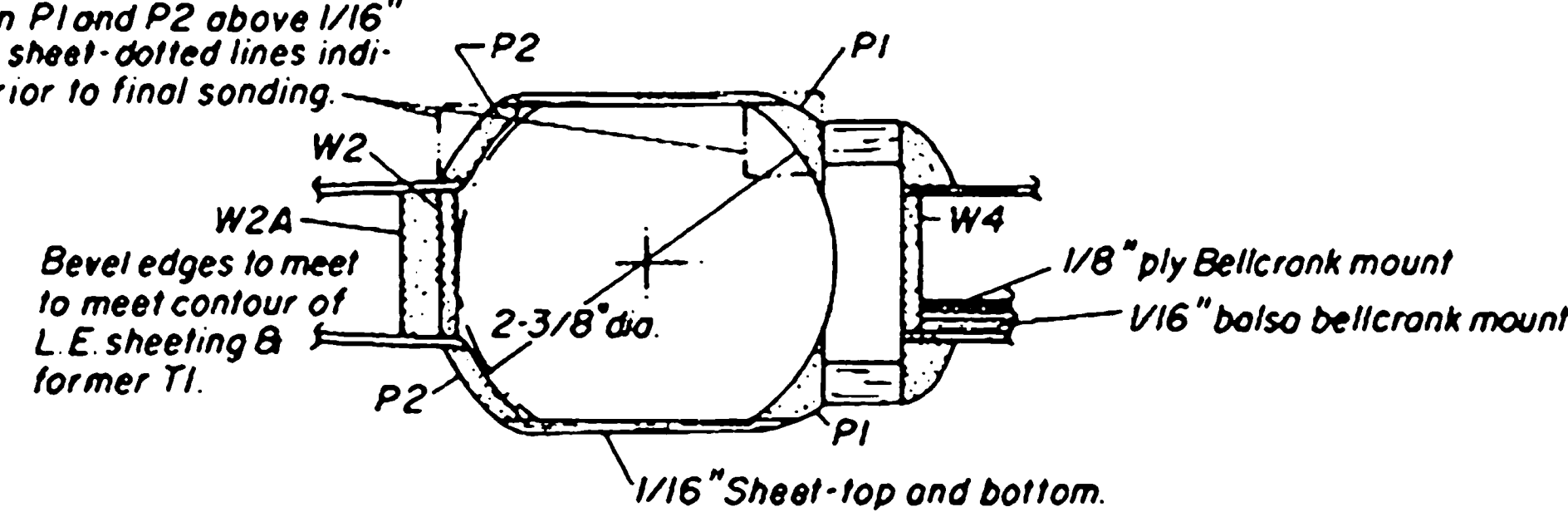


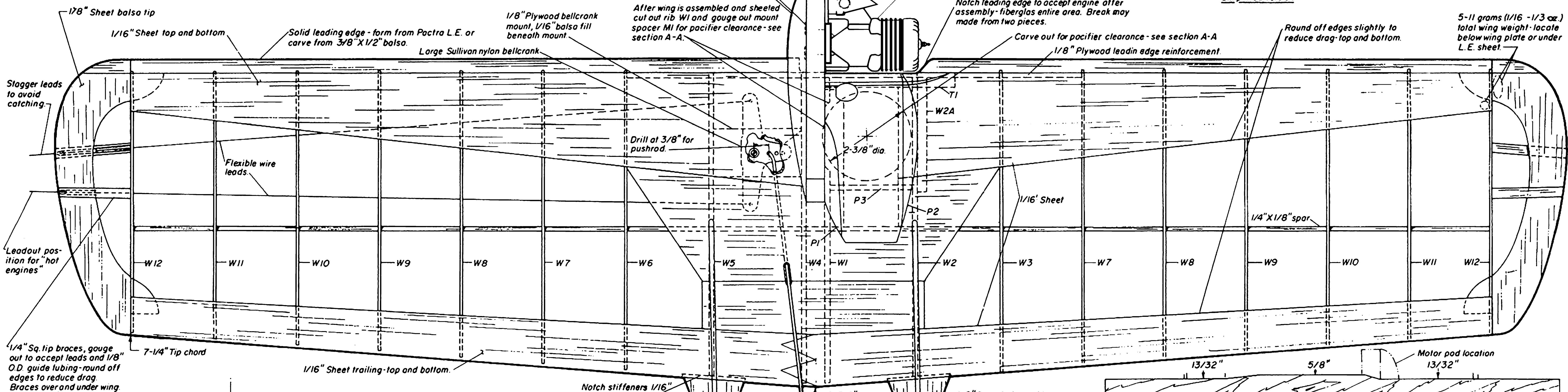
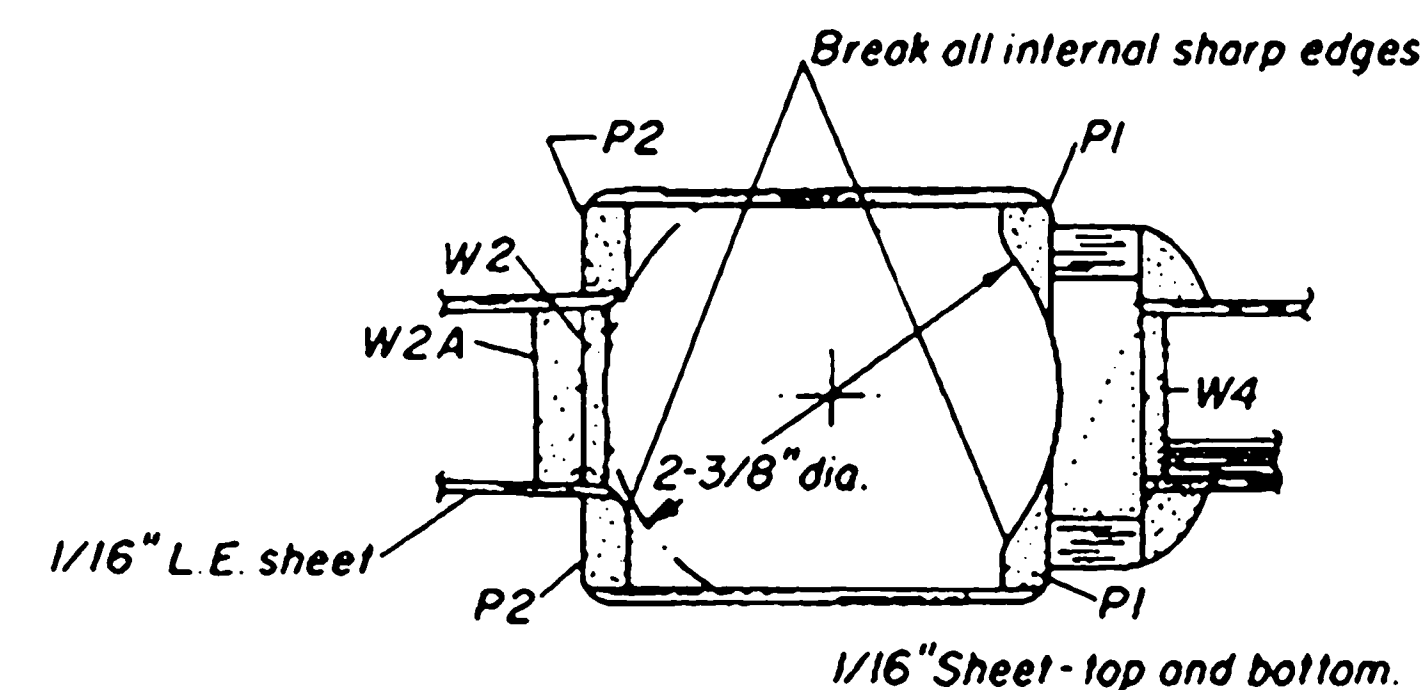
SLOW COMBAT LEADOUT & C.G. LOCATION

