

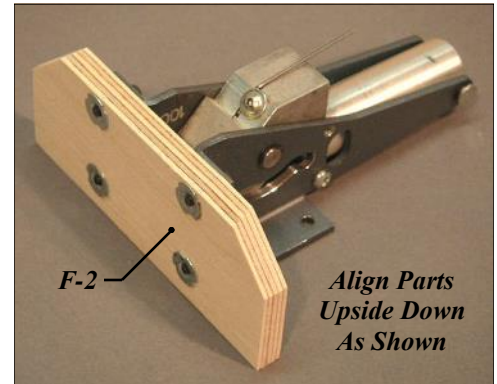
6

FUSELAGE SUBASSEMBLIES

We're making progress! It will help if you have your servos and nose wheel retract on hand for some of these subassemblies.

❑ Find the coiled cable and nylon housing for the elevator and rudder pushrods and cut them each into two pieces: 50" for the elevator and 48" for the rudder. Lay the housings out straight somewhere out of the way, and tape the ends so they can remain straight for a few days (or weeks). Doing this will help relieve some of the curliness.

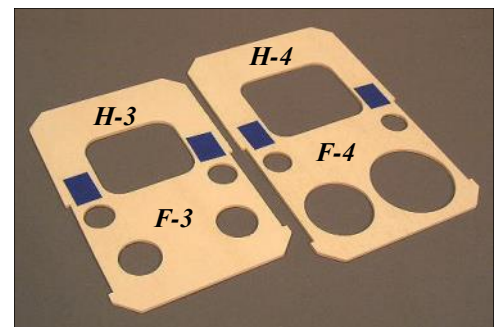
❑ Add 4-40 blind nuts (included with the BTE retract package) to the front of F-2 for the nose wheel retract unit. The retract should be centered left-to-right and the top flanges should be in line with the top of F-2. Make sure the beveled bottom edge of F-2 is facing the proper direction. Lock the blind nuts in place with CA.



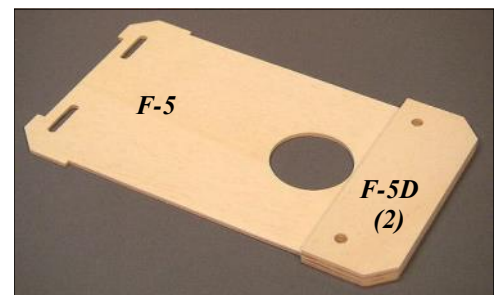
❑ Separate the SIDE-5 pieces from the hatch sides using a scroll saw or a bandsaw to complete the cuts.



❑ Cut apart F-3/H-3 and F-4/H-4 using the plans as a guide. Use a knife, rather than a saw, to minimize the amount of material that is cut away. Tape the parts back together temporarily - they will be assembled into the fuselage as a unit.

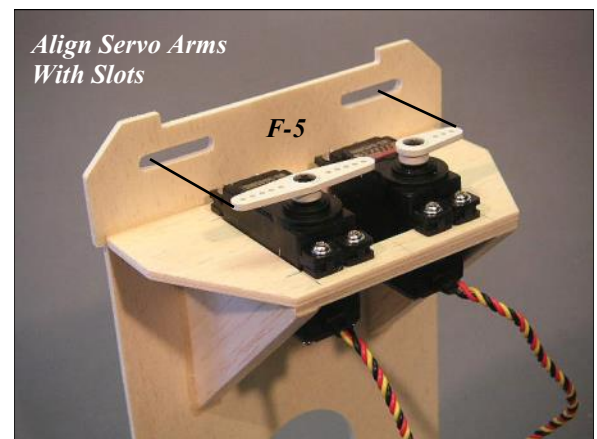


❑ Prepare the F-5 bulkhead by adding two F-5D doublers. Drill through the two wing dowel holes with a 1/4" drill bit. Connect the drilled holes at the top of F-5 to make two slots for the control cables.



