Blaster 2 Electric

Hiding the Tail Servo Wires

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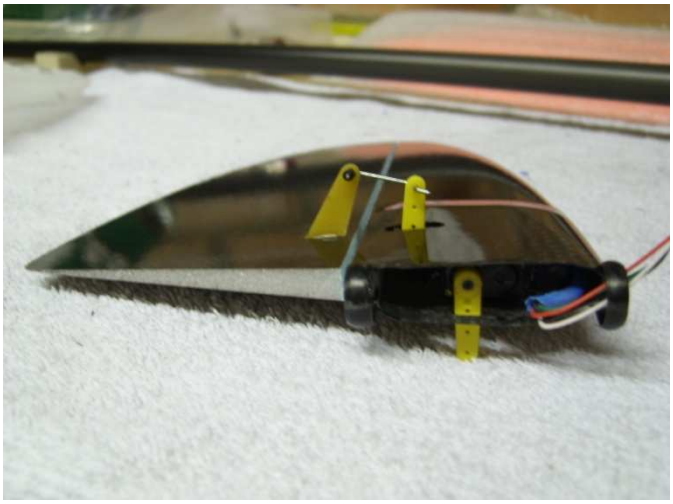
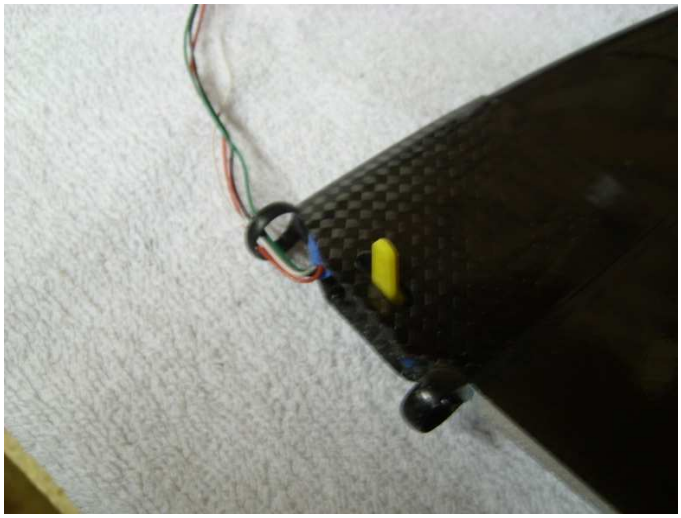
Prepare the vertical stabiliser as described in Martin Bell's (excellent) instructions and make sure that AMT location is fitted before you start. Extend the servo wires before starting the installation process and heat shrink the joins as shown in *Picture 1*; the heat shrink needs to extend just below the sides. Take care to measure everything several times before committing to cutting the carbon fibre, and make sure the servos are pushed down as far as they will go. It is also worth noting that to achieve the ±25mm rudder throw, the slot in the vertical stabiliser needs opening up. This is best done before gluing the vertical stabiliser into the root; I found this after installing everything and decided that ±20mm will have to be enough!



Picture 1

Thread the wires through the forward hoop before attaching the connectors (*Picture 2*); the wire length can be finalised later.



Picture 2

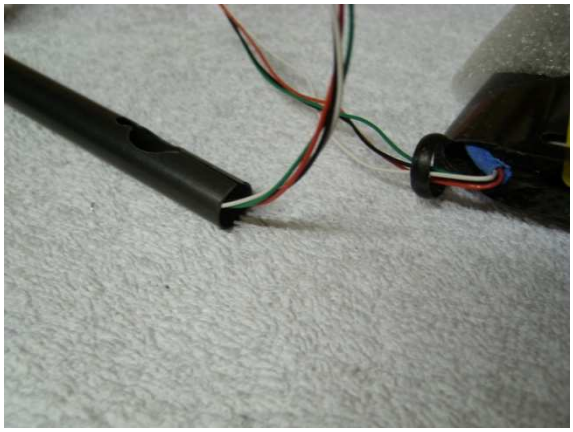
I used D47's in the tail that have a pip on the bottom that contains a shaft bearing, so don't be tempted to trim it off! The net effect of the pips in that the elevator servo horn rubs on the tail boom, so some relief is needed. Offer the vertical stabiliser up to the boom and mark out the location of the elevator horn and the exit point of the wire, making sure that the slots will be on top of the boom. Trim as per *Pictures 3* and *4* below. Notes that the slot is needed to feed in the wire, and this is why the wire needs to be fed through the forward hoop.

Picture 3

Picture 4

A Dremel is excellent for this, and take care to remove the sharp edges when the slot is finished so that the wires do not fret on the carbon fibre.

Feed the wires into the end of the boom and gently slide the vertical stabiliser into position in the following sequence (Pictures 5 to 8 inclusive). Check the fit and adjust as necessary.



Picture 5

Picture 6

Picture 7

Picture 8

I found it best to slide the assembly on with it laying over at 90° so that I could see the wires while feeding them into the slots, and then rotate to vertical once everything was in position.

Fit the horizontal stabiliser to the AMT mount and position the vertical stabiliser such that there is clearance. The amount of clearance was very small on my Blaster because I could not shove the AMT mount any further forward.

To set the vertical stabiliser, I made two balsa wood cradles (simple blocks with V cuts to support the fuselage), set the horizontal stabiliser level and taped the fuselage to the cradles; that way I could pick it up, eyeball it and put it down safe in the knowledge that the stabiliser would still be horizontal. Then, using two squares, one either side of the vertical stabiliser, set it vertical. Once happy with the position, use a tiny blob of cyanoacrylate on the forward hoop only at this stage to secure and leave to dry. Holding the fuselage with the vertical stabiliser upright, use a tiny blob of cyano on the bottom of the rear hoop; the glue will wick into the joint, but by keeping the assembly upright prevents cyano from reaching the foam core of the fin.

Note: the carbon used on the boom is not particularly anaerobic, so the cyano will take longer to set and will run along the boom if you are not careful. I recommend leaving it in a warm place for a good few hours before handling.