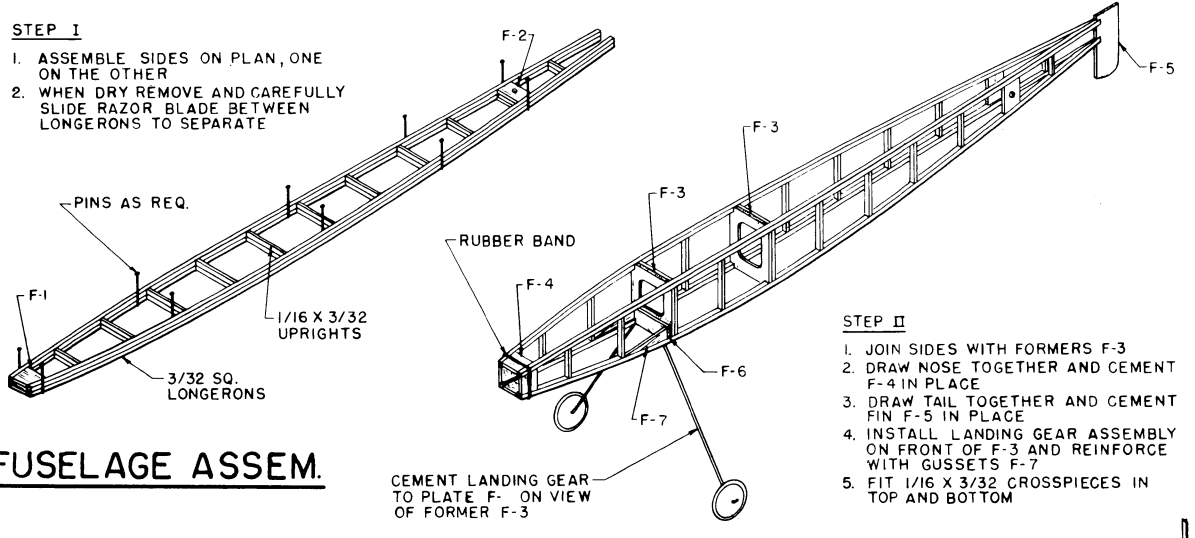
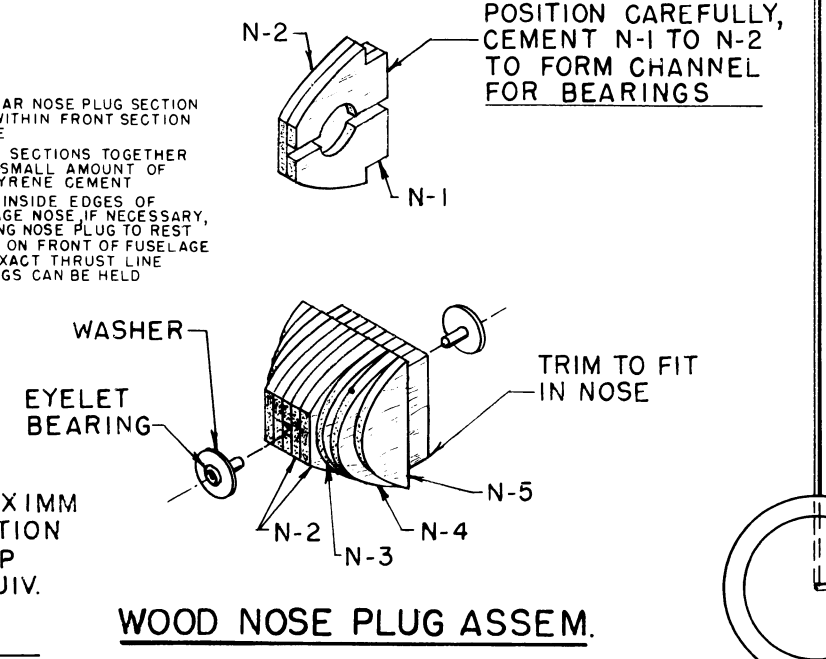
