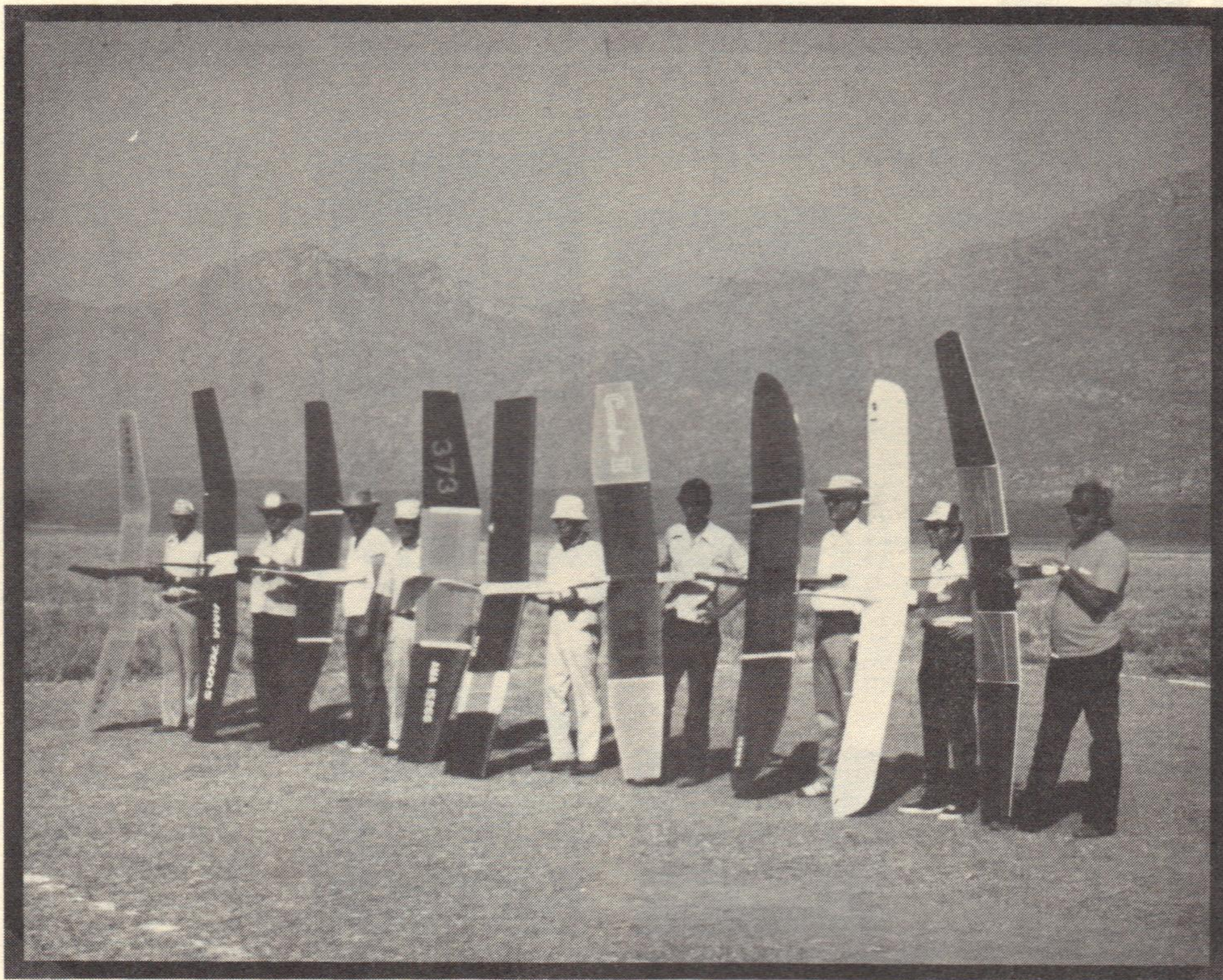


CATALLE

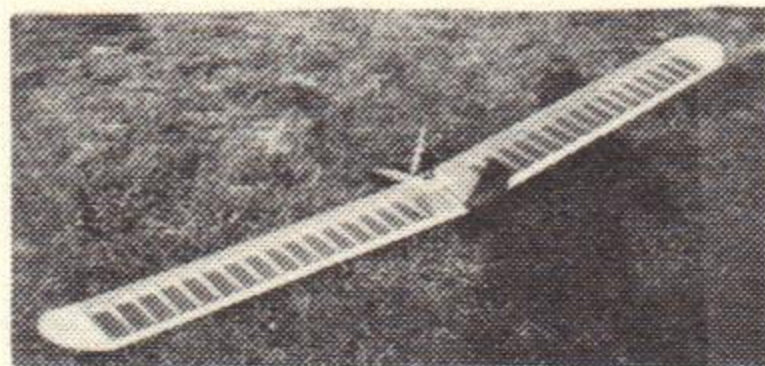
50 CENTS



THE TIME WILL COME WHEN THOU SHALT LIFT THINE EYES
TO WATCH A LONG DRAWN BATTLE IN THE SKIES
WHILE AGED PEASANTS TOO AMAZED FOR WORDS
STARE AT THE FLYING FLEETS OF WONDROUS BIRDS.

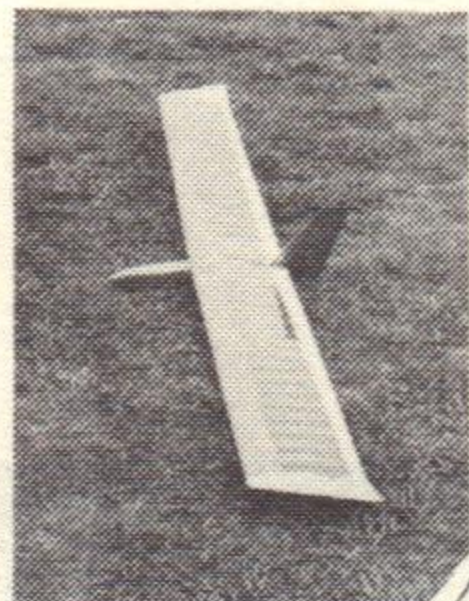
THOMAS GRAY
1737

★STANDARD PLANK★



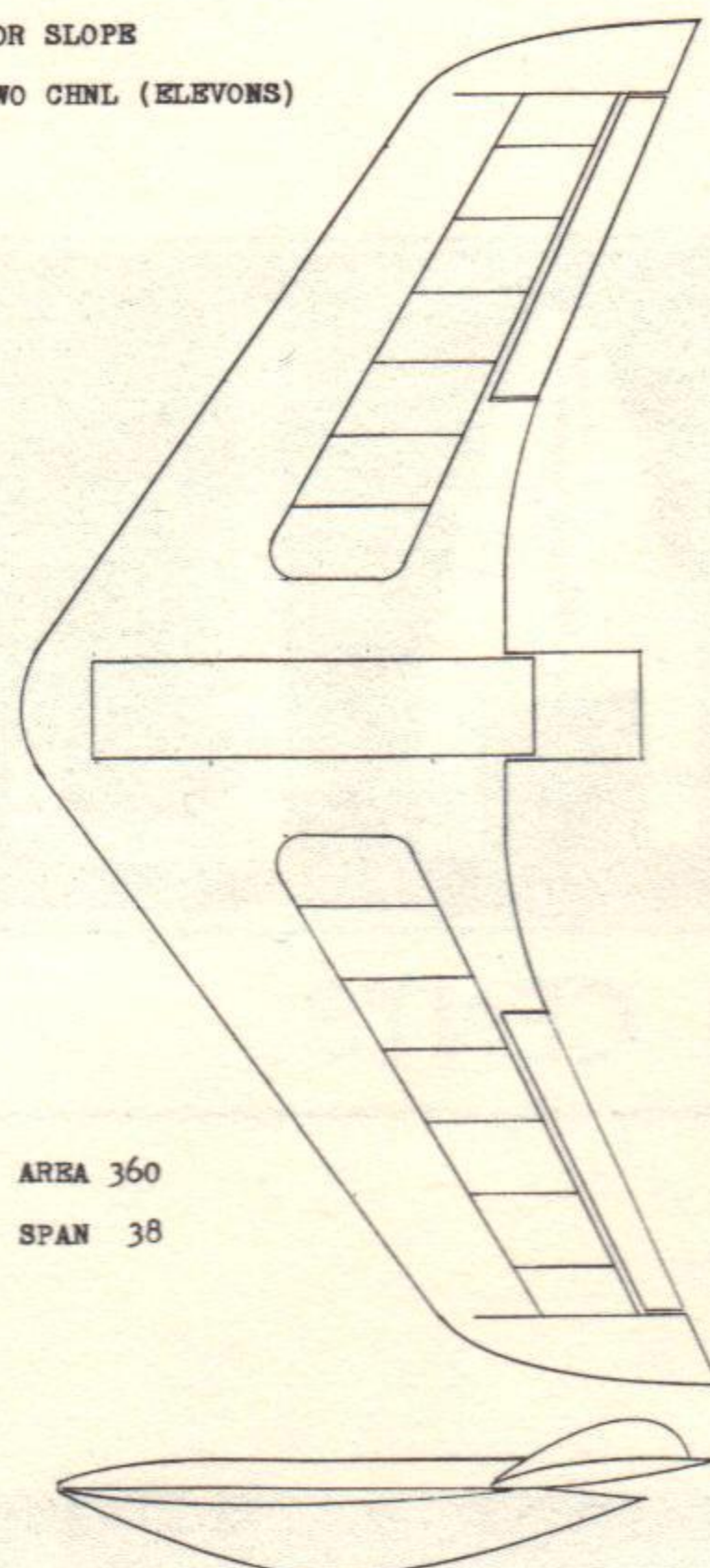
●FOR THERMAL SOARING

AREA.....1090 SQUARE INCHES
SPAN.....100 INCHES



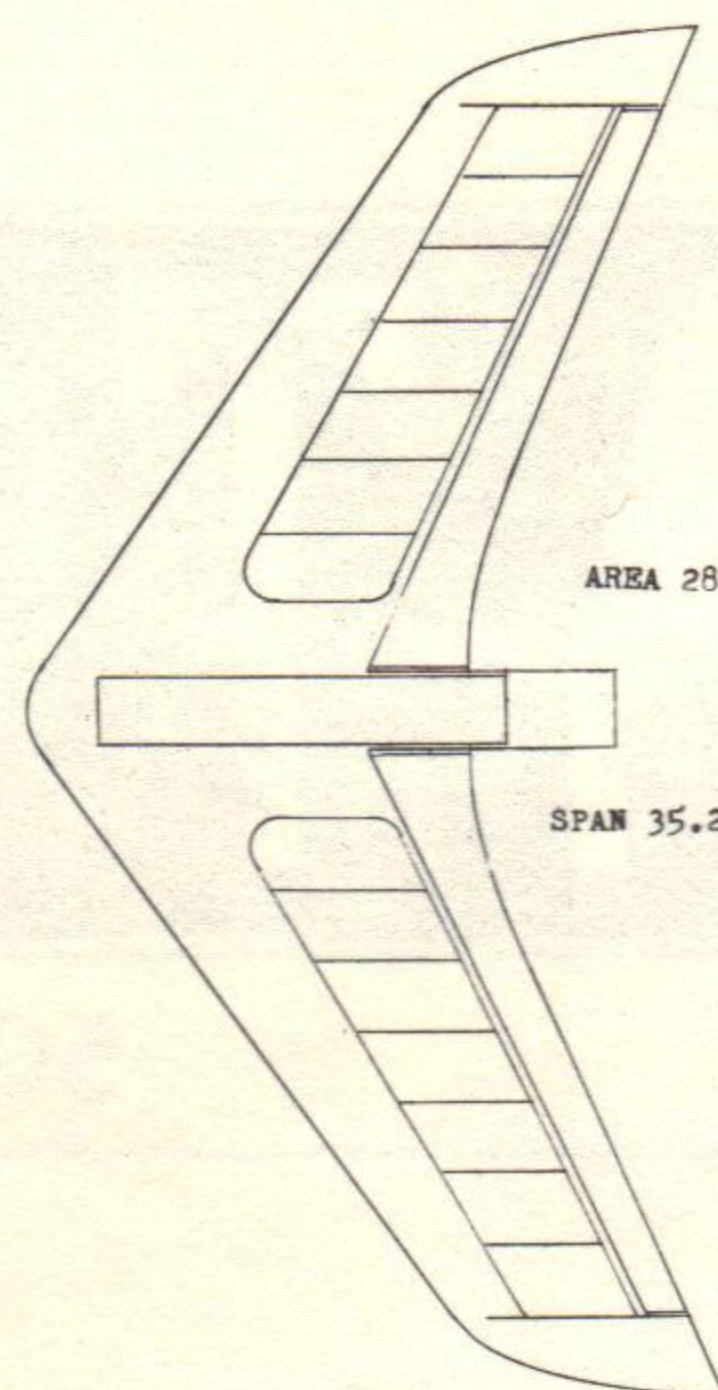
ALAR 2.5

FOR SLOPE
TWO CHNL (ELEVONS)



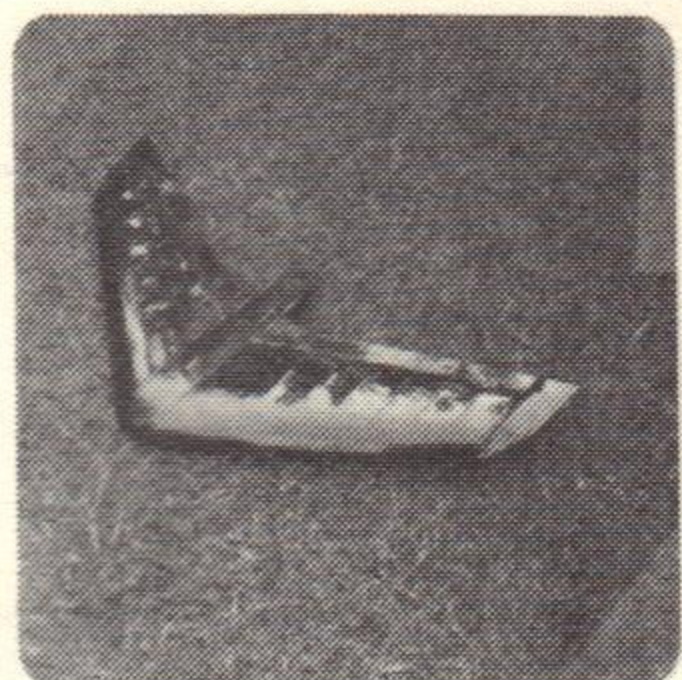
AREA 360
SPAN 38

ALAR 2



AREA 288

SPAN 35.25

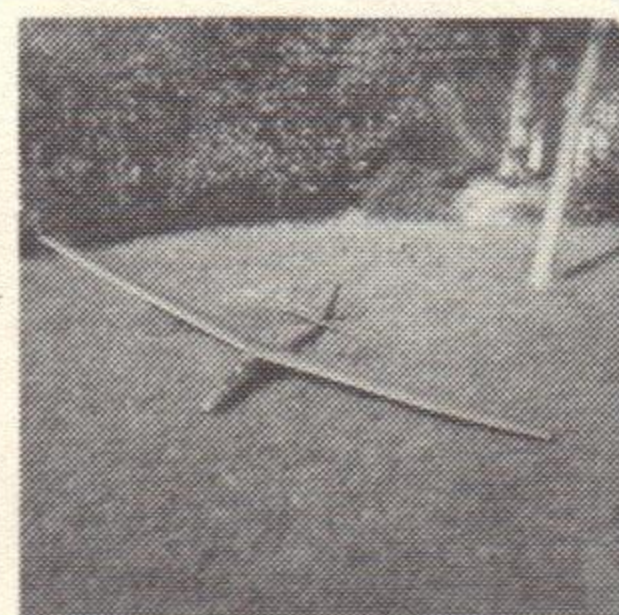
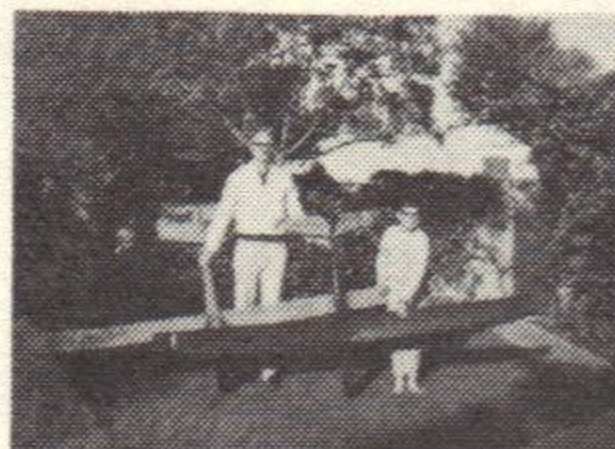
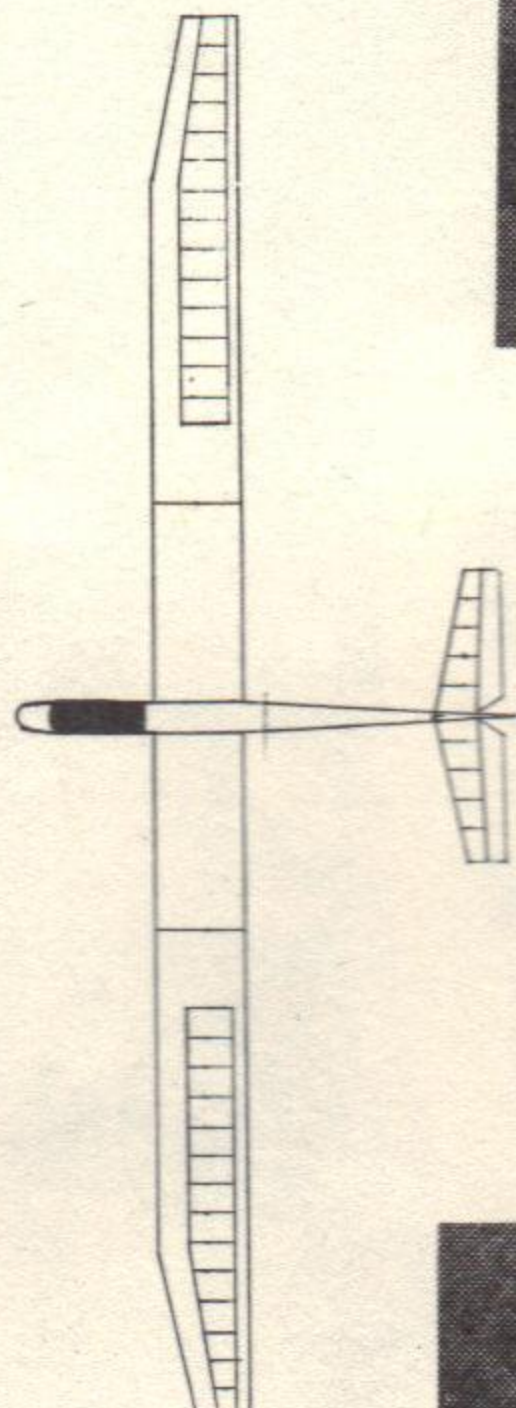
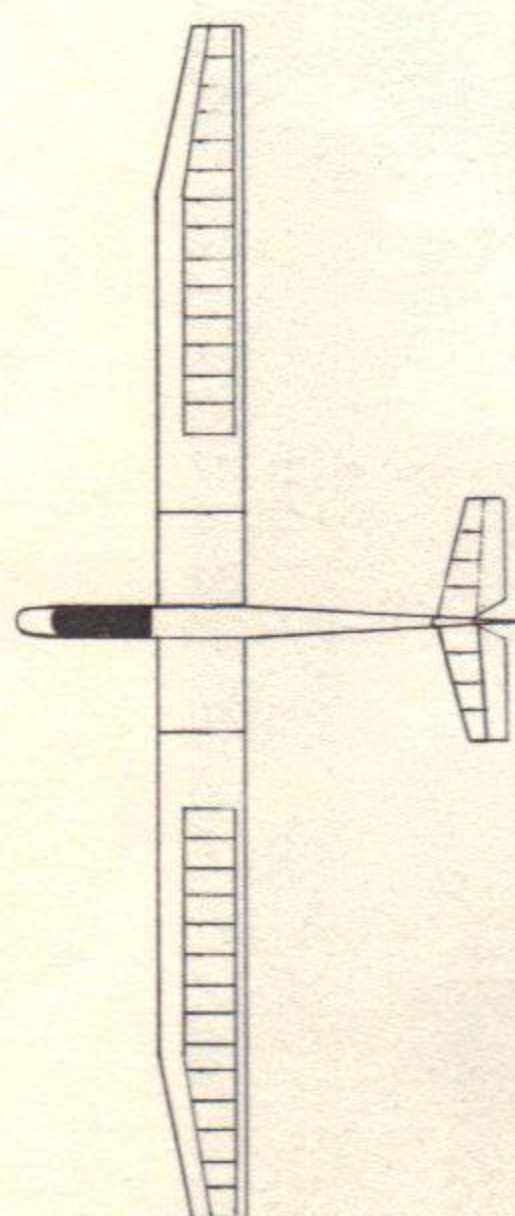
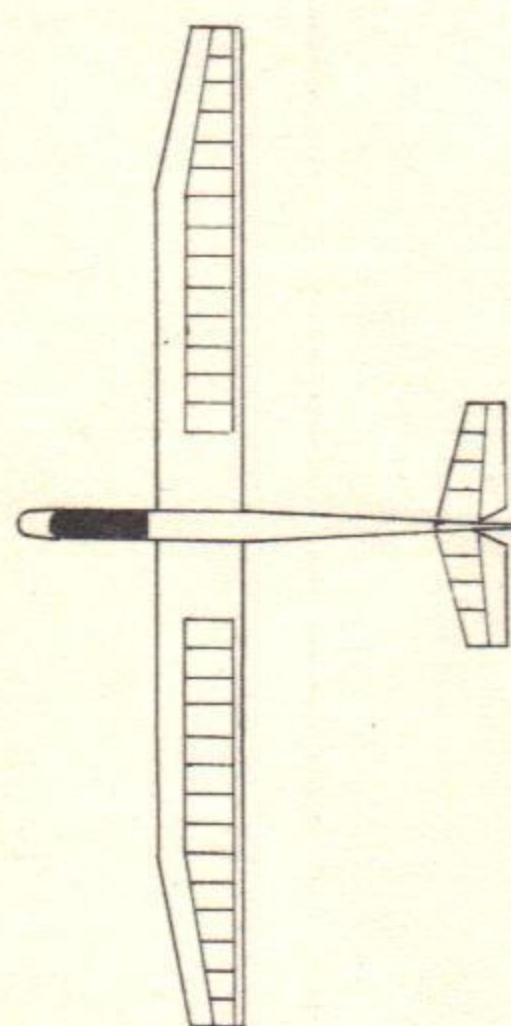


★ZANONIA★

ZANONIA

ZANONIA 1000

SUPER ZANONIA



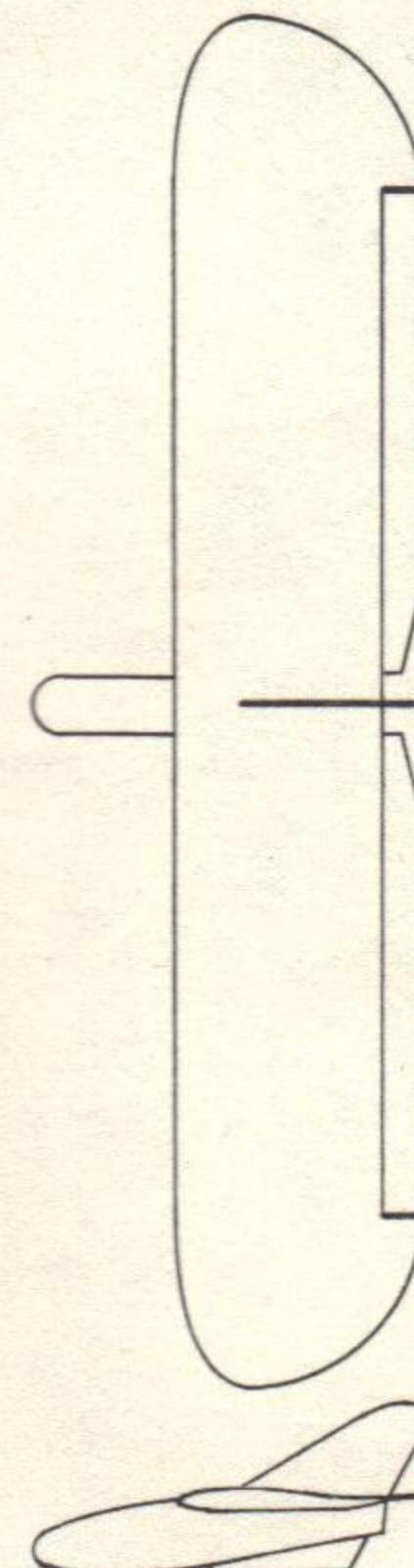
| MODEL | SPAN | AREA |
|---------------|-------|-------|
| ZANONIA | 103 | 825.5 |
| ZANONIA 1000 | 123.5 | 1000 |
| SUPER ZANONIA | 141 | 1174 |

ROOT CHORD 8.5
TIP CHORD 5.5
LENGTH 51.5
TAIL AREA 150 to 180
AIRFOIL: WING...GOTTINGEN 549
TAIL...FLAT PLATE
FLYING WEIGHT: 3-1/4 TO 6-1/2



★LITTLE PLANK II★

●TOW
OR
SLOPE

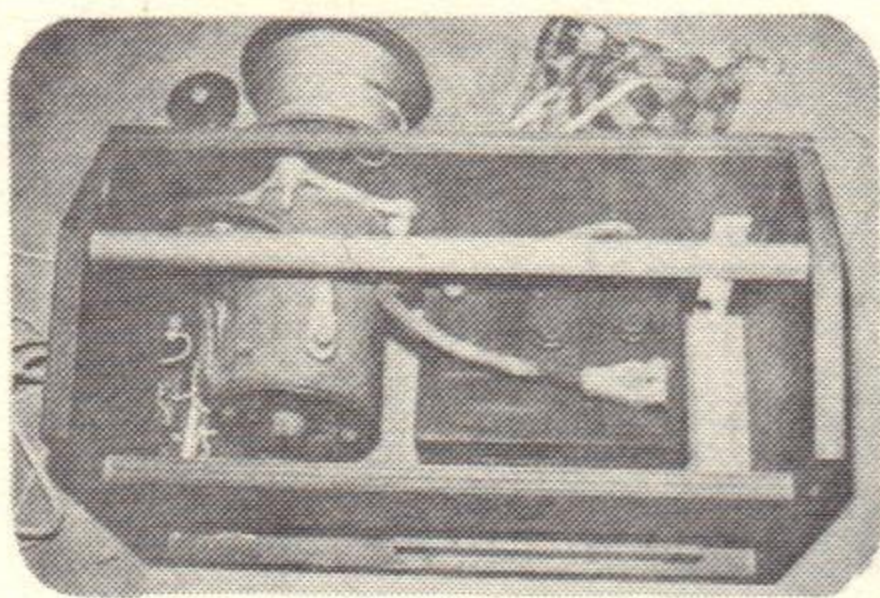


SPAN.....72
AREA.....886
CHORD.....13
LENGTH...21
WEIGHT...24 (SOLARFILM)

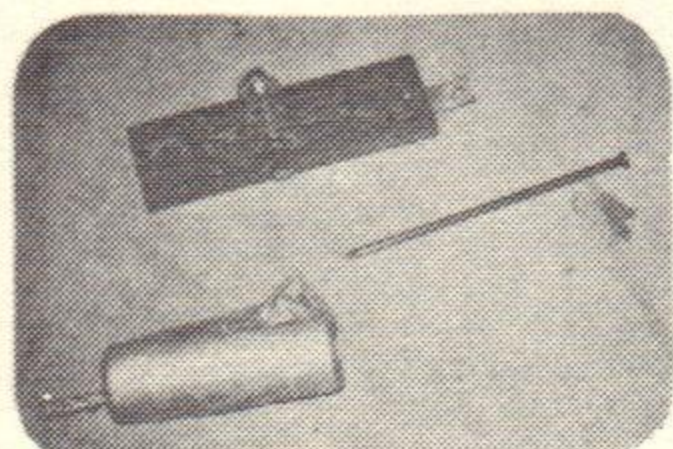
● MAY BE POWERED
.051-.10



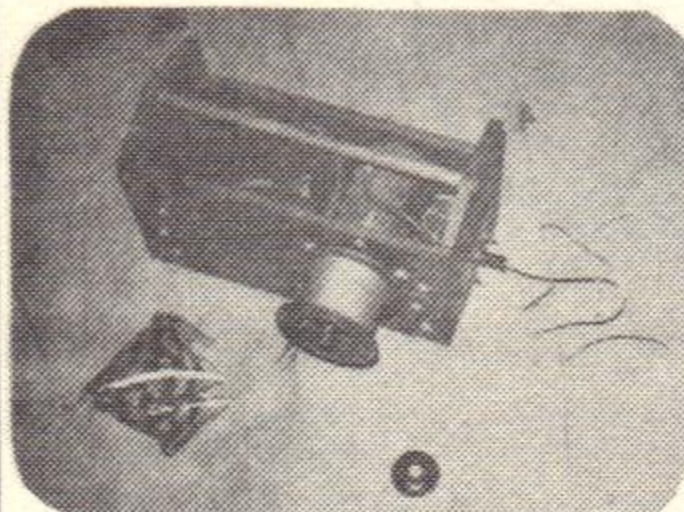
★POWERED LAUNCH SYSTEM★



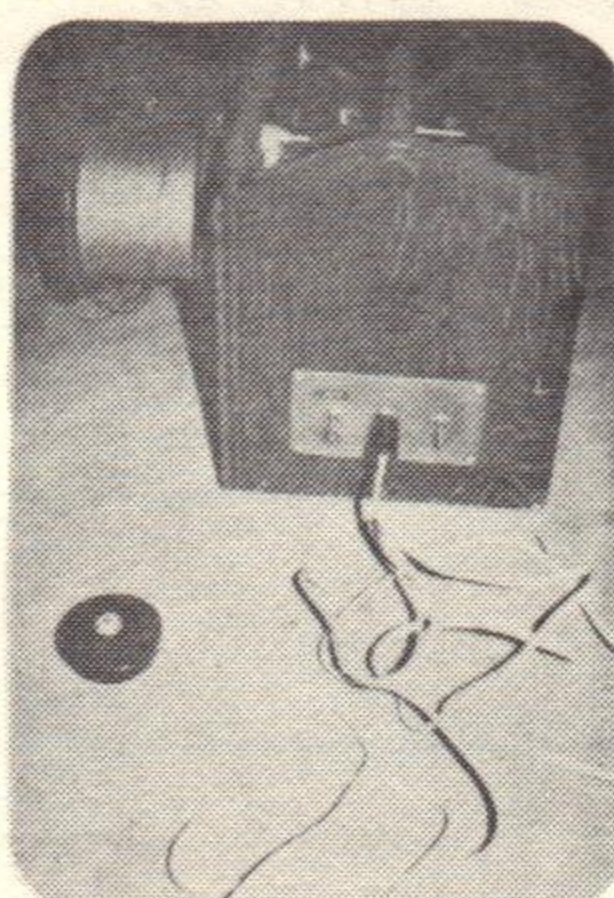
INTERNAL ARRANGEMENT



RETURN, SPIKE & LINE

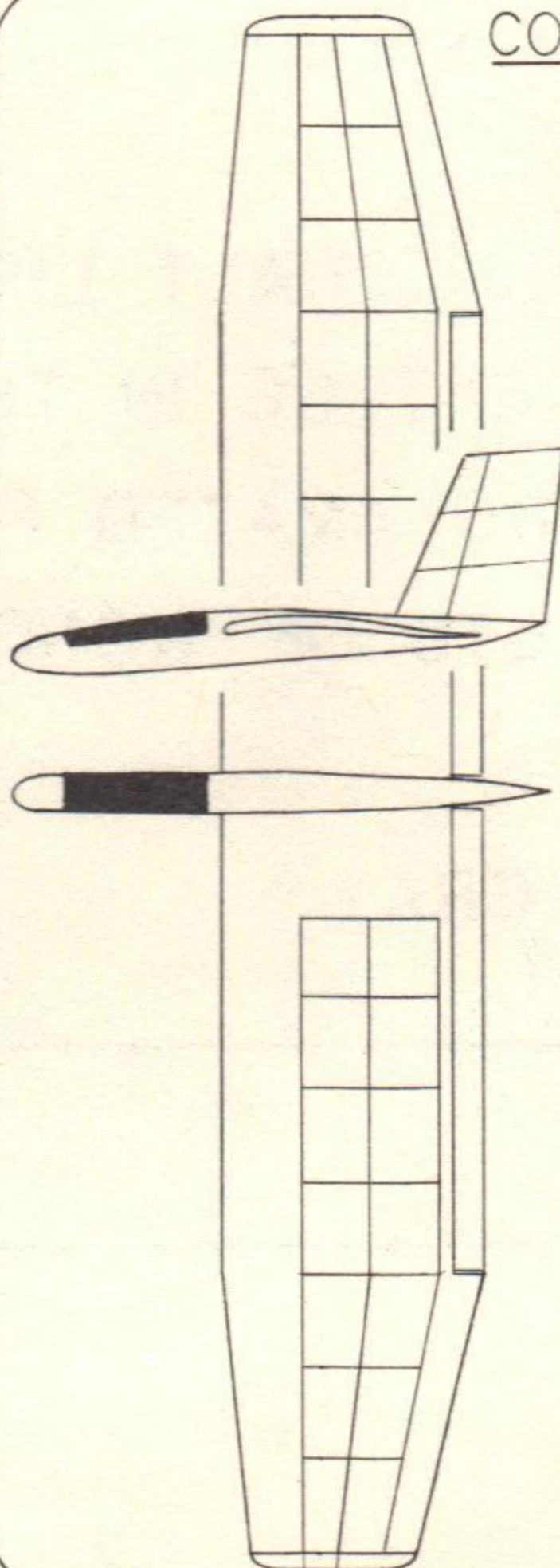


CHUTE, WINCH & CONTROL



SWITCH PANEL

CONDOR



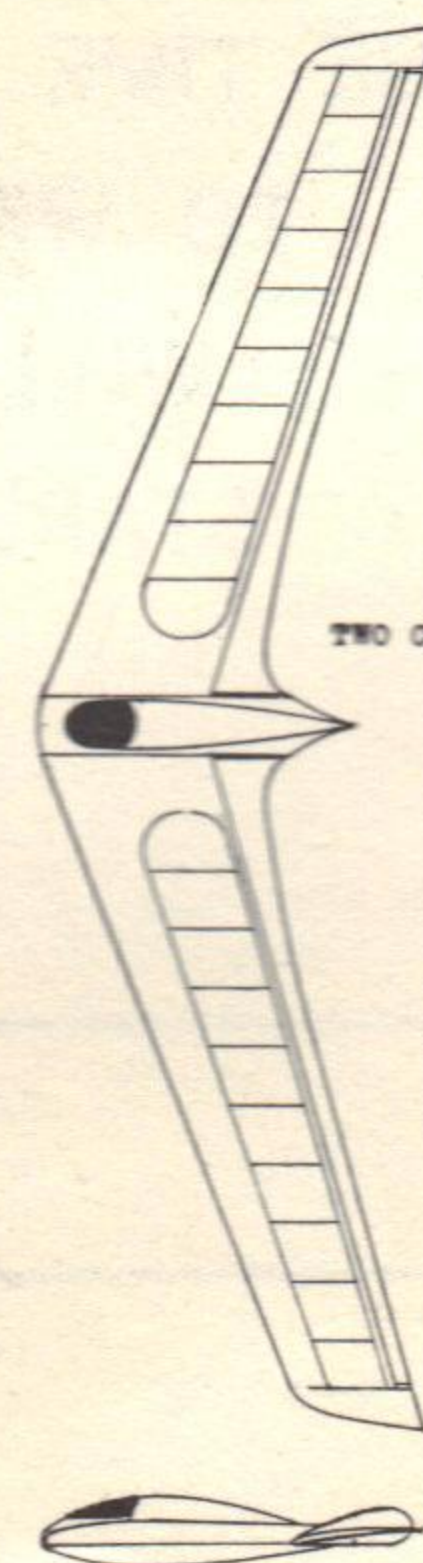
AREA 1550
SPAN 99.5

STANDARD CLASS COMPETITION
SLOPE AND THERMAL



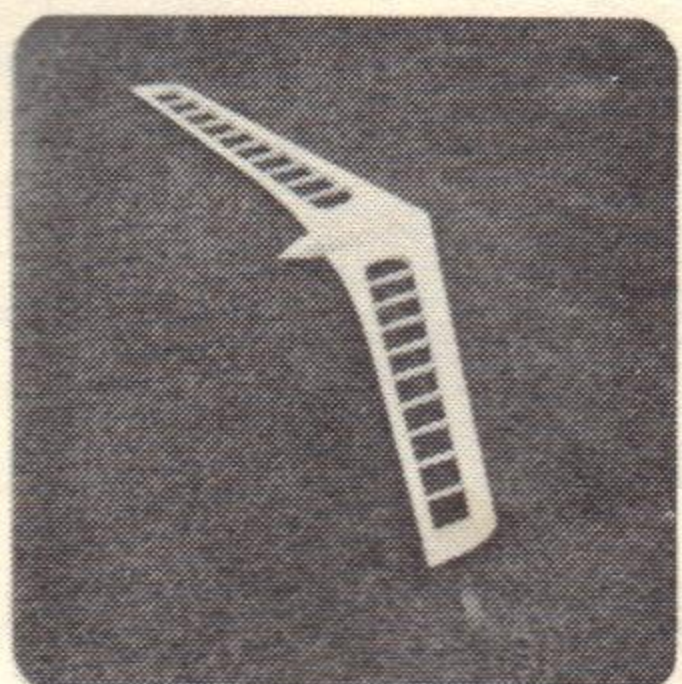
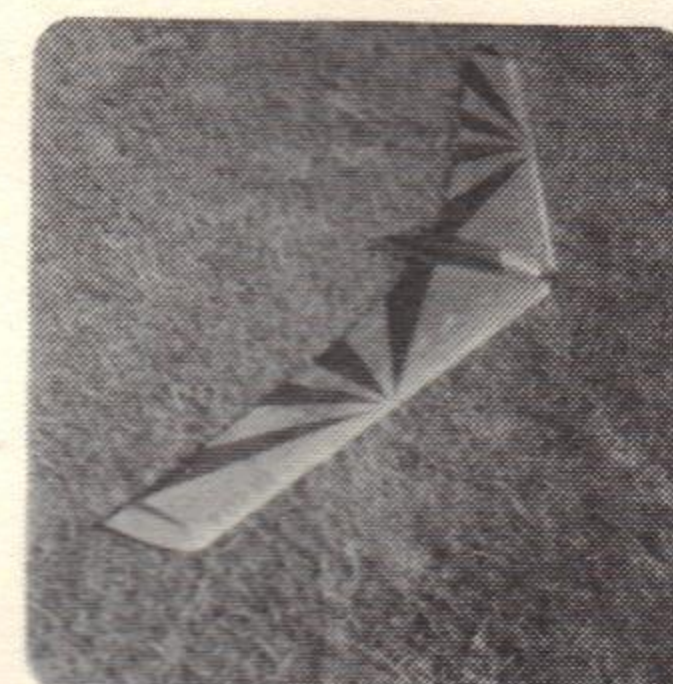
ALAR 4

SLOPE/THERMAL

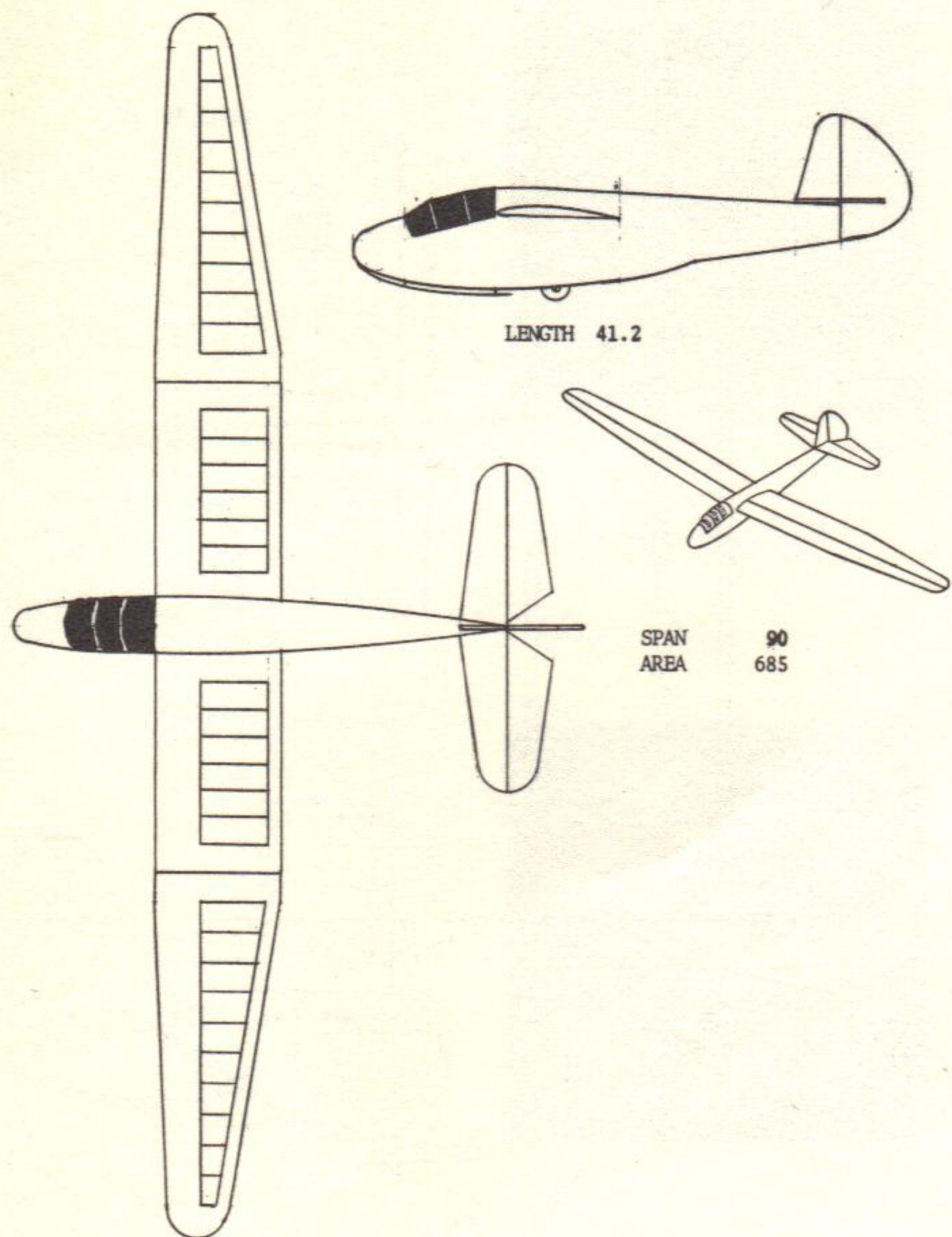


TWO CHNL (ELEVONS)

