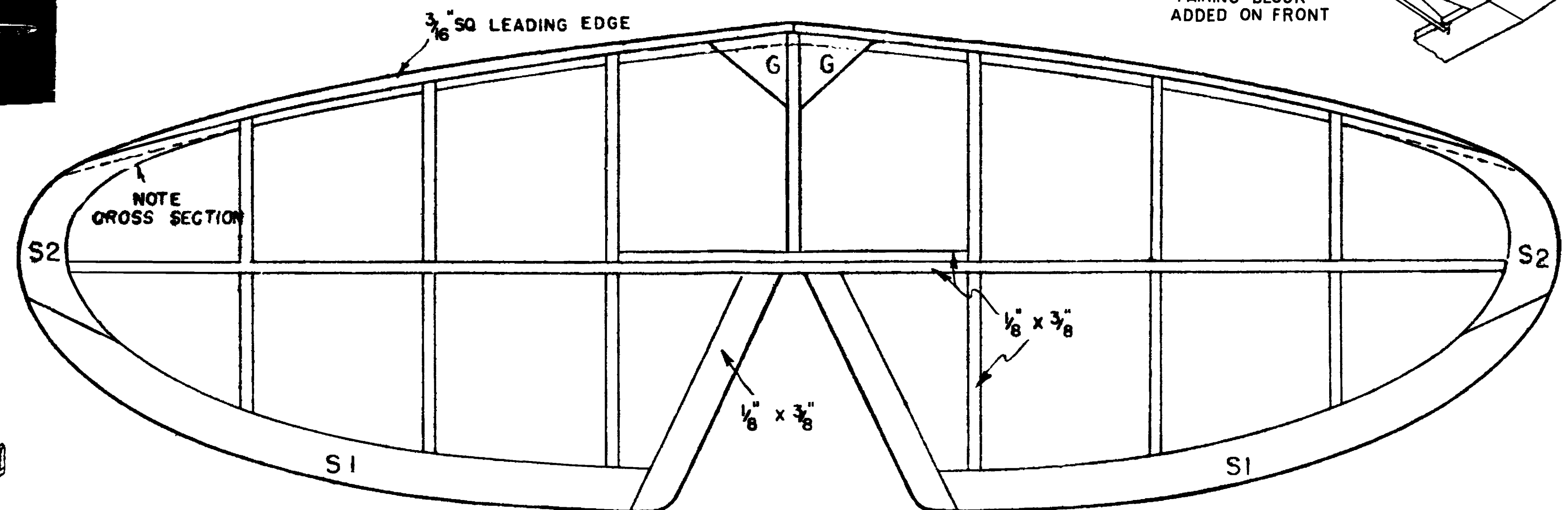
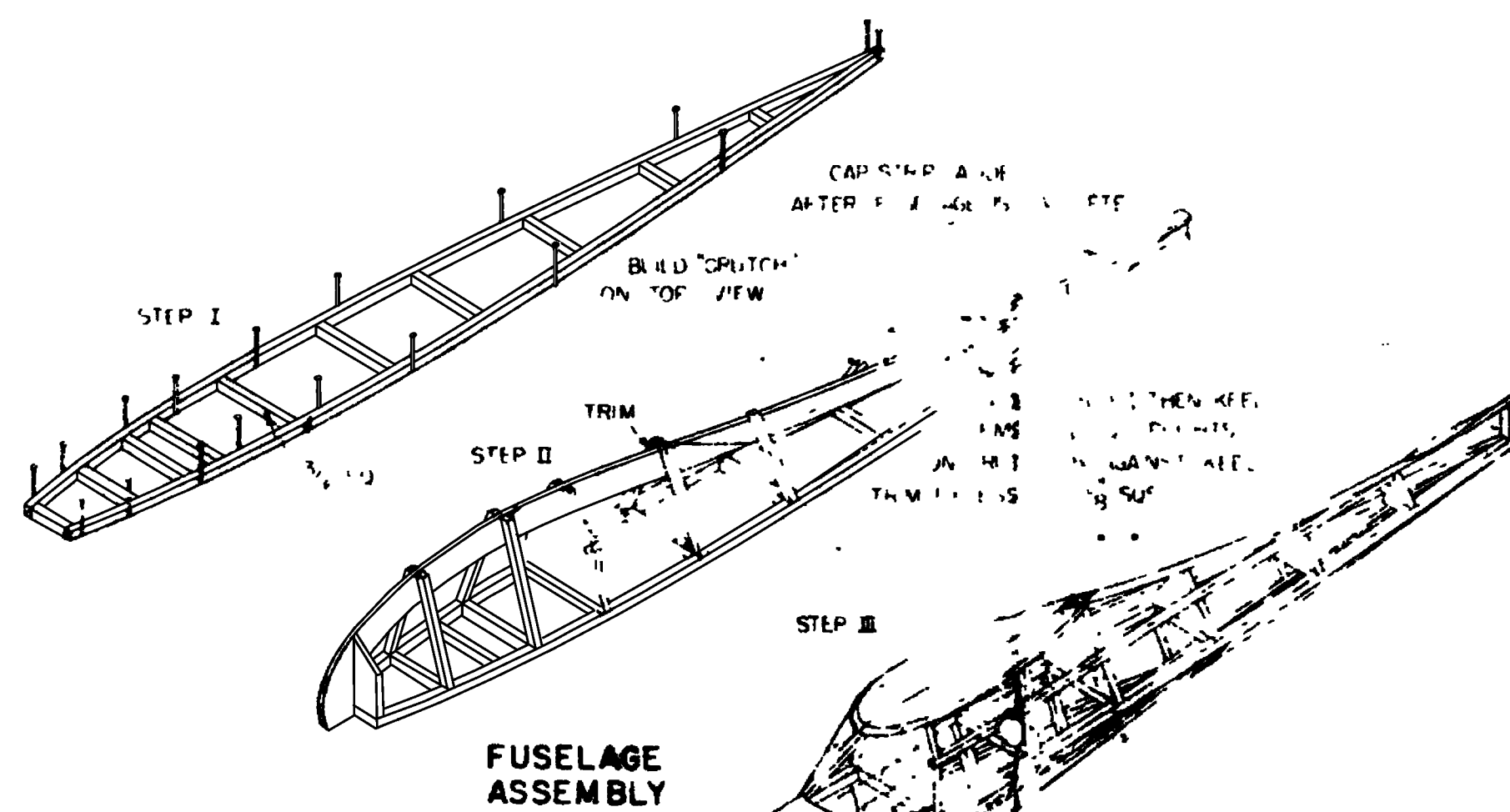
