A 36in. span canard for .049 engines and two function R/C

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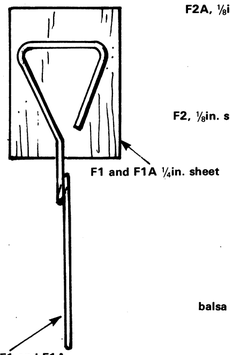
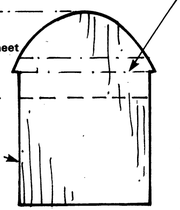
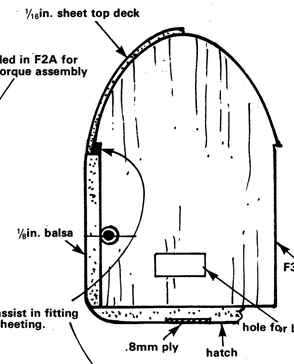
DRANAC

by Johnnie Bowmer



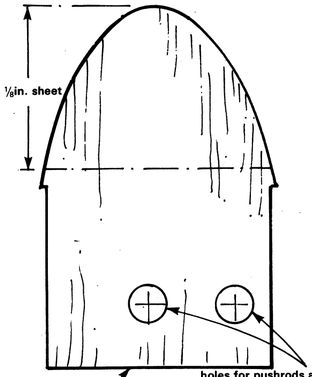


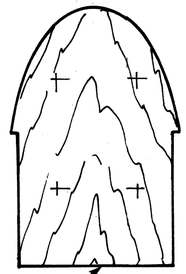
groove filled in F2A for elevator torque assembly

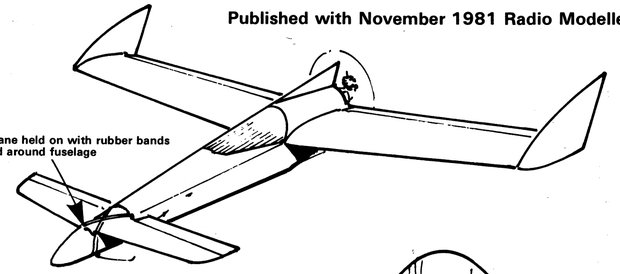


cross section shown

COVERING
prototype is film covered on flying surfaces, tissue and dope on fuselage, keep total weight down to 20oz.

