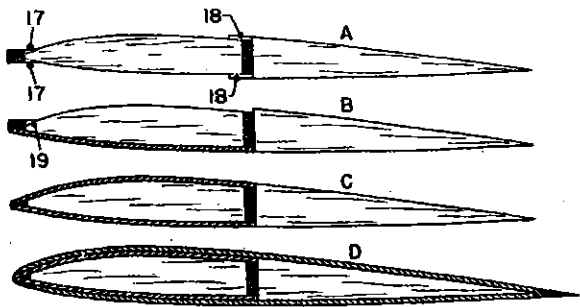
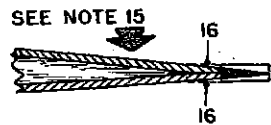
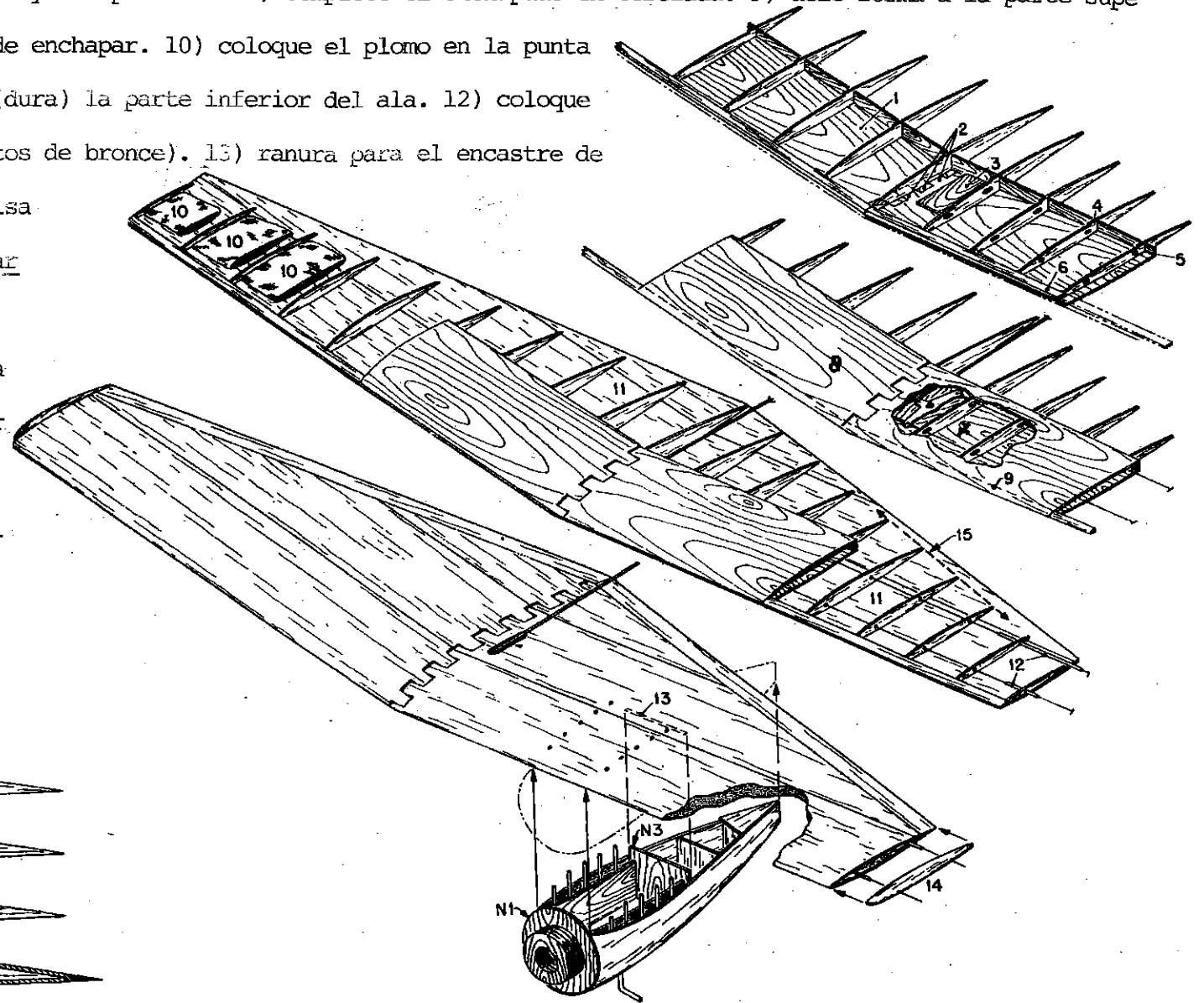
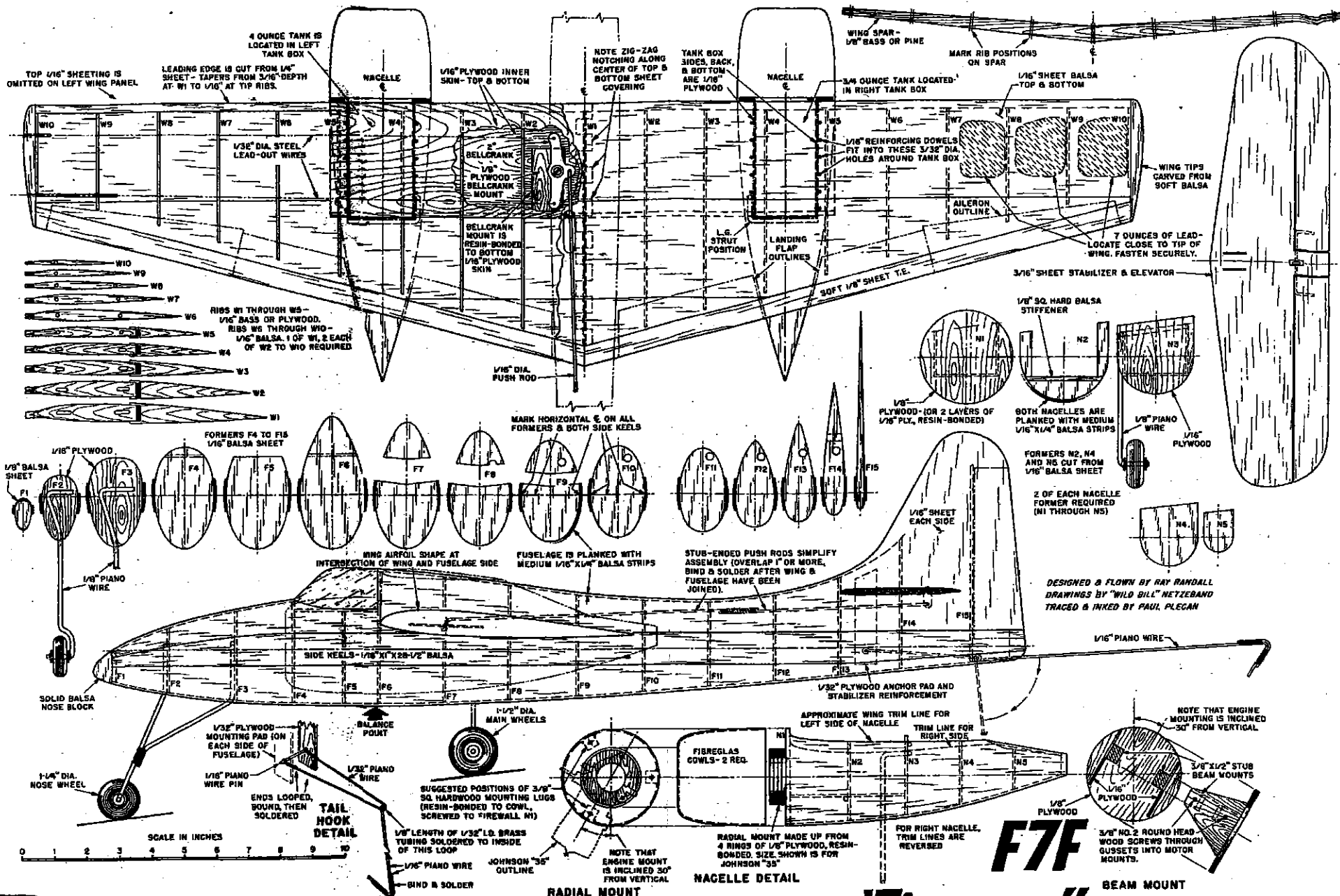


