

Instruction Manual



PHOENIX MODEL®

GP
version

EP
version



STREGA

GP/EP Size 30cc SCALE 1:6 ½ ARF

SPECIFICATION

- Wingspan: 1750mm (68.9in)
- Length: 1587mm (62.5 in)
- Flying weight: 5400-6000g
- Wing area: 66.9 dm²
- Wing loading: 80g/dm²
- Wing type: Naca airfoils
- Covering type: Genuine ORACOVER®
- Gear type: Retract gear With CNC Suspension Metal Struts and spring Tail gear (included)
- Spinner size: Plastic 95mm (included)
- Radio: 6 channel minimum (not included)
- Servo: 7 standard hi-torque servo: 2 aileron; 2 flap; 1 elevator; 1 rudder; 1 throttle; 2 retract gear (Futaba S3170G) or 2 electric retract (not included)
- Recommended receiver battery: 4.8-6V / 2000mAh NiMH (not included)
- Servo mount: 21mm x 42 mm
- Propeller: suit with your engine
- Engine: 30 cc gas engine (not included)
- Motor: brushless outrunner 1600-2200 W, 450 KV (not included)
- Gravity CG: 155 mm (6.1 in) Back from the leading edge of the wing, at the fuselage
- Control throw Ailerons: Low: 11mm up/down, 10% expo; High: 13mm up/down, 10% expo
- Control throw Elevators: Low: 11mm up/down, 12% expo; High: 13mm up/down, 12% expo
- Control throw Rudder: Low: 30mm right/left, 15% expo; High: 40mm right/left, 15% expo
- Control throw flap : Mid : 15mm down; Landing : 20mm down
- Experience level: Intermediate
- Plane type: Scale Civilian

RECOMMENDED MOTOR AND BATTERY SET UP

- Motor: RIMFIRE .120 (not included)
- Lipo cell: 5-6 cells / 5500 – 6000mAh (not included)
- Esc: 120-160A (not included)

TOOLS AND SUPPLIES NEEDED.

- Medium C/A glue
- 30 minute epoxy
- 6 minute epoxy
- Hand or electric drill
- Assorted drill bits
- Modeling knife
- Straight edge ruler
- 2 bender plier
- Wire cutters
- Masking tape
- Thread lock
- Paper towels
- Rubbing alcohol

SUGGESTION

To avoid scratching your new airplane, do not unwrap the pieces until they are needed for assembly. Cover your workbench with an old towel or brown paper, both to protect the aircraft and to protect the table. Keep a couple of jars or bowls handy to hold the small parts after you open the bag.

NOTE:

Please trial fit all the parts. Make sure you have the correct parts and that they fit and are aligned properly before gluing! This will assure proper assembly. The STREGA GP/EP Size 30cc SCALE 1:6 ½ ARF is hand made from natural materials, every plane is unique and minor adjustments may have to be made. However, you should find the fit superior and assembly simple.

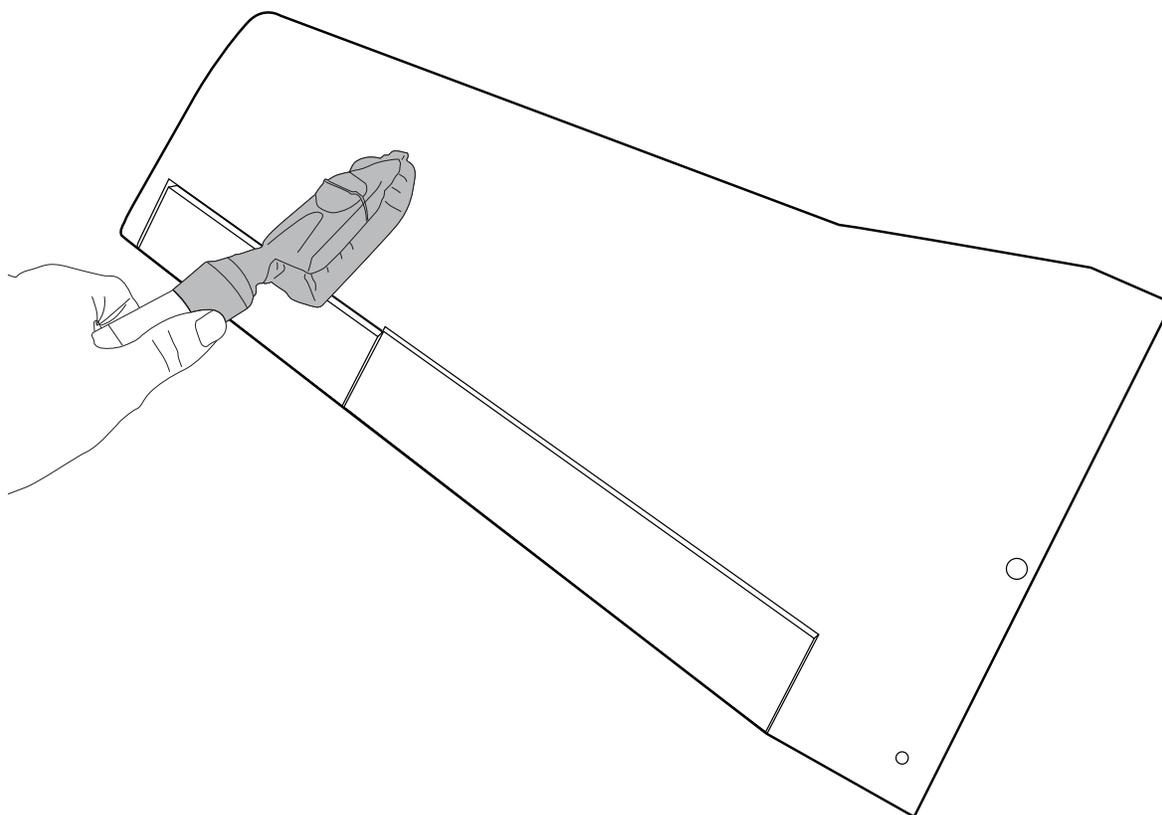
The painted and plastic parts used in this kit are fuel proof. However, they are not tolerant of many harsh chemicals including the following: paint thinner, C/A glue accelerator, C/A glue debonder and acetone. Do not let these chemicals come in contact with the colors on the covering and the plastic parts.

SAFETY PRECAUTION:

- This is not a toy
- Be sure that no other flyers are using your radio frequency.
- Do not smoke near fuel
- Store fuel in a cool, dry place, away from children and pets.
- Wear safety glasses.
- The glow plug clip must be securely attached to the glow plug.
- Do not flip the propeller with your fingers.
- Keep loose clothing and wires away from the propeller.
- Do not start the engine if people are near. Do not stand in line with the side of the propeller.
- Make engine adjustments from behind the propeller only. Do not reach around the spinning propeller.

PREPARATIONS

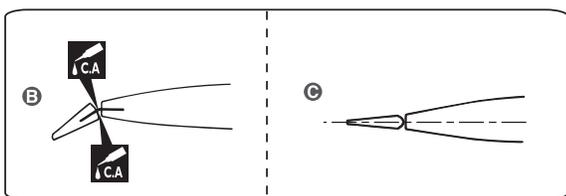
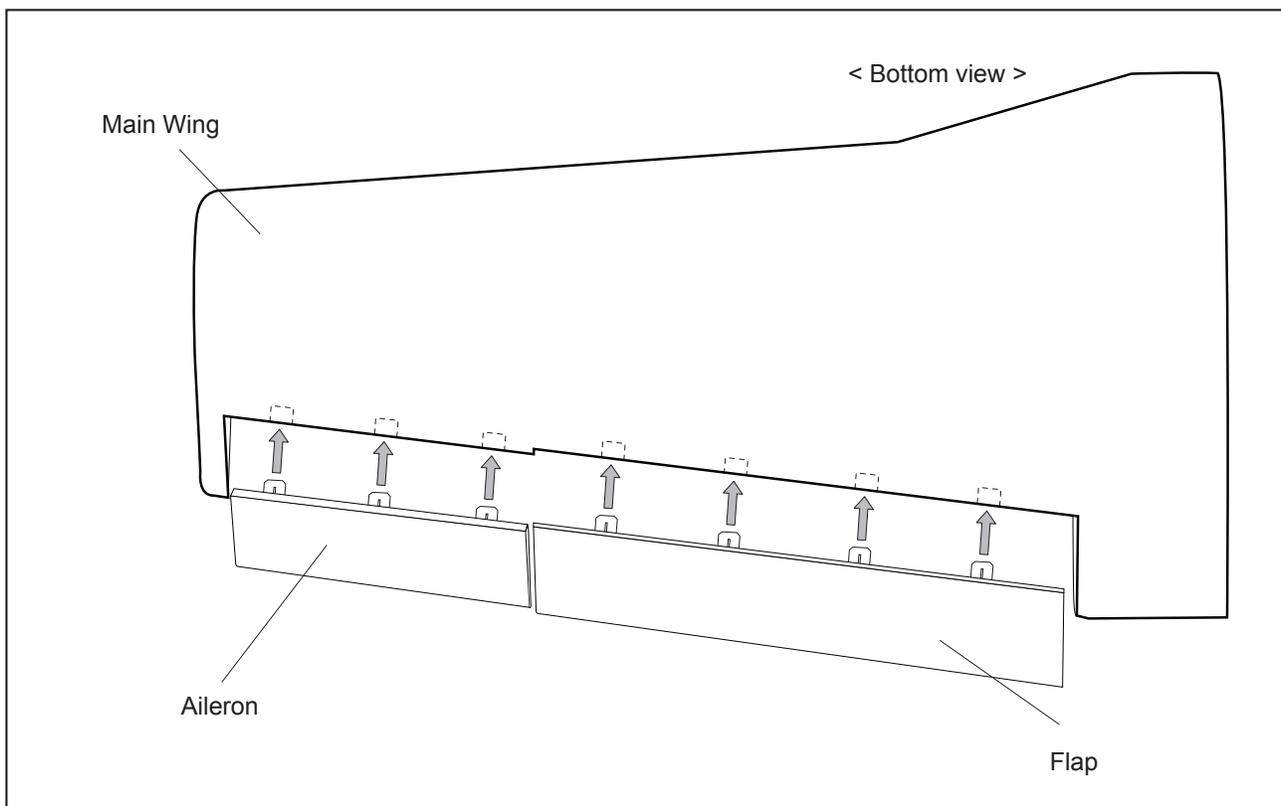
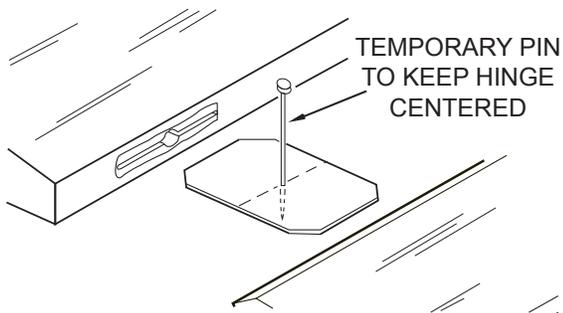
Use a covering iron with a covering sock on high heat to tighten the covering if necessary. Apply pressure over sheeted areas to thoroughly bond the covering to the wood.



INSTALLING THE AILERONS

1. Test fit the ailerons to the wing with the hinges. If the hinges don't remain centered, stick a pin through the middle of the hinge to hold it in position.

2. Apply six drops of thin CA to the top and bottom of each hinge. Do not use CA accelerator. After the CA has fully hardened, test the hinges by pulling on the aileron.



 Apply instant glue (CA glue, super glue).



► Make certain the hinges are adequately secured with glue. If they come loose in flight accidents may result.

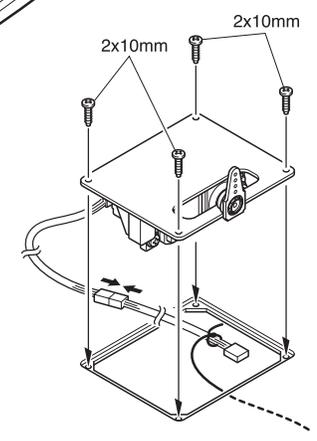
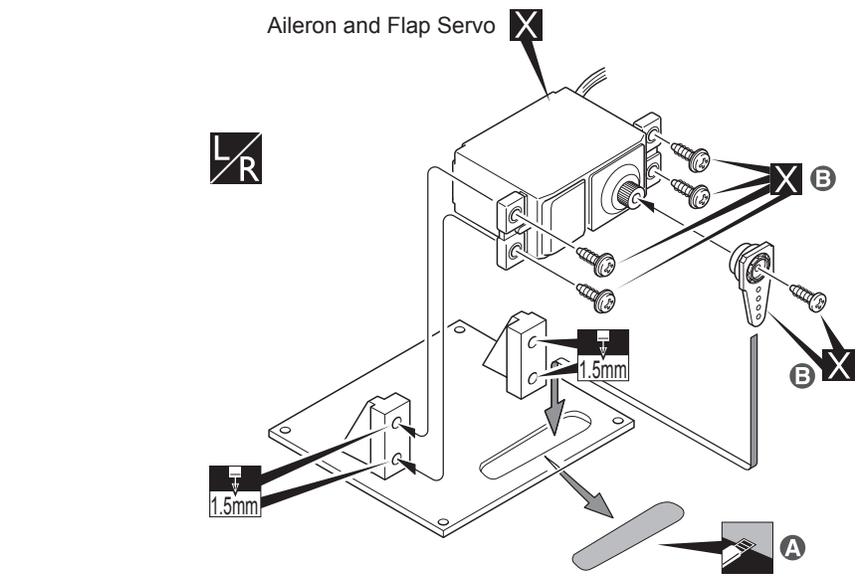
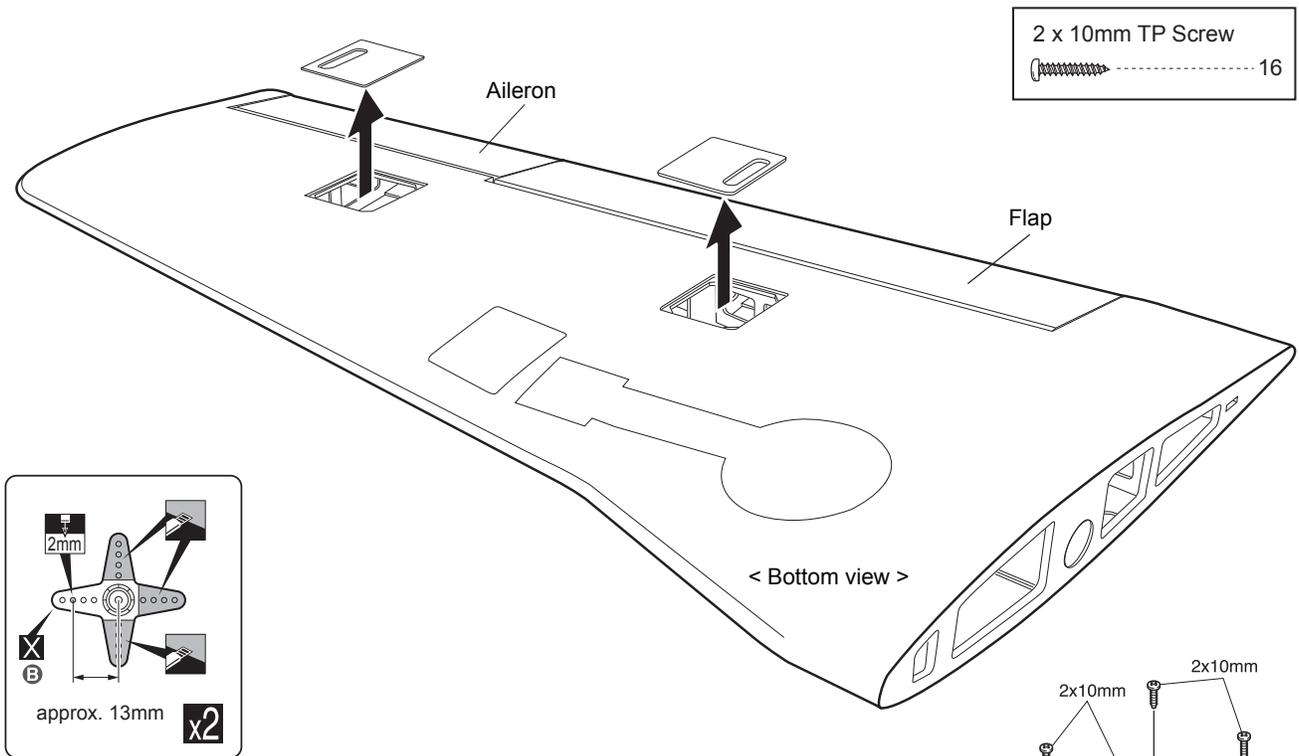
B Secure nylon hinges with instant glue, being careful not to glue the wing and aileron together.

C Align the center line of main wing with aileron.

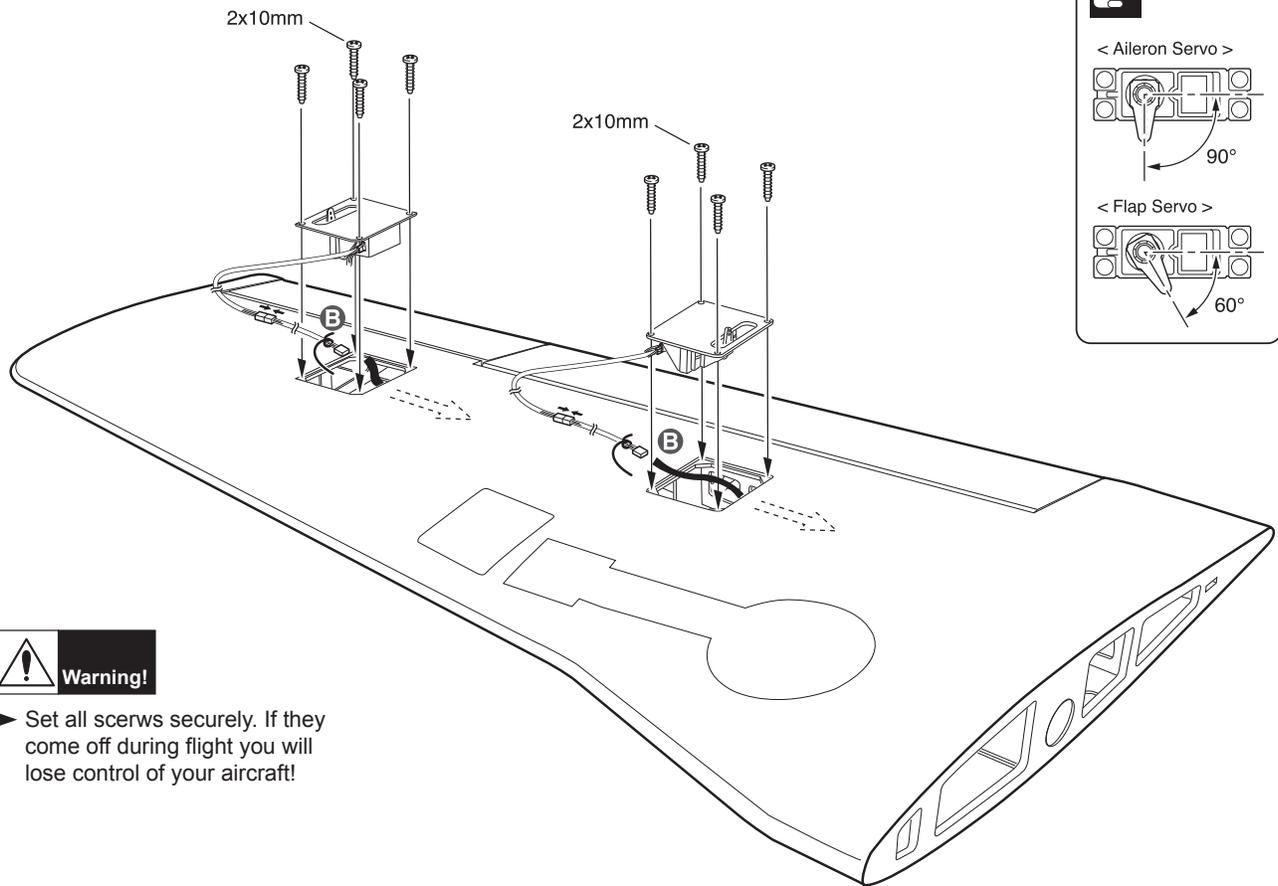
INSTALLING THE AILERONS AND FLAPS

SERVOS

1. Install the rubber grommets and brass eyelets onto the aileron servo.
2. Using a modeling knife, remove the covering from over the pre-cut servo arm exit hole on the aileron servo tray / hatch. This hole will allow the servo arm to pass through when installing the aileron pushrods.
3. Place the servo into the servo tray. Center the servo within the tray and drill pilot holes through the block of wood for each of the four mounting screws provided with the servo.
4. Using the thread as a guide and using masking tape, tape the servo lead to the end of the thread: carefully pull the thread out. When you have pulled the servo lead out, remove the masking tape and the servo lead from the thread.
5. Place the aileron servo tray / hatch into the servo box on the bottom of the wing and drill pilot holes through the tray and the servo box for each of the four mounting screws. Secure the servo tray in place using the mounting screws provided .
6. Repeat step # 2 - # 5 to install the second aileron servo in the opposite wing half.

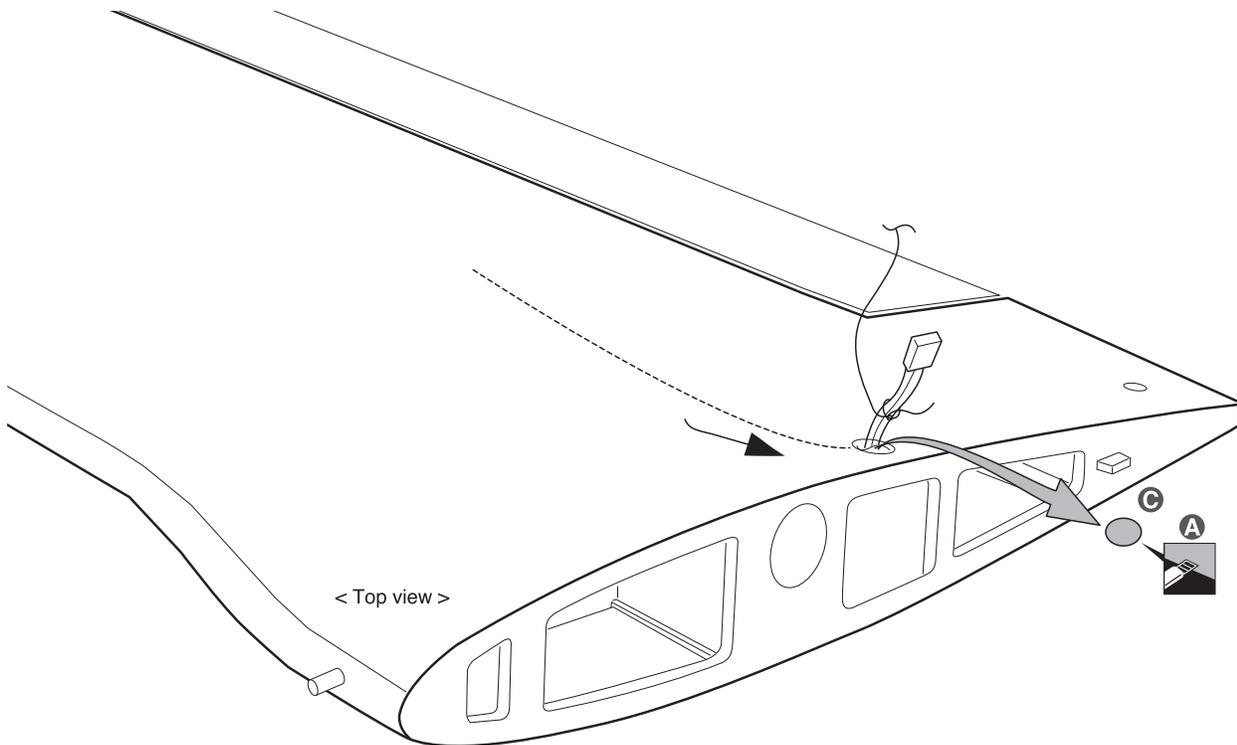


- X** Must be purchased separately!
- L/R** Assemble left and right sides the same way
- Cut off shaded portion
- A** Cut away film only. here
- B** Supplied with the servo



Warning!

- ▶ Set all screws securely. If they come off during flight you will lose control of your aircraft!

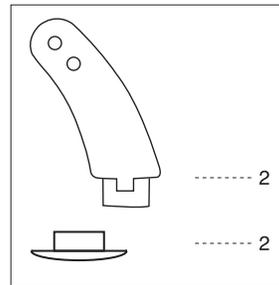
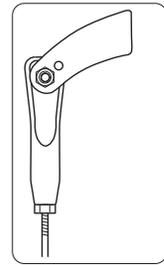
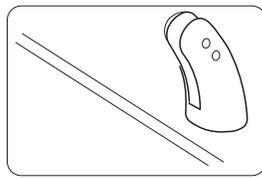
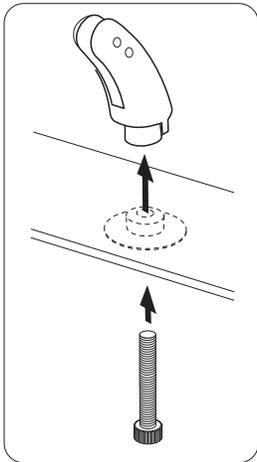


< Top view >

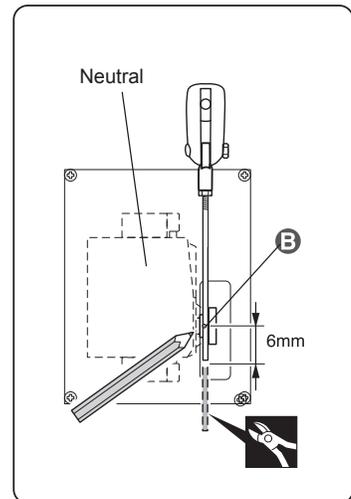
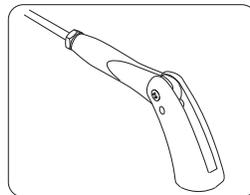
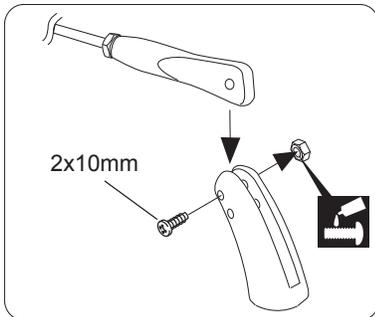
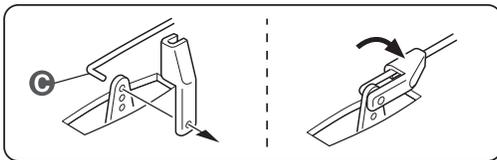
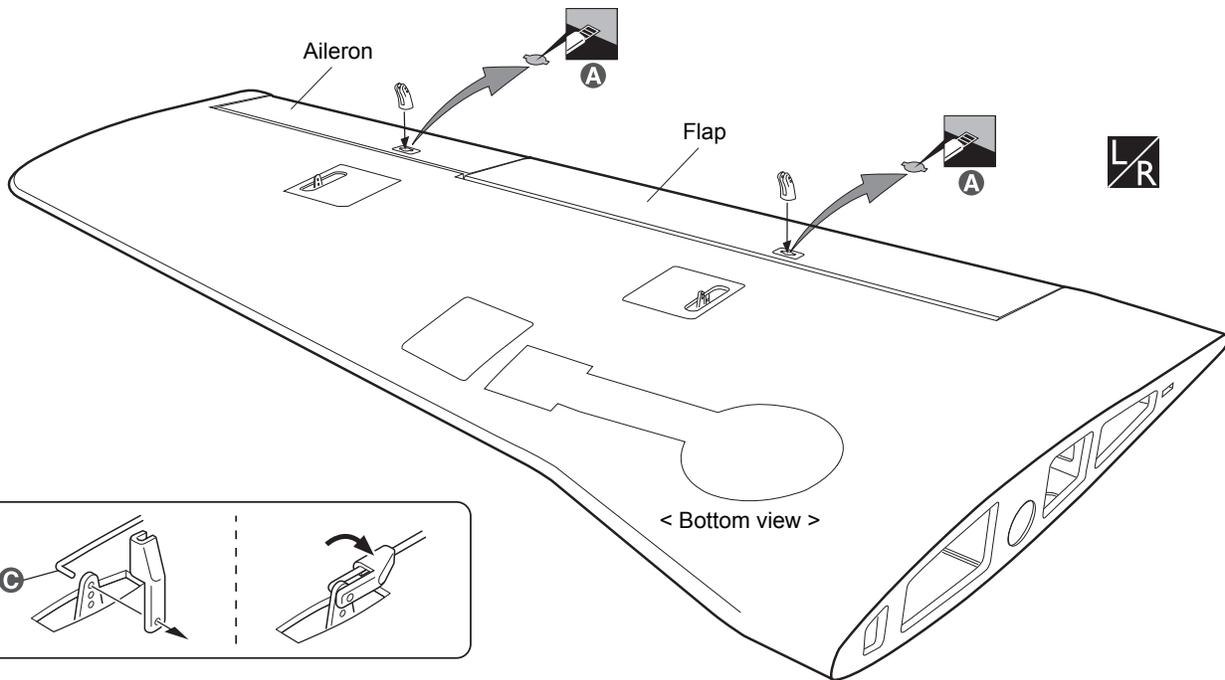
- A** Cut away film only here.
- B** Tie the string.
- C** Pull out servo cord with string.