For Slow Combat or moderate power move both leads off 5/8" and relocating engine (moving engine shown 5/16" forward will change C.G. 1/8") - offset.

NOTE: Position P1 and P2 above 1/16" leading edge sheet-dotted lines indicate outline prior to final sanding.



NOTE: Use of fiberglass over high stress areas such as engine and fuel pod is recommended for long life.



SIMPLIFIED PACIFIER POD
Make P1 from 1/4" balsa locate as shown-eliminates extensive carving and saving.

Trim 1/8" off corner of pacifier pod to clear rudder top only.

L.E. Sheet (dotted)
Sand T1 as shown (dotted)

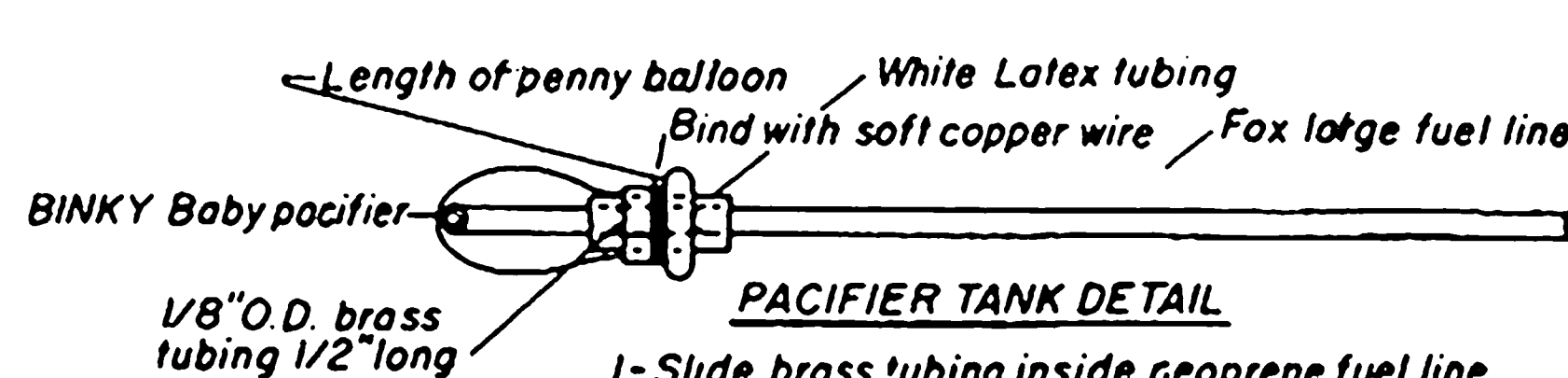
1/16" Sheet balsa

W1 Outline (includes sheeting)
W4 Outline (includes sheeting)