1) fondo en terciada de 1/16". 2) note el encastre en la línea central debido al diedro. 3) la plataforma del balancín apoya en el fondo de terciada. 4) remueva el exceso hasta llegar al larguero (ver 18). 5) la terciada y el larguero se extienden 6 mm después de la costilla número 5. 6) déle forma al borde de ataque antes de pegarlo. 7) asegure el balancín con los cables de salida y el "push rod" 8) complete el enchapado en terciada. 9) déle forma a la parte superior del borde de ataque antes de enchapar. 10) coloque el plomo en la punta del ala. 11) enchape con balsa (dura) la parte inferior del ala. 12) coloque las guías para los cables (tubitos de bronce). 13) ranura para el encastre de N3. 14) Bordes marginales en balsa 15) el borde de fuga no lleva larguero. 16) detalle del borde de fuga. 17) exceso que facilita la construcción, luego recortar: ver pasos A,B,C y D. 18) dejar este exceso hasta que la junta con el larguero esté seca y fuerte.

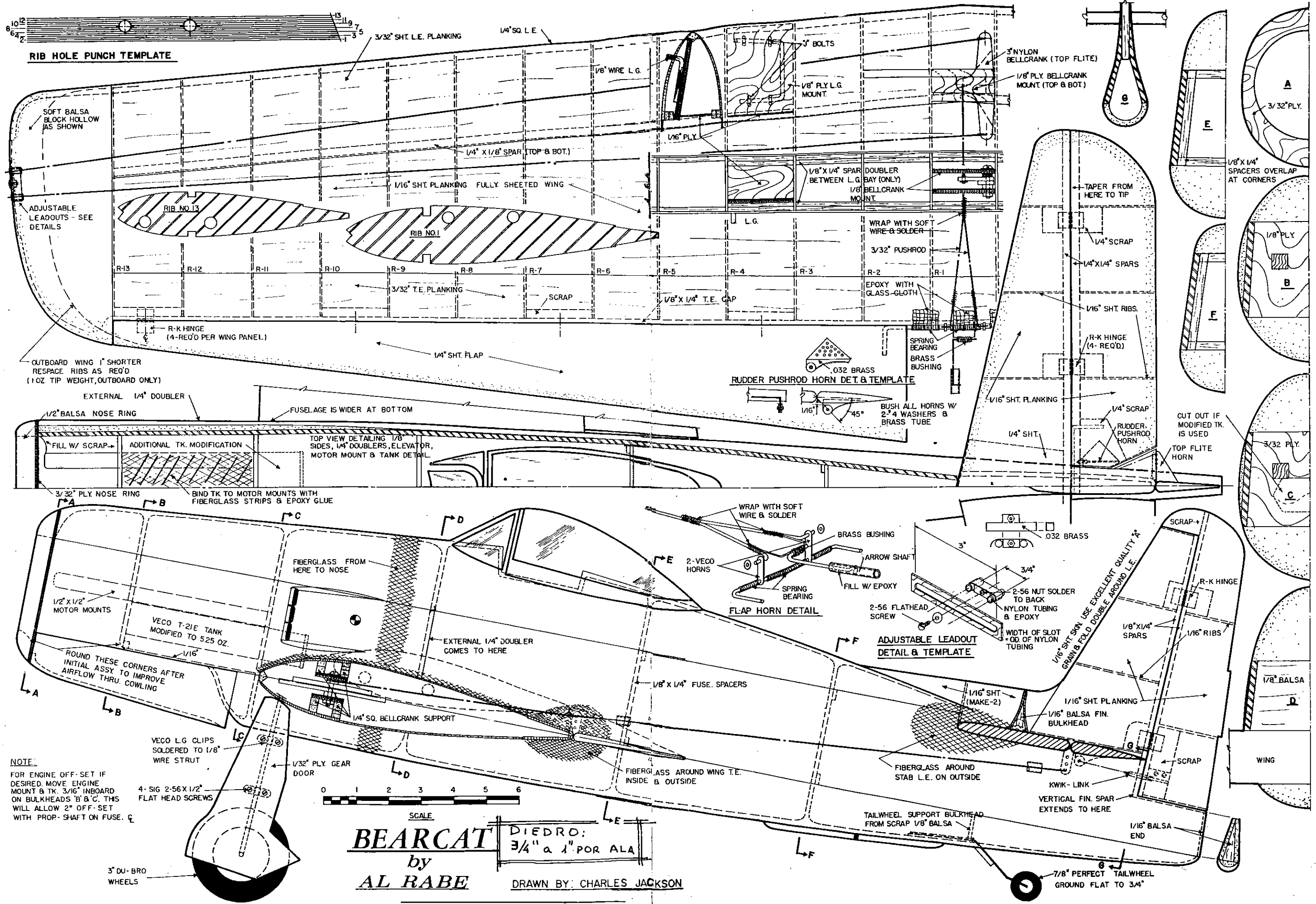




F7F

"Tigercat"

La Manija



RIB HOLE PUNCH TEMPLATE

SOFT Balsa BLOCK HOLLOW AS SHOWN

ADJUSTABLE LEADOUTS - SEE DETAILS

OUTBOARD WING 1\"/>

EXTERNAL 1/4\"/>

1/2\"/>

3/32\"/>

BIND TK TO MOTOR MOUNTS WITH FIBERGLASS STRIPS & EPOXY GLUE

FIBERGLASS FROM HERE TO NOSE

1/2\"/>

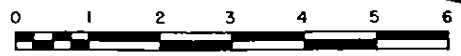
VECO T-21E TANK MODIFIED TO 525 OZ.