 Cut off shaded portion

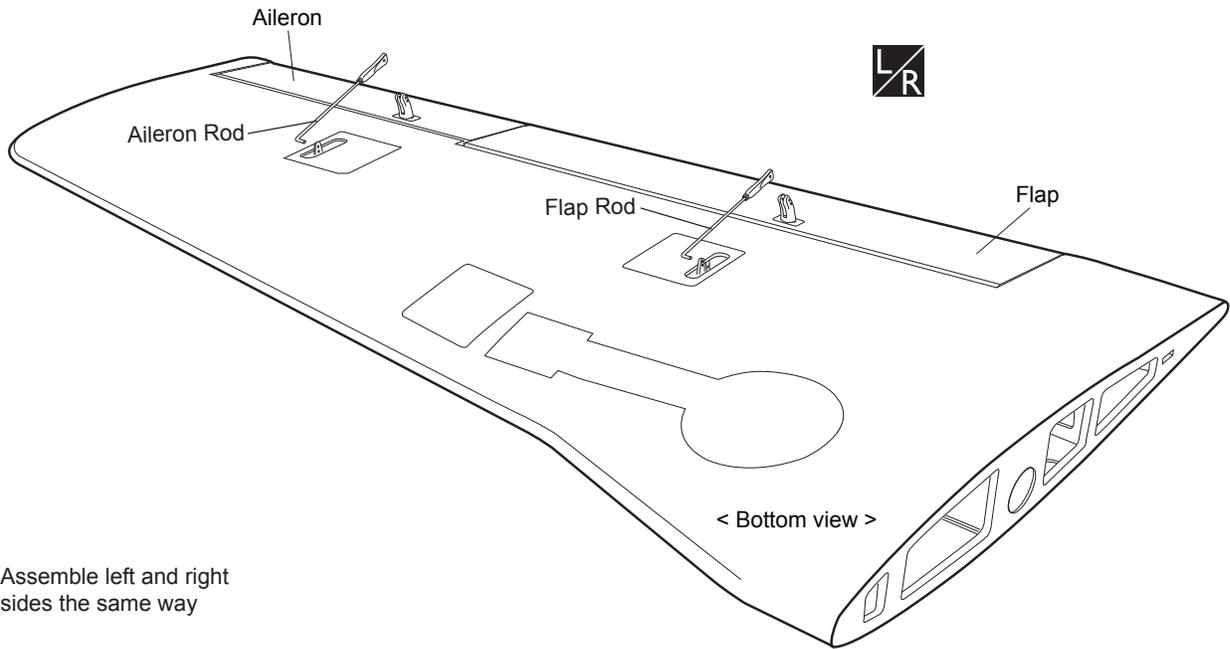
INSTALLING THE AILERONS AND FLAPS LINKAGES



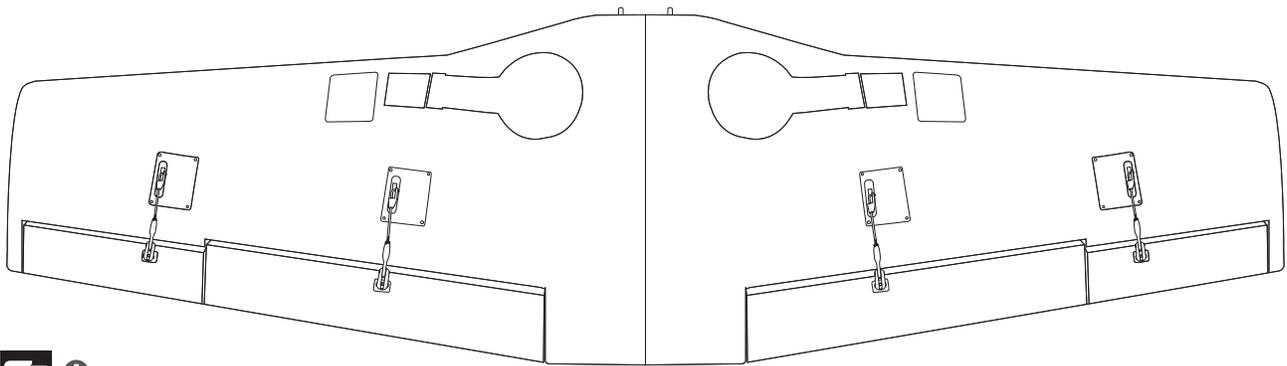
- 3 x 25mm Cap Screw 4
- 3 x 30mm Cap Screw 4
- 2 x 10mm Screw 4
- 2mm Nut 4



- C** Bend 90°
- A** Mark the spot to attach.
- Apply threadlocker (screw cement).
- Cut off excess.
- Cut off shaded portion
- Assemble left and right sides the same way



 Assemble left and right sides the same way



 **A**

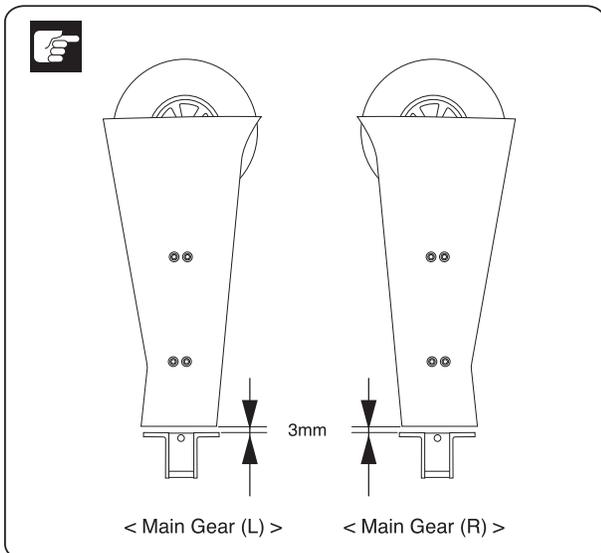
A Install flap servos like the illustration.



Warning!

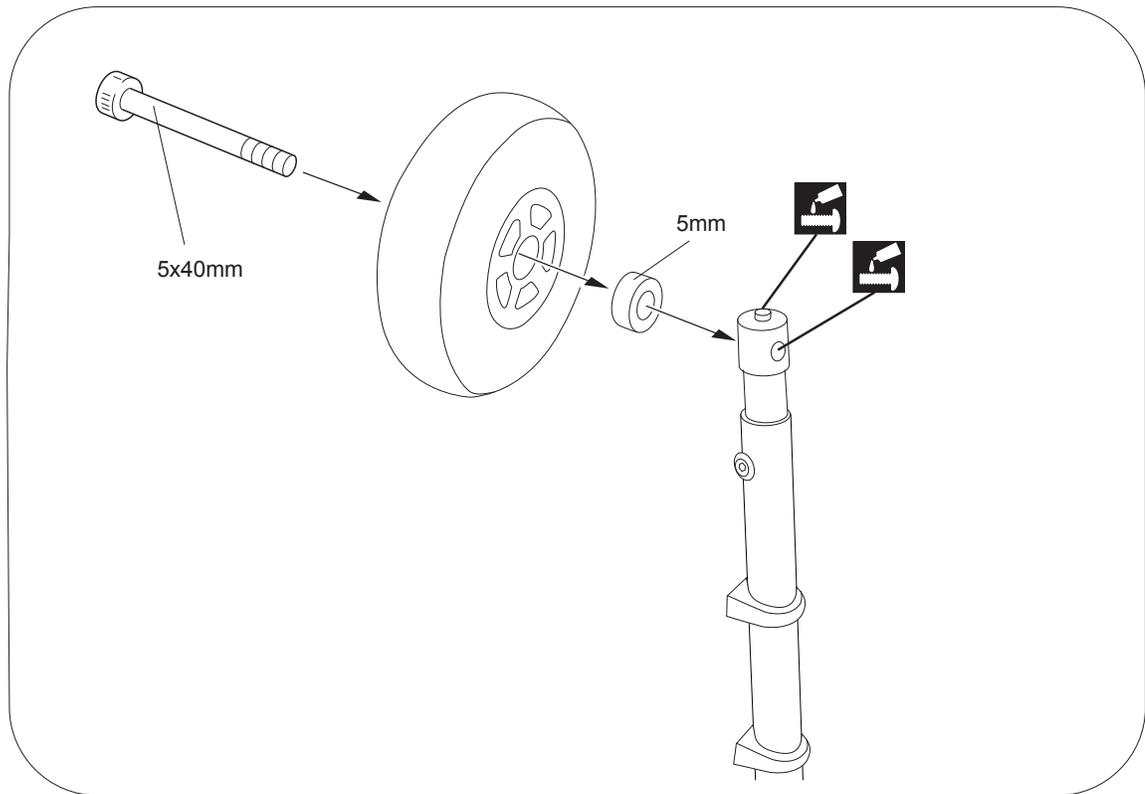
▶ Set all screws securely. If they come off during flight you will lose control of your aircraft!

INSTALLING THE MAIN LANDING GEAR

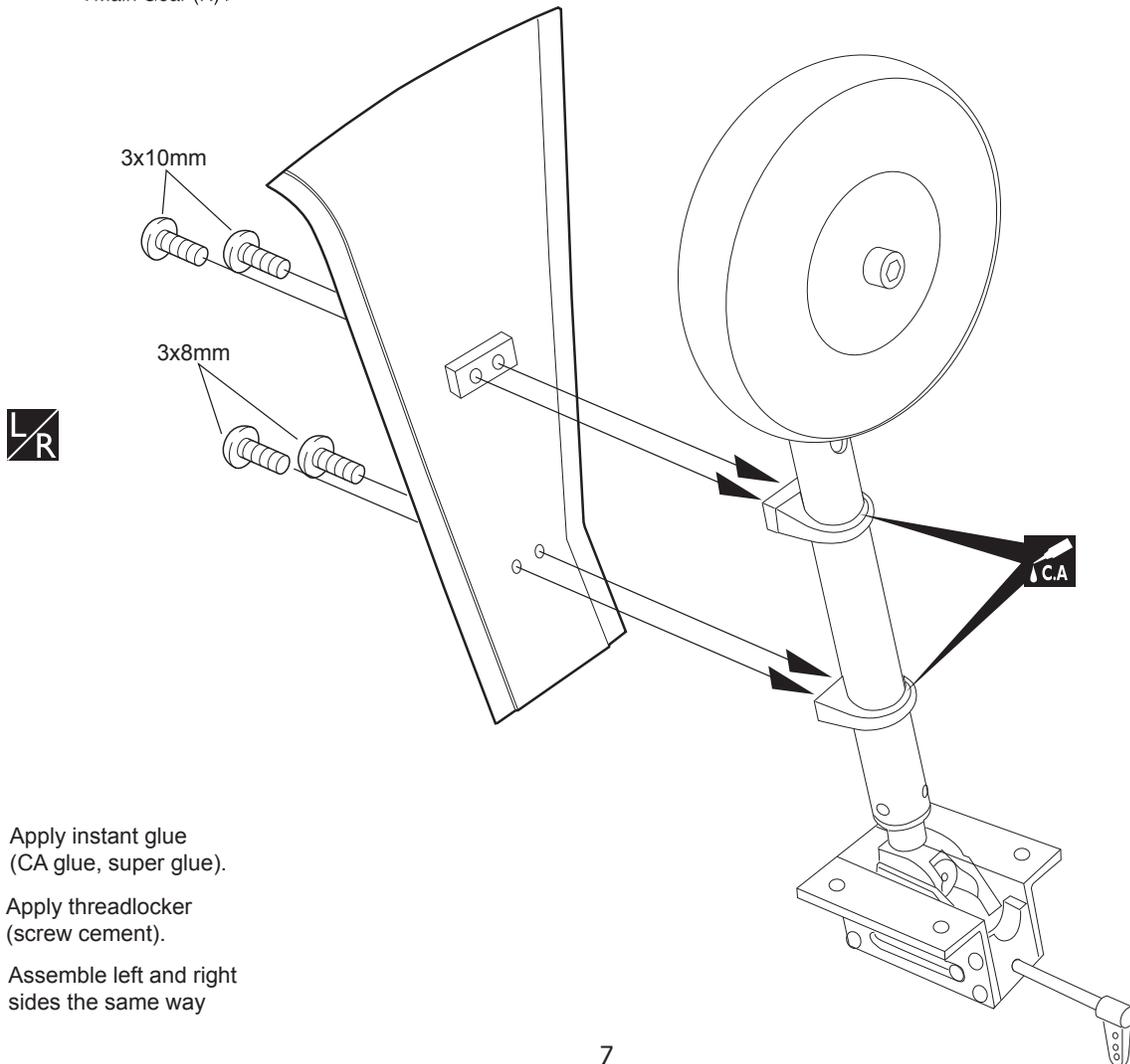


- 3 x 10mm Button Screw  4
- 3 x 8mm Button Screw  4
- 5 x 40mm Cap Screw  2
- 5mm Collar  2
- 4x4mm Set Screw  2

 Pay close attention here!



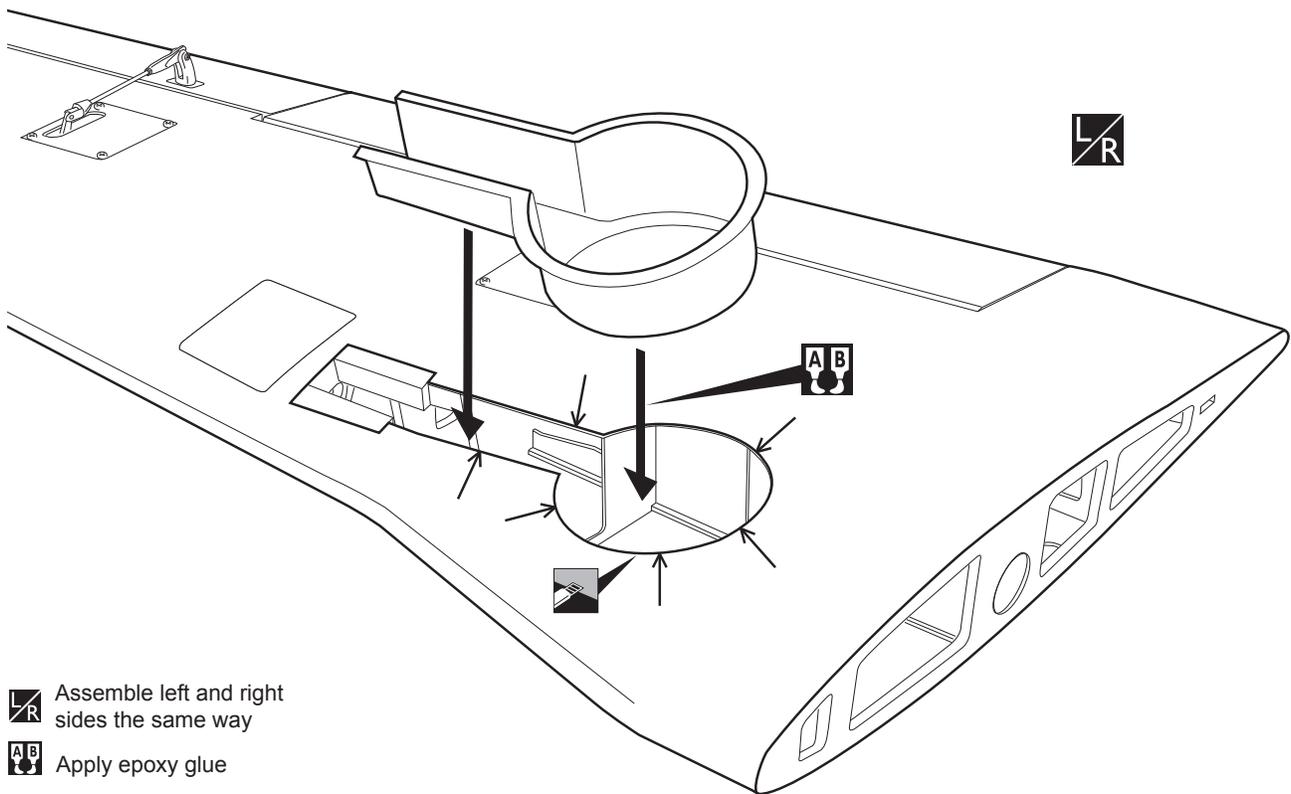
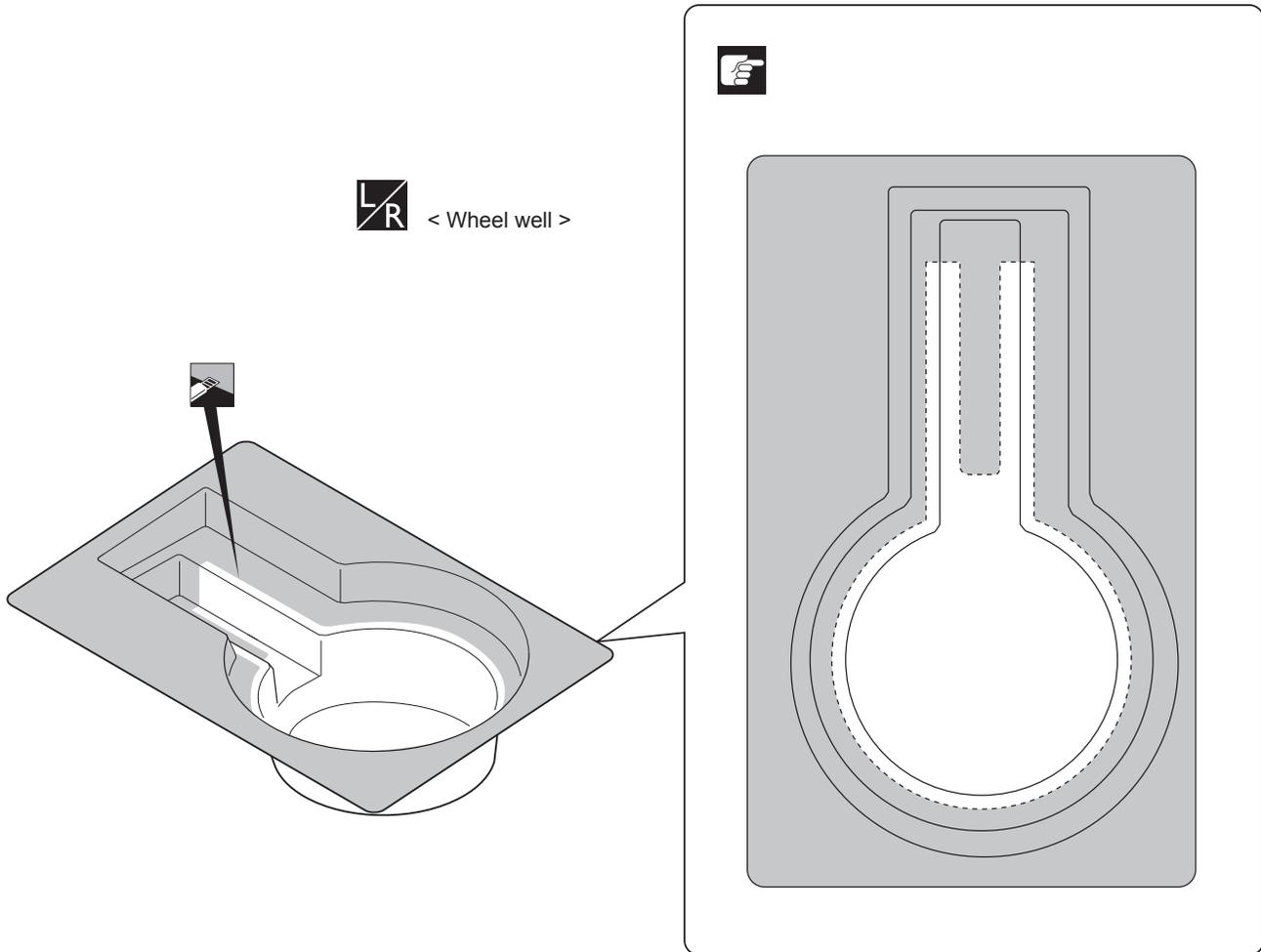
< Main Gear (R) >



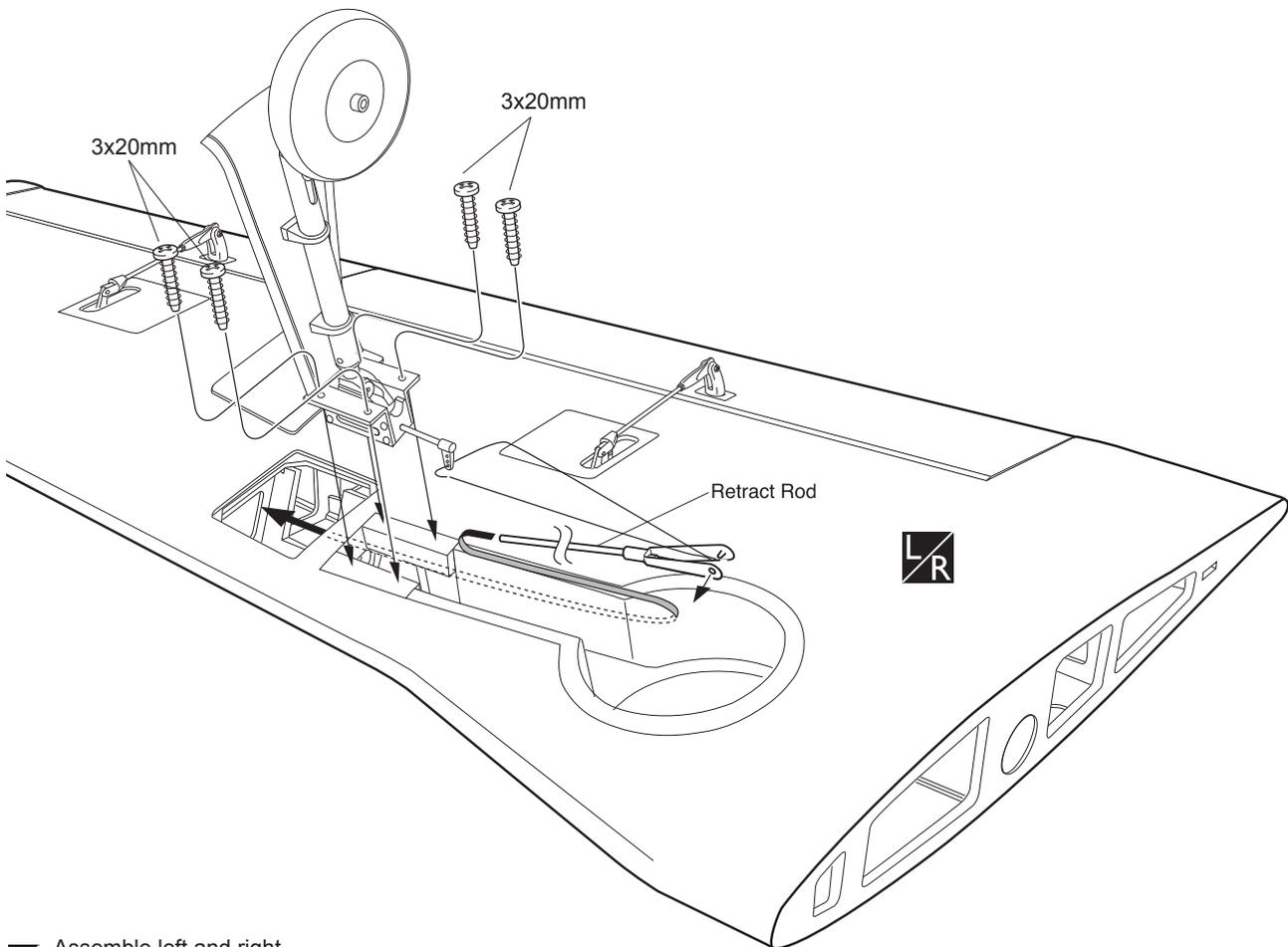
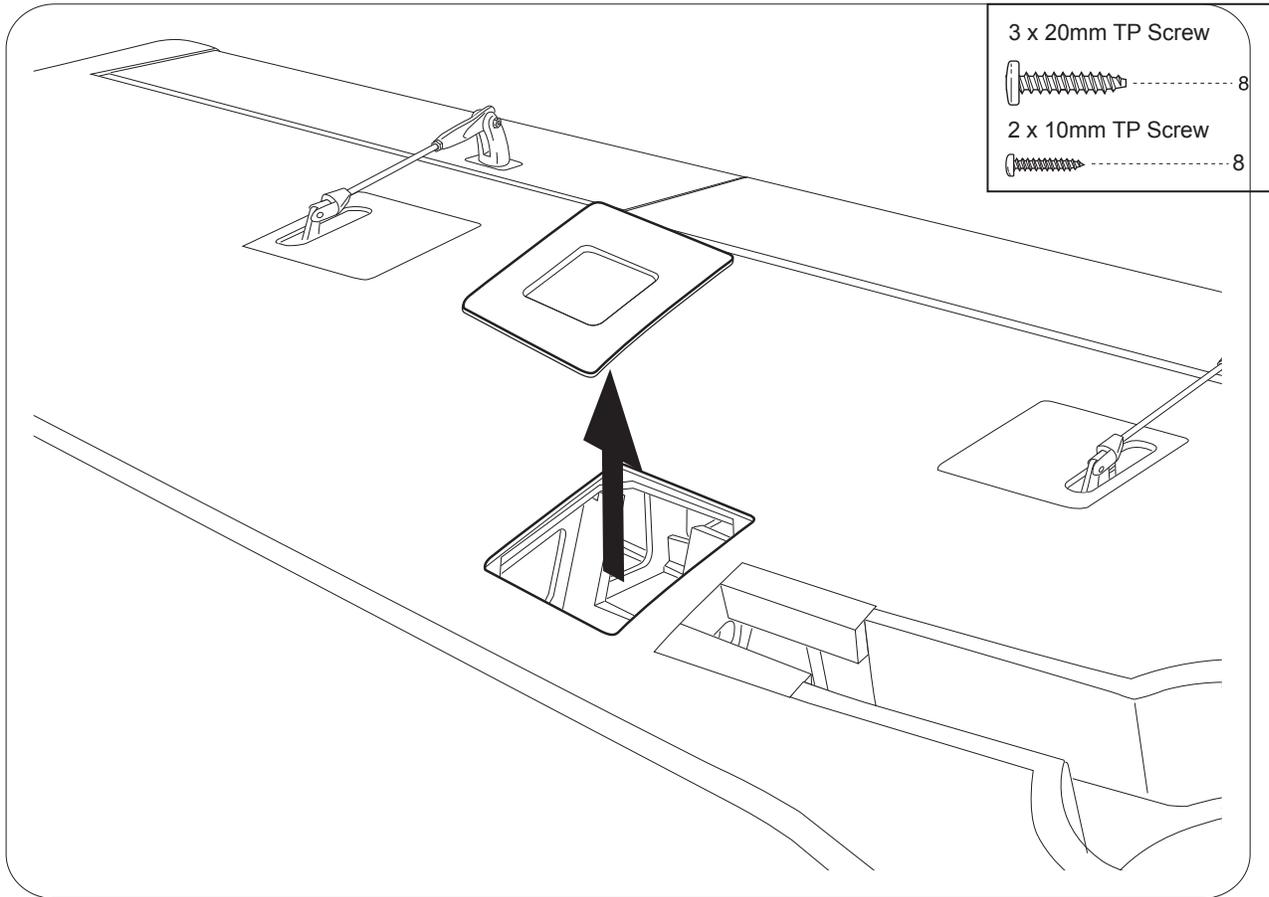
 Apply instant glue (CA glue, super glue).

