



Apply some 5-min epoxy and microballoons mix to the corners between the servo and the pocket walls. Try to avoid getting epoxy onto the top skin, or it may warp the top skin when epoxy shrinks a little. Also, removing servos (if needed for repair) will be problematic.



A connector for the wing is optional, but it helps greatly if you are planning to disassemble the model for transportation frequently as most people do. A simple option for the wing connector is to use a 4 pin section of a circuit board pin strip. Mark the location of the servo wire channel and the connector on a piece of a masking tape. The recommended position for the connector is near the side of the fuselage, to leave the space in the middle for ballast and control lines.



The line shows the approximate location of the wire channels and is drawn by connecting the corners of the servo pockets, where the wire channels are visible. The connector slot must be located on or near the wire channel. Make a slot in the wing for one part of the connector. Verify that the servo wire channels open up into the slot and are clear of glue.



Transfer the location onto the fuselage.



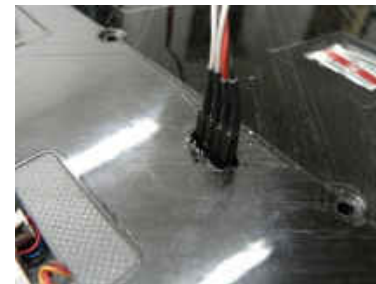
Make a rectangular hole in the fuselage. Allow for some freedom of movement around the connector. The two connector parts must mate exactly and the fuselage part will be exactly positioned by the wing in a later step.



Solder the male connector part to the servo wires (after the servo installation is done).



Prepare the wire harness that will go inside the fuselage.



Glue the wing part of the connector inside the wing, either flush or slightly below the wing surface. Use the mating part of the connector for keeping the pins vertically. After the epoxy cures, clean the excess epoxy around the base of the connector.



The wing connector part is done. Apply some wax to the connector pins and the area around the base of the connector. Now plug the mating connector with the wire harness onto it again. Thread the harness wires through the rectangular hole in the fuselage. Apply some thickened 5-min epoxy to the mating connector and the area inside the fuselage where the connector is near the side wall. Carefully attach the wing to the fuselage and wait for the epoxy to harden. The fuselage connector part must be glued to the fuselage side wall.



After the epoxy cures fully, detach the wing and clean any excess epoxy around the fuselage connector.



Now you can close the servos with the supplied servo covers. Round their corners and trim edges if needed to fit within the recessed areas. Use clear Scotch tape to attach the covers.



Mark the location of the horizontal stab mount on the tail boom. About 35mm of the boom tip will be inserted into the vertical tail socket. So the horizontal tail must be located about 40-45mm from the end of the tail boom, to provide 5-10mm clearance between the two tail surfaces. Clean and roughen the surface of the tail boom in places where the vertical tail and the horizontal tail mount will be attached. The horizontal tail can be attached either below or above the boom, aerodynamically it makes little or no difference.



Place the assembled fuselage and wing on a table, to establish the horizontal position of the wing.



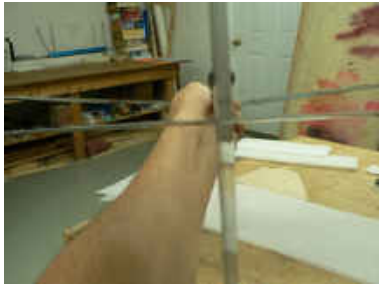
Place two identical blocks on the table to help with positioning the horizontal tail parallel to the table surface. Use initially a small drop of medium CA to attach the tail mount to the boom. Sight down the tail and check wing and tail alignment. If not square, break off the tail mount and start over.



If the tail was square to the wing, detach the horizontal tail from the mount; then apply medium CA around the entire tail mount and press it down until the CA kicks off. Doing this with the tail attached may lead to CA wicking into the screw holes and gluing the plastic screws and the tail itself permanently to the tail mount.



For attaching the vertical tail, use either a very slow CA or 5-min epoxy. You need a few seconds for positioning the vertical tail on the boom square to the horizontal tail and the wing. A fast CA will not work well in this case. If the fit between the tail boom end and the socket is too loose, you can wrap a few wraps of cotton thread onto the tail boom end. This will help with positioning the vertical tail on the boom, while allowing for the glue to penetrate into the joint.



Sight down the tail boom to verify and correct the squareness of the vertical tail before the glue sets.



The easiest way to mount the fuselage servos is to glue them to the fuselage sidewall. In case you need to remove the servos later (for repair), wrap them in masking tape. This way the tape can be cut later and unwrapped off the servo, and the servo popped out.



You can use an optional plywood base glued to the fuselage sidewall, for protecting the fuselage in case of future servo removal. This also provides a flat surface for gluing the servos.



Servos are glued to the plywood base with medium CA or 5-min epoxy.



To eliminate interference of the control cables, either offset the servos a little or use two servo arms with upper and lower offset. Trim the servo arms to a shorter length if needed.



Install the horizontal tail, mark and cut a slot for the elevator control horn near the tailboom.



Trim the elevator control horn down to about 17-19mm from the base to the hole. Make a slit on the rear side for inserting the cable.



Strongly recommended: make a keeper (lock) for the control cable that will prevent it from falling off the control horn during accidental hard bumps on landings. A tiny carbon rod and some cotton thread work very well for this.



Elevator control horn installed with CA.



Rudder control horn installed similarly. No slit is necessary since the control cable will be attached permanently.



Make two torsion springs for the rudder and the elevator from the supplied 0.5mm spring wire.



Make two holes, one in the rudder near the control horn, one in the main part of the vertical tail, using either a micro drill bit or a sharpened piece of slightly thicker wire. Insert the U-spring into the holes. Apply a tiny drop of CA to each hole to reinforce the foam and lock the spring in place.



Repeat the same procedure on the elevator.



Make slits in the tail boom for cable exits. One for the rudder cable, behind the stab mount, and one for the elevator cable on the opposite side, in front of the stab mount.



Insert the rudder cable into the slit and run it all the way to the front. Insert the rear end of the cable into the rudder control horn, make a loop, and crimp the cable with a small piece of copper or steel tube. Squeeze the tube with pliers to create a permanent crimp.



Fix the rudder in neutral position with masking tape.