ROUND THESE CORNERS AFTER INITIAL ASSY TO IMPROVE AIRFLOW THRU. COWLING

VECO L.G CLIPS SOLDERED TO 1/8\"/>

4 - SIG 2-56 X 1/2\"/>

NOTE:
 FOR ENGINE OFF-SET IF DESIRED. MOVE ENGINE MOUNT & TK. 3/16\"/>

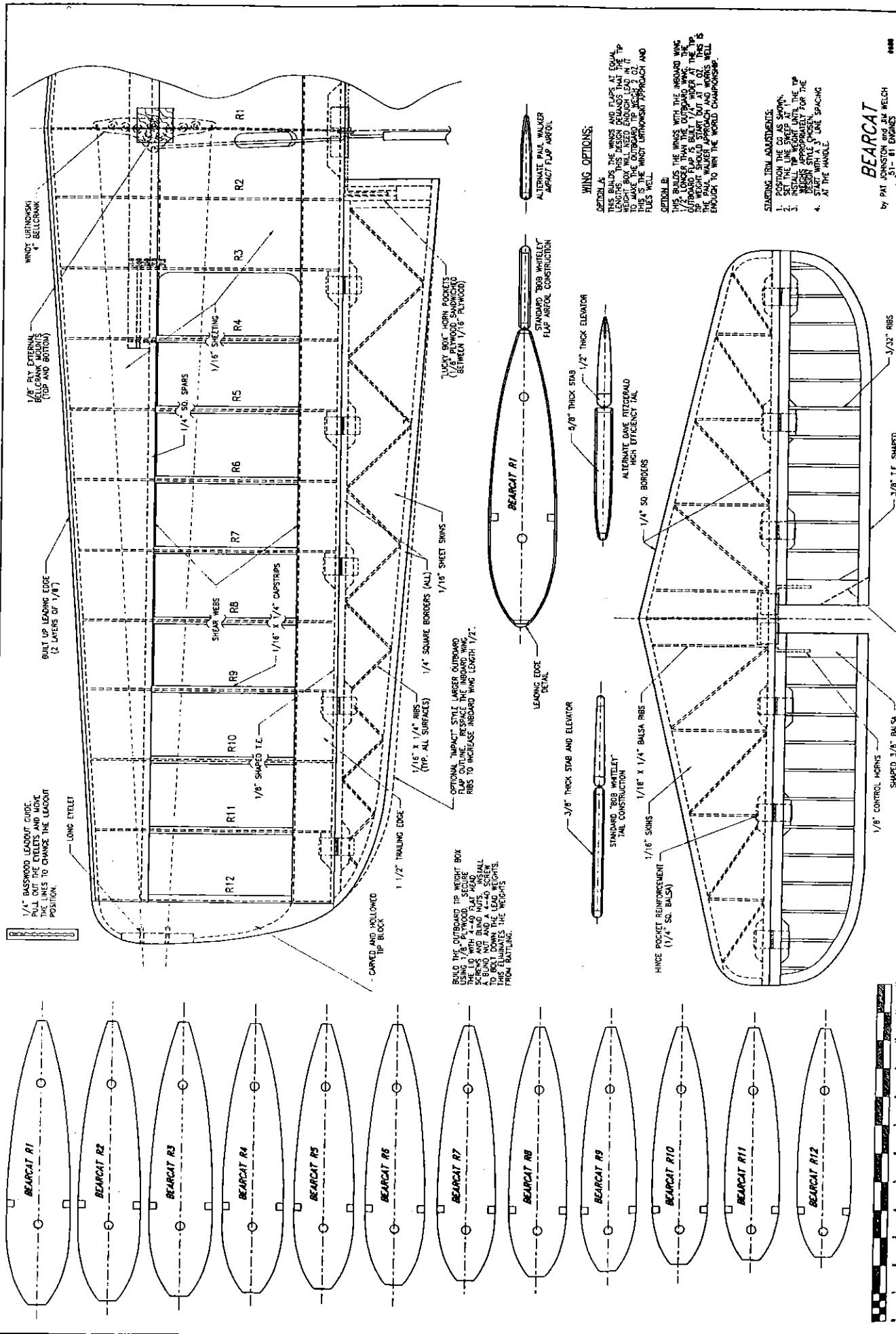


BEARCAT
 by **AL RABE**
 DIEDRO: 3/4\"/>

DRAWN BY: CHARLES JACKSON

3\"/>

