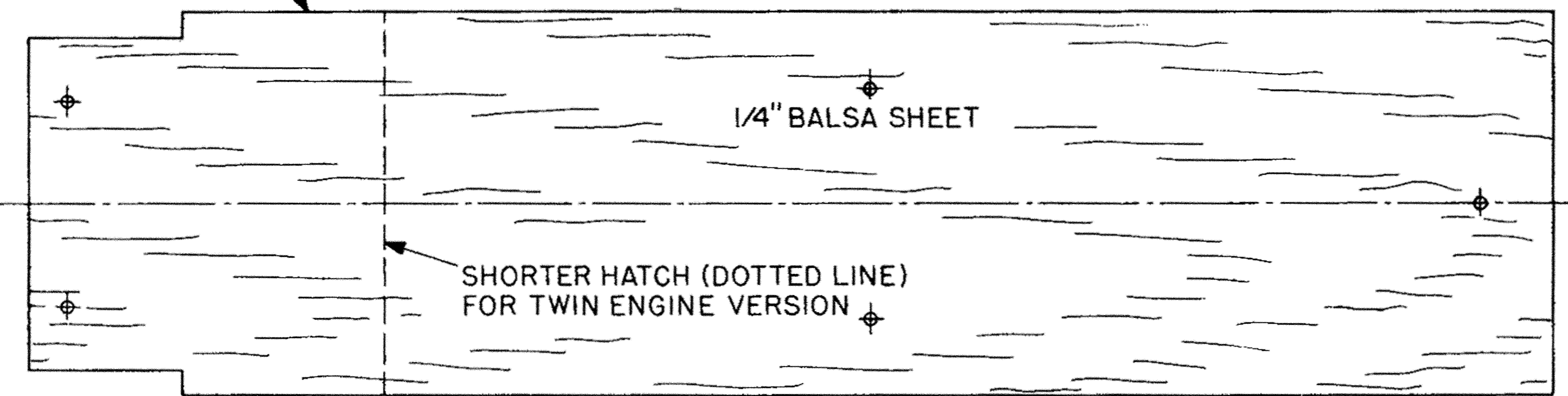


UPPER PORTION OF TOP VIEW SHOWS DETAILS OF TWIN ENGINE VERSION; LOWER PART IS THE PUSHER VERSION.

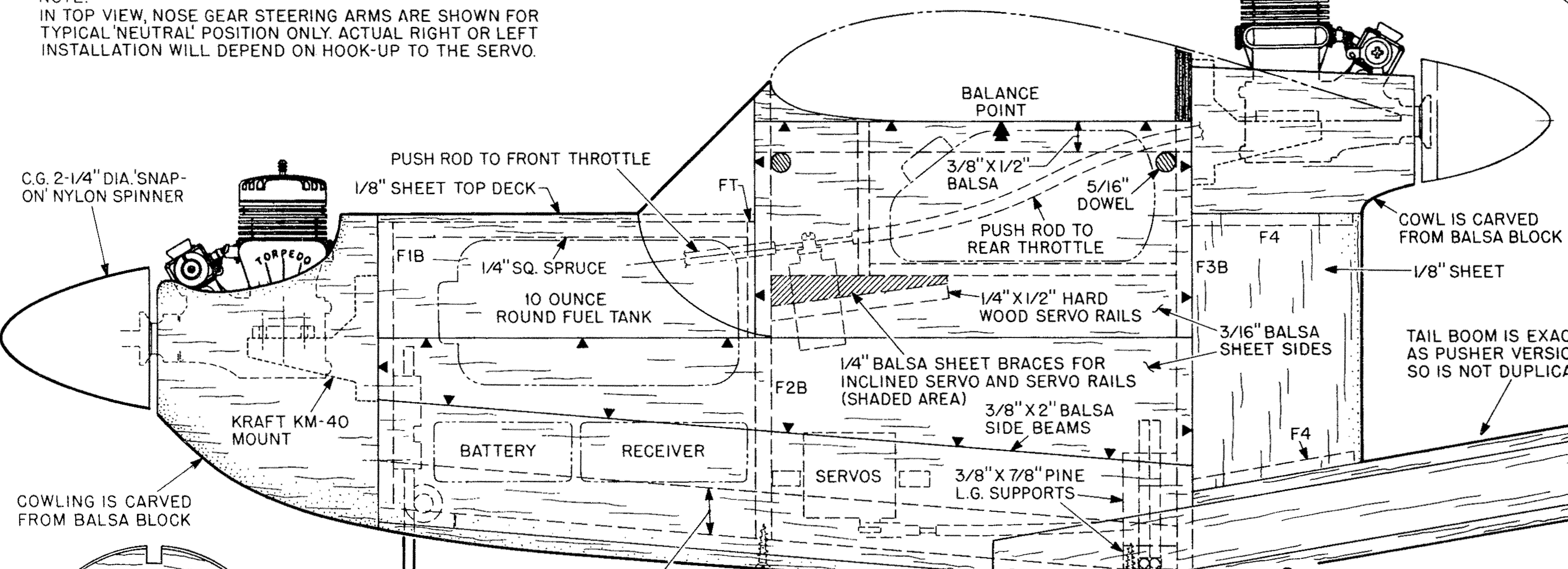
BOTTOM HATCH OUTLINE - FOR PUSHER VERSION ONLY

SERVO SET-UP IN TOP VIEW SAME FOR BOTH PUSHER AND TWIN, EXCEPT - IN TWIN, UNUSED ARM 'T' IS CONNECTED TO THROTTLE OF FRONT ENGINE.



NOTE THAT TWIN ENGINE VERSION DIFFERS MAINLY IN F2B FORMER AREA AND FORWARD OF IT.

NOTE: IN TOP VIEW, NOSE GEAR STEERING ARMS ARE SHOWN FOR TYPICAL 'NEUTRAL' POSITION ONLY. ACTUAL RIGHT OR LEFT INSTALLATION WILL DEPEND ON HOOK-UP TO THE SERVO.



