



**GENERAL CONSTRUCTION PROCEDURE**

Your "Thermic 36" is designed to be assembled using a special kit. If you are using the kit, you need not be concerned with the construction of the fuselage, wings, or stabilizer. The fuselage, wings, and stabilizer are pre-cut and pre-drilled for you. The only parts you need to construct are the landing gear, the engine, and the motor. The fuselage, wings, and stabilizer are made of balsa wood and are very light. The fuselage is made of 1/8" x 1/2" tapered stock. The wings and stabilizer are made of 1/16" sheet die cut wing ribs. The fuselage is made of 1/8" x 1/2" tapered stock. The wings and stabilizer are made of 1/16" sheet die cut wing ribs. The fuselage is made of 1/8" x 1/2" tapered stock. The wings and stabilizer are made of 1/16" sheet die cut wing ribs.

**WING AND STABILIZER:** Lay out the wing and stabilizer on a flat surface. Cut out the ribs and glue them in place. The ribs are labeled B-1 through B-13 for the wing and S-1 through S-5 for the stabilizer. The leading and trailing edges are made of 1/8" x 1/2" tapered stock. The wing and stabilizer are made of 1/16" sheet die cut wing ribs. The fuselage is made of 1/8" x 1/2" tapered stock. The wings and stabilizer are made of 1/16" sheet die cut wing ribs.

**FUSELAGE AND WINDSHIELD:** Assemble the fuselage by gluing the ribs in place. The ribs are labeled F-1 through F-18. The fuselage is made of 1/8" x 1/2" tapered stock. The windshield is made of celluloid and is attached to the fuselage with small wood screws. The fuselage is made of 1/8" x 1/2" tapered stock. The windshield is made of celluloid and is attached to the fuselage with small wood screws.

**LANDING GEAR:** Assemble the landing gear by gluing the parts in place. The parts are labeled F-19 through F-21. The landing gear is made of 1/8" x 1/2" tapered stock. The wheels are 1/4" diameter. The landing gear is made of 1/8" x 1/2" tapered stock. The wheels are 1/4" diameter.

**FINISHING:** The fuselage and wings should be sanded smooth. The fuselage should be sanded with 220 grit sandpaper. The wings should be sanded with 100 grit sandpaper. The fuselage and wings should be sanded smooth. The fuselage should be sanded with 220 grit sandpaper. The wings should be sanded with 100 grit sandpaper.

**FLYING:** The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field.

**FINISHING:** The fuselage and wings should be sanded smooth. The fuselage should be sanded with 220 grit sandpaper. The wings should be sanded with 100 grit sandpaper. The fuselage and wings should be sanded smooth. The fuselage should be sanded with 220 grit sandpaper. The wings should be sanded with 100 grit sandpaper.

**FLYING:** The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field. The glider should be flown in a large open field.

**Thermic "36"**  
 HIGH PERFORMANCE TOWLINE GLIDER OR POWER WITH JETCO "150" ENGINE  
 DESIGNED BY BELA SIEGEL

WINGSPAN 36" LENGTH 22"

**Jetco MODELS**

C. A. ZAIC CO. INC. 983 LEXINGTON AVE. BROOKLYN 21 N. Y.