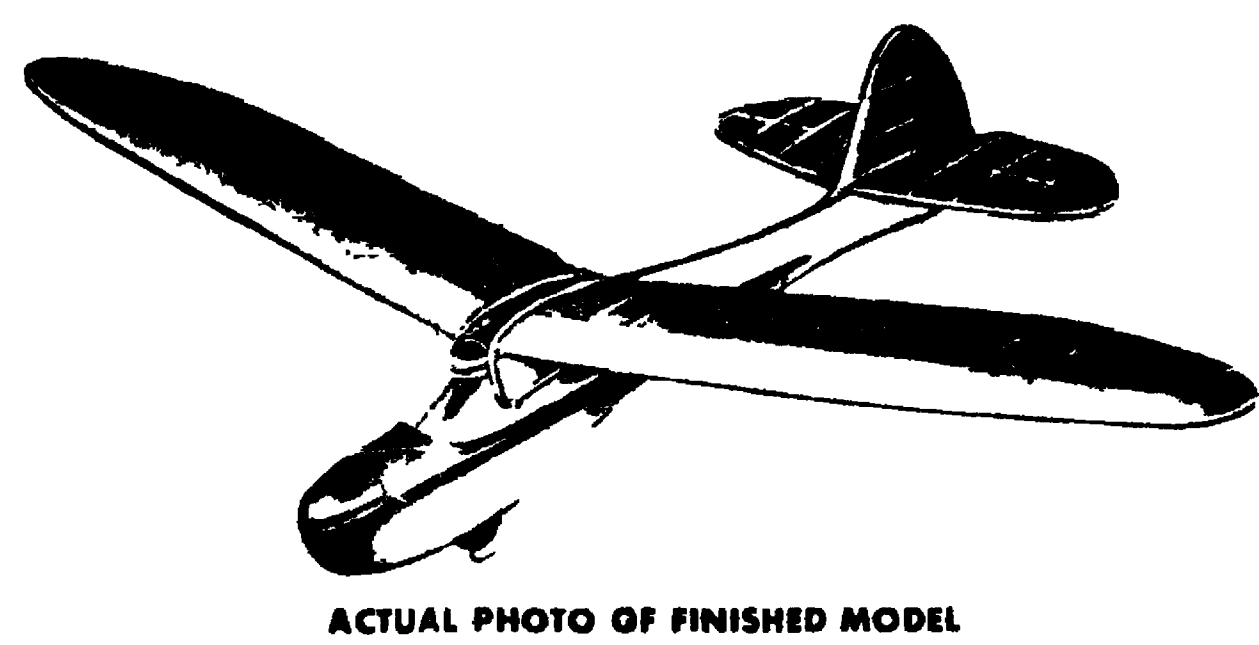
