

An international plane for FAI pattern flying.
Although big, it is of simplified construction and builds quickly.

CANUS

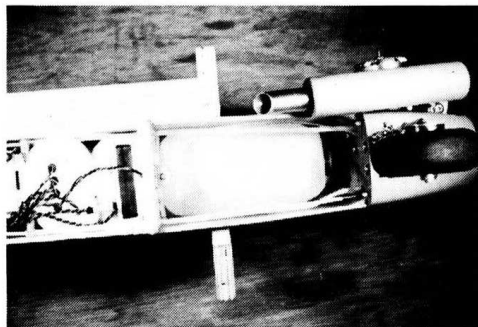


The Canus is designed for the FAI Pattern. It performs graceful international maneuvers with the smoothness and precision needed to win—increase the control surface throws and it will also win for you in the AMA Patterns. (If it suits your style, retracts may be added.)

The name Canus is also international, as it is a contraction of Canada and United States. The basic lines of this design are straight and simple, to be totally covered with Super MonoKote.

The vital statistics of the Canus include: (1) Wing span 66", (2) Wing area 675 sq. in., (3) Fuselage length 52" or 79 percent of the wing span, (4) Aspect ratio 6.4 to 1, (5) Airfoil NACA 0015, (6) Wing taper approximately 1/3 LE and 2/3 TE, (7) Tip chord approximately 65 per cent of the root chord, (8) Dihedral 1 1/4" under each wing tip, (9) Weight 6 1/2 to 7 1/2 lb. (The

A unique approach to front-end access is with the bottom hatch location. All innards serviceable. Note battery above wing LE.



maximum weight of this aircraft under FAI rules is 8 3/4 lb. including fuel.)

A muffler was included in the design of the Canus. If you don't use one, be careful—you could end up a little tail heavy. A long landing gear is shown on the plans for those of you who fly from deep grass or rough fields. It could be shortened for hard surface flying.

In flight the Canus is very groovy, but responds quickly and positively to control commands. Knife-edge flight is very easy; in fact, this plane knife-edge loops! It penetrates wind well—one reason it flies smoothly through turbulence, while other designs are noticeably affected.

The Canus has a realistic appearance and a quick, easy, light construction without sacrificing strength. With its moments, areas, shape and force setup, it is a superior performance pattern aircraft.

Construction

As the actual construction is typical of many pattern planes, it is not necessary to go into too much detail. No details are given for the installation of fuel tanks, radio systems, pushrods, etc. due to the large variety available on the market today.

Install spars, landing gear blocks, trailing edge strips, etc. into foam cores and cover with 1/16" balsa sheet. Join wing halves using ply spar joiners and epoxy. The dihedral is 1 1/4" under each wing tip. Wrap center section with 5" wide glass cloth. Then drill 3/8" holes for hold-down bolts. Insert short lengths of 3/8" dowel with predrilled 1/4" holes for

by ROY FOOTE

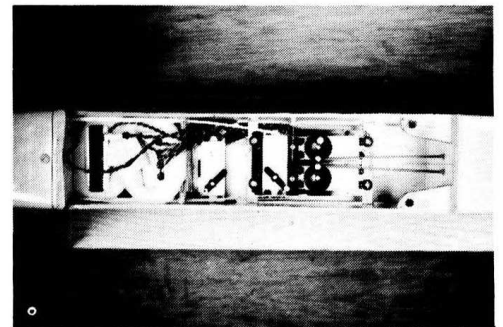
1/4-20 nylon bolts. Do not drill front dowel holes at this time. Cut and sand ailerons and tip plates to shape.

Most bulkheads are 1/8" thick, made up from two layers of 1/16" balsa sheet cross-grained. Laminate first; then trace and cut out bulkheads. The remainder of the bulkheads are plywood with thicknesses specified on plans.