AREA 576
SPAN 72



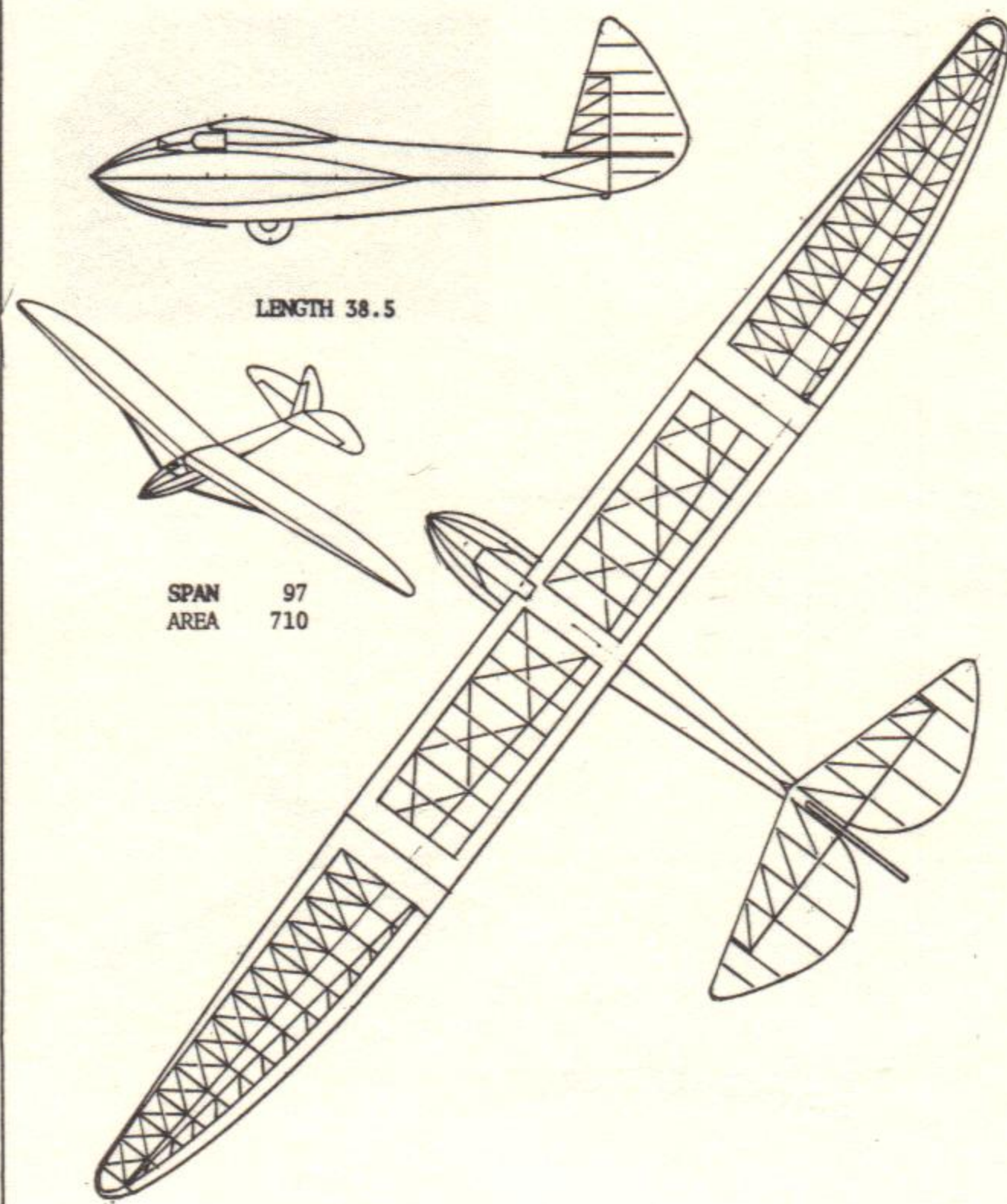
SCHWEIZER TG-2



LENGTH 41.2

SPAN 90
AREA 685

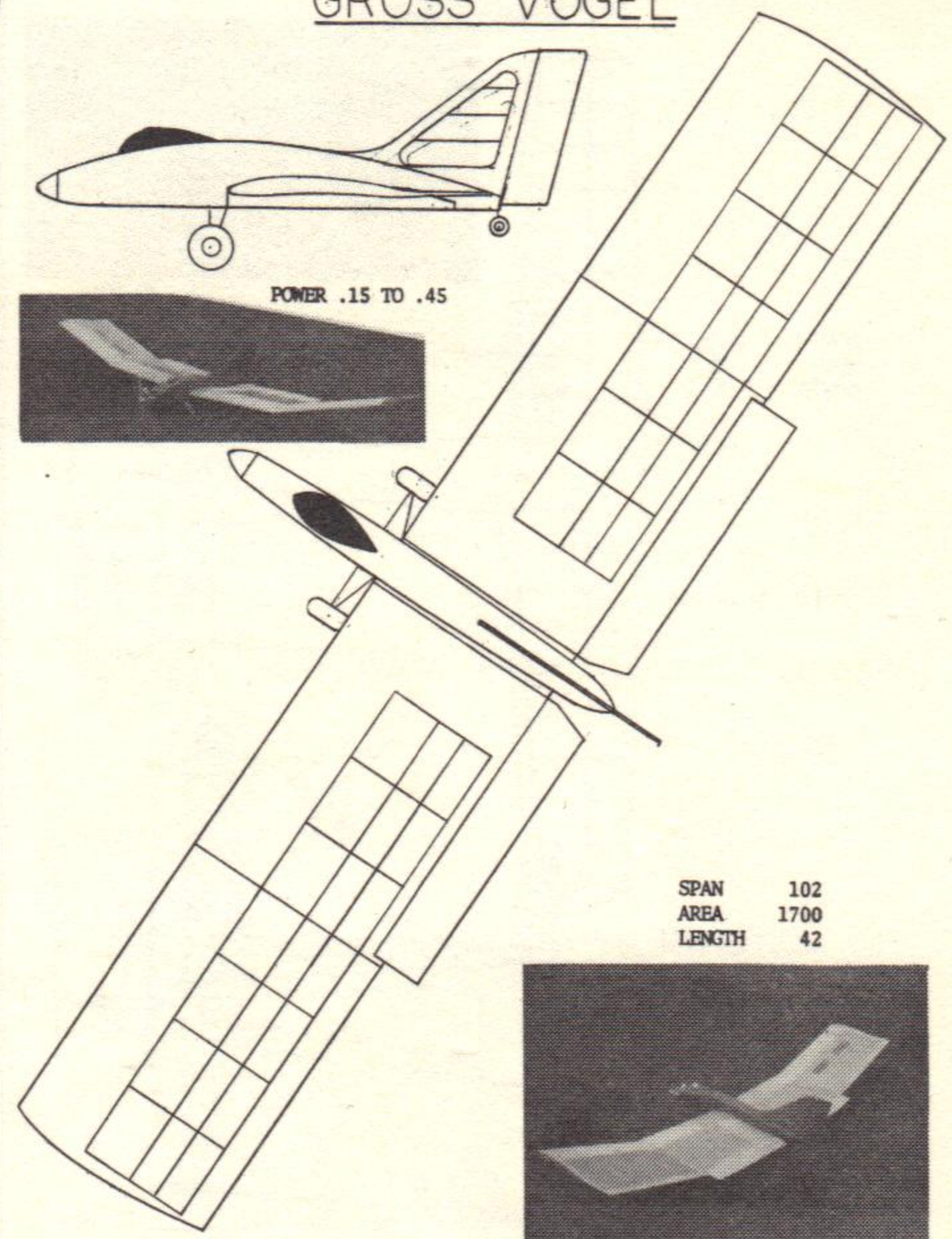
ABC SAILPLANE



LENGTH 58.5

SPAN 97
AREA 710

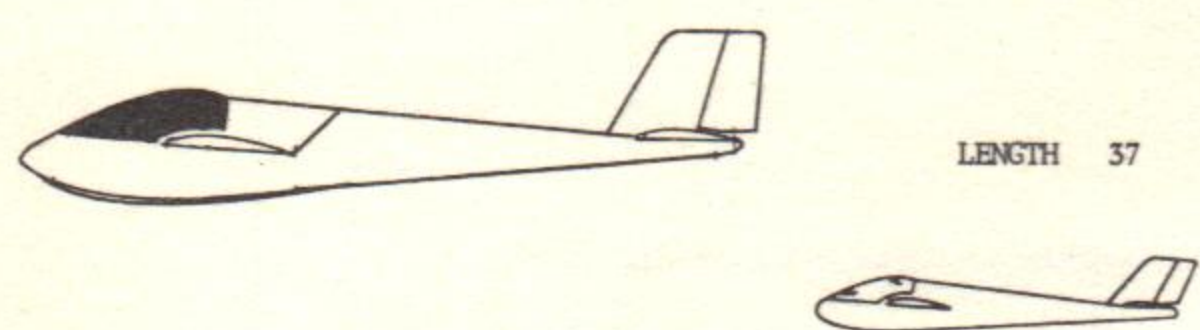
GROSS VOGEL



POWER .15 TO .45

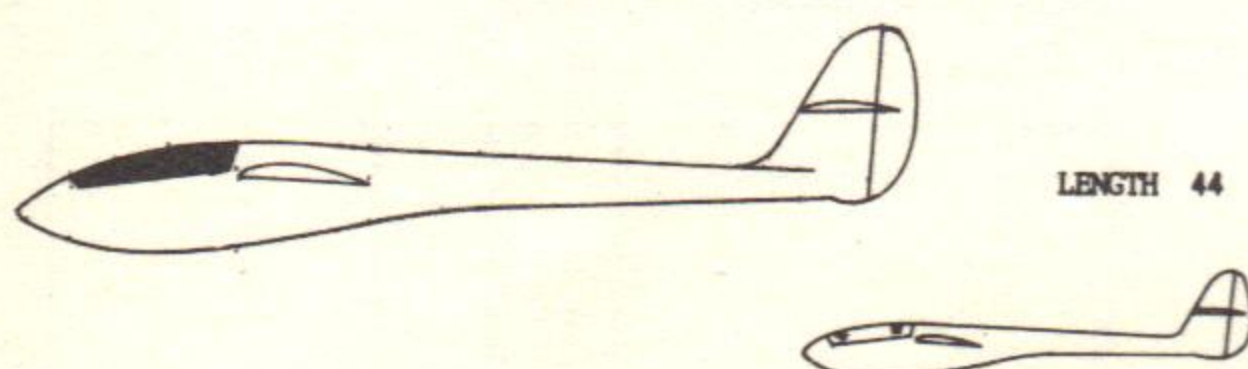
SPAN 102
AREA 1700
LENGTH 42

TRIO



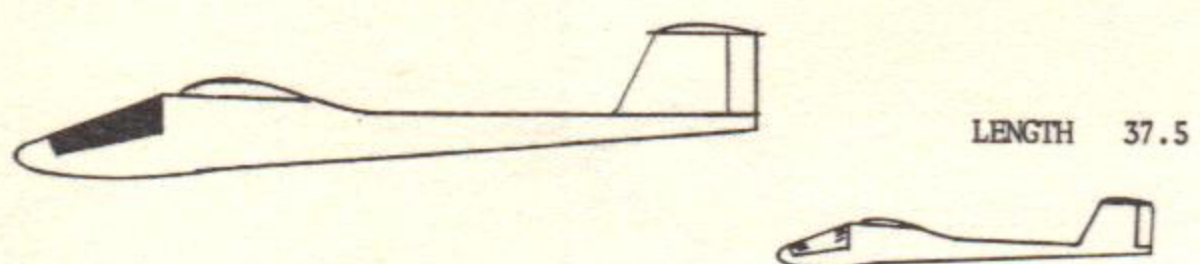
LENGTH 37

SLOPE SLIPPER



LENGTH 44

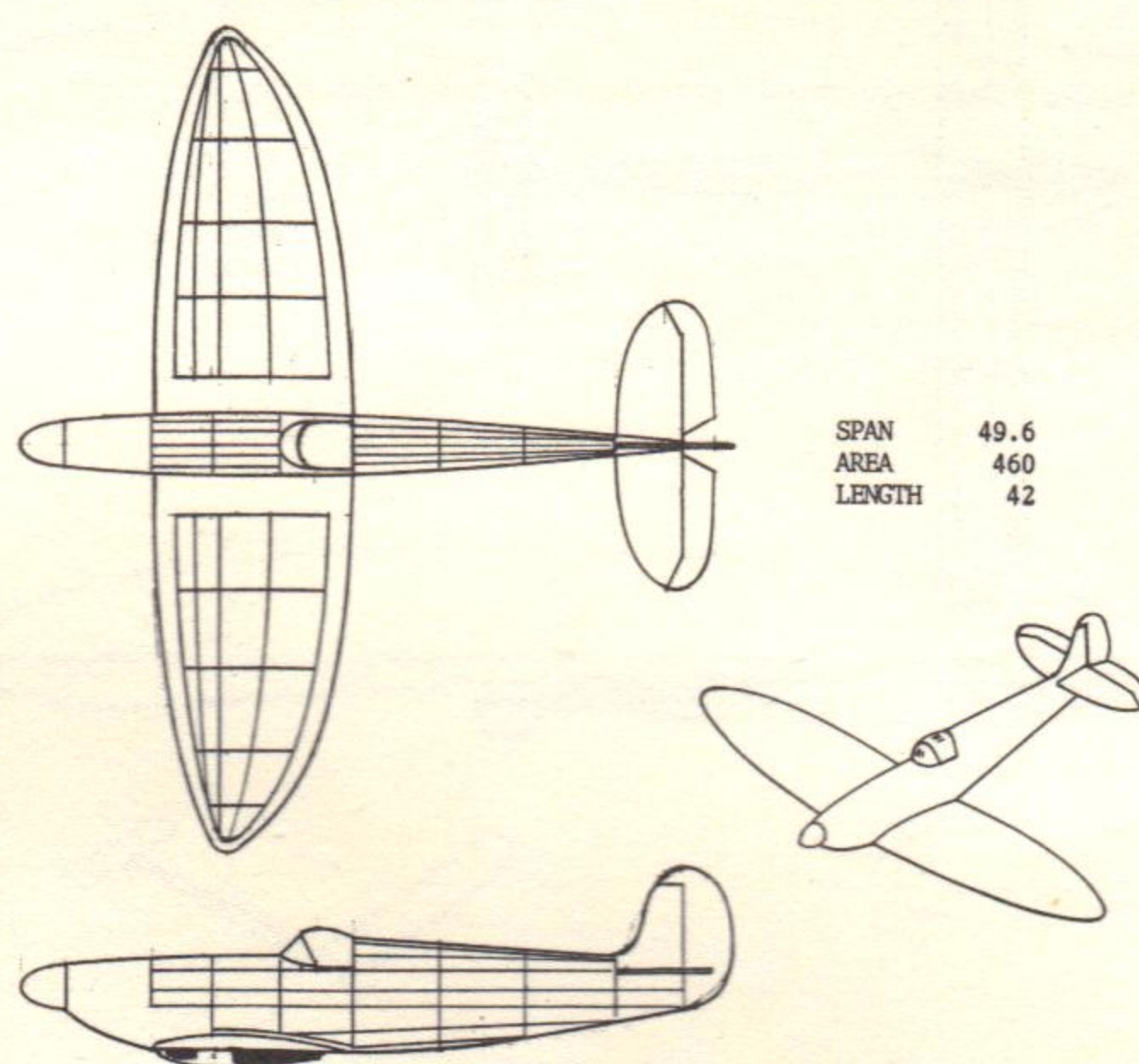
SEEKER



LENGTH 37.5

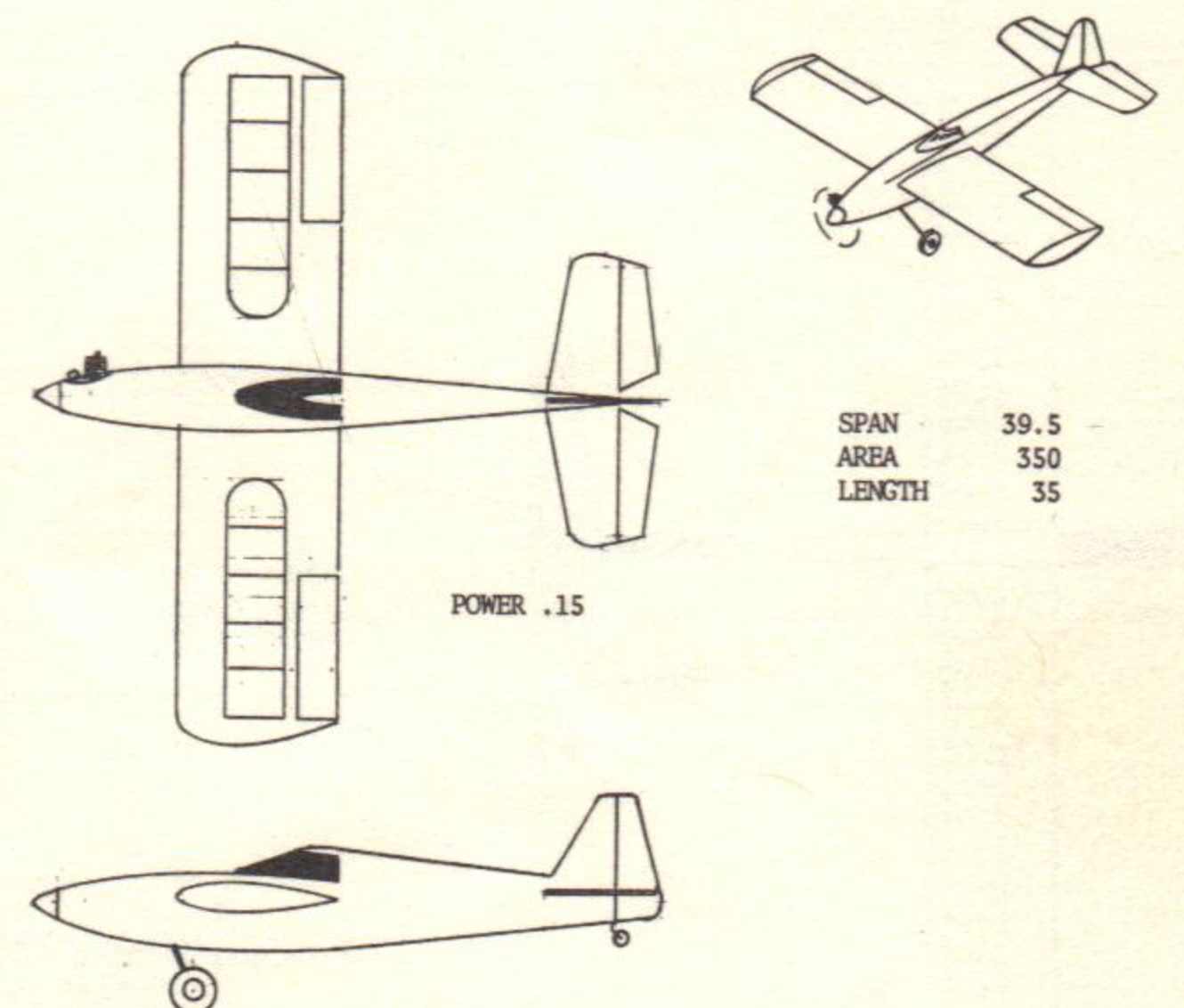
JÄGER I

SUPERMARINE SPITFIRE



SPAN 49.6
AREA 460
LENGTH 42

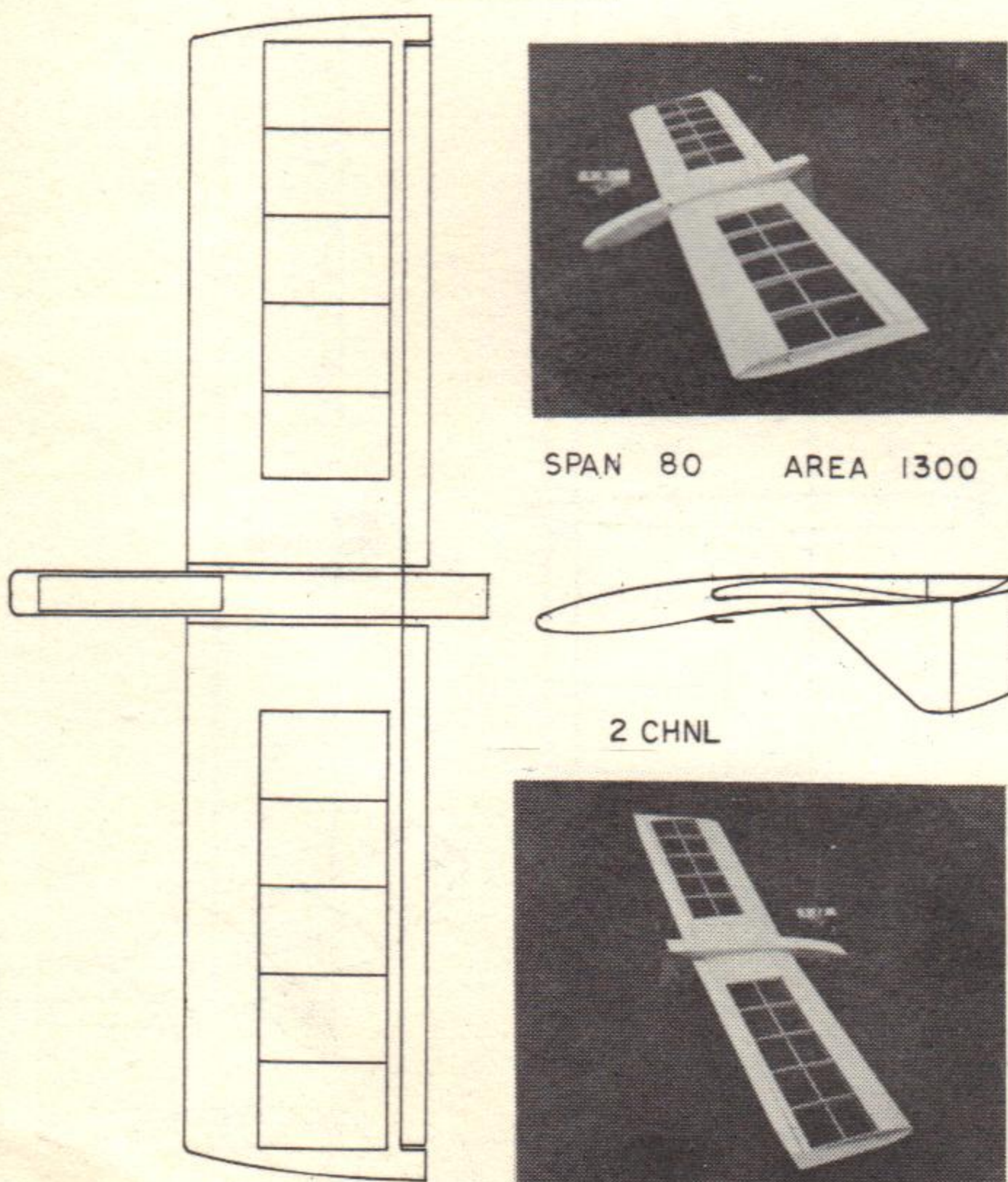
ZIP



POWER .15

SPAN 39.5
AREA 350
LENGTH 35

BANANA

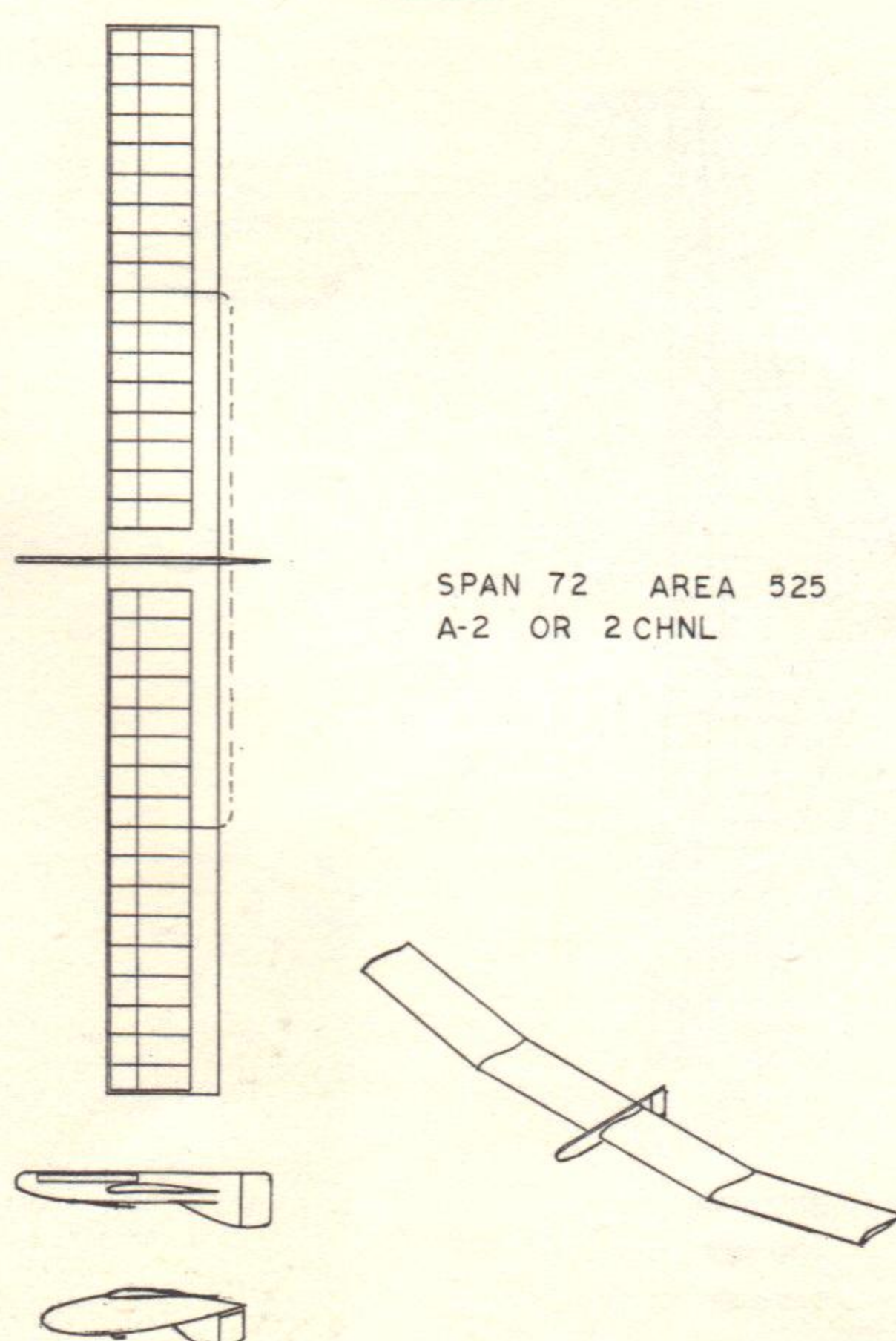


SPAN 80 AREA 1300

2 CHNL

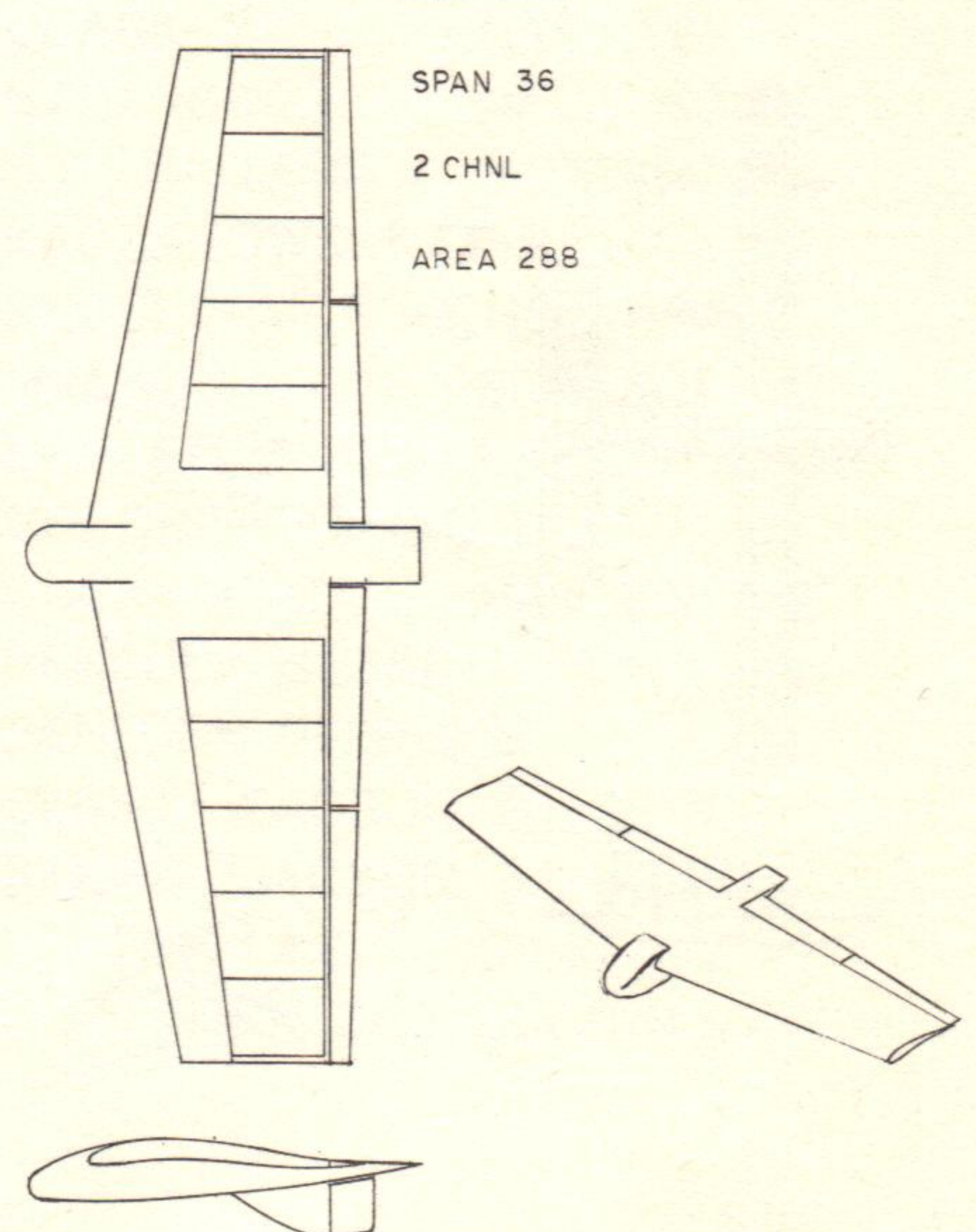
THERMAL AND LIGHT
SLOPE FLYING

J-26



SPAN 72 AREA 525
A-2 OR 2 CHNL

ALPHA



SPAN 36

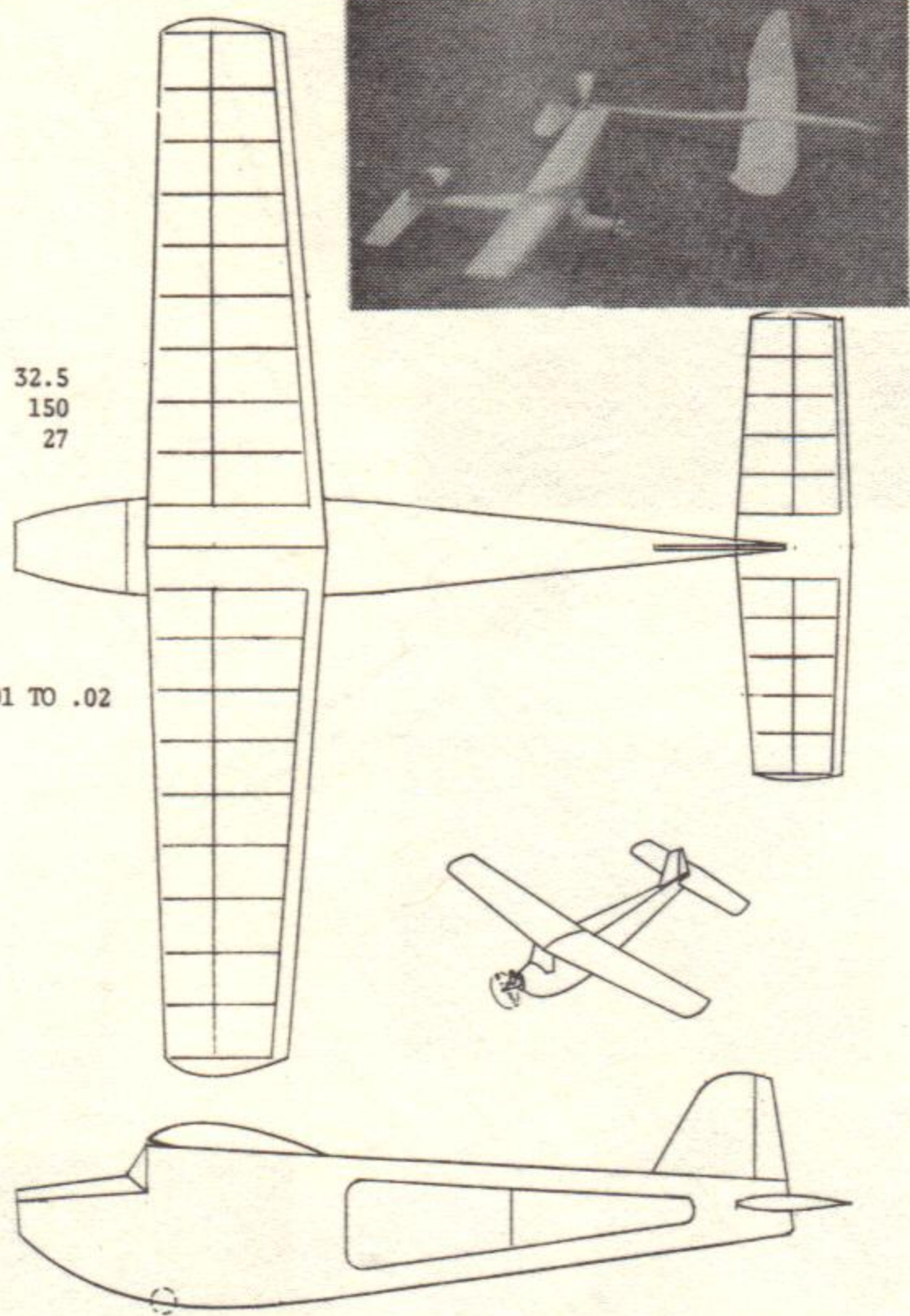
2 CHNL

AREA 288

LIL' TOOT

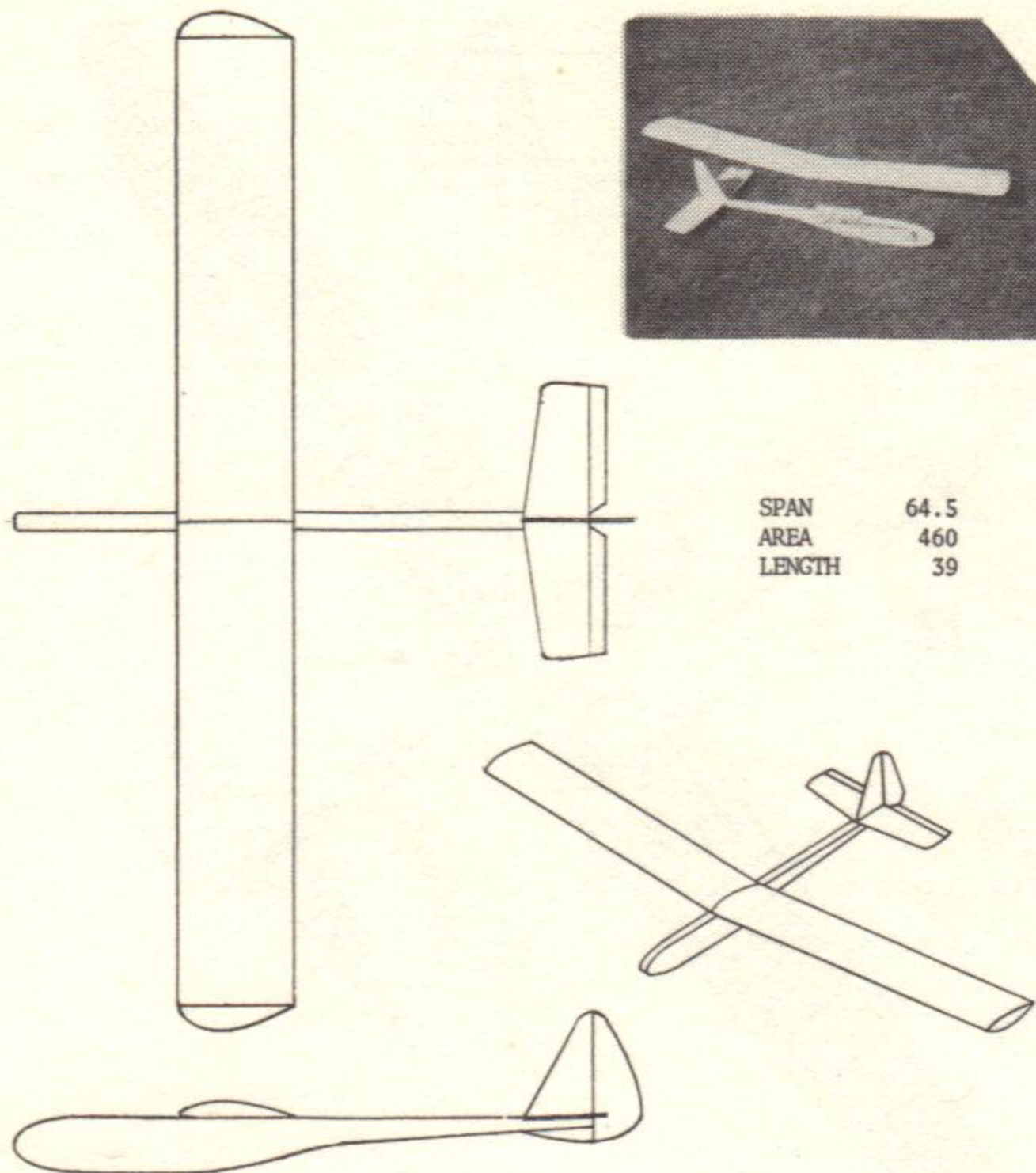
SPAN 32.5
AREA 150
LENGTH 27