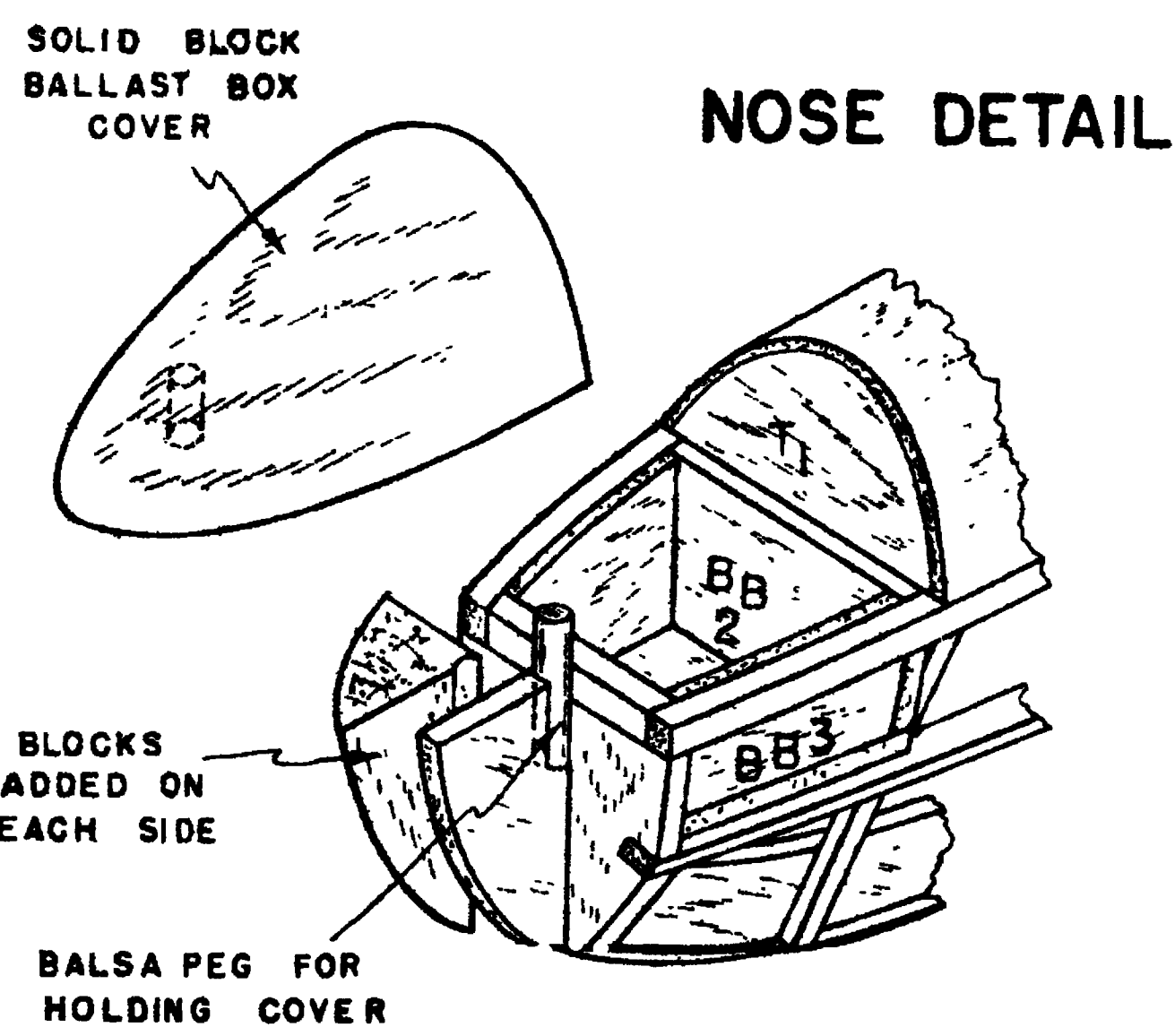
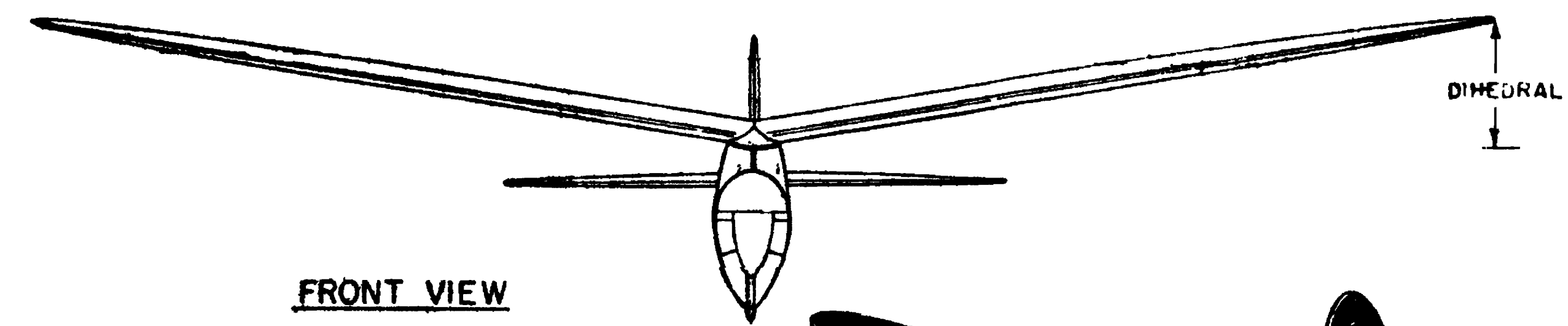
