



JOLLY ROGER™

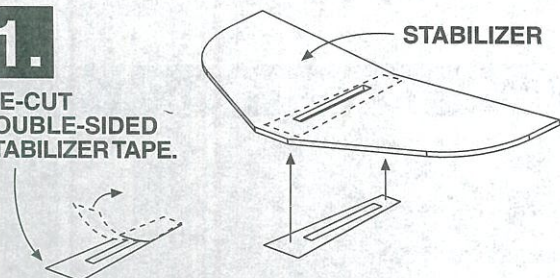
EST 1855

Super Shots™ Air Powered Airplane.

AIR POWERED AIRPLANE INSTRUCTIONS

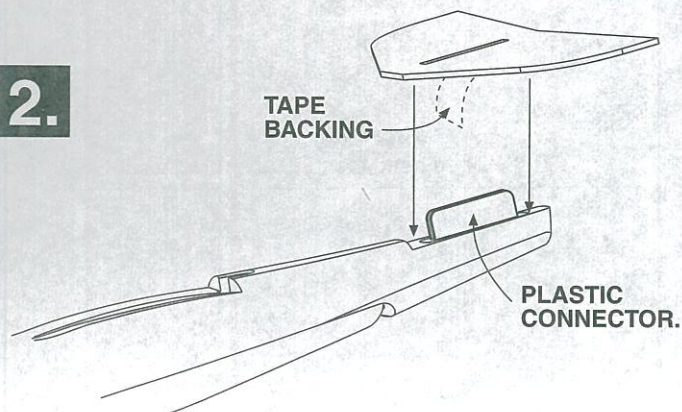
1.

DIE-CUT DOUBLE-SIDED STABILIZER TAPE.



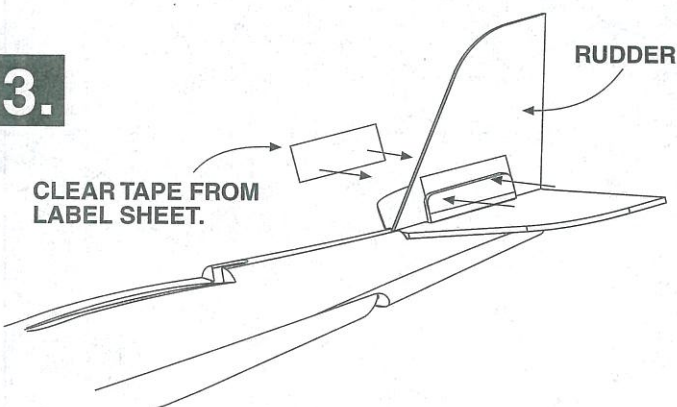
Remove the backing from **ONE** side of the die-cut double sided stabilizer tape. Align the cutout in the tape and the cutout in the stabilizer and press the tape firmly into place as shown.

2.



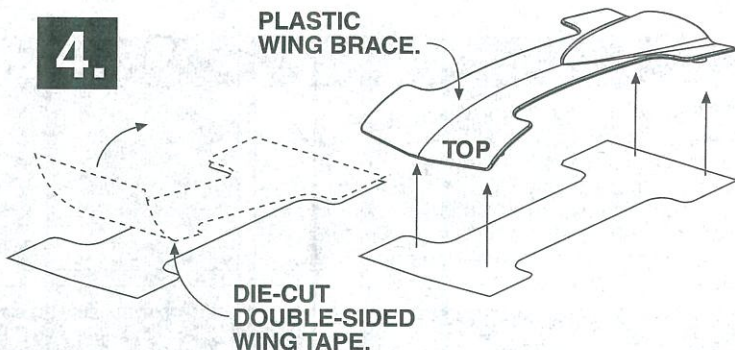
Attach the stabilizer to the fuselage by removing the backing from the double-sided tape on the stabilizer. Slide the stabilizer over the plastic connector at the rear of the fuselage and press the stabilizer into place.