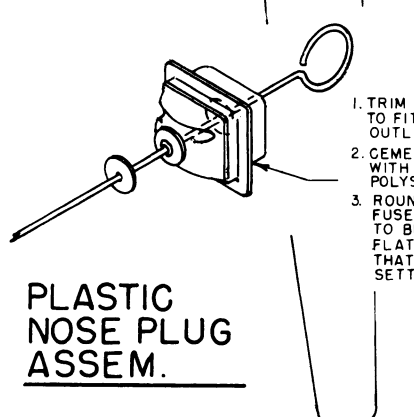
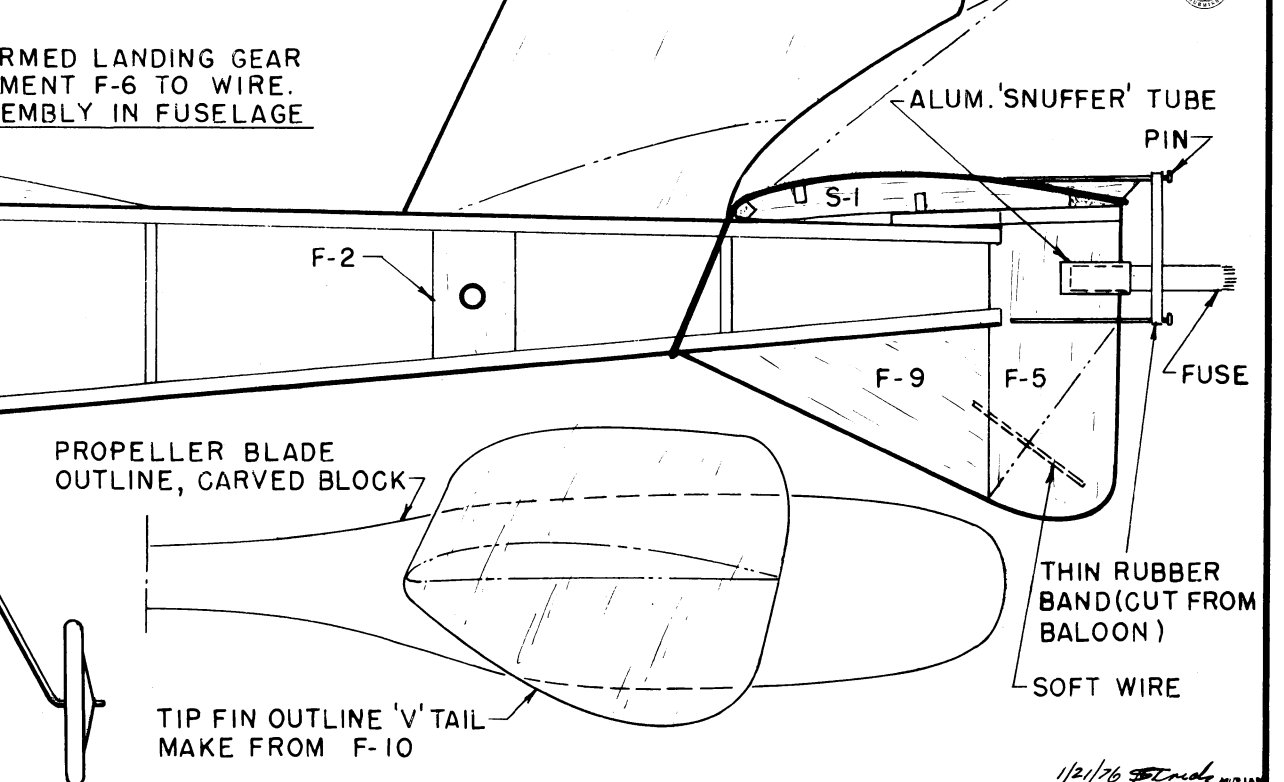
