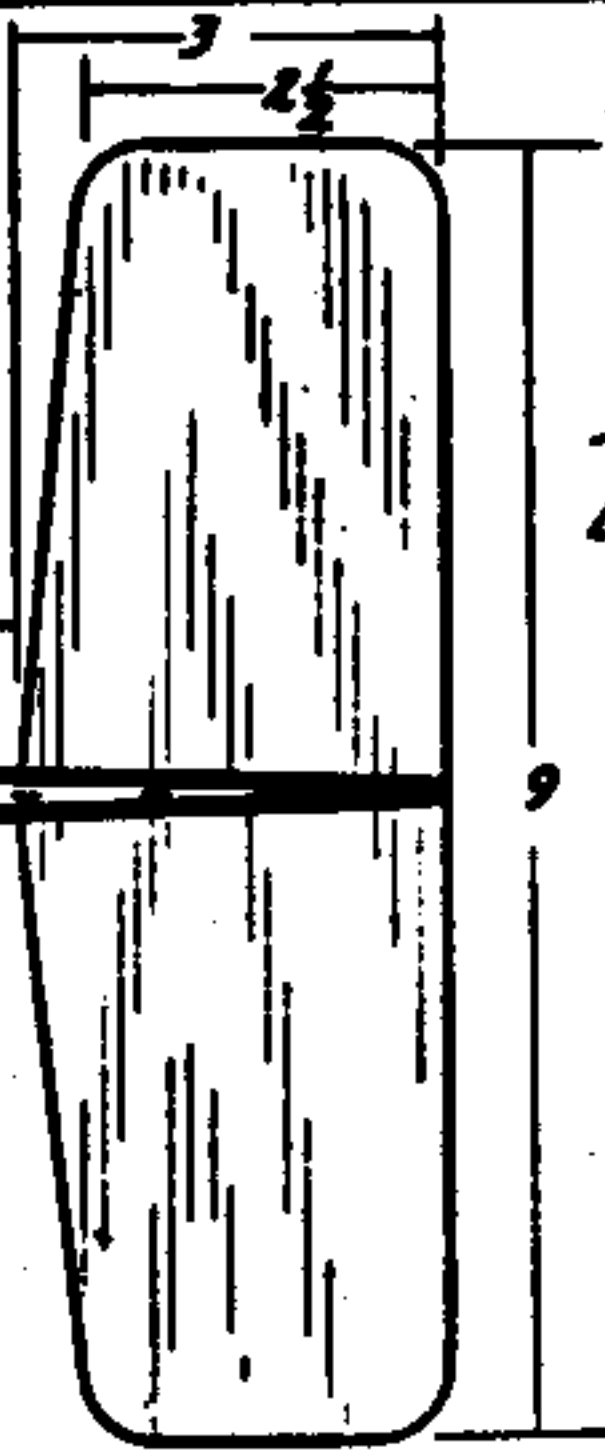
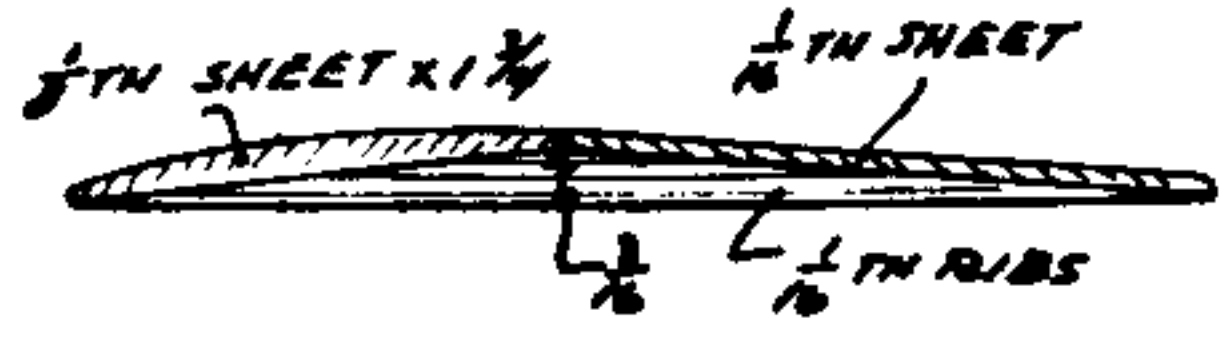
