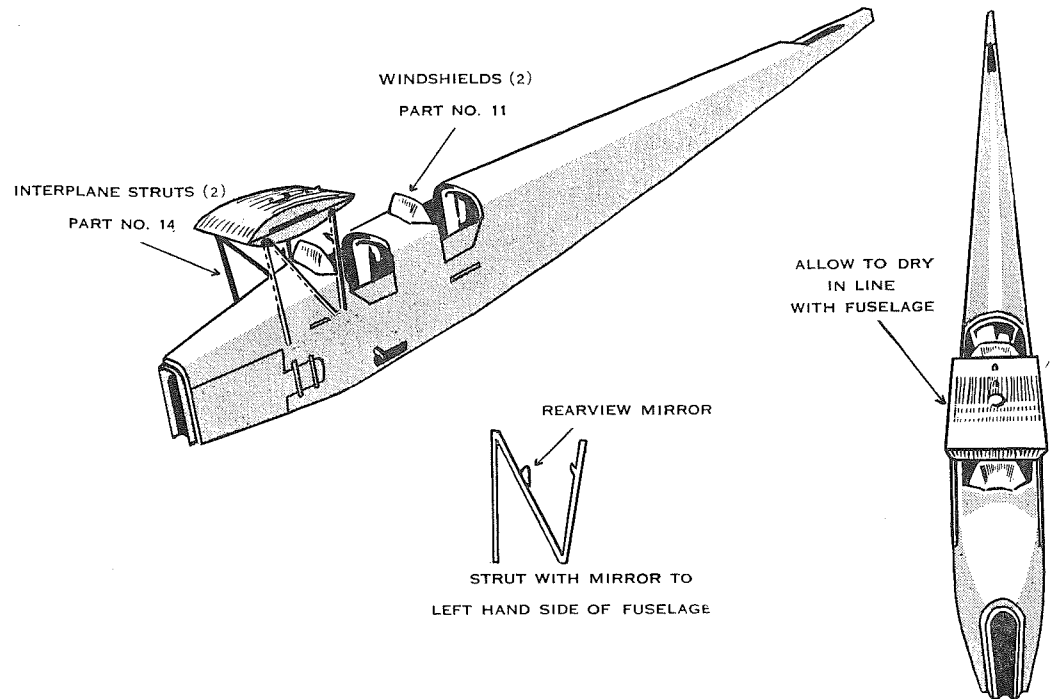
Cement the rudder and tail plane together and check that they are square to each other.



**STEP 4.**

Cement the two wind shields to the fuselage. Cement the two inter-plane struts to the fuselage, fitting location pins in holes provided. Note that the strut with the rear vision mirror is to the left hand side.

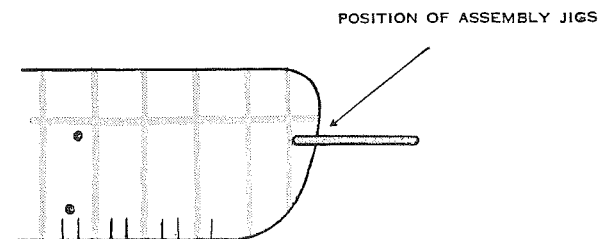
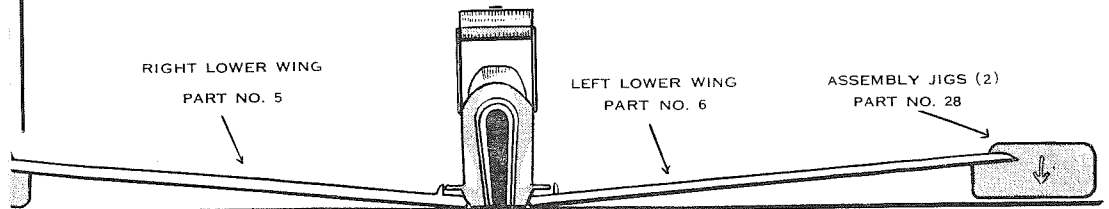
Cement the fuel tank into position between the inter plane struts ensuring that it dries directly in line with the fuselage.



**STEP 5.**

Cement the lower wings to the fuselage using the two assembly jigs clipped on to the wing tip with the arrows pointing down.