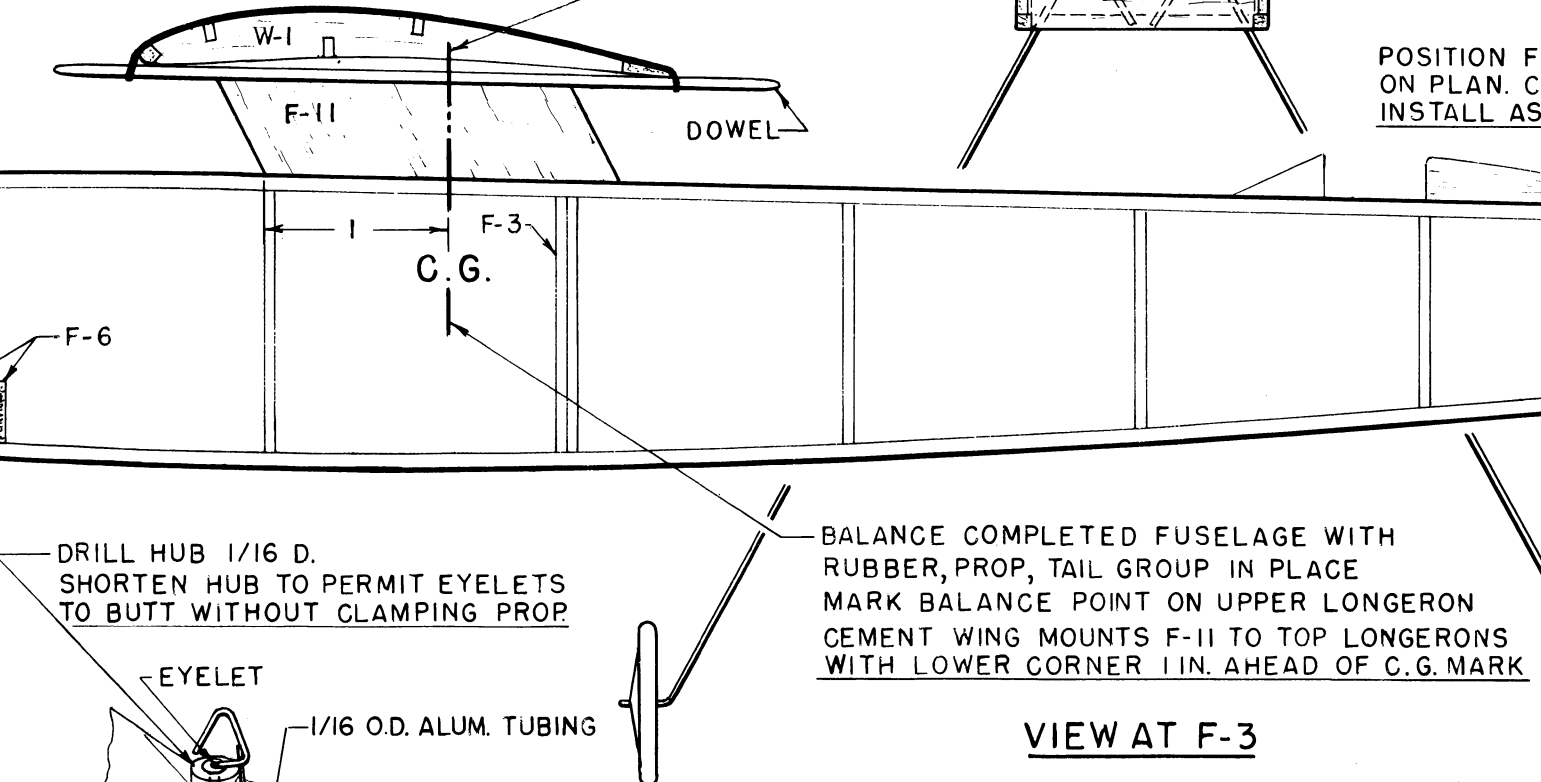
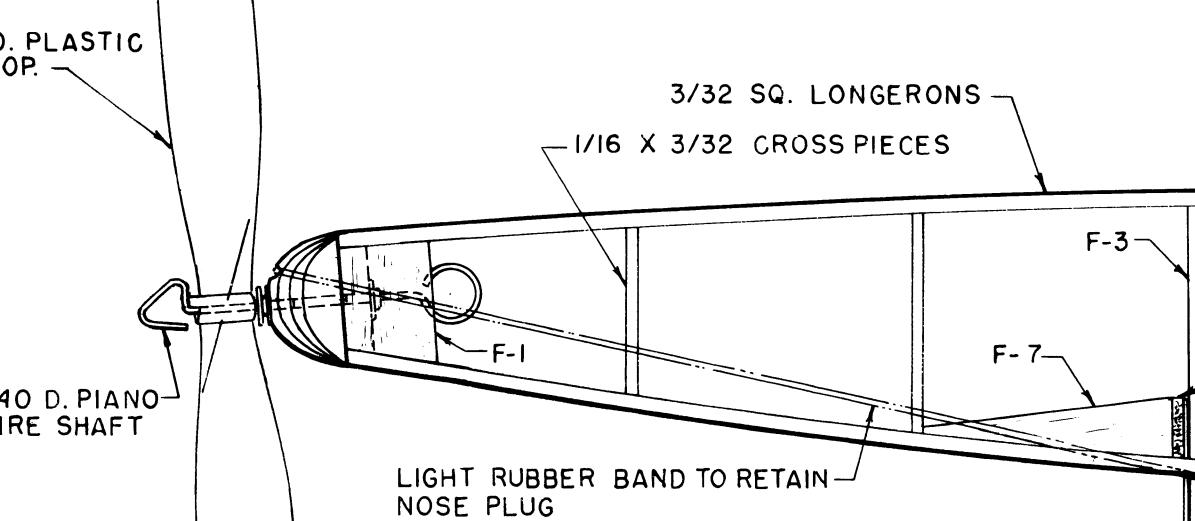
