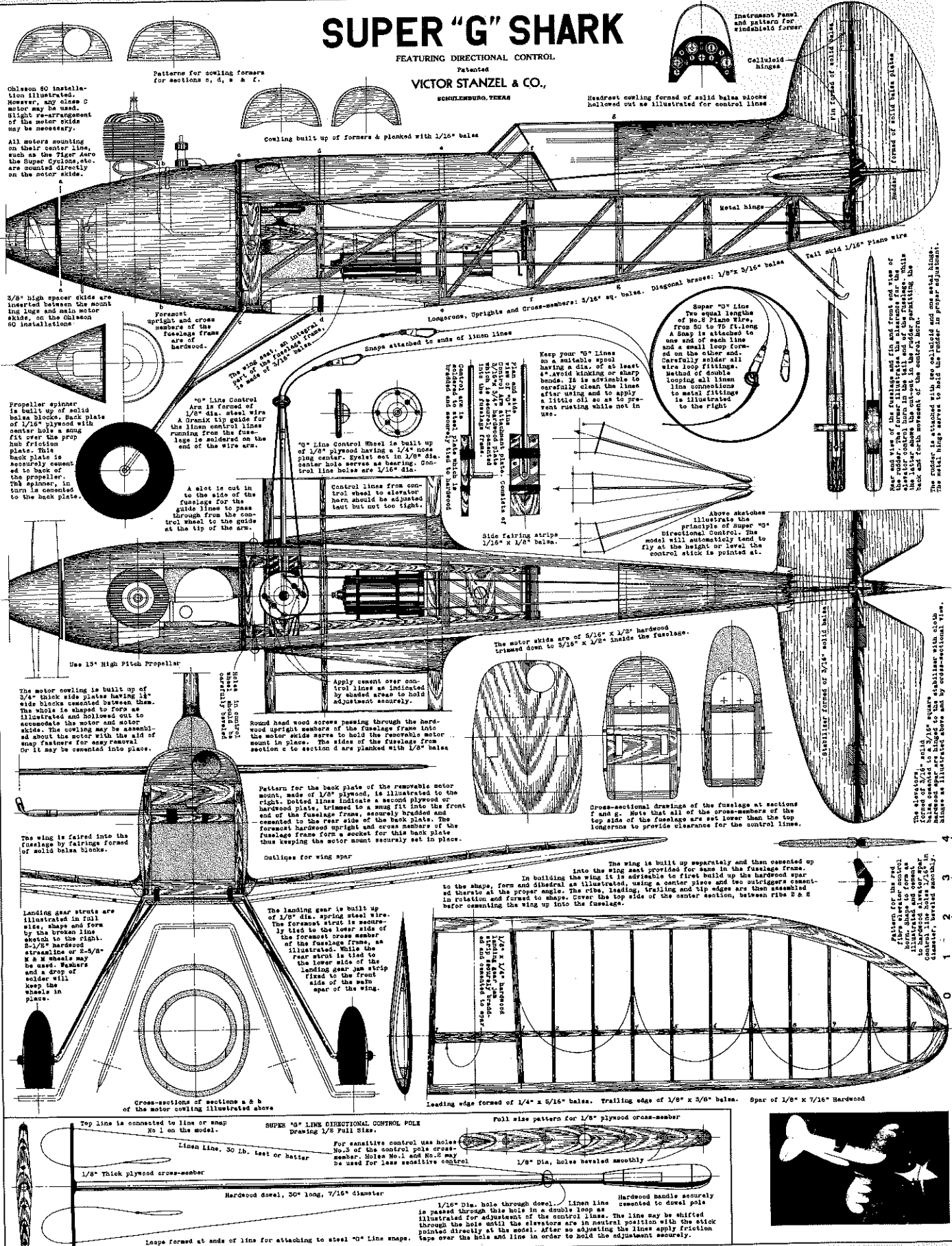


SUPER "G" SHARK

FEATURING DIRECTIONAL CONTROL.

Patented
VICTOR STANZEL & CO.,
 SCHULENBURG, TEXAS



Ohlsson 80 installation illustrated. However, any class C motor may be used. Slight rearrangement of the motor skids may be necessary.

All motors mounting on their center line, such as the Tiger Aero the Super Cyclone, etc., are mounted directly on the motor skids.

3/8" high spacer skids are inserted between the mount lug and main motor skids, on the Ohlsson 80 installation.

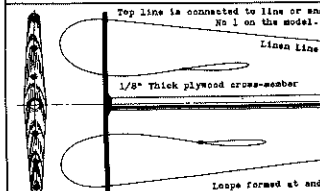
Propeller spinner is built up of solid balsa blocks. Back plate of 1/8" plywood with center hole a snug fit over the prop hub friction plate. This back plate is accurately cemented to back of the propeller. The spinner, in turn is cemented to the back plate.

The motor cowling is built up of 3/4" thick side plates having inside blocks cemented between them. The whole is shaped to form as illustrated and hollowed out to accommodate the motor and motor skids. The cowling may be assembled about the motor with the aid of snap fasteners for easy removal. Or it may be cemented into place.

The wing is faired into the fuselage by fairings formed of solid balsa blocks.

Landing gear struts are illustrated in full size, shape and form by the broken line sketch to the right. 2-1/2" hardwood struts and 3-3/8" x 8 M wheels may be used. Washers and a drop of solder will keep the wheels in place.

