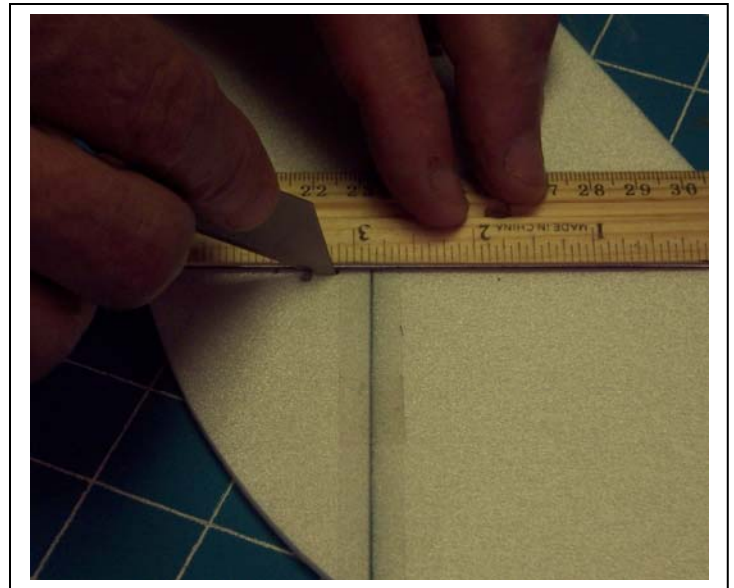


(3) “Arrow” Fuselage Completion

For all hinge gaps I use a business card which will give an approximately .015 inch gap. Place a small piece (3/8 inch, 1 cm) of the Scotch tape to set the gap on both sides of the hinge. Next place a full length piece of the same tape over the hinge. Do not pull any tension into the tape, it will warp the surface. Do not run your finger down the tape, it will place wrinkles in the tape. Apply direct pressure to set the tape. Apply tape to top side only. Use same procedure on all hinge surfaces. I prefer the recommended Scotch Gloss Finish Transparent Tape over “Blenderm” because it seems to give a rubbery feel to the hinge.

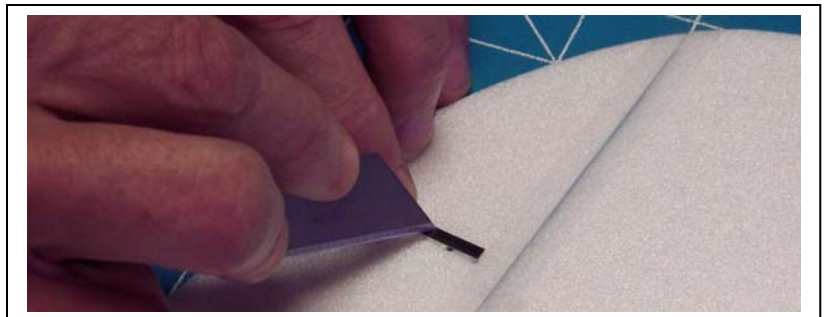


Cut a slot between the two holes on each side of the elevator stabilizer.

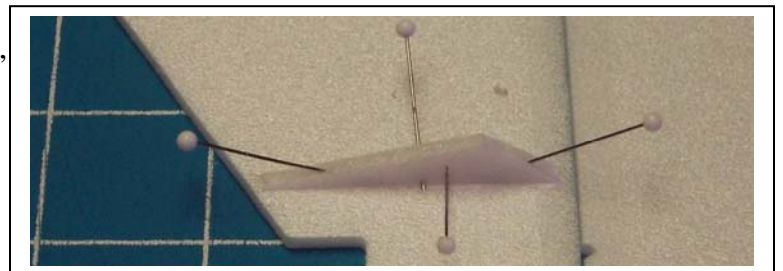


Cut a length of carbon bar stock to match the length of the slot. Insert the bar and place a dot of thin CA glue on each side of the bar and spray with accelerator.

There are 8 places where flat carbon pieces should be inserted: just behind the bulkhead in fuselage, where both landing gear struts pass through lower wing, wing support in back of top wing, aft end of both fuselage stiffeners, and each side of the elevator stabilizer. Use the same technique described above.



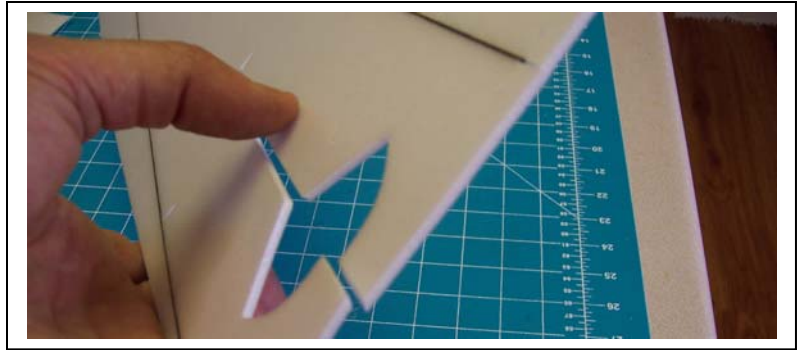
Glue in the appropriate size control wedge. It is assumed you will use ARCED 3.7 or 4.4 gram servos, or Dymond 4.7 servos. The small control wedges will allow you to perform both F3P and 3D. For other servos (with longer servo arms) use the large wedges. I use 560 Canopy Glue to keep the plane light, you can use CA or other glues to speed things up some. The Dymond and Arced both come with 27 mm double arms and 14 mm single arms.



Make an angled cut through the aft portion of the fuselage into the elevator pass through.

Note: *** When working with the tail assembly, control rods and all electronics (except battery) will be located on the left side of plane. ***

(if viewed from the pilot's seat)



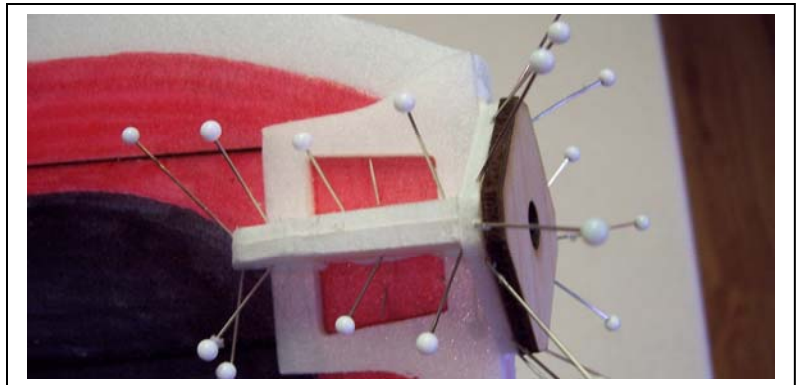
Slide the elevator and stabilizer into place with control wedge up and to the left. Square the stabilizer to the fuselage and glue in place with thin CA adhesive and accelerator. Glue together the cut made to insert the elevator with CA adhesive and accelerator.



Use 5 minute epoxy to adhere the motor mount components as illustrated in photo to the right.

Some competition pilots will choose to lighten the plane by eliminating some of the motor mount parts, but this will be done at the cost of durability.

The front of plane should be checked and sanded if needed to assure 0 / 0 degrees deflection on the motor mount.



Attach the rudder as previously described in the hinge making procedure. Make sure the bevel is on the right and the control wedge is on the left. Once the hinge is made, attach the control wedge. Now secure the rudder in the neutral position with a pin at each end as shown to the right.



Secure the elevator using the same procedure.