ENGINE MOUNT ASSEMBLY

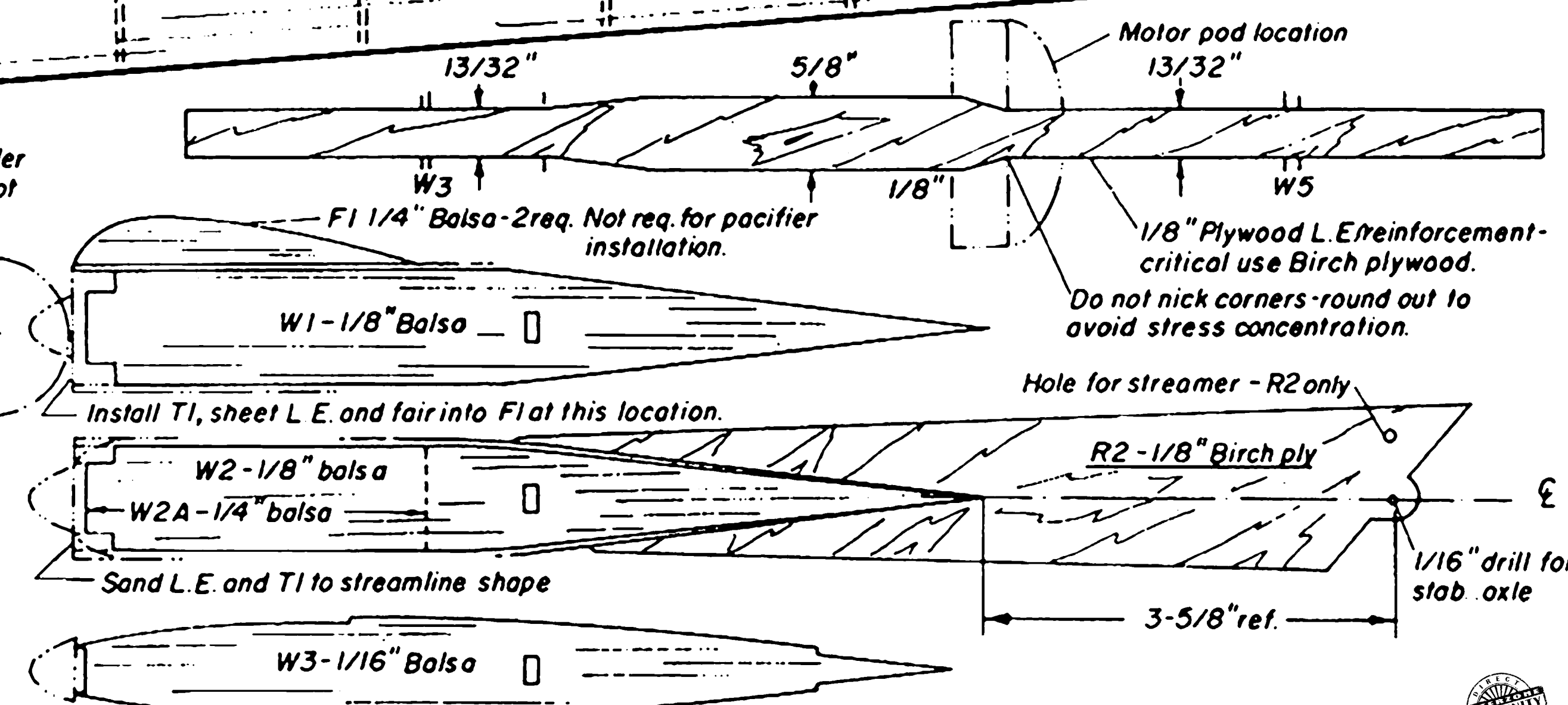
Make up assembly excluding M2, drill to suit engine, mount in wing sheet leading and then complete.

If nose heavy bolt/lead weight to tail end of outside rudder.
If tail heavy add spinner nut or lead nose weight.