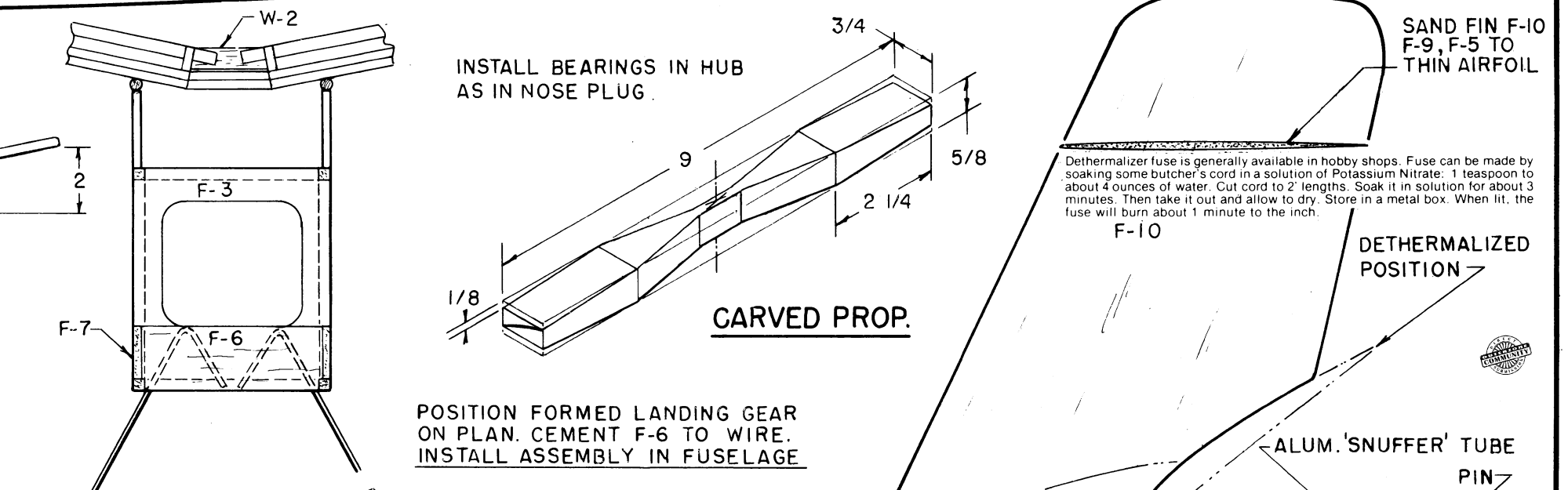
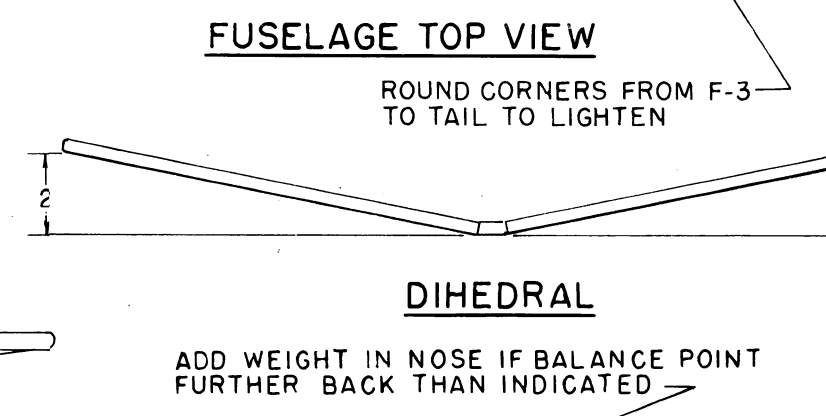