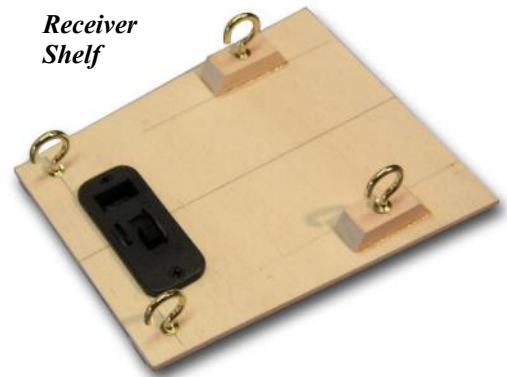
❑ Glue the servo mount doubler to the bottom of the lite-ply servo mount, then make a centered cutout for your elevator and rudder servos. The overall width of the cutout should be about 2-1/4", and the distance from the front to the rear should match your servo length plus 1/16". Add the two balsa braces to the bottom of the mount. Position your servos spaced apart as shown on the plans, then mark the mounting holes, drill, and mount your servos in place using the hardware that came with your servos. **NOTE:** Some turbine flyers omit the rubber servo grommets, thinking there's little vibration and it removes a possible source of linkage slop. I went that route with the first R54, but now think using the grommets is still a good idea.

❑ With servo arms in place on the servos, glue the entire servo mount assembly to the front of F-5. The servo arms must be aligned vertically with the pushrod slots at the top of the bulkhead. Remove the servos.



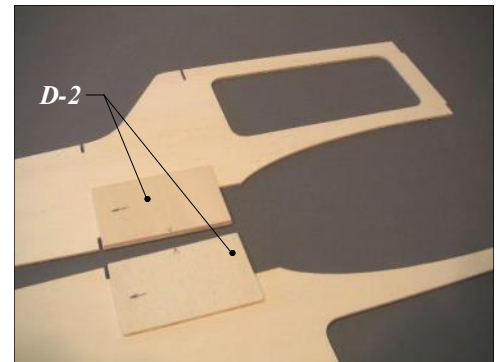
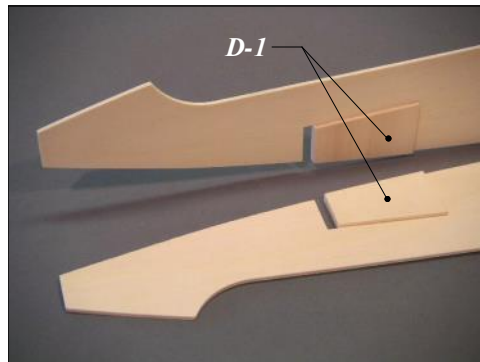
❑ Cut the boat tail jig into two pieces, again using a knife. Tape the pieces back together. Eventually, the rear piece will be glued permanently into the structure, and the front piece will be removed.

❑ Prepare your lite-ply receiver shelf to suit your planned radio installation, which may differ from what is shown here. I like to put the cup hooks in place now, because clearance inside the fuselage can be an issue if you wait until later. The front end of the shelf is a handy place for the receiver switch, but it's up to you.



❑ Glue the D-1 receiver shelf positioners to the lite-ply doublers. **CAUTION!** Be sure to make a right-hand and a left-hand fuselage doubler. It is critical to align the positioners with their bottom edges flush with the bottom edge of the doubler.

❑ Do the same for the D-2 ECU shelf positioner, but be careful! D-2 is not a rectangle. Use the plan to mark the bottom edge and add an arrow pointing forward on each D-2 to aid in positioning.



❑ The fuselage plans are printed in two pieces. Cut one (or both) accurately along the join line, then tape the two pieces together. Use a long straightedge to check some of the straight horizontal lines to be sure the plan sheets are aligned properly.

❑ Build the two 1/4" balsa fuselage sides over the plans (protected with wax paper). Start by pinning down SIDE-1. You may see slight discrepancies with the plan, but I suggest making sure it is positioned accurately along its rear edge and the wing saddle. Add SIDE-2 through SIDE-5, in that order, using yellow glue or thick CA.

❑ Lay the fuselage side back on the plan and draw the positions of the F-7 and F-8 bulkheads on the INSIDE of each fuselage side. **NOTE:** The notches on the SIDE-1 pieces will go on the OUTSIDE surface of the fuselage. You should now have one left-hand and one right-hand fuselage side assembly.