POWER .01 TO .02



CLIFF HANGER

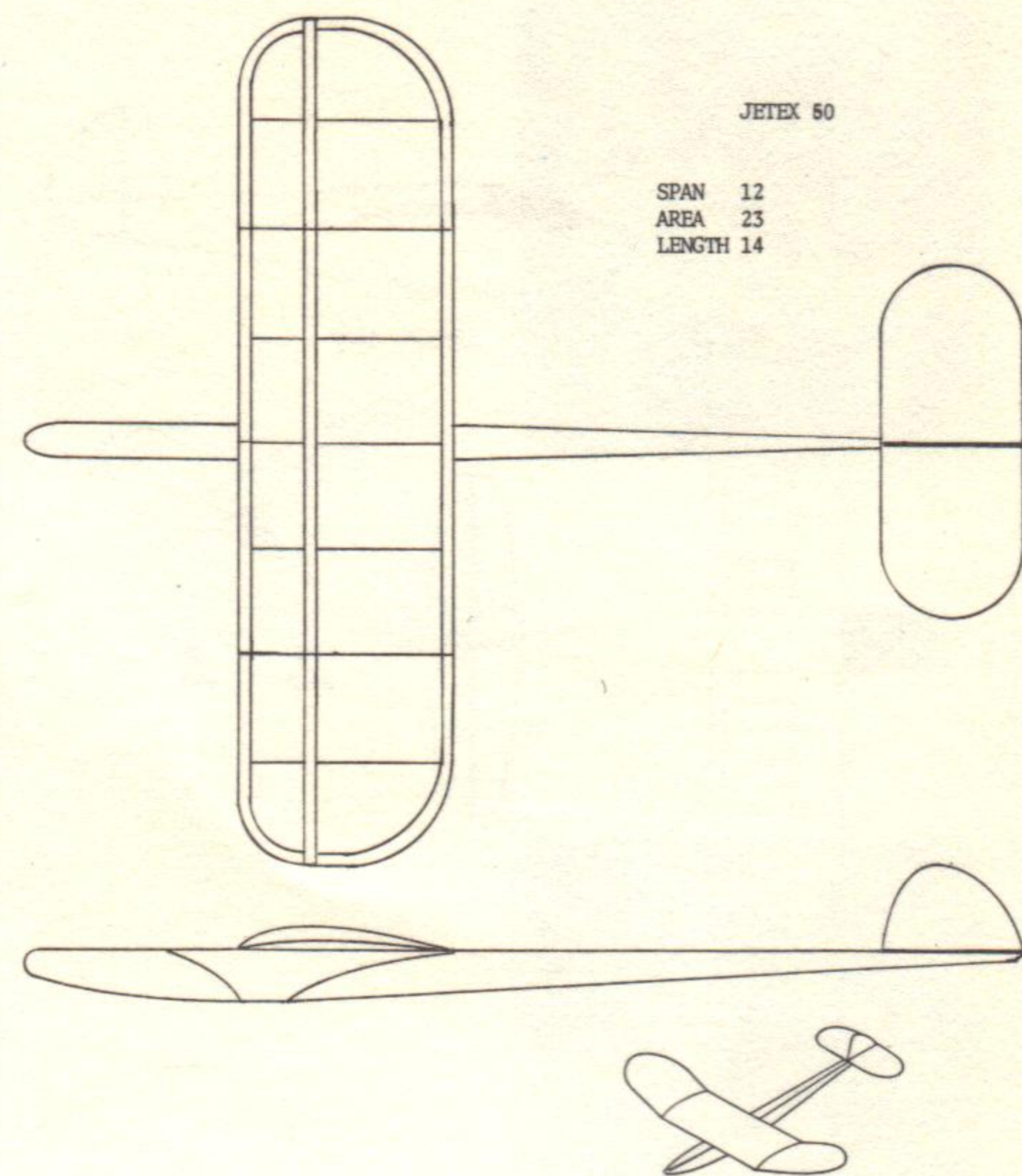
SPAN 64.5
AREA 460
LENGTH 39



J-5

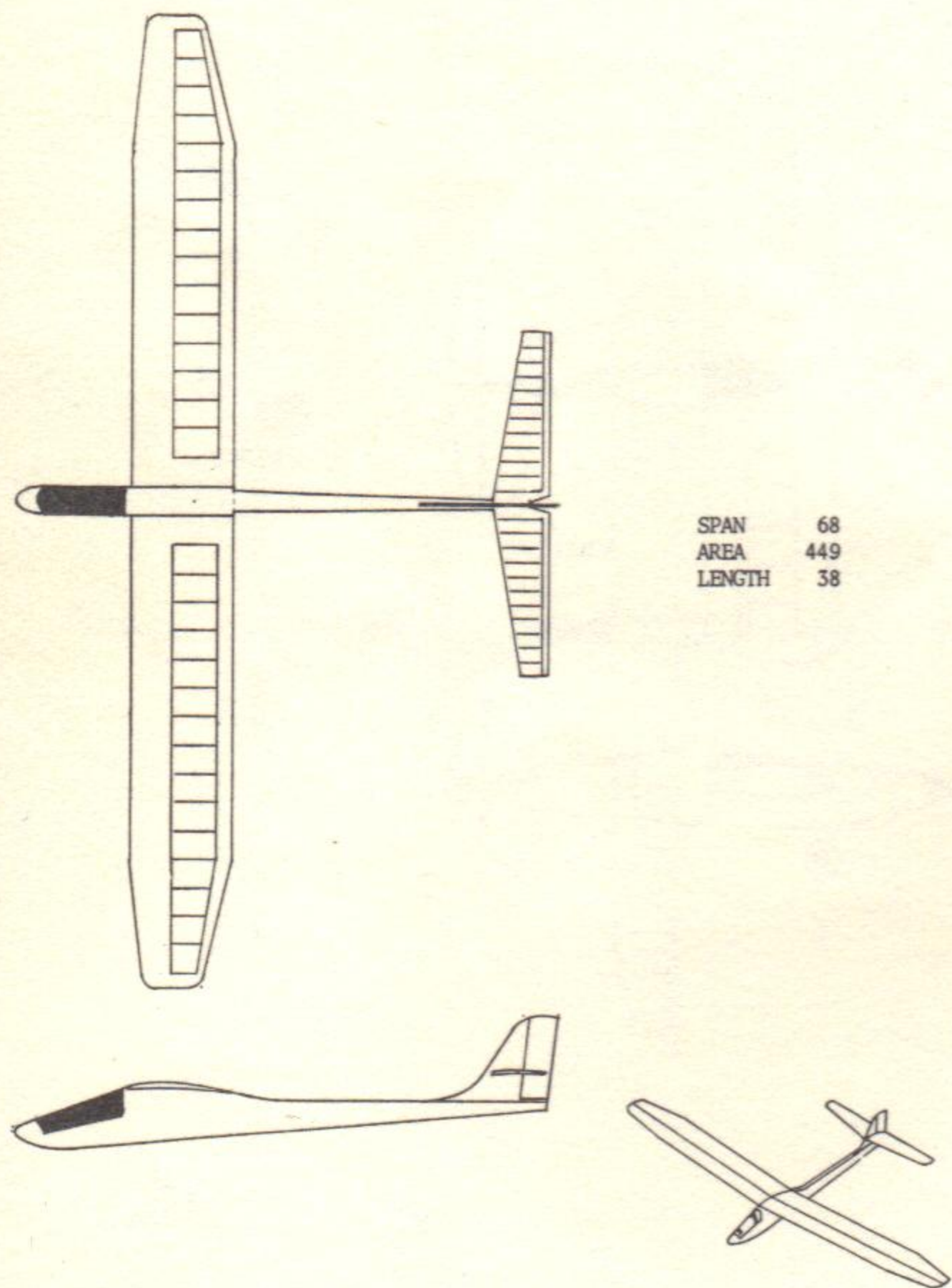
JETEX 50

SPAN 12
AREA 23
LENGTH 14



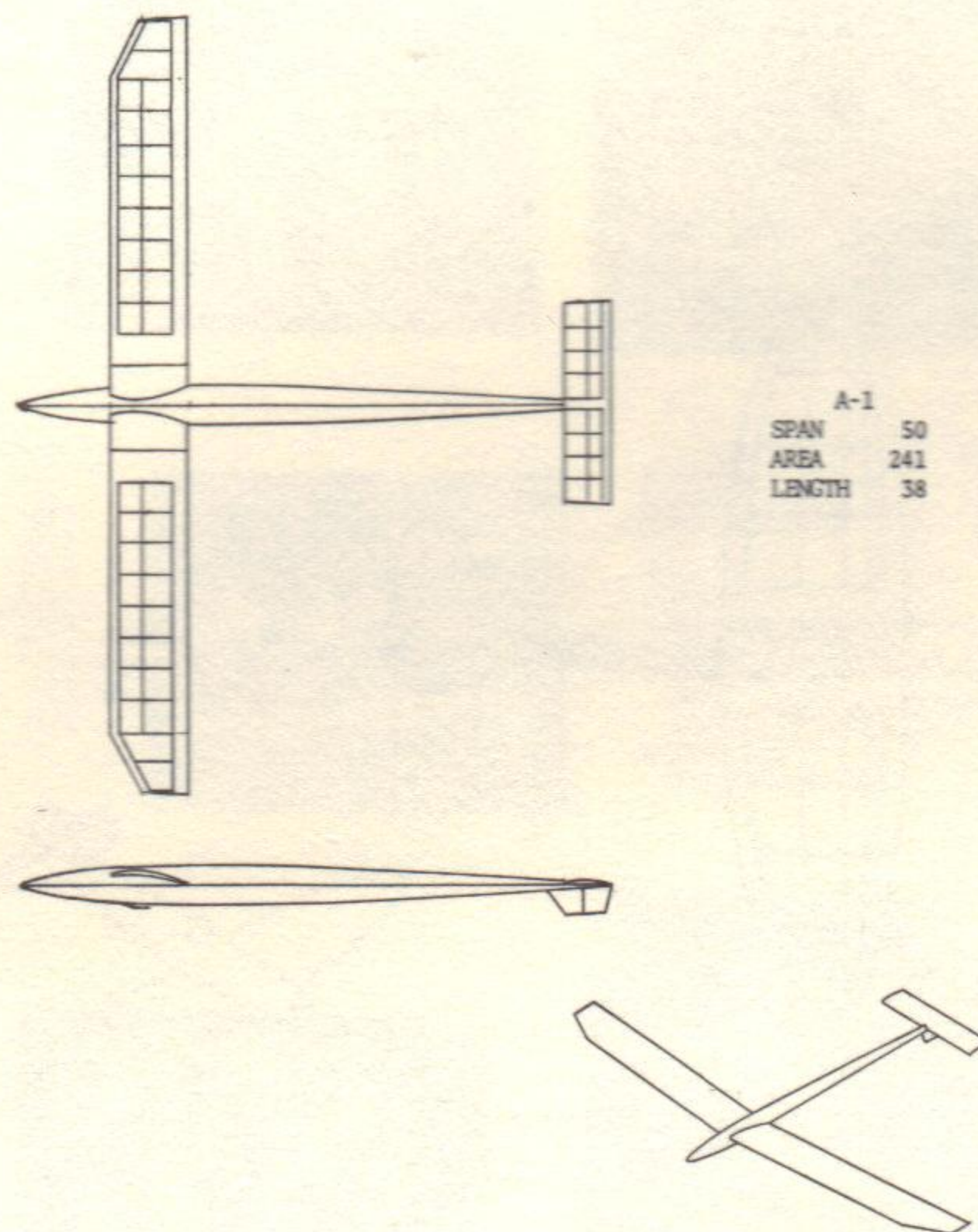
JÄGER

SPAN 68
AREA 449
LENGTH 38

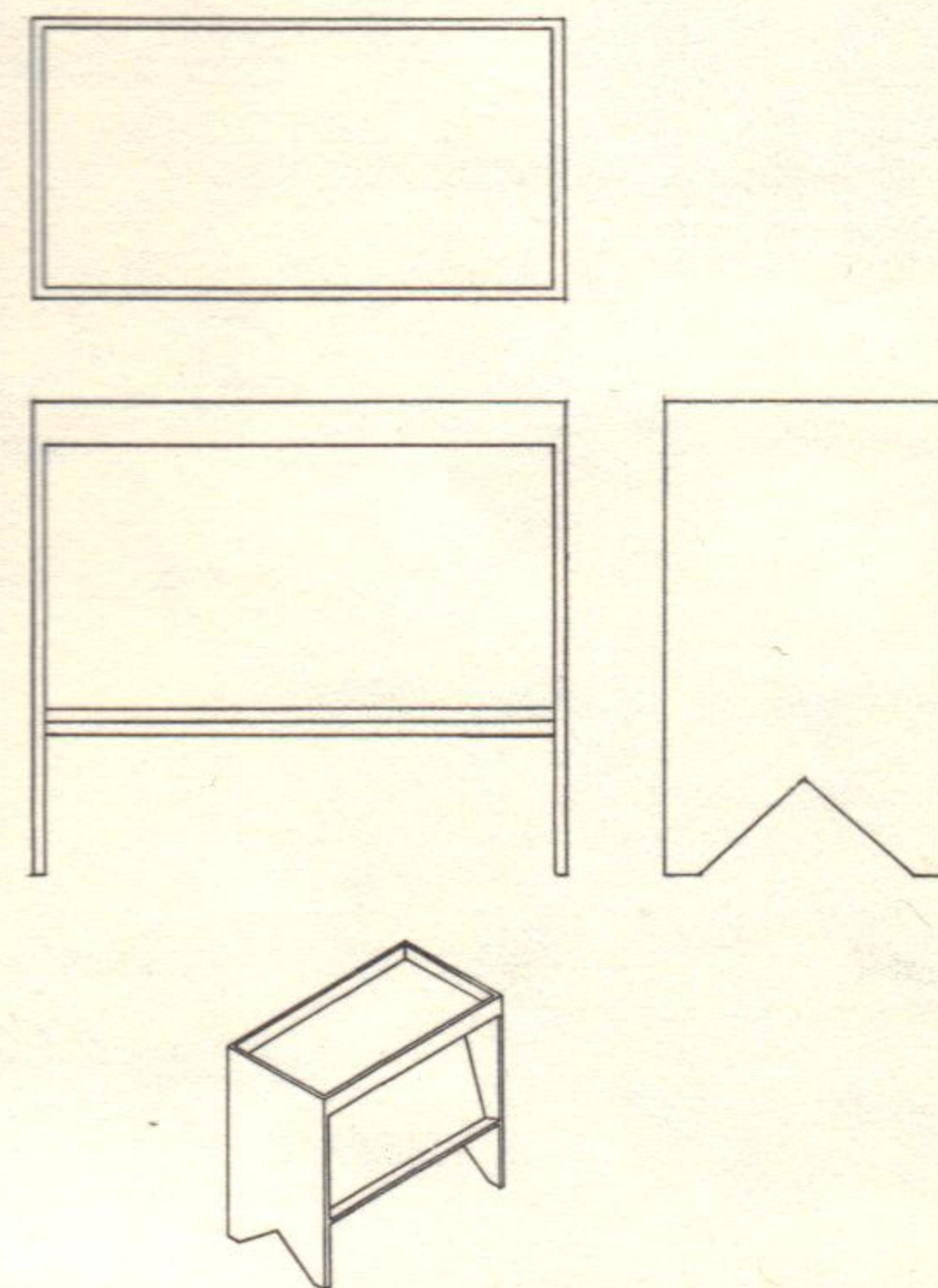


SLIVER

A-1
SPAN 50
AREA 241
LENGTH 38

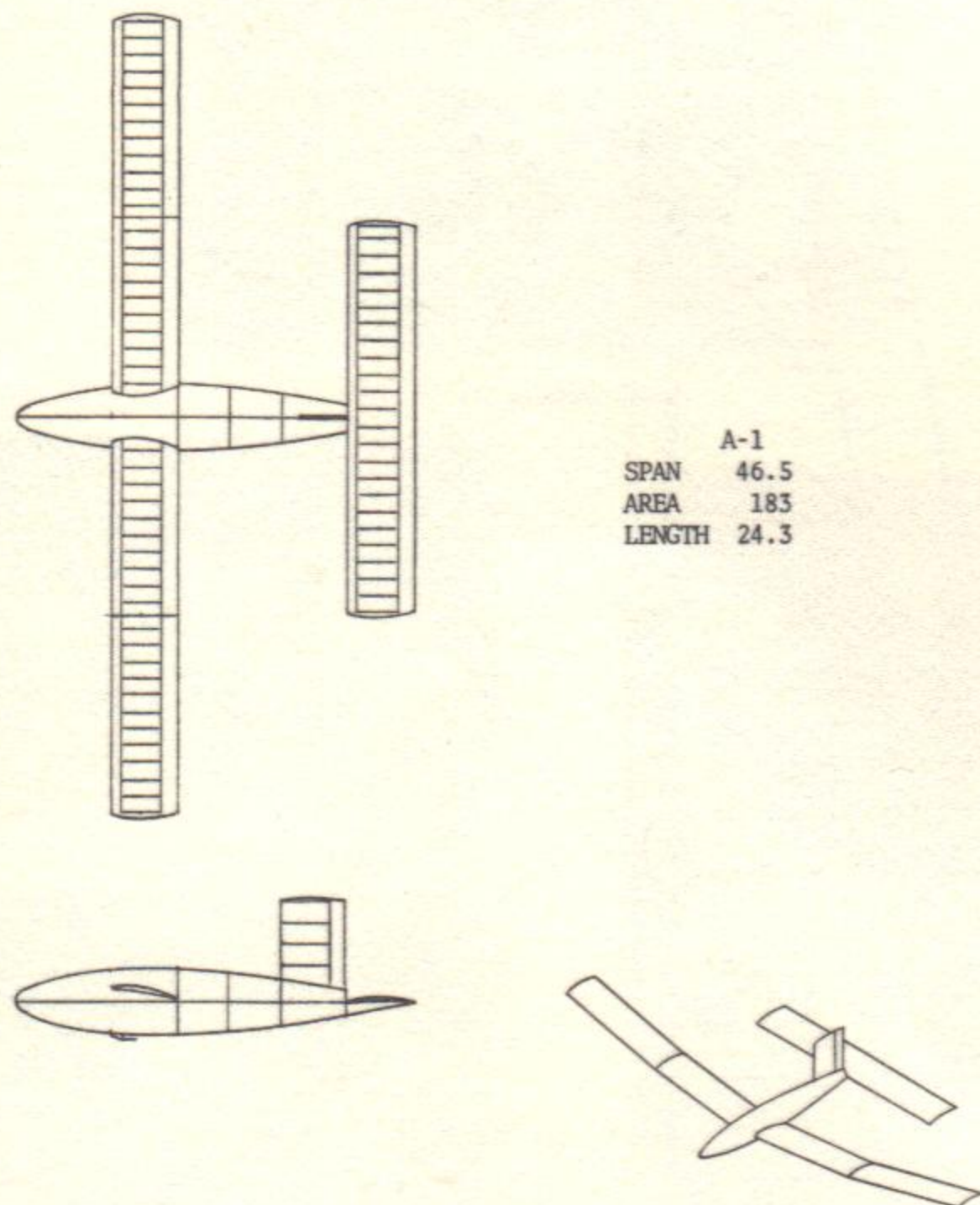


MAGAZINE RACK



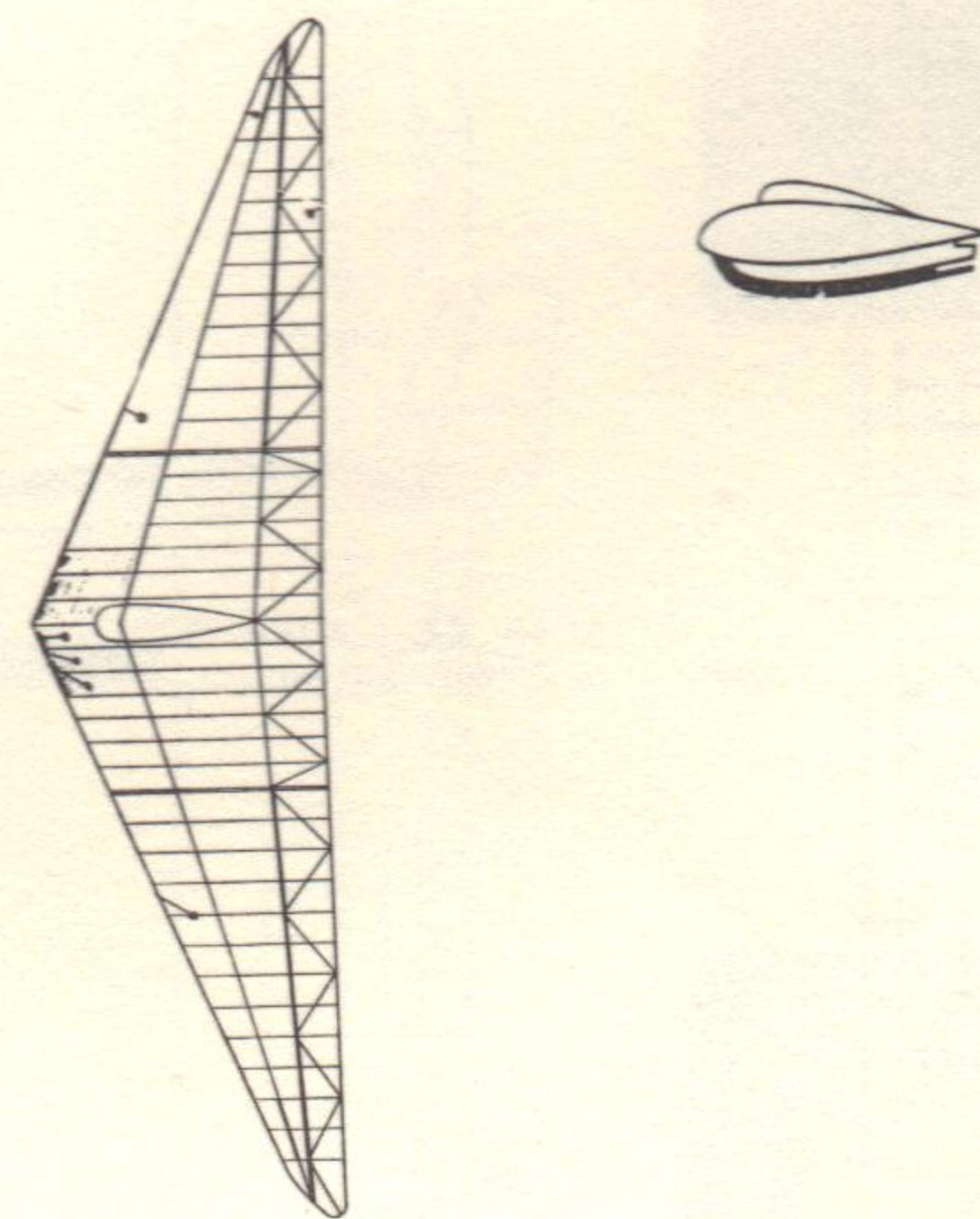
J-25

A-1
SPAN 46.5
AREA 183
LENGTH 24.3



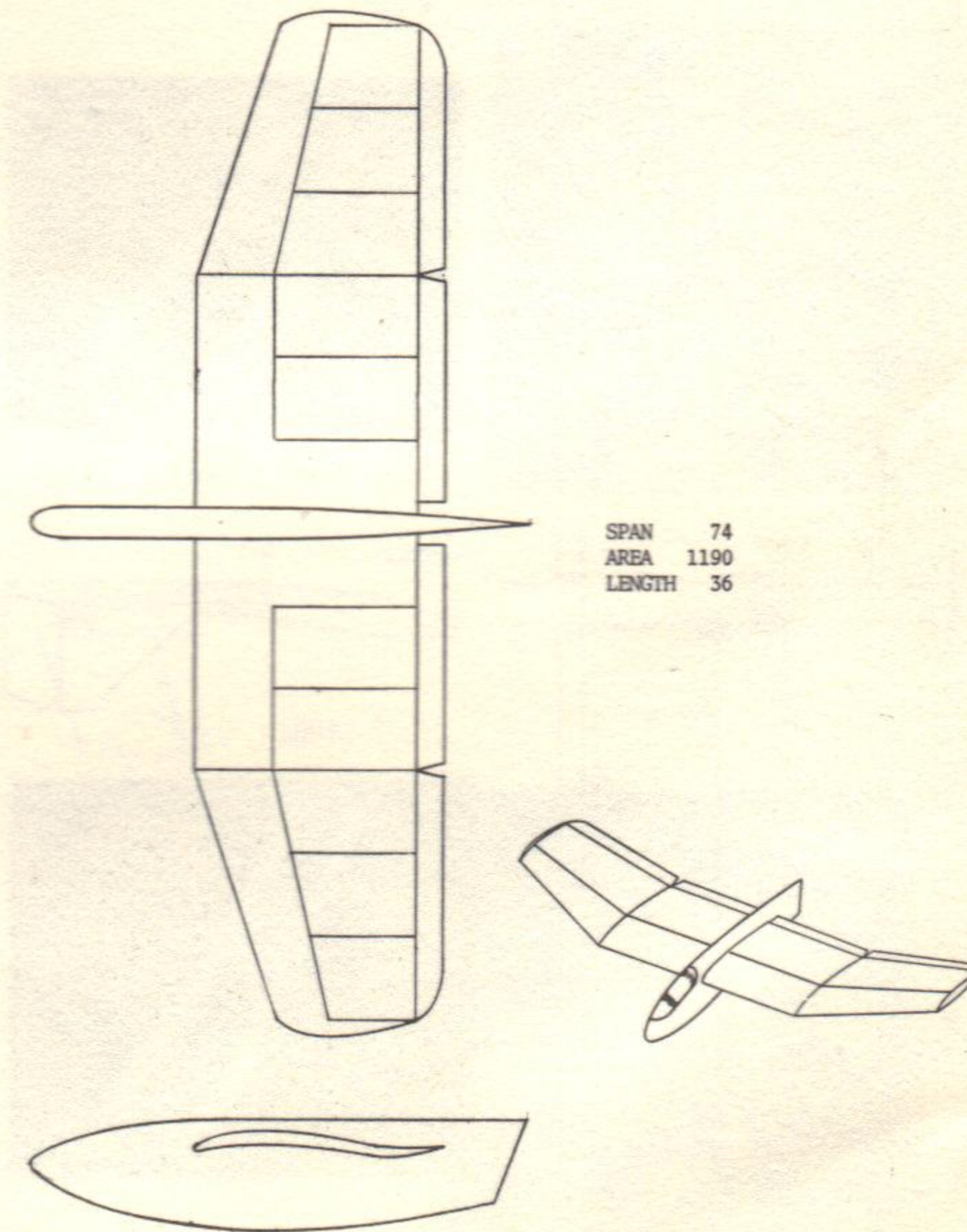
HORTEN I

SPAN 81.4
AREA 928
SCALE 2" 1'

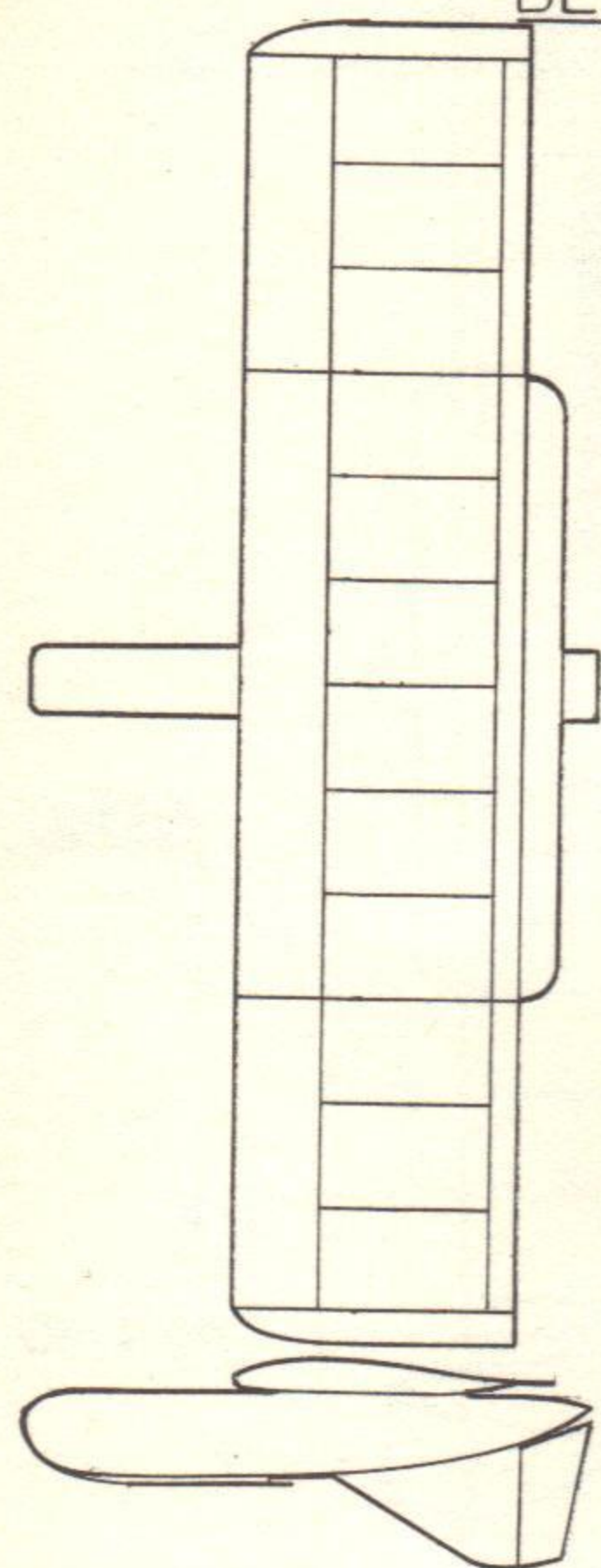


WINGER

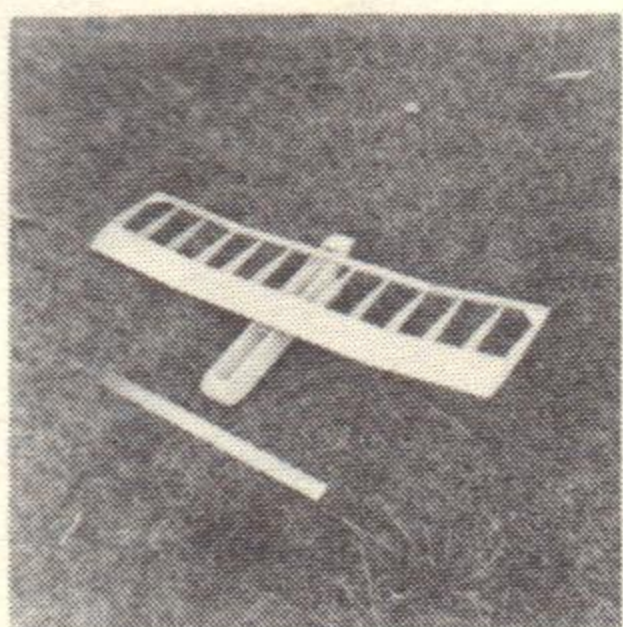
SPAN 74
AREA 1190
LENGTH 36



BETA

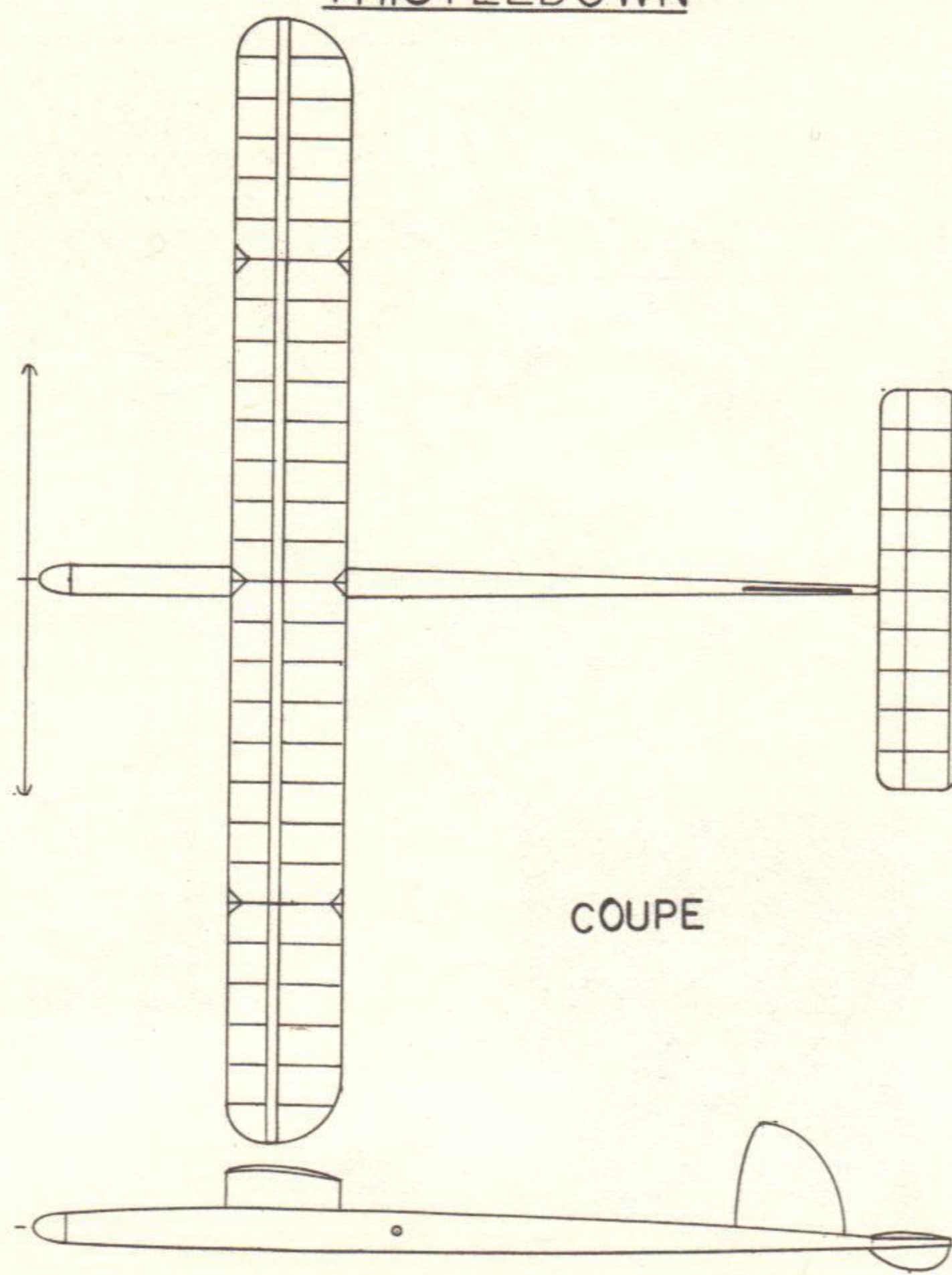


SPAN 36/38



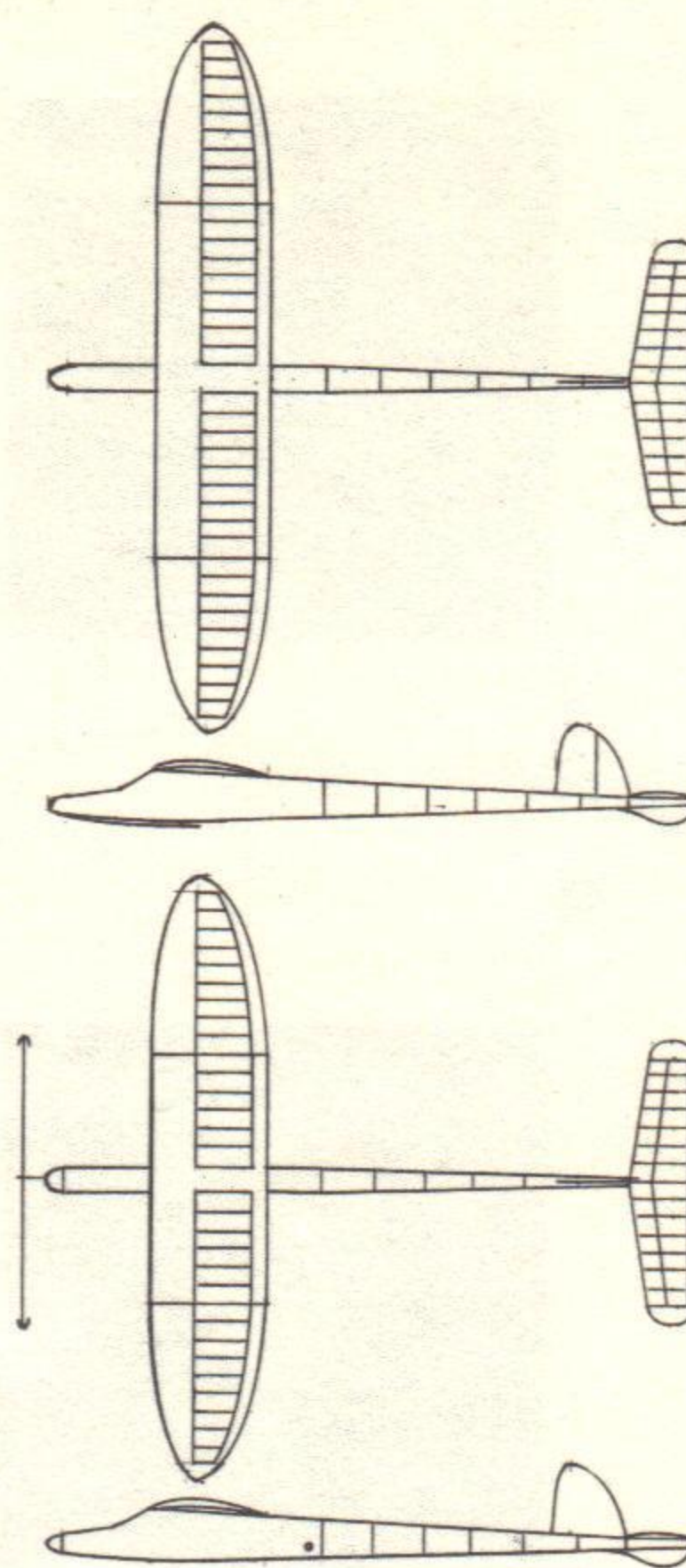
2 CHNL

THISTLEDOWN



COUPE

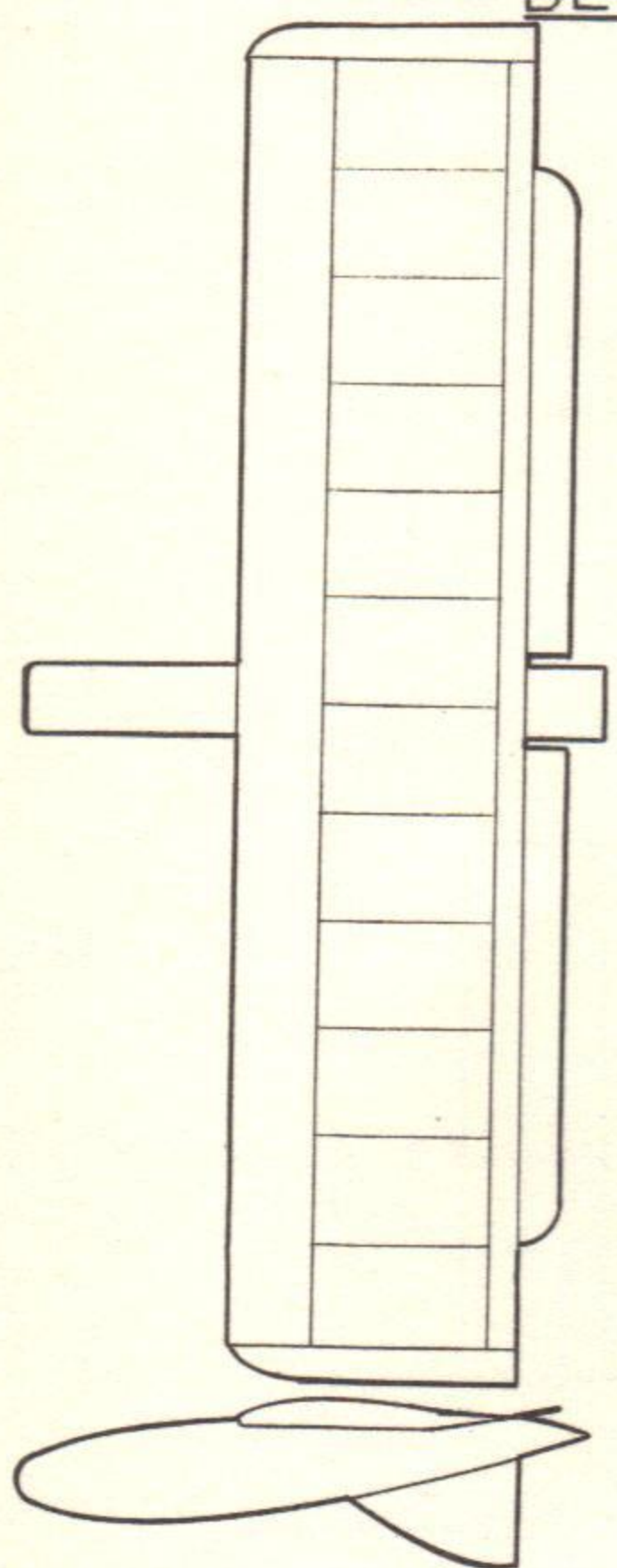
DUO



A-1

RUBBER

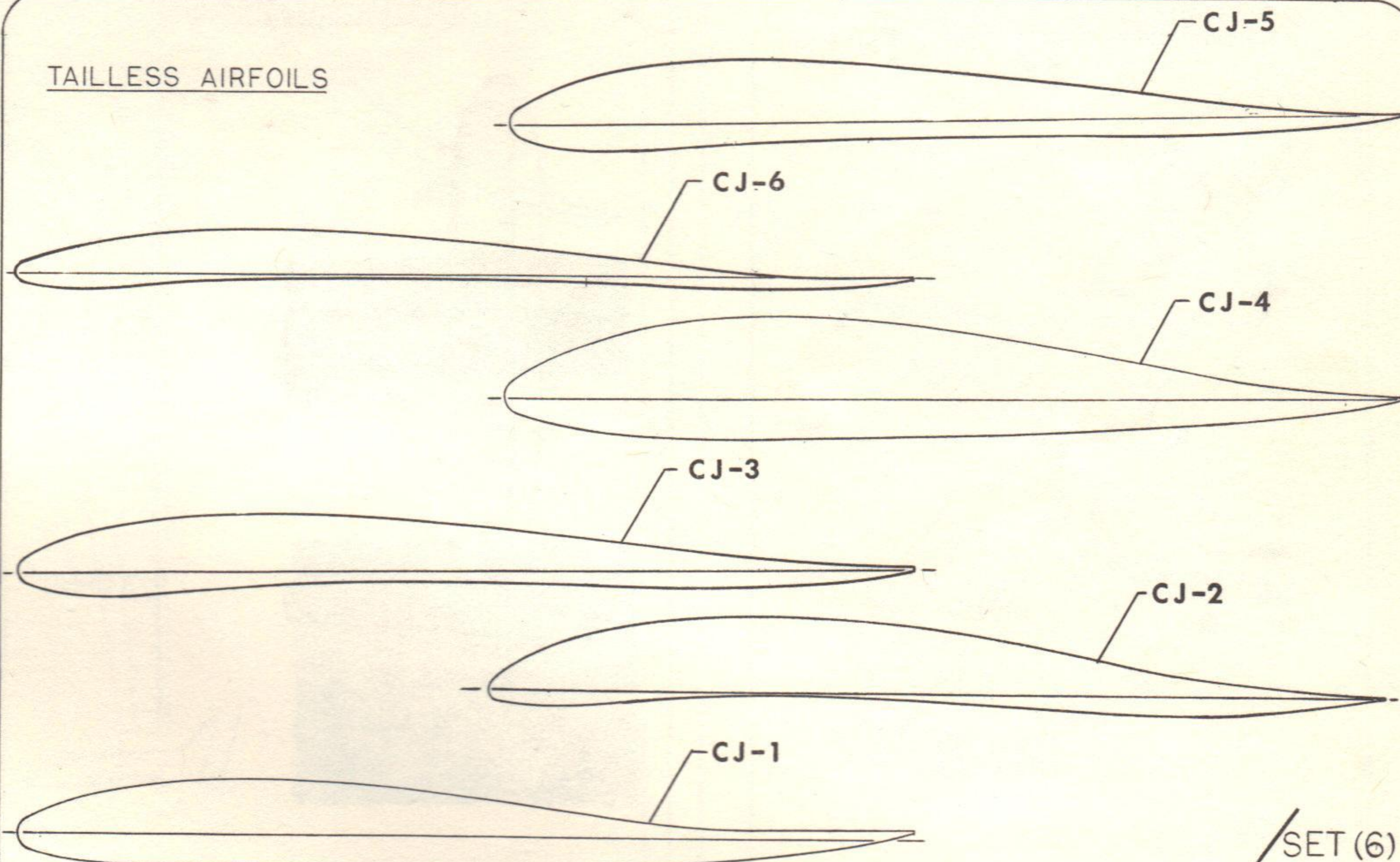
BETA E



SPAN 38

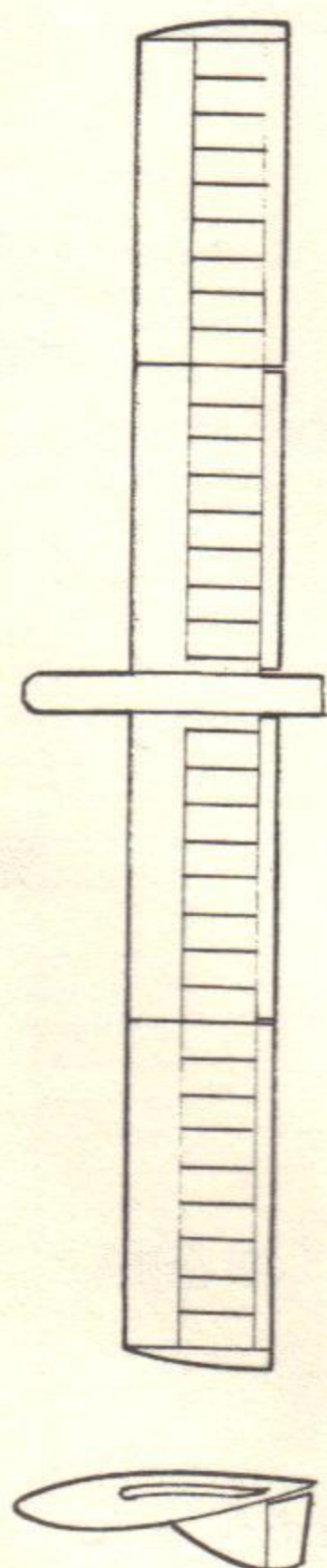
2 CHNL

TAILLESS AIRFOILS



/SET (6)