 Apply threadlocker (screw cement).

 Assemble left and right sides the same way

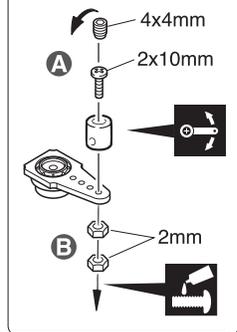


-  Assemble left and right sides the same way
-  Apply epoxy glue
-  Cut off shaded portion
-  Pay close attention here!

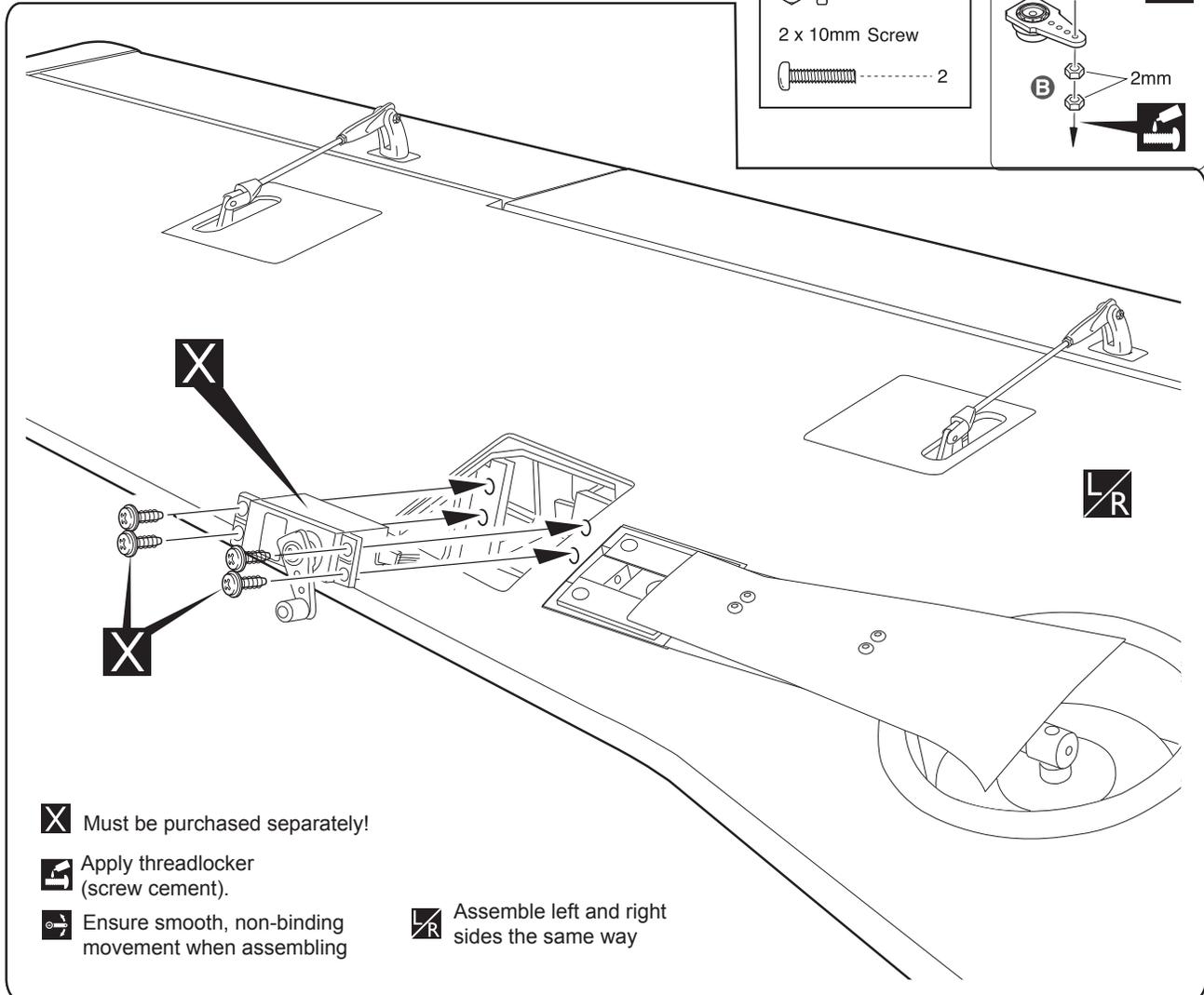


Assemble left and right sides the same way

- Linkage Stopper
○ 2
- 2mm Nut
⊕ 4
- 2 x 10mm Screw
⌘ 2



A Temporarily remove.

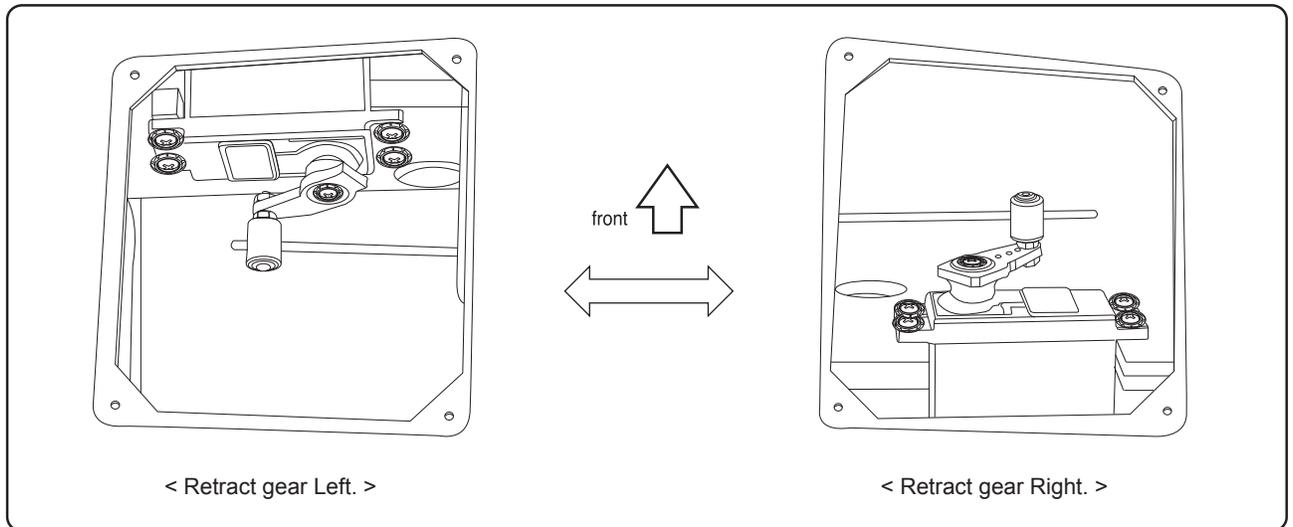


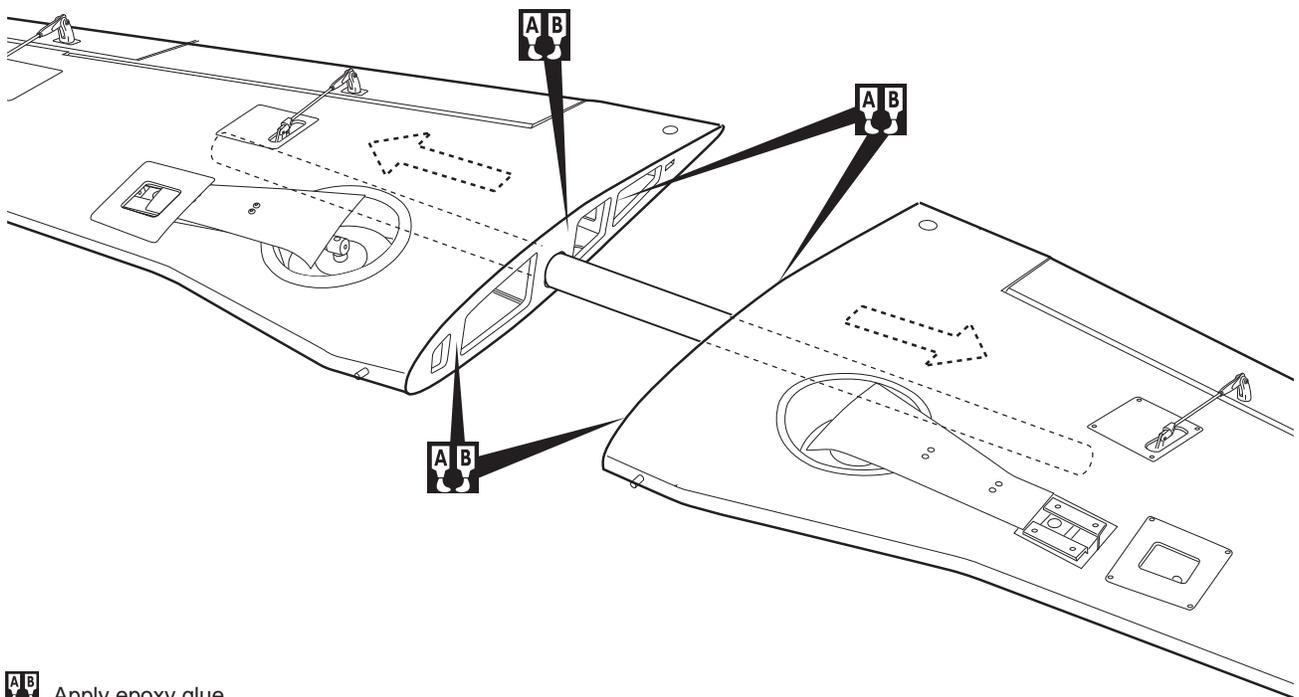
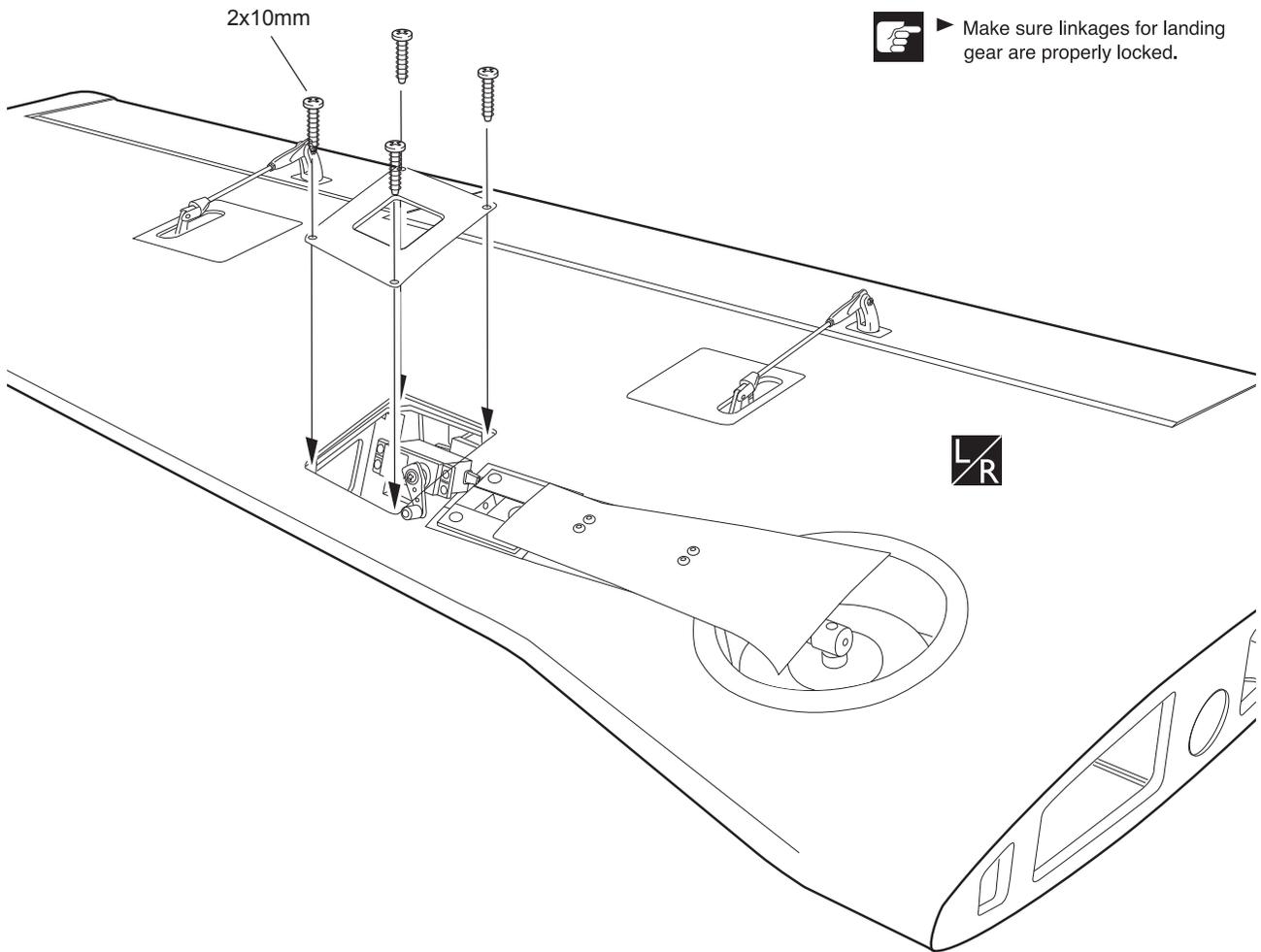
X Must be purchased separately!

L/R Apply threadlocker (screw cement).

↕ Ensure smooth, non-binding movement when assembling

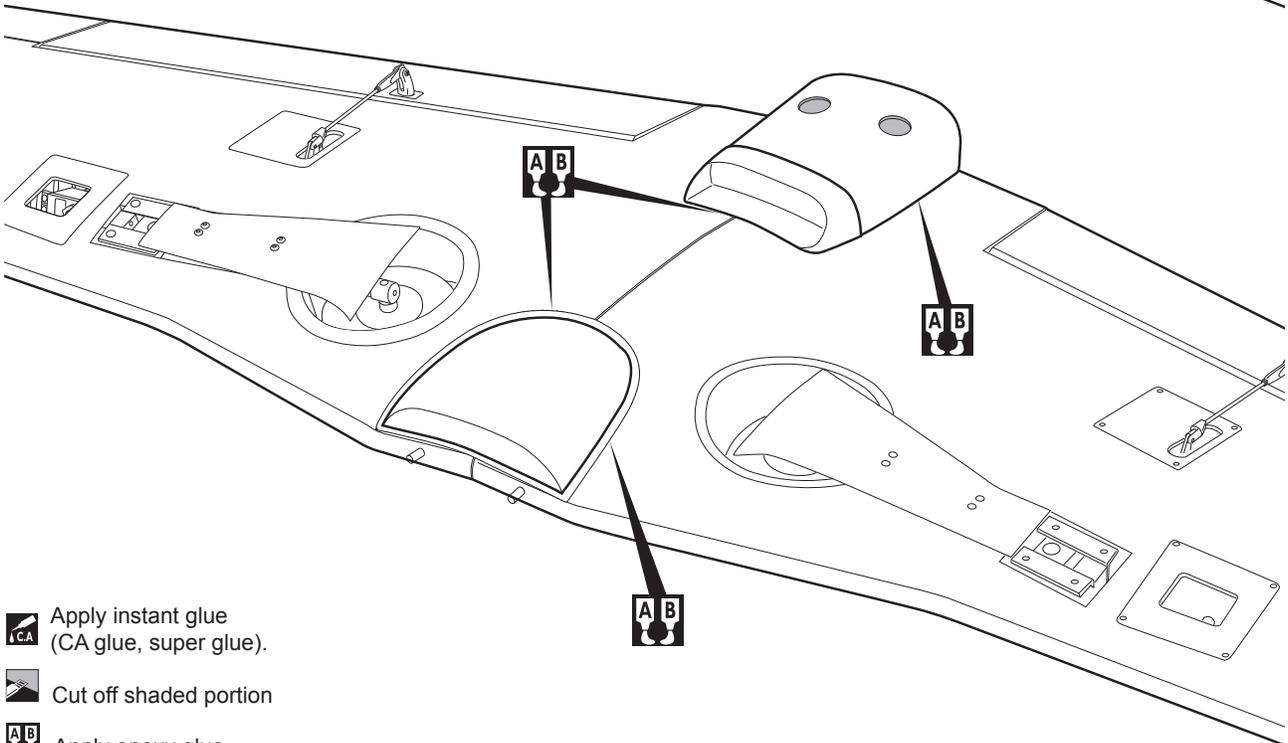
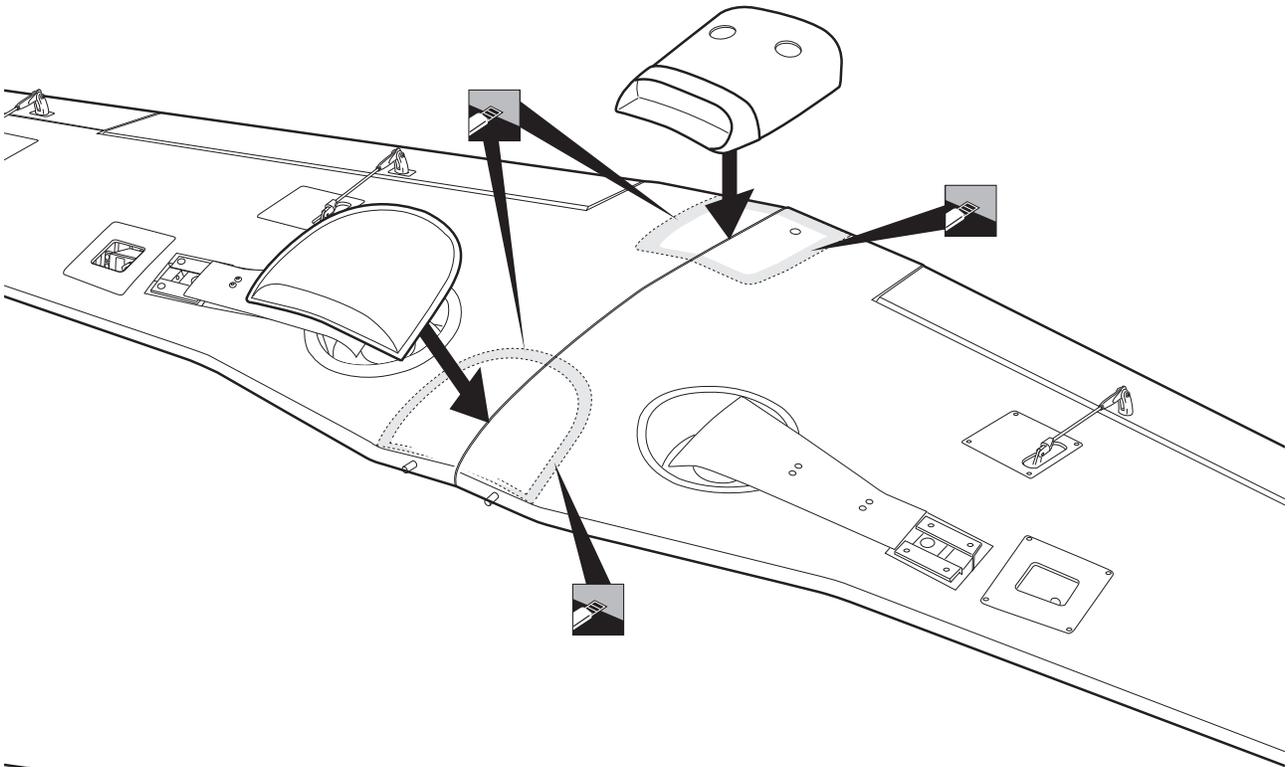
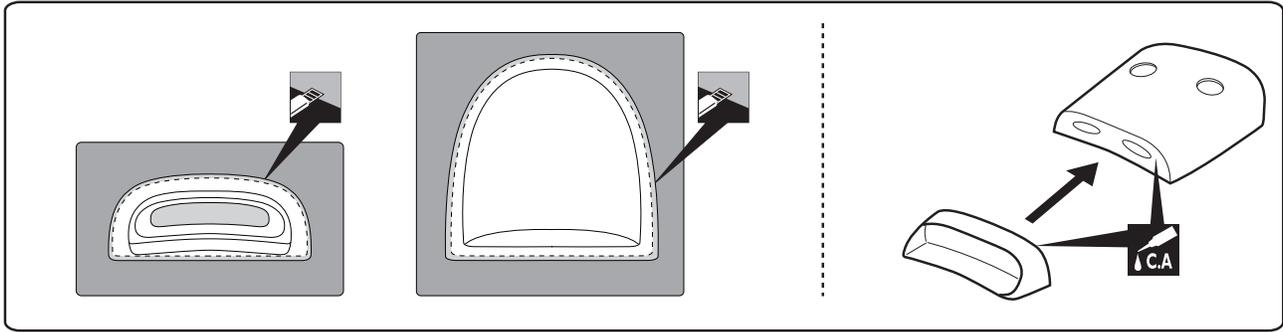
X Assemble left and right sides the same way





 Apply epoxy glue

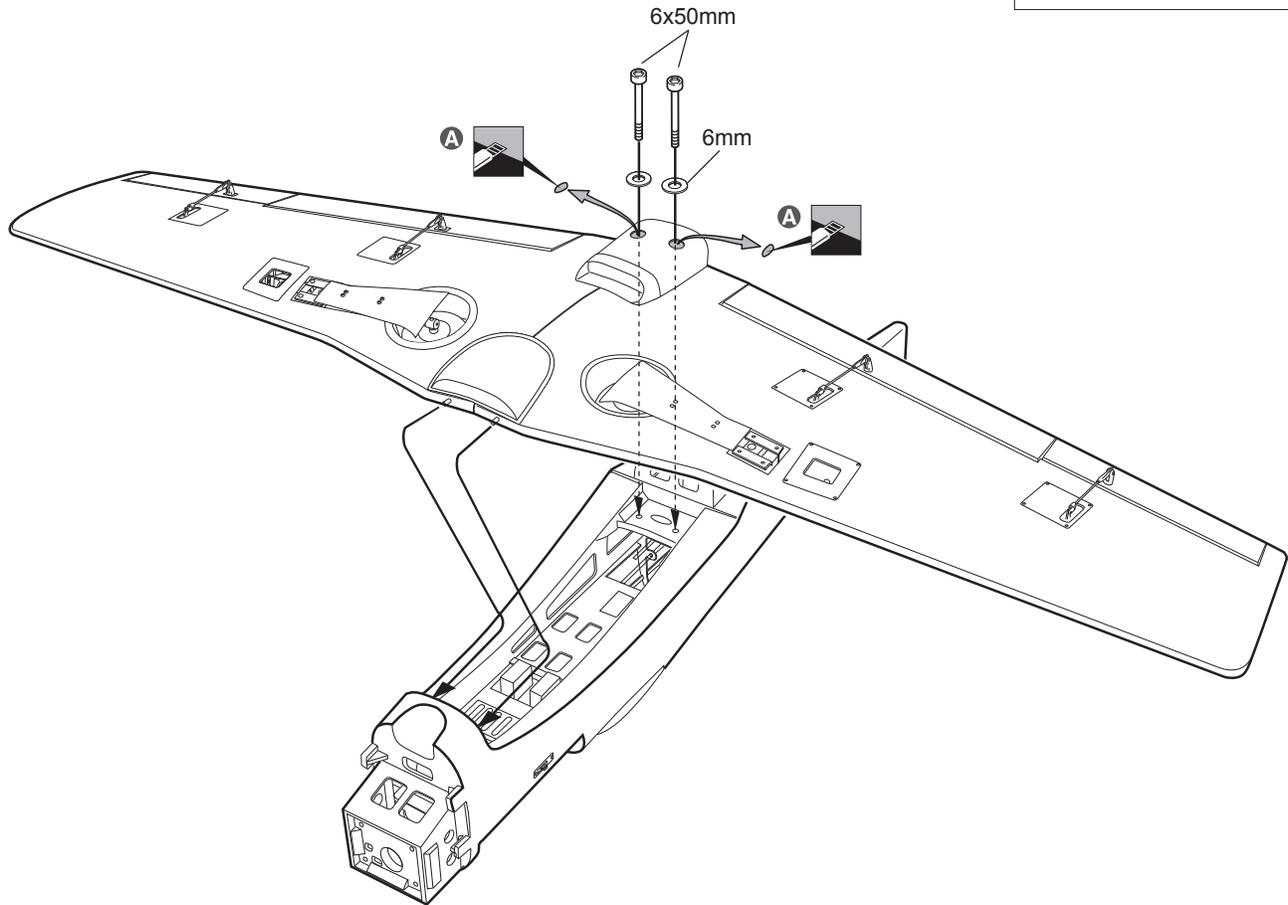
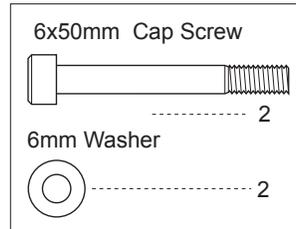
 Assemble left and right sides the same way



-  Apply instant glue (CA glue, super glue).
-  Cut off shaded portion
-  Apply epoxy glue

SECURE THE WING TO THE FUSELAGE

Attach the wings to the fuselage and secure the wing panels.