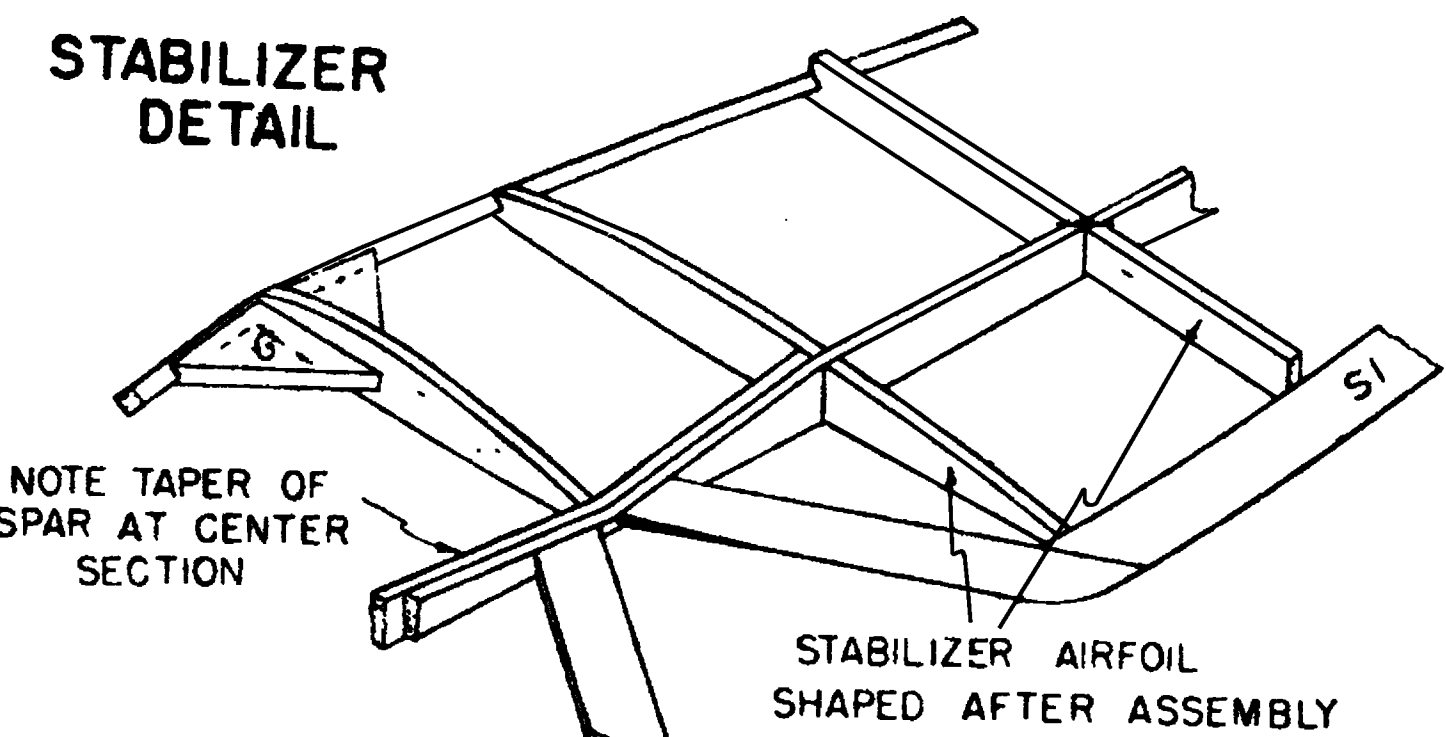


