

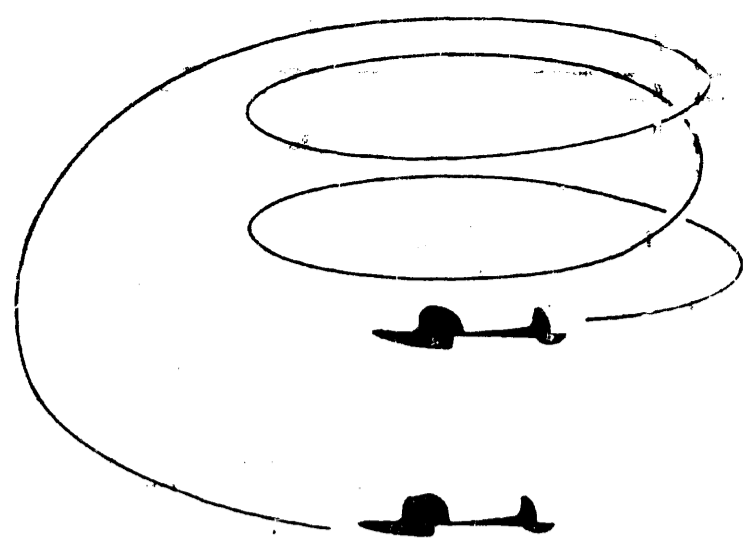
"Whistle Wagon"

AIR TRAILS

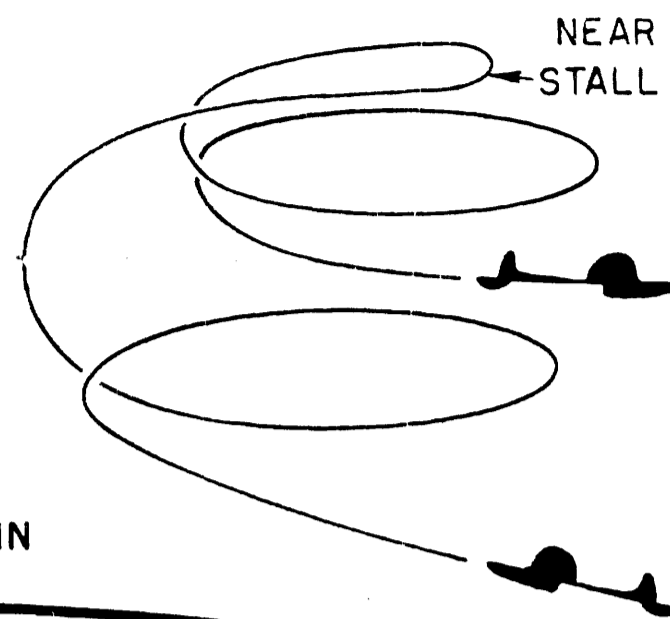
PLAN SERVICE DEPT.
304 E. 45 ST. NEW YORK 17, N.Y.

PLAN #951

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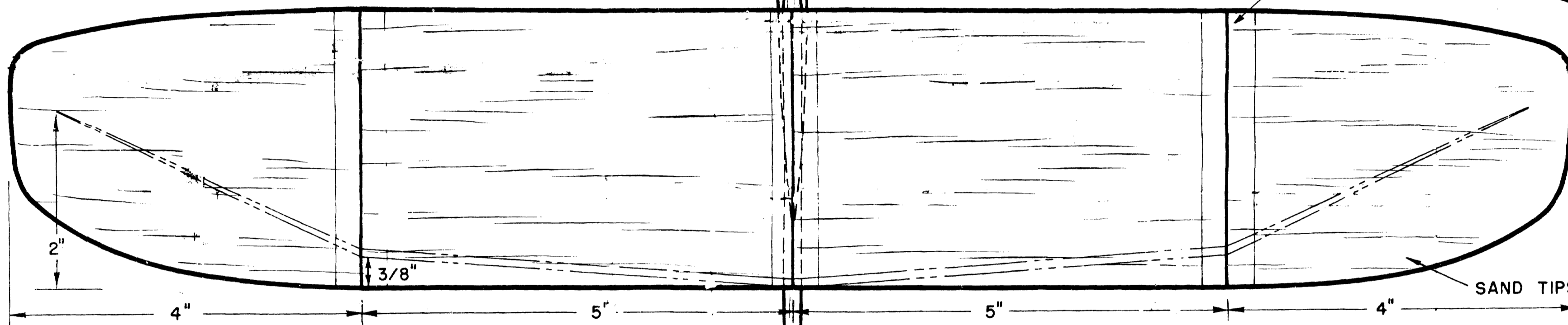
GLIDE IN DIRECTION OF LAUNCH DEPENDS UPON INDIVIDUAL CHARACTERISTICS. TURN WIDENS AT HIGH SPEED. USUALLY REQUIRES AN OVERHAND LAUNCH WITH LITTLE BANK AND NOSE UP



