

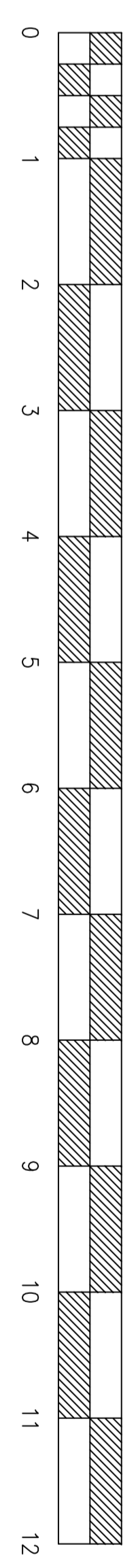
SPECIFICATIONS:  
 4.4/1 WING ASPECT RATIO  
 19.25" TAIL MOMENT (C.G. TO ELEV. HINGE)  
 81.8 SQ. IN. TAIL AREA (20.3% TAIL/WING RATIO)

MOUNT THE ENGINE ON 1/8" AL. MOUNTING PADS

**BIG NOTE!**  
 THIS PLANE IS SPECIFICALLY DESIGNED FOR AN OS25FP-S. THE OS HAS PRACTICALLY NO VIBRATION AND THE 1/16" PLYWOOD DOUBLERS ARE TOTALLY ADEQUATE AS DESIGNED. ABSOLUTELY DO NOT EVEN THINK OF USING A FOX 35, OR YOU WILL REGRET IT. PROP THE OS WITH A BY&O 10-4 OR 10-5 OR AN EQUIVALENT. THIS ENGINE WILL OUTPRODUCE THE POWER OF THE FOX AND RUN VERY SMOOTHLY. IF THE OS25FP MUFFLER IS USED, THE NOSE LENGTH WILL BE OK. IF A TONGUE MUFFLER IS USED, LENGTHEN THE NOSE 3/4". THIS WILL MAKE THE CG COME OUT PER PLANS. ALL THIS DEPENDS ON USING 6# STOCK FOR THE FUSELAGE AND 8# STOCK FOR THE TAIL SURFACES.

**OS25FP SET-UP:**  
 EITHER REPLACE THE OS NVA WITH A SUPER TIGRE NVA, OR OBTAIN A .240 VENTURI AND USE THE STOCK OS NVA. EITHER WAY, THIS RESULTS IN A .012 TO .013 SQ. INCH CHOKE AREA, WHICH IS ABOUT RIGHT FOR A 25. THIS WILL RESULT IN AN EASY NEEDLE TO SET WITH A GOOD STUNT RUN.

PROP CLEARANCE SHOWN FOR A 10" PROP



SHARK 402  
 by PAT JOHNSTON  
 OS 25FP 25 oz.  
 42" SPAN 402 SQ. IN.  
 AUTOCAD by PAT JOHNSTON 3-17-99