COWLING IS CARVED FROM BALSAM BLOCK

3/4\"/>

WHEEL SIZES AND L.G. STRUTS SIMILAR IN BOTH VERSIONS

▲ INDICATES OUTLINE OF 3/16\"/>

SOFT BALSAM NOSE BLOCK

2-1/4\"/>

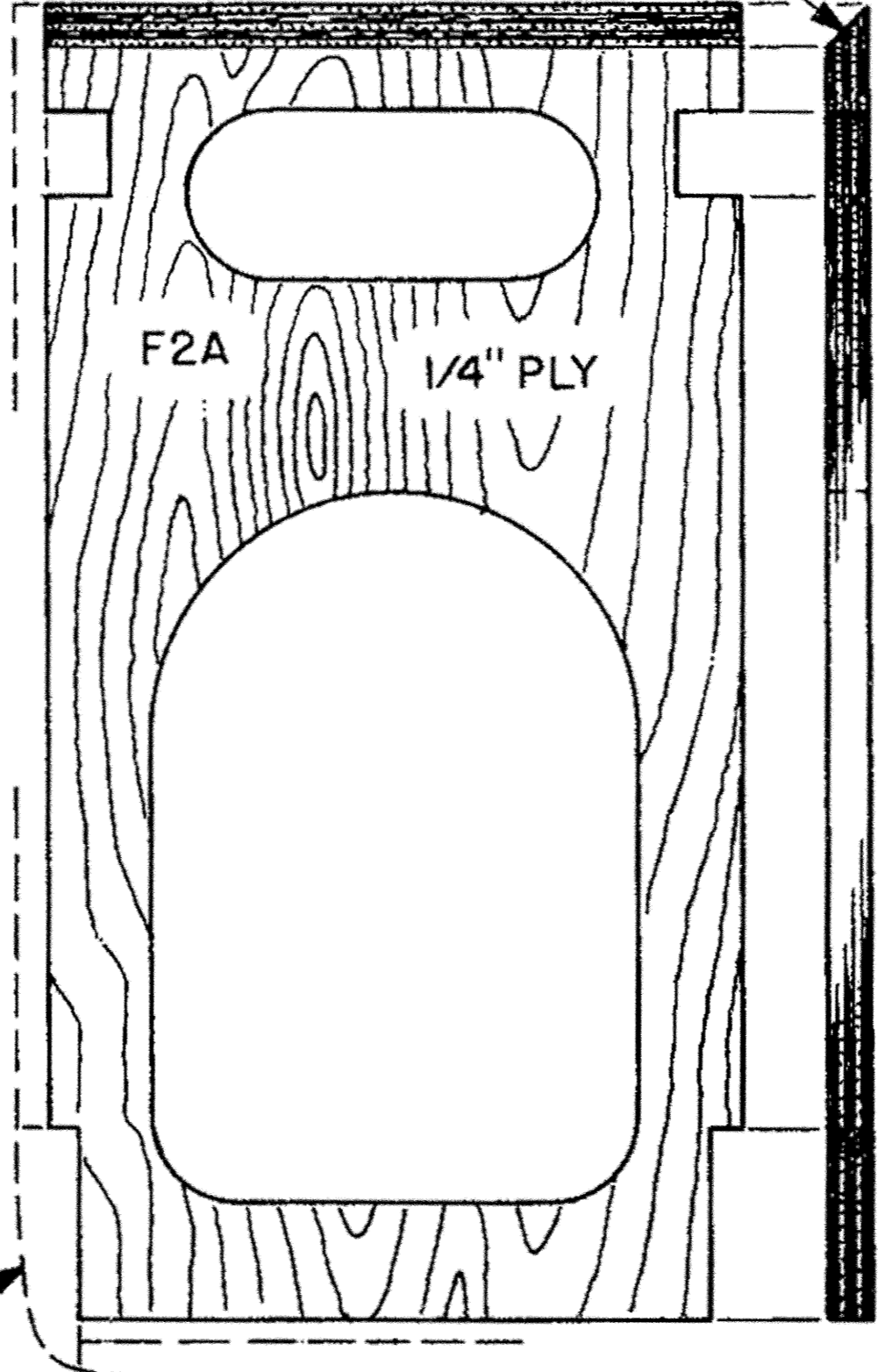
1/2\"/>

1/8\"/>

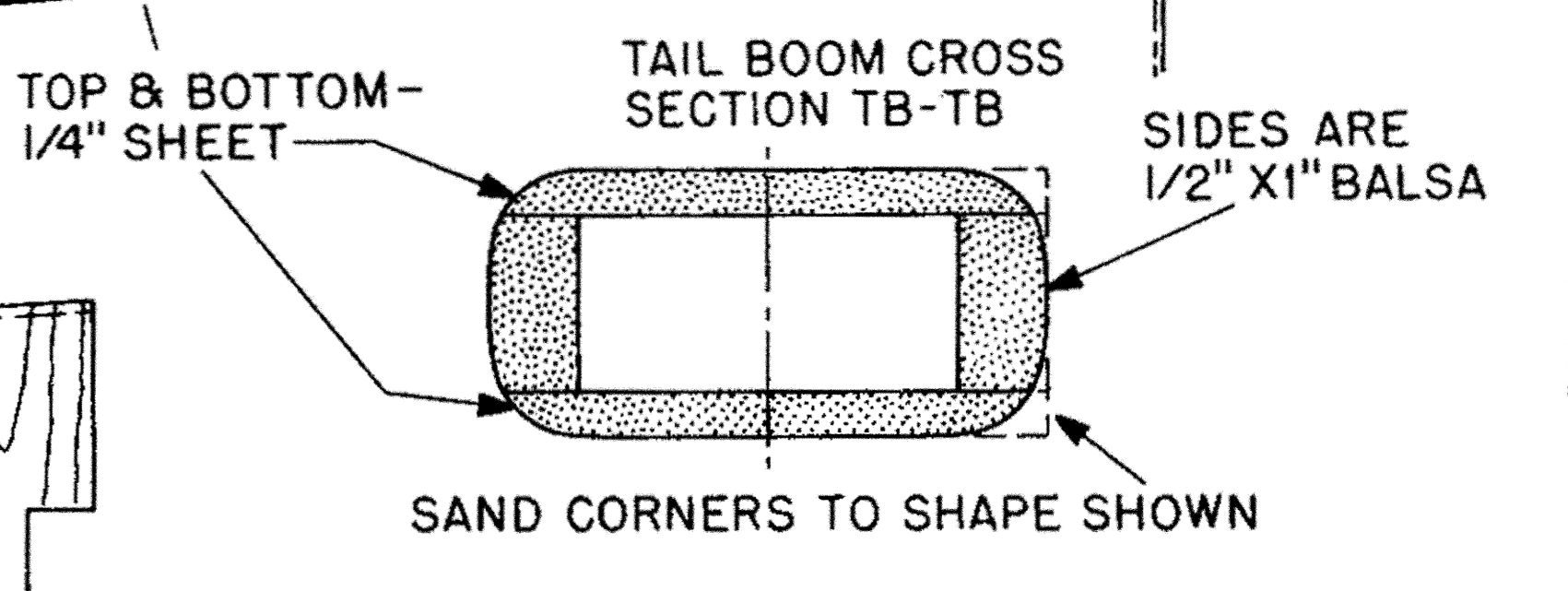
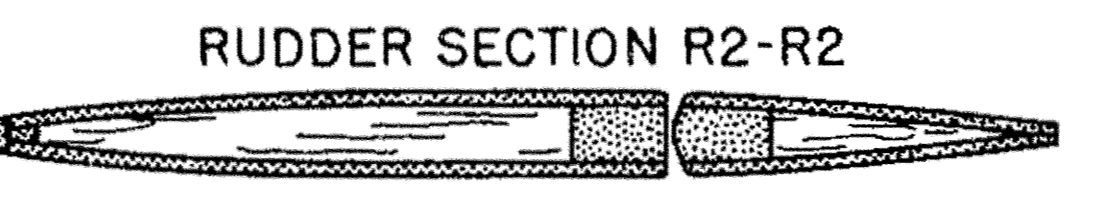
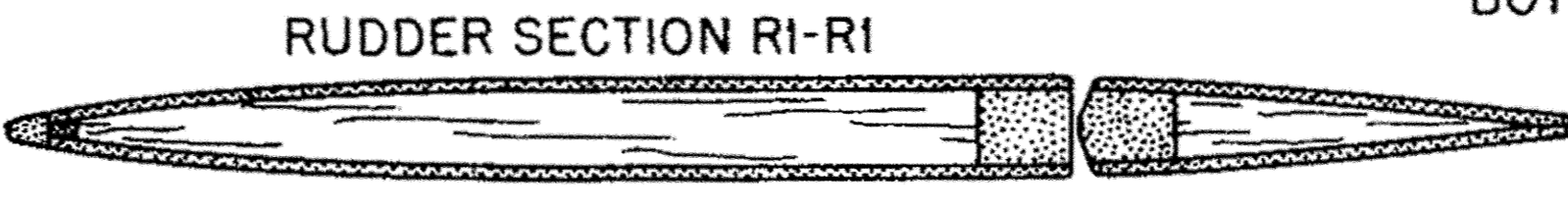
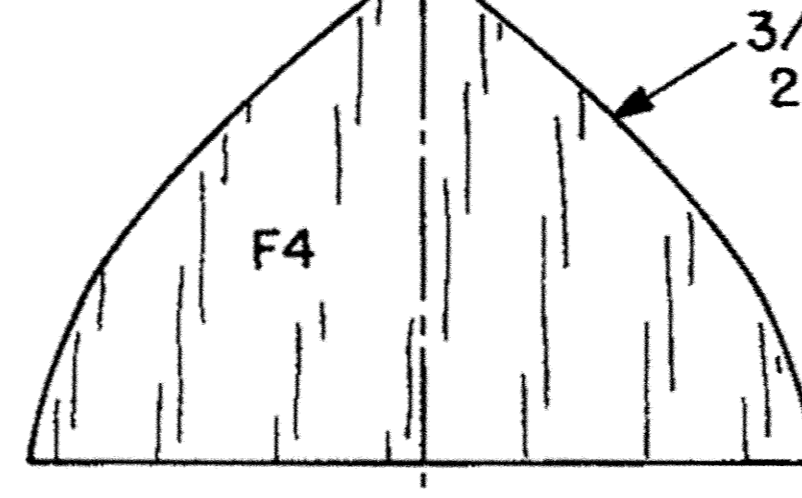
3/8\"/>