Cross-sections of sections a & b of the motor cowling illustrated above.



Patterns for cowling formers for sections c, d, e & f.

Cowling built up of formers & planked with 1/16" balsa

Foremost sprig and cross members of the fuselage frame are of hardwood.

"G" Line Control Arm is formed of 1/8" dia. steel wire. A Granik tip guide for the line control lines running from the fuselage is soldered on the end of the wire arm.

A slot is cut in to the side of the fuselage for the guide lines to pass through from the control wheel to the tip of the arm.

"G" Line Control Wheel is built up of 1/8" plywood having a 1/4" nose ring center. Spool set in 1/8" dia. center hole serves as bearing. Control line holes are 1/16" dia.

Control lines from control wheel to elevator horns should be adjusted taut but not too tight.

Side fairing strip 1/16" x 1/8" balsa.

Round head wood screws passing through the hardwood upright members of the fuselage frame into the motor skids serve to hold the removable motor mount in place. The sides of the fuselage from section c to section d are planked with 1/8" balsa.

Apply cement over control lines as indicated by shaded areas to hold adjustment securely.

Pattern for the back plate of the removable motor mount, made of 1/8" plywood, is illustrated to the right. Dotted lines indicate a second plywood or hardwood plate, trimmed to a snug fit into the front end of the fuselage frame, securely bradded and cemented to the rear side of the back plate. The foremost hardwood sprig and cross members of the fuselage frame form a socket for this back plate thus keeping the motor mount securely set in place.

Outlines for wing spar

The landing gear is built up of 1/8" dia. spring steel wire. The foremost strut is securely tied to the lower side of the foremost cross member of the fuselage frame as illustrated. While the rear strut is tied to the lower side of the fuselage frame, the landing gear jam strip is fixed to the front side of the main spar of the wing.

1/8" x 3/8" hardwood landing gear jam strip as indicated and cemented in place.

Leading edge formed of 1/4" x 5/16" balsa. Trailing edge of 1/8" x 3/8" balsa. Spar of 1/8" x 7/16" Hardwood

Full size pattern for 1/8" plywood cross-member

For sensitive control use holes No. 2 of the control pole cross-member. Holes No. 1 and No. 2 may be used for less sensitive control.

1/16" Dia. hole through dowel. Linen line is passed through this hole in a double loop as illustrated for adjustment of the control lines. The line may be shifted through the hole until the elevators are in neutral position with the stick pointed directly at the model. After so adjusting the lines apply friction tape over the hole and line in order to hold the adjustment securely.

Hardwood dowel, 50" long, 7/16" diameter

Loops formed at ends of line for attaching to steel "G" Line snaps.

Hardwood handle securely cemented to control pole

1/8" Dia. holes banded smoothly

Hardwood handle securely cemented to control pole

Hardwood handle securely cemented to control pole

Hardwood handle securely cemented to control pole

Hardwood handle securely cemented to control pole

Hardwood handle securely cemented to control pole

Longerons, Uprights and Cross-members: 3/16" sq. balsa. Diagonal braces: 1/8" x 3/16" balsa

Keep your "G" Lines in a suitable spool having a dia. of at least 4". Avoid kinking or sharp bends. It is advisable to carefully clean the lines after using and to apply a little oil as an anti-rust preventive while not in use.

Plan and shape of 3/16" x 1/8" hardwood plates into the fuselage frame.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

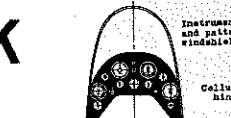
Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.

Control line is attached to the fuselage frame and secured by a screw.



Headrest cowling formed of solid balsa blocks hollowed out as illustrated for control lines

Celluloid hinges

Thin layer of solid balsa

Form of fuselage frame

Metal hinges

Tail and 1/16" Piano wire

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

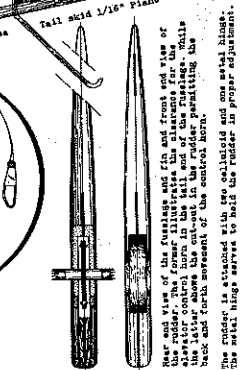
Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.

Super "G" Line The equal lengths of No. 2 Piano Wire, from 50 to 70 ft. long. A Snap is attached to one end of each line and a small loop formed on the other end. Carefully solder all wire loop fittings. Method of double looping all linen line connections to metal fittings is illustrated to the right.



The rudder is attached with two celluloid and one steel hinge. The steel hinge serves to hold the rudder in proper adjustment.

Above sketches illustrate the principle of Super "G" Directional Control. The model will automatically tend to fly at the height or level the control stick is pointed at.

The motor skids are of 5/16" x 1/8" hardwood trimmed down to 3/16" x 1/8" inside the fuselage.

Stabilizer formed of 3/16" solid balsa

The elevator is formed of 3/16" solid balsa cemented as illustrated to the stabilizer with cloth hinges as illustrated above and by cross-sectional view.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

Pattern for the red fiber stretcher control line is illustrated and cemented to the fuselage frame.

The Super "G" Shark was one of many similar designs to come from the Victor Stanzel & Co. headquarters in Schulenburg, Texas, starting with the single-line Tiger Shark. The smooth streamlining and fin faired into the cockpit headrest are a trademark of this famous line.