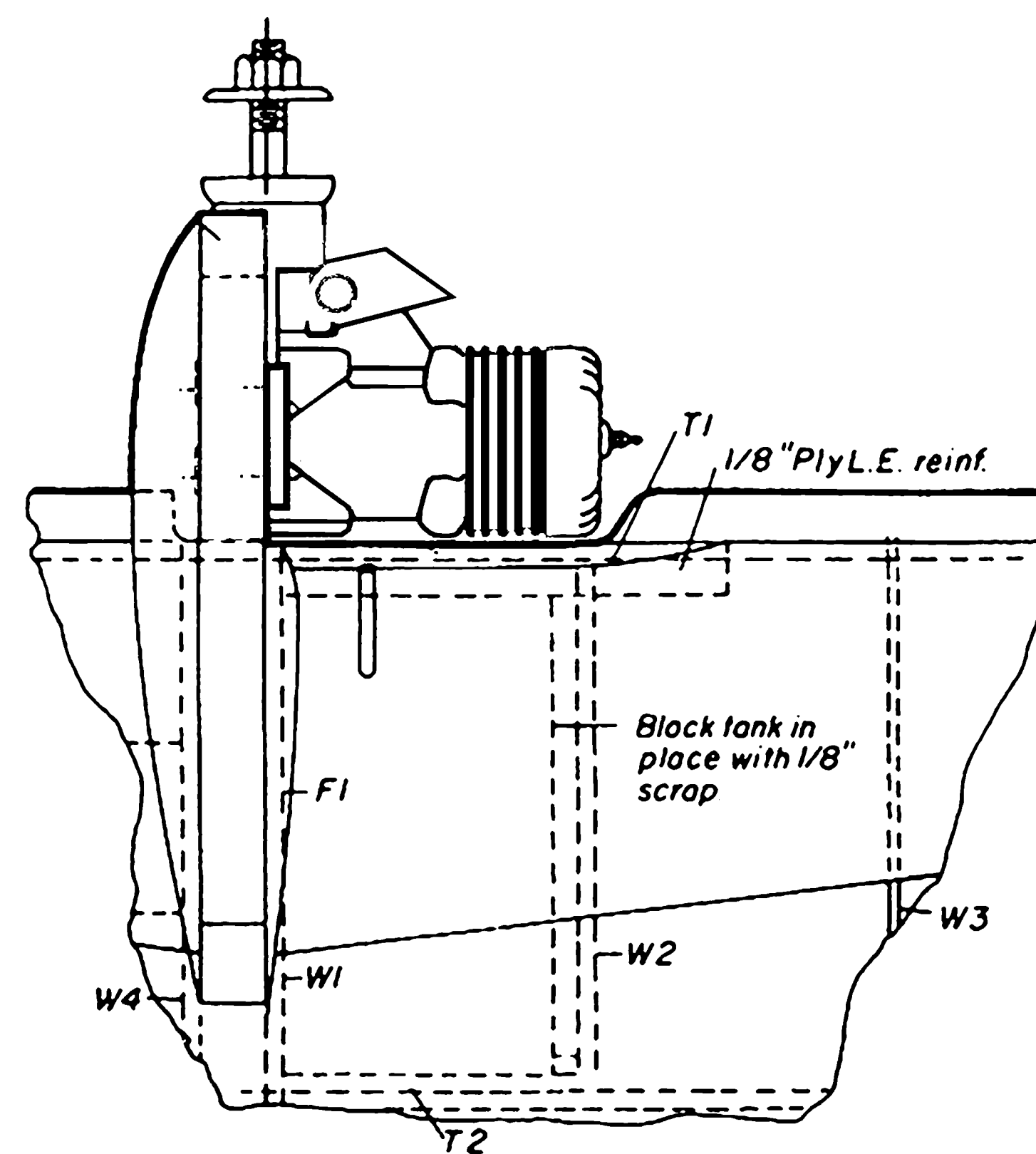
- 1-Slide brass tubing inside neoprene fuel line.
- 2-Slide fuel through White latex tubing (part of pacifier).
- 3-Insert tubing assembly inside pacifier.
- 4-Slide length of penny balloon over latex tubing and pacifier.
- 5-Secure with soft copper wire and insert in pod.
- 6-Fill to 3-5 ounces for flying.

RIB PATTERNS



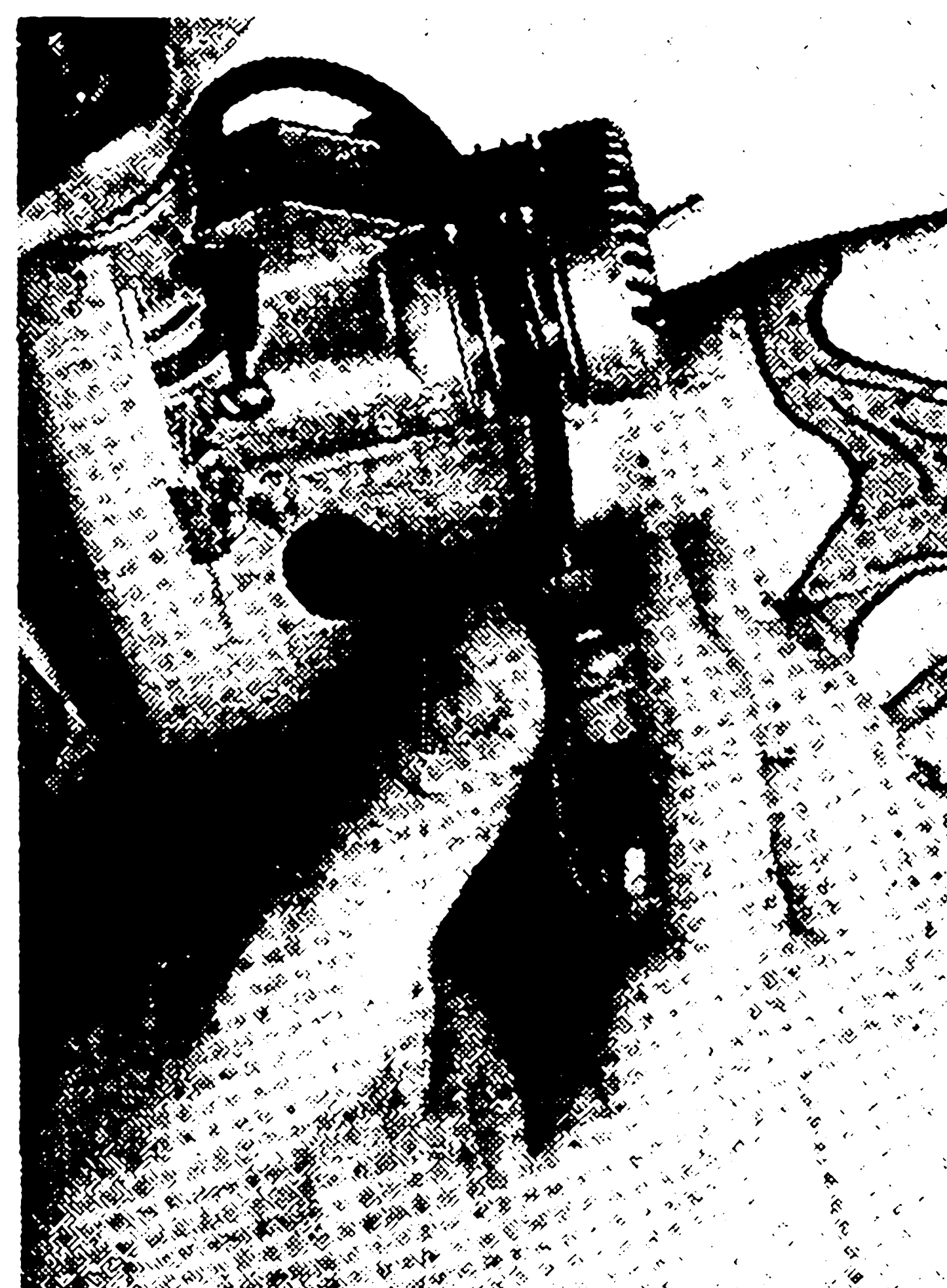
CONTROL HORN DETAIL
.045 wire-wind 1-1/2 turns around 1/16" wire and form ends as shown. Secure with no. 2 screw-use commercial horn if preferred.