NOTE
BUILD RIGHT WING
USING THIS
AS CENTER

WING



STABILIZER



DIRECTIONS FOR BUILDING & FLYING

COVERING AND ASSEMBLY

Cover the fuselage with 1/16 sheet covering. Be careful to remove any bumps that might spoil the finished appearance. Don't permit the covering to stick to any of the ribs of the fuselage. If a sticky appearance is given, cover the bottom of the wing before the top and tape the covering to the bottom of each rib of the wing before the top is applied. When covering, allow a little margin for overlapping. Spray the covering lightly with water and give it several coats of dope when dry. The stabilizer is to fit the elevator ribs.

SPIRAL CONTROL

Taper the stick so that the "Spiral Control" rudder is offset about 3.25" toward a left turn. The lines may be cut with interest and should work freely. After the glider is held in a horizontal position, the spiral control should fall off by its own weight.

FUSELAGE

The basic frame of "Spiral Control" is built up of 3/16" square. Fill the fuselage to the top view of the plan and insert the cross-ribs. Step 1: The keel pieces are then cut from the printed sheet and cemented together on the top view plan as a unit.

It is not necessary to remove the "Crutch" provided with the fuselage until after the fuselage is built up. The keel pieces are numbered as follows: B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B35, B36, B37, B38, B39, B40, B41, B42, B43, B44, B45, B46, B47, B48, B49, B50, B51, B52, B53, B54, B55, B56, B57, B58, B59, B60, B61, B62, B63, B64, B65, B66, B67, B68, B69, B70, B71, B72, B73, B74, B75, B76, B77, B78, B79, B80, B81, B82, B83, B84, B85, B86, B87, B88, B89, B90, B91, B92, B93, B94, B95, B96, B97, B98, B99, B100.

After removing the keel from the fuselage and the remaining fuselage members, the cabin top (CT) and the 3/16" sq top stringer are cemented in place. Cement the remaining stringers in place and cover the nose with sheet balsa. The 1/8" sq top strip on the keel will be easier to put on after it has been soaked in water. The tail cast balsa pieces are cemented in place in the order that they are numbered. The cover block is cemented tightly to the fuselage so that after it has been shaped it can be removed. The other blocks are cemented permanently to the fuselage, shaped roughly with a knife, and sanded. Cement towels between T3 and T4 on which rubber bands for holding on the wing can be attached.