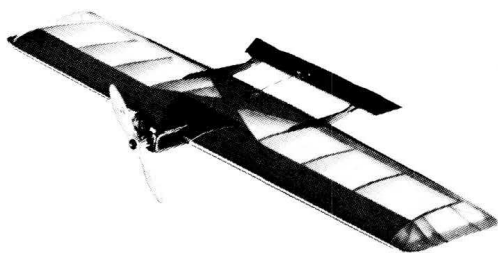
Cut out fuselage sides including stab slots. Add 1/32" ply doubler up front and 1/16" balsa doubler in stab area. Do not cut slot in stab doubler at this time. Add 3/16 x 3/16" strips and the sides are ready. Draw a center line on each side of the 1/16 x 3 x 44" balsa sheet crutch. Mark out "F" bulkhead locations on one side, and "T" bulkhead locations on the other. Before gluing any

(Continued on page 74)

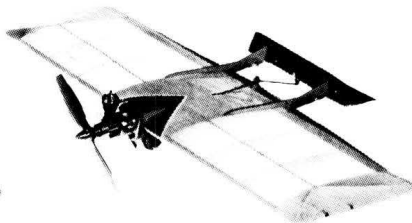
Radio installation is compact. The fourth servo operates the cable for nose wheel brakes. Use of servo tray recommended.



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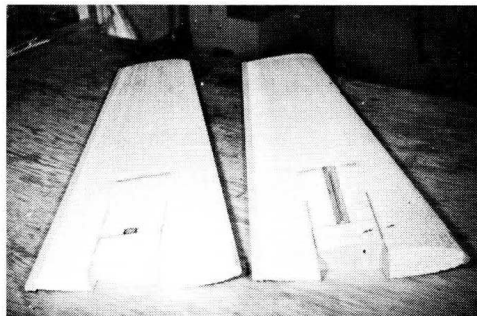
bulkheads in place, predrill as many holes as possible for Tatone mount, nose gear, pushrods, etc. Glue all F bulkheads in place (except F-1). Install fuselage sides to F bulkheads. Place a small piece of waxed paper between fuselage sides at rudder lower hinge location. Install F-1 and lower nose blocks.

Next, glue in place T-1, T-2, T-3 and the two T-4's. If you have one of the larger size radio systems, as I have, place a 1/8" balsa platform between T-2 and T-3, as shown on the plans. After fuselage is completed, the 1/16" balsa crutch can be removed from this area, and you have a deeper receiver-battery compartment. Plank this area with 1/8 x 1/4" strips, butting them against F-1. Sand smooth and trim ends at T-3. Glue on remaining T bulkheads, 3/16 x 1/2" strips, 3/32" sides and finally the 1/2 x 2" balsa plank.

To complete the upper structure, glue two blocks onto the fuselage with a piece of scrap 1/4" balsa (wrapped in waxed paper) between them to represent the fin. Prepare a block of balsa for the hatch cover and you are ready to carve and sand to shape. Now cut engine hole, glue in wing hold-down blocks, cut stab slots in doubler, etc.

Next step is to locate wing on fuselage. Mark dowel locations on LE of wing through dowel holes in F-3, which should be 9/32" in size. Mark location of hold-down bolts on hardwood blocks. Install dowels and drill hardwood blocks with a No. 10 drill and tap with a 1/4 x 20" tap.

If you have not tried Super MonoKote, give it a try; it's not as hard as it would seem. Each roll comes with a good set of instructions. It's a very quick way to get a good-looking, smooth, fuelproof and waterproof finish. It is also much lighter than a silk and dope finish.



Wing cores with landing gear blocks installed.
Note use of LE and TE spars. Edges of servo
cut-out already planked.

Sand the entire model smooth with a fine grit sandpaper. No primer or sealer is needed for Super MonoKote. Fill all cracks and dents though—the Super MonoKote finish is only as good as the surface it is covering.

If this is your first attempt at Super MonoKoting, read the instructions and cover the wing first. This will give you some smaller pieces that can be used for ailerons, tip plates, stab, elevator, fin or rudder. After all those have been covered, you should be ready to tackle the fuselage which is a little harder.

Start the fuselage by covering the bottom area from wing TE to rudder. Cover only to the corners, not around onto the side area. Next, cover the front side of T-5, which would be the pilots headrest area. Make sure that the canopy vent hole is there!

Now the big step. Place a sufficiently large

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piece over the top of the fuselage, making sure it will cover the entire length and down around to the bottom. Tack and then seal the Super MonoKote down the top of the fuselage from T-5 to the back end. Work it down around the sides and just overlap about 1/4" onto the previously installed bottom piece. Cut carefully in the cockpit area and wrap it just over halfway around the nose area top and bottom. Repeat with the other side, but stop on center of nose area top and bottom. A 1/4" or a little more overlap is good.