GLIDE OPPOSITE DIRECTION OF LAUNCH IS MOST WIDELY USED. WIDE "S" RECOVERY. MAY DEVELOP MORE THAN ONE CLIMBING CIRCLE MODELS WITH NO TENDENCY TO TIGHTEN OR WIDEN TURN AT HIGH SPEED WILL PROBABLY FOLLOW THIS FLIGHT PATH. LAUNCH WITH SIDE BANK VARYING FROM STEEP TO SHALLOW

WING 1/8" HARD Balsa HEAVILY SANDED

CEMENT SKIN



CARVE POD FROM PINE
5/16" THICK

KEEP AIRFOIL THIN

RUDDER
1/16" MEDIUM
HARD Balsa

SUB RUDDER
1/8" HARD Balsa

INVERTED
NEAR STALL

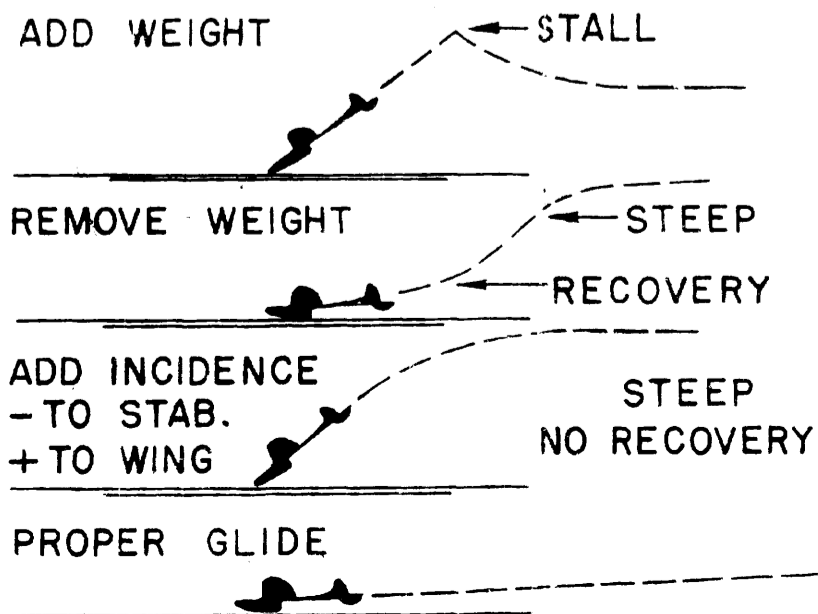
HALF ROLL

ADD CLAY
TO BALANCE

1/4" TAPERED DOWEL

NOTE: WING DIHEDRAL IS SHOWN BY
DOTTED LINES IN TOP VIEW

HAND GLIDE ADJUSTMENTS



BALANCE
POINT

9"
STABILIZER

1/16" MED. HARD Balsa

CORKSCREW CLIMB DEVELOPS FROM THE TURN TIGHTENING AT HIGH SPEED. REQUIRES MORE INCIDENCE AND A NEAR VERTICAL BANK ON LAUNCH, TIMING TO MATCH THE ROLL AND NEAR STALL. GAINS MUCH ALTITUDE ON FIRST TURN DUE TO LAUNCHING BANK. ALMOST SEEMS TO ROLL UP WHEN SEEN BY FLIER