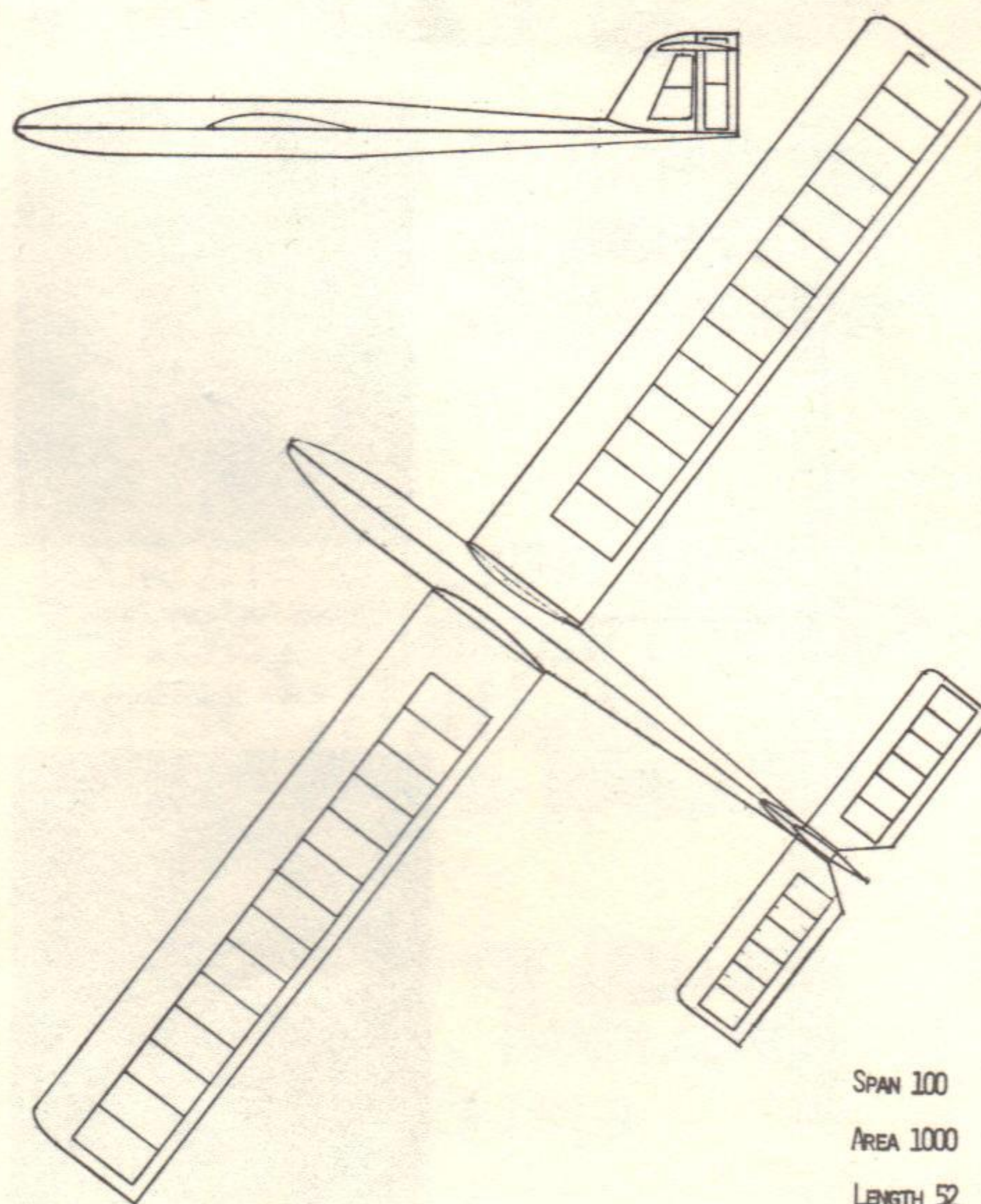
BETA 74



SPAN 74

2 CHNL

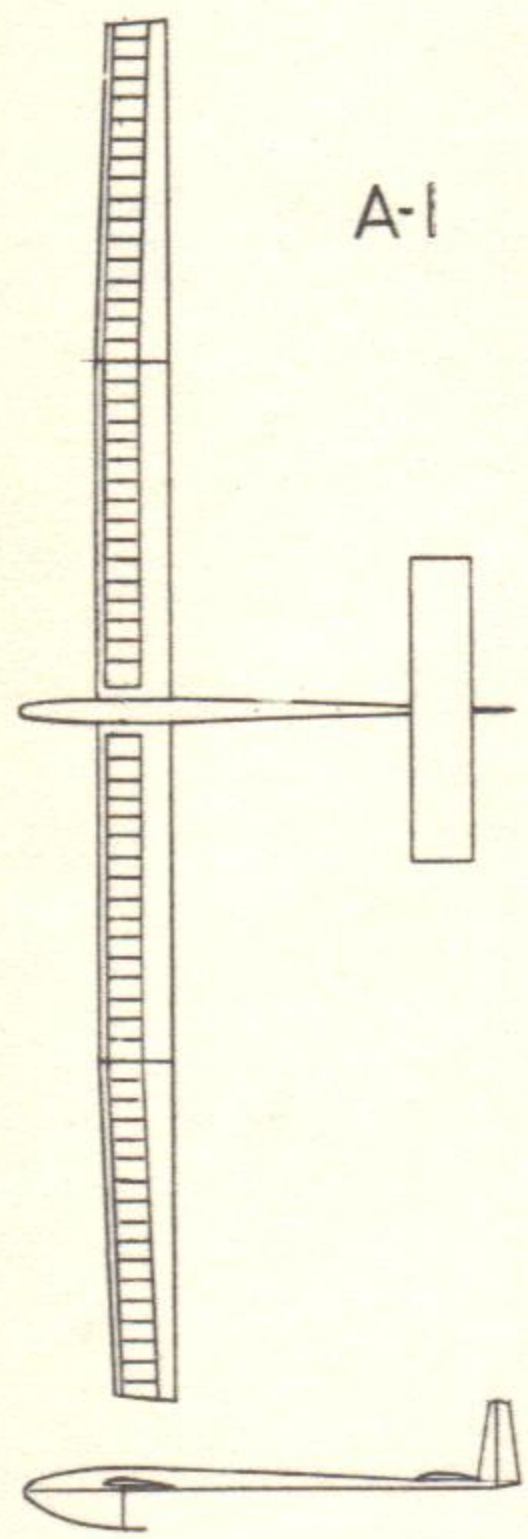
CHEETAH

SPAN 100
AREA 1000
LENGTH 52

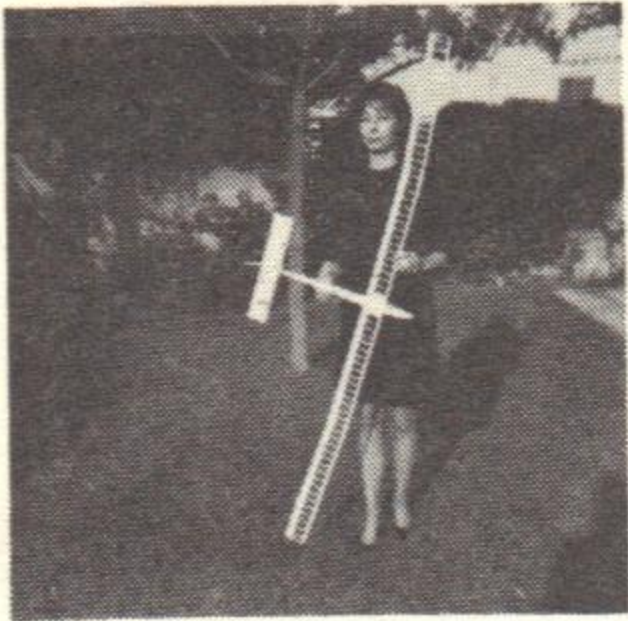
AIRFOIL ORDINATES AVAILABLE

| | |
|---------------------------|--------------------------|
| CLARK Y | RAF 32 |
| NACA 6409 | NACA 63 ₂ 015 |
| S.1. (TAILLESS) | MONSON M-4 |
| KACZANOWSKI GF-6 | |
| MODELL VERSUCHS ANSALT | |
| MVA-123 | MVA-301 |
| EPPLER E-385 | EPPLER E-387 |
| GOLDBERG G-610-B | |
| LUCKY LINDY | HANSEN A-2 |
| BENEDEK B-8356-b/3 | |
| BENEDEK B-8556-b | |
| SIGURD ISACSON S.I.-63008 | |
| SIGURD ISACSON S.I.-63010 | |
| LINDNER A-2 | CJ-10 A-2 |
| GÖTTINGEN 549 | ODENMAN A-2 |

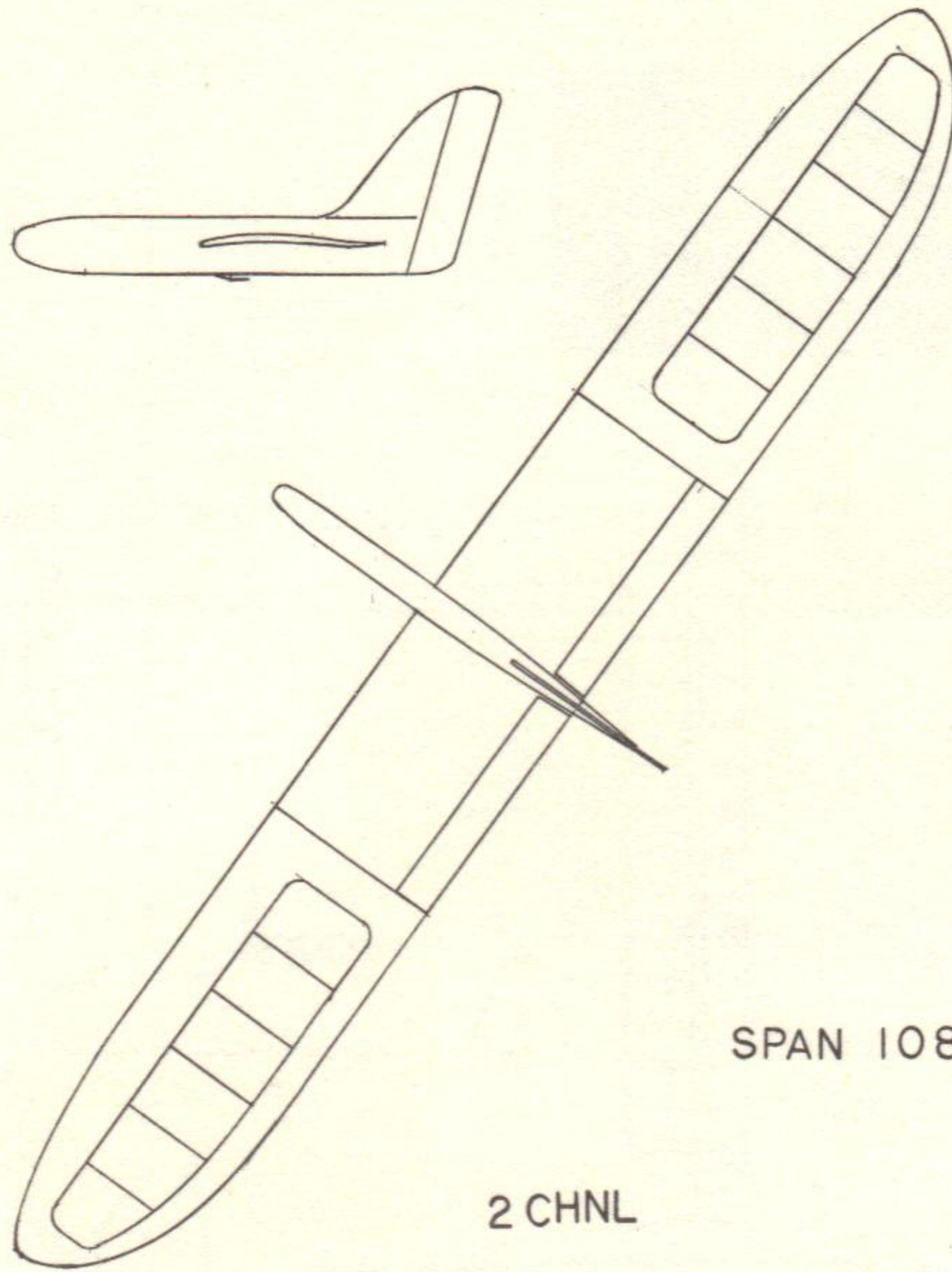
WHISPER



A-1



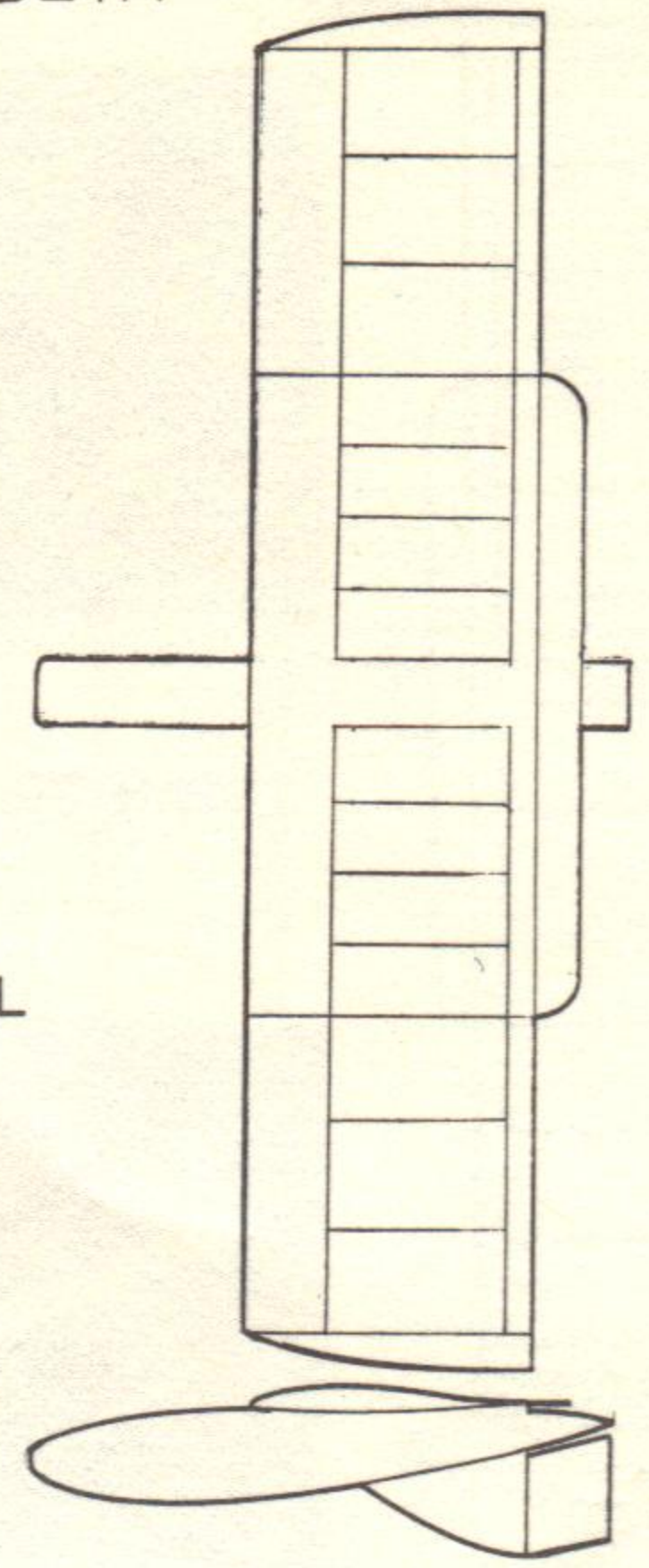
THERMAL PLANK



SPAN 108

2 CHNL

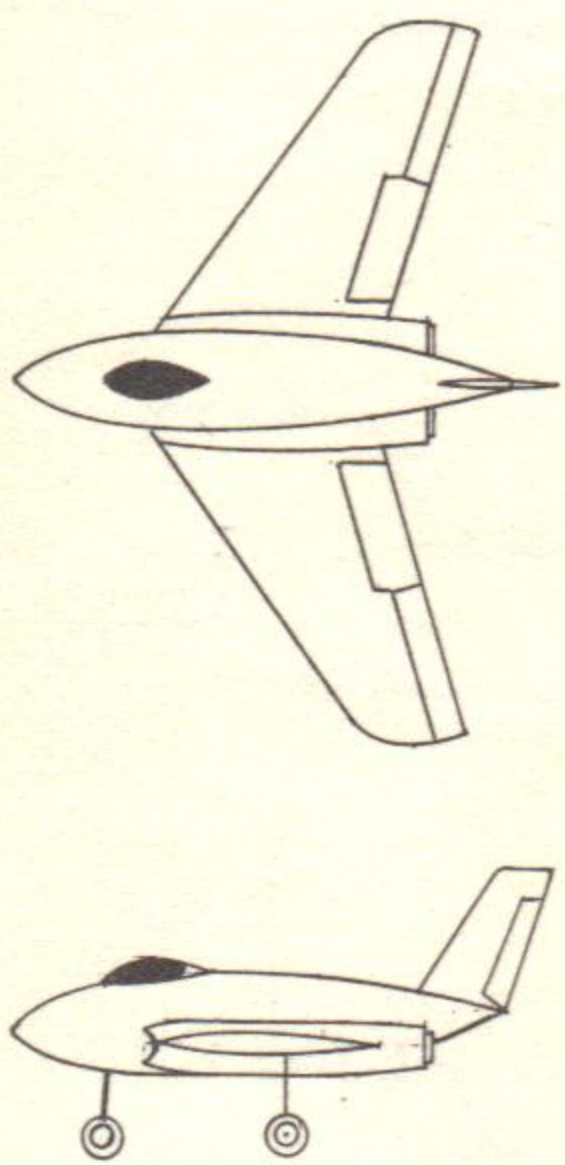
BIG BETA



2 CHNL

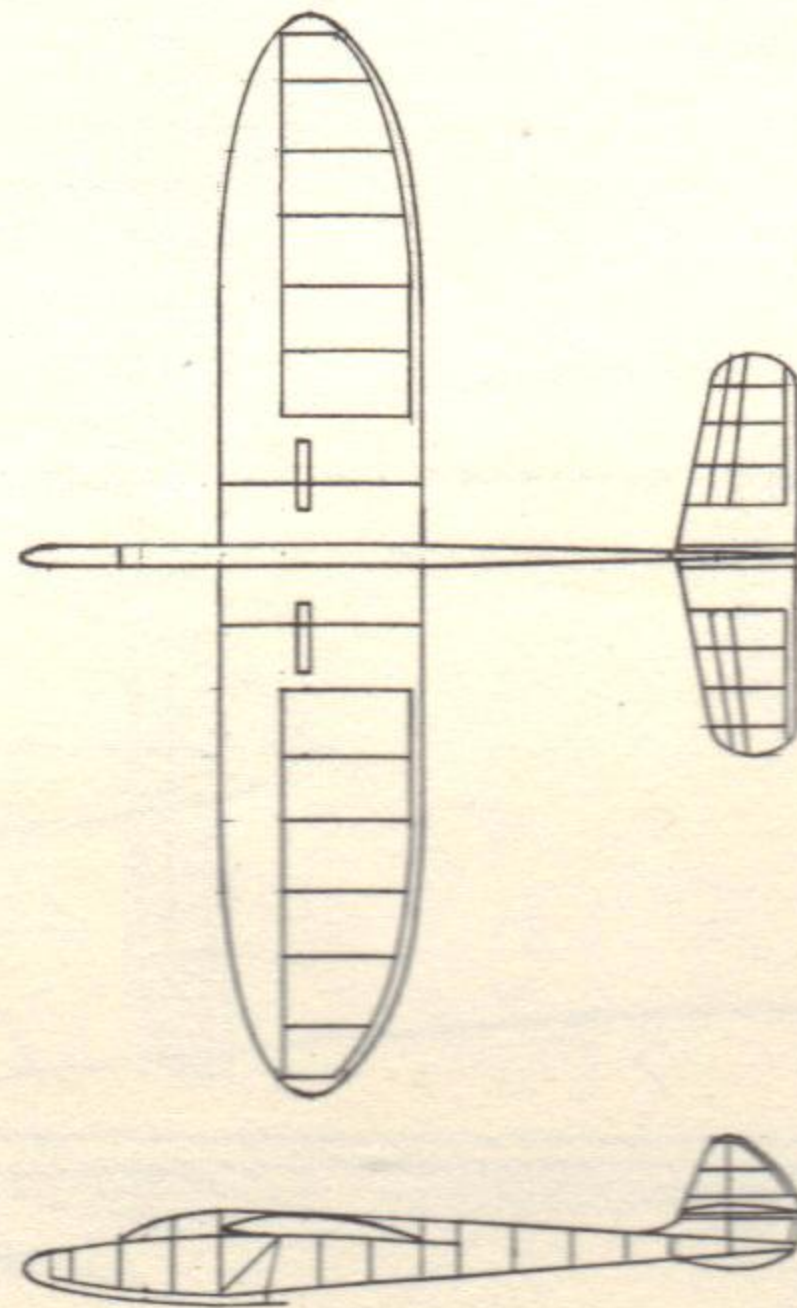
SPAN 50

NORTHROP X-4 BANTAM



SPAN 36
AREA 300

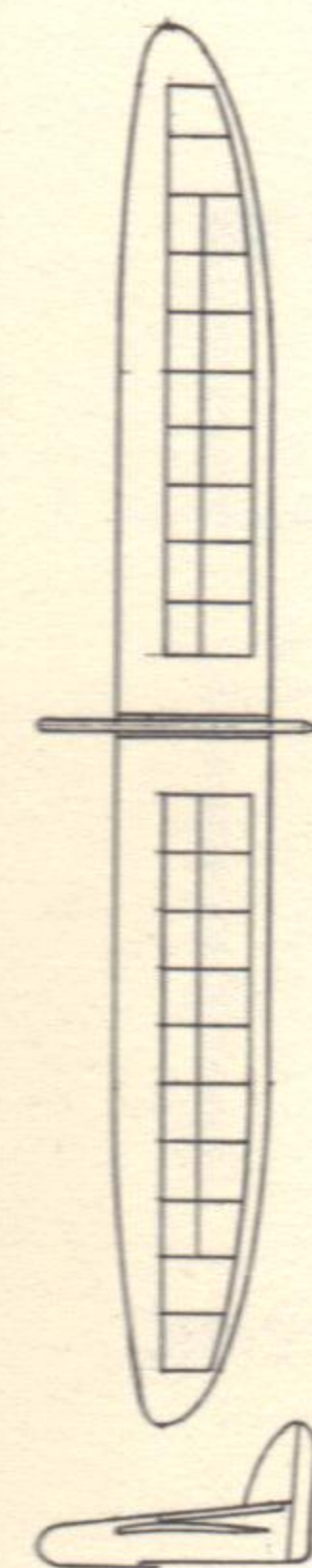
SUPER BUZZARD



SPAN 108

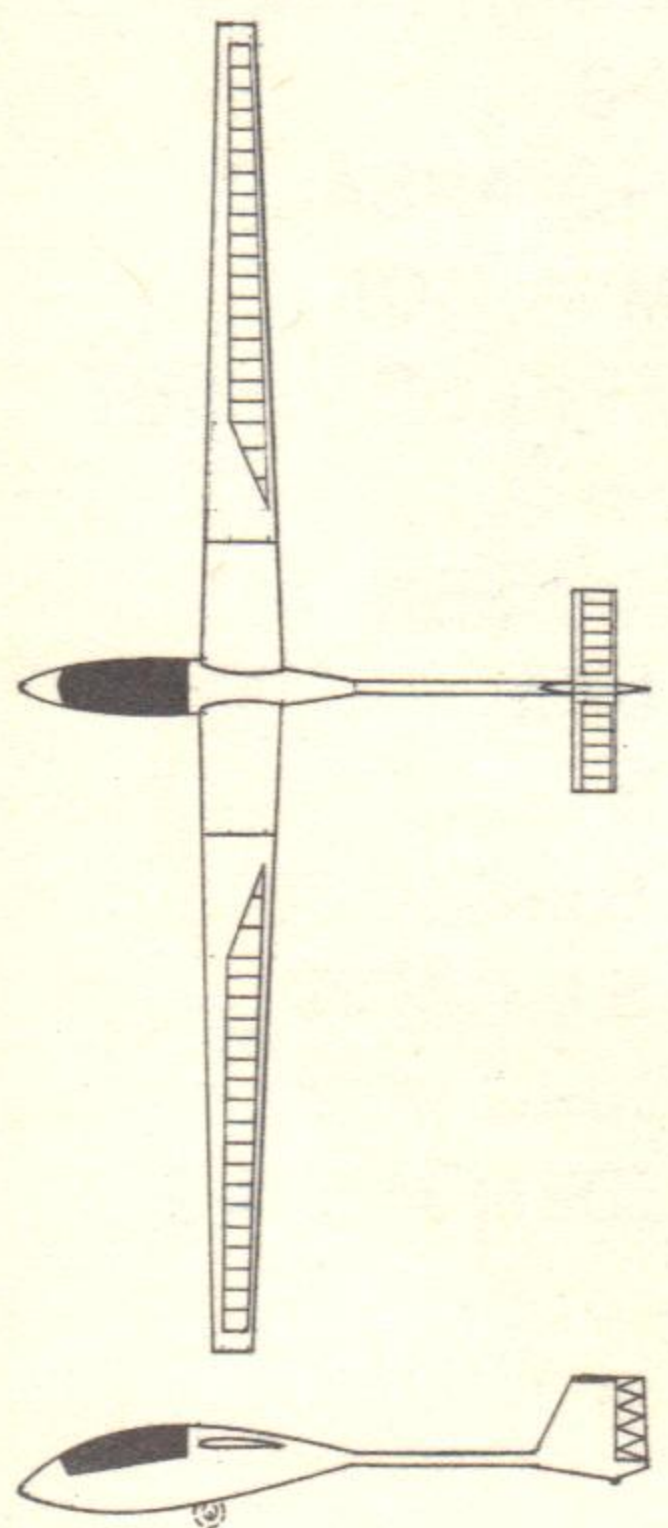
2/3 CHNL

NORDIC PLANK



A-2

RS-15



2/3 CHNL

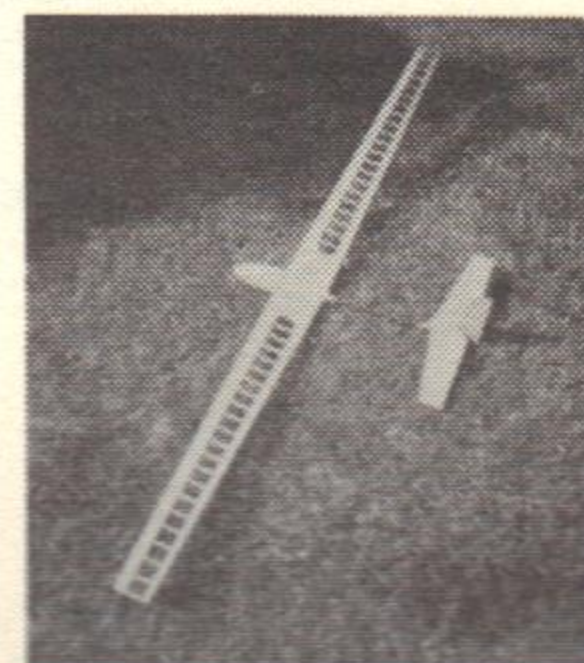
SPAN 132

AR-25



LENGTH 24

SPAN 72



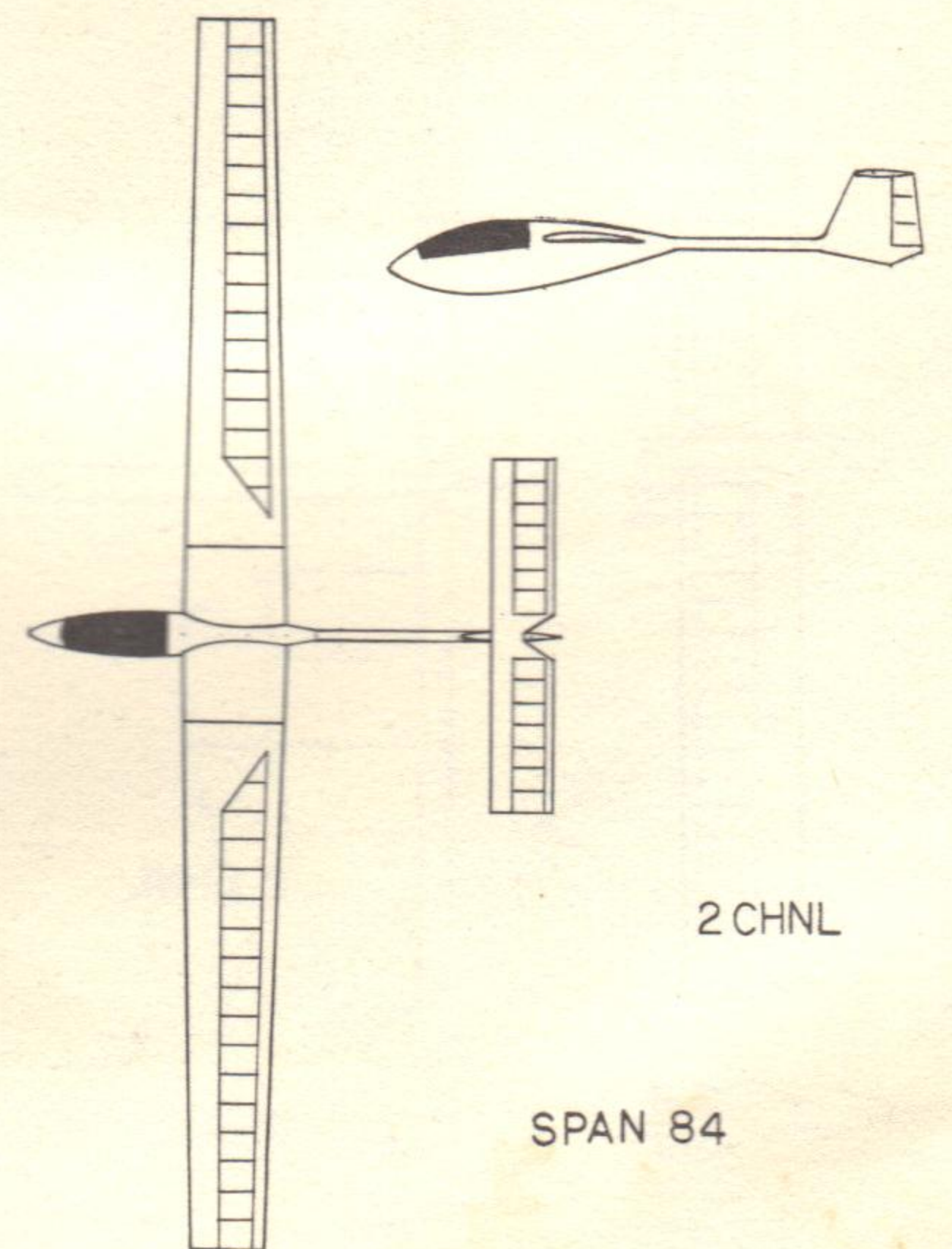
DESIGNED FOR CANNON 2 CHNL

HEIGHT 12-1/2 Oz.

