shape. It is strong enough for this design so there is no fear it will break. It does not flex, twist, or warp as readily to cause trouble than the average balsa you see in kits. If there is a minute curvature in the top and bottom surfaces of your piece of wood, use the concave side for the tip of the finger boom will tend to compensate for bowing downward if any warping occurs while it is being shaped. The reason for this is that wood will tend to shrink most along the surface which has had the most grain exposed—exposed in our case the tapered bottom of the tail boom.

Before carving the fuselage, drill the holes for the nose weight nails, but don’t coat the nails until the glue has been completely finished. A No. 39 drill will give the right-sized hole to take a 3/4" long finishing nail. After carving and sanding the fuselage, check the stab and wing mounts for zero-zero alignment, and work them down until they are parallel. Then V-notch the wing nails to line up with the wing dihedral.

 Decide which of the two fin and stab sizes you want to use. The smaller sizes are recommended, as there is less chance of breaking the tip in with these. The larger tail can be used to help stabilize the elevator when getting used to the steeply dihedral finger rest. This will make it easier to shift the center of gravity and attacks the 50% C.G. mark, then glue them securely into the previously drilled holes in the nose. If you later decide to move the C.G. back 1/3 to 1/2", it will be an easy matter to file off the nose to obtain the new balance.

As the finishing touches, your AMA number and your name should be added on your glider. A felt-tipped ink marker is the easiest thing for putting

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