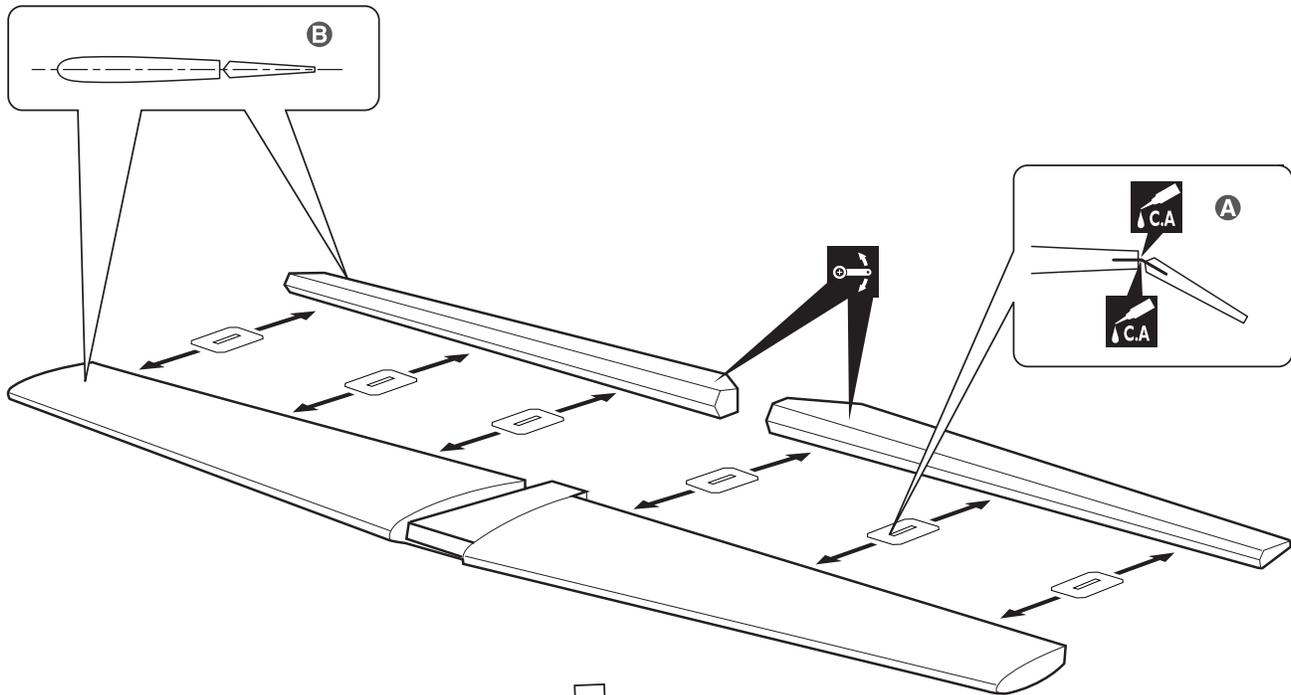


 Cut off shaded portion

HORIZONTAL STABILIZER INSTALLATION

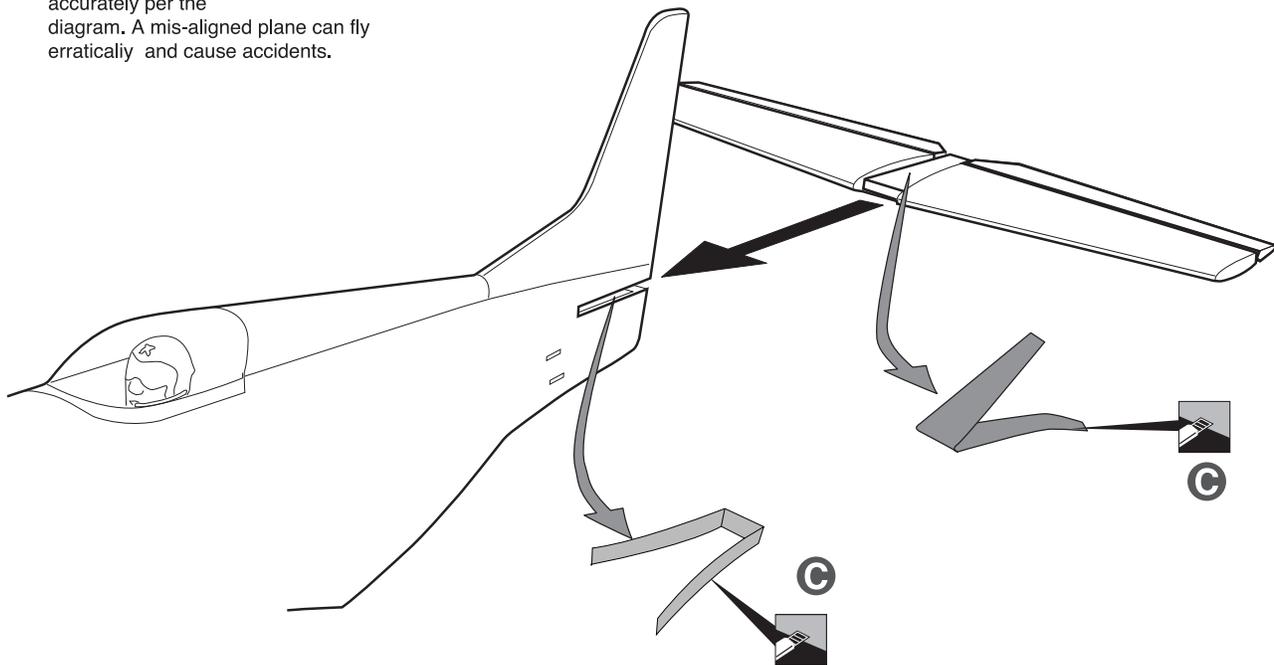
1. Using a modeling knife, cut away the covering from the fuselage for the stabilizer and remove it.
 2. Remove the covering from the stabilizer.
-  *When cutting through the covering to remove it, cut with only enough pressure to only cut through the covering it's self. Cutting into the balsa structure may weaken it. This could lead to possible failure during flight.*
3. Attach the wing to the fuselage as picture.
 4. Test the position of the elevator and adjust it as shown.

5. When you are sure that everything is aligned correctly, mix up a generous amount of 30 minute epoxy. Apply a thin layer to the bottom and to the top of the stabilizer mounting area and to the stabilizer mounting platform sides in the fuselage. Insert the stabilizer in place and re-align. Double check all of your measurements one more time before the epoxy cures. Remove any excess epoxy using a paper towel and rubbing alcohol and hold the stabilizer in place with T-pins or masking tape.
6. After the epoxy has fully cured, remove the masking tape or T-pins used to hold the stabilizer in place and carefully inspect the glue joints. Use more epoxy to fill in any gaps that were not filled previously and clean up the excess using a paper towel and rubbing alcohol.
7. Repeat step 1 - step 2 from the installing aileron for the installing elevator.



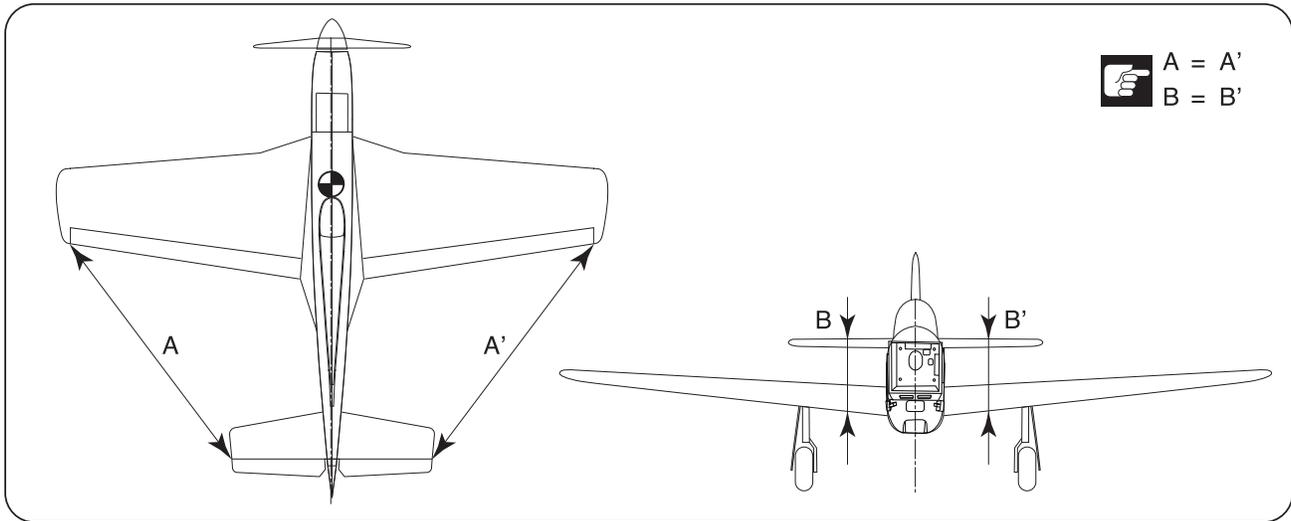
Warning!

- Make certain plane is aligned accurately per the diagram. A mis-aligned plane can fly erratically and cause accidents.



- A** Secure nylon hinges with instant glue, being careful tail wing and elevator.
- B** Align the center line of horizontal tail with elevator.
- C** Cut away film only here.

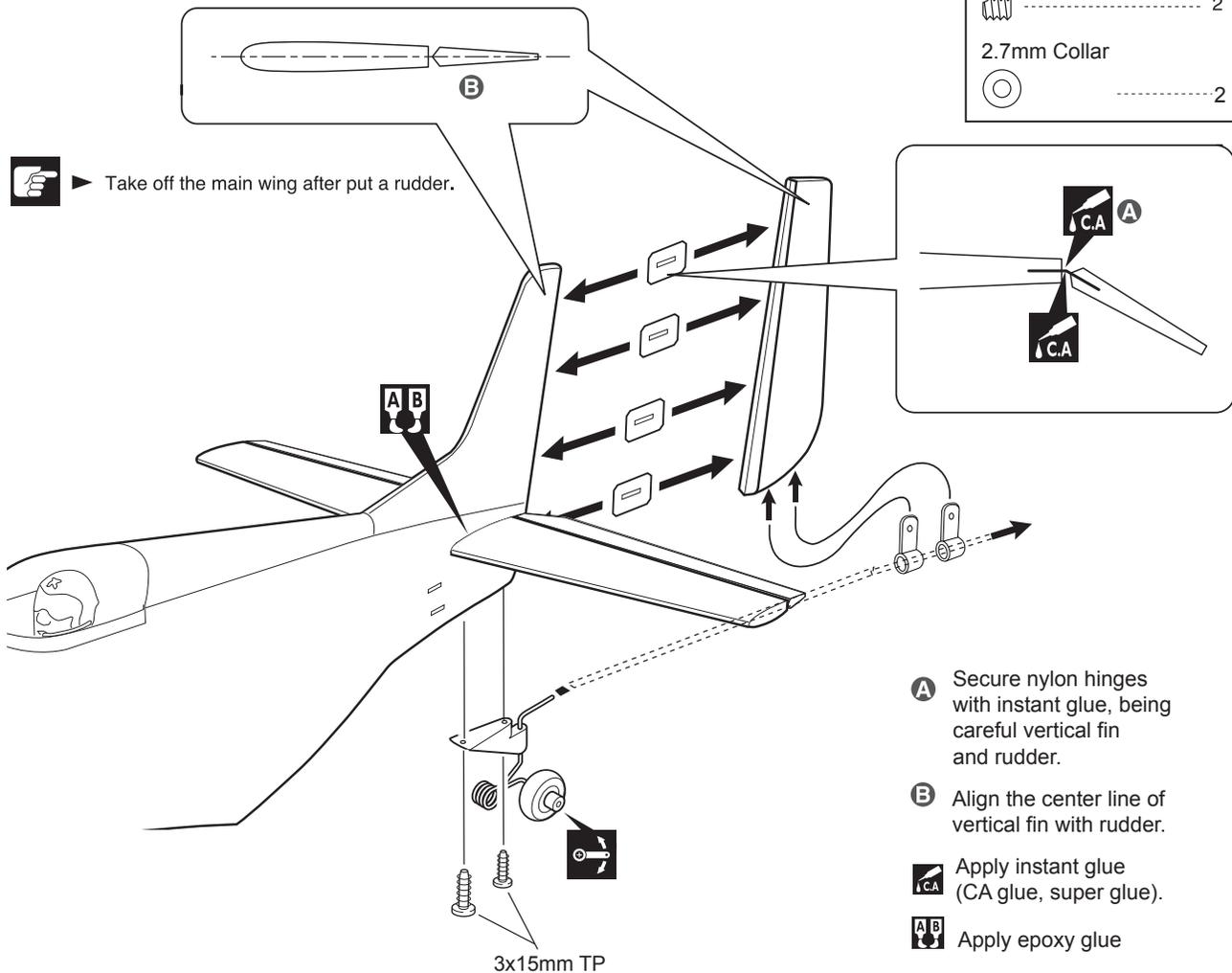
-  Apply instant glue (CA glue, super glue).
-  Cut off shaded portion
-  Pay close attention here!
-  Ensure smooth, non-binding movement when assembling



INSTALLING RUDDER AND TAIL GEAR

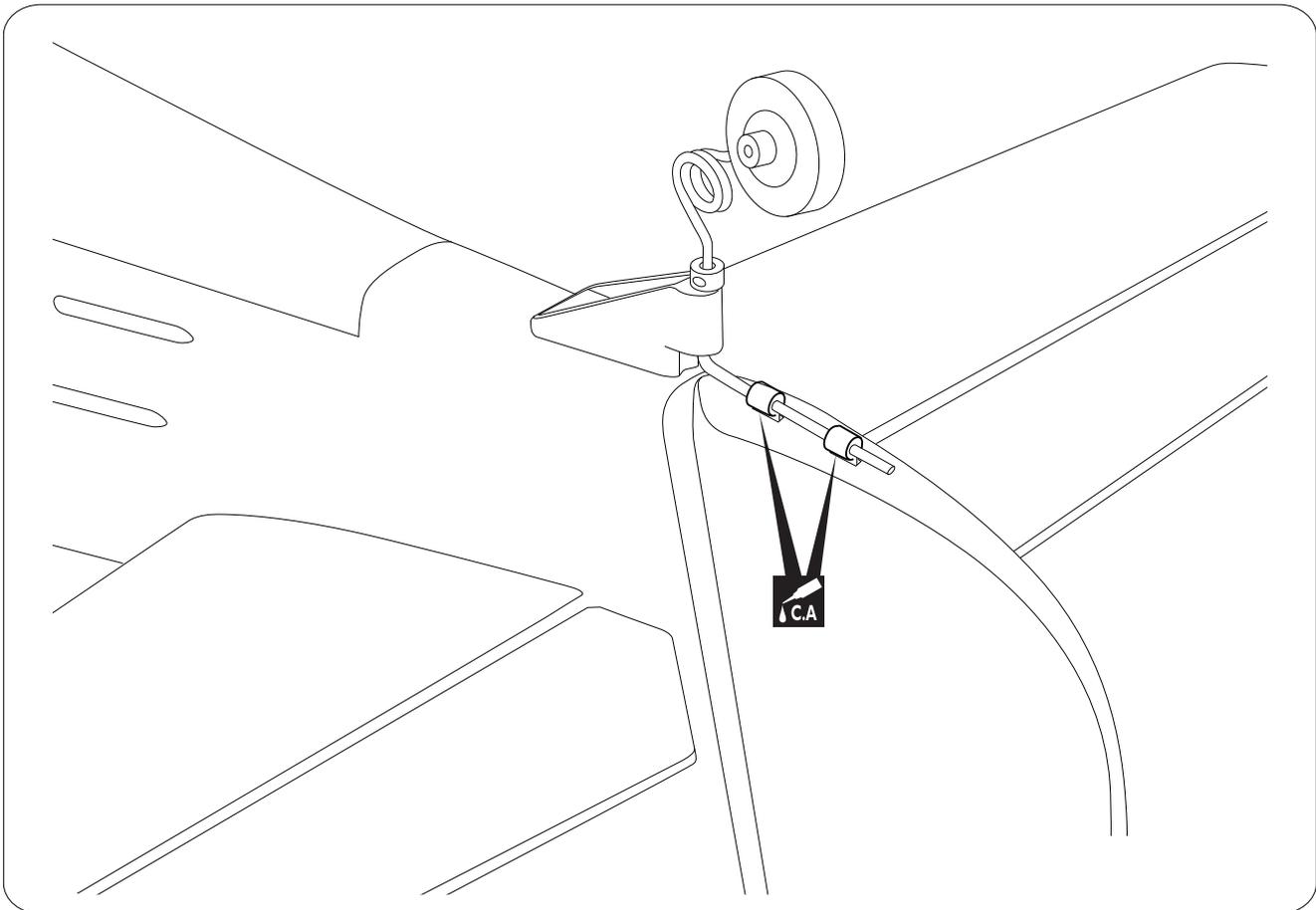
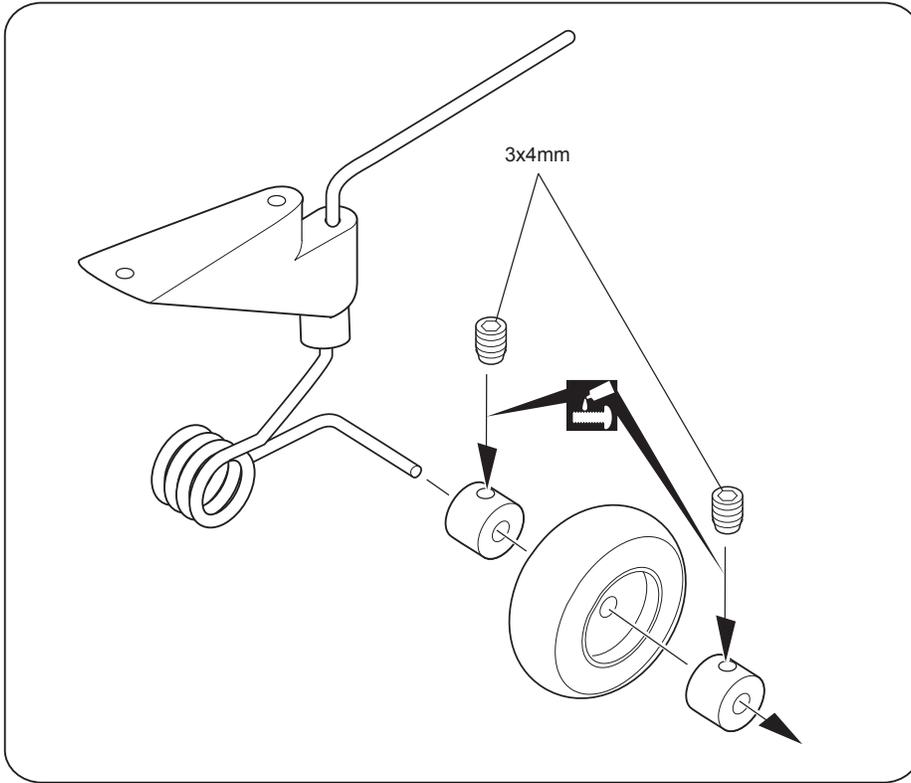
3 x 15mm TP Screw	2
3 x 4mm Set Screw	2
2.7mm Collar	2

Take off the main wing after put a rudder.



- A** Secure nylon hinges with instant glue, being careful vertical fin and rudder.
- B** Align the center line of vertical fin with rudder.
- Apply instant glue (CA glue, super glue).
- Apply epoxy glue
- Ensure smooth, non-binding movement when assembling

3x15mm TP



 Apply instant glue
(CA glue, super glue).

 Apply threadlocker (screw cement).

INSTALLING THE RUDDER LINKAGES

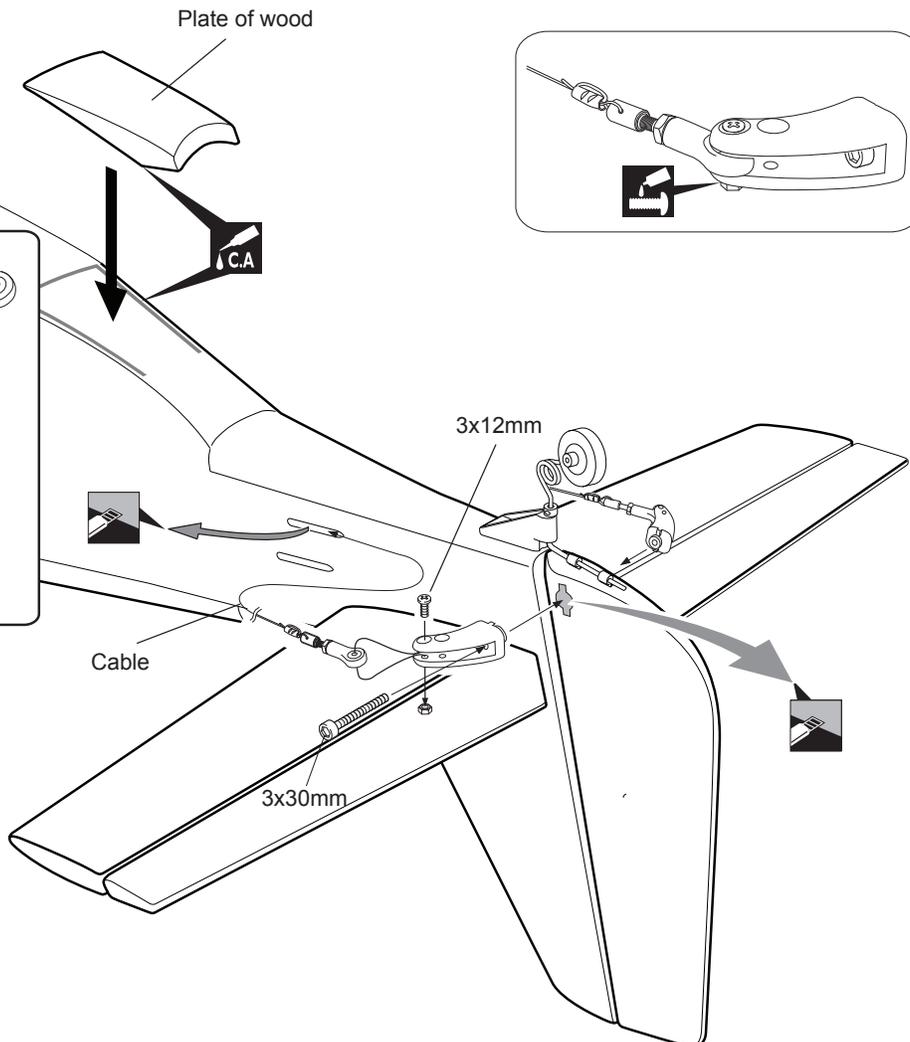
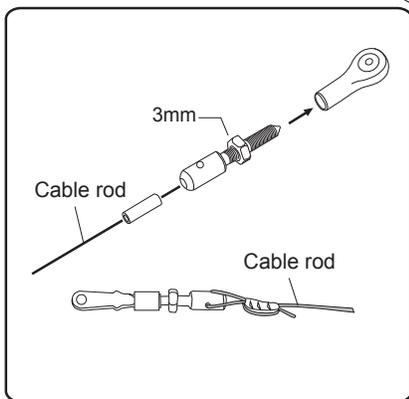
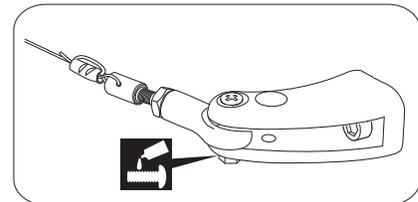
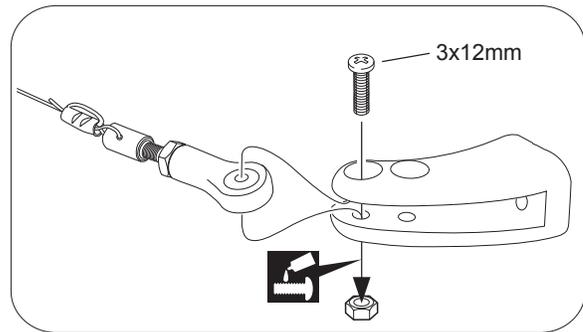
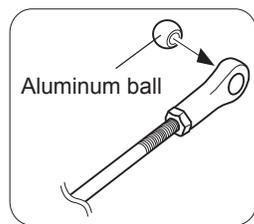
The rudder is controlled by two metal cables. Install the rudder linkages and cables as below.

1. Use a hobby knife to remove the covering from the openings for the rudder control cables.
2. The rudder has a block wood plate for mounting the control horn. Two control horn in positioned on both side rudder (left and right).
3. Install the control horn to the rudder.
4. Slide a crimp onto the cable, then pass the cable through the threaded cable end. Pass the cable back into the crimp and use crimping pliers to secure the crimp to the cable. Guide the cable into the fuselage to the position for the rudder servo.

5. Thread the metal connector to the link ball.
6. Center the rudder servo using the radio and install the servo arm. Attach the metal clevis to the rudder servo arm.
7. Slide a crimp onto the cable, then pass the cable through the threaded cable end. Pass the cable back into the crimp and use crimping pliers to secure the crimp to the cable.
8. Thread the metal connector to the metal clevis.
9. Attach the clevis to the rudder servo. There should be light tension on each of the wires when installed properly.

! *Note: Remember use thread locking compound to secure.*

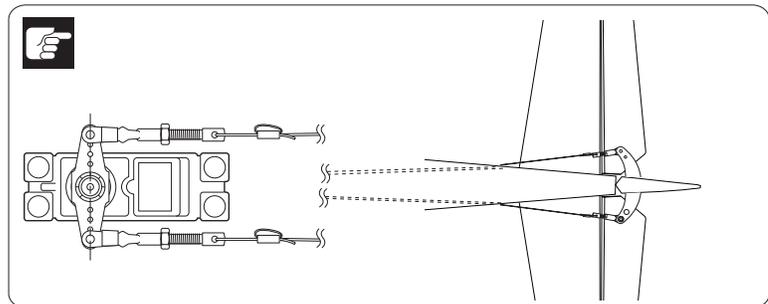
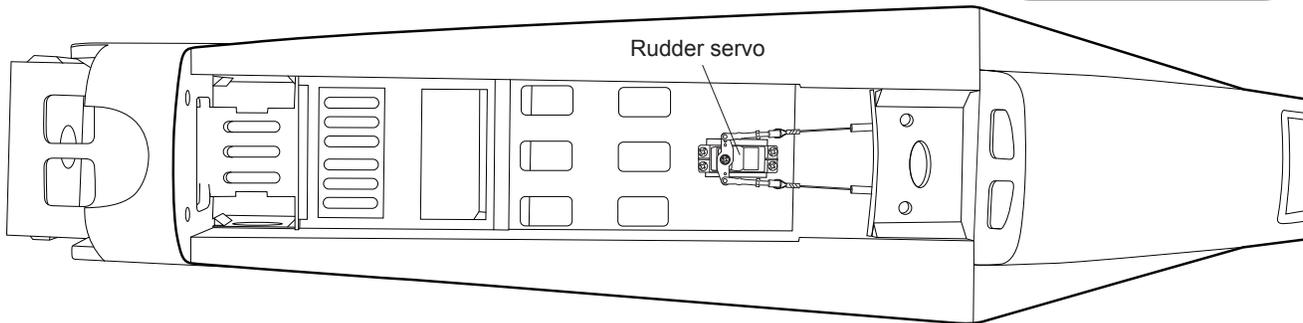
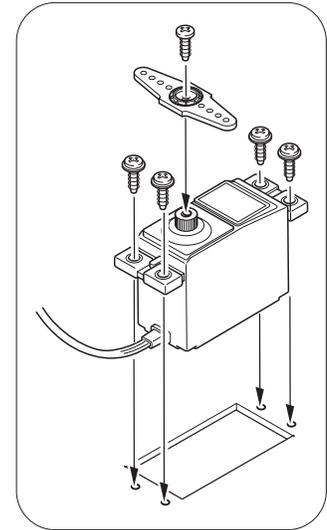
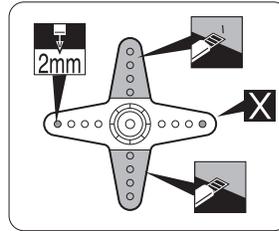
- 3x12mm Screw 2
- 3mm Nut 2
- 3 x 30mm Cap Screw 1
- Aluminum ball 2



- Apply instant glue (CA glue, super glue).
- Cut off shaded portion
- Apply threadlocker (screw cement).
- Pay close attention here



Set all screws securely. If they come off during flight you will lose control of your aircraft!