3\"/>

NOTE 45° BEVEL AT TOP OF F2A



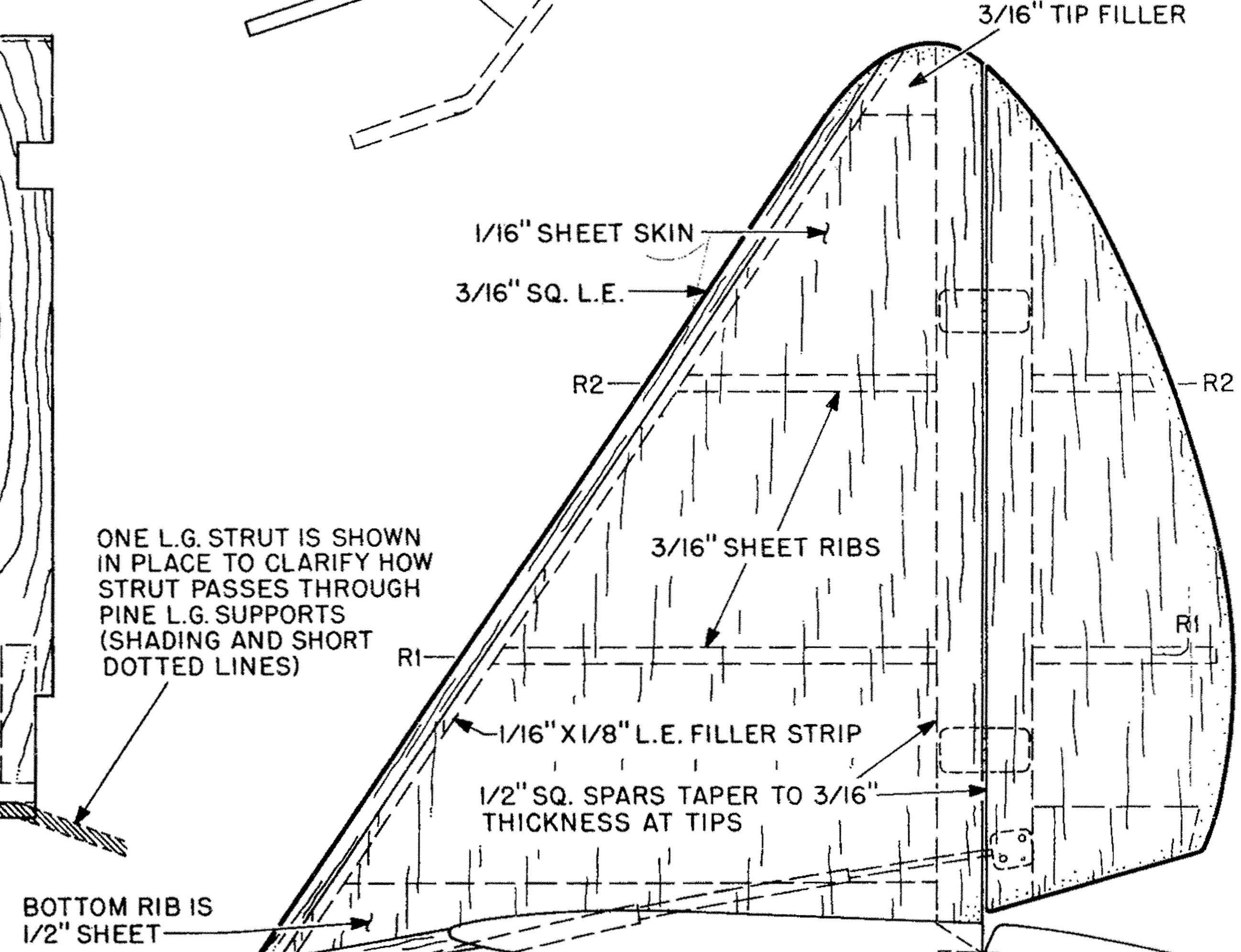
3/16\"/>



MAIN LANDING GEAR STRUT - 5/32\"/>

IF A GOLDBERG SKYLANE STRUT IS USED, RE-BEND FROM DOTTED LINE VERSION TO SOLID LINE. (2 REQUIRED)

