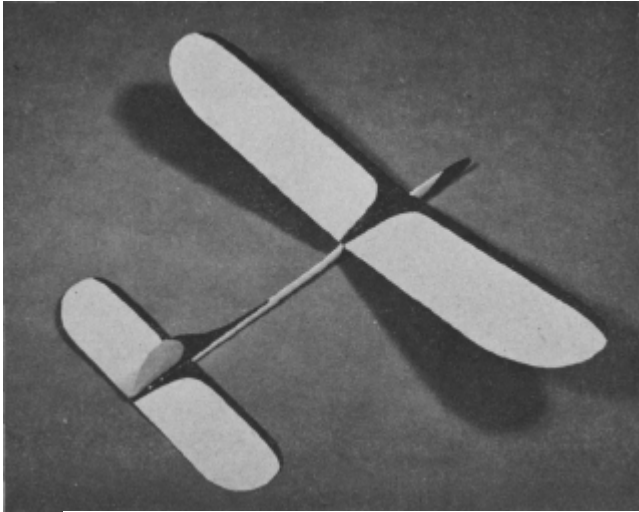




Props, engines, and rubber arms far outclassed by this zooming launch. Below—Just an ordinary glider, little stronger perhaps, but simple.



hard, while the fuselage is cut from very hard balsa.

Other than the proper selection of wood, strongly cemented joints are important. During the launch on a catapult, there is a terrific strain put on the joints, and poorly joined surfaces will not stay together.

When the surfaces have been joined together, strengthen the joint area with a coat of silk, or fillet the underside with strip balsa reinforcement. Brush a thin film of clear dope over the joints every so often before going flying. This imparts a certain amount of elasticity to the joints, preventing the cemented areas from becoming too brittle and snapping under the strain of a powerful catapult.

Flying: The adjustment and balance of a catapult glider varies slightly from the conventional glider, but these small differences determine success.

Trim the model with clay ballast to eliminate the stall, and

Whistler

by PAUL E. DEL GATTO

Catapult glider does 2 ½ minutes — effortlessly. Just be sure to keep eye on it!

The larger gliders are fun and really fly, but are too hard to throw high.

The solution? A rubber catapult! The rubber catapult never complains.

The Whistler is the outgrowth of several successful hand-launched designs, large and small; redesigned to the requirements of a successful catapult design. It is completely "debugged," and capable of top notch performance with little skill required.

Flights of two to 2½ minutes are average with a modest catapult launch; but, once acclimated, you can average around three minutes with a more powerful, catapult. Whistler is susceptible to out-of-sight flights. After losing an earlier model we have since made use of a fuse-operated, nose-ballast drop-off. This or other similar methods to bring the model down before it leaves the county is heartily recommended.

Construction: Construction is beefier than a conventional hand-launched type. In selecting the balsa stock, the wing and tail surfaces should be medium

put only a slight turning tendency in the glide (by warping a wing panel) if it does not already have an inherent turn as a result of construction.

Six strands of K" flat rubber, five feet long, makes a nice starting catapult. For safety drive a stake into the ground as a catapult anchor instead of having someone hold the catapult (this will prevent a creased scalp).

You will discover that, as you increase launching power, the model tends to roll out with speed to spare. To eliminate this, gradually warp down the stab trailing edge (on one side only if additional turn is also required), and remove some clay ballast.

After preliminary flight tests have been made, revise your catapult to eight strands; it will then be slightly under four feet in length. When you haul back on this much power, just make sure you've got plenty of room and keep your eyes peeled for the glider tends to disappear.

