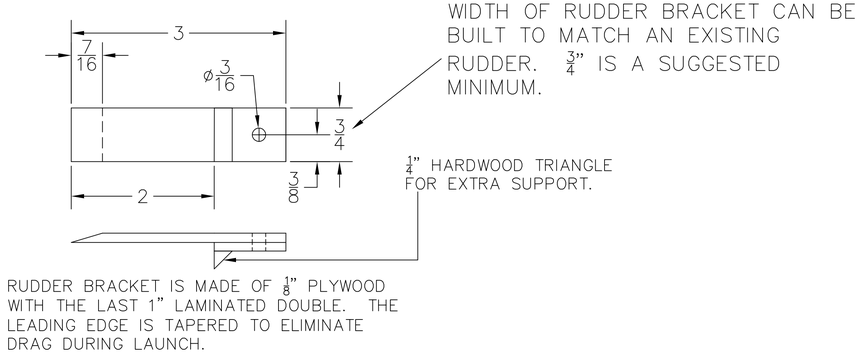
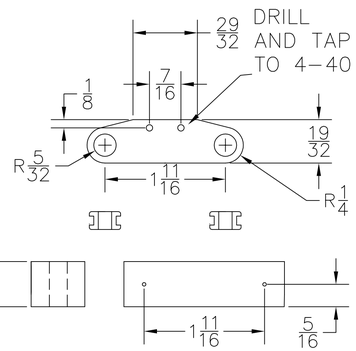
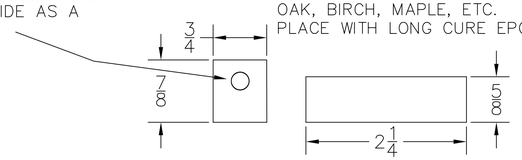
J.A.E. RACING HULLS JAE.12G



RUDDER BRACKET IS MADE OF 1/8" PLYWOOD WITH THE LAST 1" LAMINATED DOUBLE. THE LEADING EDGE IS TAPERED TO ELIMINATE DRAG DURING LAUNCH.



HOLE IS DRILLED AFTER BLOCK IS IN PLACE. USE HOLE IN TUB SIDE AS A GUIDE.



MOTOR MOUNT RAILS ARE MADE OF HARD WOOD. OAK, BIRCH, MAPLE, ETC. RAILS ARE GLUED IN PLACE WITH LONG CURE EPOXY.

J.A.E. Racing Hulls .12G

WE HAVE SEVERAL HOURS OF R&D TESTING IN THIS BOAT DESIGN. WE KNOW THIS BOAT CHALLENGES THE TRADITIONAL "HYDRO" LOOK WE ALL HAVE EXPERIENCED IN NORTH AMERICA.
DO YOUSELF A FAVOR AND DO NOT DEVIATE FROM THESE PLANS, JUST BUILD THE BOAT AS SHOWN AND GO RUN IT. NOT ONLY WILL YOU BE SURPRISED AT WHAT THE BOAT WILL DO,YOU WILL ALSO BE PLEASANTLY SURPRIZED AT WHAT IT "DOES NOT" DO THIS BOAT IS THE EPITOME OF THE "KISS" PRINCIPLE, ENJOY.

HINTS AND SUGGESTIONS

SPONSON AND TUB EDGES :
KEEP THEM SHARP AND CLEAN. " DO NOT ROUND OFF ANY EDGES THAT MEET THE WATER" OVERHANG ON THE BOTTOM OF THE SPONSON & SKI SHEETING IS ALSO A VERY EFFECTIVE HYDRODYNAMIC TECHNIQUE TO ENHANCE BOAT PERFORMANCE.

STUFFING BOX:
"IMPORTANT" INSTALL THE STUFFING BOX WITH A GENTLE "S" BEND AS SHOWN IN THE DRAWINGS.

STRUT:
USE THE OCTURA BERYLLIUM COPPER STRUT P/N OC6SBE WITH THE LEAD TEFLON BUSHINGS P/N OC6LTSB. CUT OFF THE SKEG ON THE BOTTOM OF THE STRUT. INSTALL THE STRUT WITH THE BOTTOM OF THE STRUT RESTING RIGHT ON THE SKI AS SHOWN IN THE DRAWINGS. THE STRUT CAN BE OBTAINED FROM G&M MODELS [GARY PREUSSE] 1-630-279-2451

RUDDER & MOTOR MOUNT
THE RUDDER AND MOTOR MOUNT KIT CAN BE OBTAINED FROM JOE SOLINGER AT WWW.SOLINGERRC.COM THE RUDDER IS THE MICRO RUDDER OFFERED BY JOE AND IS MODIFIED FOR THE .12G BOAT APPLICATION IF YOU DECIDE TO USE THIS RUDDER MAKE SURE YOU TELL JOE IT IS FOR THE JAP .12 BOAT APPLICATION.