AREA 259



RS-15 SEMI-SCALE

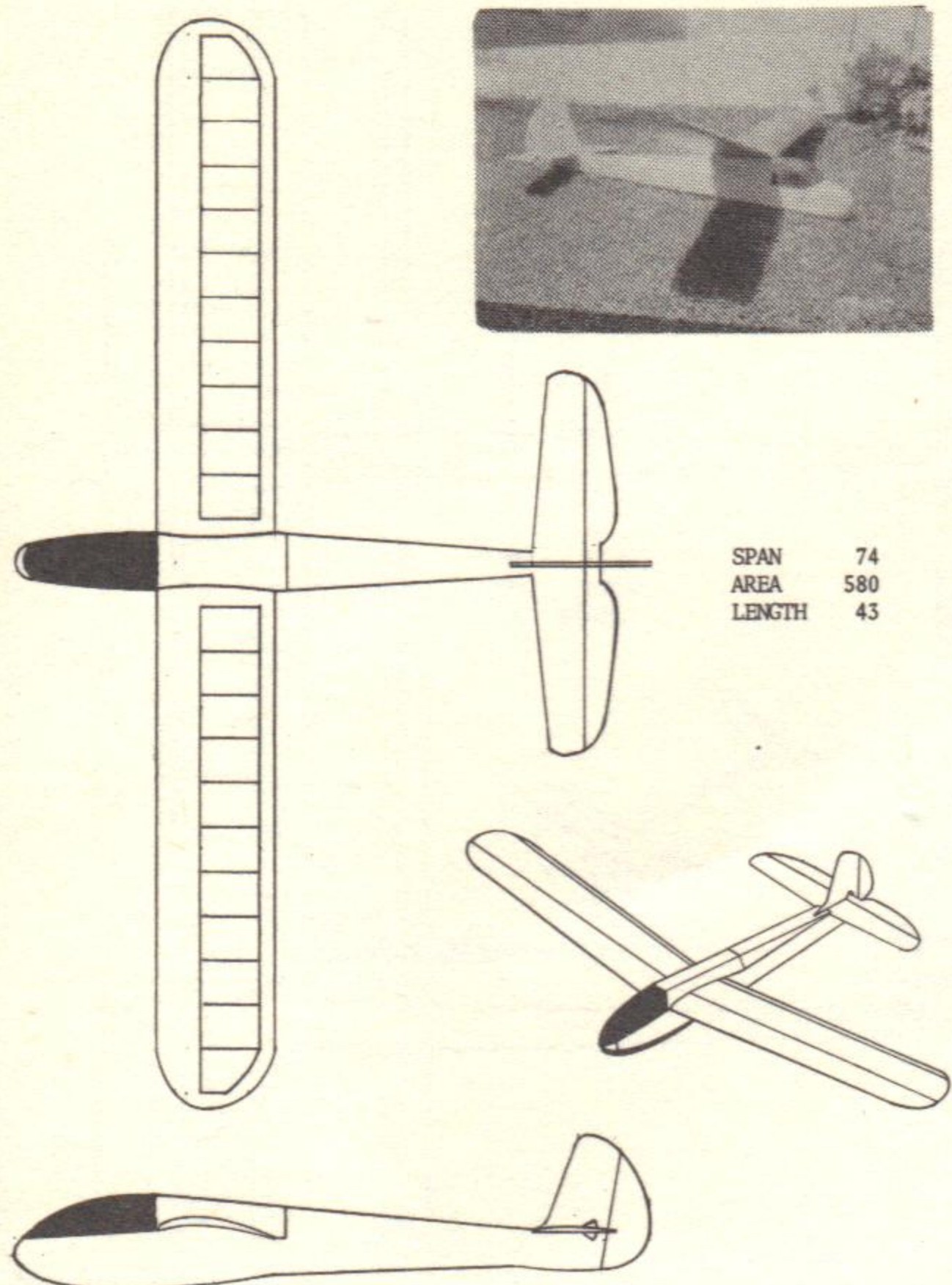


2 CHNL

SPAN 84

BULLHEAD

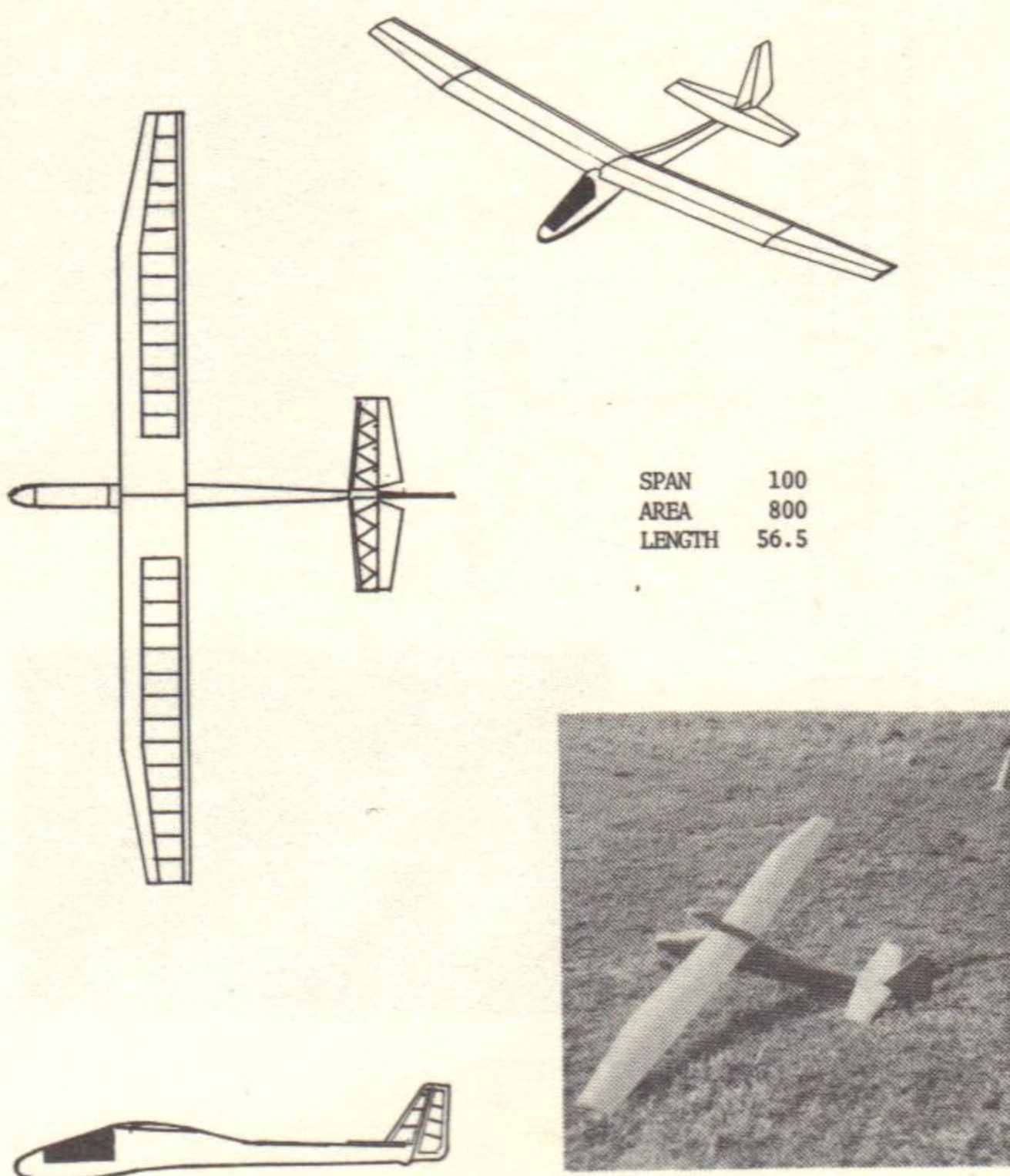
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



SPAN 74
AREA 580
LENGTH 43

ZANONIA 100

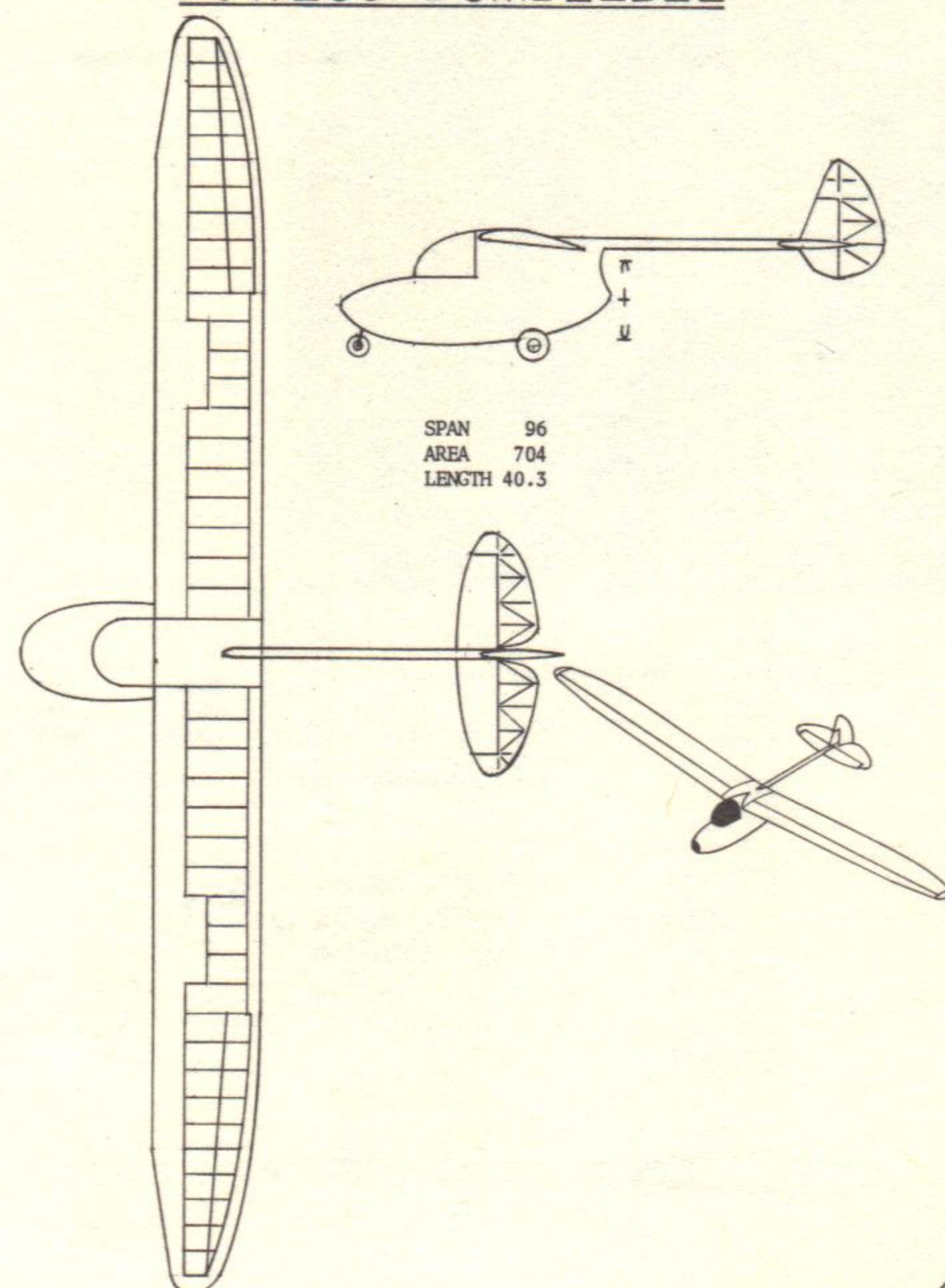
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



SPAN 100
AREA 800
LENGTH 56.5

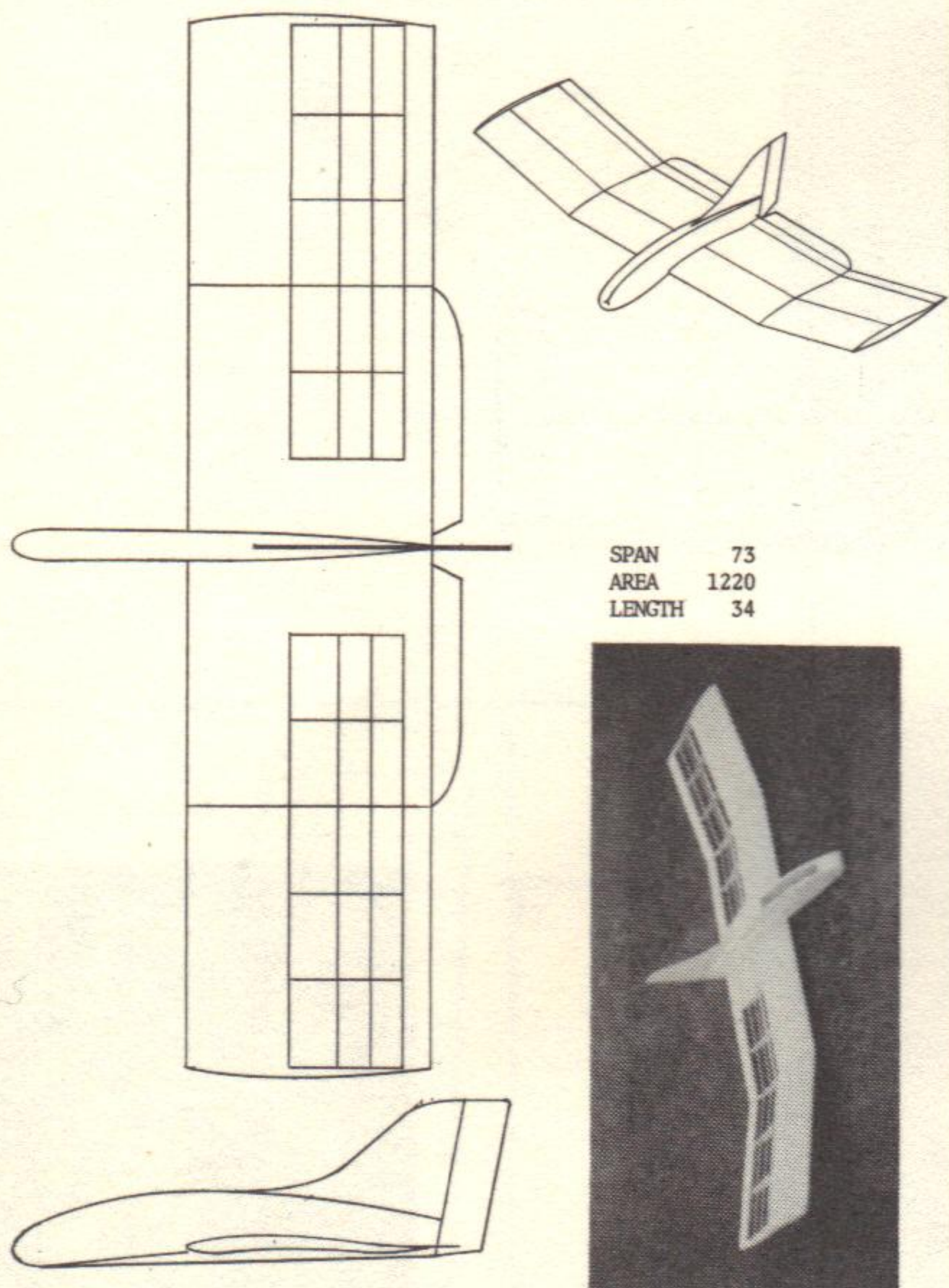
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

BOWLUS BUMBLEBEE



SPAN 96
AREA 704
LENGTH 40.3

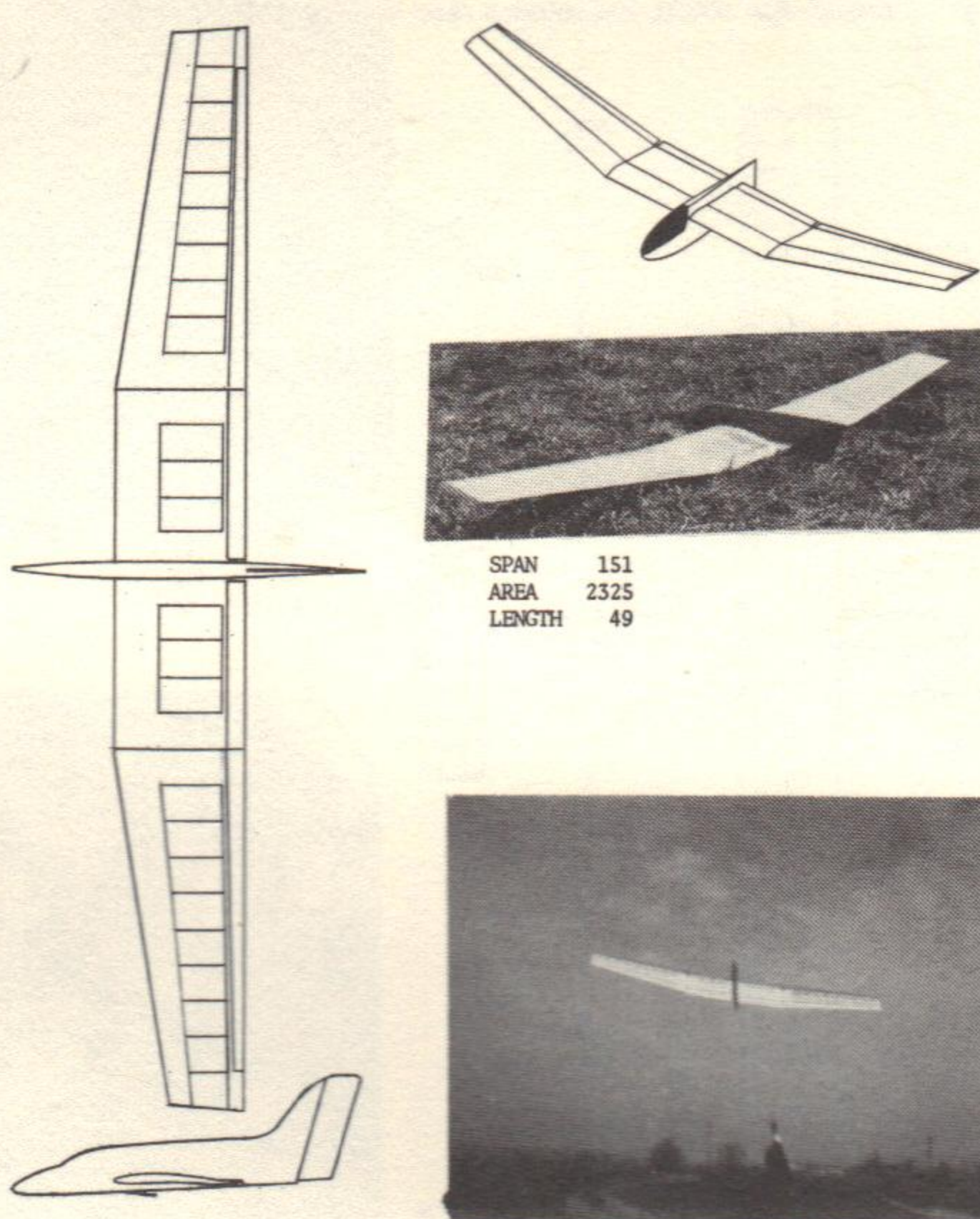
WING THING



SPAN 73
AREA 1220
LENGTH 34

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

MAXI

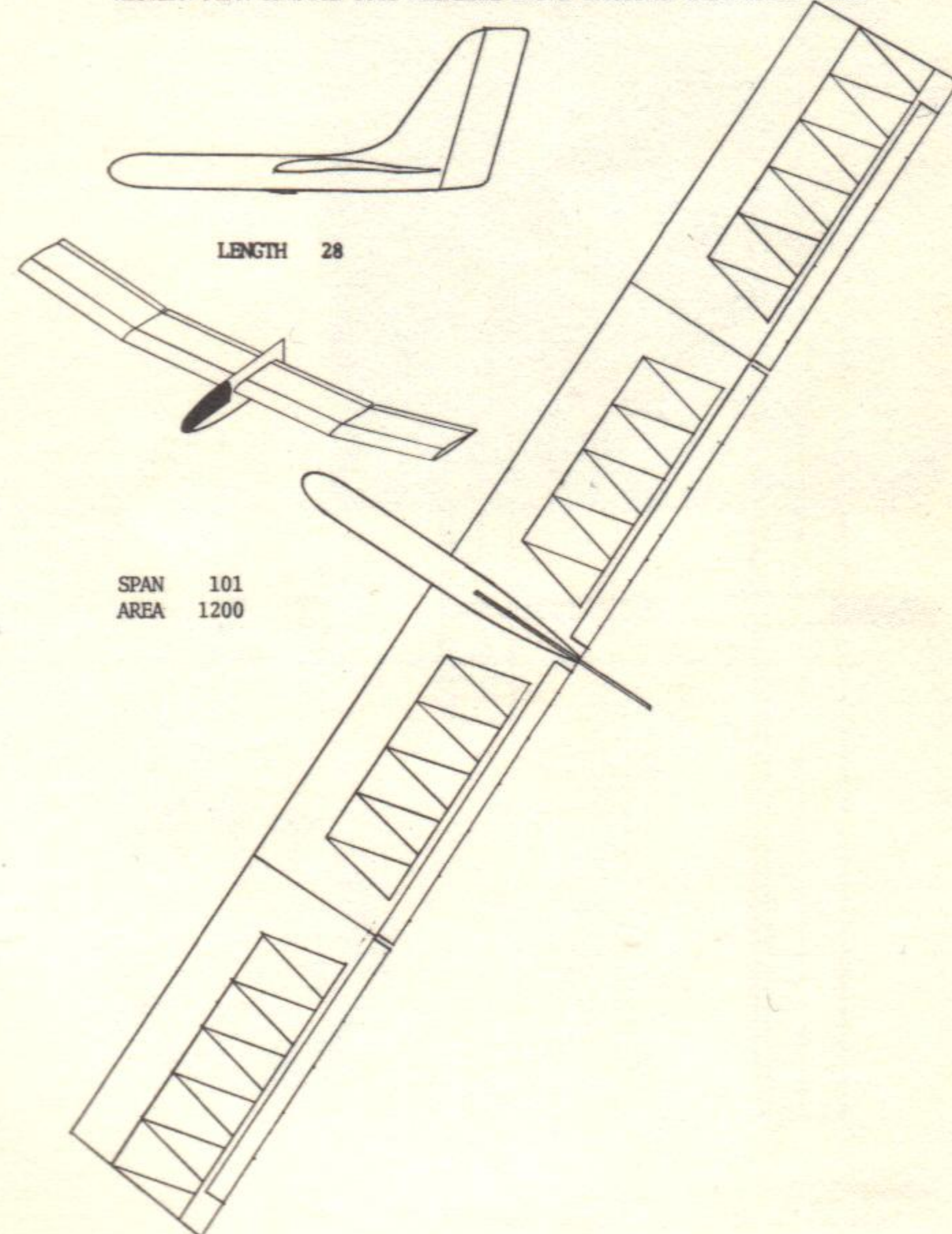


SPAN 151
AREA 2325
LENGTH 49

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

HIWAY 101

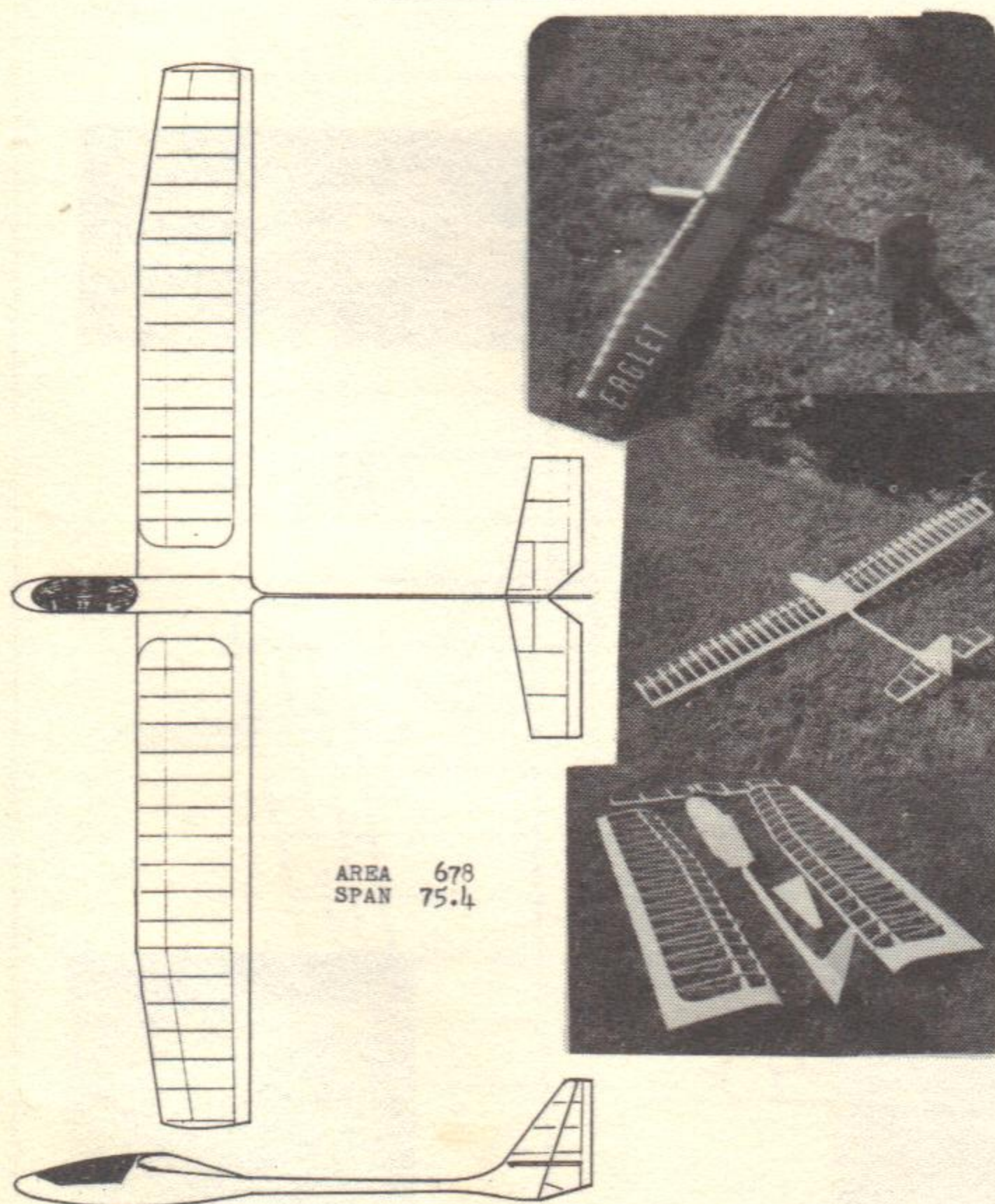
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



LENGTH 28

SPAN 101
AREA 1200

EAGLET



AREA 678
SPAN 75.4

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503 USA

4 THREE VIEWS ON ONE SHEET

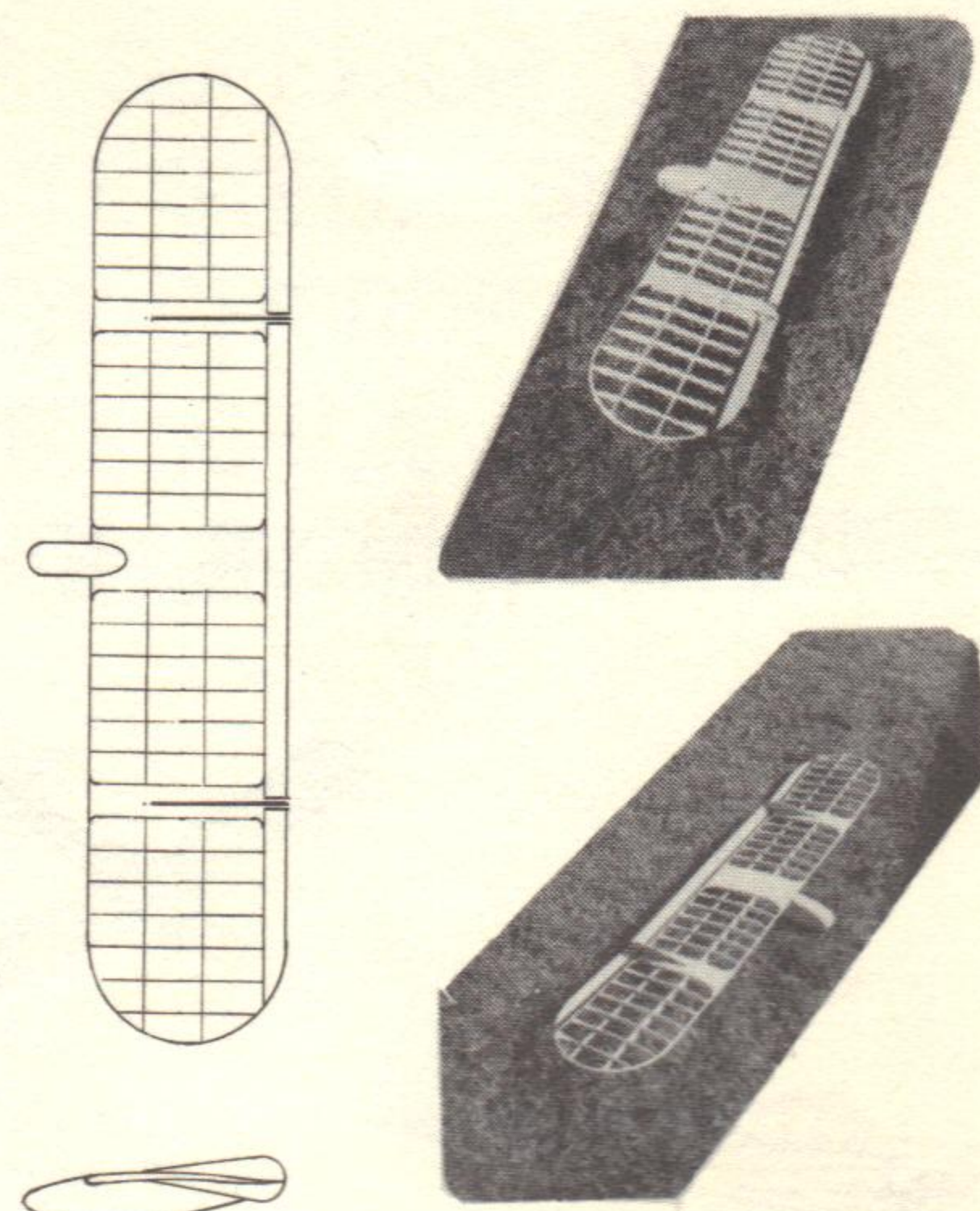
HORTEN I AND II INCH=METER
HORTEN III .9 INCH=METER
HORTEN IV .8 INCH=METER

BOOKLET- 6 FLYING WINGS
3-VIEWS, 3 HORTEN IV PICS.
HORTEN I, II, III, IV,
PIONEER II AND ICARUS V

FOUR OLD TIMER TAILLESS
2 TOWLINERS, HANDLAUNCH
AND RUBER POWERED

CHINOOK

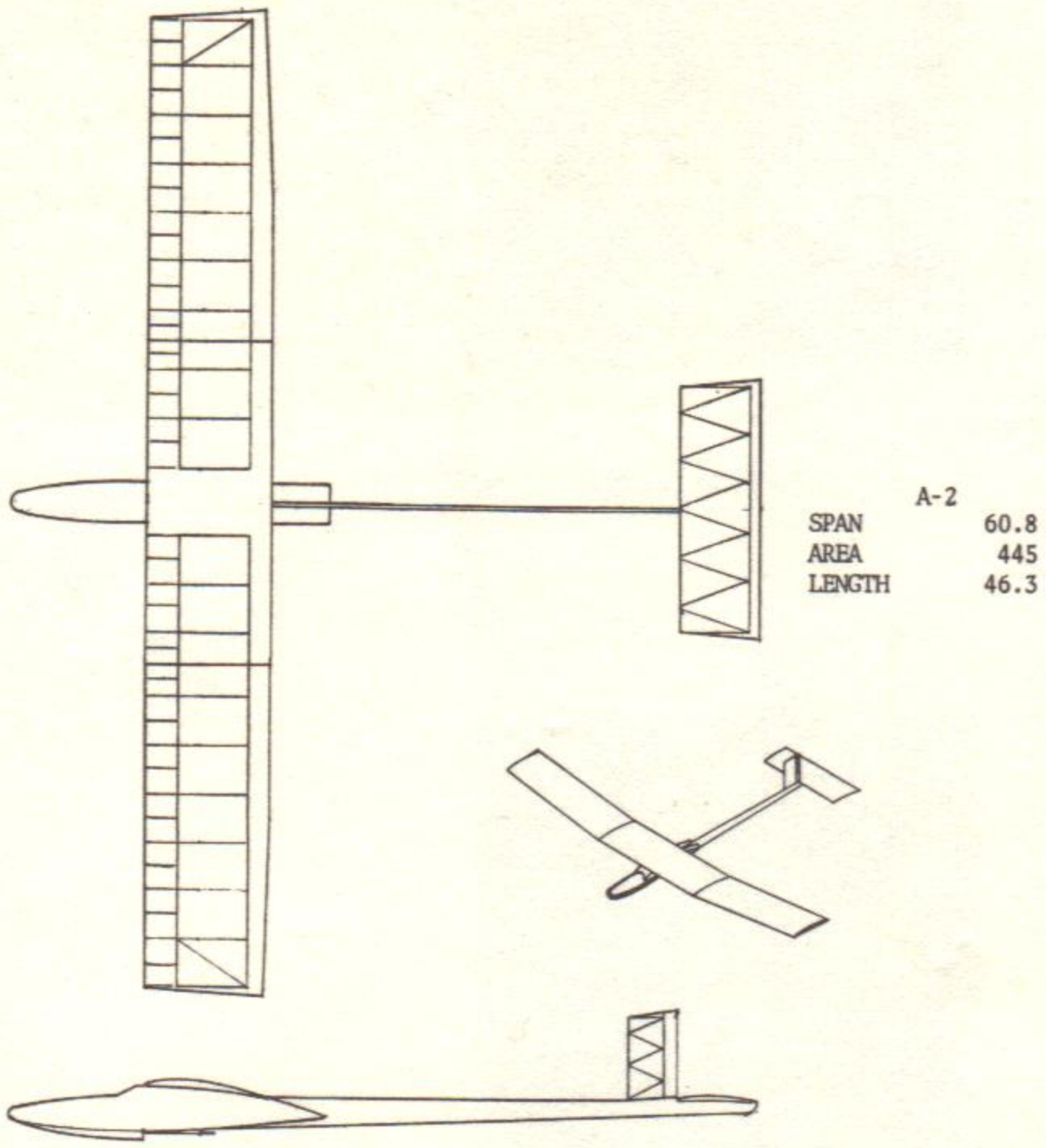
SPAN 60
AREA 689



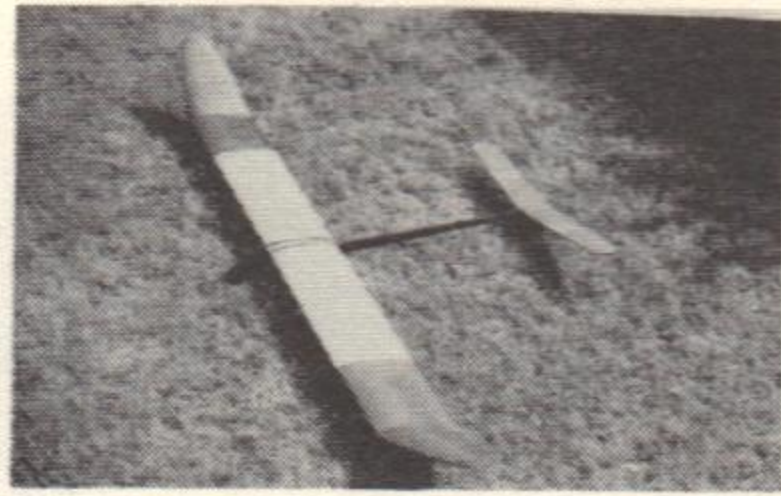
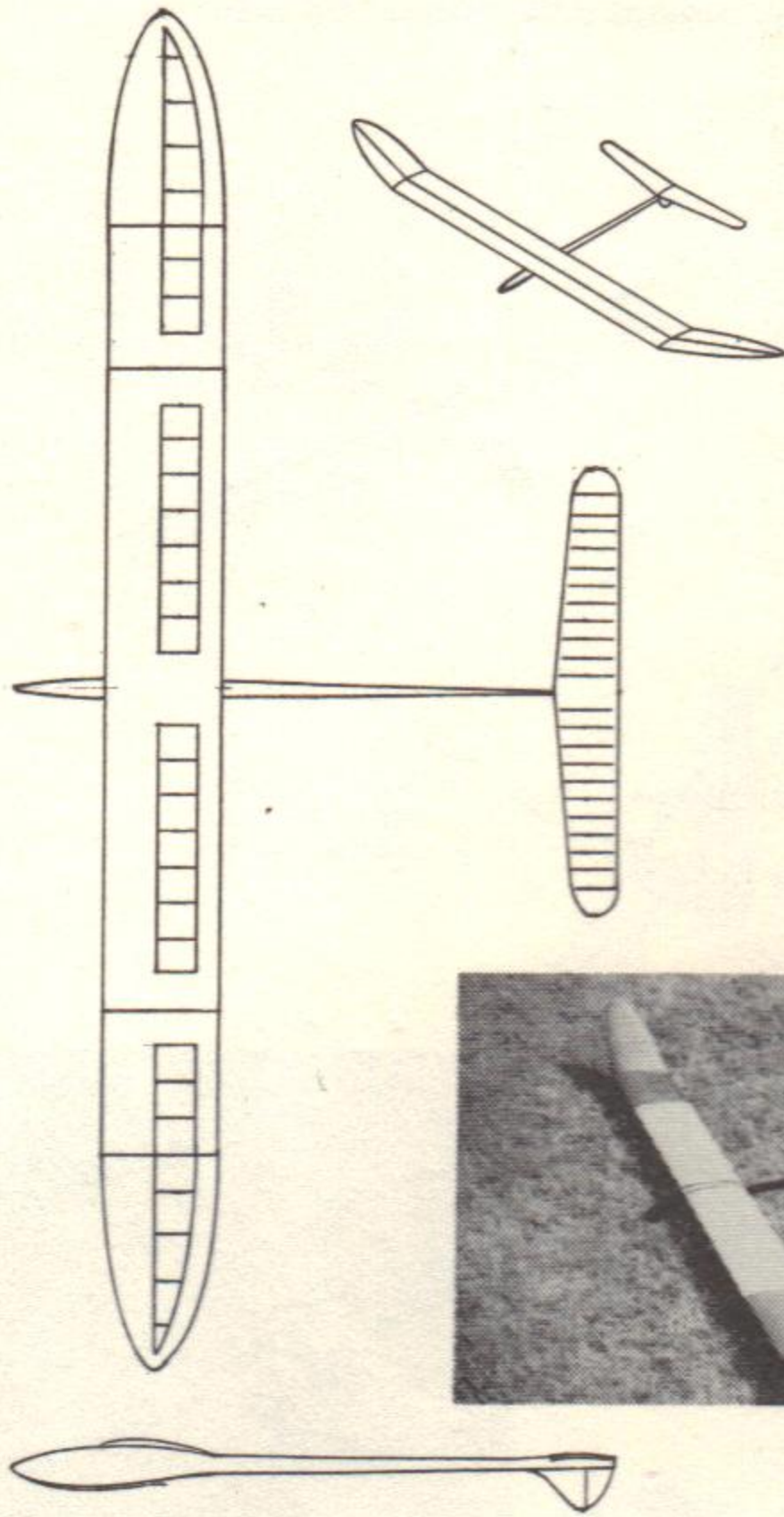
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503 USA

