

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.

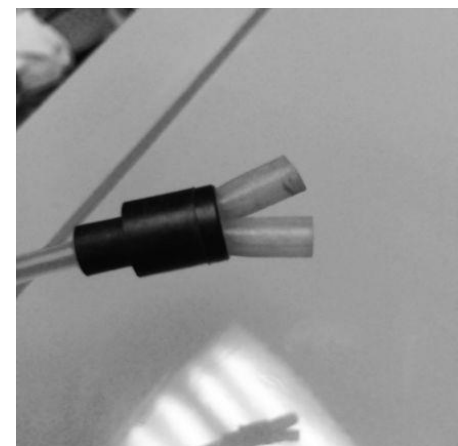
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Construction

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

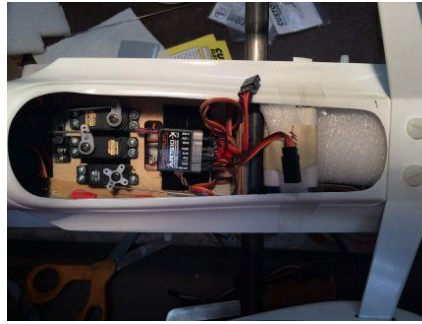
Starting in the front:

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.



Radio Compartment Assembly:

Mount your servos and switch in the servo tray provided. You will find a bulkhead that will be glued to the rear of the spar tube and up into the canopy section. Use epoxy and micro-balloons or cabosil for this. The servo tray will be glued in with your favorite glue 3/4" behind the bulkhead. There is a small tab at the rear of the servo tray for the charging plug. Put the negative conductor to the back of the plane. Prepare a Jett C/G tank with a thin foam material and



attach a tongue depressor to the top of the tank so the overall length is approx 8" long.

Through the hole in the firewall will go the vent line directly to the muffler. Drill a hole in the side scallop about 1 1/2" behind the fuel nipple for your feed line. I like to run the feed line from the needle valve through the shutoff and between the mount and fuse side to the spray-bar. See Pic. The back of the tank goes up against the spar tube with a small bit of clearance for foam.

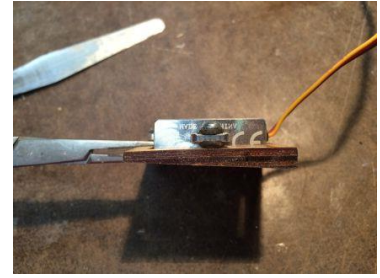
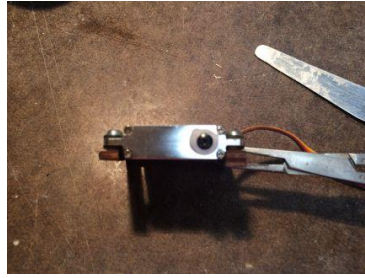
Tail Assembly:

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.



Wing:

We have been having some success with the KST wing servos from Aloft hobbies. Hi-Tec also make wing servos as do many others. The KST is either the DS125 digital or the DS 225 HV. The 125 servos need to be potted inside where the pot wires are soldered to the board. I believe the 225's already have this done. You will also need to install rubber grommets to these servos with eyelets like all other servos. These are intended for gliders and need the isolation. Once this is done mount the servos to the C



shaped servo trays. They are 3/16 thick so the front can be tall and the back edge will need to be sanded down to fit inside the wing. Screw in place to the mount and cut off any excess screw on the bottom. Carefully mark where the servo tray is positioned. Saturate the wing servo mounting pocket with thin CA and let it dry. Glue the servo trays in place then mount the servo. Install the G-10 aileron horns and build the linkage of your choice. Make sure you install servo extensions with keepers or tie with thread. I like to put a piece of paper tube around the wires to the fuse. Cut the wing spar to proper length and slide the wings tight to the fuse. Install 2-1/4 X 20 X 1" long nylon bolts to hold the wings in place. It would be a good idea to check one wing to the other for incidence and match them. They should fit the filet on the fuse well.

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

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