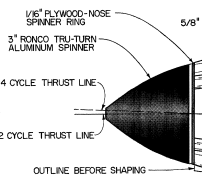


NOTE: OS MAX 120 & 120 SURPASS (4 CYCLE) ENGINES USED IN PROTOTYPE AIRCRAFT.



NOTE: OS MAX 120 SURPASS (4 CYCLE) ENGINE SHOWN

CONTROL SURFACE TRAVEL (MEASURED AT THE WIDEST POINT ON THE SURFACE)

ALLERONS: 5/16" - 3/8" EACH WAY
ELEVATOR: 5/8" - 3/4" EACH WAY
RUDDER: 1-1/4" - 1-1/2" EACH WAY

USE THE SMALLER TRAVEL FOR LARGER ENGINES AND THE LARGER TRAVEL FOR SMALLER ENGINES.

NOTE: GOLD-N-PUSHROD STEEL ROD-TYPE KITS RECOMMENDED FOR RUDDER & ELEVATOR

(SEE SHEET 2 FOR TAIL SURFACE CONSTRUCTION DETAILS)

OUTSIDE SHEETING NOT SHOWN ON TAIL SURFACES IN THIS VIEW

MATERIALS

- * ALL WOOD IS BALSA, UNLESS NOTED OTHERWISE.
- * "LITE PLY" MEANS LIGHT WEIGHT, 3 PLY POPLAR PLYWOOD
- * "PLYWOOD" MEANS HEAVIER WEIGHT (AIRCRAFT GRADE) BIRCH PLYWOOD
- * BASSWOOD MAY BE SUBSTITUTED WHEREVER SPRUCE IS INDICATED.

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SUPER SPORTSTER 90 120

A 90 2-STROKE/120 4-STROKE POWERED SPORTSTER

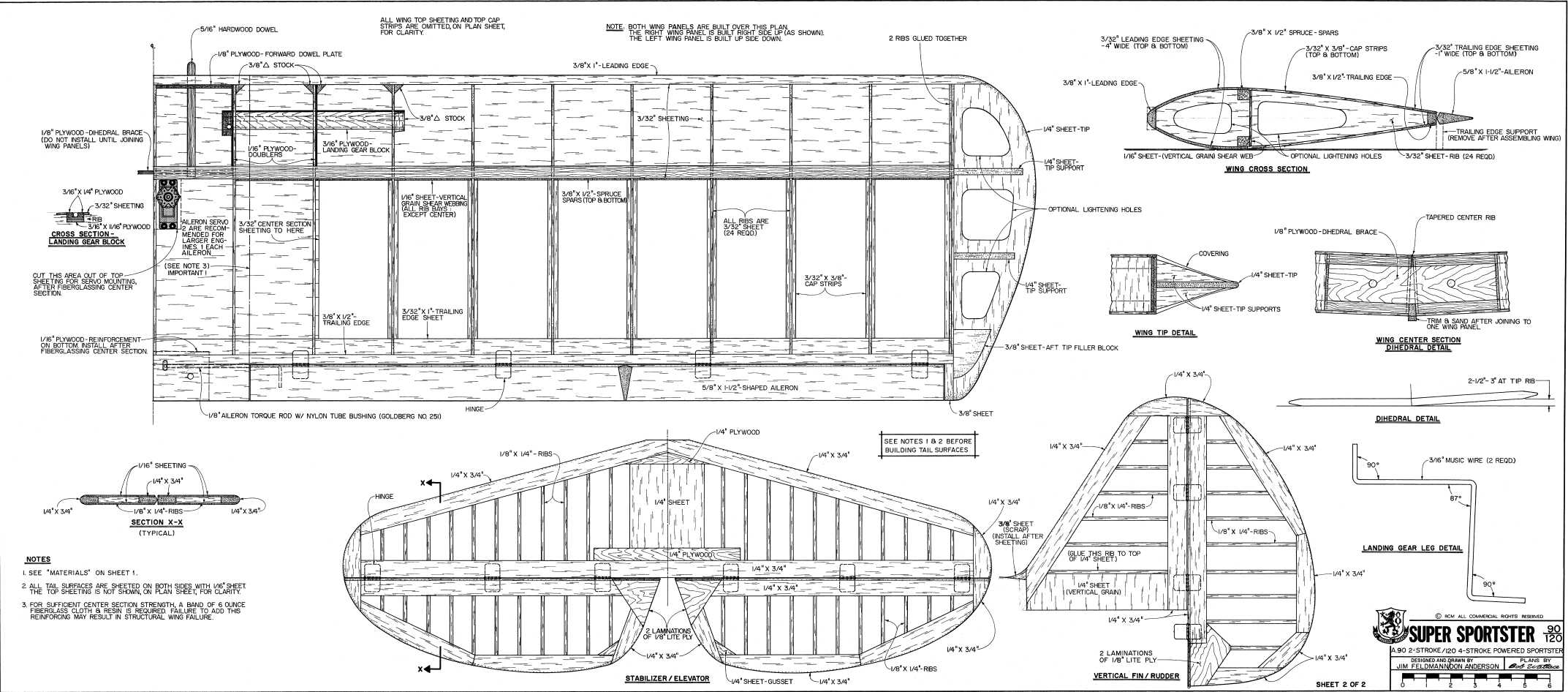
DESIGNED AND DRAWN BY JIM FELDMANN/DOUG ANDERSON

PLANS BY JIM FELDMANN

0 1 2 3 4 5 6

SHEET 1 OF 2

PLAN NO. 1006



- NOTES**
1. SEE "MATERIALS" ON SHEET 1.
 2. ALL TAIL SURFACES ARE SHEETED ON BOTH SIDES WITH 1/16" SHEET. THE TOP SHEETING IS NOT SHOWN ON PLAN SHEET, FOR CLARITY.
 3. FOR SUFFICIENT CENTER SECTION STRENGTH, A BAND OF 6 OUNCE FIBERGLASS CLOTH & RESIN IS REQUIRED. FAILURE TO ADD THIS REINFORCING MAY RESULT IN STRUCTURAL WING FAILURE.

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SUPER SPORTSTER 90/120

A 90 2-STROKE / 120 4-STROKE POWERED SPORTSTER

DESIGNED AND DRAWN BY JIM FELDMANN/ANDERSON

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0 1 2 3 4 5 6

SHEET 2 OF 2

PLAN NO. 1006