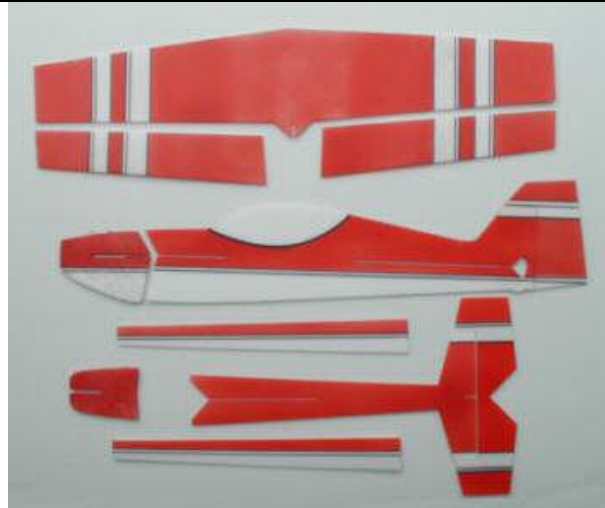


Building Instructions – Blues

You can find these instructions with coloured pictures at: www.causemann.de Menu – Manuals



Parts may be painted with water soluble Acrylic paint, using roller, brush or airbrush.

Before painting clean the area with white spirit or window cleaner. This can also be used to remove the word Depron that is printed on the material.

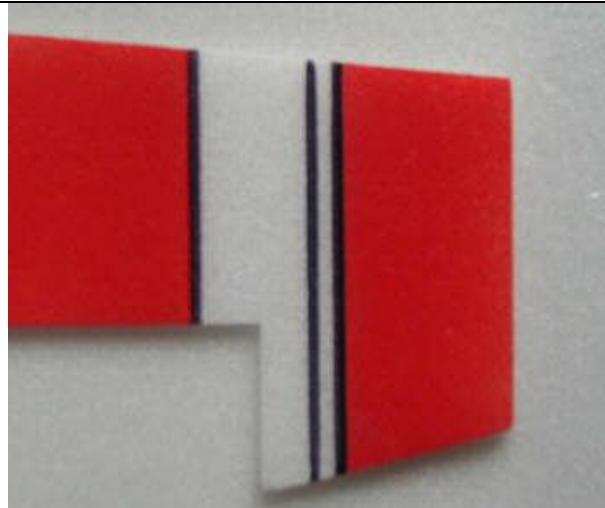
Best paints:

Dupli Colour Aqua(solvent free) using spray.

Or

Evolution Two in One Airbrush with Createx Classic Colours

Tracing the edges with a black felt tip pen gives a nice neat finish.



Types of adhesive

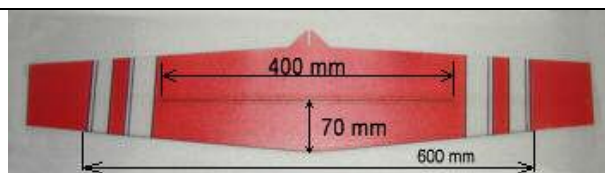
UHU Por: Contact adhesive for plastics and foam. Minimum ventilation required, the parts bond well after 10min

Epoxy-Resin: Sticks well, use sparingly because of weight.

PVA: Ideal, but takes hours to harden

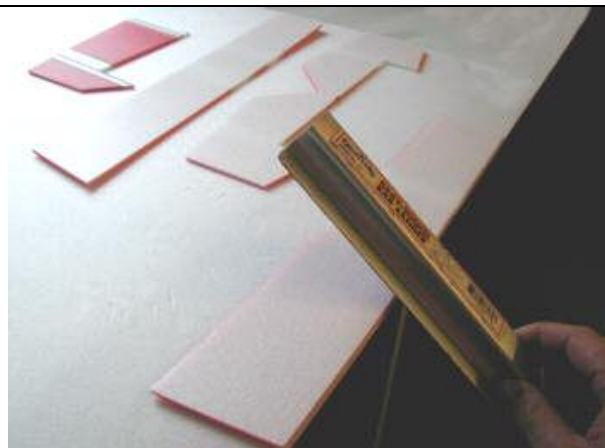
Hot Glue: A quick alternative, but switch the pistol off from time to time otherwise it can get too hot.