ARROW

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



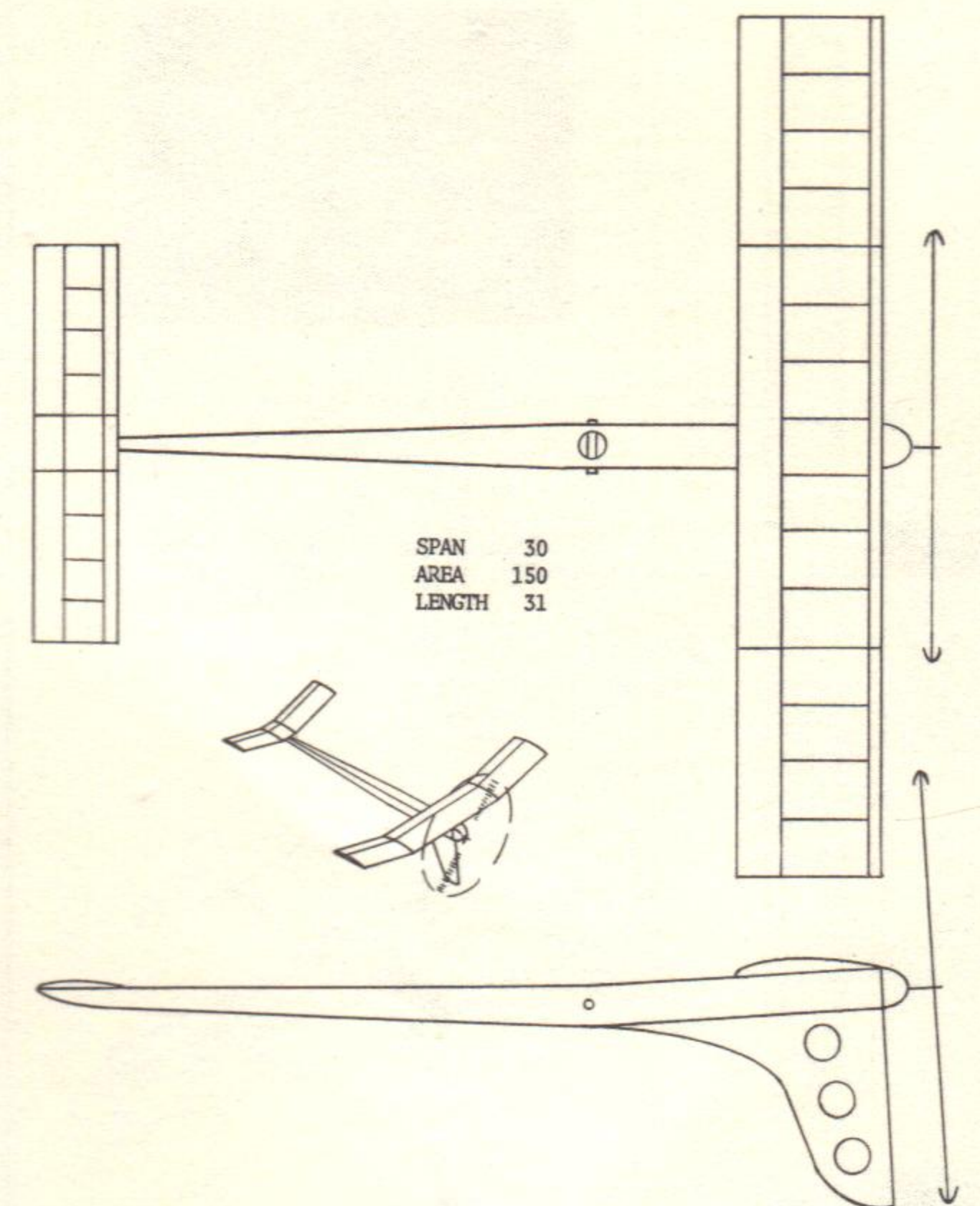
J-24



WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

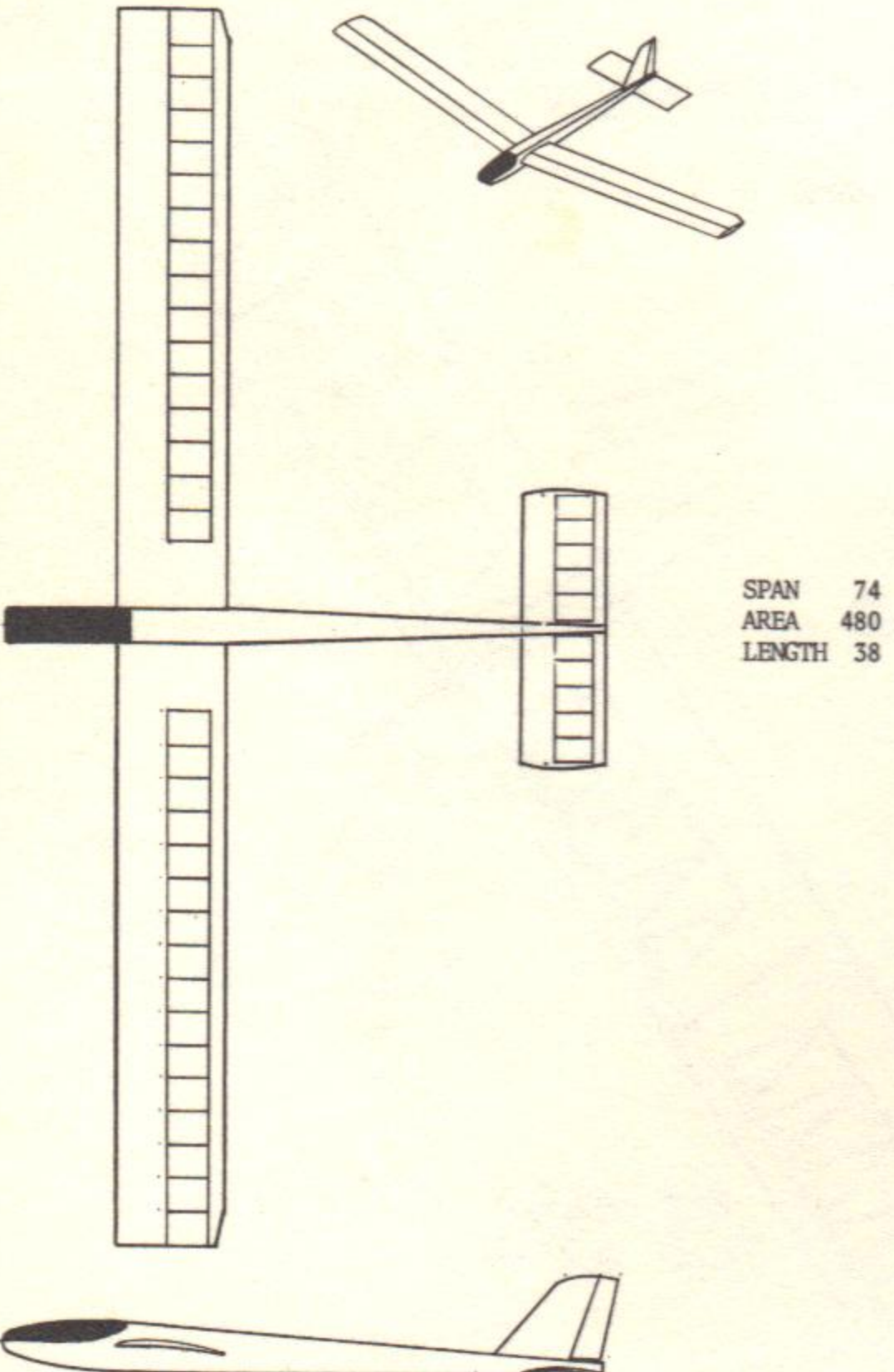
CACTUS FLOWER

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



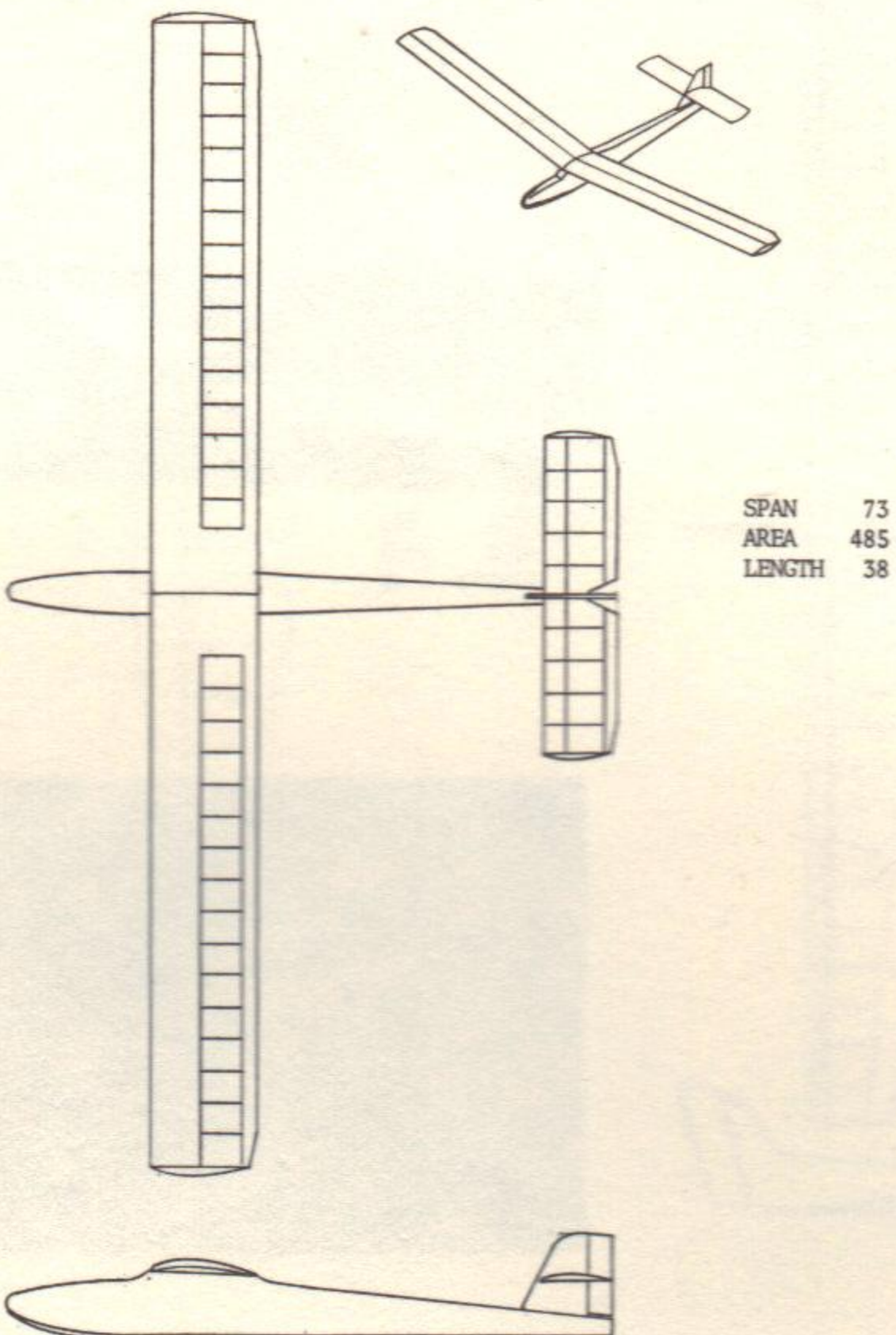
HALF GULL

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



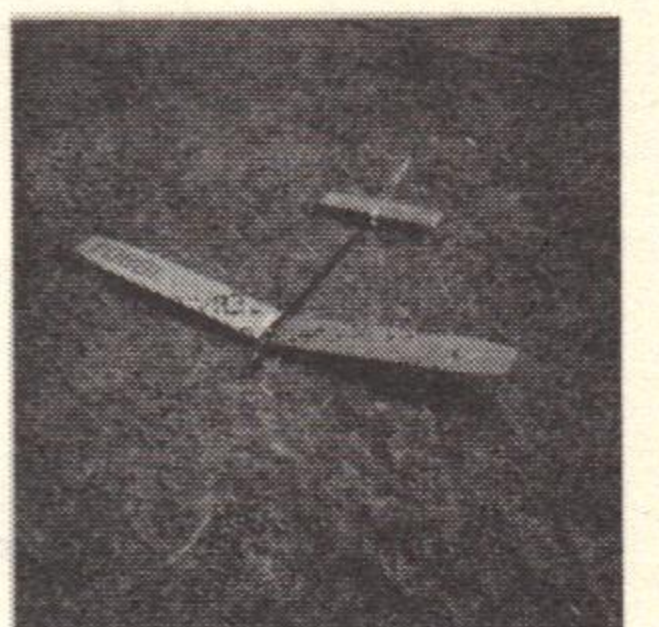
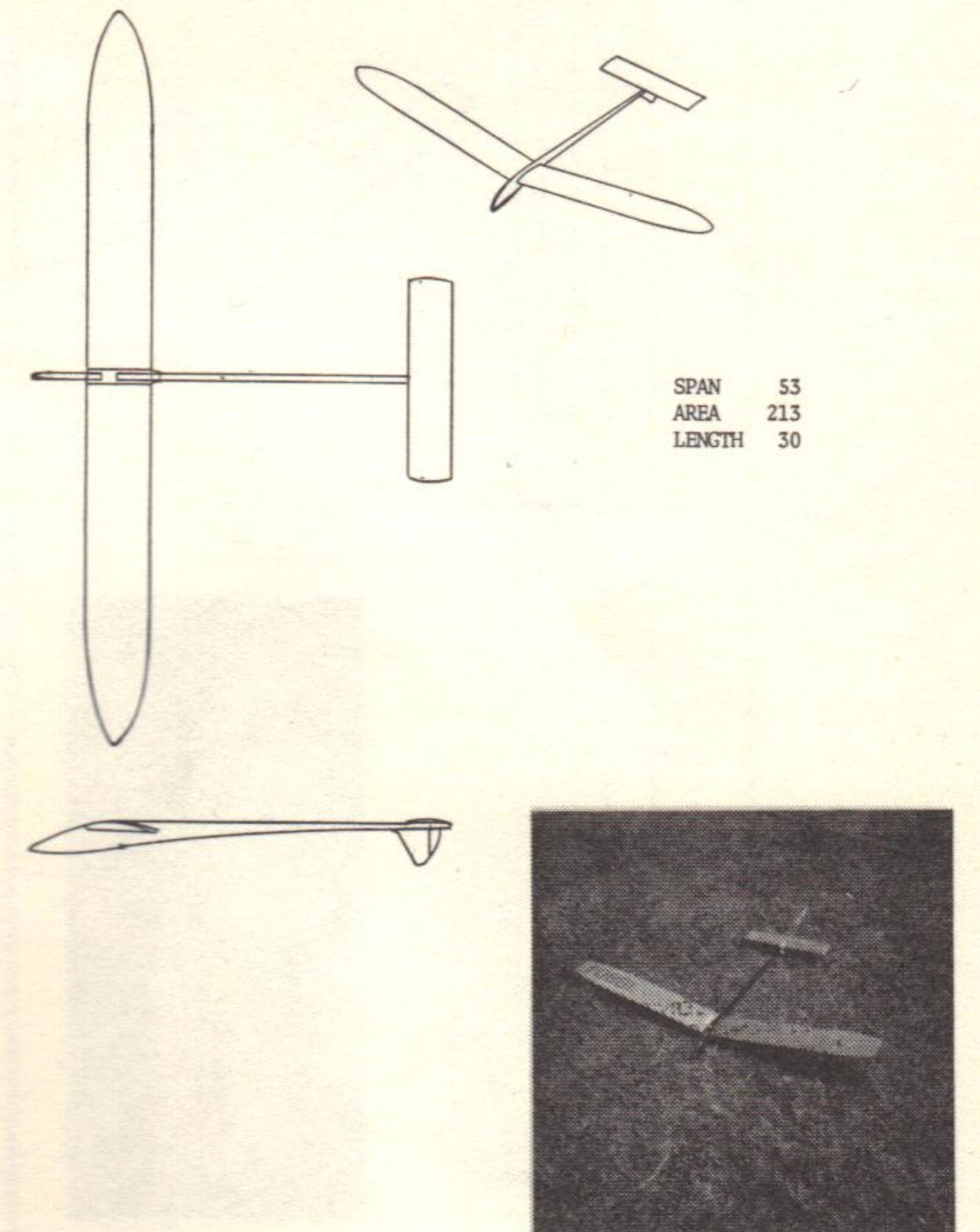
SLOPOKE

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



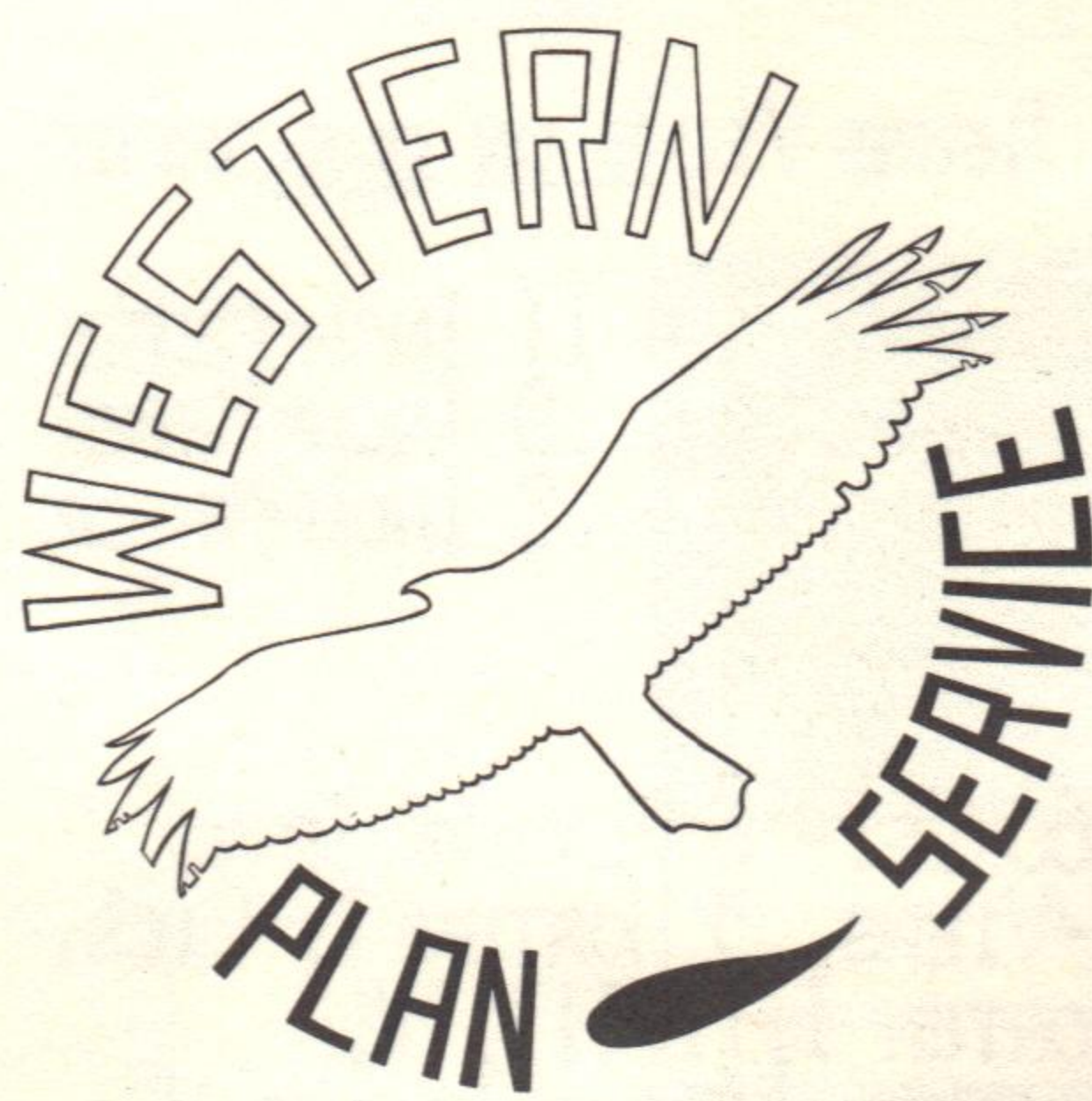
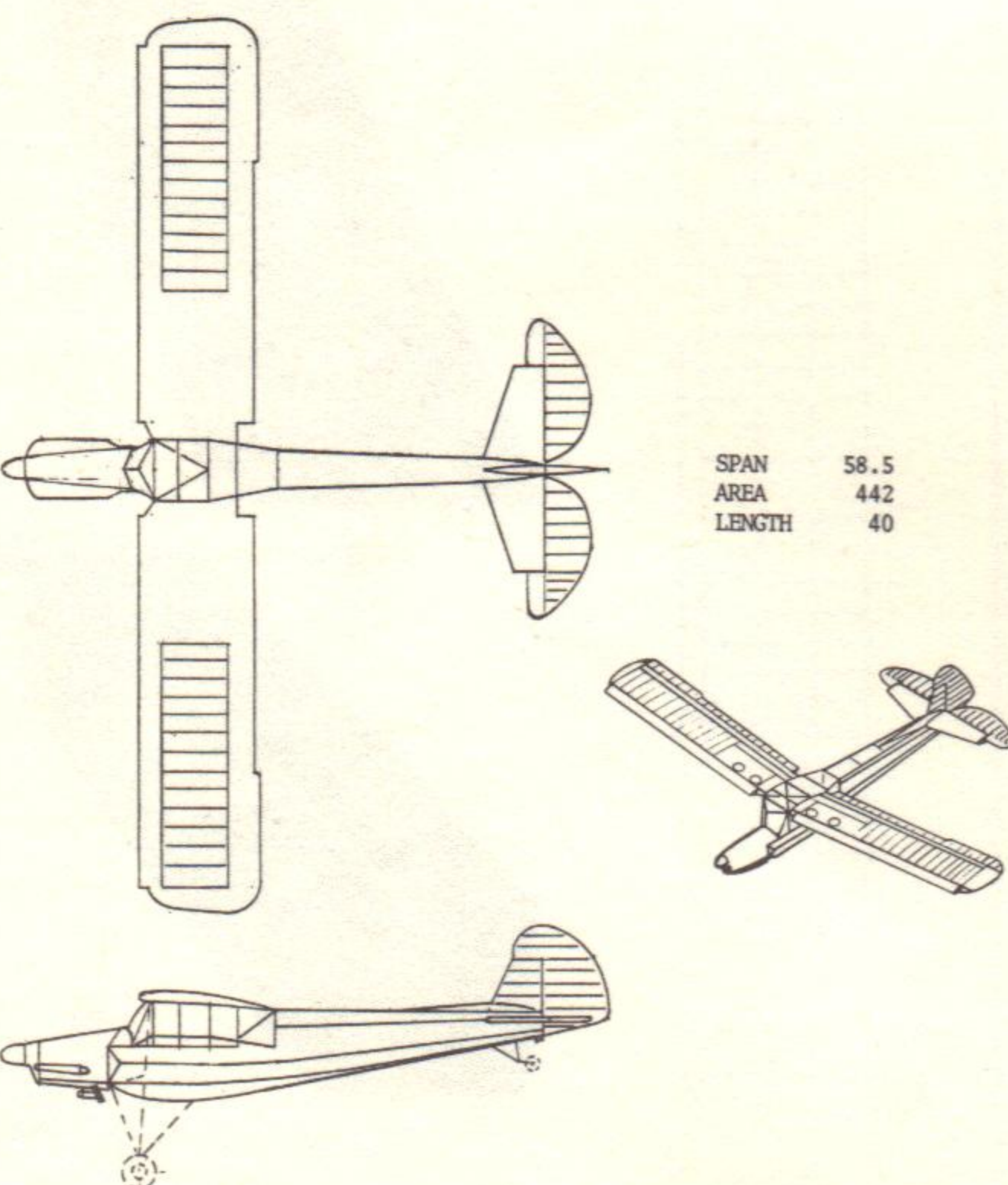
BLACKBIRD

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503



FIESELER STORCH

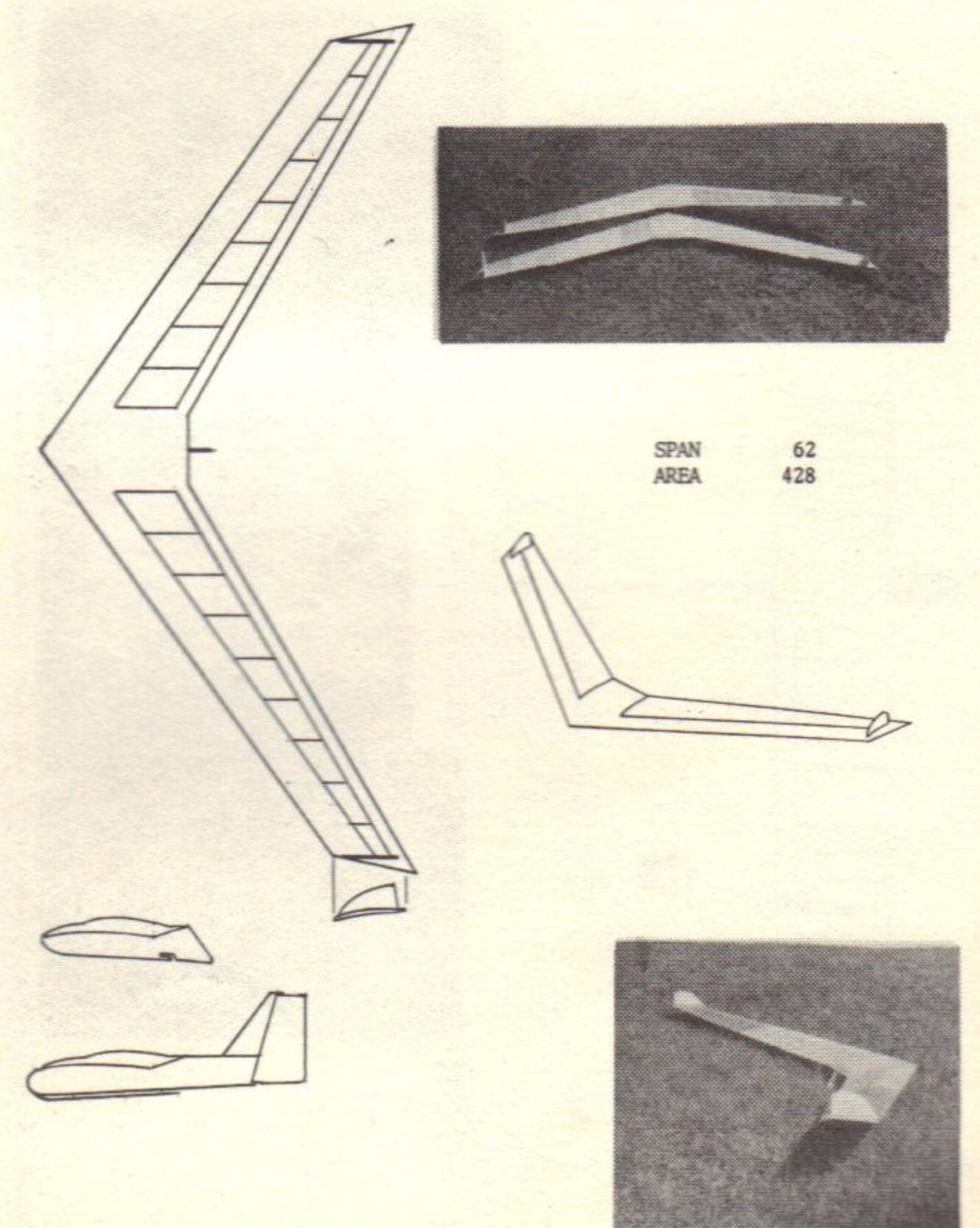
WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

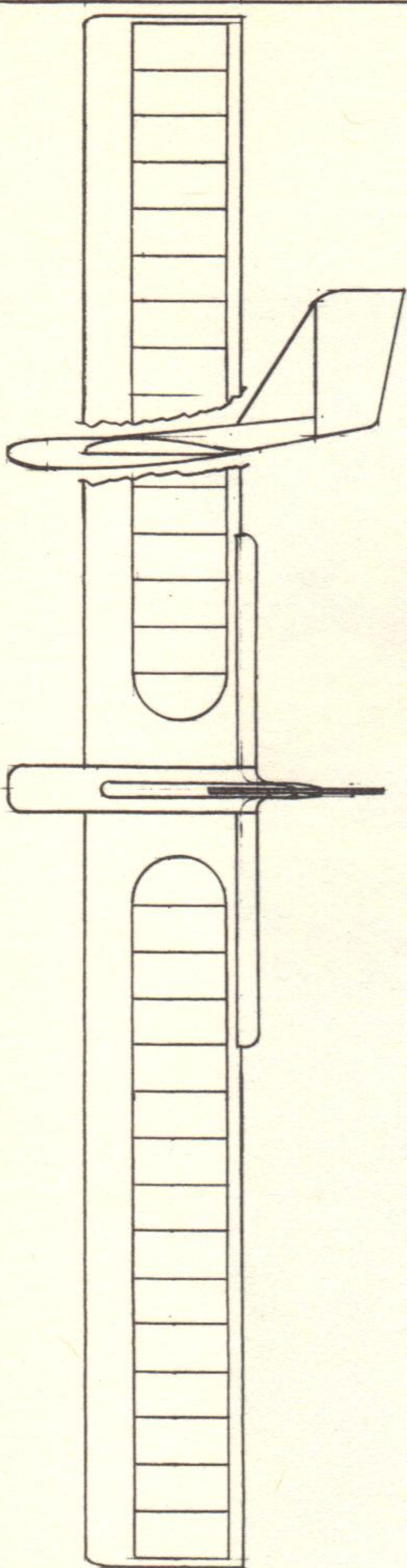


WESTERN PLAN SERVICE
5621 Michelle Drive
Torrance, Calif. 90503

NORWING

WESTERN PLAN SERVICE 5621 MICHELLE DRIVE TORRANCE CALIFORNIA 90503

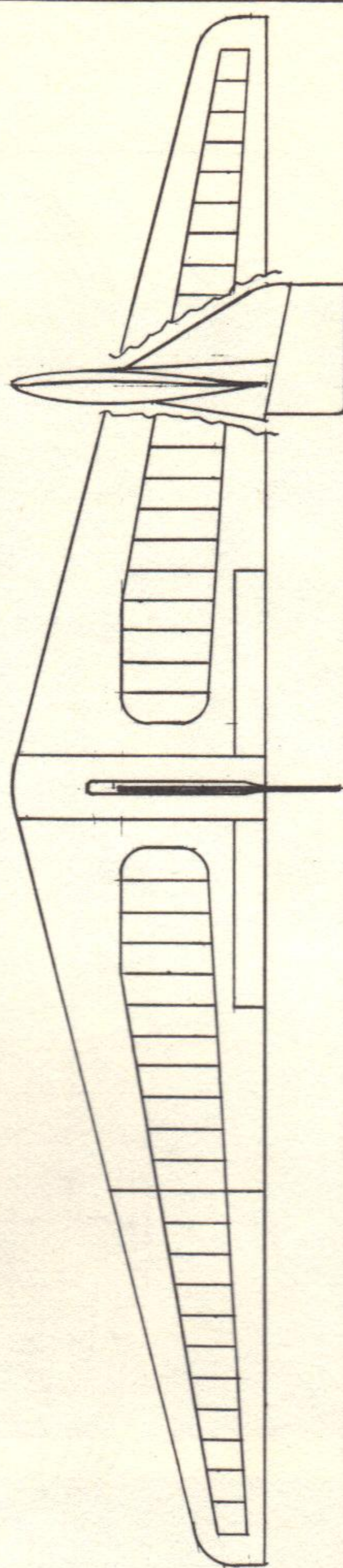
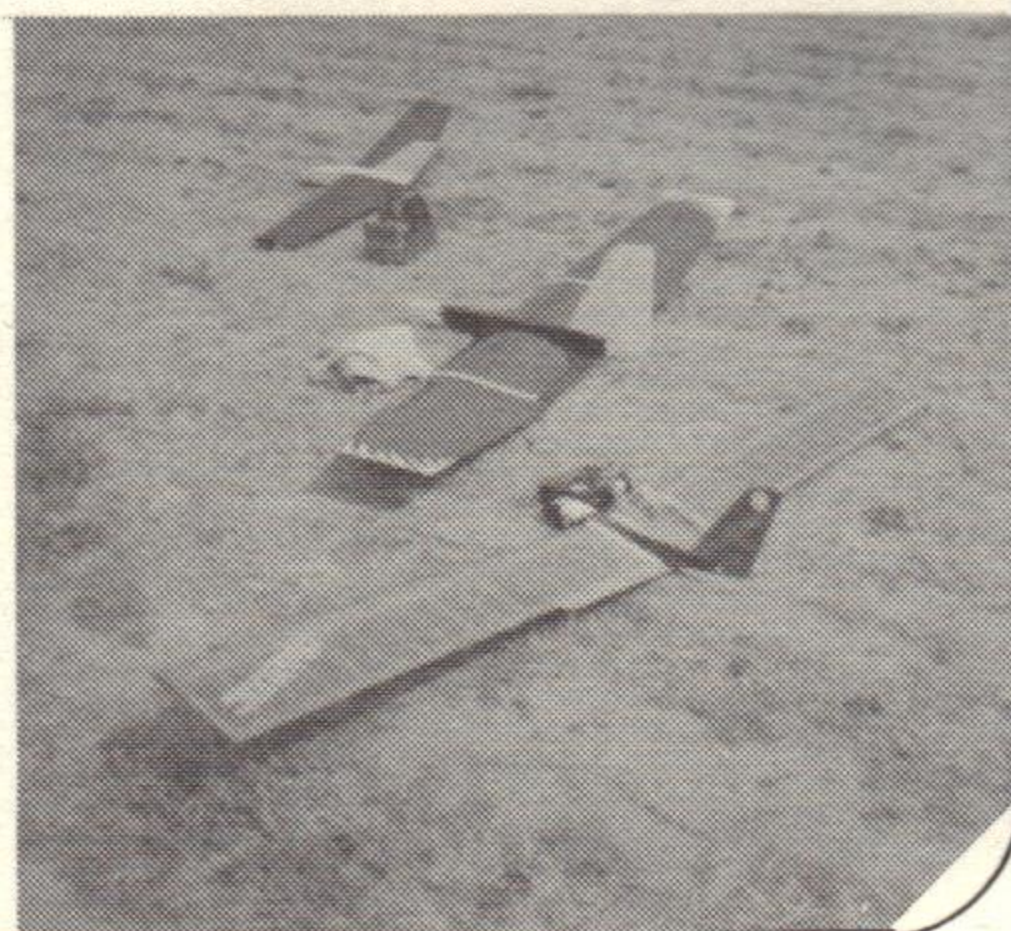




SCORPIO

Span 100
Area 1000 2 Chnl
Weight 34

Quick Building Structure
Thermal Competition

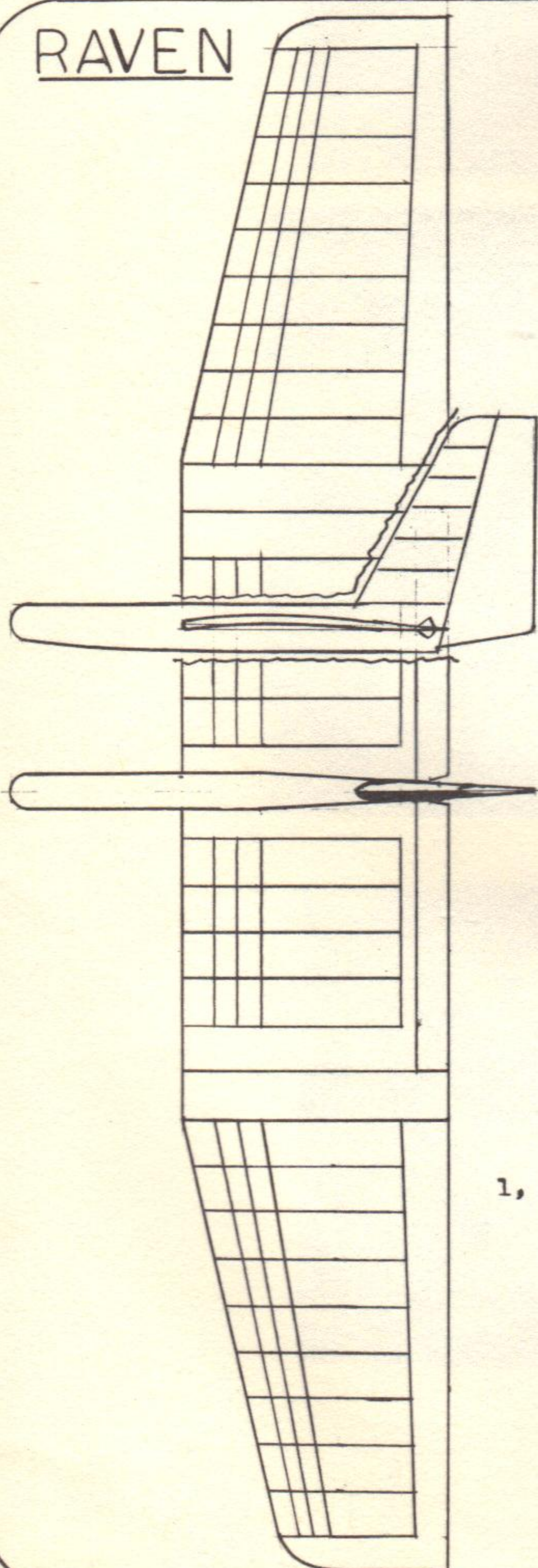


TOPAZ

Span 100
Area 1000 2 Chnl
Weight 36

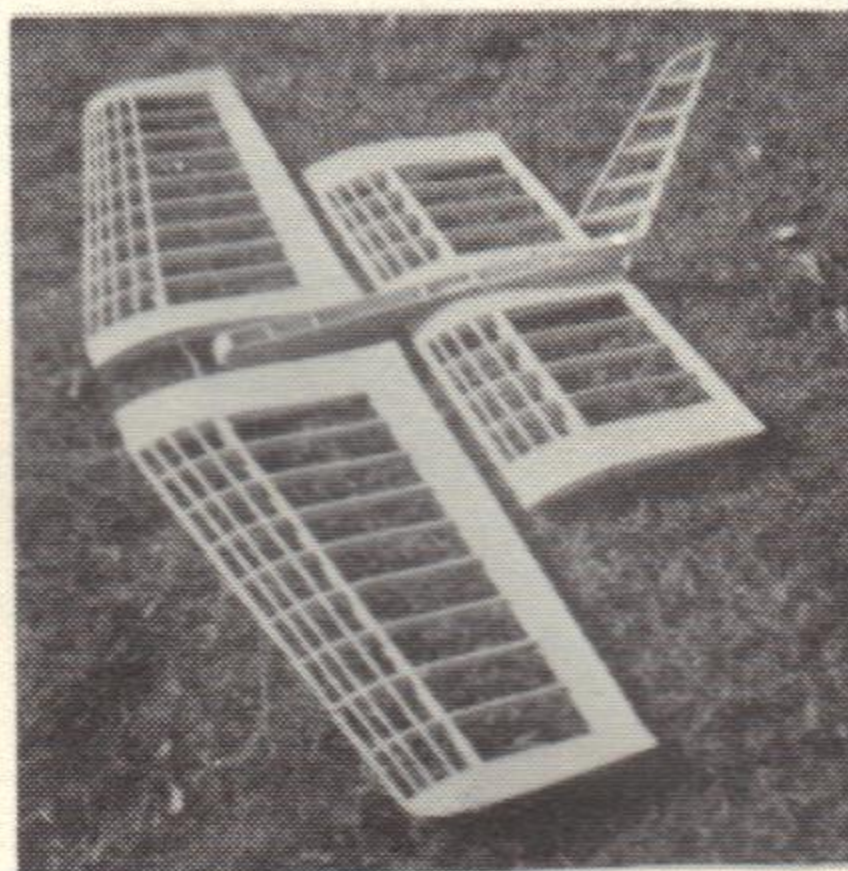


RAVEN

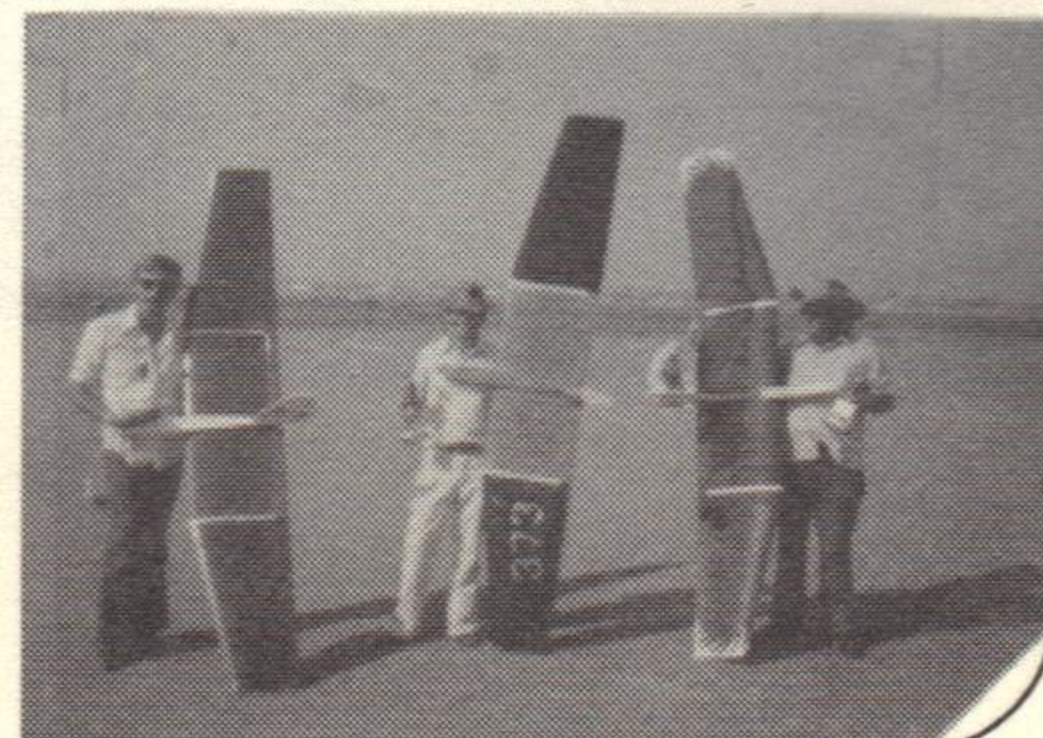


Thermal Competition

Span 100
Area 1500 2-3 Chnl
Weight 45

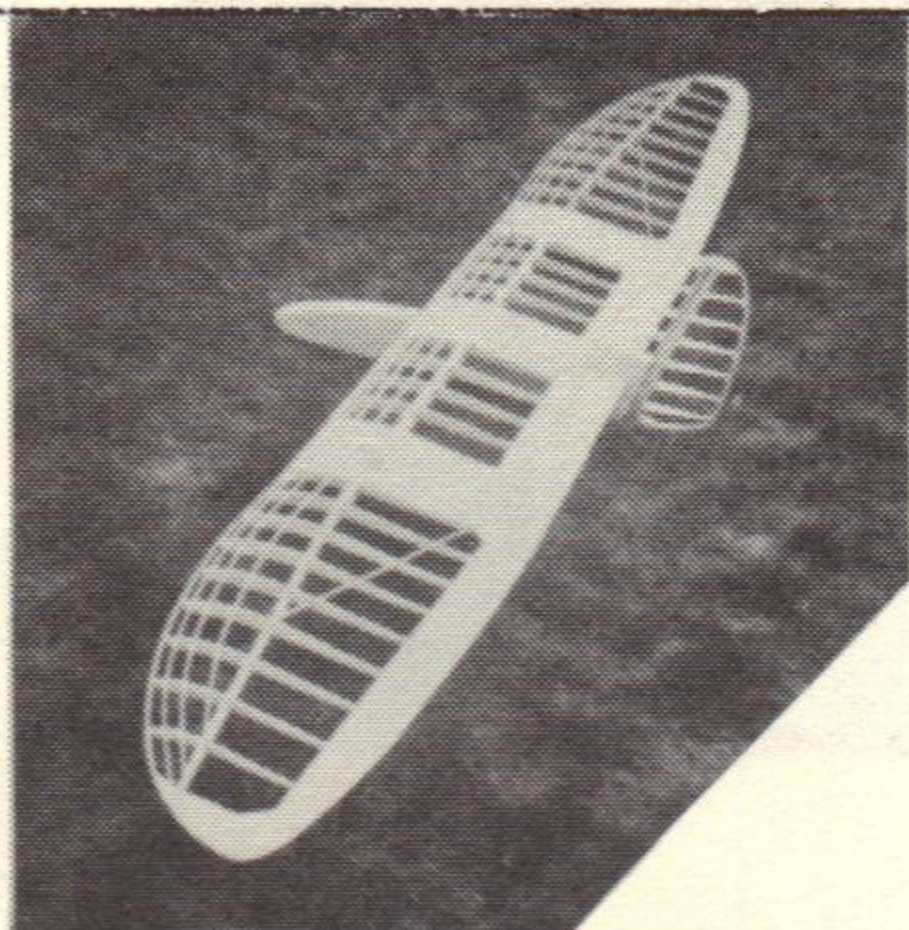
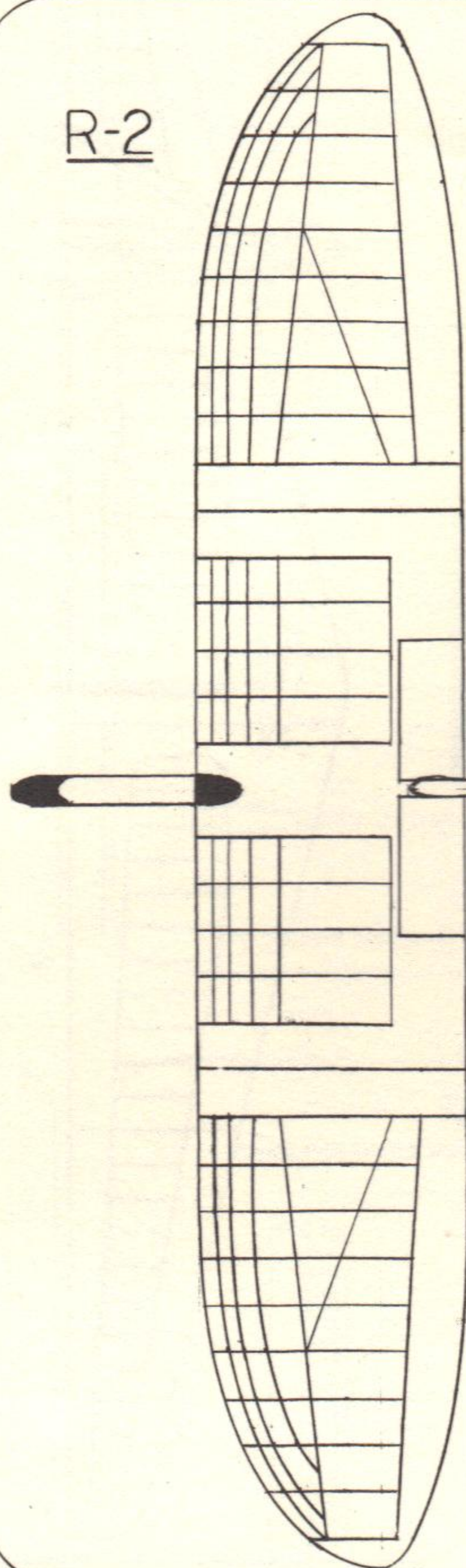


1, 2, 3 Northrop Flying Wing Contest 1976



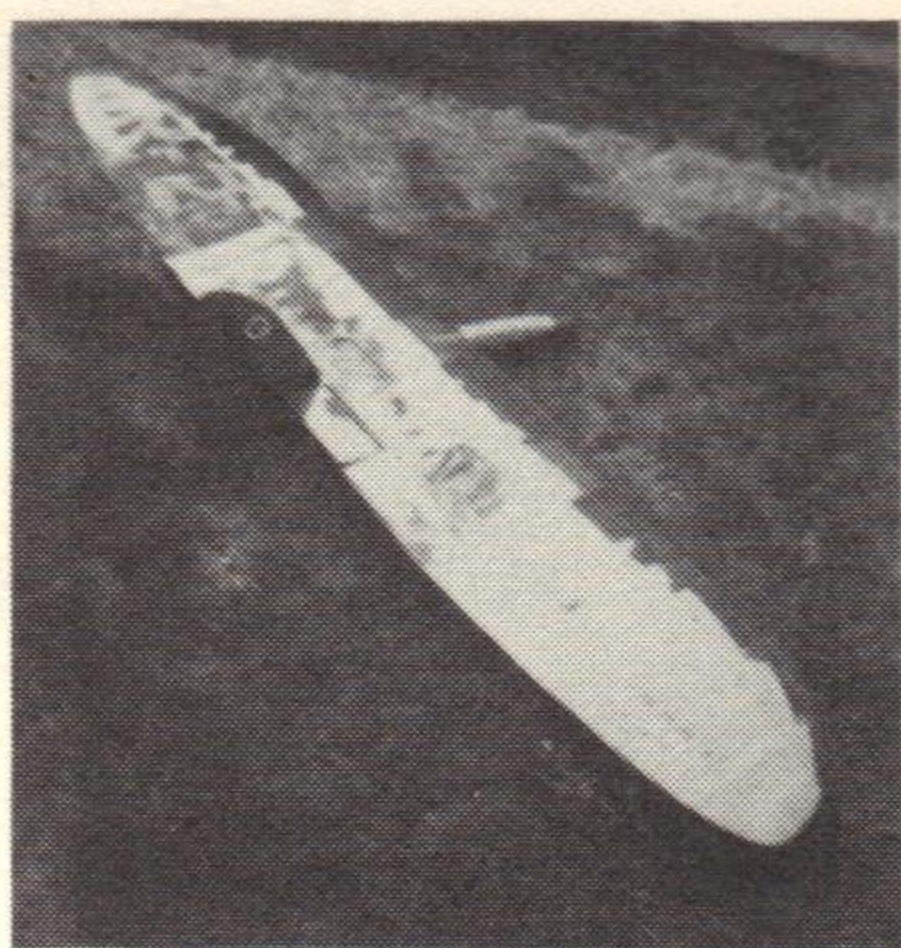
NOW AVAILABLE
EXCELLENT SELF-STABILIZING
WING SECTION ESPECIALLY
FOR PLANKS. THIS SECTION,
CJ-3406, IS SUPERIOR TO ANY
WE HAVE TESTED. SHEET
INCLUDES CHORDS FROM
4 INCHES TO 16-1/2 INCHES
IN 1/2 INCH INCREMENTS.