3.



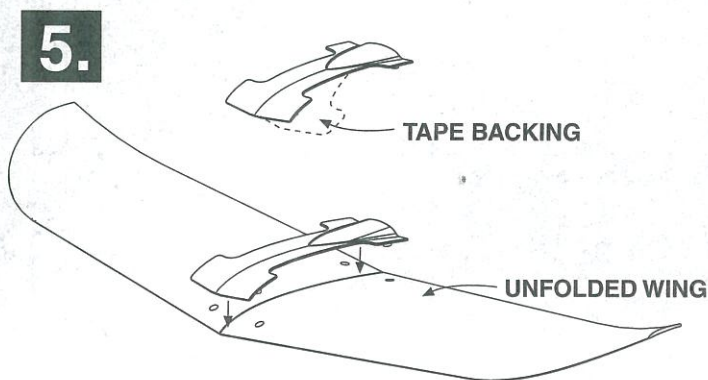
Install the rudder into the plastic connector as shown in the drawing. Use the two 1 in. x 2 in. (2.5 cm x 5.1 cm) clear strips of tape from the label sheet to hold the rudder in place.

4.



Remove the backing from **ONE** side of the die-cut double-sided wing tape and apply the tape to the bottom side of the plastic wing brace.

5.

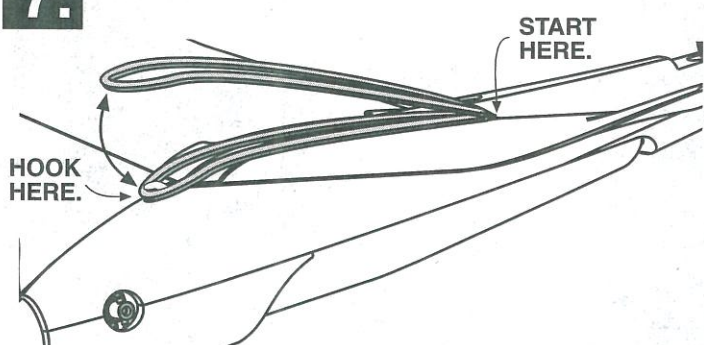


Remove the backing from the tape applied to the wing brace and position the wing brace over the foam wing. Align the pins on the plastic wing brace with the holes in the foam wing and firmly press the wing brace onto the wing as shown.

6.

Apply the remaining decorating labels to the plane as shown on the package.

7.

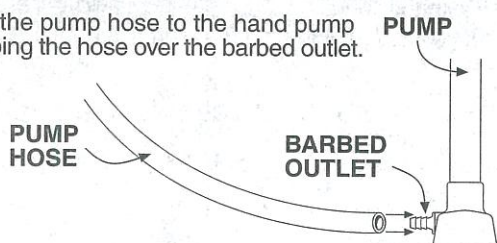


Attach the wing to the fuselage with the supplied rubber bands (2 required).

PUMP HOSE ASSEMBLY

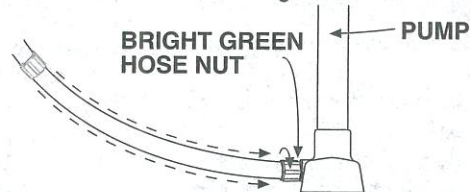
1.

Attach the pump hose to the hand pump by slipping the hose over the barbed outlet.



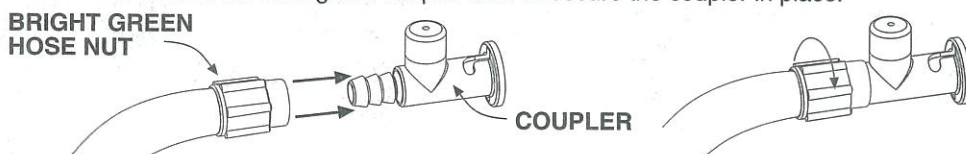
2.