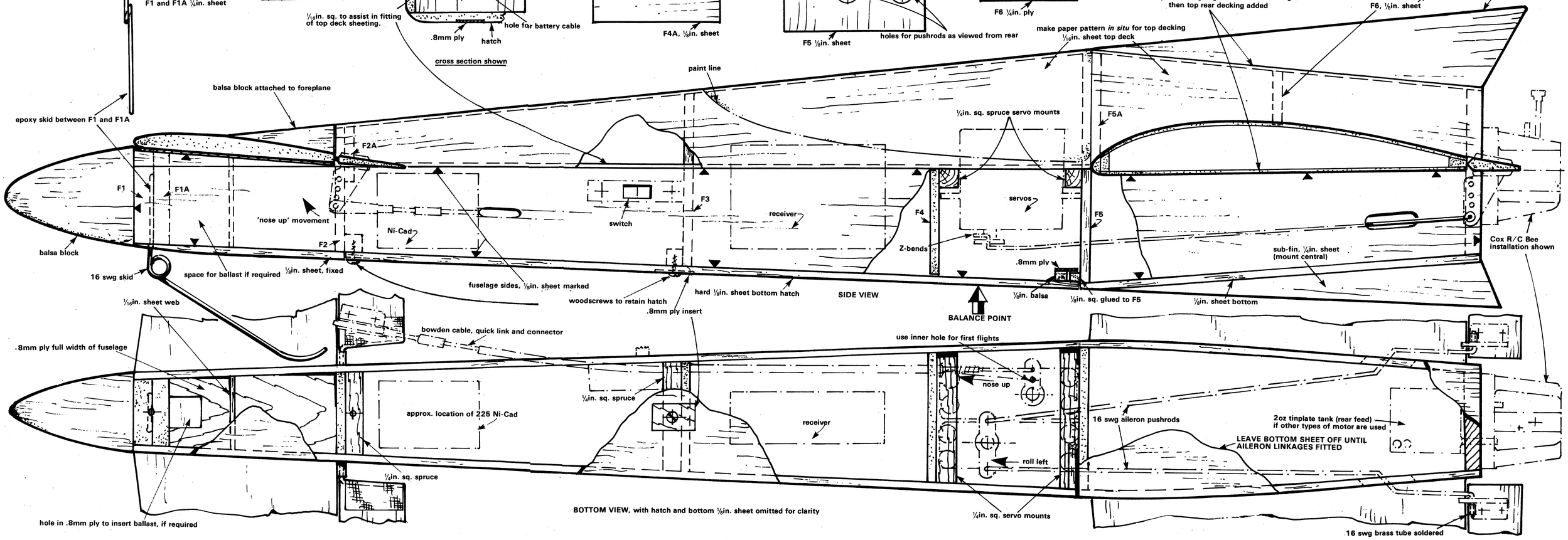


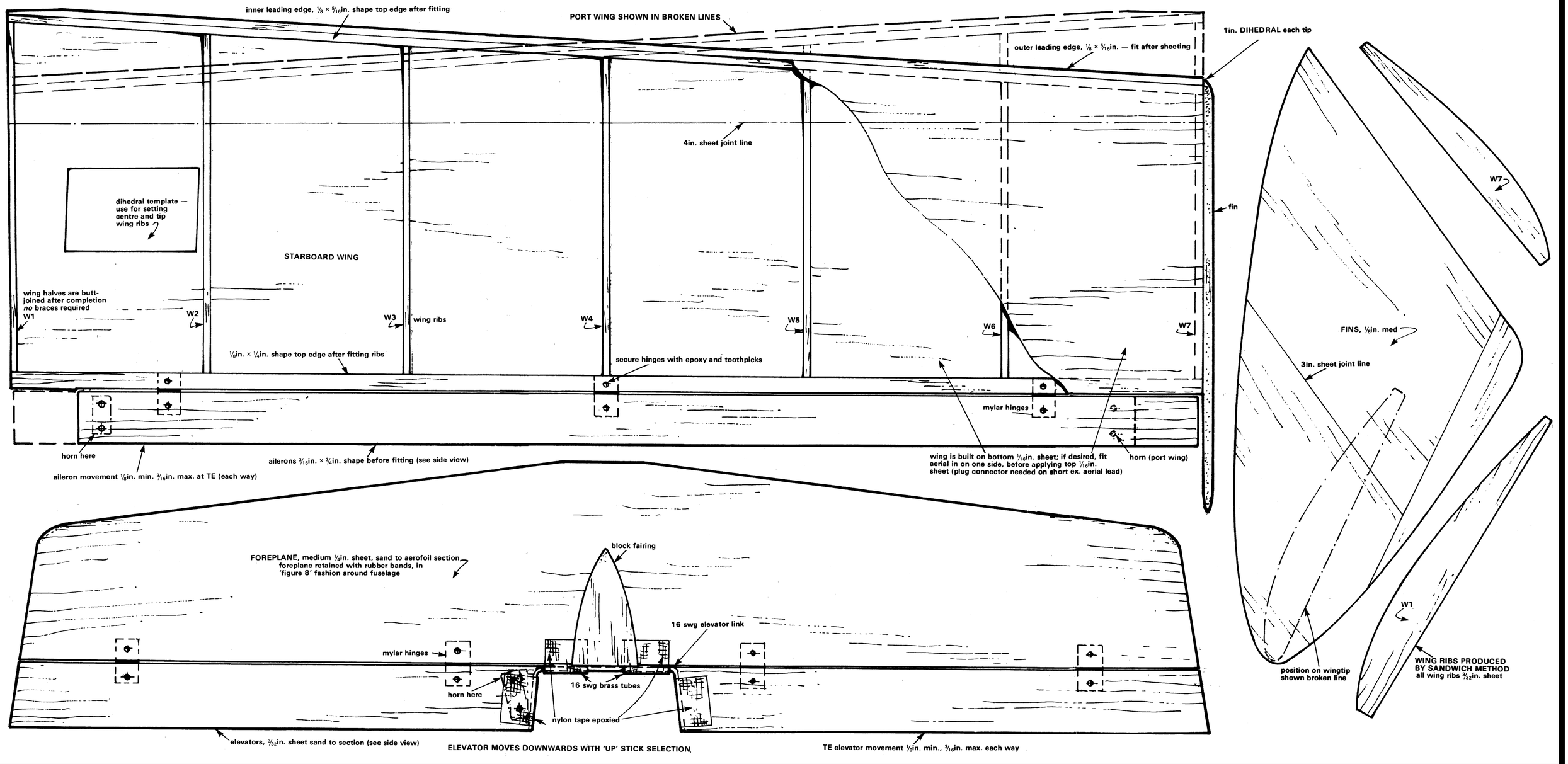




completed wing is glued to lower fuselage, then top rear decking added

make paper pattern *in situ* for top decking
1/16in. sheet top deck




inner leading edge, 1/8 × 5/16in. shape top edge after fitting
PORT WING SHOWN IN BROKEN LINES
outer leading edge, 1/8 × 5/16in. — fit after sheeting
1in. DIHEDRAL each tip
4in. sheet joint line
dihedral template — use for setting centre and tip wing ribs
STARBOARD WING
fin
wing halves are butt-joined after completion no braces required
W1
W2
W3
wing ribs
W4
W5
W6
W7
1/8in. × 1/4in. shape top edge after fitting ribs
secure hinges with epoxy and toothpicks
mylar hinges
horn here
aileron movement 1/8in. min. 3/16in. max. at TE (each way)
ailerons 3/16in. × 3/4in. shape before fitting (see side view)
wing is built on bottom 1/16in. sheet; if desired, fit aerial in on one side, before applying top 1/16in. sheet (plug connector needed on short ex. aerial lead)
horn (port wing)
FINS, 1/8in. med
3in. sheet joint line
position on wingtip shown broken line
WING RIBS PRODUCED BY SANDWICH METHOD
all wing ribs 3/32in. sheet
FOREPLANE, medium 1/16in. sheet, sand to aerofoil section, foreplane retained with rubber bands, in 'figure 8' fashion around fuselage
block fairing
16 swg elevator link
mylar hinges
horn here
16 swg brass tubes
nylon tape epoxied
elevators, 3/32in. sheet sand to section (see side view)
ELEVATOR MOVES DOWNWARDS WITH 'UP' STICK SELECTION
TE elevator movement 1/8in. min., 3/16in. max. each way