NOTE: Control horn shown yields 26° up and down. Works well with C.G. at 1-5/8". To vary C.G./Horn length-As C.G. is moved aft lengthen horn. As C.G. is moved forward shorten horn. Horn pivot should be held within 3/4"-1" limits.



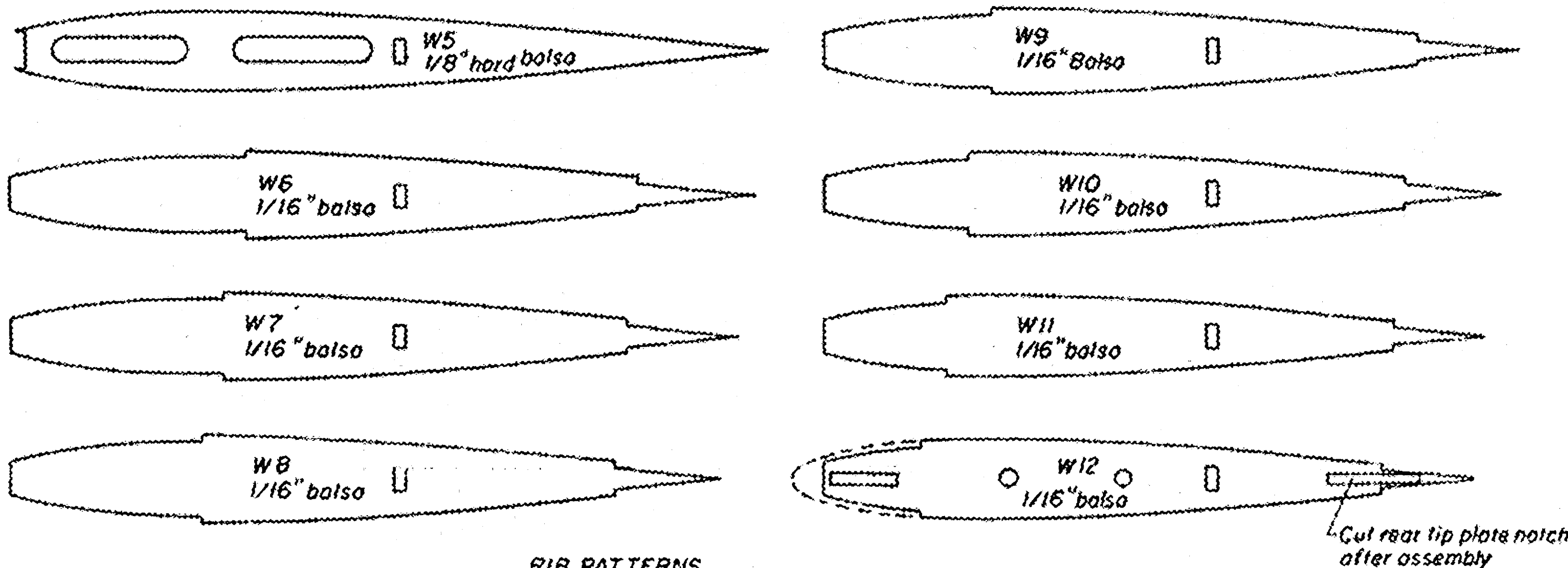
TIN TANK INSTALLATION-FAIRING DETAIL

Baby pacifier fuel tank and fuel pod access hole.

