wingtip, is ½" back of the bolt hole. Mount the wires so that they run parallel to one another. This rigging is very important. Overdoing the leadout offset will produce a very poor flying model.

A properly rigged model should fly through stunts with a steady, or constant, pull and should not slow down while doing square stunts or eights. Needless to say, you should make every effort to get your models to perform in this manner.

Putting the lines too far back will cause the model to crab in flight and slow down. Sharp pull-ups and dive pull-outs will definitely be affected. Wing wobble and sharp stunts (as compared with smooth stunts) can also be traced to improper lead-out installation.

All of the above suggestions work well with straight-wing control-line models.

Stunting can be improved through the use of flaps on the wings. These are hooked up so that the flaps swing down when the elevator swings up, and visa versa. They are not necessary when learning stunt flying, since they are not really needed until the flyer has mastered flying inverted.

For beginners, we definitely recommend profile models, because of the ease with which they can be repaired. Many kit model aircraft fit into this group. Practically any model which has a thick sheet-balsa fuselage is recommended.

Construction and repair are important features to the novice. When learning to fly upside-down, you'll soon find that it will cost you a few models and many repairs. You'll be amazed at the confusion that can start while flying. Is "up" down or is it up?

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