right wing if you're left-handed) where it meets the fuselage. This will give you better control of your launches and keep the wing from being damaged by your index finger.

Glue the stabilizer in place on top of the fuselage. When viewed from the rear, the left stab tip should be 1/8-inch higher than the right side; this will give you a left glide turn. Glue the fin in place on the top and bottom of the fuselage as shown. Be certain no offsets are built in.

Apply one coat of sanding sealer to the entire model and sand with fine wet-or-dry paper. Apply your AMA numbers on the wing, followed by two coats of low-shrink nitrate dope, sanding lightly between coats.

Check the model for balance; it should balance about 2 inches from the leading edge. Add clay to the nose if needed. If it's nose heavy, trim off some of the wood at the front. When satisfied with the balance, it's time to fly.

The secret in hand launch glider is the angle at which the model is launched. If the launch is too steep or without a bank, the model will typically go up, stall, and come down at your feet. You should bank the model to the right (if right-handed) and throw it up as strongly as you can while still maintaining control.

Trim the model by adding and removing weight to adjust the balance and by gently warping either the stab or the fin to get a right climb and a left glide.

Since this model has no dethermalizer, it might be wise to test-fly it early in the evening, when the air tends to be calmer and thermals are less frequent. Trim it out until you're satisfied. Get one of your buddies to assist. When the model is flying consistently, you're ready for competition. Good luck!

MARCH MYSTERY MODEL WINNER
Winding up the ongoing Mystery Model feature was

"HERVAT" O.T. HLG
WING - LIGHT 1/4" C-GRAIN BALSA
WINGSANP - 21"

SOURCE: 1938 ZAI YEARBOOK
K N E N N E T H
Fisher's "Flying Goose" is an unusual looking Class A contest job with clean lines and a single retracting wheel. Although published in the May 1947 issue of Air World, the Flying Goose has been approved by SAM for O.T. competition, based on the text's reference to the model's 8th place finish in a 1941 contest on Long Island. Of the five entries we received, the winner of the one-year MB sub is Norm Reames of Middleburg, Ohio.

INDUSTRY NEWS
Last December, Ken Sykora, owner of Oldtimer Model Supply, passed away. His offerings of unusual model plans, supplies and other goodies were left in doubt. Who would come to the rescue and continue to provide the service many of us felt to be essential? The answer is now in: Al Heinrich, proprietor of Aerodyne, has taken over OMS. Al has moved all of the product line to his shop and will operate it as a separate entity. The address is 1924 E. Edinger, Santa Ana, CA 92705; (714) 258-0805. Send $2 for a current catalog. And while you're at it, thank Al and tell him you read about it in Model Builder.

Joe Klausen announces that Kustom Kraftsmanship has moved to a new place of business. Contact Joe for your orders now at P.O. Box 1538, San Marcos, CA 92079.

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