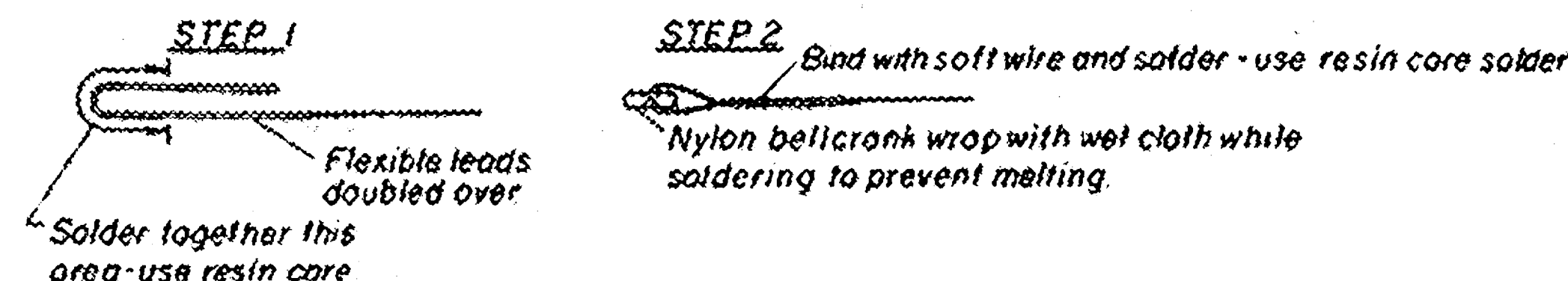
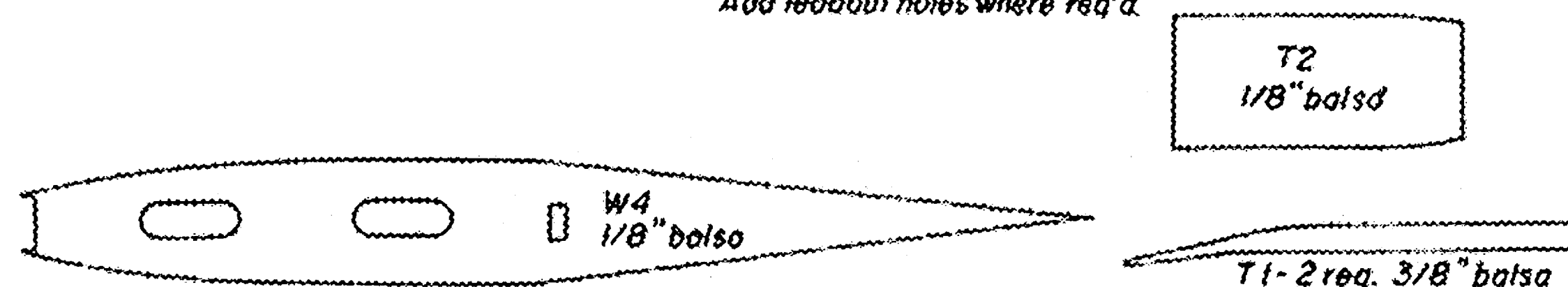


SUPER SATAN