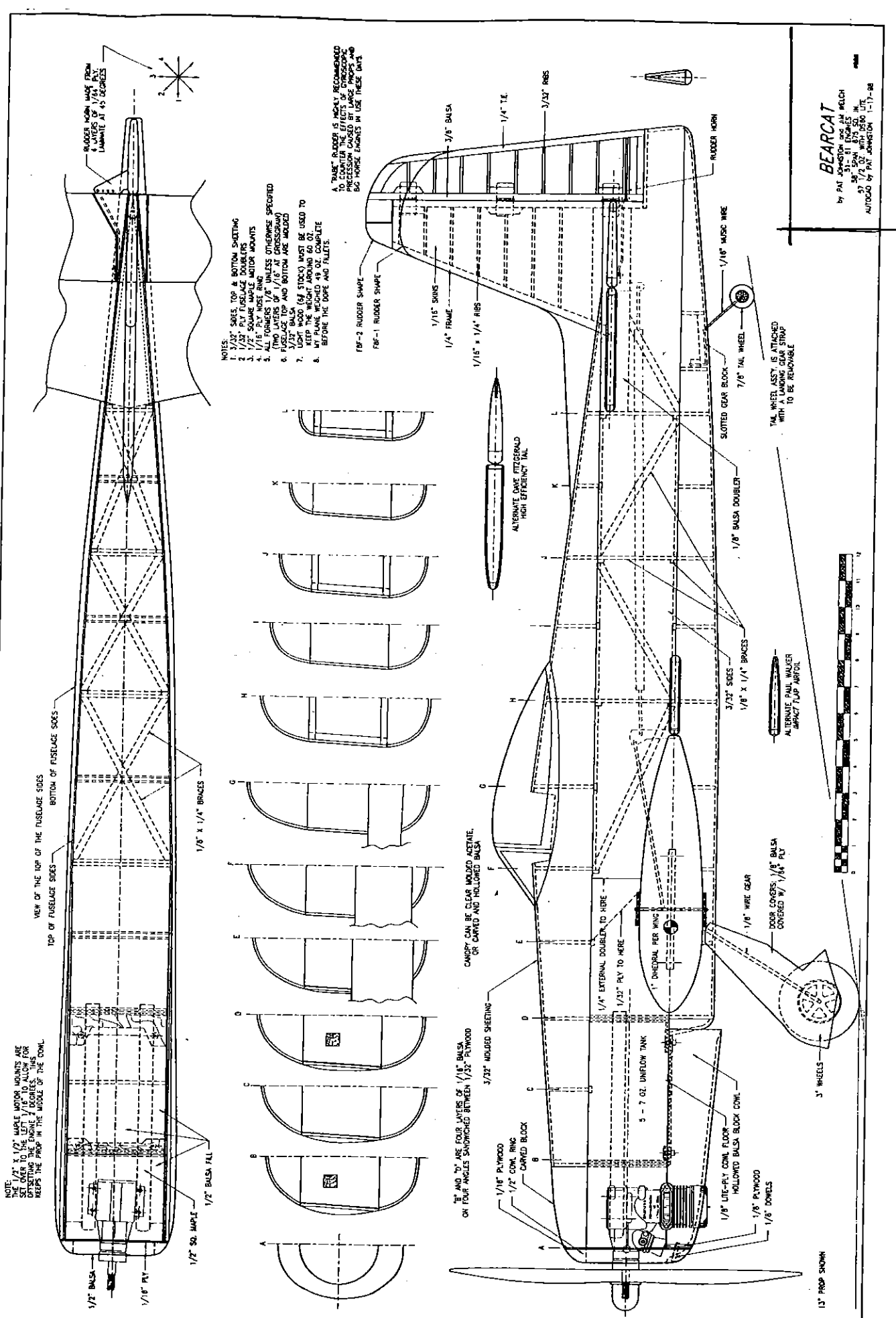
7/8\"/>



BEARCAT
by PAUL JOHNSON and HARVEY WELCH
3120 S.W. 87th St., Ft. Lauderdale, Fla.
AUTOCAD BY PAUL JOHNSON 1-17-88

STANDARD TAIL ADJUSTMENTS:
1. SET THE TAIL LINE STRAIGHT.
2. INSTALL THE MOTOR MOUNTS.
3. SET THE MOTOR WEIGHT LIMITS.
4. START WITH A 3" LINE SPACING AT THE HANDLE.