Next, slide one of the bright green hose nuts over the hose and screw the nuts over the tubing and the barbed outlet.



3.

Slide the remaining bright green hose nut onto the opposite end of the hose and install the coupler by inserting the barbed end into the hose. Screw the hose nut over the tubing and coupler barb to secure the coupler in place.

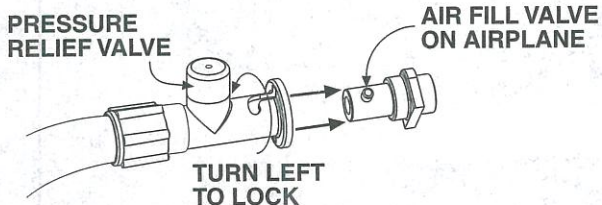


FILL THE AIRPLANE WITH AIR

1.

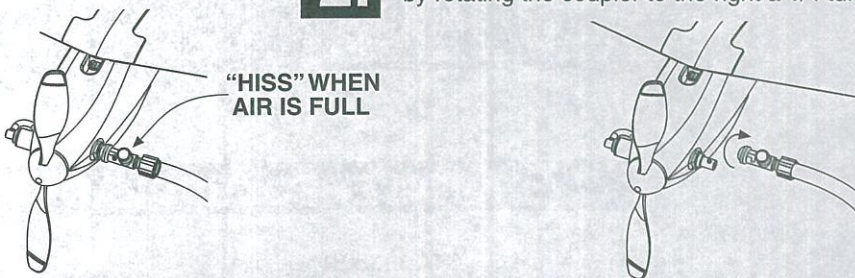
Attach the pump to the airplane by pushing the coupler onto the air fill valve located on the airplane cowl. Lock it in place with a 1/4 turn to the left (see drawing).

Pump in air until you hear a "hiss" from the pressure relief valve located on the coupler.



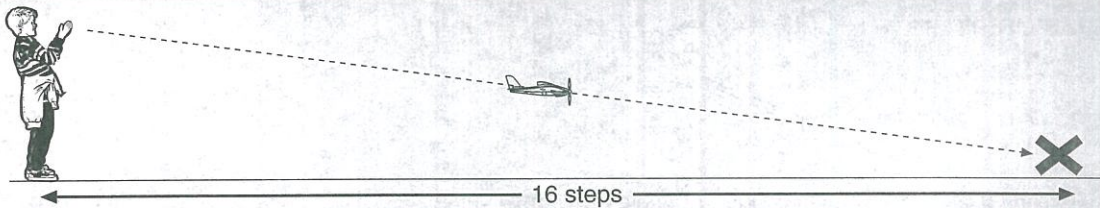
2.

Carefully remove the airplane from the pump by rotating the coupler to the right a 1/4 turn.



PRE-FLIGHT TRIM

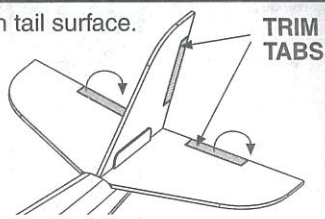
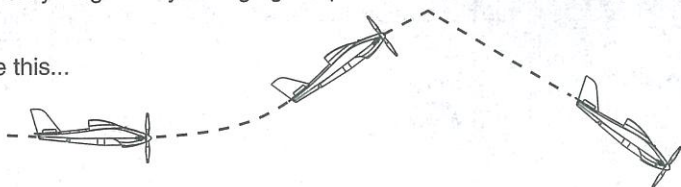
Test fly your Jolly Roger™ without the air motor running. Pick a spot on the ground about 16 steps from you. Toss the airplane toward this spot. Your plane should glide in a smooth path, with a small right turn to this spot. If your plane does not do this, follow the pictures below.