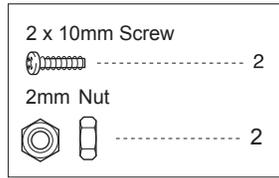
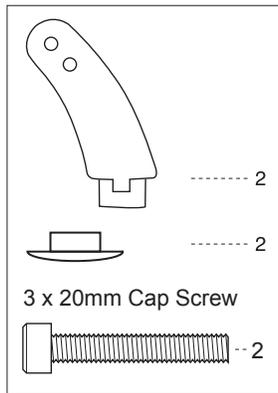
-  Cut off shaded portion
-  Pay close attention here
-  Must be purchased separately!

INSTALLING THE ELEVATOR PUSHROD

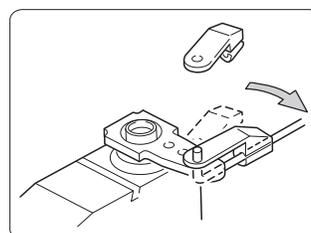
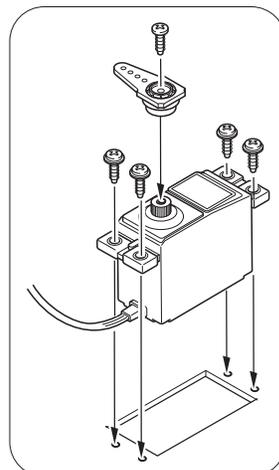
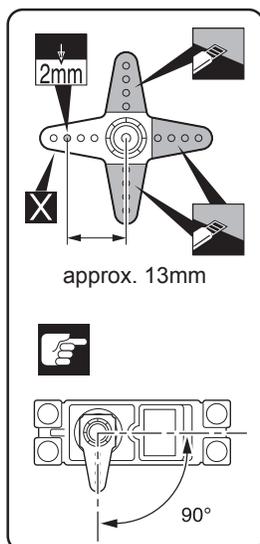
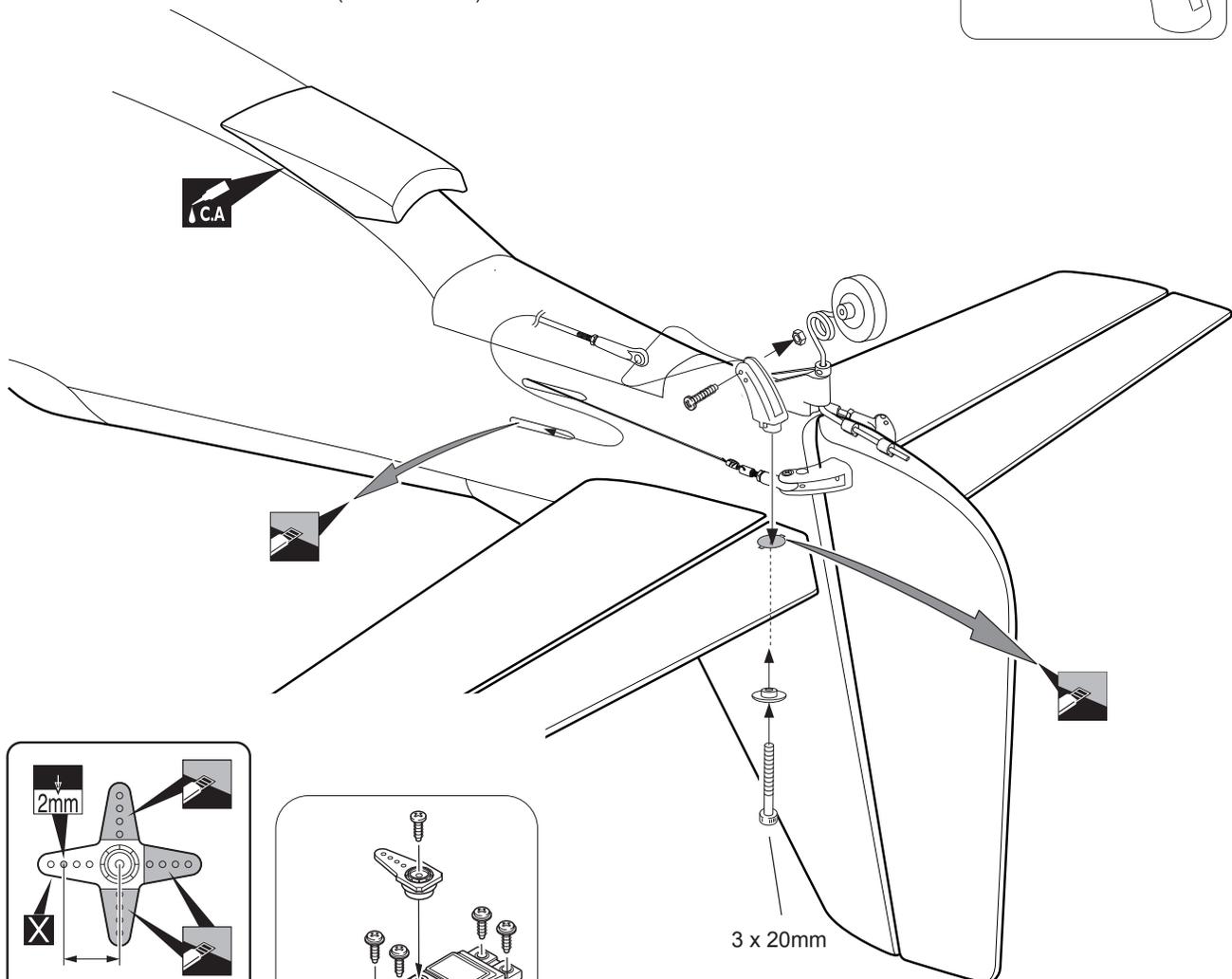
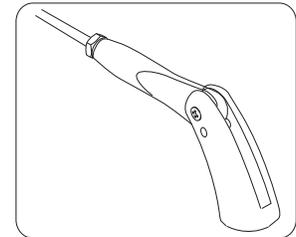
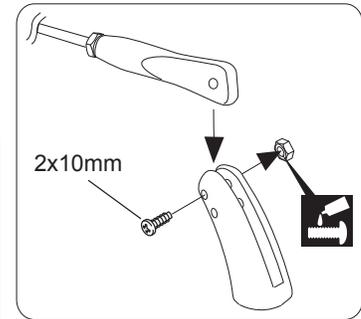
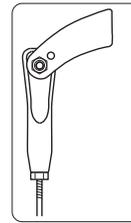
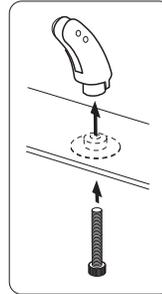
1. Locate the pushrod exit slot on the right side and left side of the fuselage. It is located slightly ahead and below the horizontal stabilizer.
2. Carefully cut away the covering material from the slot.
3. Working from inside the fuselage, slide the threaded end of the pushrod until it reaches the exit slot. Carefully reach in with a small screw driver and guide the pushrod out of the exit slot.
4. Install the nylon clevis into the two elevator pushrod. Make sure 6mm of thread shows inside the clevis.
5. The control horn should be mounted on the bottom, left side and right side of the elevator.
6. Remove the covering from the slot on the elevator. Insert and secure the control horn in place.
7. Attach nylon clevis to the control horn and secure it .
8. Locate one nylon servo arm, and using wire cutters, remove all but one of the arms. Using a 2mm drill bit, enlarge the third hole out from the center to accommodate the elevator pushrod wire.
9. Plug the elevator servo into the receiver and center the servo. Install the servo arm onto the servo. The servo arm should be perpendicular to the servo and point toward the middle of the fuselage.
10. With the elevator halves and elevator servo centered, carefully place a mark on the elevator pushrod wire where it crosses the hole in the servo arm.

11. Using pliers, carefully make a 90 degree bend up at the mark made. Cut off the excess wire, leaving about 6mm beyond the bend.

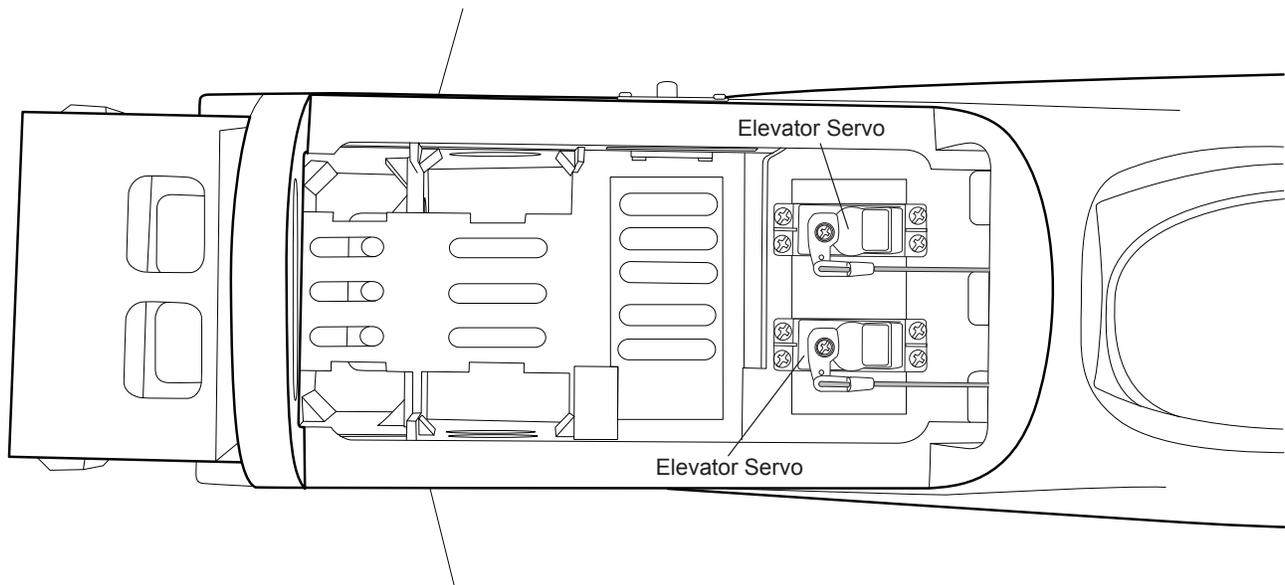
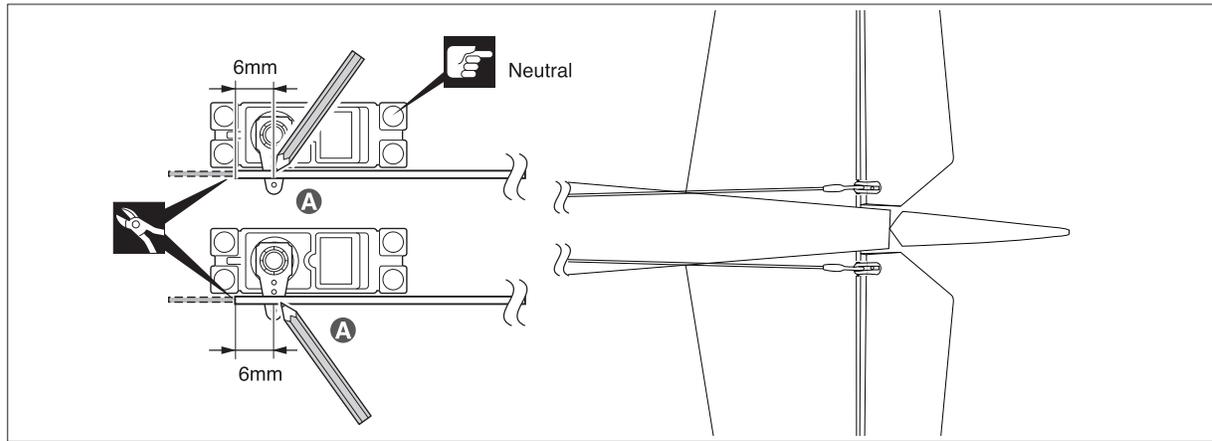
12. Make the same way for the second elevator.



Apply threadlocker (screw cement).



- Apply instant glue (CA glue, super glue).
- Pay close attention here
- Cut off shaded portion
- Must be purchased separately!



 Cut off excess.

 Pay close attention here!

INSTALLING THE FUEL TANK

1. The stopper has been pre-assembled at the factory.
2. Using a modeling knife, cut one length of silicon fuel line (the length of silicon fuel line is calculated by how the weighted clunk should rest about 5mm away from the rear of the tank and move freely inside the tank). Connect one end of the line to the weighted clunk and the other end to the nylon pick up tube in the stopper.
3. Carefully bend the second nylon tube up at a 45 degree angle (using a cigarette lighter). This tube will be the vent tube to the muffler.
4. Carefully bend the third nylon tube down at a 45 degree angle (using a cigarette lighter). This tube will be vent tube to the fueling valve.
5. Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none of it falls into the tank.
6. When satisfied with the alignment of the stopper assembly tighten the 3mm x 20mm machine screw until the rubber stopper expands and seals the tank opening. Do not over tighten the assembly as this could cause the tank to split.
7. Using a modeling knife, cut 3 lengths of fuel line 150mm long. Connect 2 lines to the 2 vent tubes and 1 line to the fuel pickup tube in the stopper.



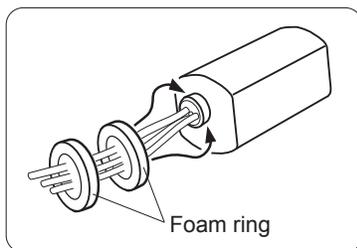
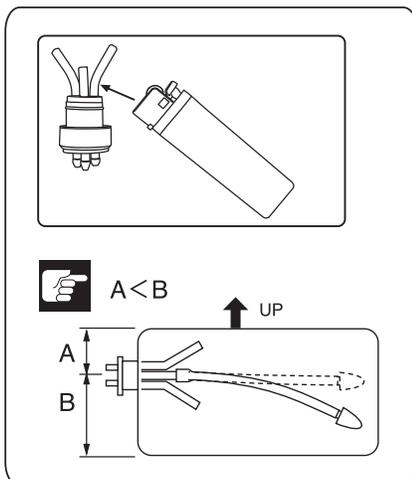
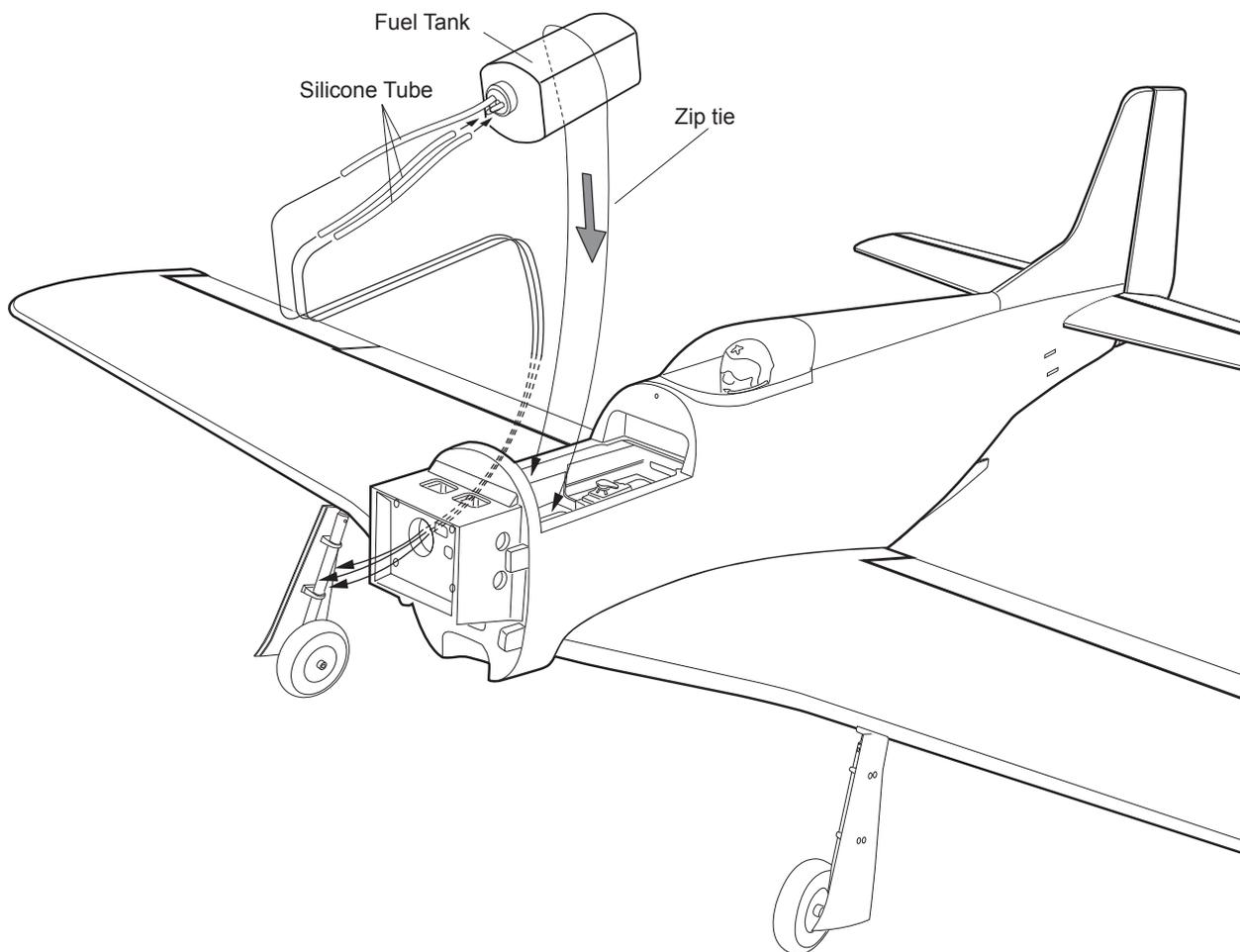
When the stopper assembly is installed in the tank, the top of the vent tube should rest just below the top surface of the tank. It should not touch the top of the tank.

8. Feed three lines through the fuel tank compartment and through the pre-drilled hole in the firewall. Pull the lines out from behind the engine, while guiding the fuel tank into place. Push the fuel tank as far forward as possible, the front of the tank should just about touch the back of the firewall.

Blow through one of the lines to ensure the fuel lines have not become kinked inside the fuel tank compartment. Air should flow through easily.

! Do not secure the tank into place permanently until after balancing the airplane. You may need to remove the tank to mount the battery in the fuel tank compartment.

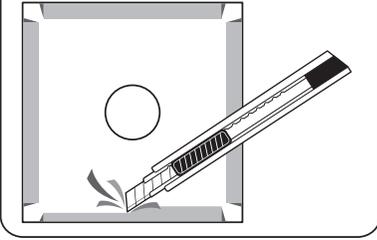
9. Secure the fuel tank.



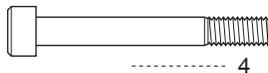
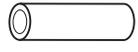
! Refer to engine's instruction manual and set up piping.

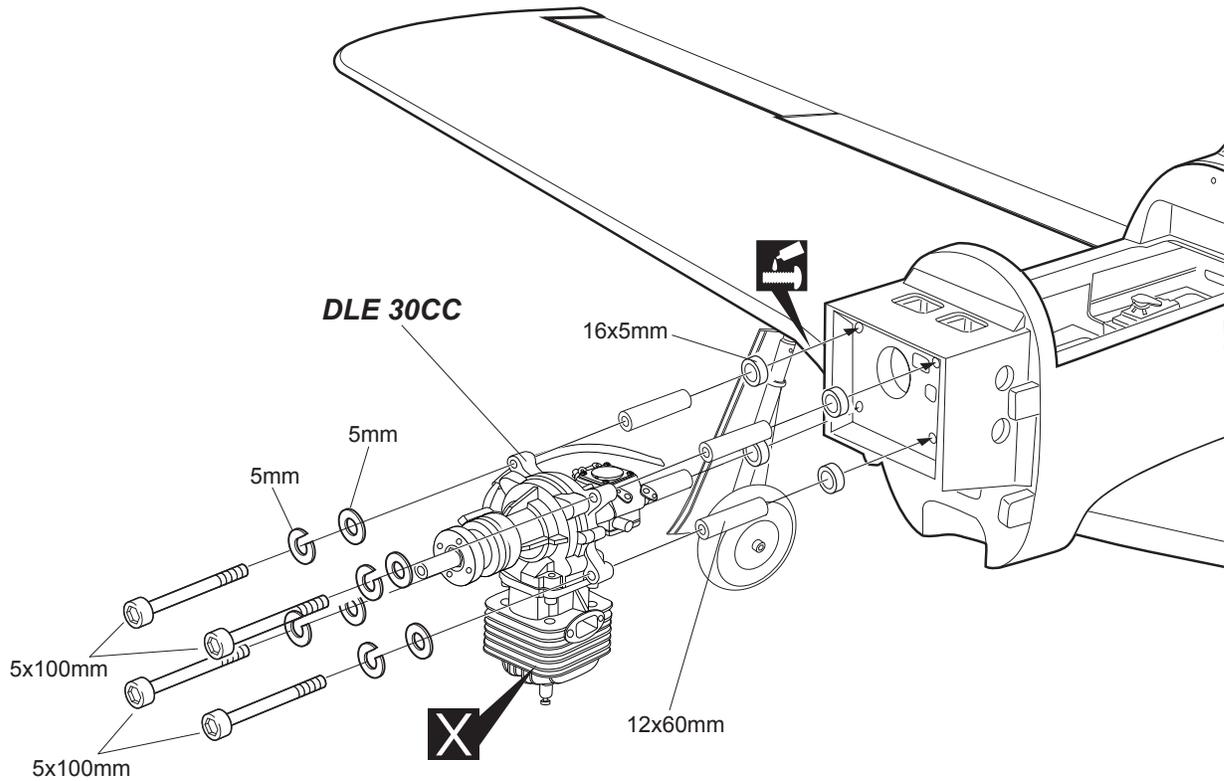
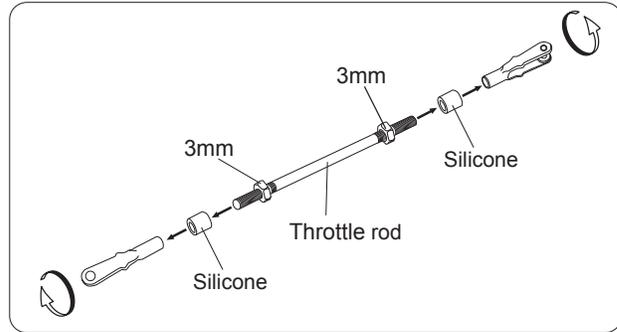
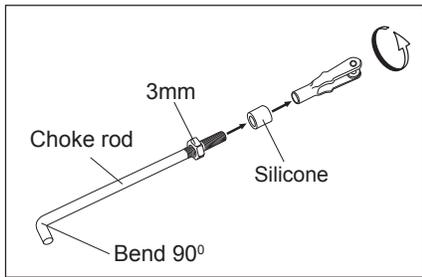
INSTALLING THE ENGINE

May be you also need to trim some wood from the tri-angle wood for the installation is easy.