R-2

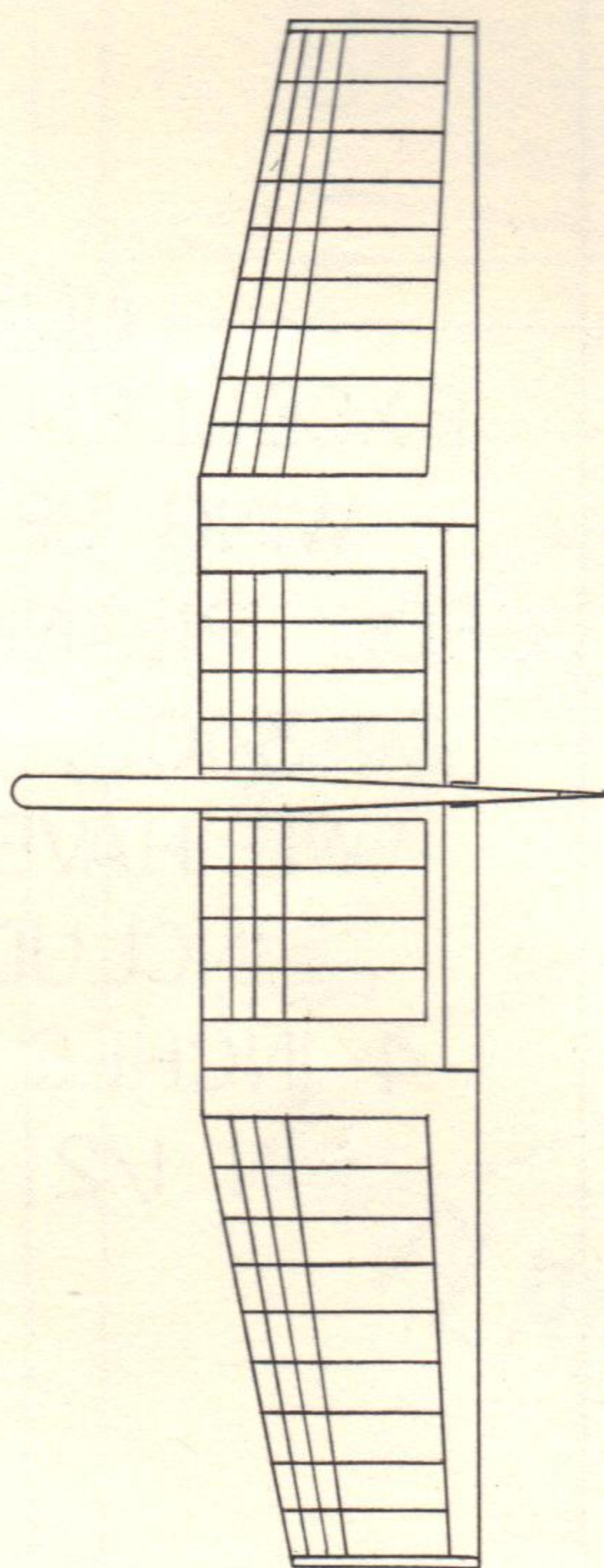


THERMAL COMPETITION

Span 100 2 Chnl
Area 1500
Weight 50

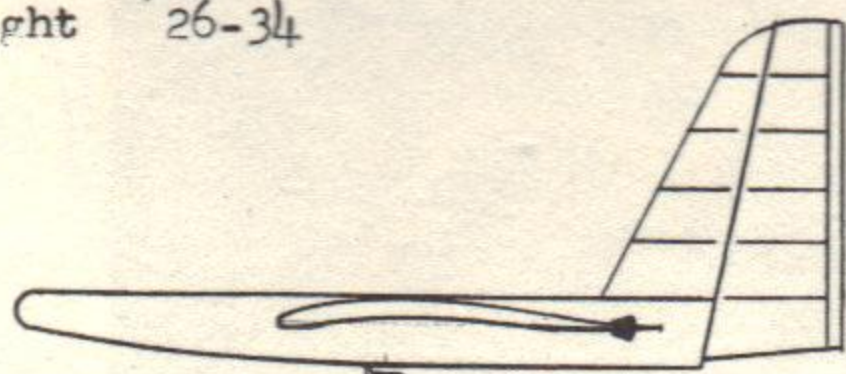


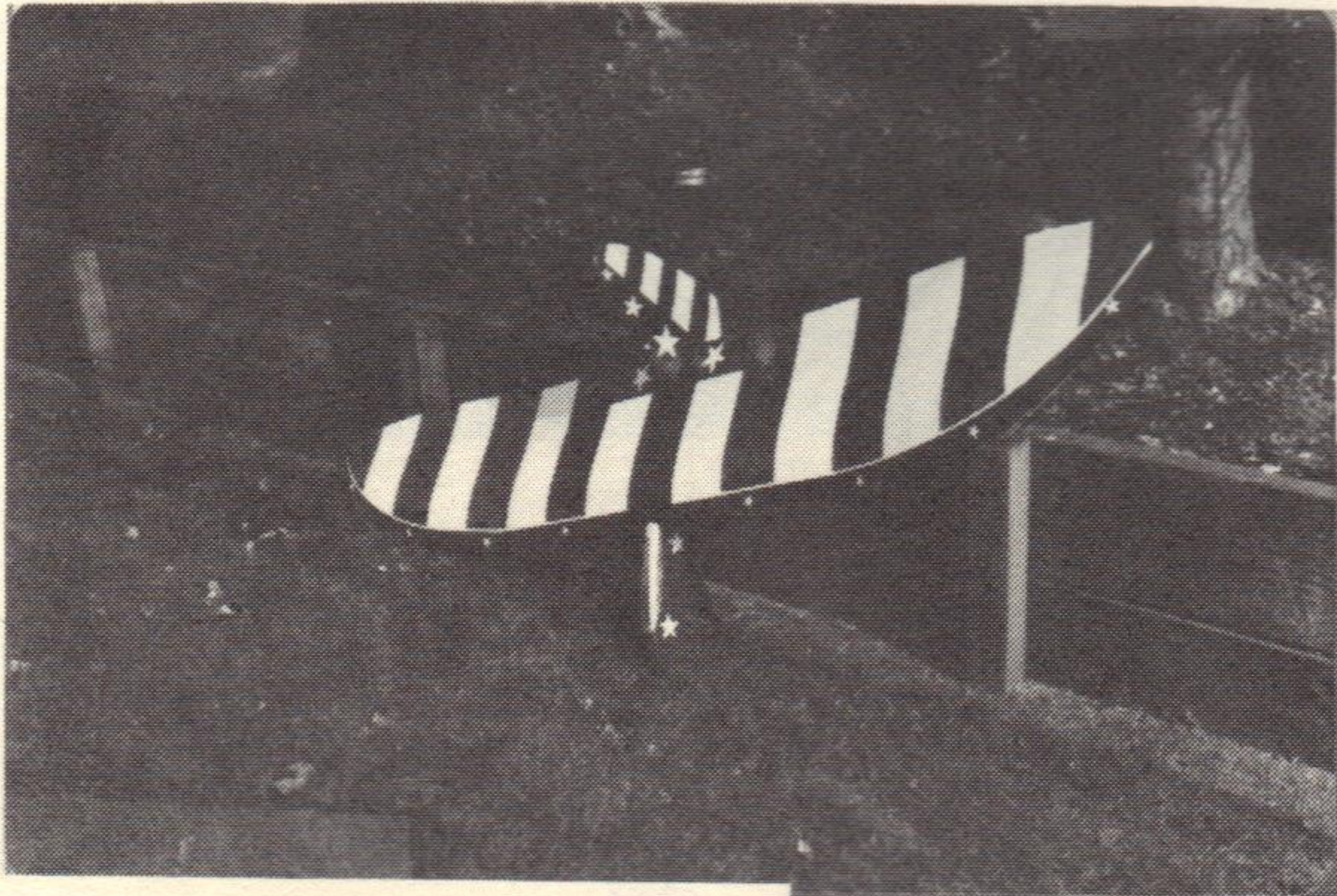
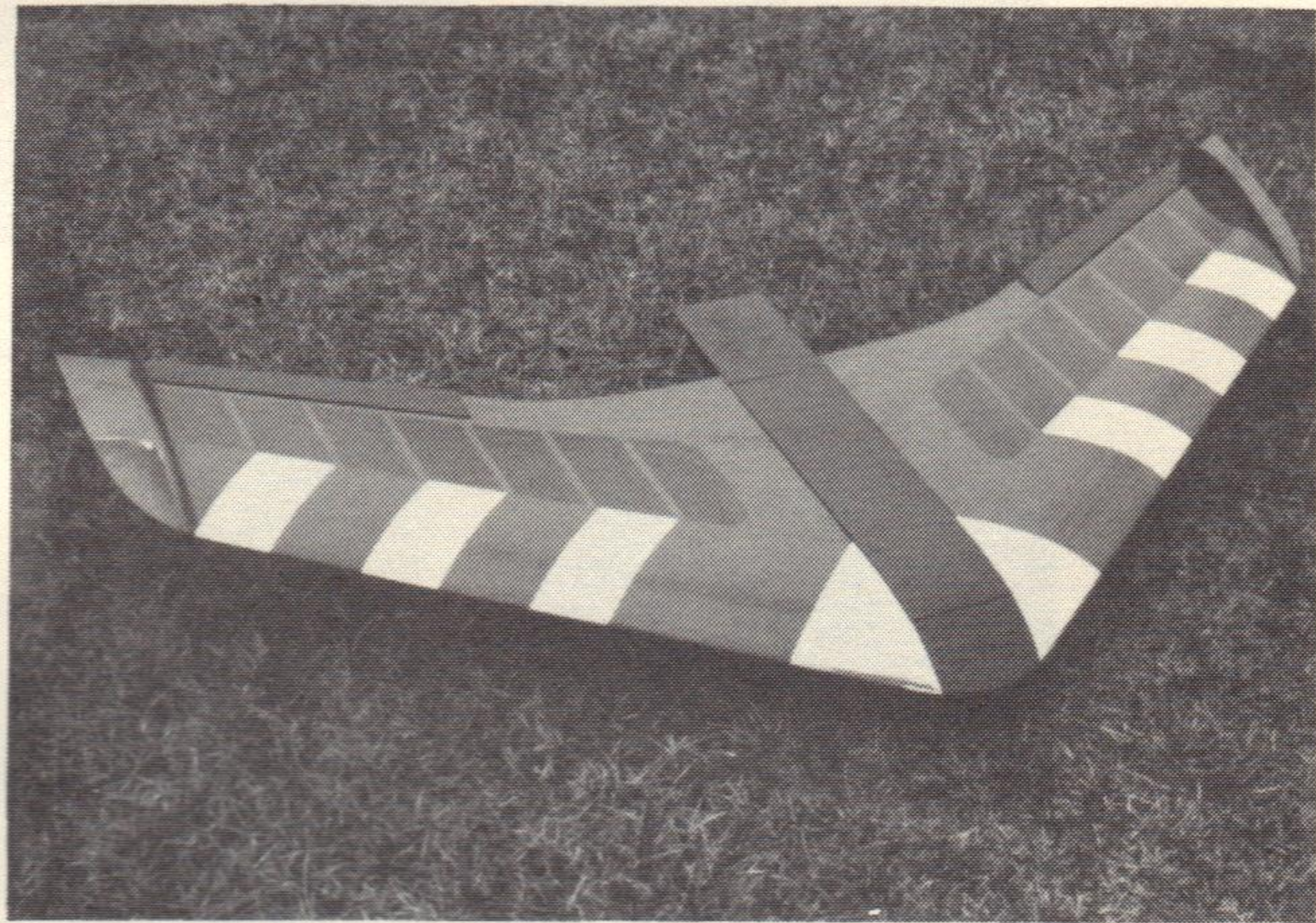
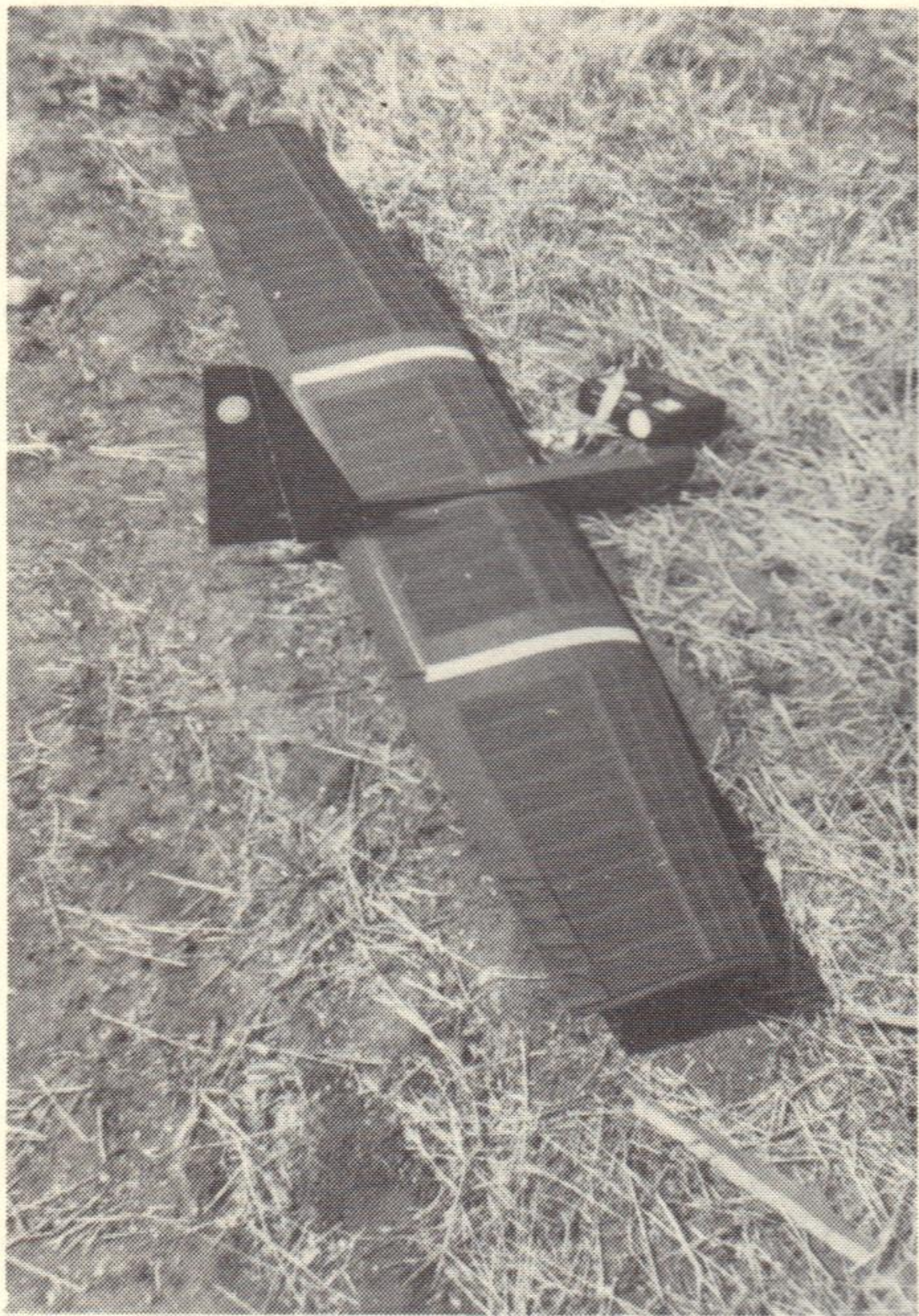
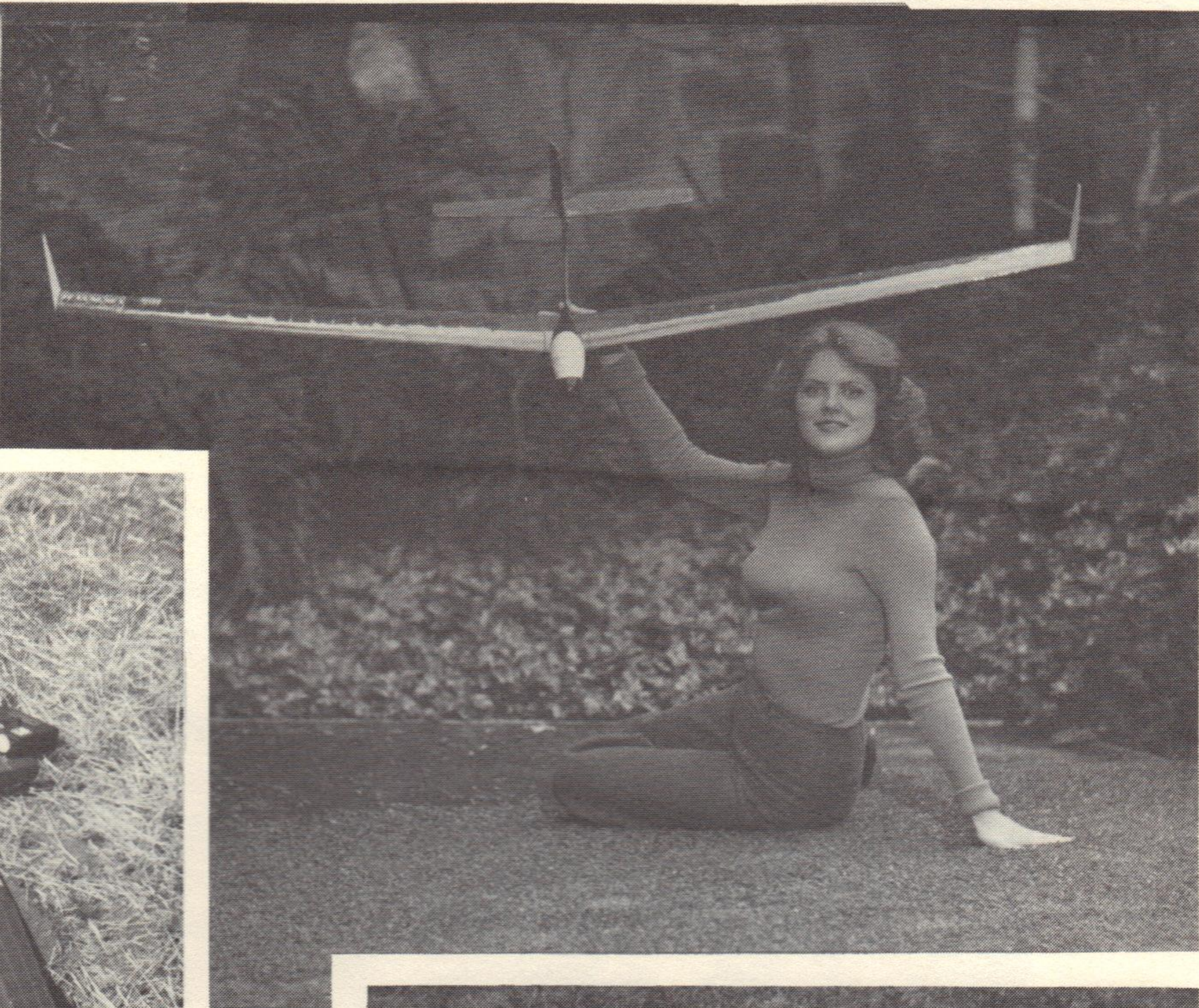
RAVEN 2M



2 Meter Thermal Competition

Span 78 2 Chnl
Area 988
Weight 26-34





SUNBIRD

THERMAL COMPETITION

SPAN 3 METERS

AREA 1303 SQUARE INCHES

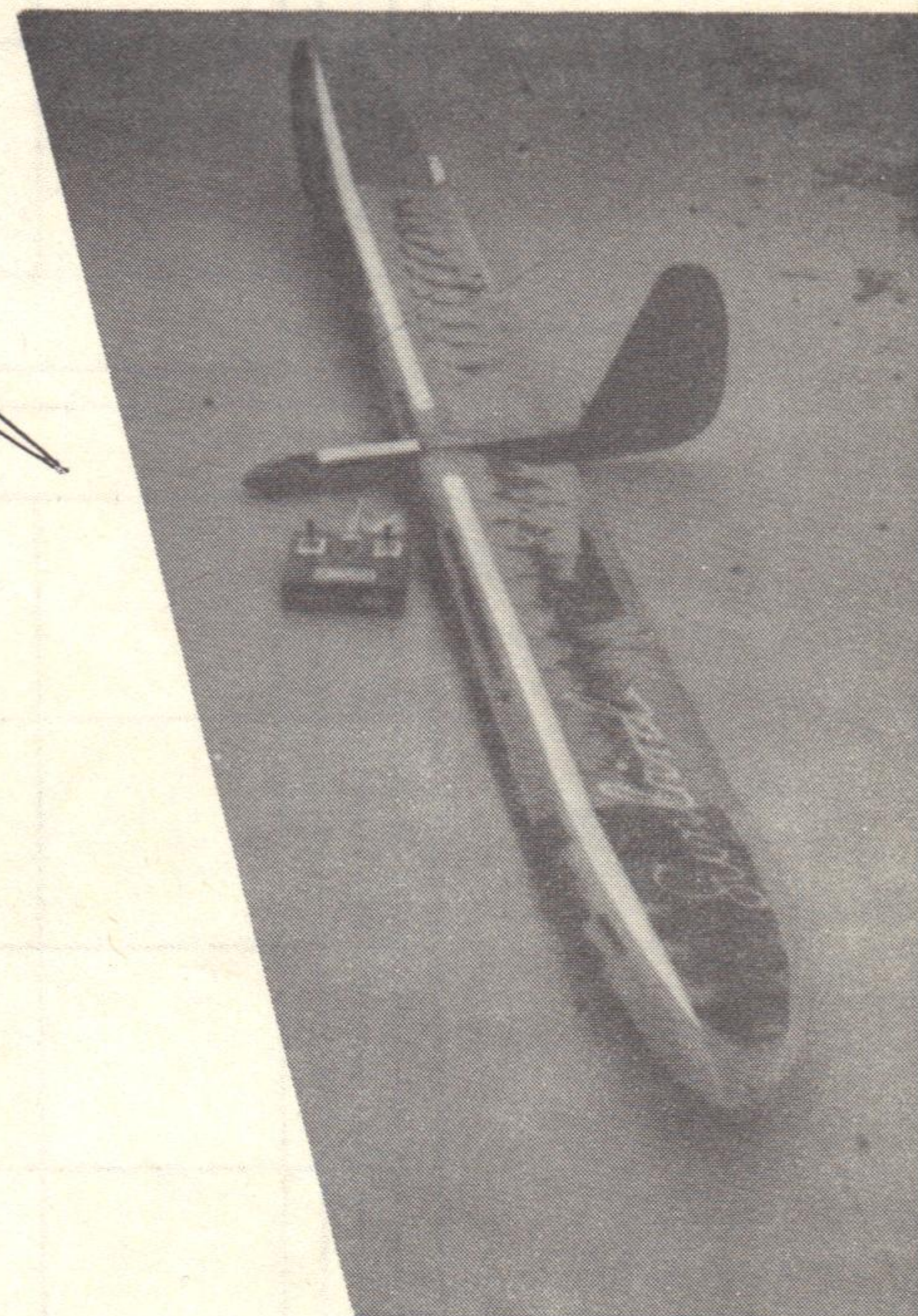
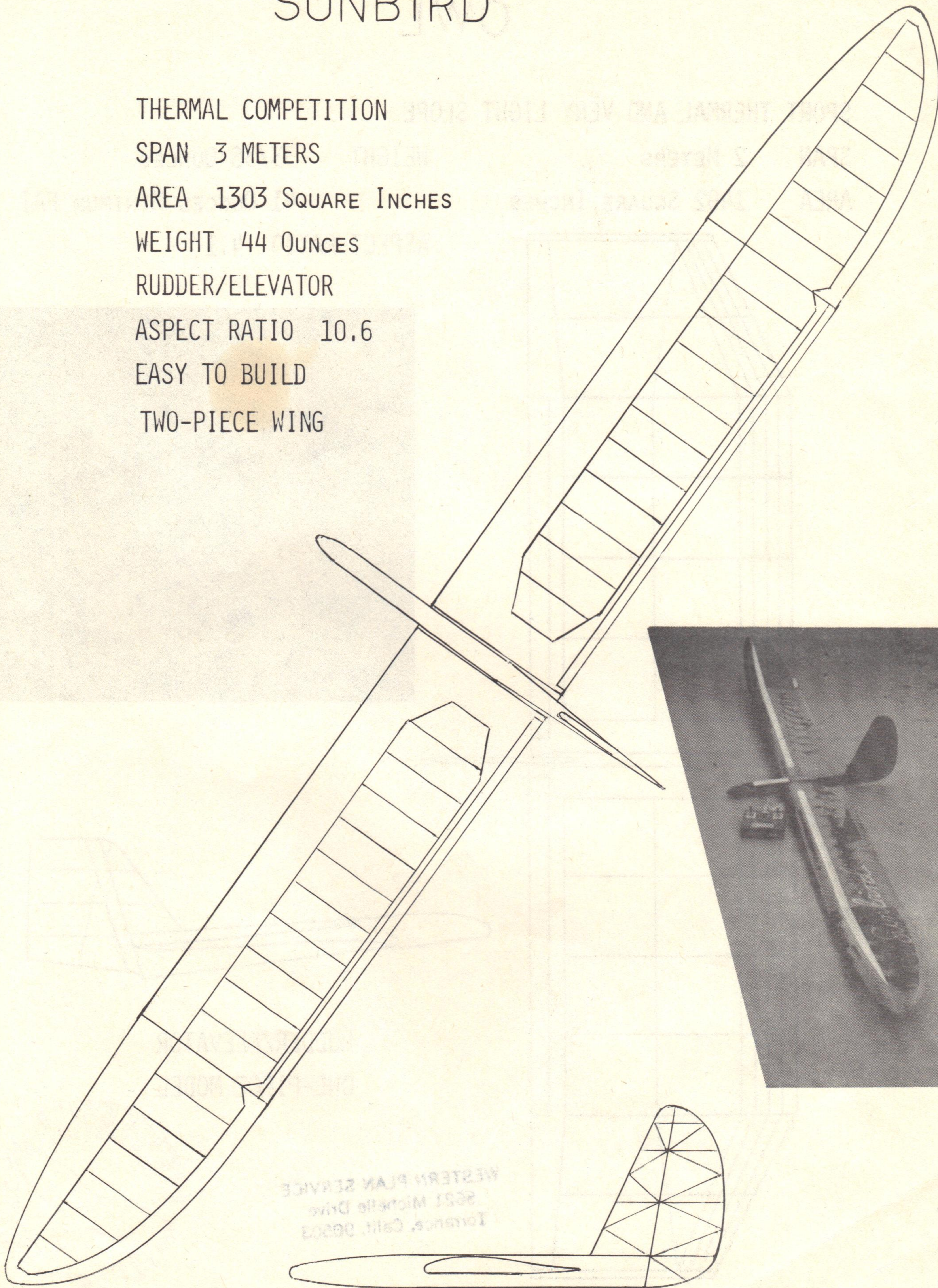
WEIGHT 44 OUNCES

RUDDER/ELEVATOR

ASPECT RATIO 10.6

EASY TO BUILD

TWO-PIECE WING



WESTERN PLAN SERVICE
3621 Michelle Drive
Torrance, Calif. 90503

OWL

SPORT THERMAL AND VERY LIGHT SLOPE

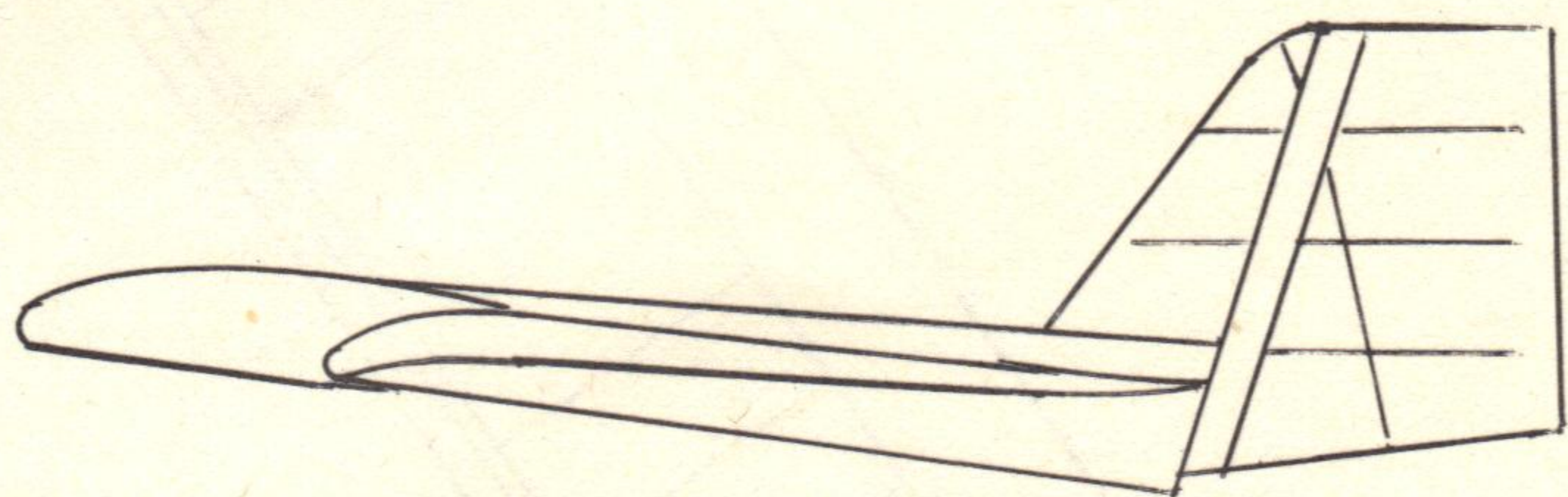
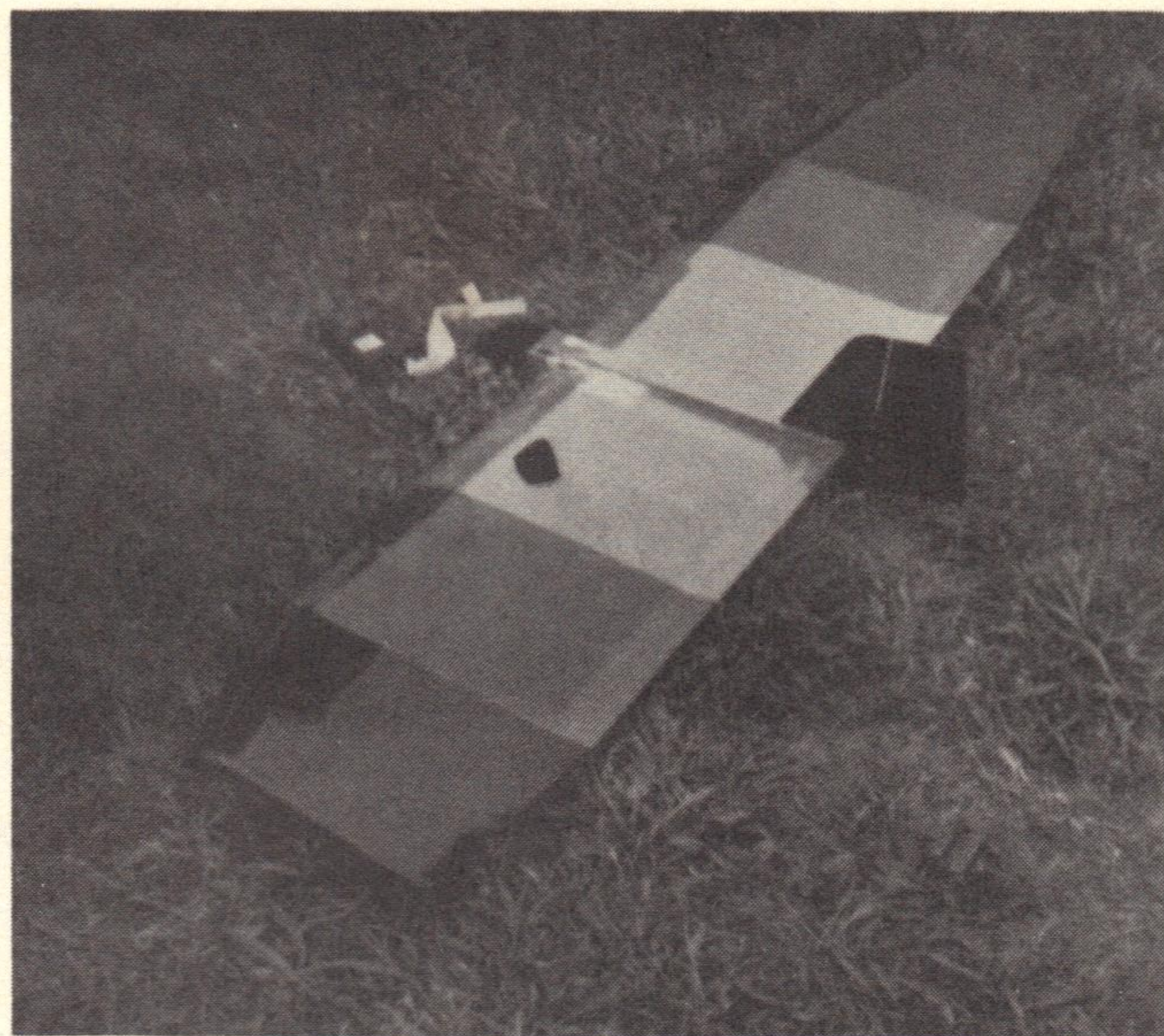
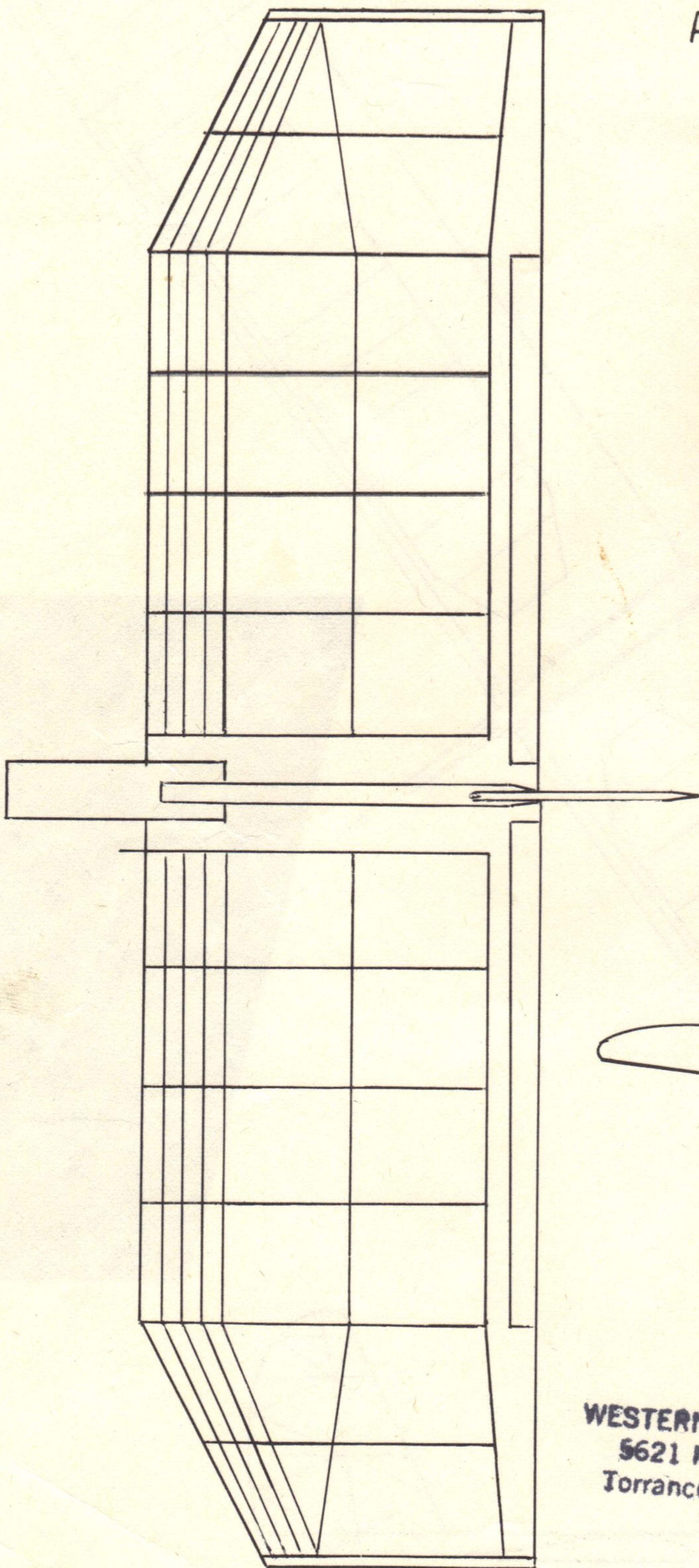
SPAN 2 METERS

WEIGHT 33/36 OUNCES

AREA 1492 SQUARE INCHES

41 OUNCES MINIMUM FAI

ASPECT RATIO 4.1



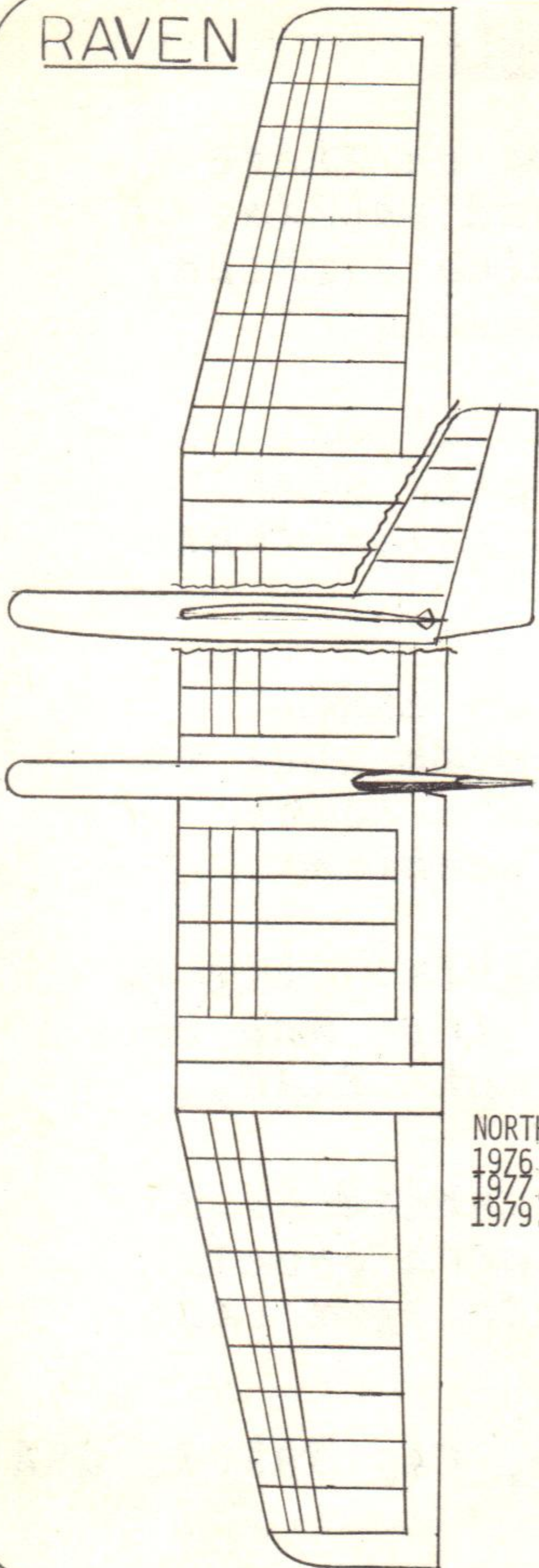
RUDDER/ELEVATOR

ONE-PIECE MODEL

WESTERN PLAN SERVICE
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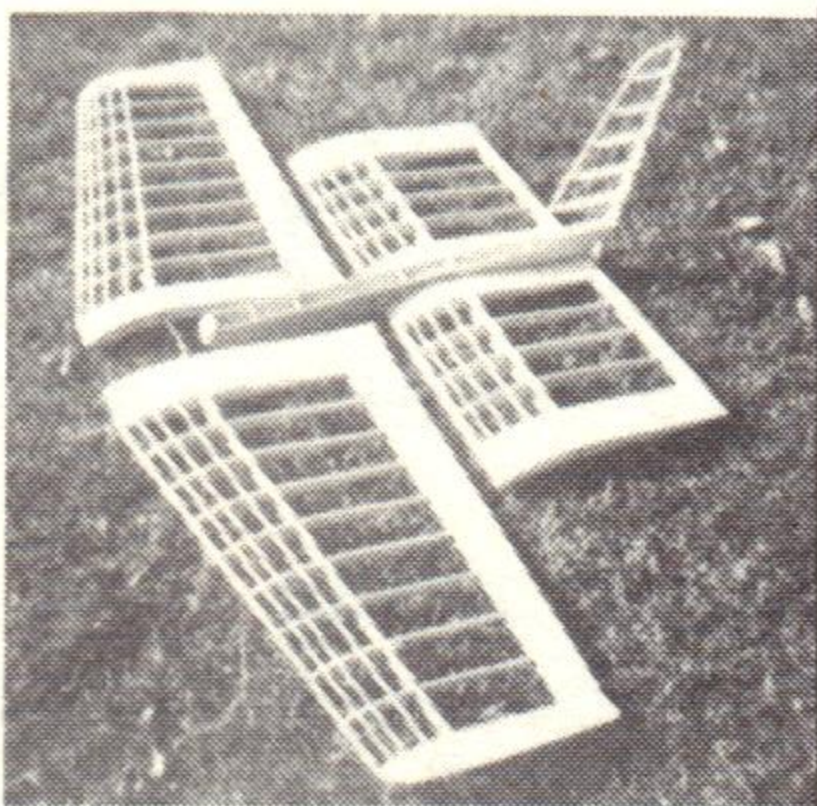