FLIGHT ADJUSTMENTS

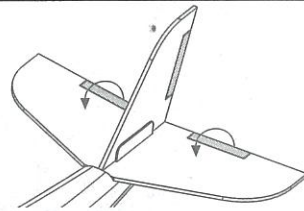
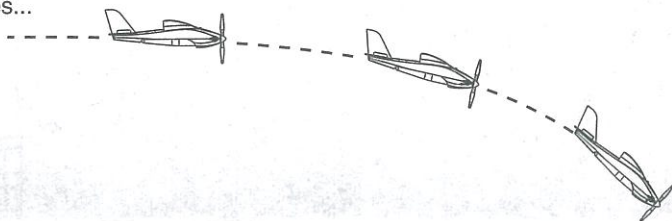
You can adjust your Jolly Roger™ by changing the position of the trim tabs located on the rear of each tail surface.

If your plane flies like this...



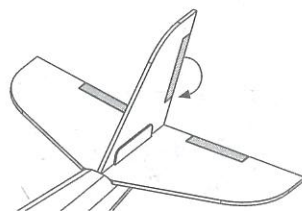
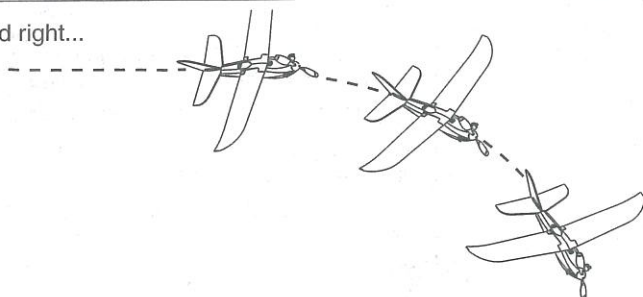
Then bend the trim tabs down a little as shown.

If your plane nose dives...



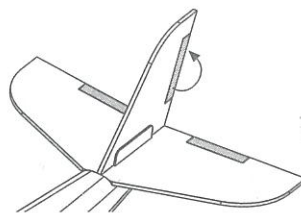
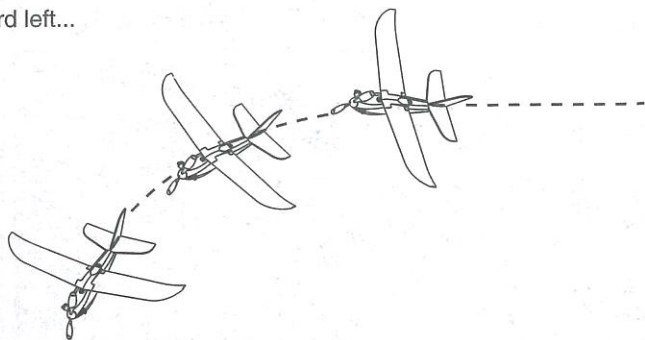
Then bend the trim tabs up a little as shown.

If your plane banks hard right...



Then bend the tail fin tab left a little as shown.

If your plane banks hard left...



Then bend the tail fin tab right a little as shown.

CAUTION: TO AVOID INJURY

- Keep fingers, face, body and hair away from spinning propeller.
- Hold airplane away from eyes, face and body.
- Never launch airplane at people or animals.
- Do not fly near spectators, busy roads or power lines.
- Use outdoors only in large open areas.
- Never put anything but your airplane on the pump.
- Never fill the plane with anything but air. Doing so may damage the plane and the air motor.
- Do not store with pressurized air in the airplane. Run the motor until the pressurized air is used.

PROPER LAUNCH

Firmly flip the propeller counter-clockwise (facing the front of the plane) to start the motor. Gently toss it straight out from you level, with the wings banked slightly to the left (see illustration). Your Jolly Roger™ will fly in a climbing left turn while the motor is running, then change to a right hand glide after the air supply is used up.

HOLD PLANE BY THE AIR TANK AND START MOTOR.

FACE SLIGHTLY LEFT INTO THE BREEZE.

GENTLY TOSS THE PLANE LEVEL WITH THE WING SLIGHTLY BANKED TO THE LEFT.