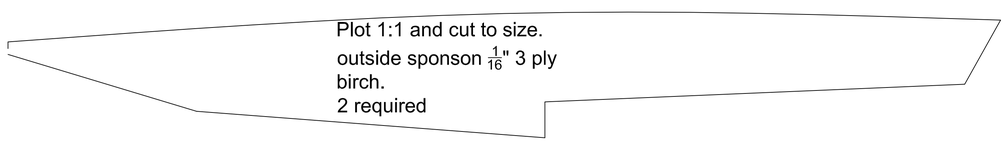
TURNFIN
THE TURNFIN USED ON THE MISS VEGAS FROM AQUACRAFT WORKS VERY WELL P/N LXMLL1 DRILL MOUNTING HOLES IN THE TURNFIN AS REQUIRED. JOE SOLINGER WILL ALSO BE OFFERING A FIN AS ANOTHER OPTION.

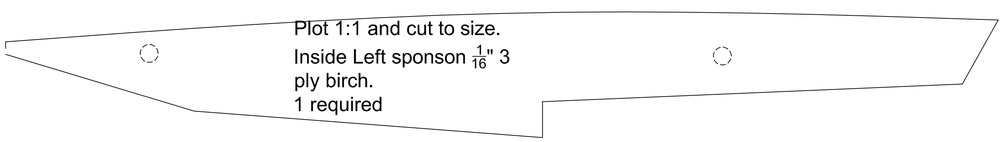
FUEL TANK
THE FUEL TANK IS THE STANDARD SULLIVAN SS-4 FLEX TANK.

PROPELLERS
PROPS SPECIFICALLY PROFILED FOR THIS BOAT ARE AVAILABLE FROM MARK SHOLUND AT WWW.PROPS4U.COM/ THE PROPS YOU WANT ARE THE 1440 AND V937-3 SPECIFICALLY PROFILED AND MODIFIED FOR THE .12G.

SET-UP
THE .12G REQUIRES NO ADJUSTMENTS SET THE TURNFIN ALIGNMENT AND REST THE STRUT BOTTOM ON THE REAR SKI SET THE PROP SHAFT ANGLE AT A DEAD FLAT ANGLE OF INCIDENCE.
YOU MAY WANT TO EXPERIMENT WITH DIFFERENT SPONSON WIDTHS SET THE SPONSONS AT A MINIMUM OF 16"APART [OUTSIDE TO OUTSIDE DIMINSION.]

POWERTRAIN & TUNED PIPE/HEADER SUGGESTIONS
THIS BOAT HAS BEEN RUN WITH A SELECTION OF .12 MOTORS WITH GREAT SUCCESS.THE NOVAROSSI 3 OR 5 PORT MOTOR AND A TUNED PIPE FROM NOVAROSSI USA [GLENN QUARLES] WOULD BE A GREAT CHOICE. USE THE ASSOCIATED 180 DEGREE HEADER P/N2350 .THIS HEADER,GASKETS & SPRINGS ARE AVAILABLE FROM TOWER HOBBIES. O.S AND PICCO ALSO OFFER GREAT MOTORS FOR THIS APPLICATION. THE .12/.15/.18 CAR MOTORS OFFERED TODAY ALL FIT THE SAME MOUNTING FOOTPRINT. BECAUSE OF THIS FACT THE CHOICE OF MOTORS AND PERFORMANCE LEVELS OF THE MOTORS AVAILABLE IS ALMOST LIMITLESS. THE MOTORS WE HAVE RUN TO DATE HAVE ALL BEEN OF THE AIRCOOLED VARIETY USED IN RC CAR APPLICATIONS.THE AIR-COOLED HEADS HAVE BEEN MODIFIED FOR MARINE USE. IF YOU DECIDE TO USE A MARINE WATER-COOLED MOTOR,A PROVISION WILL HAVE TO BE MADE FOR GETTING WATER TO THE MOTOR FOR COOLING. .12 MOTORS RESPOND VERY WELL TO SOME MODIFICATIONS. NOT ONLY IS PERFORMANCE INCREASED BUT PLUG LIFE IS SUBSTANTIALLY EXTENDED WITH THESE MOTOR MODIFICATIONS. FOR FURTHER INFORMATION ON MOTOR MODS CALL ROD GERAGHTY 1-715-926-6096.





JAE 12G Hydro (Heat Racing)

TEMPLATES AND COMMENTS

Design by Geraghty, Hall, Zaker, Truex
Drawn by David Hall

SIZE	FSCM NO.	DWG NO.	REV
SCALE 1:1		SHEET 3	