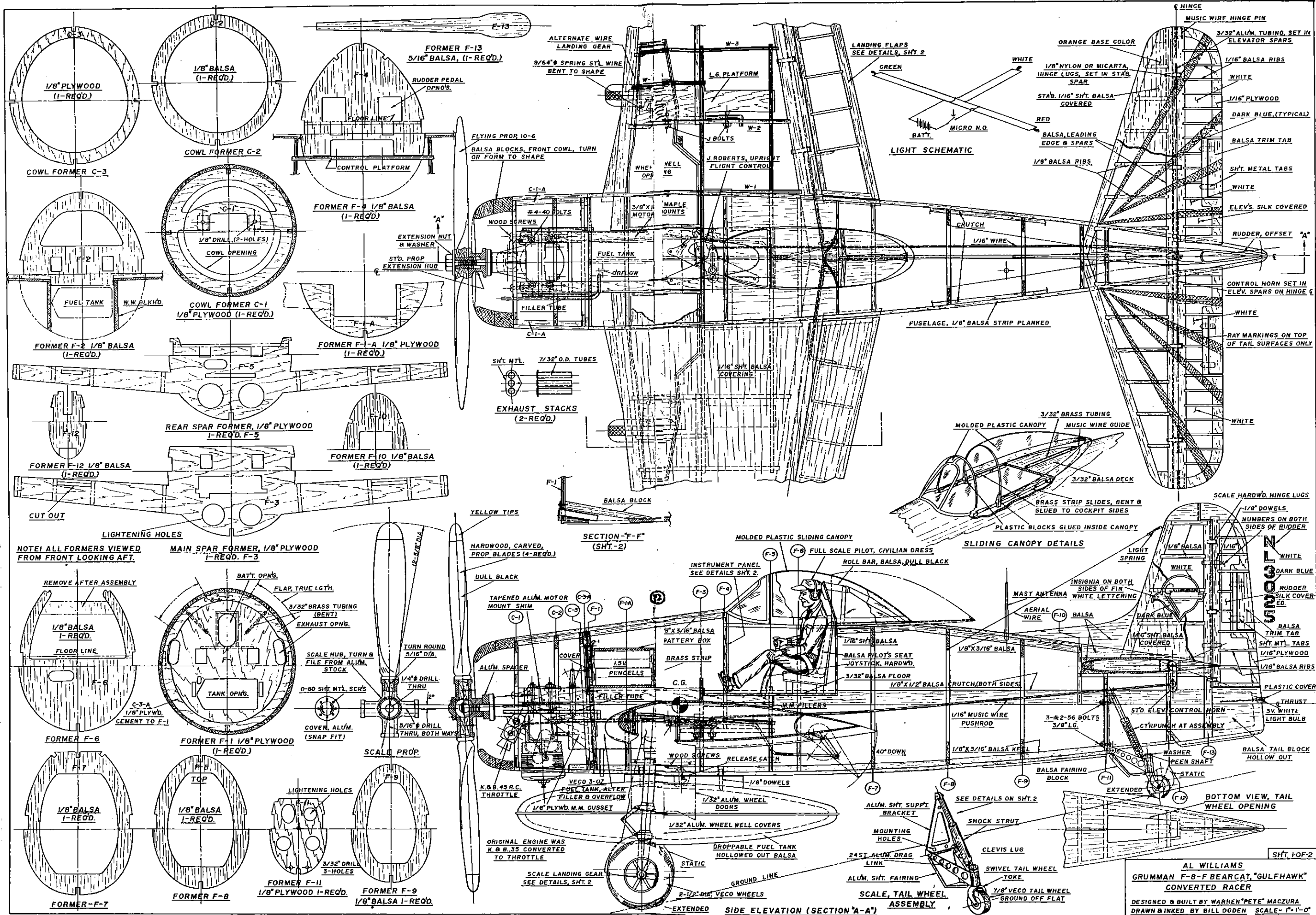
WINGS OPTIONS:
OPTION A: THIS BUILD THE WINGS AND FLAPS AT EQUAL WEIGHT. THE WINGS SHOULD BE 1/2" LONGER THAN THE OUTBOARD WING. THE OUTBOARD FLAP IS BUILT 1/2" SHORT AT THE TIP. THE PAUL WALKER APPROACH AND WORKS WELL ENOUGH TO WIN THE WORLD CHAMPIONSHIP.
OPTION B: 1/2" LONGER THAN THE OUTBOARD WING. THE OUTBOARD FLAP IS BUILT 1/2" SHORT AT THE TIP. THE PAUL WALKER APPROACH AND WORKS WELL ENOUGH TO WIN THE WORLD CHAMPIONSHIP.