Use only sparingly, we use it on all our models

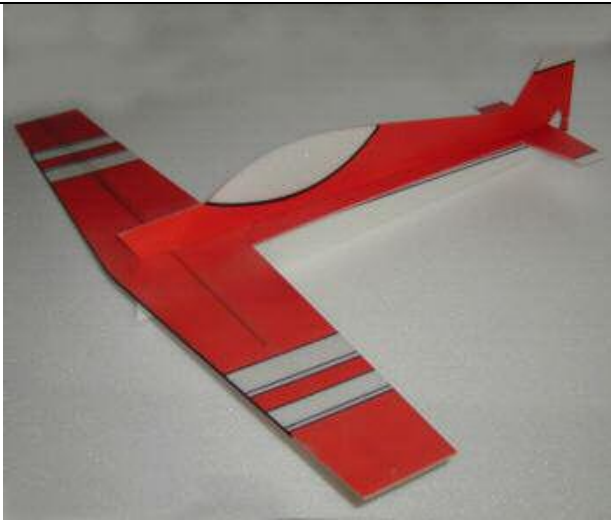


From the carbon rod, cut 3 x 0.5dia rods 400mm long for the spars.

At the point indicated make a cut with a craft knife, and, using a little adhesive, press the carbon rod into position Cover the slot above and below the wing surface with sellotape. Apply the rest of the rod to the leading edge of the wings UHU Por is ideal for this, allow to set for about 10 minutes



Grind the edges of the ailerons, elevators & rudder at 45.

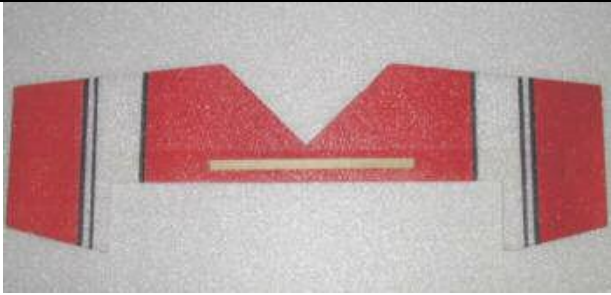


Glue the fuselage & wing together, **ensure that they are at right angles**, reposition as necessary, before the glue sets.

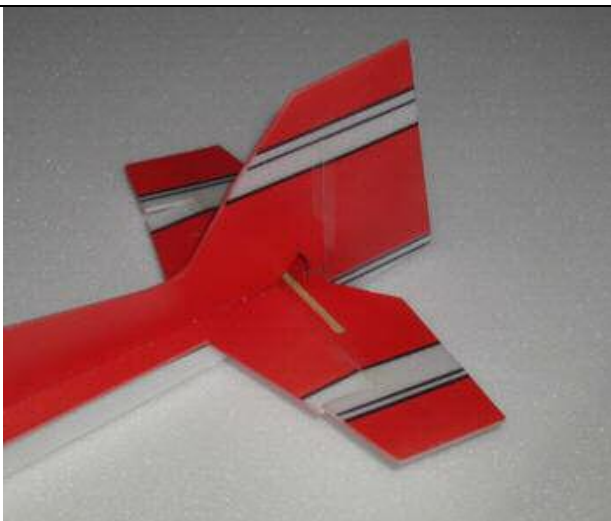


Assemble the EPP nose section, and, when complete, attach with adhesive to the fuselage.

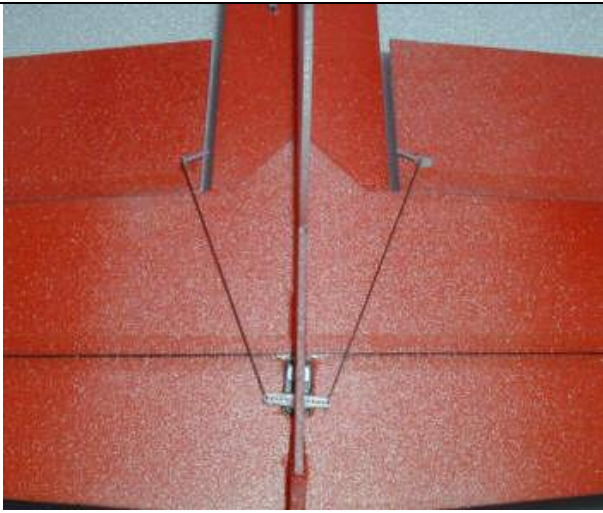
Ensure that it is also aligned properly.



