

# Meet "Miss DARA"

This model was designed by and developed by Dan Kane, Jerry Small, Gary James, Harold Sattler, Dub Jett and Tom Scott for production for CMAD Racing.

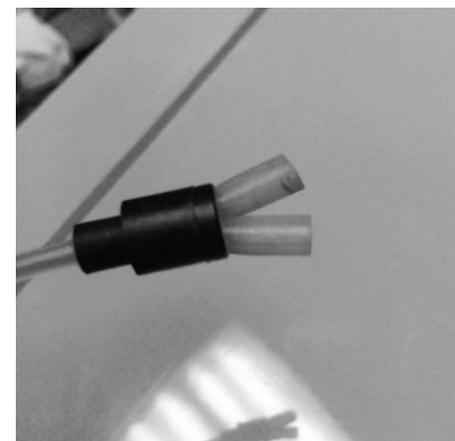
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## Construction

This construction is how I approach this model. You can build it how you like.

### Starting in the front:

The Jett Mount with remote needle is what I use. First move the fuel nipple to the position next to the needle valve and replace the set screw in the remaining hole. Use red Loctite sparingly on the threads only. Remove the needle and the collet nut for now. Fasten the mount to the firewall with 3- 6X32 X 1" allen head bolts. Test fit the motor to insure proper alignment. You will need to cut away a bit of the fuse to get the front mounting bolt on the exhaust side. Locate the position of the needle valve and the fuel nipple to make sure they are accessible from the outside. There is a 3/8" hole in the left cheek to be used for the shut off. I have been using the Allen Booth variety... your choice. Once everything is in place remove the motor and mount and wax the mount. Put 2 6X32 X1/2" allen bolts in the front of the mount. Use Vaseline to grease the mtg. bolts and coat the firewall with epoxy and screw the motor mount in place. Allow the epoxy to somewhat fill the holes around the bolts as this will make the mounting more secure. Mix some cabosil and glass fiber to a paste and tie the front of the mount to the fuselage.



### **\*IMPORTANT NOTICE\***

I have recently discovered that some of the Miss Dara models from CMAD Racing may not be in spec with regards to wing span. 56" is the magic number.

This means that each of your wing panels must be 25 3/4" long at most.

Please check your models for compliance.

This is an easy fix by just removing a small amount from each wing tip.

Possibly up to 3/32 ". This only takes a minute to check and fix to be legal.

My sincere apology for not checking this before now.

If there are any issues let me know and I will help any way I can.

Tom

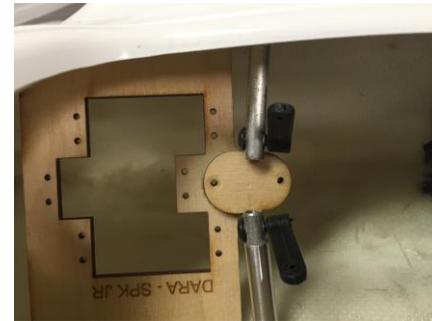
### **Radio Compartment Assembly:**

**Wing control assembly:** Assemble the 1/2" button head screws in the torque tubes with the heads to the back. Use Loctite as well. You may have to tap the holes 6 X 32. Also thread onto the screws the aileron control arm do not over tighten yet.

Assemble the spar and wing panels to fuselage one at a time and open the holes in the fuse to be fully clear of the rod. The 2 torque tubes should come close to touching and in roughly the same center. Assemble the servo tray by using 2 - #2 X 3/8 sheet metal servo screws and glue the small egg shaped ply piece to the servo tray. This will be the bearing for the torque tubes. Remove the screws and screw the white plastic bearing in the same place. Pull the wings out a little, install the servo tray in the fuse and push the wing panels to the fuse with the tubes going into the bearing. This locates the servo tray. The only thing to look for is if the tray is in line with the fuse for the push rods.

Once satisfied, assemble again, center the bearing between the aileron control arms and glue the tray in place. I have been using E-6000 or similar lately. It works pretty well. You may have to sand the plastic bearing a little if it keeps the wings from touching the fuselage when together. The aileron servo mounts to the middle position and rudder servo mounts in the position opposite the exit faring at the rear of the fuse.

**Servo tray for switch and shutoff servo:** The servo tray fits in front of the main tray far enough forward so you can get to the screws to change if needed. The shutoff wire should be on top of the spar for direct attachment to servo arm with Z bend. Note.. We no longer use the bulkhead behind the spar.



I use the Jett Flat tank with the rear of the tank 8 inches from the back of the firewall. Tape a tongue depressor to the tank to locate this position. The tank fits into the very top of the fuselage.

With the batteries near the center of the belly opening the C/G should be very close.

C/G is 2.4 to 2.5 "

### **Tail Assembly:**

Cut the 3/16" spar tubes to length. Cut the fuse where the elevator joiner goes and screw in place. Cut the fuse side and fit so the elevators are even and secure. Use 1 1/4" long bolt in the tail joiner is for either a ball link or a flag and clevis. Build your pushrods for both elevator and rudder and secure as needed. Use the G-10 rudder horn provided.



### **Final Assembly:**

Fit the belly pan to the recess provided as well as the engine cover. Mount the landing gear to the platform with 2 1/4 X 20 X 1/2" long nylon bolts. The C/G is 2.4 to 2.5" from the leading edge of the wing. There is room

on top of the servo tray where the RX is all the way to the nose for the battery. Pack securely with foam so nothing shifts.



Good luck with "**Miss Dara**" she is fast and forgiving.

If you have any questions or concerns e-mail me at [sales@cmadracing.com](mailto:sales@cmadracing.com)

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