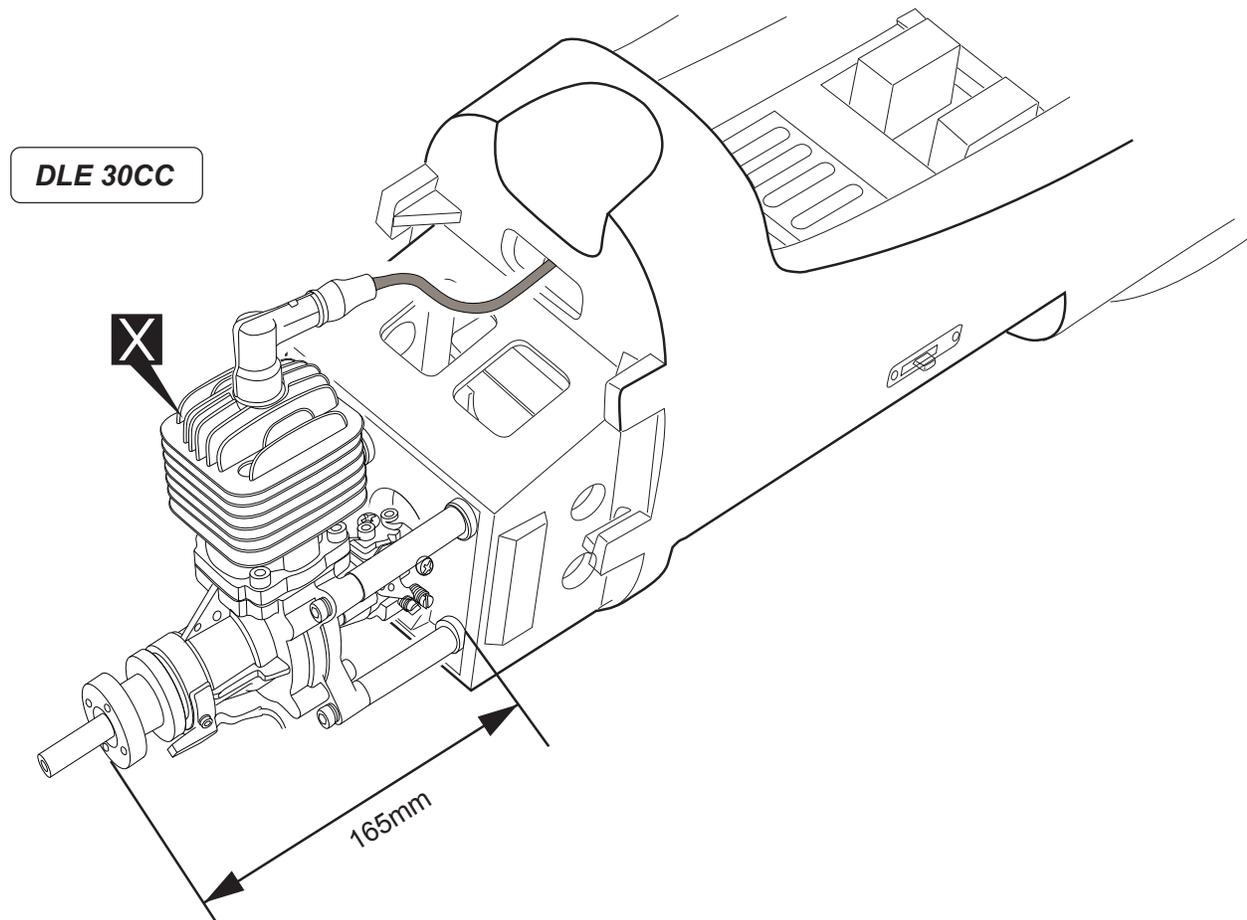
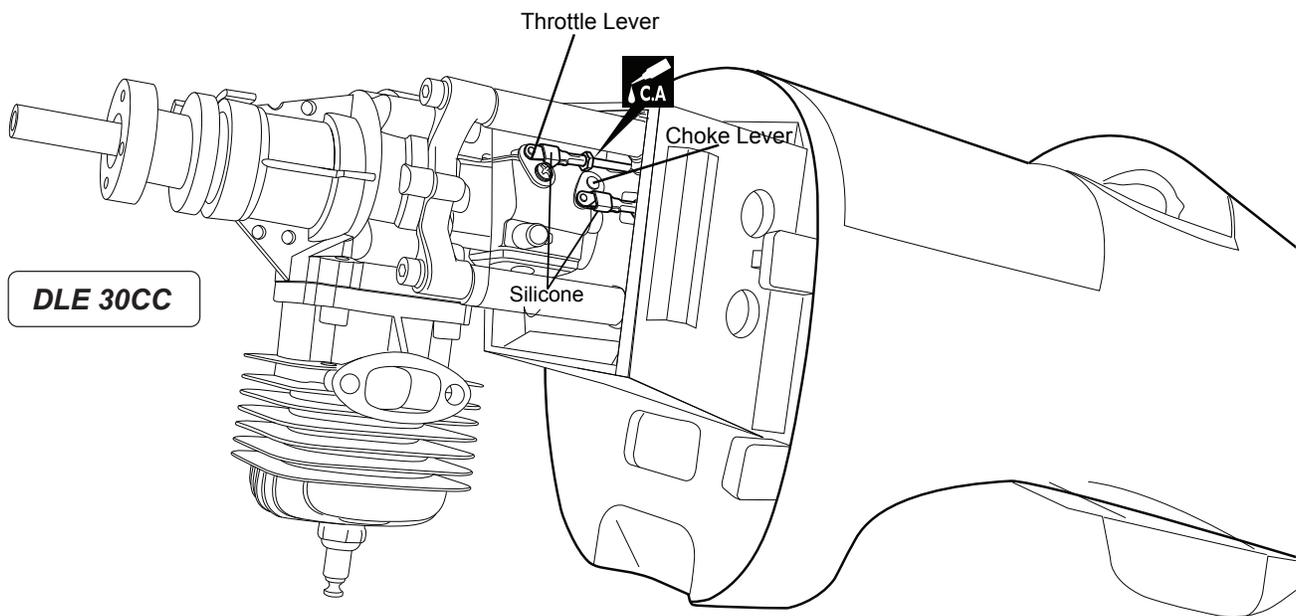
- 3mm Nut  3
- 3 x 300mm Choke rod  1
- 3 x 210mm Throttle rod  1
- 16x5mm Washer  4

- 5x100mm Cap Screw  4
- 12x60mm Aluminum  4
- 5mm Spring Washer  4
- 5mm Washer  4

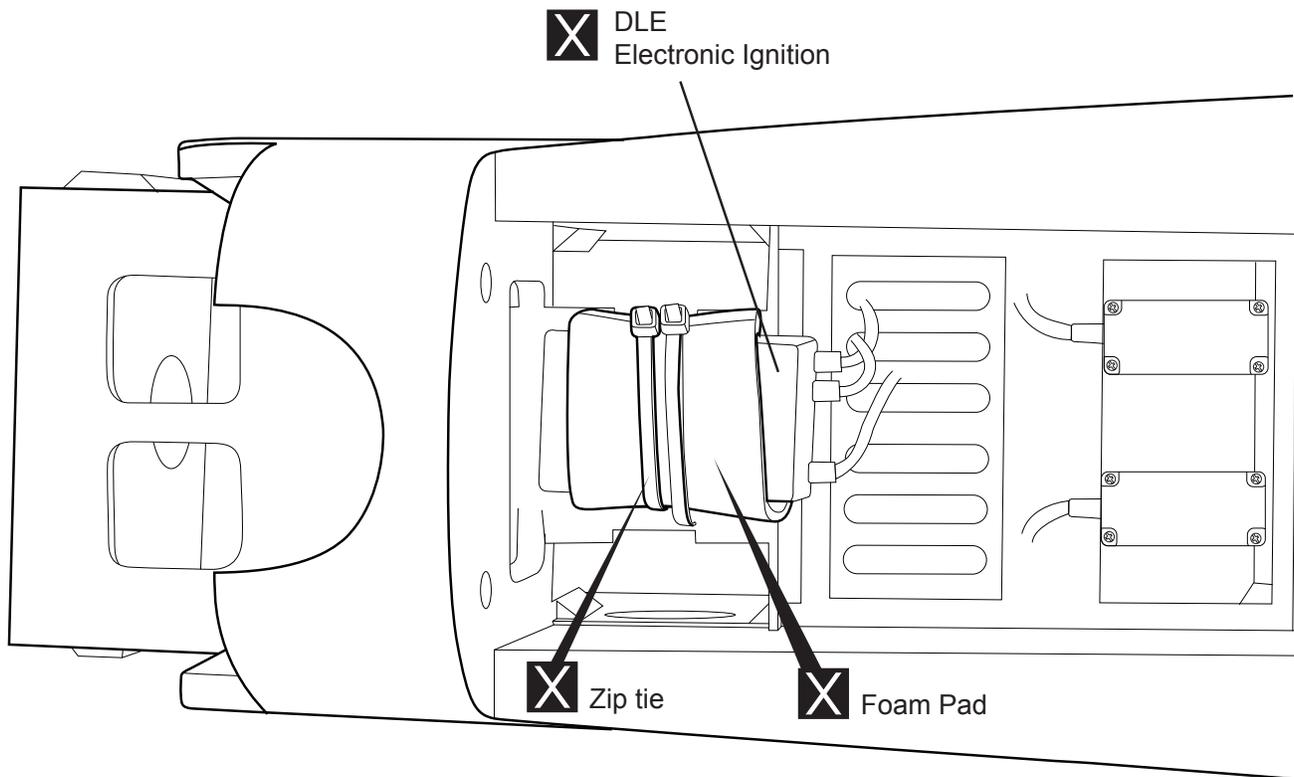


 Apply threadlocker (screw cement).

 Must be purchased separately!



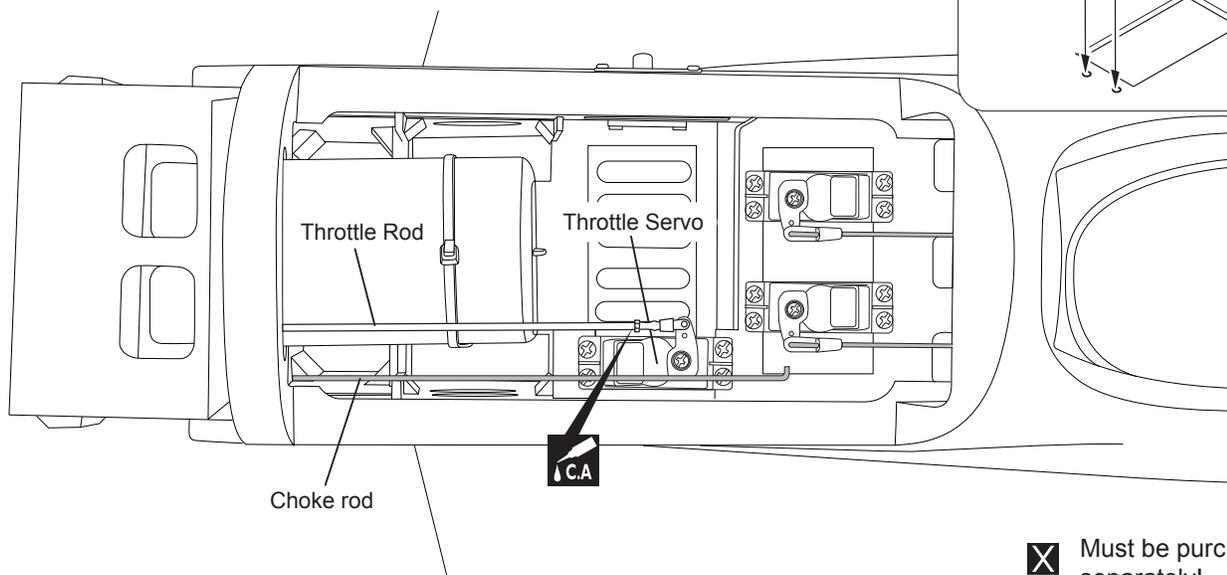
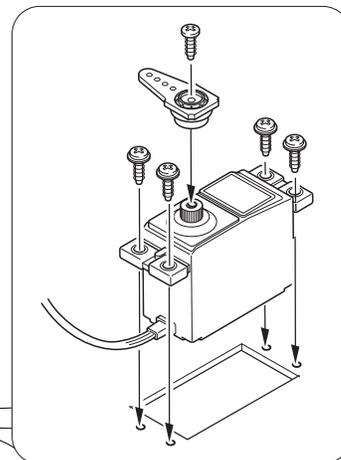
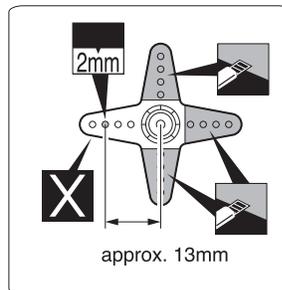
- X Must be purchased separately!
- CA Apply instant glue (CA glue, super glue).



X Must be purchased separately!

INSTALLING THE THROTTLE

1. Plug the throttle servo into the receiver and turn on the radio system. Check to ensure that the throttle servo output shaft is moving in the correct direction. When the throttle stick is moved forward from idle to full throttle, the throttle barrel should also open and close using this motion. If not, reverse the direction of the servo, using the transmitter.



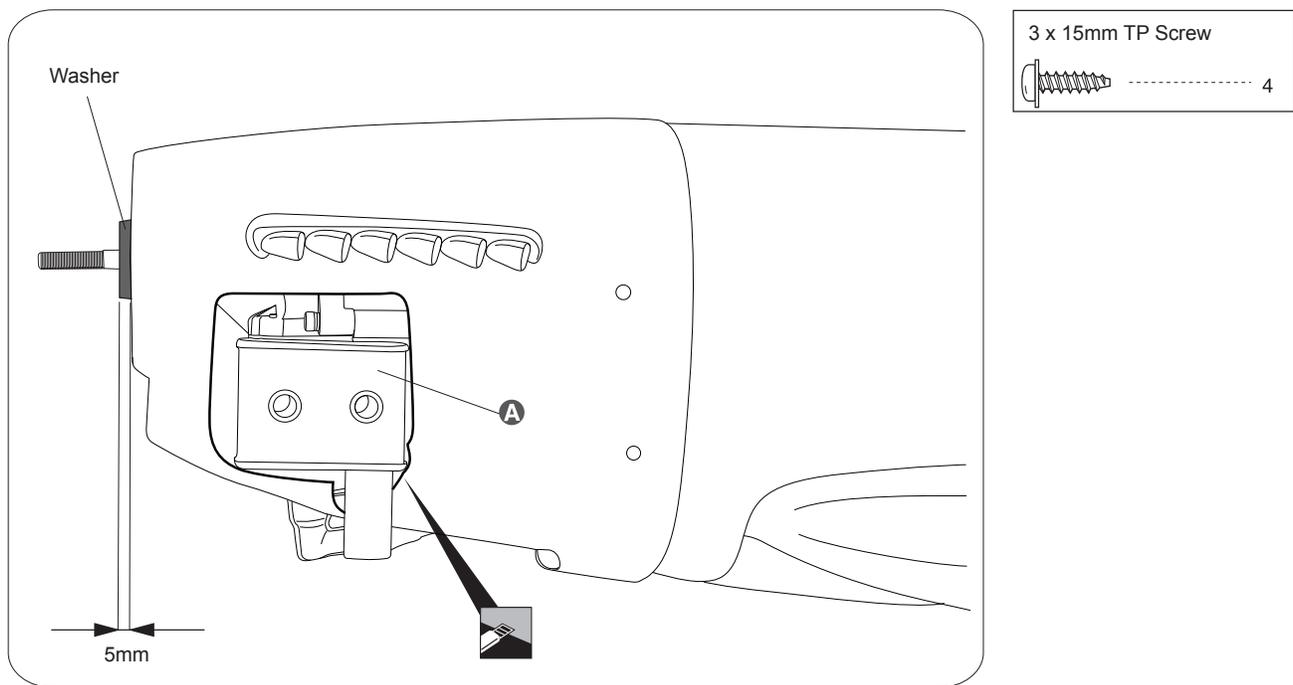
CA Apply instant glue (CA glue, super glue).

X Must be purchased separately!

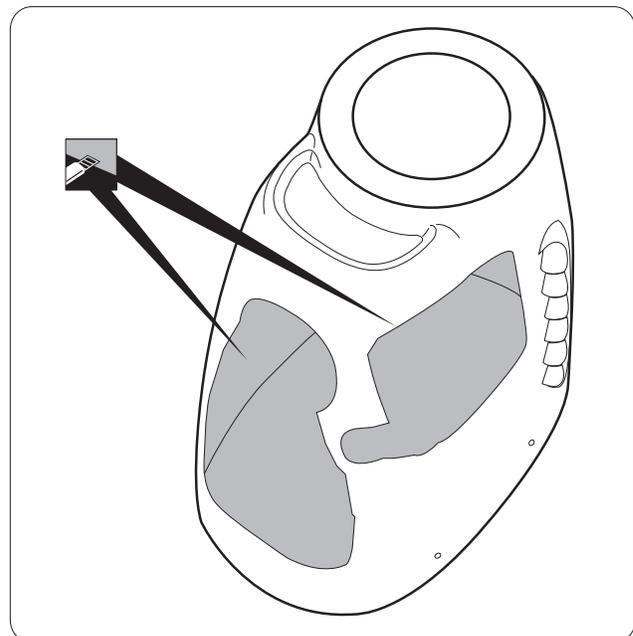
X Cut off shaded portion

MOUNTING THE COWL

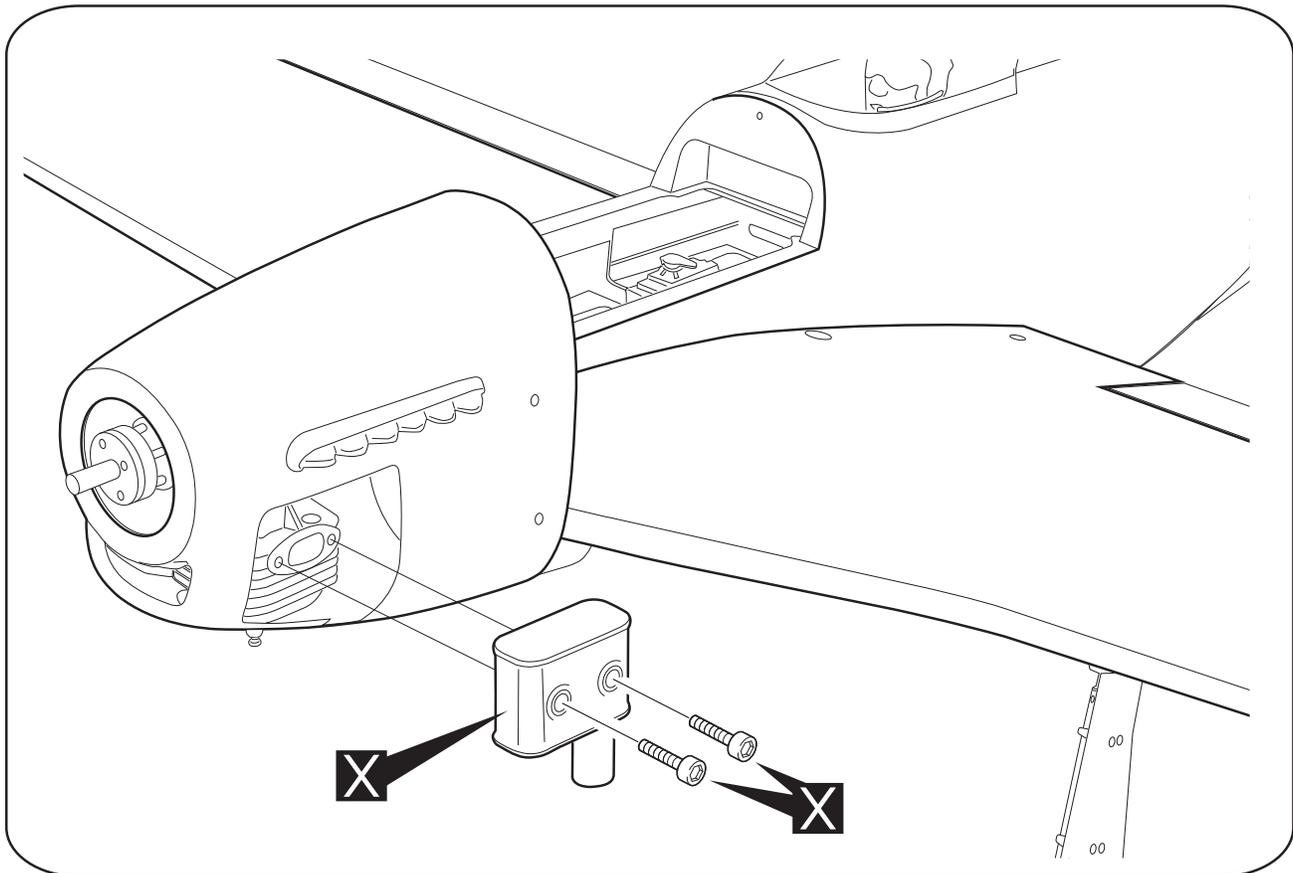
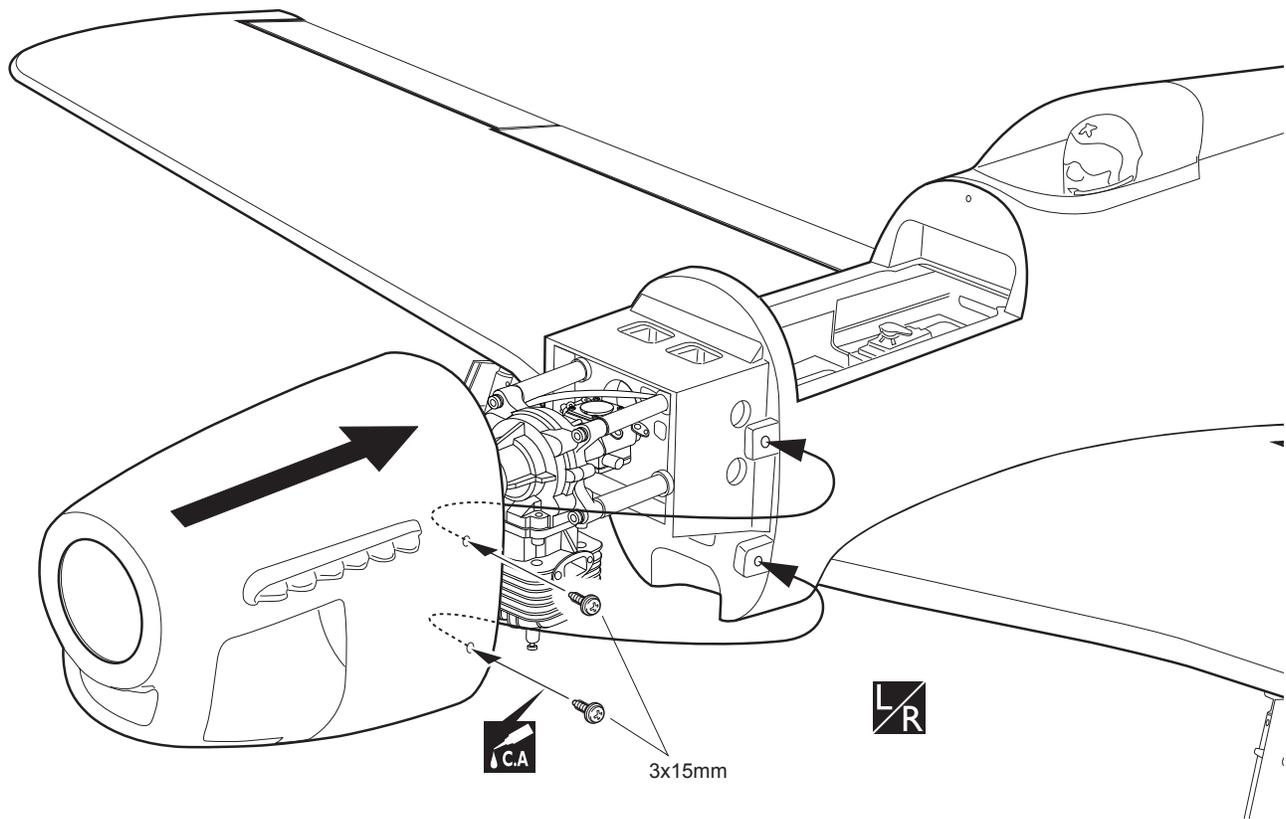
1. Remove the muffler and needle valve assembly from the engine. Slide the fiberglass cowl over the engine.
 2. Measure and mark the locations to be cut out for engine head clearance, needle valve, muffler. Remove the cowl and make these cutouts using a rotary tool with a cutting disc and a rotary sanding drum attachment.
 3. Slide the cowl back into place. Align the front of the cowl with the crankshaft of the engine. The front of the cowl should be positioned so the crankshaft is in the middle of the precut opening. Hold the cowl firmly in place using several pieces of masking tape.
 4. While holding the cowl firmly in position, drill four 1,6mm pilot holes through both the cowl and the side edges of the firewall.
 5. Using a 3mm drill bit, enlarge the four holes in the cowling.
- !** *Enlarging the holes through the cowl will prevent the fiberglass from splitting when the mounting screws are installed.*
6. Slide the cowl back over the engine and secure it in place using four screws.
 7. Install the muffler. Connect the fuel and pressure lines to the carburetor, muffler and fuel filler valve. Tighten the screws completely.



A Trim the cowling so it will match your engine



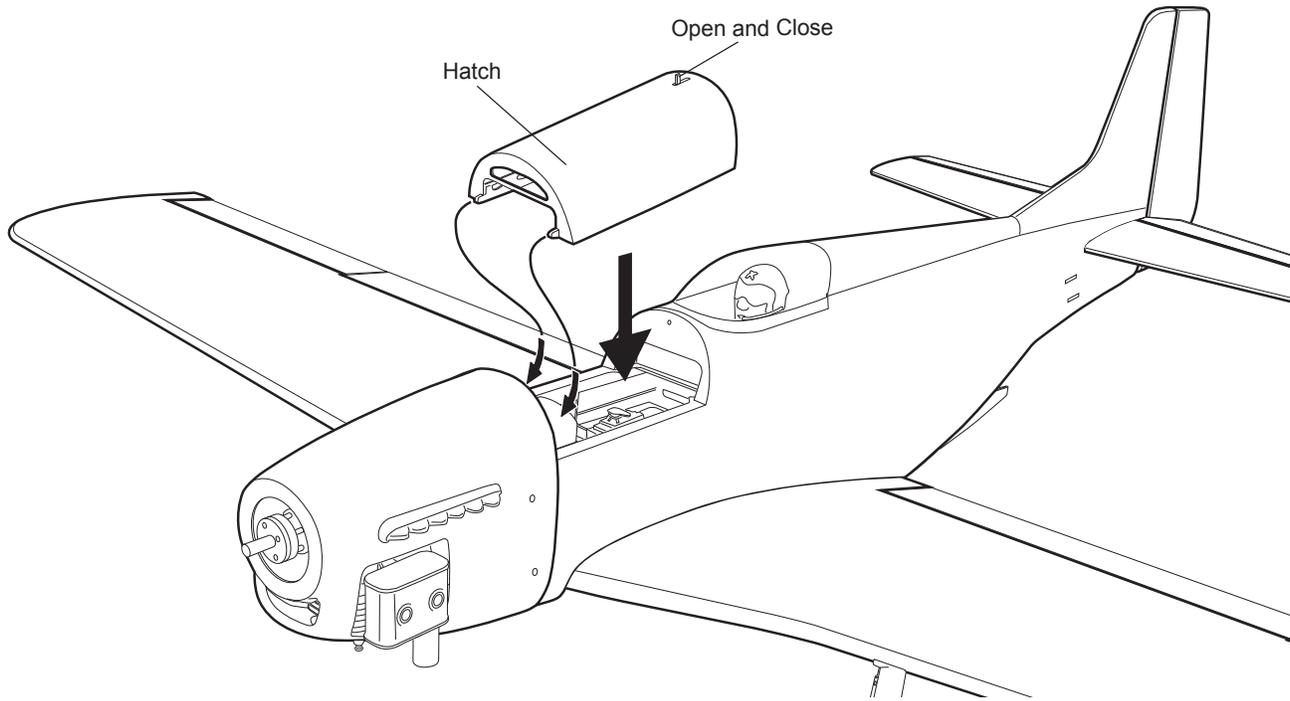
 Cut off shaded portion



X Must be purchased separately!

L/R Assemble left and right sides the same way.

CA Apply instant glue (CA glue, super glue).



INSTALLING THE SPINNER

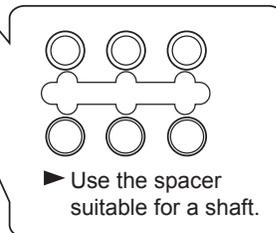
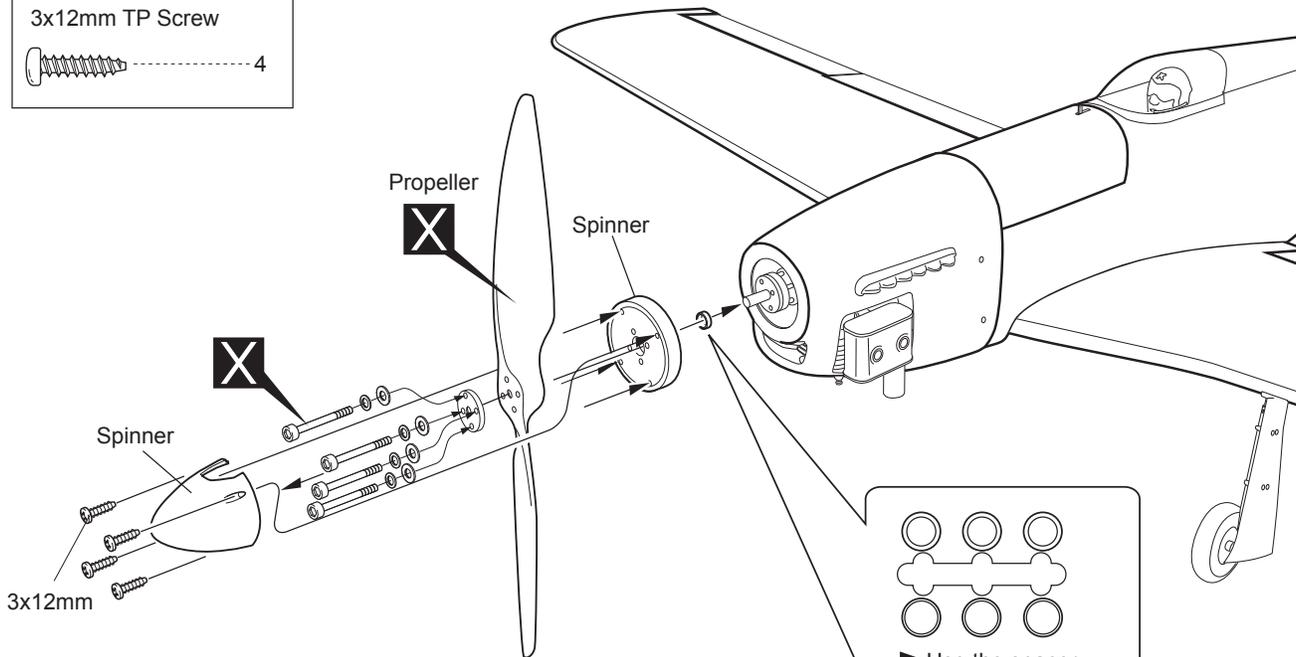
Install the spinner back-plate, propeller and spinner cone. The spinner cone is held in place using two screws.