WINGS AND TAIL

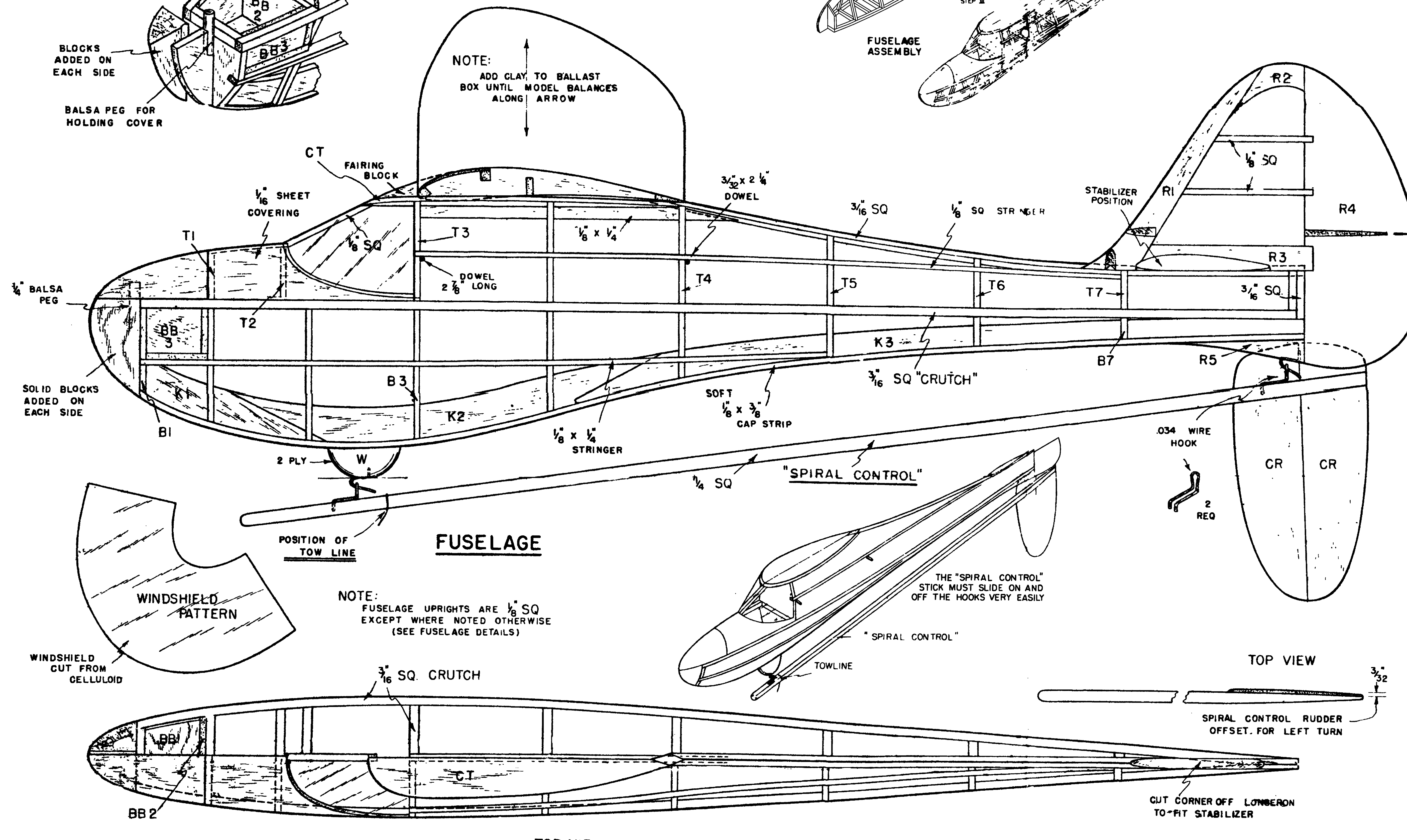
Cut the ribs and wing tips from the printed sheet. Cement the ribs sections together and to the trailing edges. The trailing edge is shaped with a knife to a triangular cross section and then planed in place. The front of the trailing edge is propped up, when cemented, with 1/8" strips of cardboard or wood to obtain the proper curvature. Insert the top and center ribs and put the leading edge in place. Then add the remaining ribs and spars. When the left half of the wing has been completed and removed from the plan, the right half is built on the section of the fuselage. The right half is built on the plan.

The two complete halves are then cemented together with the proper amount of dope. The covering sheet balsa covering on the wing and the wing rest (WR) are added in that order. Check the alignment of the covering carefully to avoid warps. Finish the frame with successively finer grades of sandpaper.

The elevator construction is similar to the wing except that the ribs are shaped with a knife and sanded after the stabilizer has been attached.

RUDDER

The rudder is cut from the printed sheet and sanded to shape on the plan. The large base section of the rudder is sanded to this section and warped to adjust the turn of the glider.



TOP VIEW

TOWLINE GLIDER "SINBAD THE SAILER"

DESIGNED BY *Henry Struck*

EQUIPPED WITH	"SPIRAL CONTROL"
WING SPAN	50 INCHES
WING AREA	250 SQ. IN.
WEIGHT	5 OZ.

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