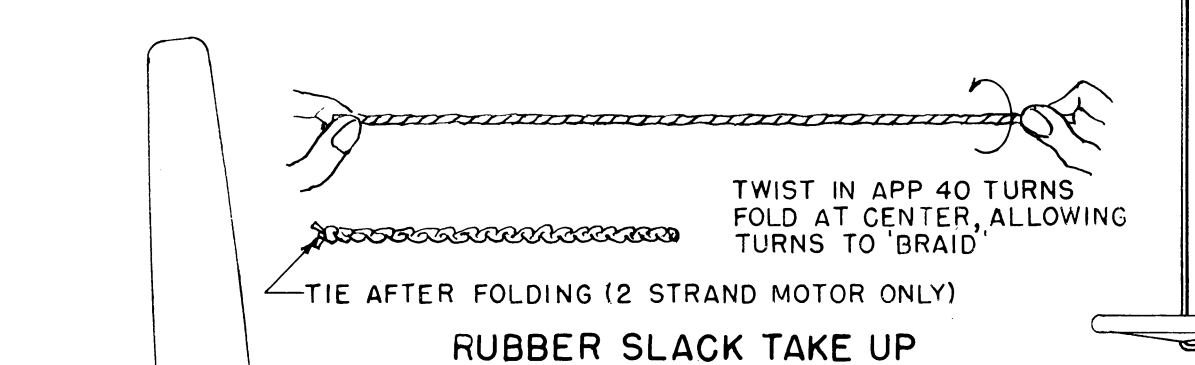
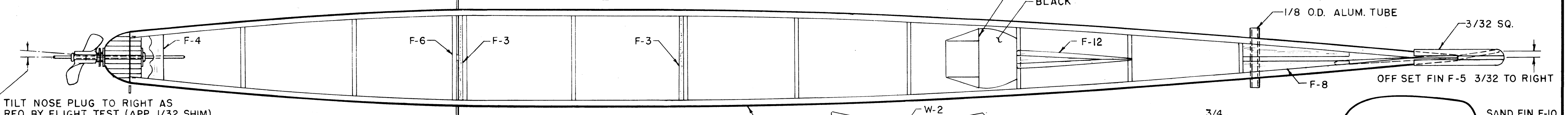
