stabilizer mounting area. Attach the snuffer tube and D/T weight bracket now with epoxy, if you desire, and you won't have to do it later.

The Tail Group
The rudder and stabilizer are both cut from Sig ½” x 8 lb balsa for non-warping rigidity. If good ½” isn't available, sand down ½” to that size. Airfoil the stabilizer (top only) and the rudder (both sides). With the rudder placed as far aft as it is, be certain you get the airfoil symmetrical.

Final Assembly and Finish
The wing can now be glued to the fuselage. I've used both Tite-Bond and epoxy and each has worked equally well. Don't forget to add the ¼” spruce finger rest after the wing-fuselage assembly has dried.

The tail group can also be added. Prop up the stabilizer to get the ¼” tilt and make certain the rudder is both vertical and aligned straight with the fuselage. Use Testor's Fast Drying Formula A for the rudder and stabilizer since they will probably have to be replaced at least once during the life span of the plane.

To fill the wood before doping, swipe some of your mother/sister/girlfriend's/wife's (pick one, it's multiple choice) best talcum powder and sprinkle it on the top of the wing, rubbing it into the grain well with your fingers. Treat the bottom of the wing and the fuselage the same way.

Tap the wing and fuselage gently to jar loose any excess talcum and brush on two coats of Sig Lite-cote thinned 50%. Sand everything off down to the bare wood and repeat the process two more times. I do not dope the tail section at all because of the danger of warping. You can now add any tissue trim and numerals that you prefer, and finally brush on two more coats of Sig Litecote. A good commercial grade of wax can be applied, but it does add some weight. The finished weight of the plane should be between 1¼ and 1¾ oz. Although I have one “20/20” that weighs out at 1½ oz. and flies well, its a real “oinker” in calm or near calm conditions.

Flying
The “20/20” trims out with C.G. at 50% of the wing chord. Add clay until that balance is attained. Any diving or looping tendencies can be corrected by gently warping the trailing edge of the stabilizer. If any tendency to spin out of lift is encountered, warp the trailing edge of the left wing panel down to hold the plane in the glide path.

Launch the plane into the wind at a right bank of approximately 30° in an upward trajectory of approximately 60°. The ship should climb out and level off about 180° downstream from the point of the launch, nose up and headed into the wind. If it seems to want to run down wind, increase the tilt of the stabilizer by twisting the rear of the fuselage.

During the past season the “20/20” was entered in three “AA” and “AAA” contests, winning two first place trophies. I attribute the failure to place in the second contest more to my error in launch (destruction of one plane); bad luck (O.O.S. after dethermalizing) and stupidity (panicked myself into throwing into bad air); than to any flaws in the design. Properly trimmed the plane is a consistent threat in any contest. Good luck with yours.