LARRY SCARINZI and CARL GOLDBERG

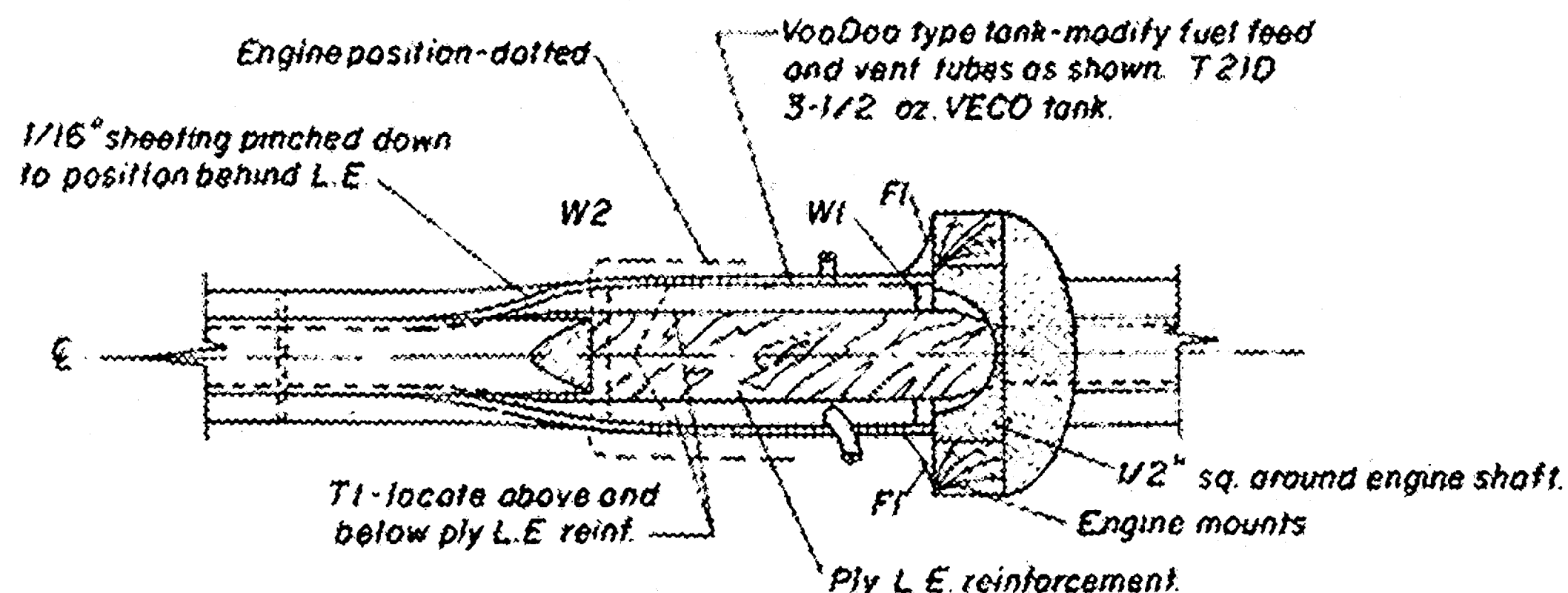
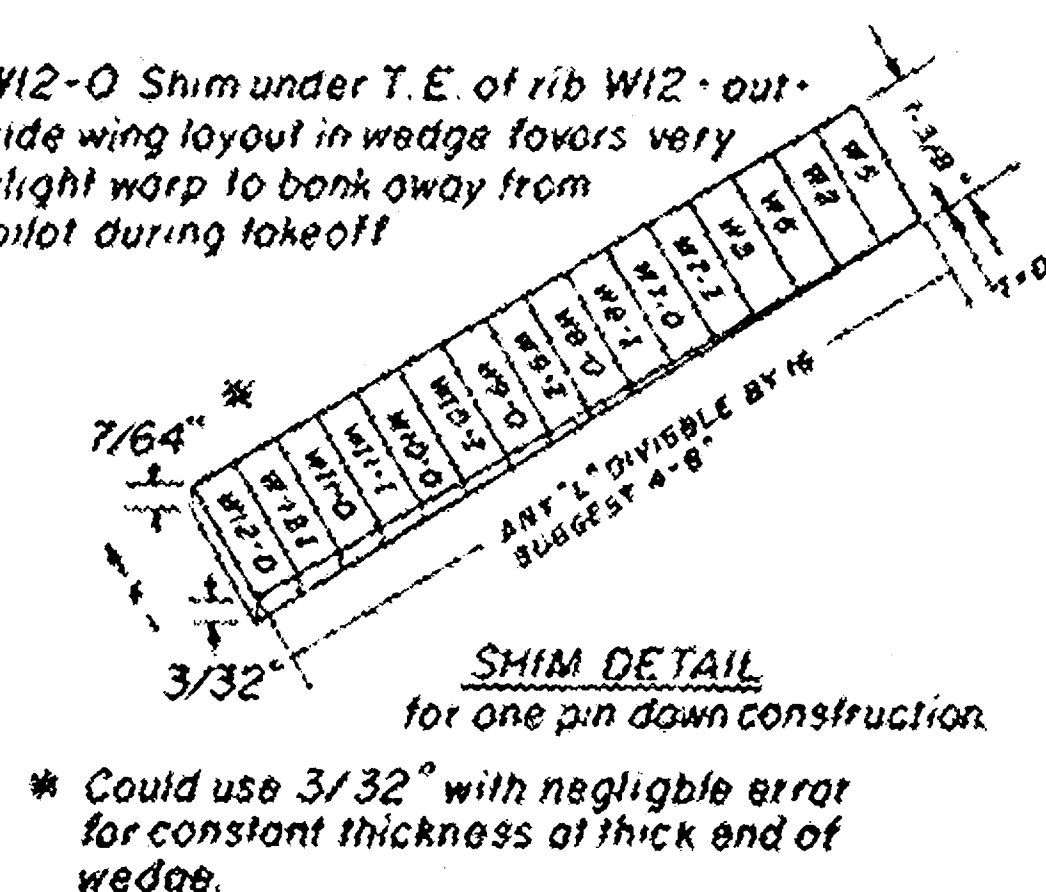