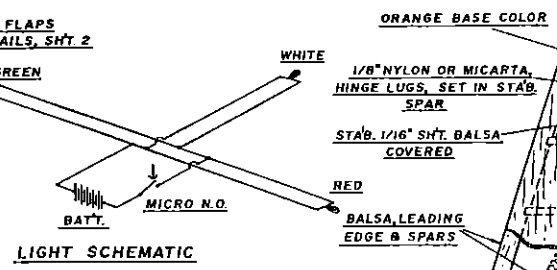
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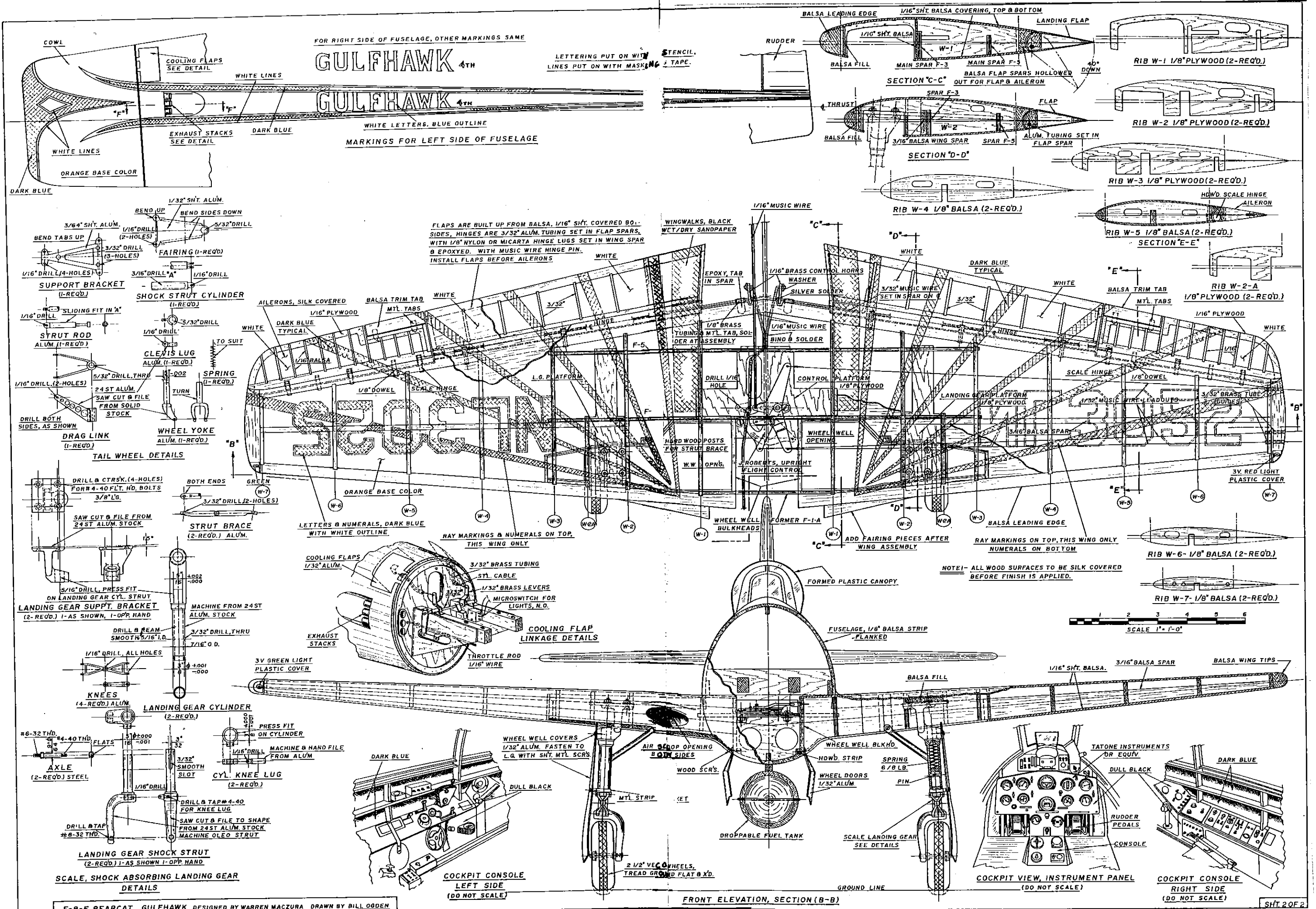
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NOTE: ALL FORMERS VIEWED FROM FRONT LOOKING AFT.



AL WILLIAMS
 GRUMMAN F-8-F BEARCAT, "GULFHAWK"
 CONVERTED RACER
 DESIGNED & BUILT BY WARREN "PETE" MACZURA
 DRAWN & INKED BY BILL ODGEN SCALE - 1" = 1'-0"



FOR RIGHT SIDE OF FUSELAGE, OTHER MARKINGS SAME

GULFHAWK 4TH

LETTERING PUT ON WITH STENCIL.
LINES PUT ON WITH MASKING TAPE.

GULFHAWK 4TH

WHITE LETTERS, BLUE OUTLINE

MARKINGS FOR LEFT SIDE OF FUSELAGE

FLAPS ARE BUILT UP FROM Balsa, 1/16" SHY. COVERED BOTH SIDES, HINGES ARE 3/32" ALUM. TUBING SET IN FLAP SPARS, WITH 1/8" NYLON OR MICARTA HINGE LUGS SET IN WING SPAR & EPOXYED. WITH MUSIC WIRE HINGE PIN. INSTALL FLAPS BEFORE AILERONS

WINGWALKS, BLACK WCT/DRY SANDPAPER

NOTE! - ALL WOOD SURFACES TO BE SILK COVERED BEFORE FINISH IS APPLIED.