RAVEN

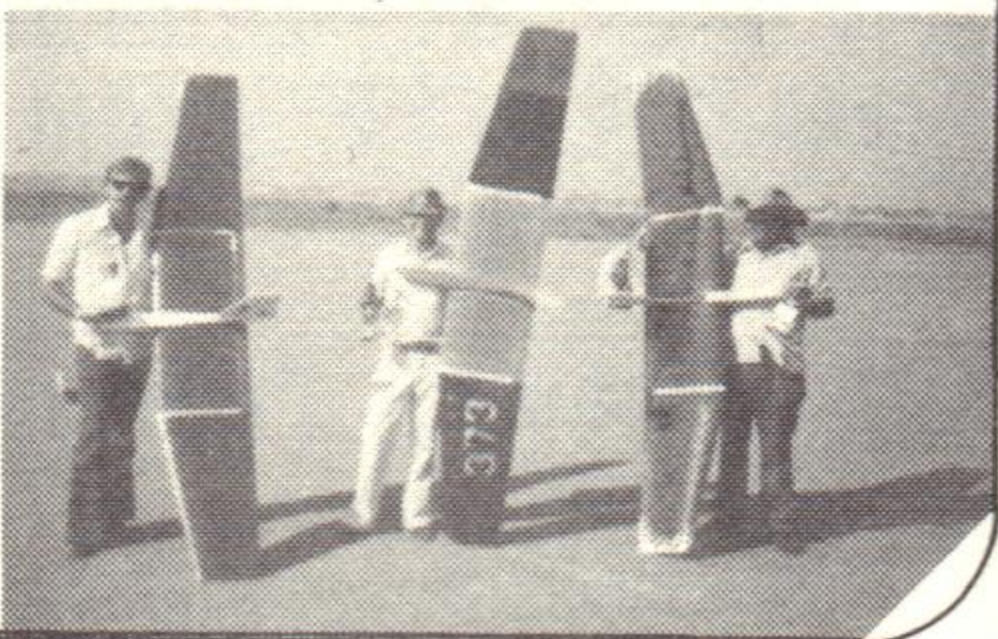


Thermal Competition

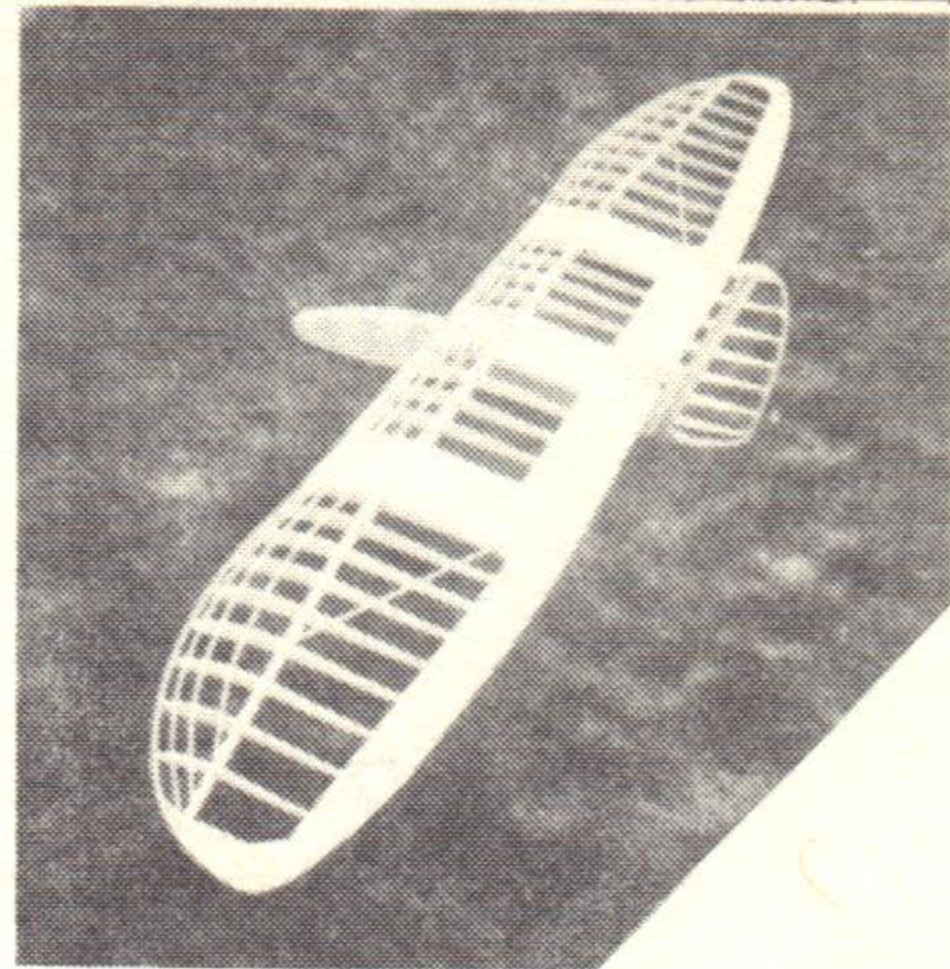
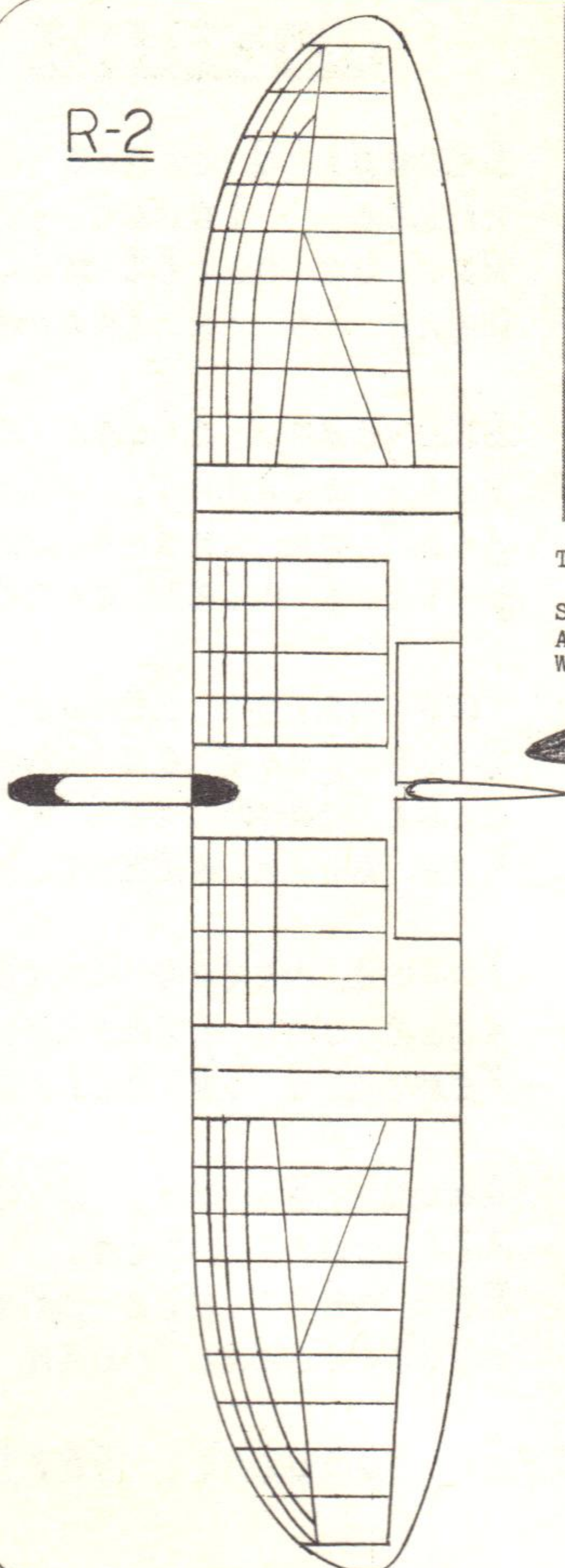
Span 100
Area 1500
Weight 45 2-3 Chnl



NORTHROP FLYING WING CONTEST
1976... FIRST, SECOND & 3RD
1977... FIRST, SECOND & 3RD
1979... FIRST 1978... 3RD

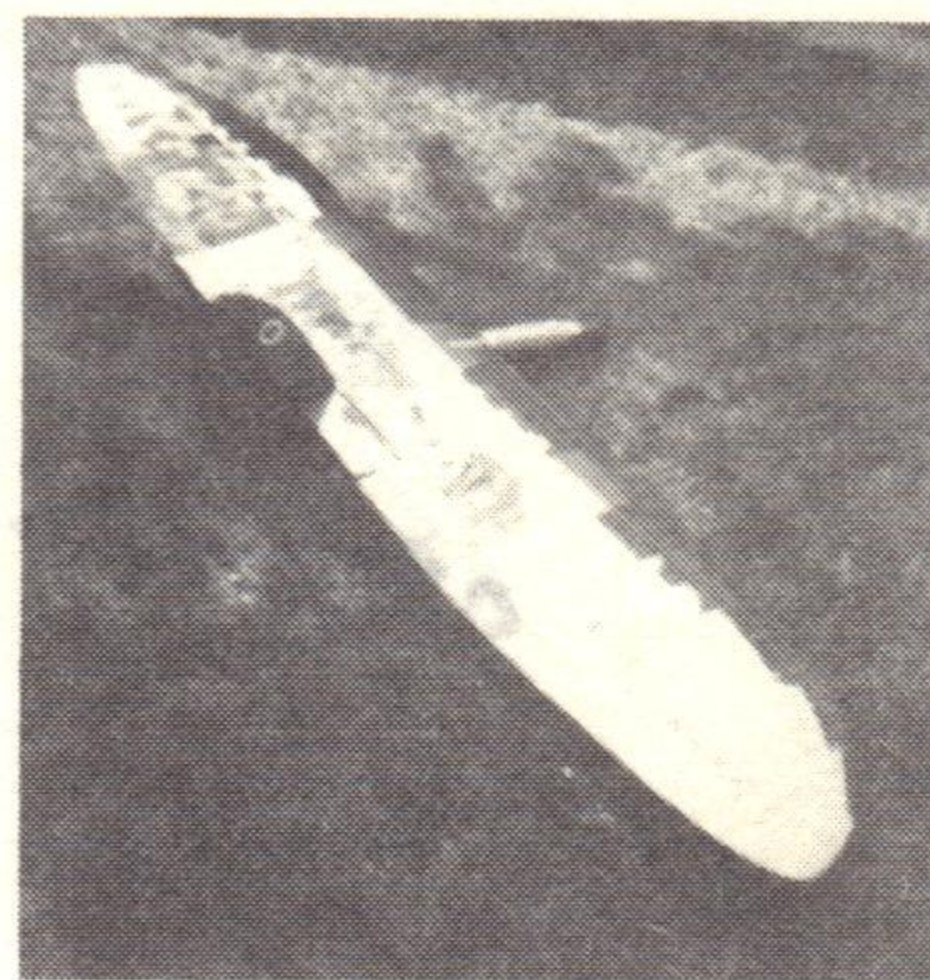


R-2

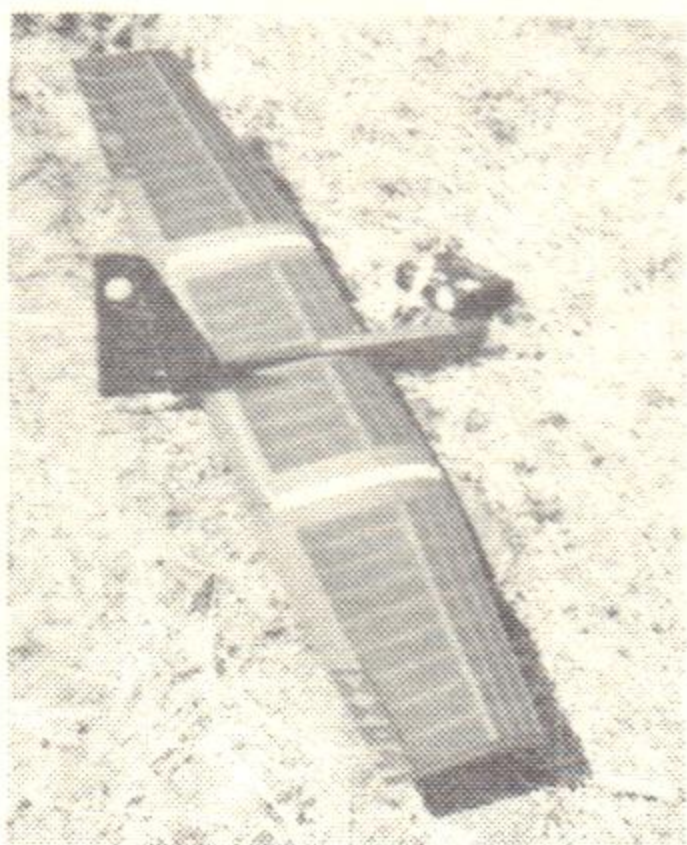
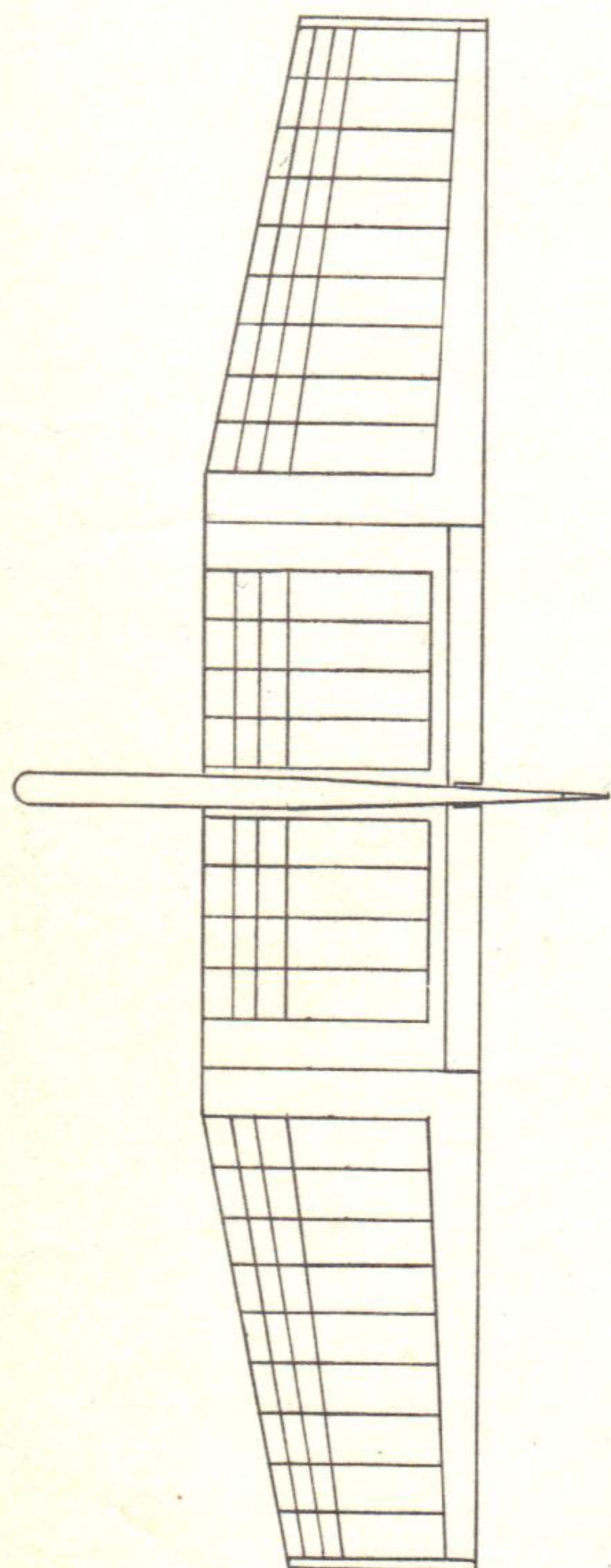


THERMAL COMPETITION

Span 100 2 Chnl
Area 1500
Weight 50

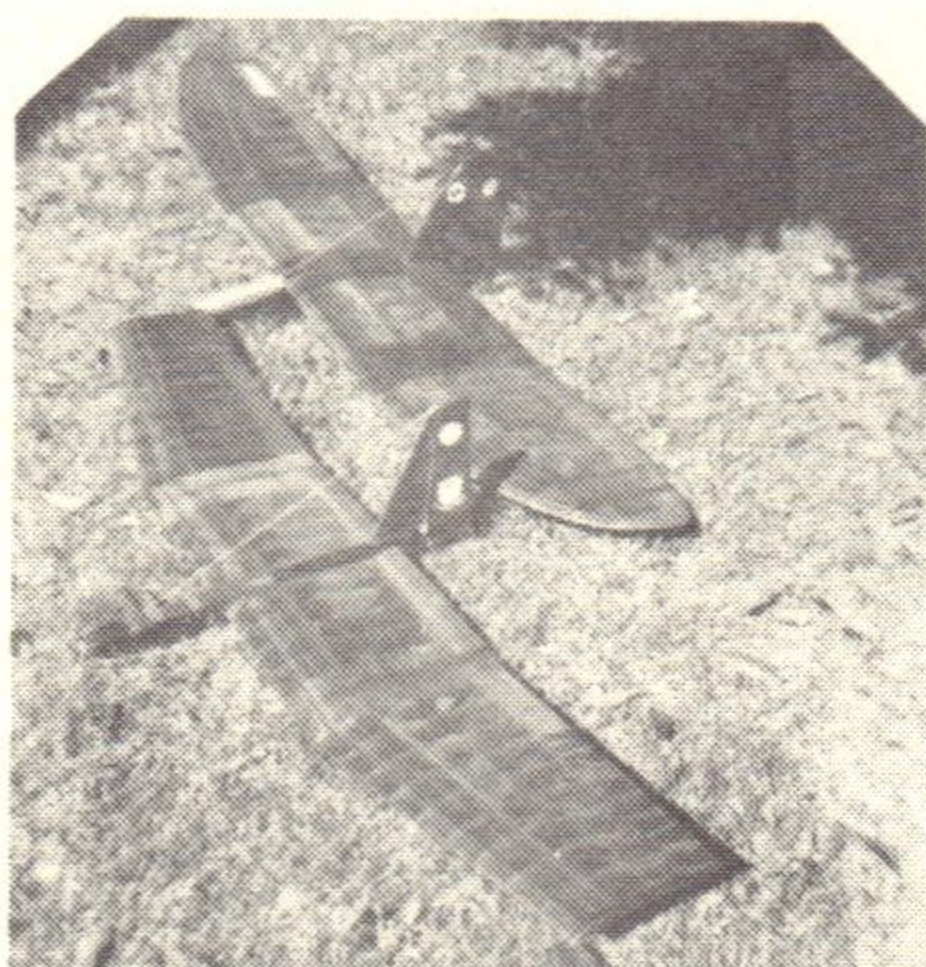
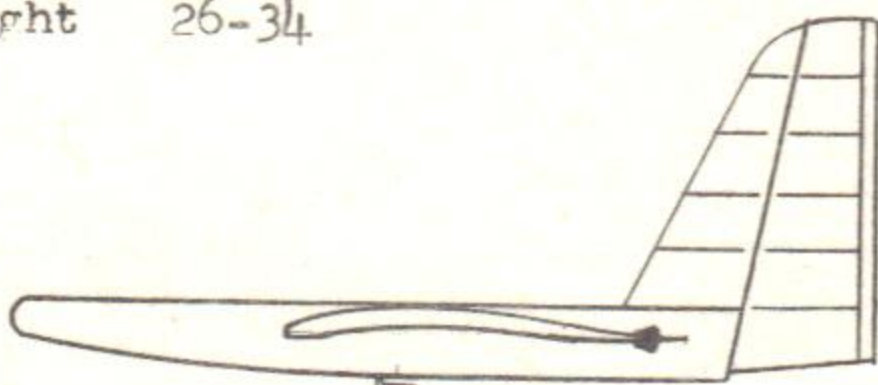


RAVEN 2M



2 Meter Thermal Competition

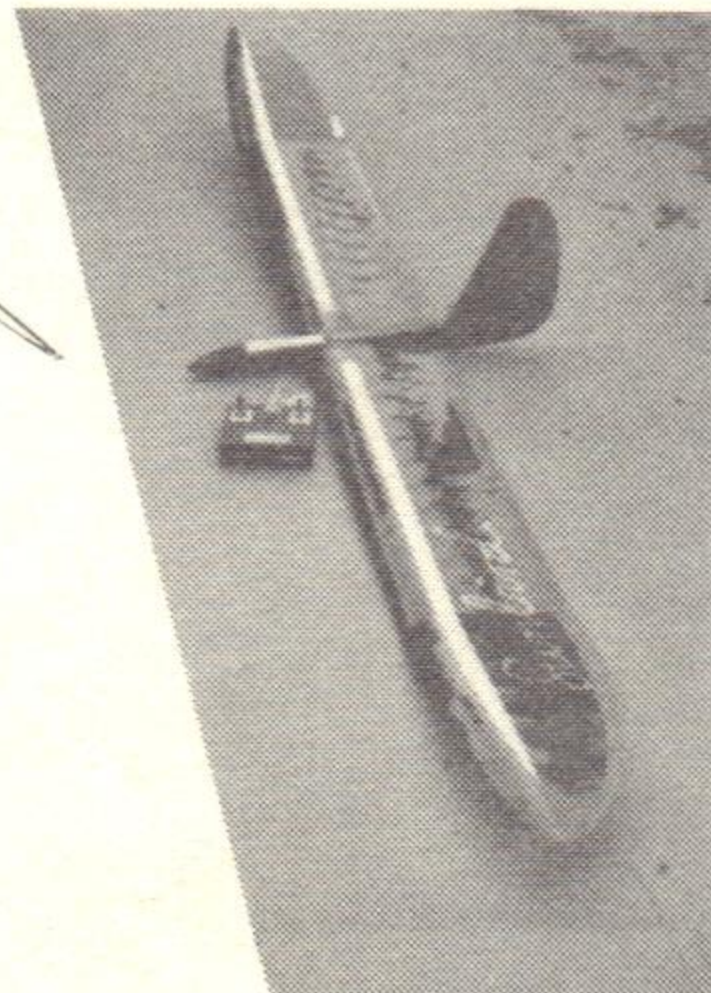
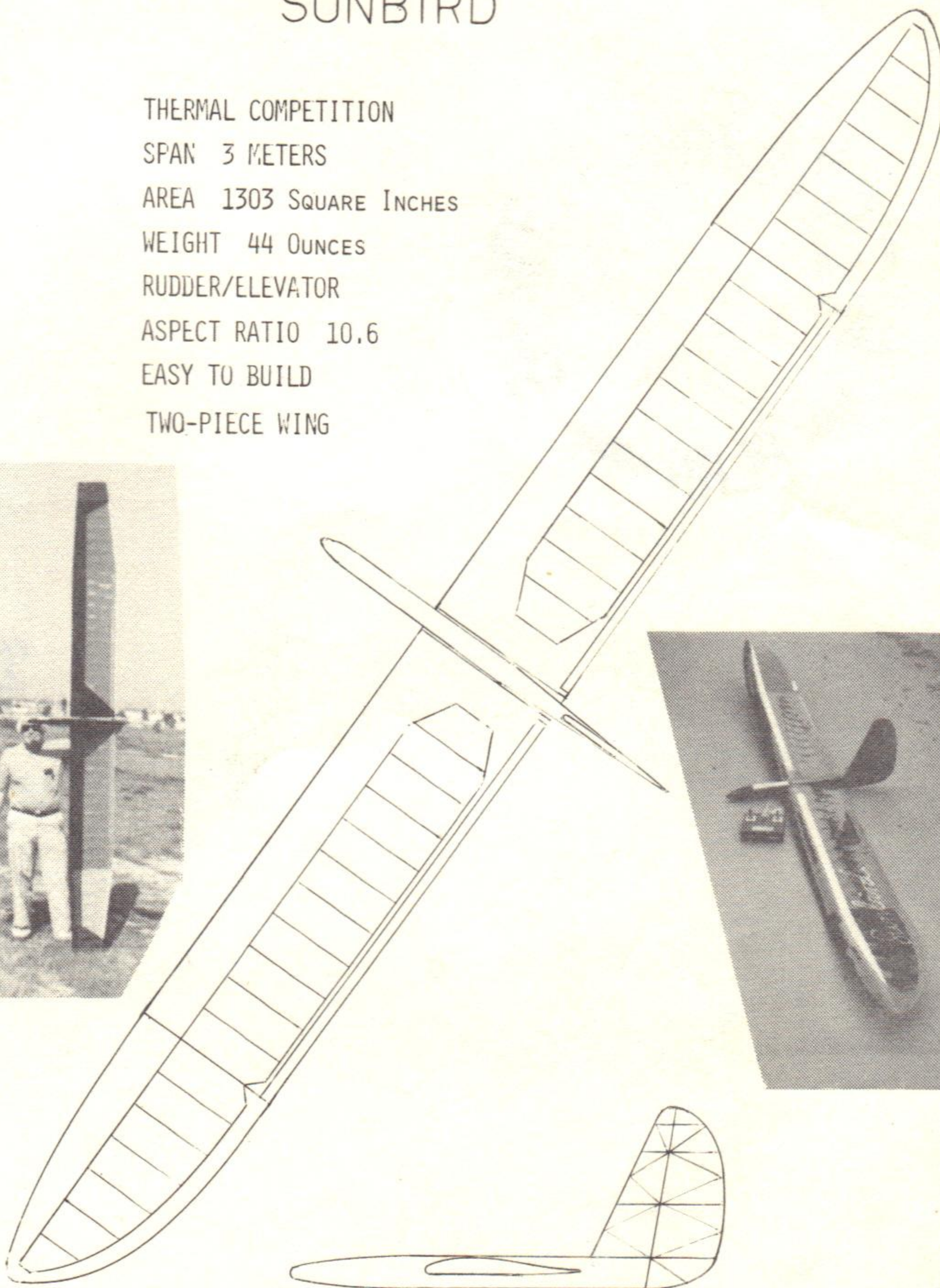
Span 78 2 Chnl
Area 988
Weight 26-34



SUNBIRD

THERMAL COMPETITION

SPAN 3 METERS
AREA 1303 SQUARE INCHES
WEIGHT 44 OUNCES
RUDDER/ELEVATOR
ASPECT RATIO 10.6
EASY TO BUILD
TWO-PIECE WING



COMPETITIVE SOARING WING PLANS AVAILABLE

RAVEN

Standard class thermal flying wing for two or three chnls. Ideal first flying wing with no bad habits. May be built with flat or undercambered wing section. Wing is in three pieces with control in center.

R-2

Standard class thermal flying wing for two chnls. Very strong, space for ballast. May be built with flat or undercambered wing section. Wing is in three pieces with control in center section.

RAVEN 2M

Two meter class thermal flying wing for two chnls. Very fast on the controls. May be built with flat or undercambered wing section. Flat bottomed version has been stretched to 110 inches with no problems.

SUNBIRD

Three meter thermal flying wing for two chnls. Light, fast and strong. Flat bottomed section. Tips may be Tapered or elliptical. Will stay up in light lift.

PRICES

Raven \$6.33, R-2 \$6.83, Raven 2M \$5.50, Sunbird \$6.33. All post paid. Catalog \$1.00 refundable with order. For multiple plans subtract \$1.50 from total for each additional plan ordered.

SPECIAL

Western Plan Service, 5621 Michelle Drive, Torrance, CA, 90503, USA



To:

FLIGHT TEST

Note: If you have never flown or never used a winch or hi-start get someone who has to help you.

Center of Gravity

Use ballast and/or equipment to balance the aircraft as shown on the plan.

Surface Neutral

Wing is to have no twist or warp. Rudder is to be in neutral (zero deflection) position. Elevator is to be in neutral or as shown on plan.

First Flight

Hand launch is advised. Best have someone else launch level but firmly into the wind. Be ready with some up elevator. Be careful with down elevator as it is very powerful. Apply enough elevator to cause airplane to fly level. Trim elevator so level flight setting is the center of stick and trim lever.

First Launch

Hi-start, winch or hand tow are possible. Most important single factor is line tension. No problem with hi-start but winch must be pulling strongly before release. Best airplane launch is wings level and nose elevated at least 45 degrees. A firm thrust of the airplane into the air is best, like launching a hand launched glider. Don't test launch cross wind. Trim setting for first launch should be neutral. Second launch can be full up trim. Use rudder to correct any deviations from straight launch. Note: Correct climb attitude at beginning of launch is 70 to 80 degrees.

Coming Off The Line

With neutral trim, the airplane will fly off the line and may be flown as any tailed airplane. With up trim, the airplane may pull line from the winch. Fly straight ahead until line drops off. Immediately set up a small circle and retrim to neutral. Come out of the circle in the direction you wish to head. Alternate method is to retrim straight ahead. This requires good timing between line release and trim adjustment to prevent a stall.

Flying

You will find normal flight speed will approach that of a tailed airplane of twice the wing loading. However, the airplane can be slowed by using full up elevator applied slowly. The airplane will not speed up much from its normal flight speed, with down trim, without losing altitude quickly. Higher speeds will require some ballast.

Turns can be very tight if necessary. In lift, altitude can be attained very fast because of the low wing loading. The wide wing can be seen well at altitude. Returning from downwind can be difficult. Try to stay high if downwind, say 45 degrees above the horizon for 10-12 MPH wind. Coming from upwind is a delight and long trips are possible and quite fast. Try to stay away from directly overhead with your first flights. Pitch attitude is very hard to discern in that location.

Landing

Allow about half the distance for approach as with a tailed airplane. Cross wind approach is desirable if mastered. The attitude of the airplane is very important on final approach. Down trim should be added before landing. Attitude should be controlled with stick back pressure. Release of the stick, while the airplane is a few feet from the spot, will land you immediately.

Alternate Flight Trims

Some fliers prefer a more aft center of gravity. The center of gravity may be moved aft until no up trim is required for level flight. In other words, the elevator is in trail with the wing. More aft, I.E., elevator down trim required, is working against the wing section. Pitch sensitivity increases with aft center of gravity. This may cause you to want a very small elevator throw for thermal flying. Most tailless airplanes have excess elevator area and throw and are overcontrolled due to very low pitch inertia.

Acrobatics

Most rudder/elevator maneuvers may be done including inverted flight but not spins.

Tow Hook Location

Optimum towhook location is just in front of the longitudinal center of gravity. A figure of 1/8 inch is nominally used. Hook aft of the center of gravity may lead to launch instability. Airplanes with fixed hooks may be adjusted by filling in the throat of the hook with plywood and epoxy. Bridles or pivoting tow hooks are not required.

Getting Down

Try to get out of the core of lift. Position the airplane about 100 meters to the side of directly over head. Enter a dive of about 30 degrees. As the speed increases, slowly turn the airplane in a circle around your position. This allows you to keep good control over the dive angle. Keep diving until you reach the altitude you want. One tight turn will kill off excess speed before you set up your landing.



WESTERN PLAN SERVICE
5621 Michelle Drive
Torrance, Calif. 90503

PRICE LIST Effective 1 June 1984

| | | \$ | OZ |
|--------------------------|--|------|----|
| STANDARD PLANK II..... | Competitive thermal sailplane..... | 2.40 | 3 |
| ALAR 2 & 2.5..... | Small slope acrobatic gliders..... | 2.90 | 3 |
| ZANONIA..... | Competitive thermal/slope sailplane..... | 6.70 | 7 |
| LITTLE PLANK II..... | Acro. thermal/slope sailplane or power.... | 2.90 | 3 |
| POWERED LAUNCH SYSTEM... | Electric winch system..... | 1.20 | 1 |
| CONDOR..... | Competitive thermal sailplane..... | 3.80 | 4 |
| ALAR 4..... | Sport thermal/slope sailplane..... | 1.90 | 2 |
| SCHWEIZER TG-2..... | Stand-off scale sailplane..... | 4.20 | 4 |
| ABC SAILPLANE..... | Stand-off scale sailplane..... | 6.50 | 7 |
| GROSS VOGEL..... | Acrobatic powered flying wing..... | 4.80 | 5 |
| TRIO..... | 3 novel bodies for 450/550 sq. in. wings.. | 2.90 | 3 |
| SUPERMARINE SPITFIRE... | Slope glider..... | 3.10 | 3 |
| ZIP..... | Acrobatic 4 chnl, .15 engine..... | 1.90 | 2 |
| BANANA..... | Competitive thermal sailplane..... | 2.40 | 3 |
| J-26..... | Sport free flight sailplane..... | 1.40 | 2 |
| ALPHA..... | Sport acrobatic slope glider..... | 1.40 | 2 |
| LIL' TOOT..... | Sport free flight/RC, .01/.02 engine..... | 1.40 | 2 |
| CLIFF HANGER..... | Foam and balsa slope glider..... | 1.90 | 2 |
| J-5..... | Jetex 50, competitive free flight..... | .60 | 1 |
| JAGER..... | Free flight RC, slope/thermal, A-2 size.. | 2.60 | 3 |
| SLIVER..... | Sport free flight, A-1 size..... | 1.70 | 2 |
| MAGAZINE RACK..... | For your favorite modeling magazines..... | .60 | 1 |
| J-25..... | Sport free flight, A-1 size..... | 1.30 | 2 |
| HORTEN I..... | Stand-off scale..... | 3.80 | 4 |
| WINGER..... | Sport slope glider..... | 2.90 | 3 |
| BETA..... | Small acrobatic slope glider or .02 eng... | 1.00 | 1 |
| THISTLEDOWN..... | Coupe size rubber powered free flight.... | 1.40 | 2 |
| DUO..... | A-1 or rubber powered free flight..... | 1.40 | 2 |
| BETA E..... | Elevon version of Beta..... | 1.40 | 2 |
| TAILLESS AIRFOILS..... | Six proven sections in a booklet..... | .60 | 1 |
| BETA 74..... | Sport thermal/slope sailplane..... | 1.40 | 2 |
| CHEETAH..... | Sport thermal sailplane..... | 3.60 | 4 |
| MODELING WING SECTIONS.. | Your choice..6(six) for..... | 1.00 | 1 |
| MODELING WING SECTIONS.. | All 22 listed..... | 3.50 | 4 |
| WHISPER..... | Competitive high aspect ratio A-1..... | 1.40 | 2 |
| THERMAL PLANK..... | Sport thermal/slope sailplane..... | 2.90 | 3 |
| BIG BETA..... | Acrobatic slope glider, very strong..... | 1.90 | 2 |
| NORTHROP X-4 BANTAM.... | Two views with sections..... | 1.20 | 1 |
| SUPER BUZZARD..... | Sport thermal/slope sailplane..... | 4.80 | 5 |
| NORDIC PLANK..... | Sport free flight sailplane, A-2 size.... | 1.40 | 2 |
| RS-15..... | Stand-off scale sailplane..... | 6.00 | 6 |
| AR-25..... | Sport slope/thermal sailplane..... | 1.80 | 2 |
| RS-15SS..... | Semi-scale slope/thermal sailplane..... | 2.40 | 3 |
| WPS 'T' SHIRT..... | SIZE Small, Medium, Large, Extra Large.... | 7.00 | 6 |



| | \$ | OZ |
|--------------------------|--|-------------------|
| BULLHEAD..... | Sport slope trainer glider, very strong... | 3.20 4 |
| ZANONIA 100..... | Competitive thermal/slope sailplane..... | 4.30 5 |
| BOWLUS BUMBLEBEE..... | Stand-off scale powered sailplane..... | 5.80 6 |
| WING THING..... | Sport slope glider, trainer..... | 2.90 3 |
| MAXI..... | Sport thermal giant sailplane..... | 10.10 10 |
| HIWAY 101..... | Sport thermal/slope sailplane..... | 4.60 5 |
| EAGLET..... | Sport thermal/slope sailplane, trainer.... | 2.60 3 |
| HORTEN I, II, III, IV.. | Scale views of Horten flying wings..... | 2.90 3 |
| FLYING WING BOOKLET.... | Six scale drawings of flying wings..... | .60 1 |
| FLYING WING OLD TIMERS.. | 2 tow line, rubber and hand launched..... | 2.50 3 |
| CHINOOK..... | Sport acrobatic slope glider..... | 2.60 3 |
| ARROW..... | Nordic A-2 trainer, free flight..... | 2.60 3 |
| J-24..... | Competitive windy weather A-2..... | 2.20 3 |
| CACTUS FLOWER..... | Coupe size rubber powered free flight..... | 1.70 2 |
| HALF GULL..... | Free flight/RC thermal/slope sailplane.... | 1.70 2 |
| SLOPOKE..... | Very slow flying thermal/slope sailplane.. | 1.90 2 |
| BLACKBIRD..... | All balsa free flight, A-1 size..... | 1.70 2 |
| FIESELER STORCH..... | Free flight/RC, Glider/rubber/ .049 eng... NORWING..... | 3.80 4 |
| LO-GO..... | Free flight/RC thermal/slope sailplane.... | 1.90 2 |
| | Western Plan Service Eagle..... | Free |
| RAVEN..... | Competitive thermal sailplane, trainer.... | 4.30 5 |
| SCORPIO..... | Competitive thermal sailplane..... | 2.90 3 |
| TOPAZ..... | Sport slope/thermal sailplane..... | 3.60 4 |
| CJ-3406..... | Chords 4 to 16½ in ½ increments, Wing sec. | .70 1 |
| R-2..... | Distinctive competitive thermal sailplane. | 4.80 5 |
| RAVEN 2M..... | Competitive thermal sailplane(2 meter)... | 3.60 4 |
| OWL..... | Sport thermal sailplane, low aspect ratio. | 4.30 5 |
| SUNBIRD..... | Competitive thermal sailplane..... | 4.30 5 |
| WOLF..... | Sport thermal sailplane..... | 4.30 5 |
| SULA BIRD..... | Competitive thermal sailplane..... | 5.40 6 |
| RAPTOR..... | Sport thermal sailplane..... | 4.70 5 |
| BYE FLY..... | 2 meter thermal sailplane, rudder/ele.... | 3.10 3 |
| BLACKBIRD 2M..... | Thermal/slope sailplane, elevons..... | 4.00 5 |
| HAWK 2M..... | Thermal/slope sailplane, rudder/elevator.. | 3.00 4 |
| MINI RAVEN..... | 2 meter thermal/slope, rudder/elevator.... | 2.40 3 |
| MODEL BUILDER RAVEN.... | Competition thermal sailplane, rud/ele.... | 6 |
| TEN CUBED..... | Multiple task thermal sailplane, rud/ele.. | 5.20 6 |

HOW TO ORDER

1. Add \$1.50 for handling for each pound(16 OZ) or less.
2. Add postage as shown below.

| OZ | 1 | 2 | 3 | 4 | 6 | 8 | 10 | 12 | 14 | 16 |
|----|-----|------|------|------|------|------|------|------|------|------|
| US | .20 | .37 | .54 | .71 | .85 | .95 | 1.05 | 1.15 | 1.25 | 1.35 |
| C | .50 | .76 | 1.02 | 1.28 | 1.54 | 1.80 | 2.06 | 2.32 | 2.58 | 2.84 |
| E | .60 | .96 | 1.32 | 1.68 | 2.14 | 2.60 | 3.06 | 3.52 | 3.98 | 4.44 |
| A | .70 | 1.16 | 1.62 | 2.08 | 2.74 | 3.40 | 4.06 | 4.72 | 5.38 | 6.04 |

US=Third class in US and Canada.

C =AO Air rates in Caribbean and Central America.

E =AO Air rates in Europe and South America.

A =AO Air rates in Australia, Middle East, Far East, Africa, Pacific Islands and USSR.

Mail check or money order to WESTERN PLAN SERVICE, 5621 MICHELLE DRIVE, TORRANCE, CALIFORNIA, 90503, UNITED STATES OF AMERICA.