

14 ENGINE INSTALLATION

The remainder of this booklet is less like instructions and more like a show-and-tell. Even though you may use a different engine, radio, and accessories than I used on the prototype, you might find the descriptions to be helpful.

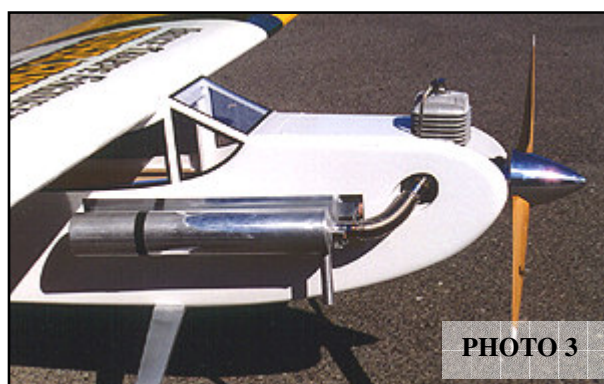
Photo 1 shows my Du-Bro 40-oz. fuel tank secured in place. I started by building a little foam-padded tray for the tank to sit in so it couldn't slide forward or sideways. The 1/4" plywood retaining bar keys into a couple of notched plywood pads at each end. The retaining bar has a piece of foam rubber glued to it. To remove the tank, I must push the bar down (which squeezes the foam) to disengage it from the notches, then slide it back. No screws, no hassle. Also notice in this photo the triangle-shaped brace for the landing gear mount just behind the F-2 bulkhead.



Photo 2 shows the right side of the fuselage and the large hole for the exhaust system. I cut this slowly, starting with a sanding drum in a Dremel tool. Also notice the two plywood hardpoints for the muffler mounts that were inset into the balsa sides. The square-ish balsa structure aft of the rear mount is to support the aluminum heat shield to be installed later.

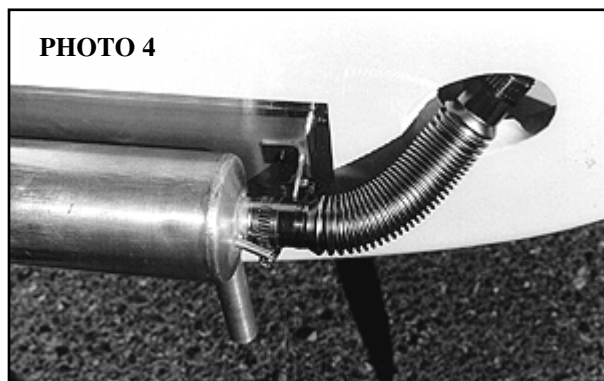


Photo 3 is a view of the completed model with the engine and canister muffler in place. I used the header that came with the engine, but cut it shorter and bent it forward (using lots of heat) from its original shape. A flexible tube was used to connect the header to the muffler. Everything related to the engine on this model, including the 4" spinner, 24 x 10 3W propeller, flex tubing, kill switch, battery, and muffler were purchased from Cactus Aviation in Tucson, AZ.



Also notice the windows in this model were installed using Fourmost Medium Window Flange material (available from BTE). It takes some time to do a neat job, but it sure looks professional when you're through.

Photo 4 is a close up of the front end of the muffler. The flex tube is fastened at both ends with hose clamps. The muffler is held to a bolt in the front mount with safety wire. The mounts were bent from .090 aluminum. The rear of the muffler is held with a strap made from some steel strapping material that was lying around in the shop. The heat shield on the side of the model is cut from printer's lithoplate (thin aluminum). The edges are finished off neatly with 1/2"-wide metal tape from the hardware store. The small tube at the front of the muffler is for smoke (not installed). The exhaust actually comes out of the downward-pointed tube. Very quiet!



-SFK