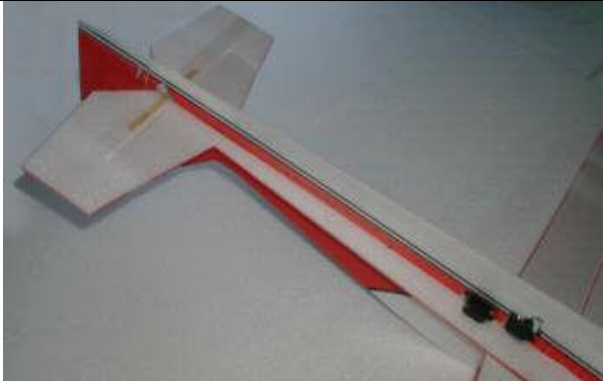
Bond the reinforcement into the elevators. Covering the entire rudder area with sellotape helps to increase stability.



Attach the rudder, elevators and ailerons, with sellotape.



Aileron linkage

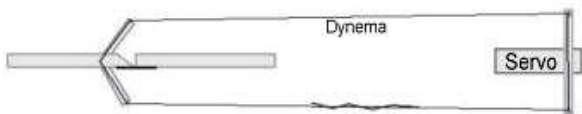


Temporarily arrange the positioning of the R/C parts and motor, such as receiver, servos, batteries, in order to achieve the correct CofG at between 65-70mm from the leading edge.

Because of the variation in weight of different manufacturer components, it is not possible to indicate a specific position for each item

This is particularly true about the motor and battery set.

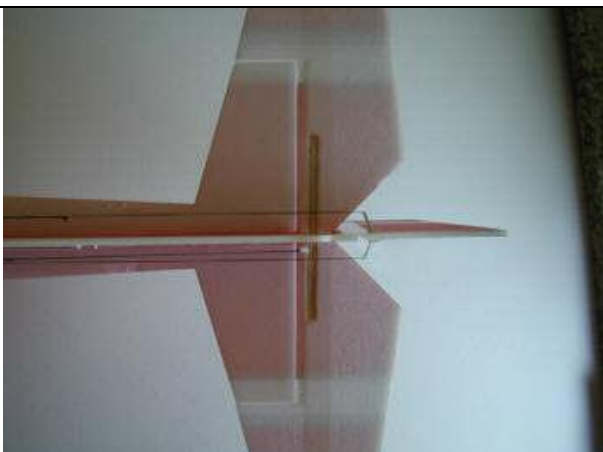
Hence the reason for the temporary positioning until the CofG at 65-70mm from the leading edge is achieved.



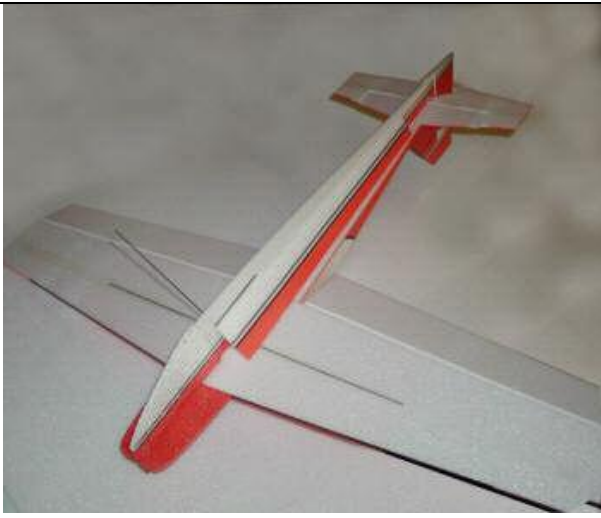
A length of Dymena-cord is provided for linking the servos to the rudder and elevator. A 20mm length of cable conduit should be bonded centrally at the appropriate point on the rudder and elevator.

Thread the cord through the rudder tube, and then back to each side of the servo (with double arm) through the outer holes in the servo arm, and then join together ensuring that the tension is correct. When the assembly is in the neutral position, (both servo and rudder) apply superglue to the joint of the cord, and also to the cord within the tube.

The setup is the same for the elevator.



If, during use, the cord should stretch, a turnbuckle can be made at the join with a pin, by rotating the pin, and glueing in place, the tension can be renewed.



After grinding the edges of the fuselage strengthening side pieces to 45°, glue into position.