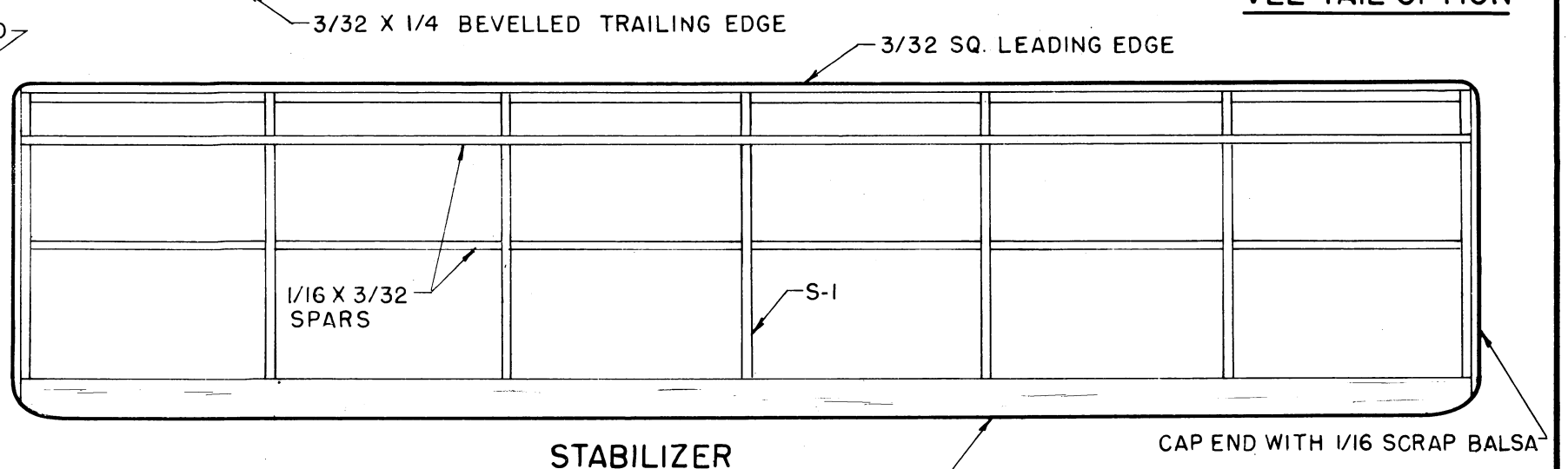
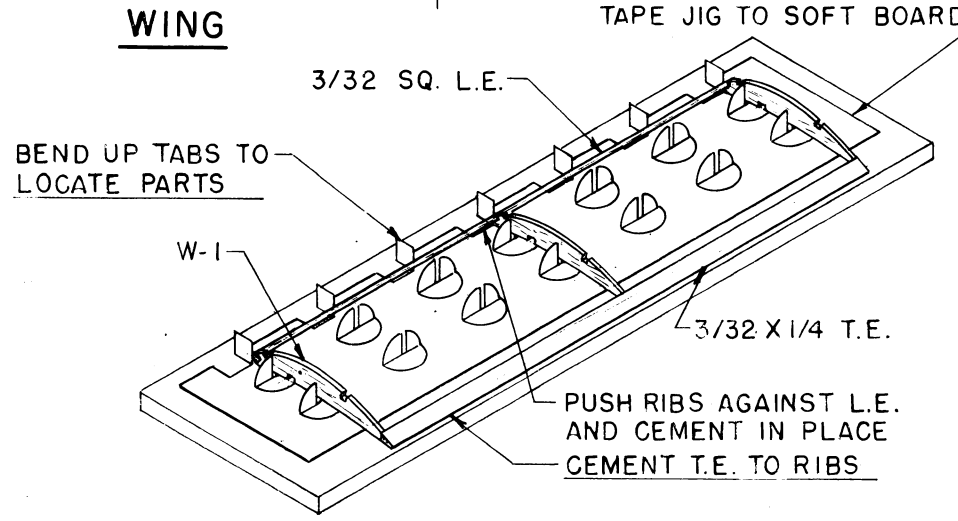