APPROXIMATE GOLDBERG SKYLANE L.G. STRUT SHAPE



BOTTOM RIB IS 1/2\"/>

TAIL SKID CROSS SECTION (CORE IS 1/4\"/>

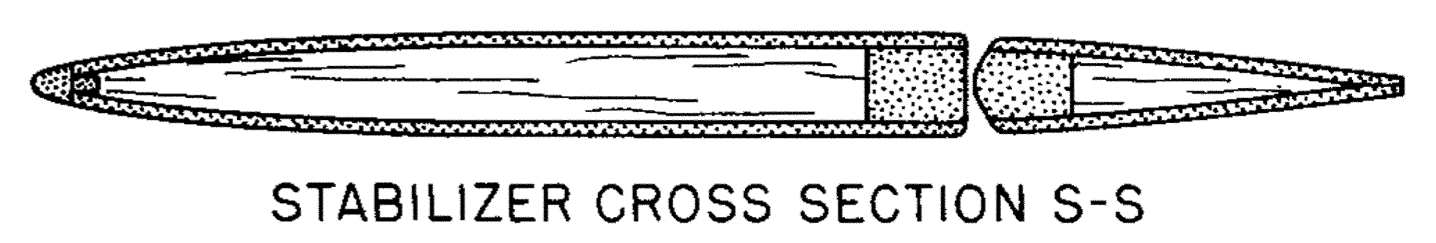