RIB PATTERNS
Add leadout holes where req'd.



LEAD-OUT ATTACHMENT TO BELLCRANK

W12-O Shim under T.E. of rib W12 - out-side wing layout in wedge favors very slight warp to bank away from pilot during takeoff



WOOD WEIGHT

Chart below lists recommended wood weights. Weight in grams per 3"x36" sheet for thicknesses shown.
28.35 grams = 1 ounce.

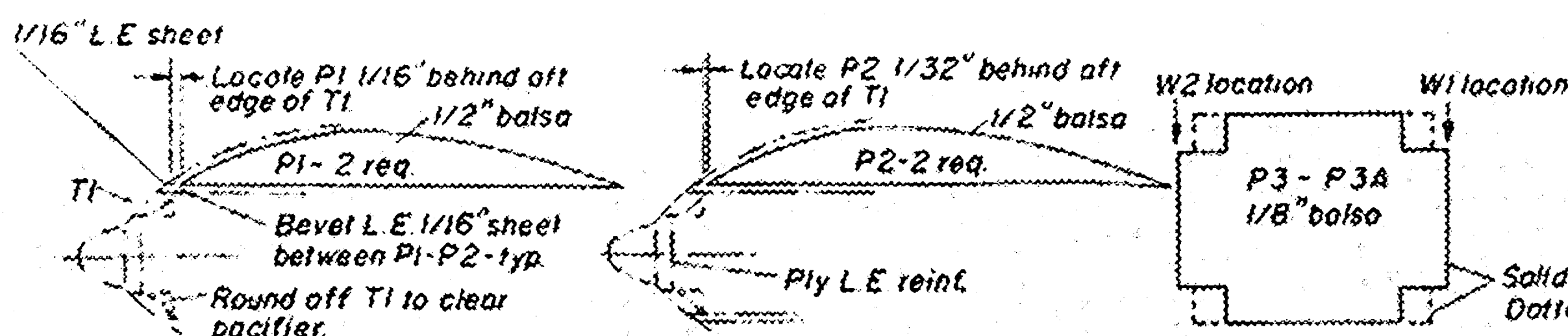
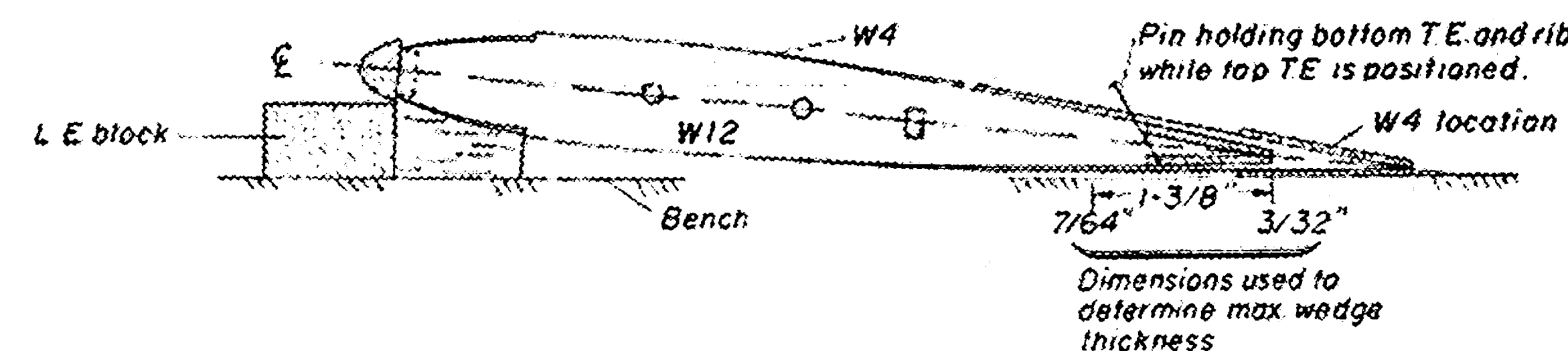
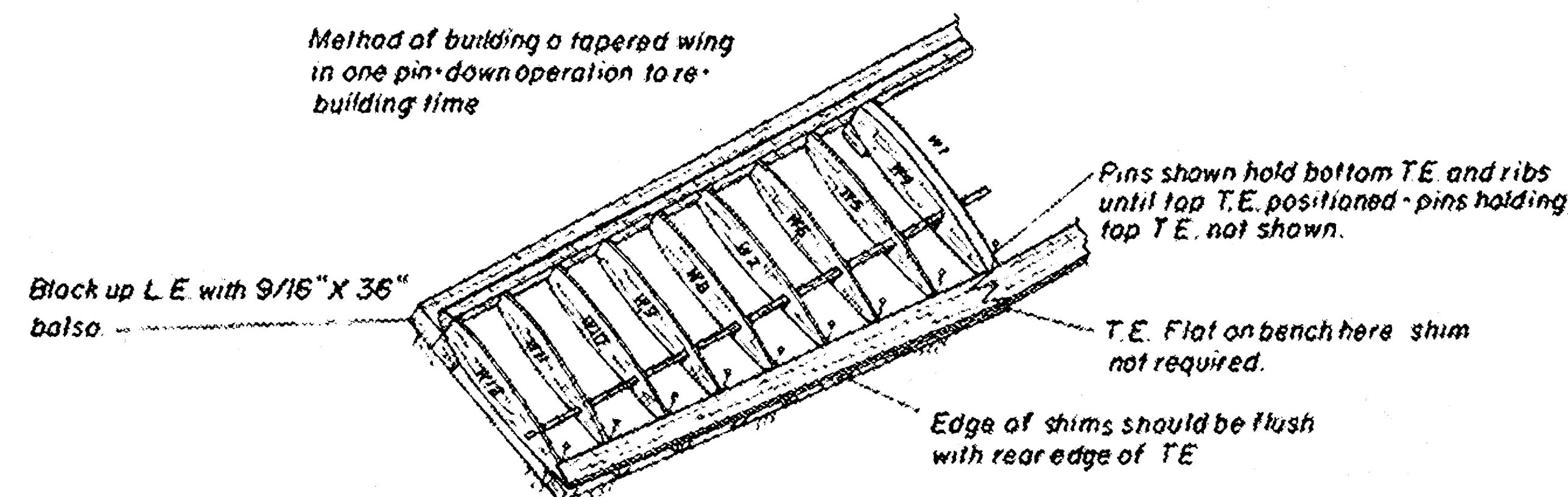
| COMPONENT | THICKNESS & GRADE | WEIGHT USED FOR ORIGINAL MODEL - GRM | WEIGHT RANGE RECOMMENDED - GRAMS |
|------------------|-------------------|--------------------------------------|----------------------------------|
| ALL 1/16" RIBS | 1/16" C Grain | 15.0 | 12 - 18 |
| RIB W1 and W4 | 1/8" | 27.5 | 24 - 45 |
| RIB W2 and W3 | 1/8" B Cut | 38.4 | 34 - 45 |
| TRAILING EDGE | 1/16" C Grain | 17.5 | 16 - 22 |
| LEADING EDGE SHT | 1/16" | 16.0 and 17.4 | 15 - 20 |
| CENTER SHEETING | 1/16" | 15.5 | 14 - 20 |
| TIPS | 1/8" C Grain | 28.3 | 29 - 33 |
| STABILATOR | 1/8" | 40.0 | 37 - 45 |

PACTRA L.E. Cross section 36" length used weighed 271 grams prior to final shaping. Use medium weight balsa. Use light weight wood for 1/8" x 1/4" spar.

FOX .36X BB engine used in original model and is recommended. Various engines differ in weight and the following chart indicates mounting location required to maintain correct C.G. C/L of .36X BB rear mounting bolt is Ref for rear mounting ball of engines listed.

| ENGINE | DIRECTION and AMOUNT TO BE MOVED |
|-------------------------|----------------------------------|
| FOX .36X needle bearing | Forward 1/16" |
| FOX .35 stunt | Forward 11/16" |
| JOHNSON CS | Same as |
| McCOY .35 | Forward 5/16" |
| KBB .35 green head | Forward 1/32" |
| ENYA .35 III | Same as |

Method of building a tapered wing in one pin-down operation to re-building time



NOTE - PACIFIER POD
Seal inside pod with white glue or resin - remove all rough edges to ensure long pacifier life.

SUPER SATAN

by CARL GOLDBERG and LARRY SCARINIZI