

## PRO-PLAN - PART 2

*Inverted performance is superb with very little 'down' elevator needed to maintain level flight.*

*The Tucano proves that flat-sheet wings aren't simply the preserve of small models, and they're not necessarily unforgiving either.*



dowel, ensuring that there will be no binding even at full movement of each. The horns can also be fitted, lining up with the snake or pushrod outlets.

At this stage, fuselage weight should be no more than six ounces; if it is nearer five, then you're doing well, and using the right grades of balsa.

*Black Solarfilm was used on the original with yellow Solartrim flashes.*

### RADIO INSTALLATION

Why did I choose such a location for the servos? Well, a geared can or buggy

flight battery positioning.

Anyway, this may seem like an odd time to be fitting the radio gear, but as the aileron servo will operate the torque rods from behind, it's far easier to get everything set up before the wing is finally glued in place.

Make generous holes in F3 for the aileron pushrods to pass through and repeatedly trial fit the entire aileron linkage installation until you're satisfied. When completely happy, make a final check that the wing will be level with the tail when fitted (adjusting one wing seat slightly if necessary), and that each wing tip-to-tail measurement is identical. The wing can now be epoxy-glued in place. If desired, fit an intermediate former ahead of the torque rods' furthest forward movement, because this denotes the rearward extent of the flight battery, and will avoid any chance of fouling.

hatch can be shaped to match, and the whole rear underside rounded off. When happy with the shape of the front, rout and inset the ply nose leg plate (undercarriage version only). The nose leg is bent from 10 swg piano wire, and scale detail, such as fairings etc., fashioned from scraps of ply.

Using F4 and F5, make the canopy platform, noting that the base has a crank in it near the front. This is easily achieved by razor-sawing halfway through the base, bending to the desired angle, and running thin cyano into the saw cut to hold it. You could make a carved blue foam canopy, but the Tucano really comes to life with the clear moulded item available from the Nexus Plans Service for £9.50 plus £1.50 p&p.

If you plan to fit a pair of pilots, remember that this is basically a 1:10 scale model. I got a pair of amazingly light vac-formed chaps from Vortex



motor weighs considerably more than an AXI 2820/10. By leaving the entire flight battery bay unobstructed, whichever motor, gearbox, prop, controller or flight battery combination you decide to use, you will be able to achieve the centre of gravity simply by

*The two schemes shown in this article are just a handful of the attractive designs that can be applied to a Tucano. How will you finish yours?*



*If you want a model that has benign stall characteristics, then this is the one for you!*

### FINISHING TOUCHES

Chamfer and add the wing fairings, smoothing in with some lightweight filler as you go. The small gap left underneath can be filled using some scrap balsa. Fit the underside radio access hatch and the under-wing sheet, then shape the whole of the bottom surface. Blend the chunky front lower sheet into the underwing sheet to achieve those characteristic Tucano curves. Similarly, the

Plastics (tel. 0116 220 7080), and they fit the bill perfectly. An instrument panel and ejector seats from blue foam or balsa (painted black) adds the final touch and negligible weight; the whole cockpit assembly is held using a hook attached to the intermediate former, and an elastic band wound round a few times to create the required tension.

Your completed fuselage with linkages (but no servos) should weigh around 14-16 ounces - view 18oz as an absolute maximum. I have one which weighs less than 12oz! It really is down