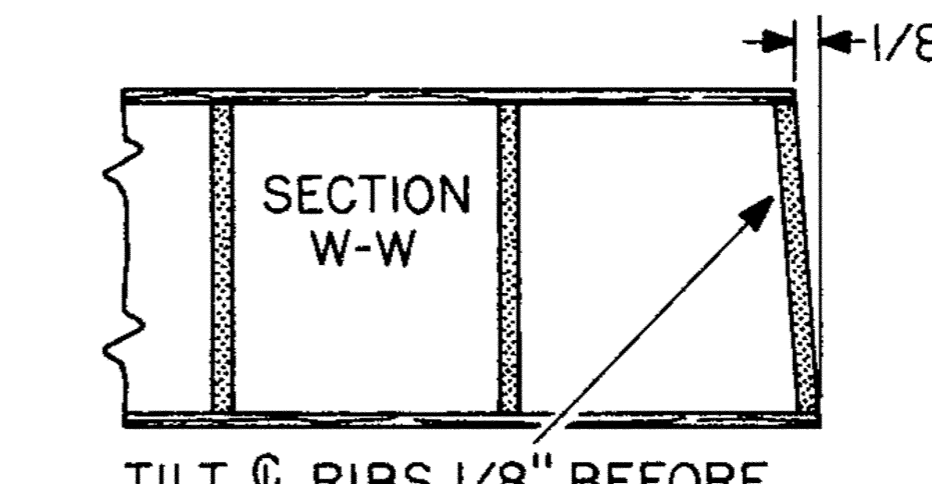
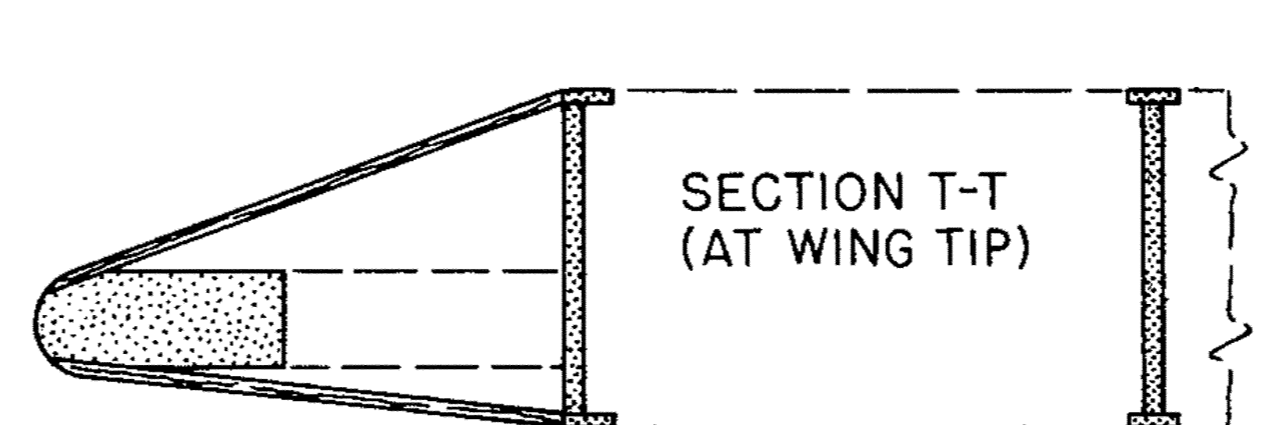
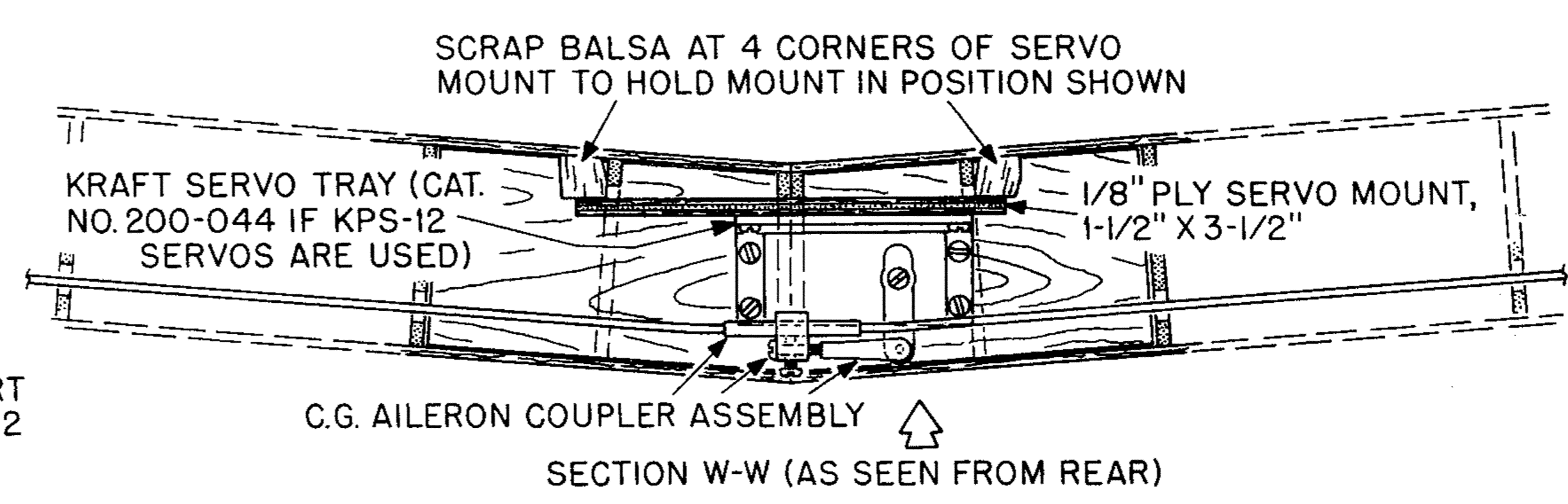
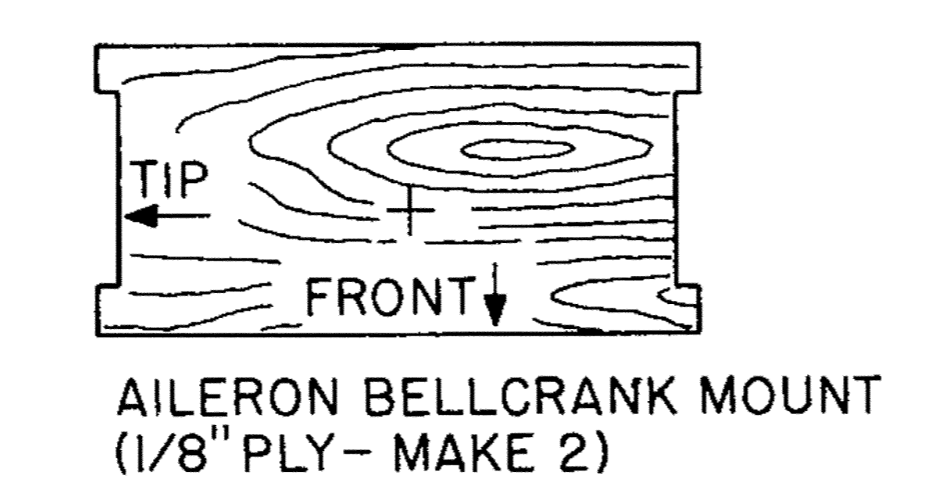
