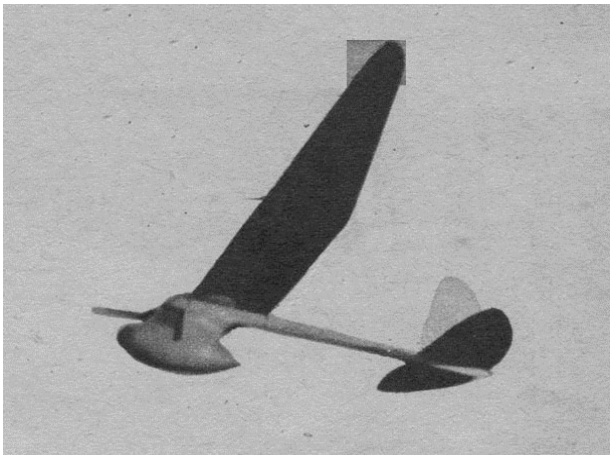
# Draftee



**While essentially a beginner's model, this glider will still satisfy the most exacting contest builder. By Tony Schott.**

Like its human namesake, Draftee is a natty job with a collection of very desirable features important to consistent performance.

The model has the pod type of fuselage, which means less friction and less drag, and a much lower center of gravity than is possible with any other type of fuselage.

This, coupled with a short moment arm and an ample rudder, makes for safe, easy turning and enhances the spiral stability.

For the wing sections, both cambered sections and variations of the Clark Y were tried  the latter was found best suited for flat terrain, or contest, work. First, a section similar to the Clark Y with a flat undersurface is a much faster section than a cambered one when a ship can cover a much greater amount of territory in a shorter time, the chances for the elusive thermal increase. Second, it is more stable than a cambered section; easier adjustments are possible.

The rib section used on the stabilizer is much' the same as that of the wing section, except that it is very thin. Such a section is better than a streamlined section, for it keeps the tail surfaces a degree or two above the center line in flight.

No matter how you turn your ship, always be sure to launch it slightly cross wind in the opposite direction.

A safe, straight tow should result. When you feel that the ship has reached its maximum altitude on the line, pull it gently into its natural banking position. Don’t pull the ship off the line let it fly itself. Trying to disengage a model from its line with a gentle tug is a very common fault resulting in a stalled model with an inevitable loss of altitude.