Ensure that the fuselage is properly aligned, the two sections being at 90° to each other before sticking the side pieces

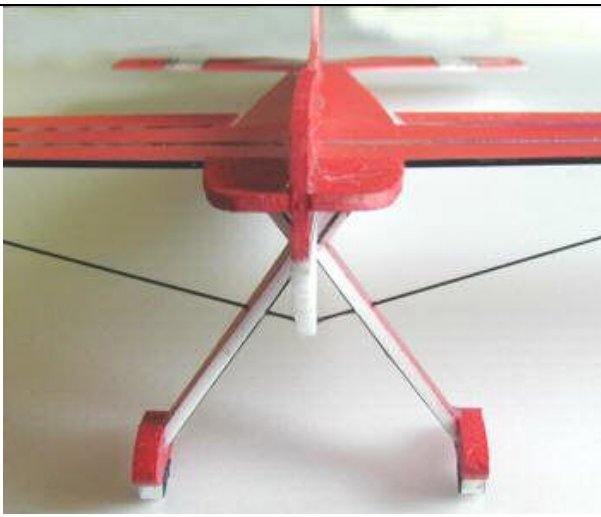
Place the undercarrige reinforcement rods in place, and secure with glue, they should follow the line of the side pieces at 45°.



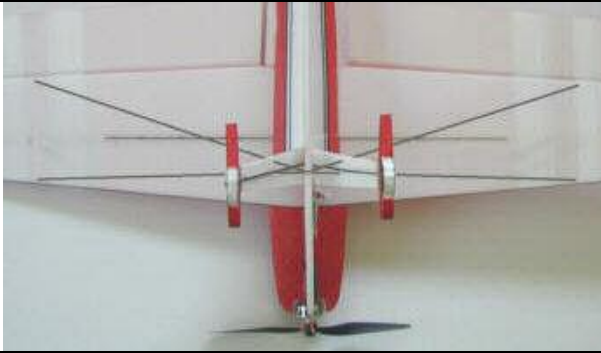
Glue in place the undercarrige fairings, and then the wheel skids. Examine the assembly to ensure that the parts are all properly aligned, bond to the carbon rods and then cut off any surplus.

Use the remainder of the carbon rod as surface braces

Pierce the wings and the fairings as shown, with the two cross pieces meeting at the bottom of the fuselage. The carbon rod should then be glued in place at wing, fairing, and fuselage



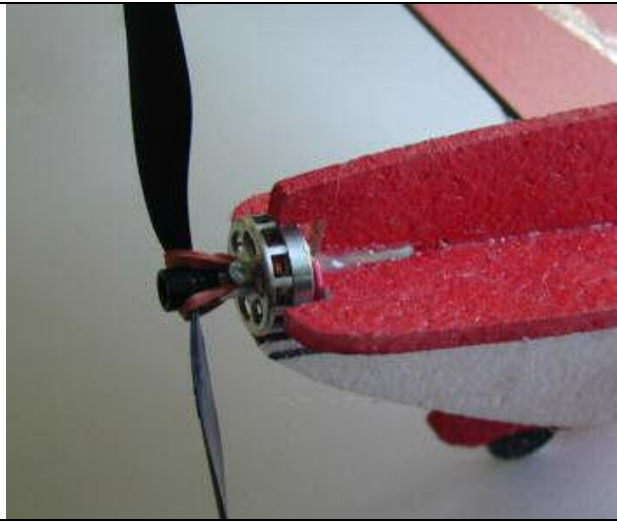
View of the completed undercarrige from the front



If the flying weight is around 200 gr (heavy Servos, large battery etc..) and high airspeeds are to be used, it makes sense to double the bracing on each side. Installation layout is shown in the photograph.

With this bracing the airframe is stable with the high weight and speed.

If flying weight is 150g or less the second bracing is not required.



The motor installation will depend upon the motor chosen, this installation shown a Hightorque HT240/5 brushless motor.

The end of the nose has been cut away and the motor mounting tube is bonded directly into the fuselage.

The motor is set centrally 0 degrees offset in both planes



Centre of gravity is 65-70mm behind the leading edge of the wings.

The CofG is correct if, when inverted, little adjustment is required on the controls.

Controls deflection normally up to 45°, exponential movement.

This is a very robust model, components fitted were:
 3 x Simprop SES 100Servos / 10gr/each
 Receiver: Graupner R700
 2 Cells KoKam 910mA flyingtime. 20min
 Propeller GWS 8x4.3
 Brushless controller MGM TMM 1210
 Motor High-Torque HT240/5
 Glue used: Hot Glue
 Take off weight 192 gr

With a High-Torque HT240/5 motor
 3 x Simprop SES 85 Servos / 5gr/each
 2 Cells KoKam 360mA
 Prop 8x4.3
 Lighter Receiver
 Lighter regulator etc.
 Glue PU-Foam etc or Wood glue
 It is possible to get the weight down to 110-120gr

We hope that you have lots of fun flying this special model, and would appreciate photographs of your finished model, by email to jochen@causemann.de