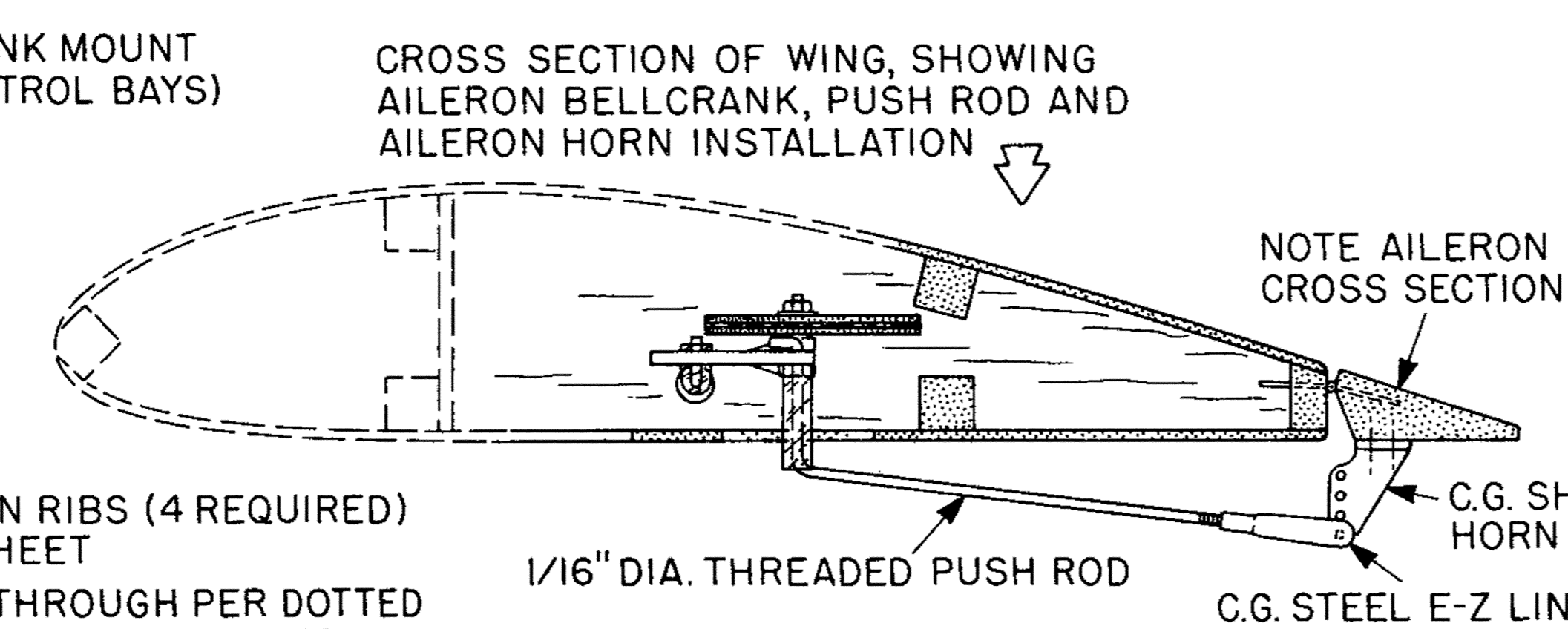
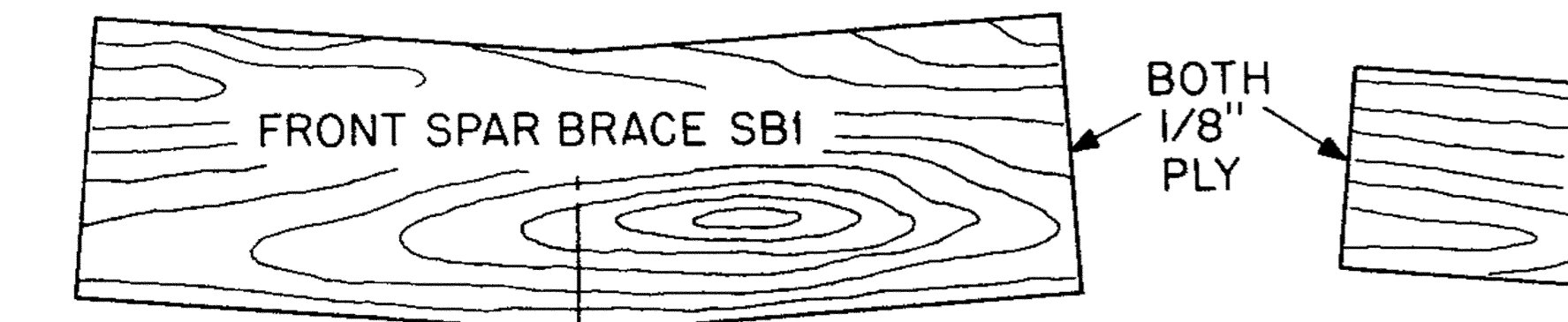
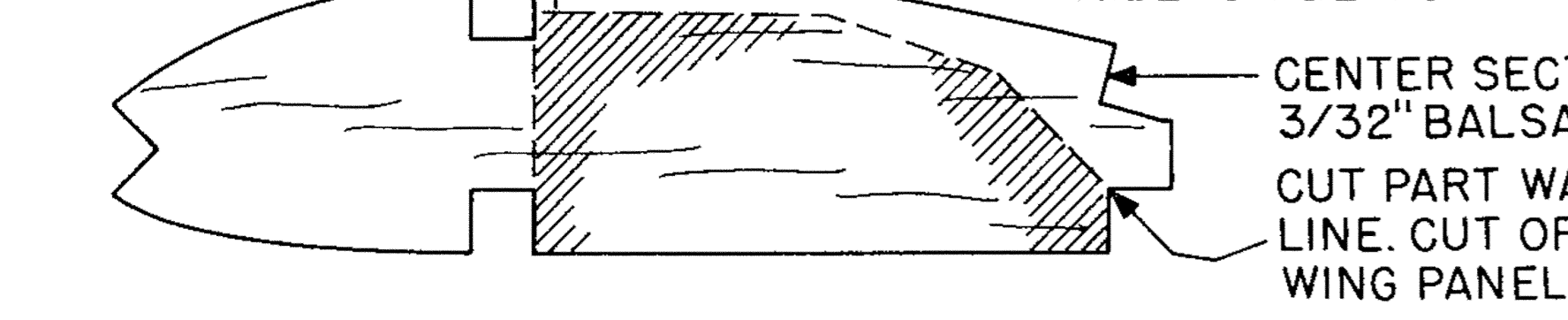
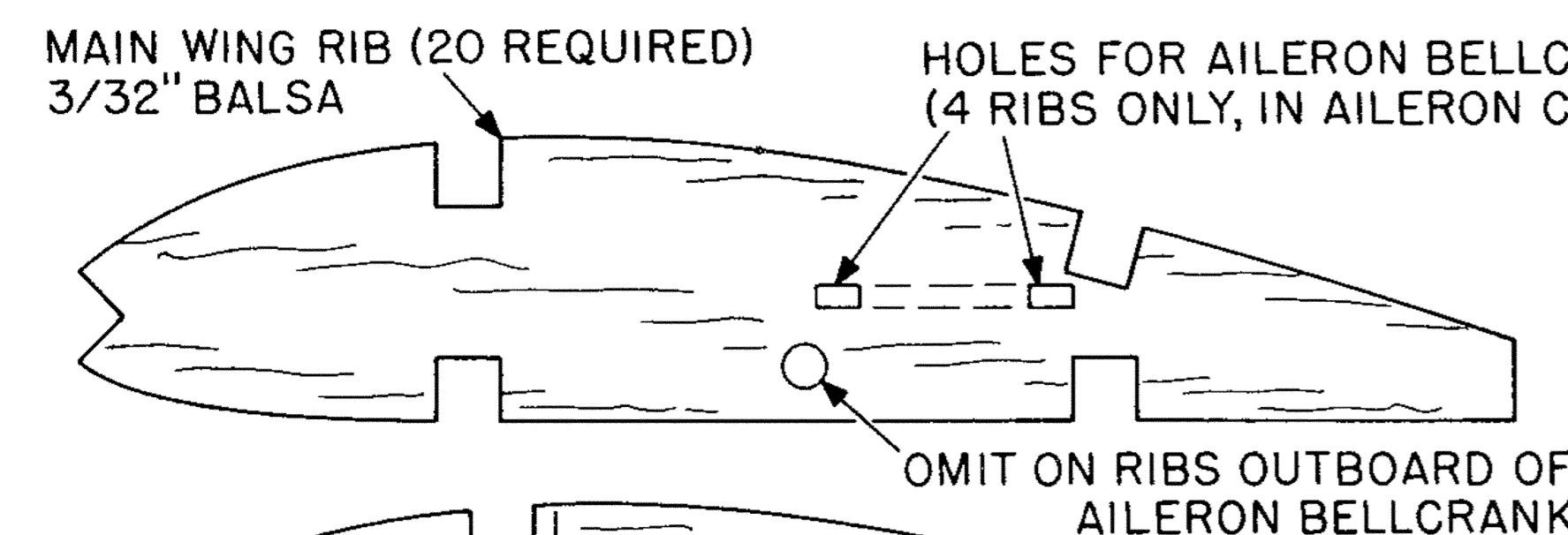
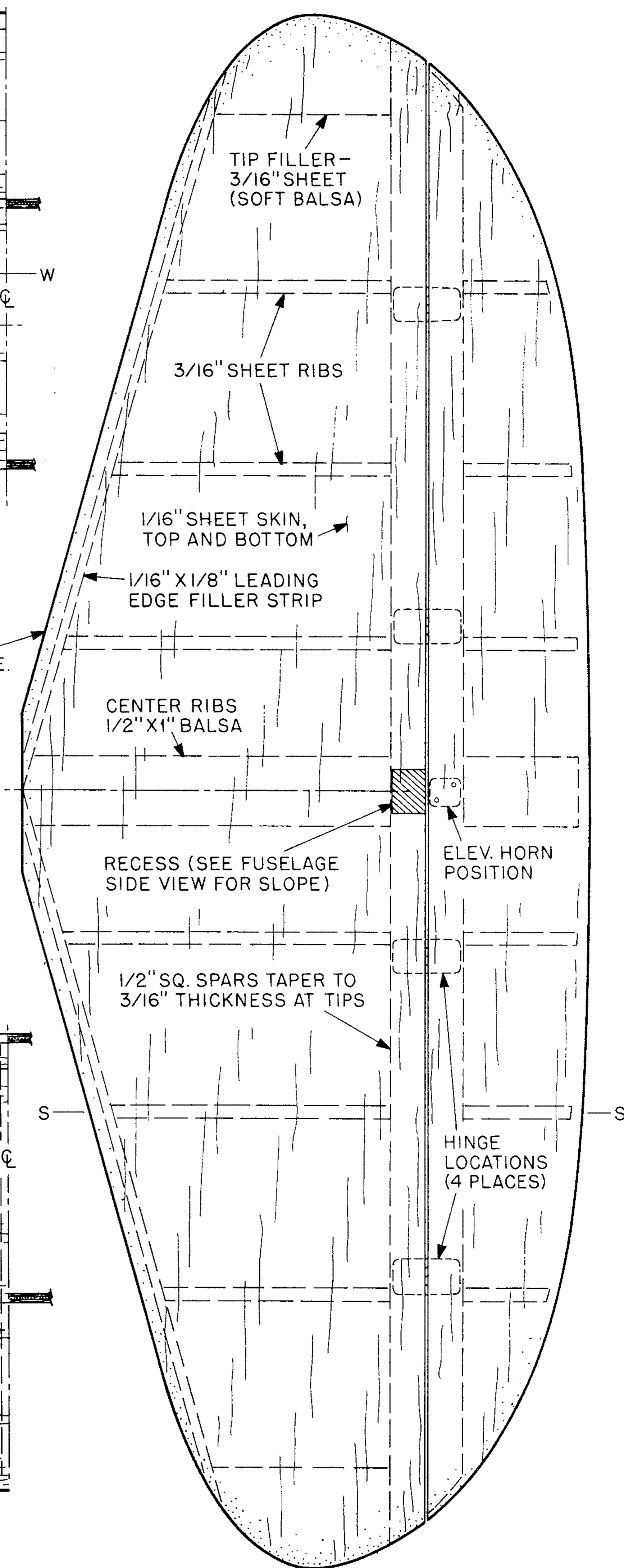
