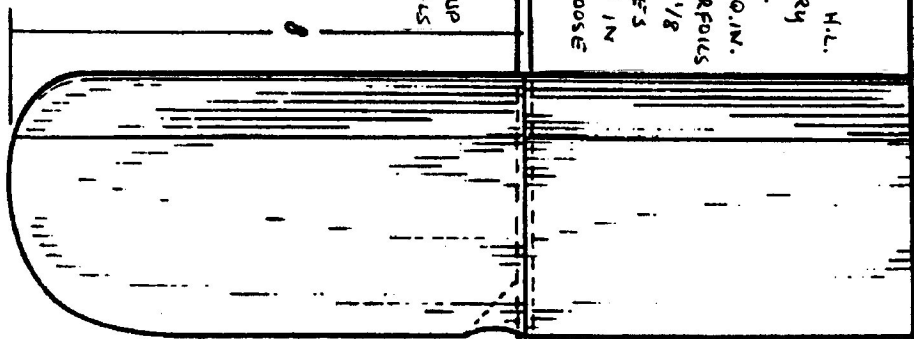


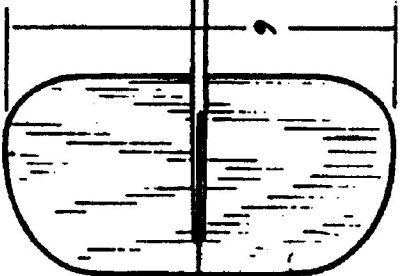
NOTES:  
 JAPANESE H.L.  
 ARE VERY  
 SMALL -  
 10-40 SQ. IN.  
 THIN AIRFOILS  
 $\frac{3}{32}$  TO  $\frac{1}{8}$   
 ELLIPSES  
 FLOWN IN  
 WIDE LOOSE

CIRCLES  
 TO PICK UP  
 THERMALS

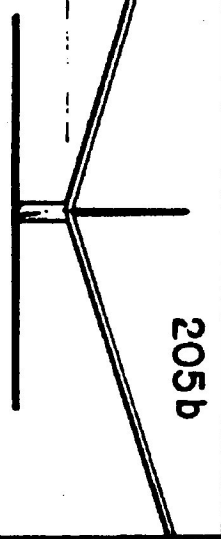


IN DEVELOPMENT FOR  
 9 YRS - STARTED FROM A  
 DESIGN BY S. TOWNE. AND  
 LATEST CHANGE IN 1958  
 TO CHINA LAKE AIRFOILS  
 AND LATER TO TURB.  
 IT IS THE MOST CURVY -  
 TRAIT & EASIEST H.L.  
 SEEN OR USED.

MANY BEGINNERS HAVE  
 MAXED OUT WITH IT.  
 WING = 6150 IN  
 STAB = 16.5 SQ. IN.  
 F/W = 3.75 SQ. IN.  
 WT = 1.6 - 1.75 OZ.



205b



STAB  $\frac{1}{20}$  TH. HD.  
 $\frac{3}{8}$  FROM L.E.  
 .02 DIA. HIGH SPOT AT 25%  
 TURB. FRONT ED. REAR FLAT

$\frac{3}{8}$  X 1 VERY HARD  
 JOIN WITH W/BLUE  
 $\frac{1}{16}$  X 3 SORT  
 THICKNESS TAPERES FROM  $\frac{3}{16}$  AT  $\frac{1}{2}$   
 TO  $\frac{5}{32}$  AT TIPS

**H. I. MK XIII J.G. FISHER A/D TOKYO**

1ST PLACE 1959 JAPANESE WAYS.  
 AVERAGE  $\frac{3}{10}$  65-70 SEC



FUSELAGE HD. Balsa  
 $\frac{1}{4}$  X  $\frac{1}{4}$  X  $17\frac{3}{4}$

C.G. IS ~ 60% FROM LEADING EDGE