! *The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.*



- ▶ Securely tighten the nut holding the propeller for it not come off when the motor is spinning. If coming off, there is a high risk of injury!
- ▶ Always ensure propeller and spinner are balanced. If unbalanced, vibration may result at high rotation and cause damage or injury.

3x12mm TP Screw



X Must be purchased separately!

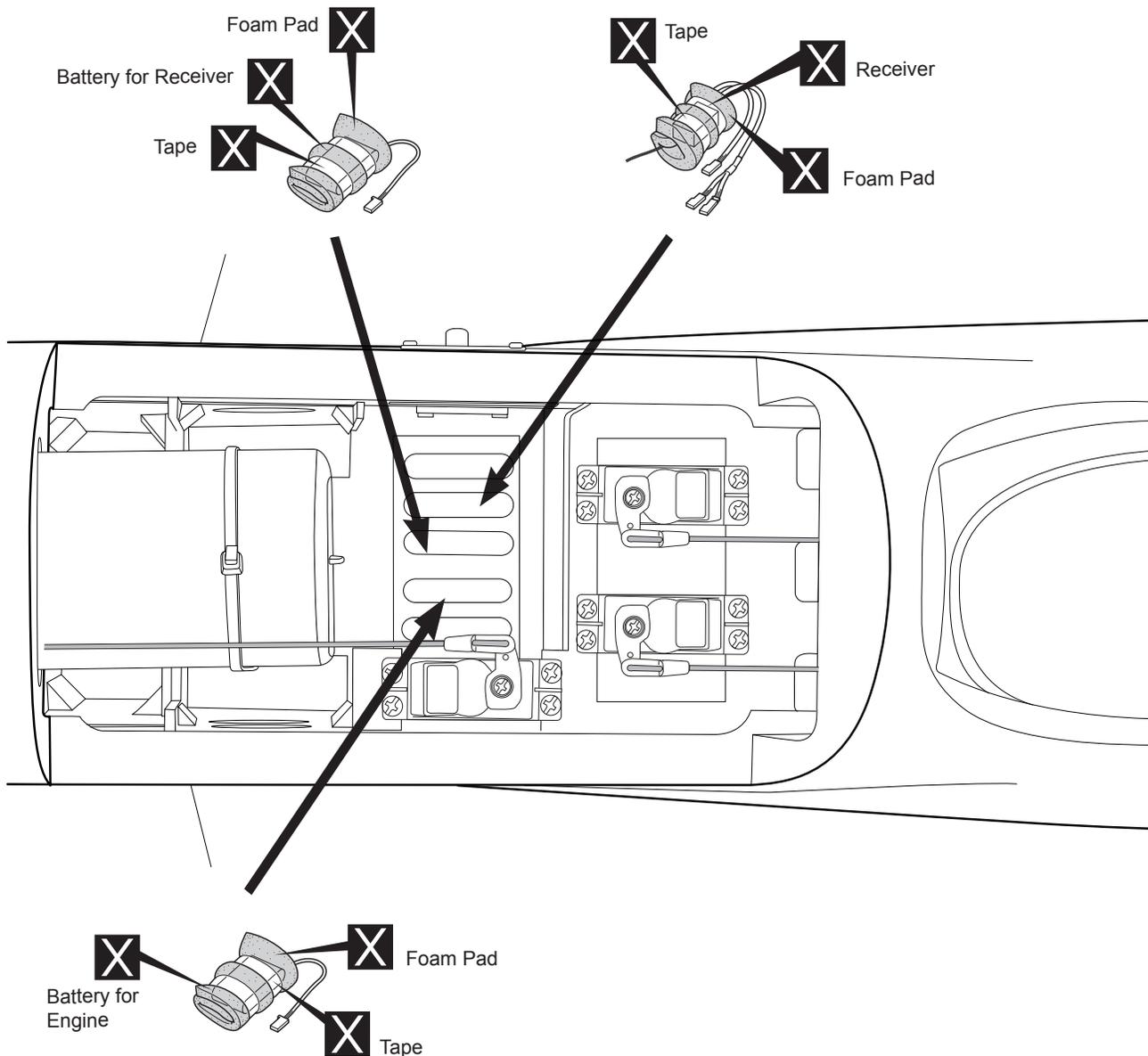
INSTALLING THE RECEIVER AND BATTERY

1. Plug the servo leads and the switch lead into the receiver. You may want to plug an aileron extension into the receiver to make plugging in the aileron servo lead easier when you are installing the wing. Plug the battery pack lead into the switch.
2. Wrap the receiver and battery pack in the protective foam to protect them from vibration. Use a rubber band or masking tape to hold the foam in place.

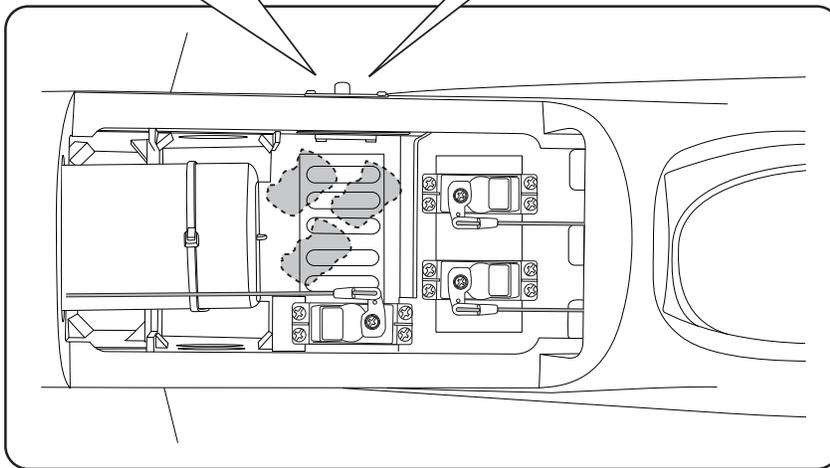
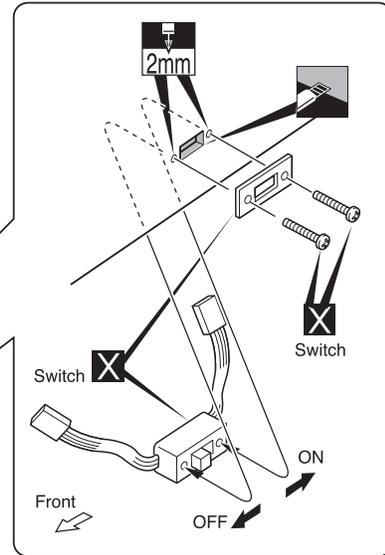
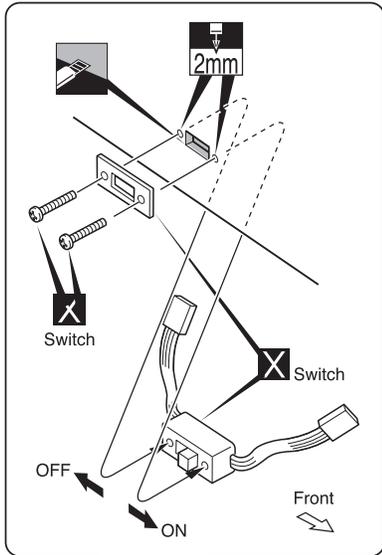
 *Do not permanently secure the receiver and battery until after balancing the model.*

INSTALLING THE SWITCH

1. The switch should be mounted on the fuselage side, opposite the muffler, close enough to the receiver so the lead will reach. Use the face plate of the switch cut out and locate the mounting holes.
2. Cut out the switch hole using a modeling knife. Use a 2mm drill bit and drill out the two mounting holes through the fuselage side.
3. Secure the switch in place using the two machine screws provided with the radio system.

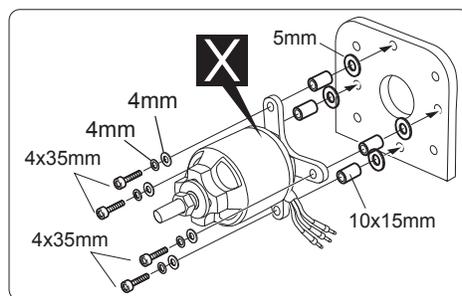
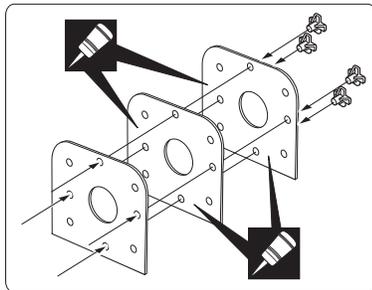


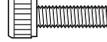
 Must be purchased separately!



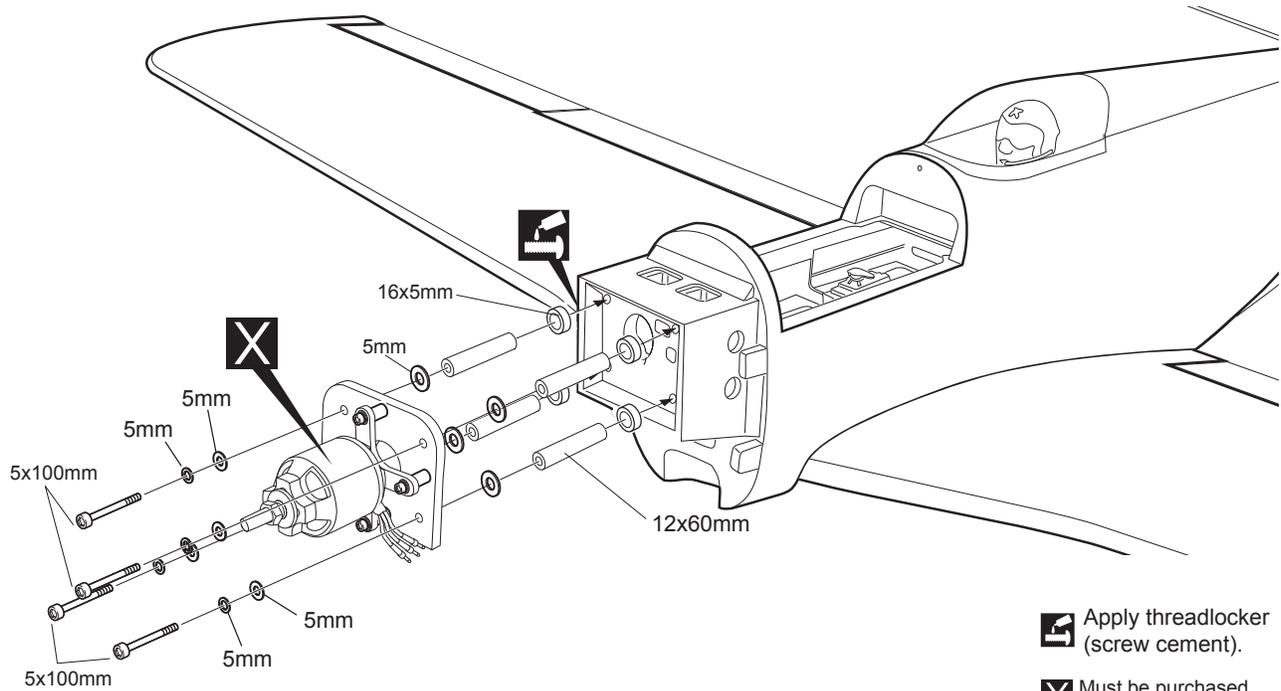
-  Cut off shaded portion
-  Must be purchased separately!

INSTALLING THE ELECTRIC MOTOR (EP VERSION)



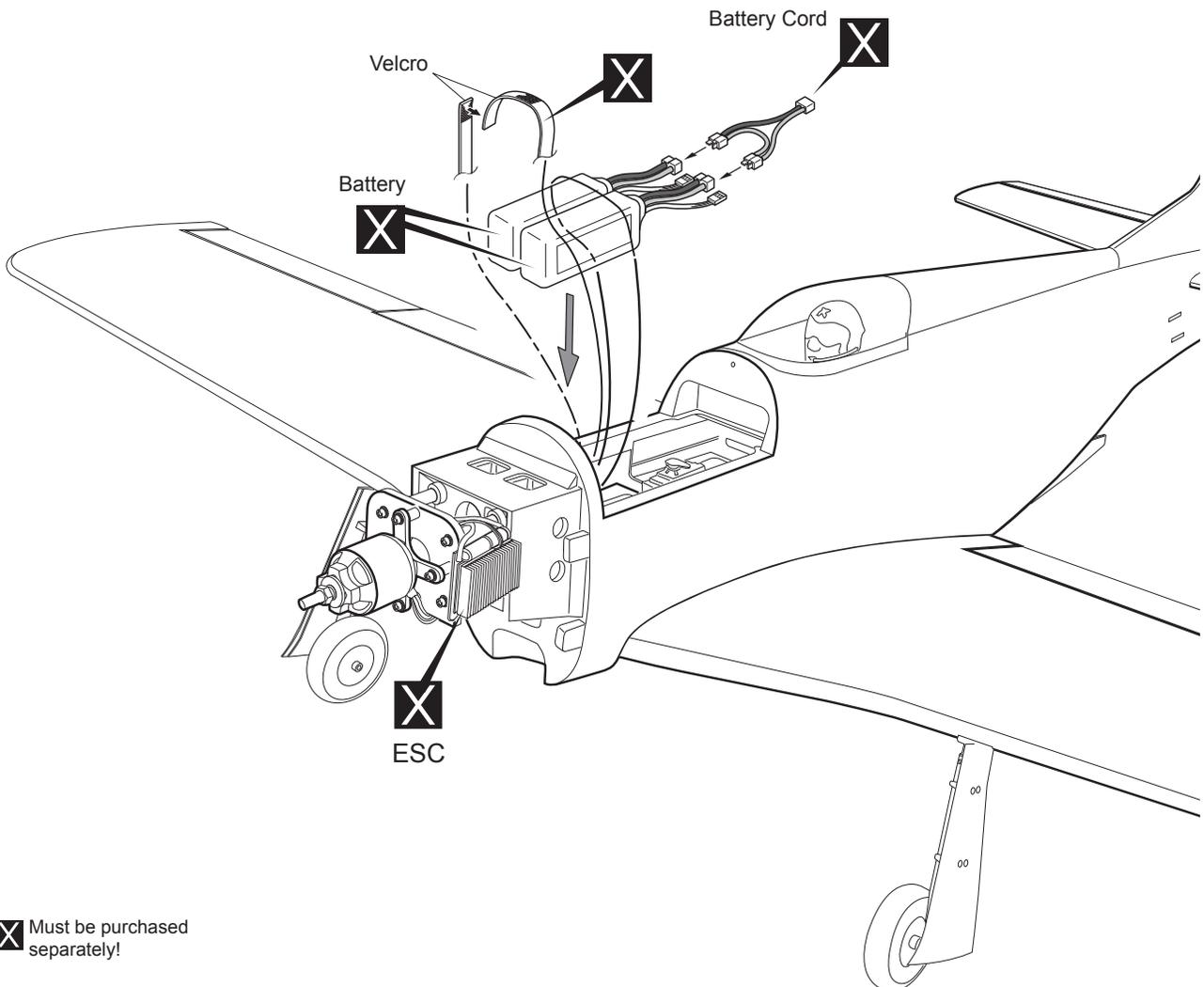
- 4mm Mount Nut  4
- 4 x 35mm Cap Screw  4
- 4mm Washer  4
- 4mm Spring Washer  4
- 10x15mm Aluminum  4
- 5mm Washer  8

-  White glue
-  Must be purchased separately!

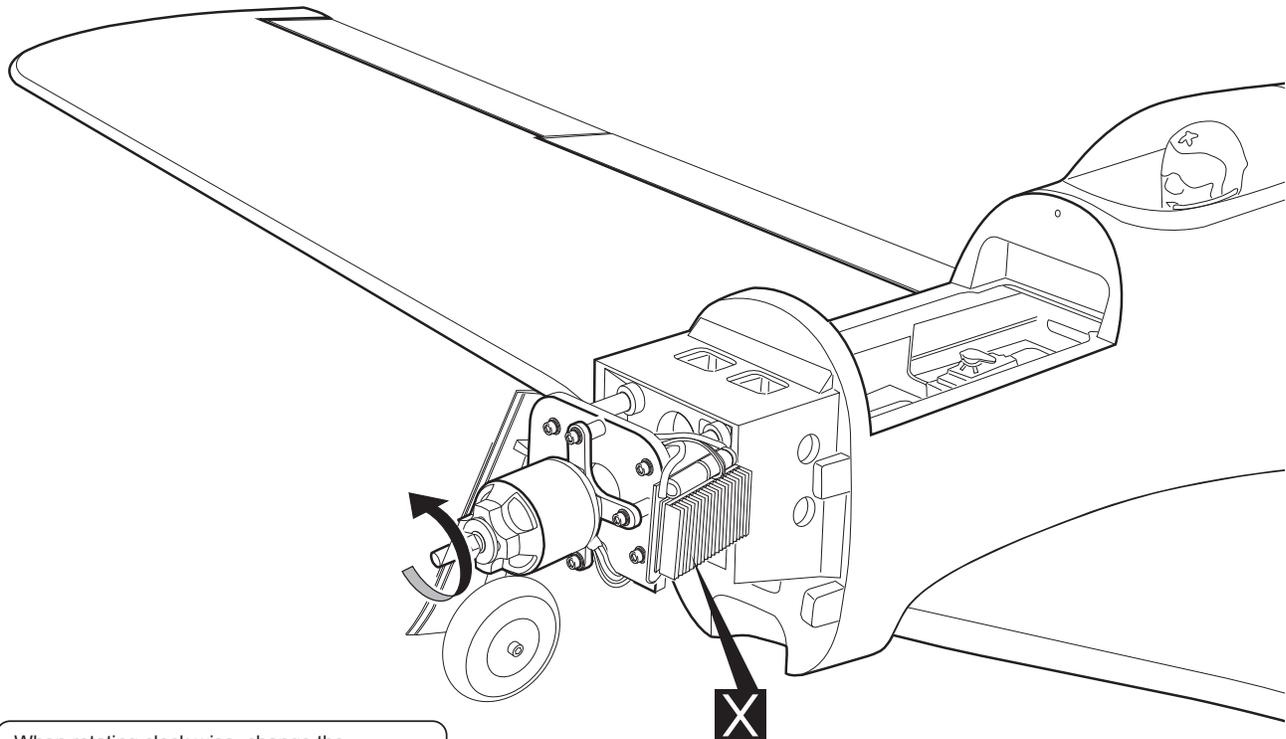


Apply threadlocker (screw cement).

Must be purchased separately!



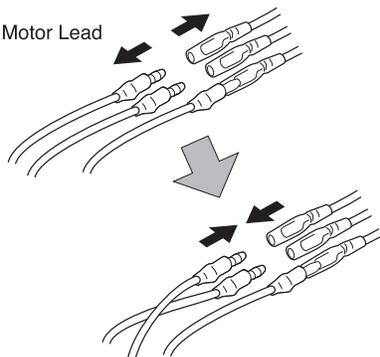
Must be purchased separately!



Electric Speed Controller

When rotating clock wise, change the connection of 2 wires.

Motor Lead



 Must be purchased separately!

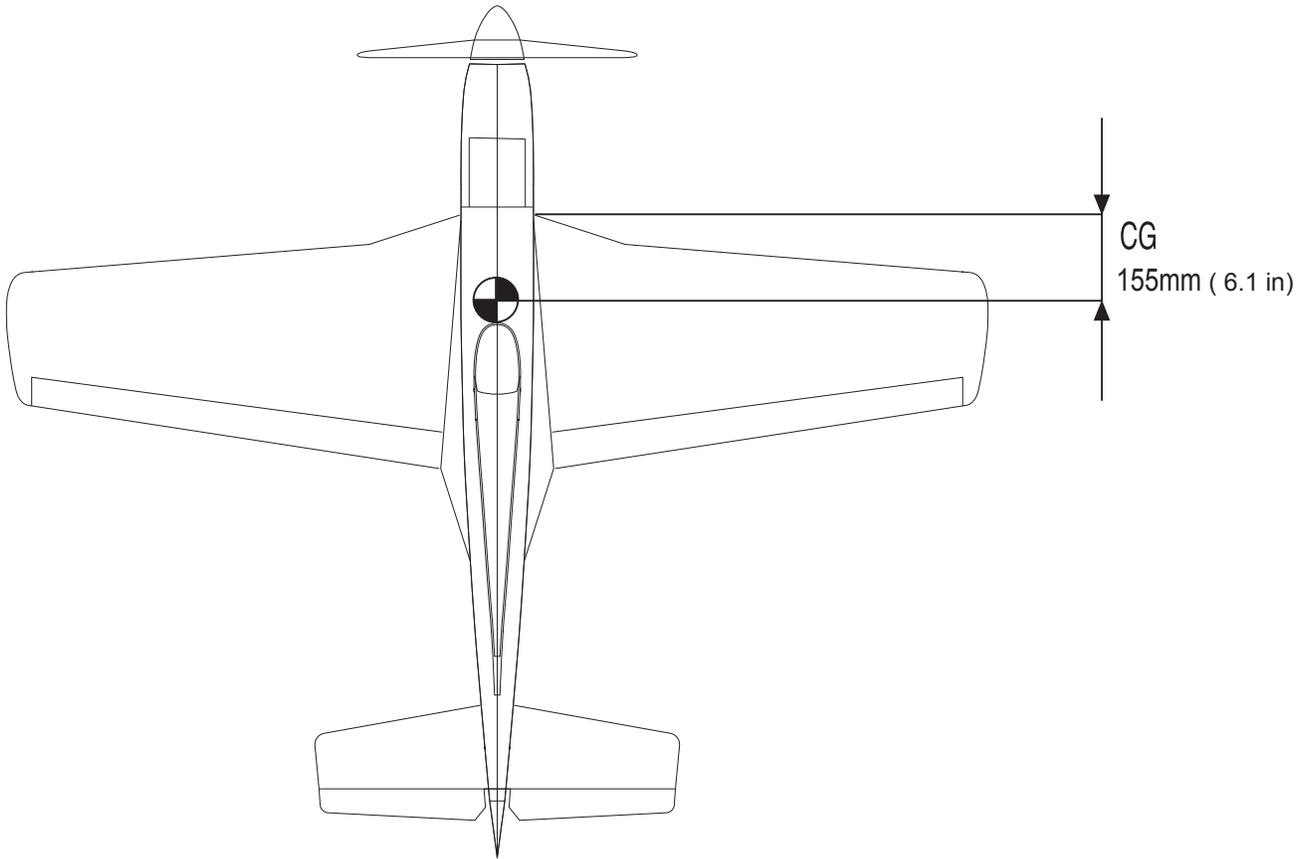
 Follow instruction manual of Motor and ESC.

BALANCING

1. It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash.

THE CENTER OF GRAVITY IS LOCATED 155mm (6.1 in) BACK FROM THE LEADING EDGE OF THE WING, AT THE FUSELAGE. BALANCE A PLANE UPSIDE DOWN WITH THE FUEL TANK EMPTY.

2. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the top side of the wing 155mm (6.1 in) back from the leading edge, at the fuselage sides.
3. Turn the airplane upside down. Place your fingers on the masking tape and carefully lift the plane.
4. If the nose of the plane falls, the plane is nose heavy. To correct this first move the battery pack further back in the fuselage. If this is not possible or does not correct it, stick small amounts of lead weight on the fuselage under the horizontal stabilizer. If the tail of the plane falls, the plane is tail heavy. To correct this, move the battery and receiver forward or if this is not possible, stick weight into the firewall. When balanced correctly, the airplane should sit level or slightly nose down when you lift it up with your fingers.



LATERAL BALANCE

! After you have balanced a plane on the C.G. You should laterally balance it. Doing this will help the airplane track straighter.

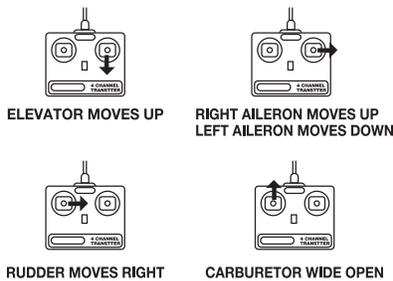
1. Turn the airplane upside down. Attach one loop of heavy string to the engine crankshaft and one to the tail wheel wire. With the wings level, carefully lift the airplane by the string. This may require two people to make it easier.
2. If one side of the wing fall, that side is heavier than the opposite. Add small amounts of lead weight to the bottom side of the lighter wing half's wing tip. Follow this procedure until the wing stays level when you lift the airplane.

CONTROL THROWS

1. We highly recommend setting up a plane using the control throws listed.
2. The control throws should be measured at the widest point of each control surface.
3. Check to be sure the control surfaces move in the correct directions.

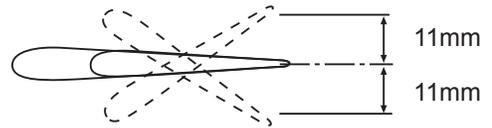
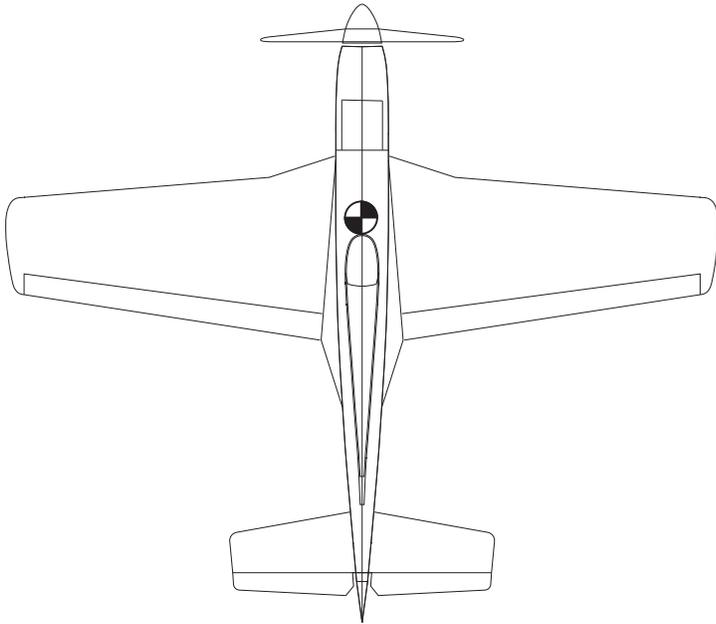
Ailerons	: 11 mm up	11 mm down
Elevator	: 11 mm up	11 mm down
Rudder	: 30 mm right	30 mm left
Flap	: 15 - 20 mm down	

**4 CHANNEL RADIO SETUP
(STANDARD MODE 2)**

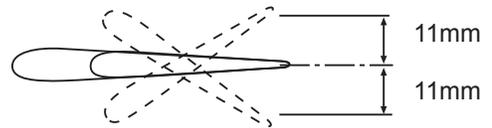
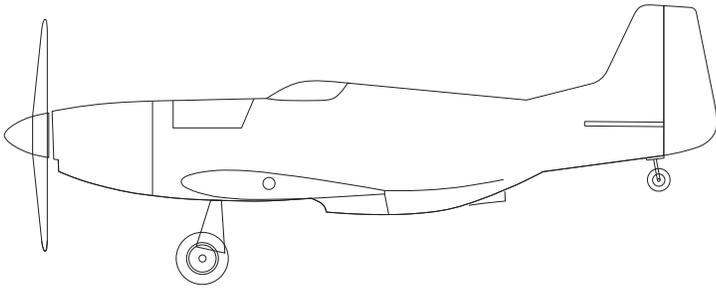


FLIGHT PREPARATION PRE FLIGHT CHECK

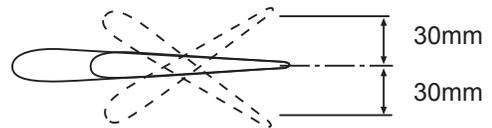
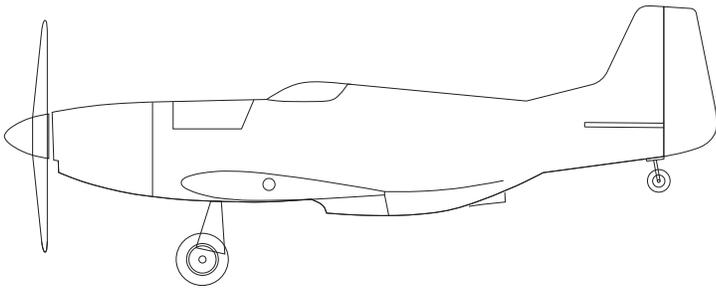
1. Completely charge your transmitter and receiver batteries before your first day of flying.
2. Check every bolt and every glue joint in your plane to ensure that everything is tight and well bonded.
3. Double check the balance of the airplane.
4. Check the control surface.
5. Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.
6. Properly balance the propeller.