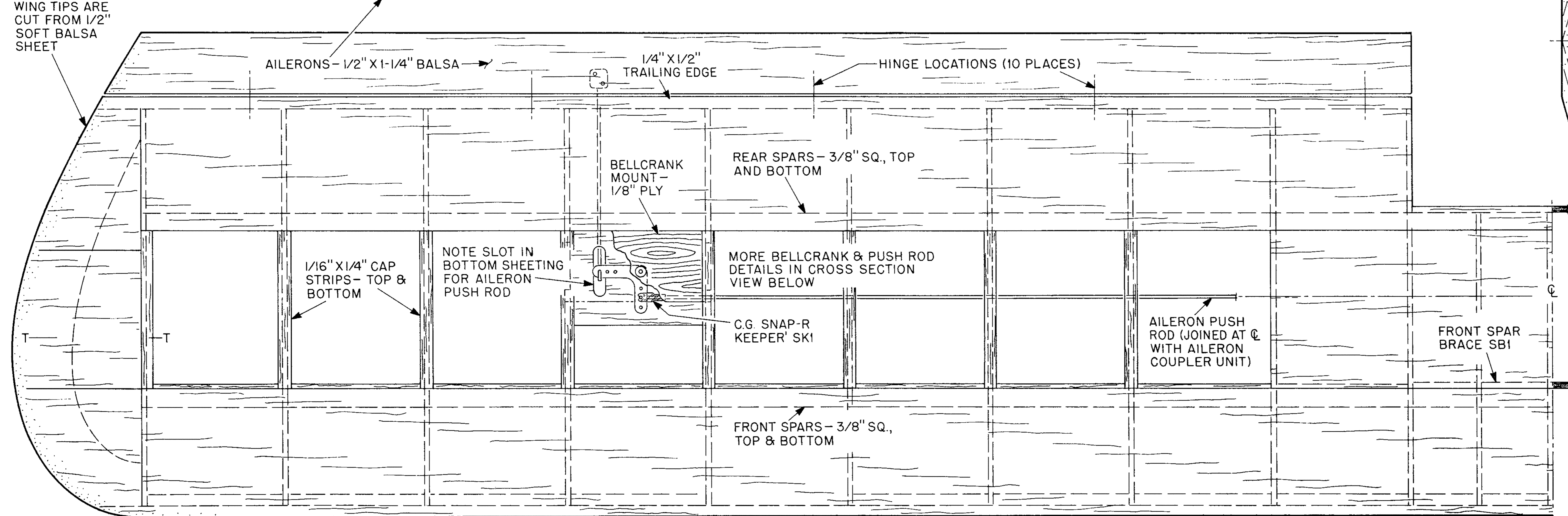
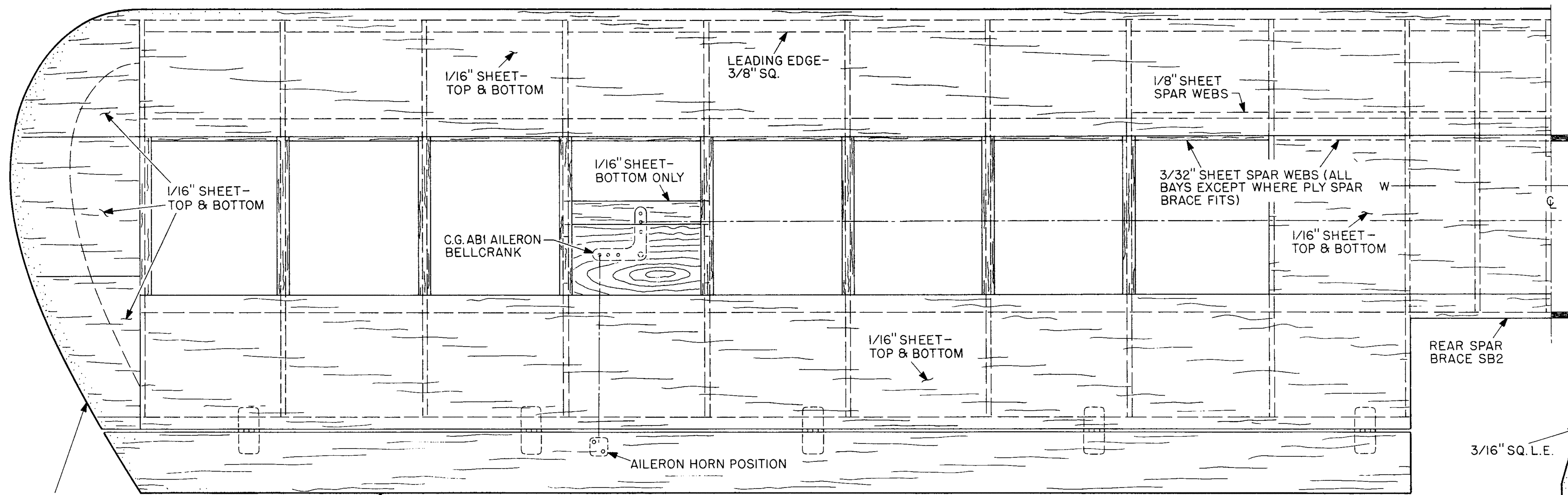
OPENING CAN BE ENLARGED WHERE NECESSARY TO CLEAR ELEVATOR HORN LINKAGE