1/4" SHEET BALSA

WING PLAN
(HALF SHOWN)

4"

13"

CUT IN GROOVE TO
PROPERLY SEAT WING

WING OUTLINE

FUSELAGE DETAILS

CATAPULT SIDE
BRACING

3"

DIHEDRAL SKETCH

CLAY BALLAST

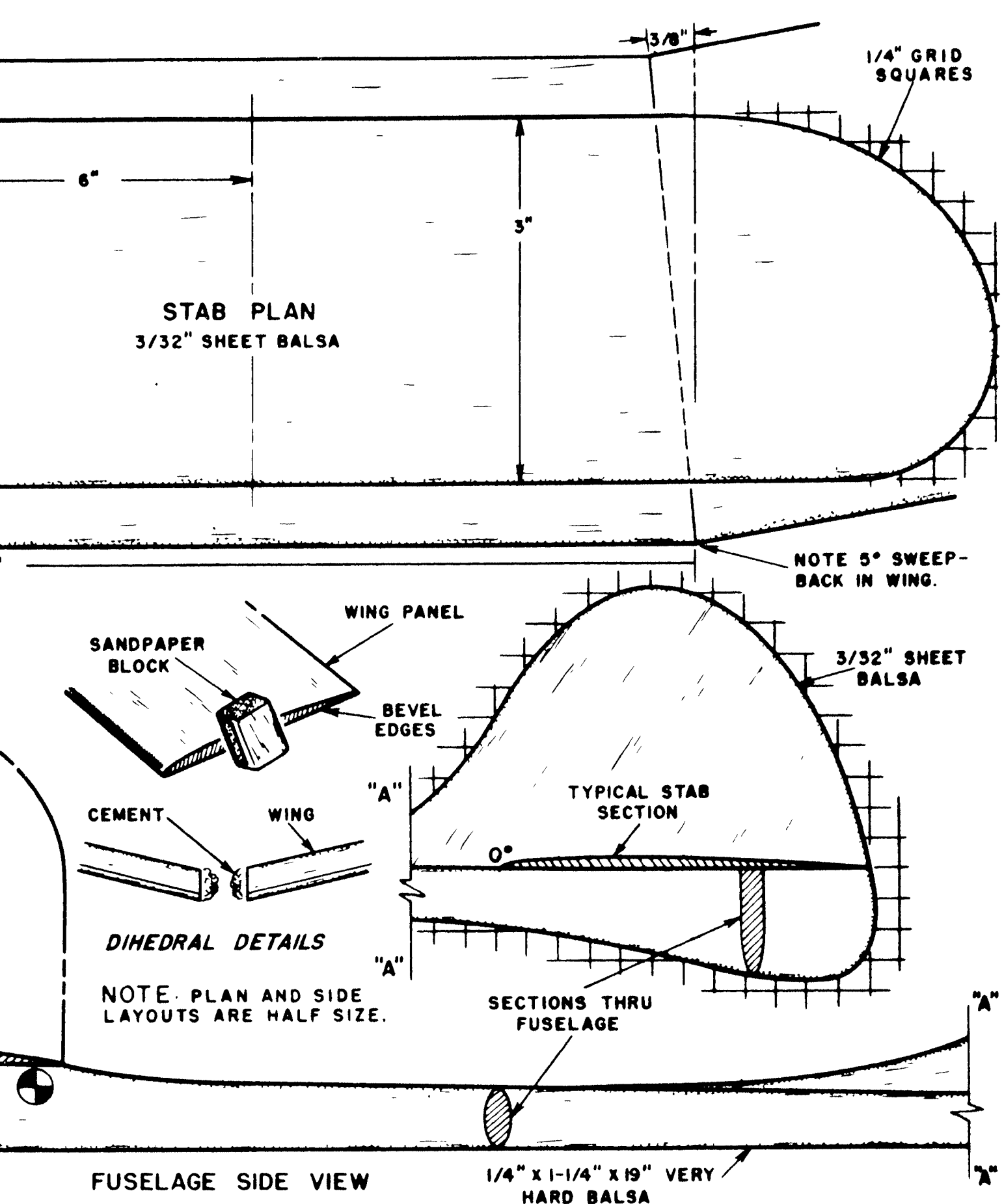
4"

1°

TYPICAL WING
SECTION

C.G.

CATAPULT BRACING
3/32" SHEET BALSA ON
EACH SIDE



FUSELAGE SIDE VIEW

1/4" x 1-1/4" x 19" VERY
HARD BALSA

WHISTLER
by PAUL E. DEL GATTO

MAN NOVEMBER 1959

P.D.G.