STEP I
 1. ASSEMBLE SIDES ON PLAN, ONE ON THE OTHER
 2. WHEN DRY REMOVE AND CAREFULLY SLIDE RAZOR BLADE BETWEEN LONGERONS TO SEPARATE



STEP II
 1. JOIN SIDES WITH FORMERS F-3
 2. DRAW NOSE TOGETHER AND CEMENT F-4 IN PLACE
 3. DRAW TAIL TOGETHER AND CEMENT FIN F-5 IN PLACE
 4. INSTALL LANDING GEAR ASSEMBLY ON FRONT OF F-3 AND REINFORCE WITH GUSSETS F-7
 5. FIT 1/16 X 3/32 CROSSPIECES IN TOP AND BOTTOM



POWER-18" LOOP 1/4 X 1/32, 5X1MM FILATI, OR EQUIV. CROSS SECTION LUBRICATE WITH GREEN SOAP GLYCERIN MIX OR COMM. EQUIV. MAX. TURNS, STRETCHED, 4 X LENGTH-1000

WOOD NOSE PLUG ASSEM.

FREE WHEEL OPTION

This little airplane is designed for high performance. Evidence of this is its record of four first places in the Embryo Endurance event. To be eligible the model must have less than 50 sq. in. of wing area. Have a fuselage section 1 1/4 x 1 1/8 x 3/32 and take off from a cast table. A bonus of five points is added for a cabin or cockpit. Maximum flight time recorded is two minutes for small fields. For even though soaring flights are easily made, winding the motor to a lesser amount provides countless gentle, rise-off-ground circling flights in small areas like school yards or neighborhood fields on those quiet windless evenings.

Study the plan before beginning instruction to become acquainted with various details. Carefully remove die cut parts from the 1/16 sheet balsa, using a sharp pointed model knife to free the parts if necessary.

FUSELAGE ASSEMBLY - Cover the side view of the fuselage with transparent plastic wrap to prevent cement from adhering to the plan. Assemble both sides at the same time, one on top of the other. Locate the longerons on the plan between pins. Fit two of each crosspiece and cement between longerons. When fully dry, remove from plan and separate sides by carefully slipping a thin razor blade between the longerons. Join the sides with former F-3, positioning assembly inverted on top view of fuselage. Bevel and join longerons at tail joint with die cut reinforcement F-4. Fit crosspieces of 1/16 x 3/32 strip. Refer to Fuselage Assembly sketch.

Position formed wire landing gear legs on plan at View at F-3. Cement doubler F-6 to wire. When dry install assembly in

repeat procedure to complete under surface covering. Be sure the tissue is adhered to the bottom of all ribs. Cover top surface in similar manner except the tissue should be doped to the top of only the end ribs.

COVERING - Sand off any bumps that may spoil the smoothness of the covering. Apply two coats clear dope to the edges of all parts and particularly to the bottom of all ribs. Cut tissue slightly oversize, fitting a piece for each separate surface. Cover the bottom of the wing first. Apply a coat of dope to the center ribs and lay the tissue in place on the bottom surface. Allow dope to dry. Lay back tissue and brush dope onto leading and trailing edges and bottom of next two ribs. Lay tissue in place, and

snugly. When the thin hold down rubber bands burn through, the tail coops up and the model descends in a completely stalled attitude like a parachute.

As a further novelty a Vee tail has been extensively flown. The standard stabilizer may be cracked at the center and small fins cut from the fin material F-10 cemented to the ribs.

To display the final touch of skill of the competition flyer, and to obtain the ultimate performance, a hand carved propeller can be shaped from the block shown. Carve the blades to a thickness of about 1/16 in., with about 1/32 in. undercarriage on the back face.

A fully wound 5mm Filati rubber motor 18 in. long will take about 100 turns. This will afford a run of over one minute, and from the height attained a two minute flight is usually within reach - but don't forget the fun of those last short flights in the little handy field near home.

Wind the motor about 150 turns and launch gently in level right. Gradually increase turns during climb between the nose plug and fuselage to tilt the thrust line to obtain circling flight under power. Adjust the glide circle with the under fin tab.

For maximum performance have a helper hold the fuselage carefully at the front and rear, stretch the motor 4 or 5 times its length. Wind with a geared winder, putting in about half turns without moving in - then gradually move in as remaining turns are packed in. To acquire proficiency in winding - a most essential part of contest flying - wind some motors stretched from a nail driven in a bench top, to avoid damage to the fuselage from motor breakage.

For flying in other than steady evening air, a dethermalizer is good safeguard against fly-aways. Mount a thin aluminum tube, curved up from a scrap of metal, into which a length of fuse fits

EAGLET
 SPAN 18" - AREA 49 SQ. IN. - WGT. 1 OZ.
Jetco C. A. ZAIC CO. INC.
 883 Lexington Ave., Brooklyn, New York 11221