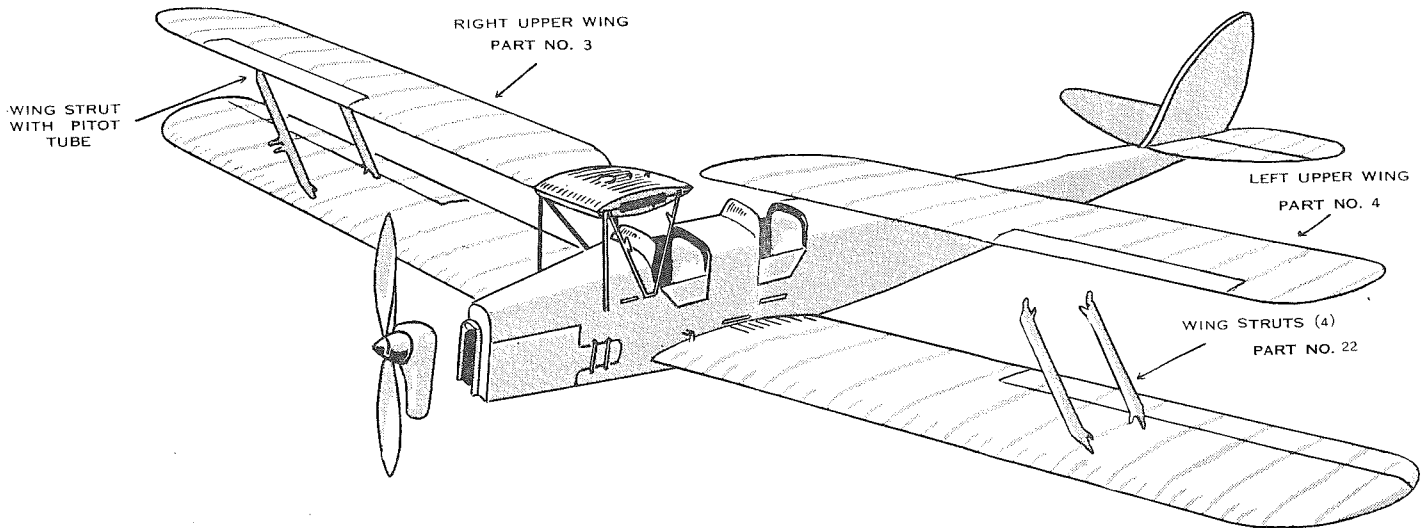
**(Allow this assembly 1 hour to dry before proceeding.)**



### STEP 6.

The top wings are to be assembled one half at a time. Ensure that lower wings have dried before commencing this assembly. Cement the wing strut with the pitot tube into the forward hole of the right hand lower wing (see illustration) and one of the others into the rear hole of the same wing. **Note:** All wing struts are to be placed with their rigging hooks facing inwards.

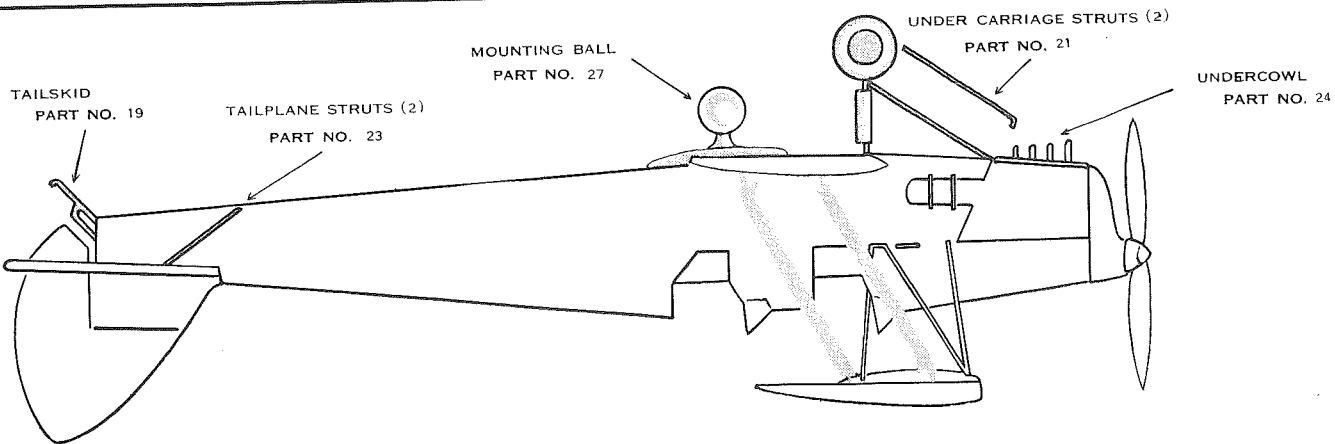
Apply cement to the locating tongue of the right hand upper wing and in the locating holes for the wing struts. Fit the wing tongue into the fuel tank slots and the wing struts into their locating holes. Repeat for the left hand wing, and finally view the model from above to see that all wing halves are in line.



Cement tail plane assembly into the fuselage. Cement the nose cowl assembly into position being careful to keep cement away from the propeller boss.

Allow 20 minutes to dry.

### STEP 7.



Lay the plane upside down on a flat surface and cement the undercowl to the underneath of the fuselage. Cement the tail-skid into the groove at the rear of the fuselage.

Of the six remaining struts, the shortest pair are the tailplane struts, the pair with the small projection at one end are the undercarriage struts, and the remaining pair are the acorns to be later glued to the rigging. Cement the undercarriage assembly into place and the two undercarriage struts between the undercarriage assembly and the undercowl, laying the small projection at one end of each strut against the back edge of the undercowl.

