

Motor Stick:
 Tube: 0.009", 4.6 #, C, 0.1875" ID
 Bracing Post: 0.040" OD => 0.025" OD
 Bracing Wire: 0.001" Tungsten
 Thrust Bearing: Modified Harlan 10mg
 Rear Hook: 0.010" Music Wire
 Wing Posts: 0.045" OD, 5.8#
 Stub Boom: 0.009", 4.0#, 0.01875" ID

Boom:
 Boom: 0.007" 4.5#, C, Harlan Form
 Stab Posts: 0.045" OD, 5.5#

Wing:
 Spars: 0.040" x .031" => 0.035" x 0.031", A, 5.3#
 Tips: 0.030" x 0.027", A, 4.6#
 Ribs: 0.020" x 0.040", C, 4.3#

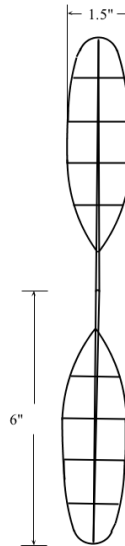
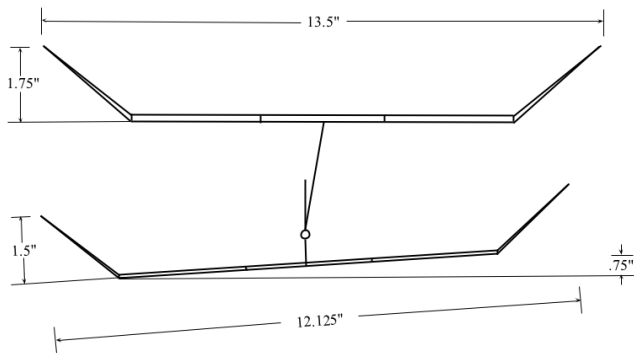
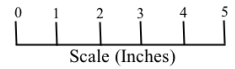
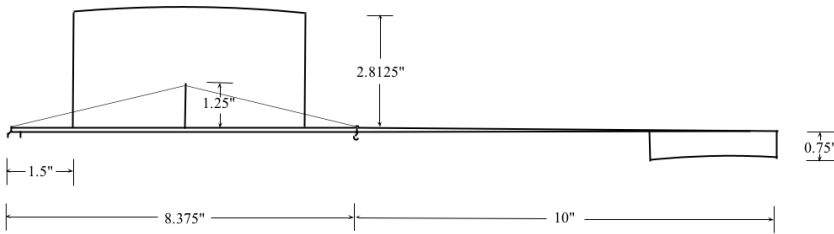
Stab:
 Spars: 0.030" x 0.023" => 0.025" x 0.023", A, 5.15#
 Tips: 0.025" x 0.023", A, 5.15#
 Ribs: 0.020" x 0.030", C, 4.3#

Prop:
 Outline: 0.019" x 0.019", A, 5.0#
 Ribs: 0.017" x 0.020", C, 4.3#
 Spars: 0.045" x 0.047" => 0.025" x 0.020", C, 5#
 Formed Pitch: 17.6° (Helical)
 Diameter: 12"
 VP Treger (low 15", high 23")

Covering:
 All Surfaces Y2K

Weights:
 Motor Stick: 118mg
 Boom: 48mg
 Wing: 92mg
 Stab: 50mg
 Prop: 88mg
 Total: 396mg

Record Flight:
 Time: 28:39
 Motor: 12.0" Loop, 437mg, 5/99, 3125 Turns
 Location: West Baden, IN



F1R
 AMA Cat III National Record
 By
 Nick Ray