In the wing and hatch openings, run the covering in about 1/8". Cover the hatch and you are almost done.

Final Assembly

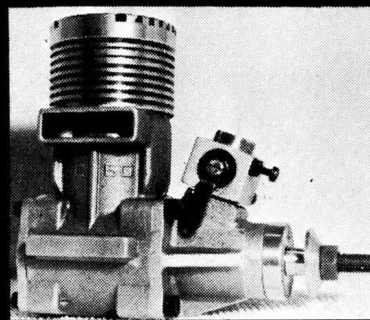
Cut slots and hinge the ailerons to the wing. Stand the wing on end on one of the tip plates and carefully cut around the tip of the wing. Remove the piece of Super MonoKote from the tip plate and glue to the wing. Formula II Hobbyepoxy makes dandy little fillets around a joint such as this—same applies to the fin and stab joints.

Now with the wing bolted to the fuselage, custom fit the small block of balsa that fills in the remaining opening in the fuselage. Remove some Super MonoKote from the wing TE and epoxy in place. Cover the block and the wing is finished.

Hinge the elevator to the stabilizer and locate in fuselage slot; remove the Super MonoKote from center section and glue in place. Repeat with fin and rudder.

To mount the pilot's head, cut off his shoulders, fill in the nick with balsa, and use 1/4" dowel to pin him to the fuselage.

One method of attaching the canopy to the fuselage is as follows. Trim the canopy to fit, drill 1/16" holes about 3/16" apart around the edge of the canopy from about mid-point between T-2 and T-3 to T-5 and over the top. Drill the holes about 1/8" from canopy edge. Clean off the burrs and hold in place on the fuselage with a rubber band. Now, using a prick punch, punch holes through the Super MonoKote in each of the drilled holes in the canopy. In the forward-half of the canopy where there are no drilled holes, prick-punch the Super MonoKote right at the edge of the canopy



FEATURES

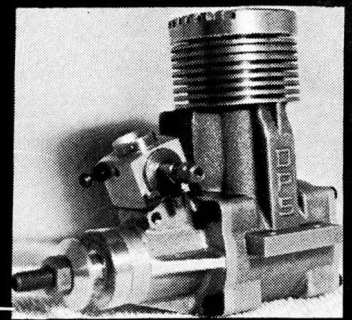
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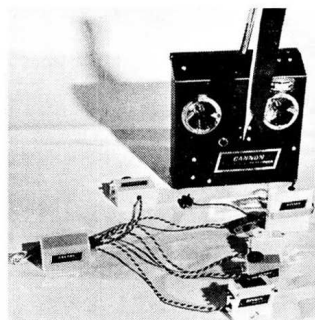
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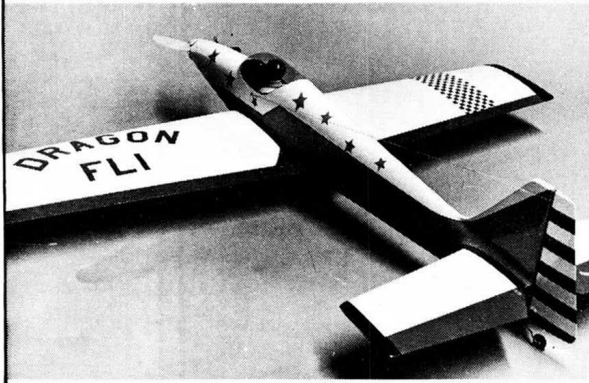


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Canus

about every 1/8". Epoxy canopy in place with Formula II. Then hide the holes and epoxy with a narrow strip of Super MonoKote.

Install engine, radio, tank, landing gear, etc. and you're ready to go.

Flying

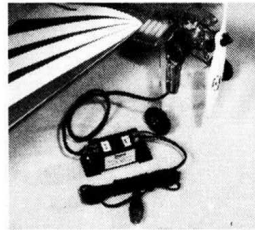
Balance the Canus on, or in front of, the CG location for first flights. The position shown seems to work the best, but may vary a little from airplane to airplane. You will enjoy the ease with which the Canus does all the maneuvers.



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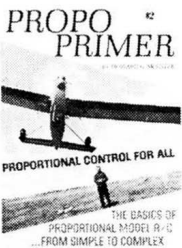
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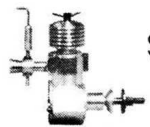
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