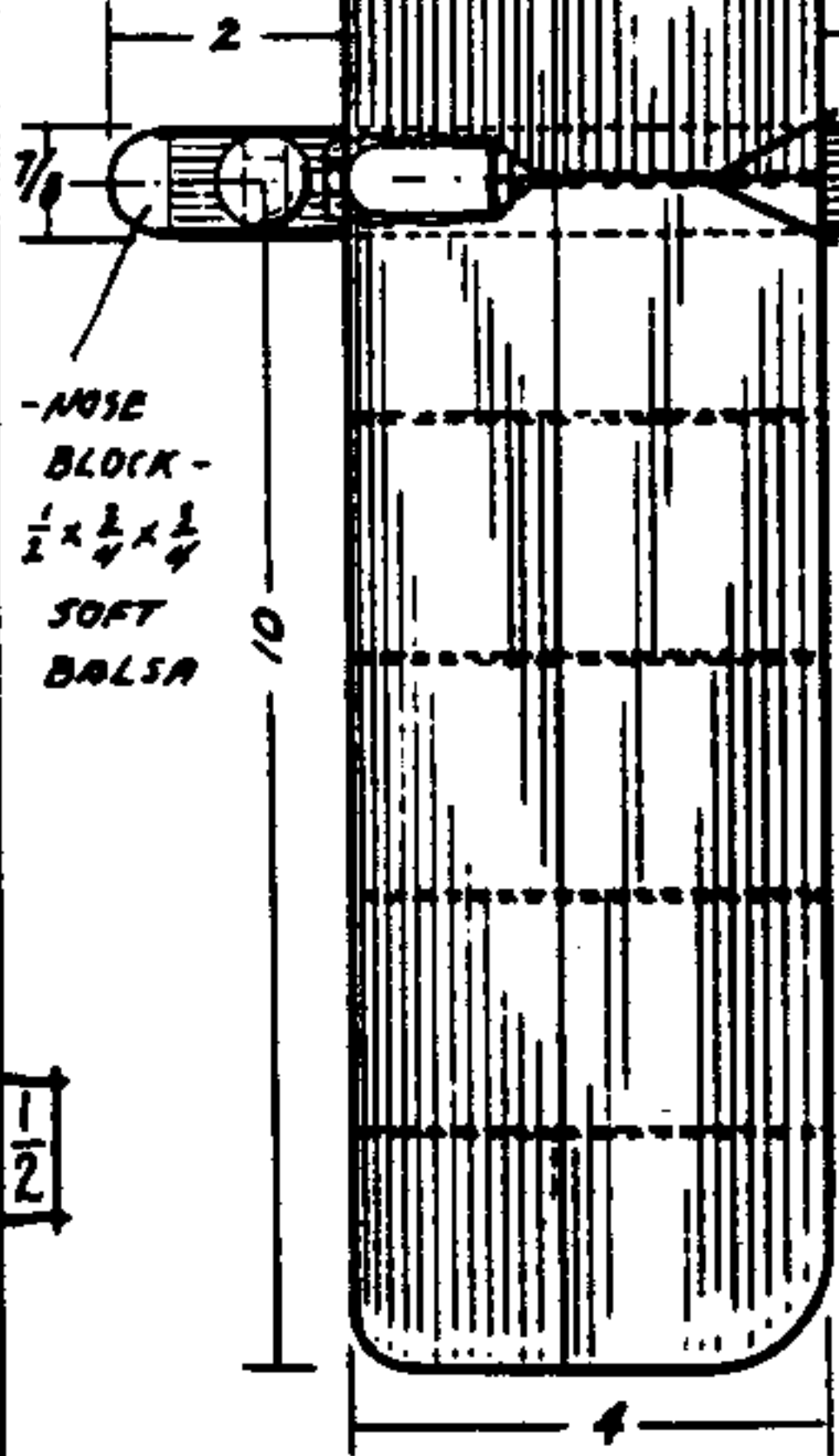