NOTE: PUSHER VERSION WILL VERY LIKELY NEED SOME NOSE BALLAST TO OBTAIN PROPER BALANCE POINT. READ TEXT.

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# RCM SCOOTER MK.IV

DESIGNED BY DICK TICHENOR | PLANS BY PAUL PLEGAN



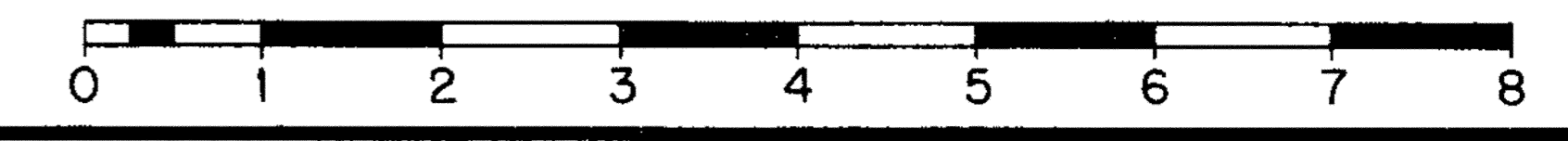
NOTE: DIHEDRAL IS 2-1/2" UNDER EACH TIP RIB



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# RCM SCOOTER MK.IV

DESIGNED BY DICK TICHENOR | PLANS BY PAUL PLECAN



By H.E.