Cement the tailplane struts in position, each end being located by dots on the tailplane and fuselage. Cement the mounting ball into the slot beneath the fuselage.

The Pilot may be cemented in rear cockpit if required, or just placed in loosely.

**STEP 8.** Your Tiger Moth is now ready for painting. Use enamel paints only and paint before applying transfers.

**INSTRUCTIONS FOR APPLYING TRANSFERS.**

1. Cut each group of transfers from sheet as needed.
2. Place each portion in water one at a time for approximately 30 seconds to loosen transfer.
3. Slide transfers off backing sheet into position on the model.
4. With a damp cloth smooth out carefully to remove all water and air bubbles from between the transfer and the model.
5. Avoid handling parts bearing transfers for 24 hours to allow for complete drying.

**Position of transfers are as follows:**

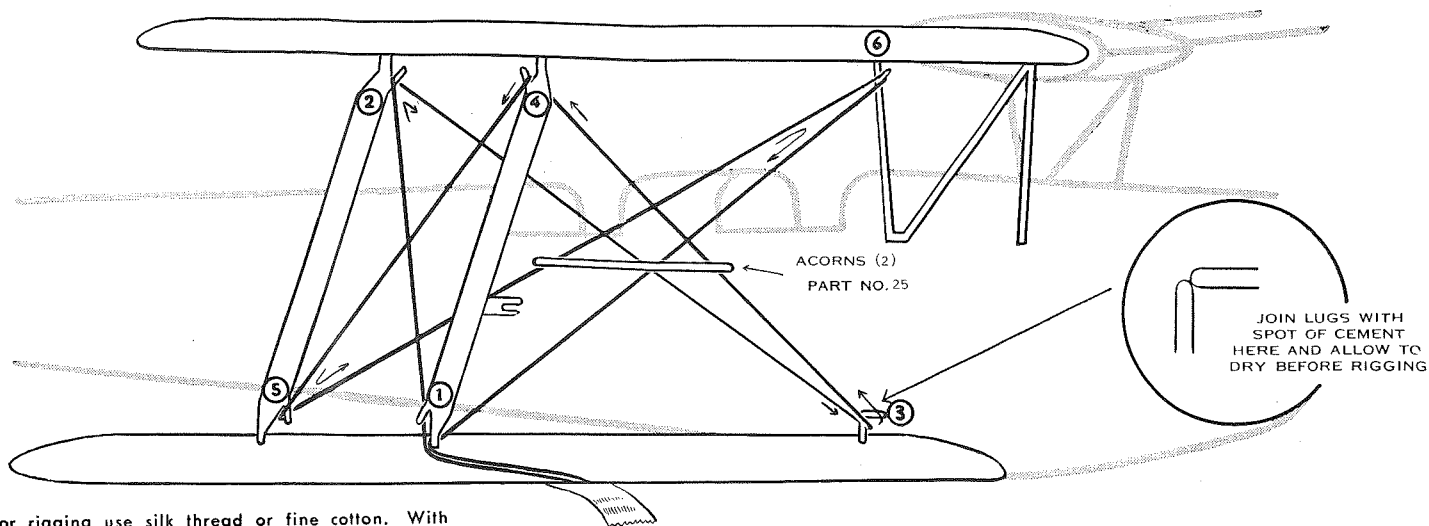
Large "E" on both sides of engine cowling.

Large "VH-RSE" on top of R.H. wing.  
 Large "VH-RSE" beneath L.H. wing. } Both groups of letters are placed to read from the rear end of plane.

Small "VH-RSE" on both sides of rudder. See Step 3.  
 Strips of transfer to border edge of paint work. Trim to size before applying. See illustration.

Circular name piece transfer fitted into circle underneath the clear base.

Box illustration may be used as reference for positioning of these transfers.



**STEP 9. RIGGING.**

For rigging use silk thread or fine cotton. With cello tape, secure one end of the thread to the underneath of the lower wing about midway between the wing strut and fuselage. Start at the lower forward wing strut marked (1) passing the thread under the hook and then proceeding to the other hooks in consecutive order (1) to (2), (2) to (3), etc., according to the illustration.

Add a small spot of cement to the base of the forward wing strut over the thread to permanently secure thread. Repeat these instructions for the other wing.

To fix acorns to the rigging add a spot of cement to the threads where acorns will rest and nest into place.

When completely dry, trim thread ends with razor blade at base of wing strut and remove cello tape.

**STEP 10. STAND.**

Hook the lower ends of the two mounting arms into the slots in the base and push the metal circlip over the ball socket into its groove. (See illustration for correct position of mounting arms on the base.) Mounting arms may be cemented if desired.

If you wish to mount your model on the wall, attach the base to the wall with a short wood screw. Snap the mounting ball of the plane into the ball socket of the mounting arms. You can now swivel your model into any real flight position.