2370

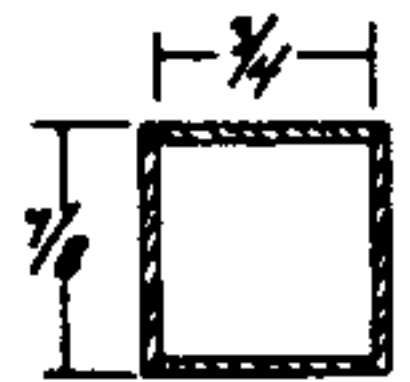


- STAB-LIANT  
 $\frac{1}{16}$ " TH  
QT. GR

*Eric*



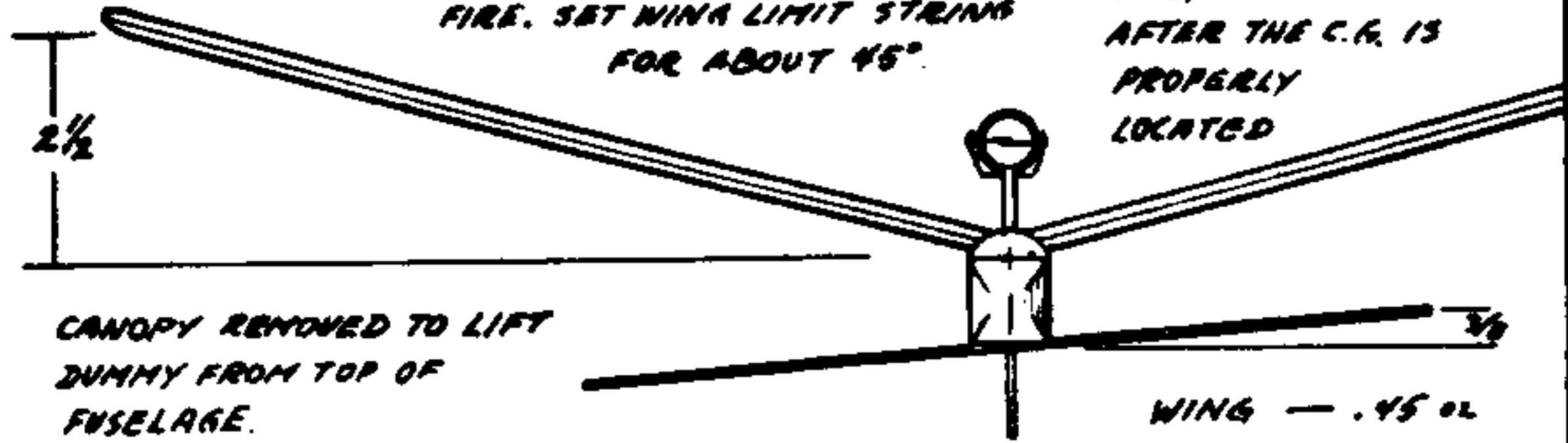
- NOSE BLOCK -  
 $\frac{1}{2} \times \frac{1}{4} \times \frac{1}{4}$   
SOFT BALSA



- FUSELAGE -  
 $\frac{1}{16}$ " TH SIDES  
TOP & BOT.  
FORMERS AT WING  
T.E.  $\frac{1}{4}$ " IN FRONT  
& BEHIND DUMMY

POP-UP WING D/T. CEMENT AL.  
FOIL ON BOT. OF BODY TO PREVENT  
FIRE. SET WING LIMIT STRING  
FOR ABOUT  $45^\circ$

ADJUST GLIDE BY  
VARYING WING INC.  
AFTER THE C.G. IS  
PROPERLY  
LOCATED

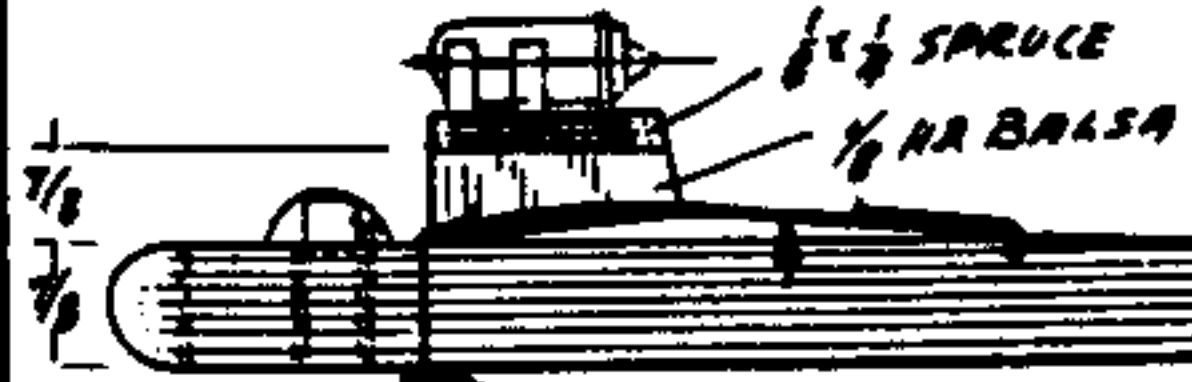


CANOPY REMOVED TO LIFT  
DUMMY FROM TOP OF  
FUSELAGE.

C.G. AT  $2\frac{1}{4}$ " BEHIND L.E.  
MOVE MOTOR TO LOCATE  
& ADJUST C.G.

MOTOR MOUNT  
CEMENTED TO WING  
AT DIHEDRAL  
JOINT

WING	— .45 oz
FUSELAGE	— .30
TAIL	— .05
DUMMY	— .25
MOTOR/F	— .45
<b>TOTAL</b>	<b>— 1.50 oz</b>



$\frac{1}{8}$   
 $\frac{1}{8}$

D/T

'DUMMY DIP 50" JR. JET PARLOAD - CHARLES SOTKH - CHICAGO

$\frac{5}{16}$