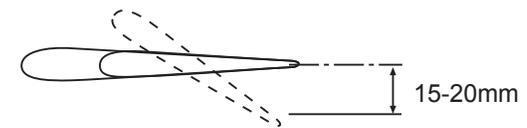
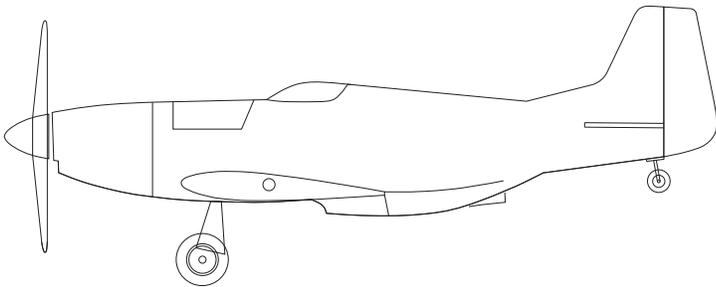
Aileron Control



Elevator Control

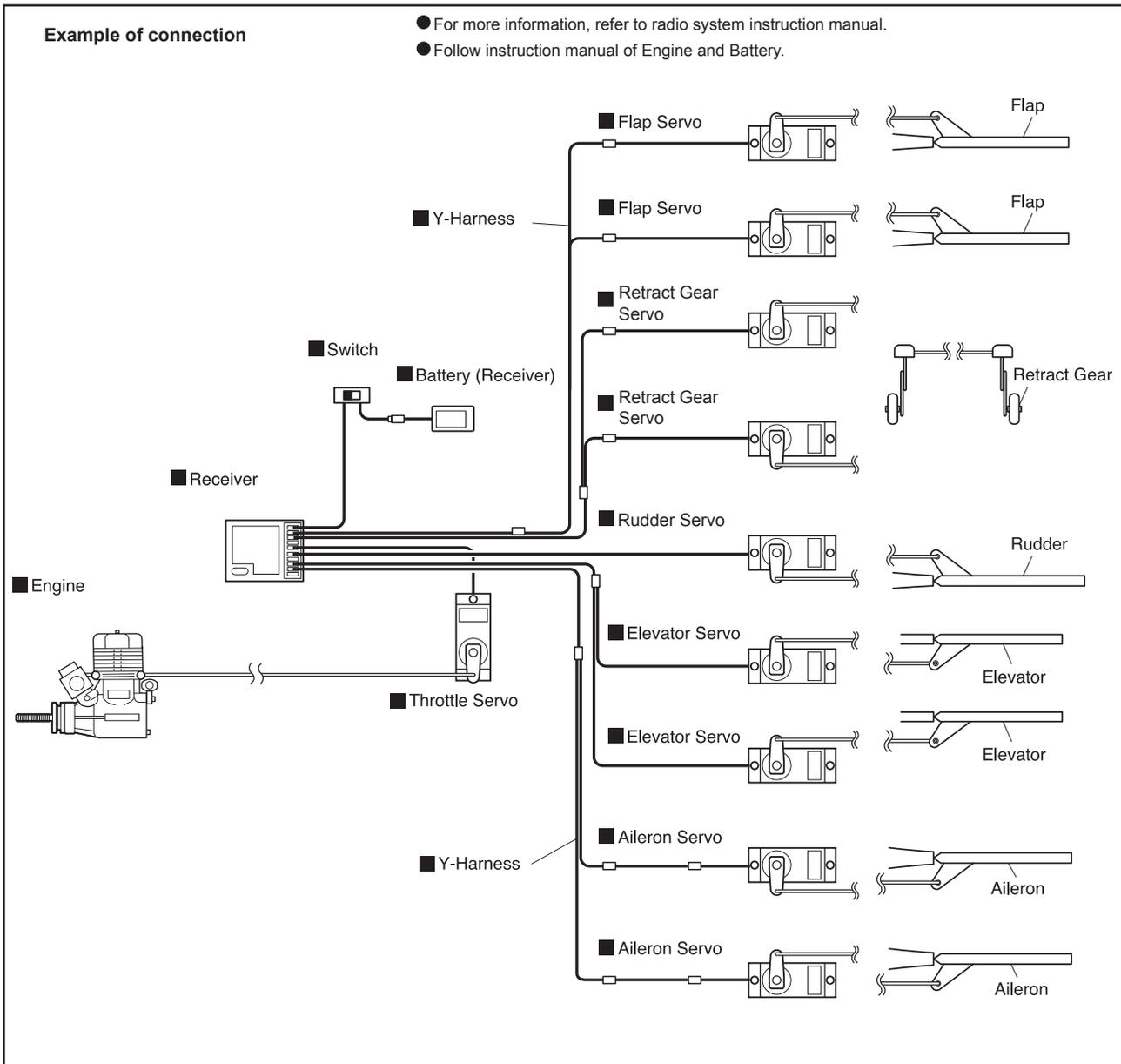


Rudder Control

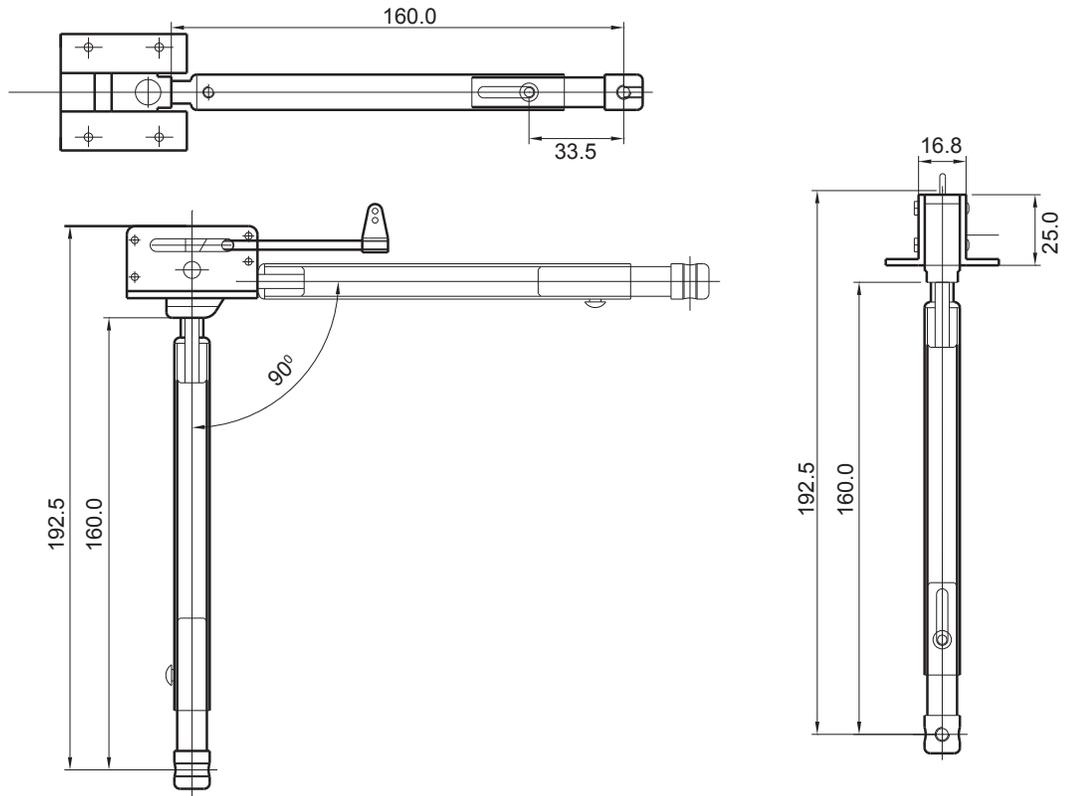


Flap Control

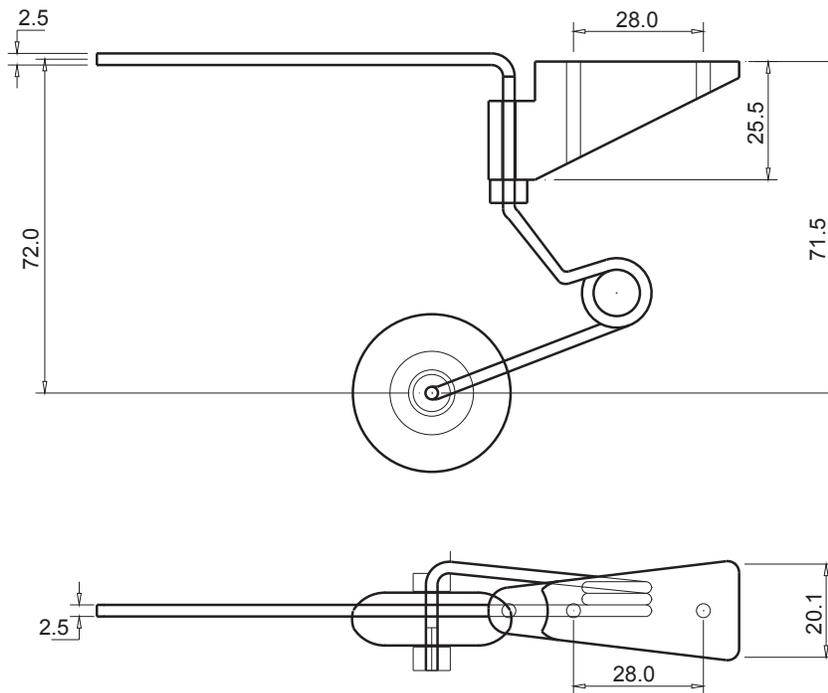
**FOR YOUR RADIO INSTALLATION
BASIC CONNECTION FOR AIRPLANE AND ADJUSTMENT OF SERVO**



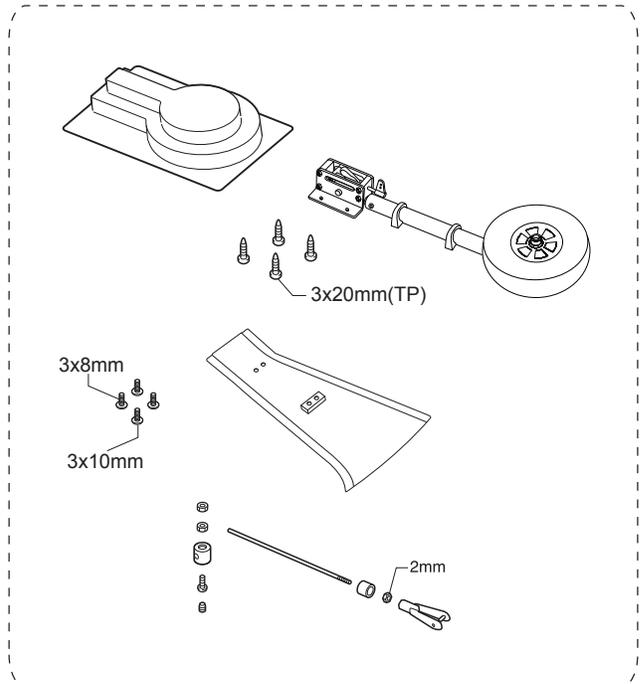
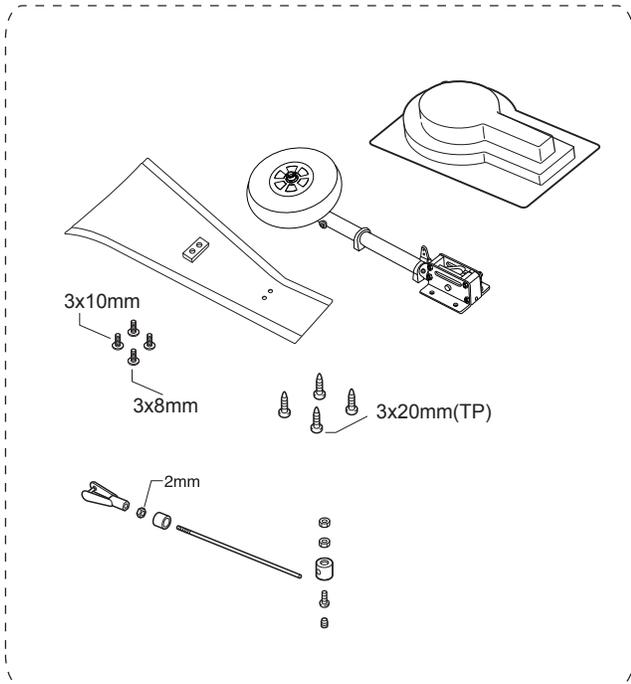
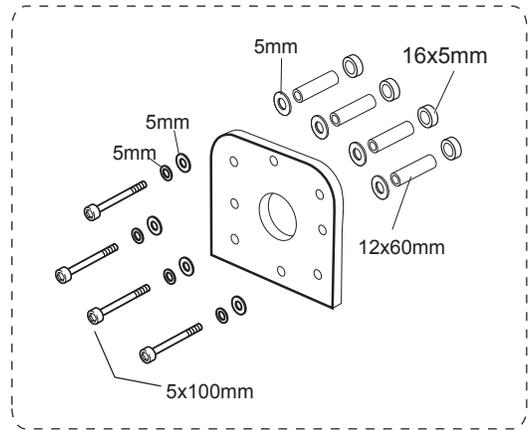
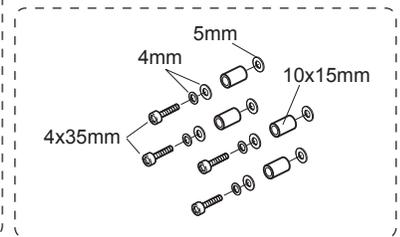
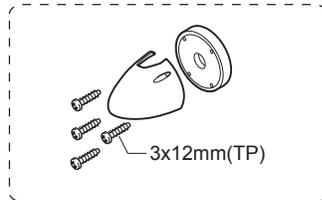
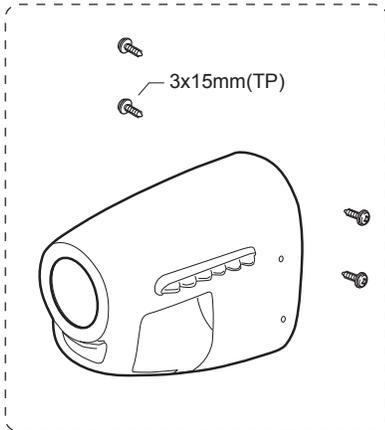
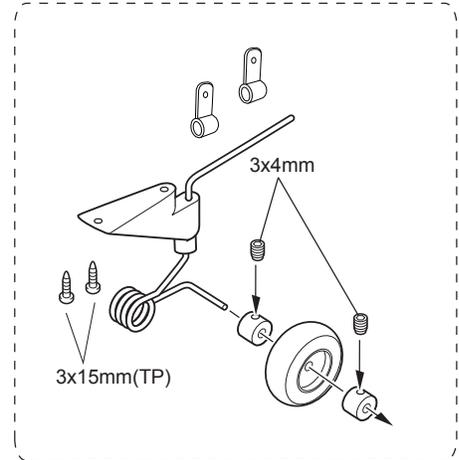
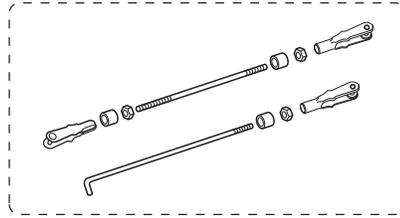
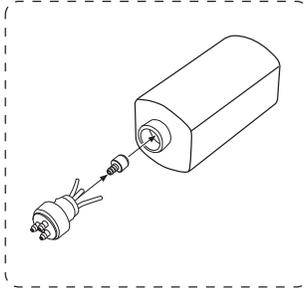
Main Gear Dimensional Detail



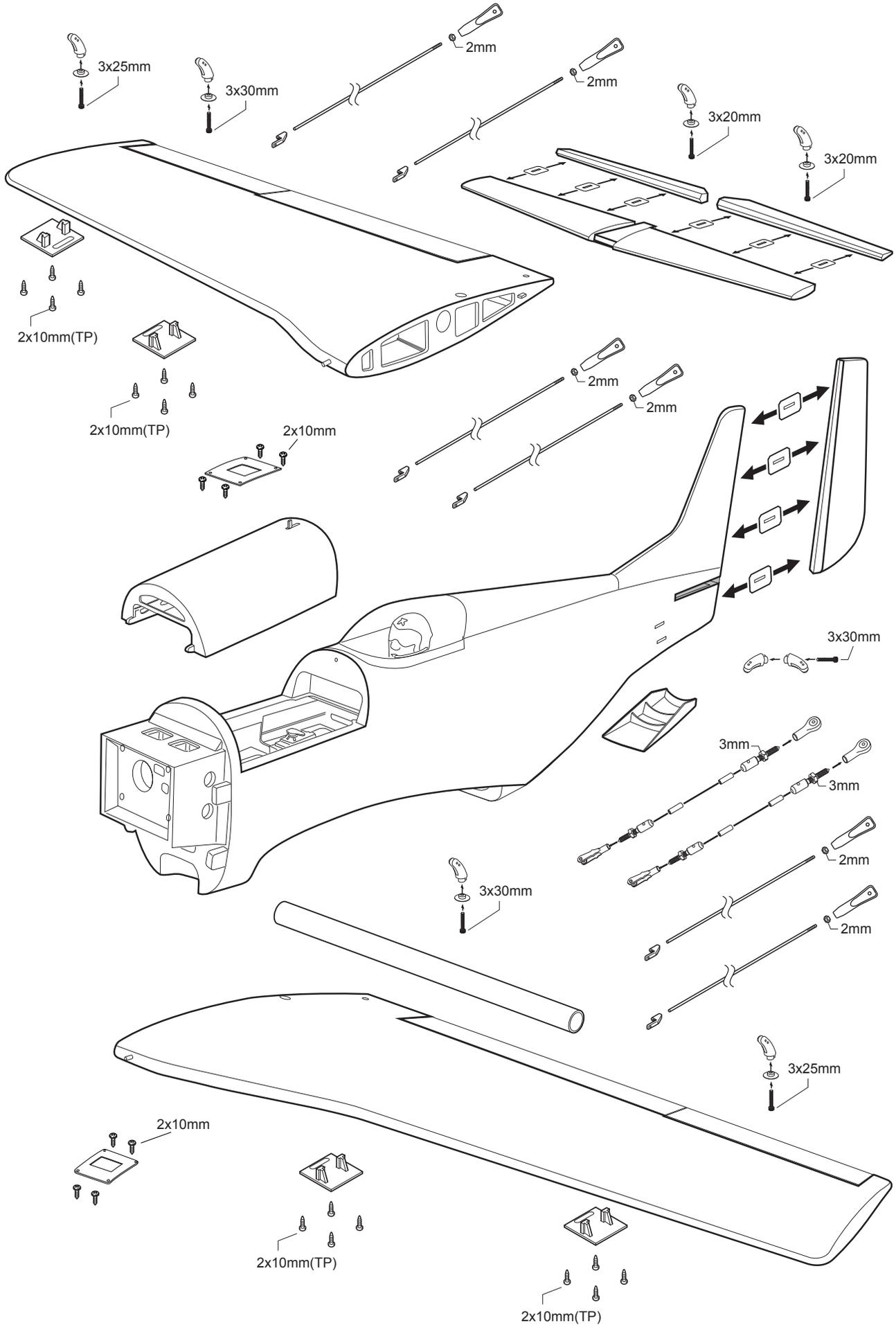
Tail Gear Dimensional Detail



EXPLODED VIEW



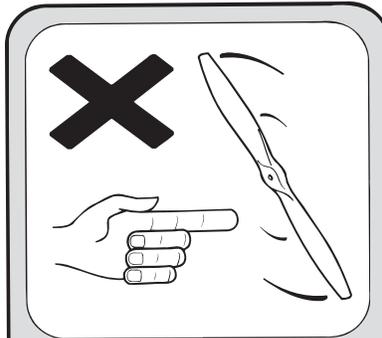
EXPLODED VIEW



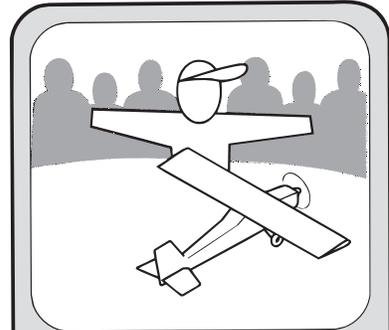
I/C FLIGHT WARNINGS



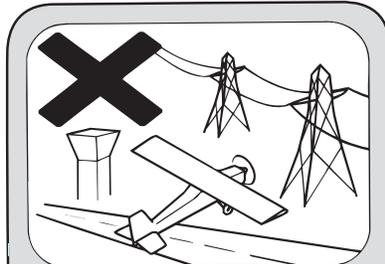
Always operate in open areas, away from factories, hospitals, schools, buildings and houses etc. **NEVER** fly your aircraft close to people or built up areas.



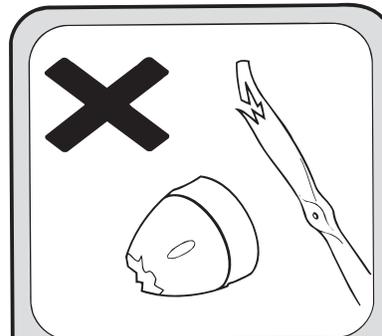
THE PROPELLER IS DANGEROUS
Keep fingers, clothing (ties, shirt sleeves, scarves) or any other loose objects that could be caught or drawn in, away from the propeller. Take care at **ALL** times.



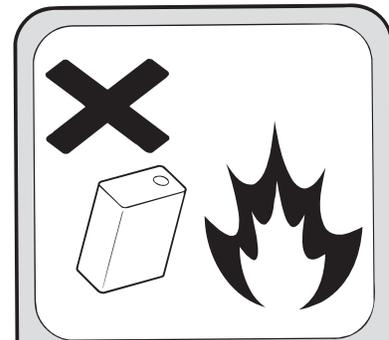
Keep all onlookers (especially small children and animals) well back from the area of operation. This is a flying aircraft, which will cause serious injury in case of impact with a person or animal.



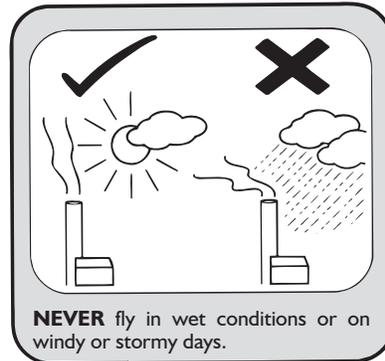
NEVER fly near power lines, aerials or other dangerous areas including airports, motorways etc.



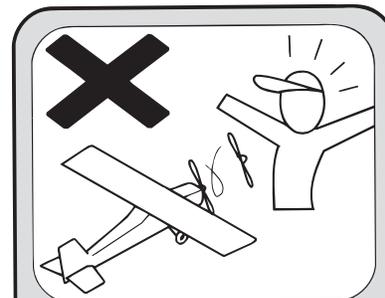
NEVER use damaged or deformed propellers or spinners.



DO NOT dispose of empty fuel containers on a fire, this can lead to an explosion.

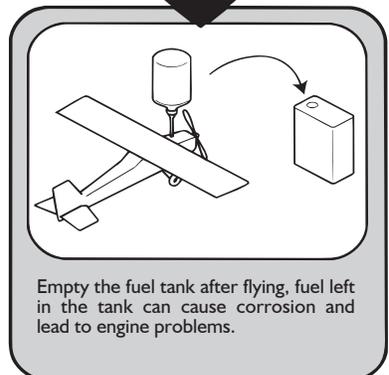
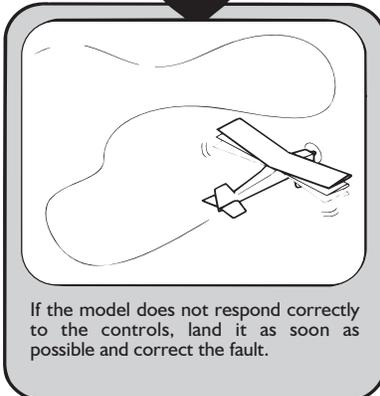
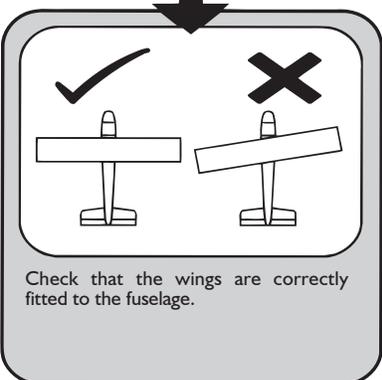
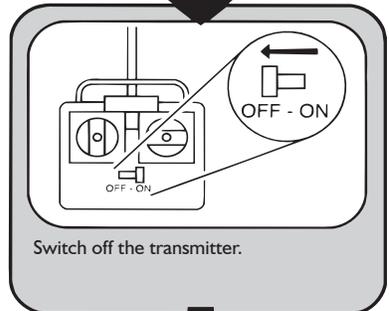
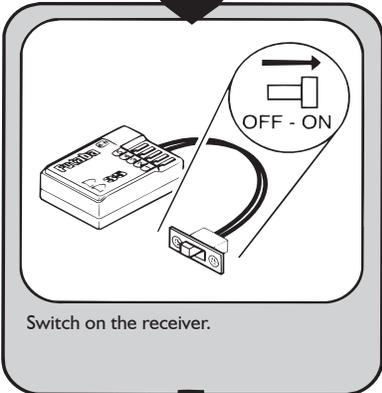
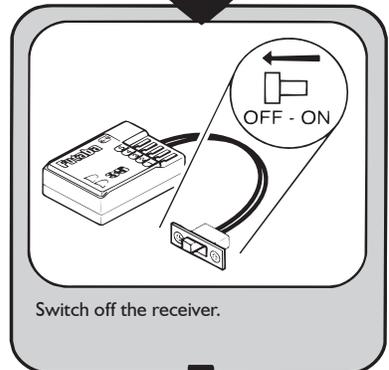
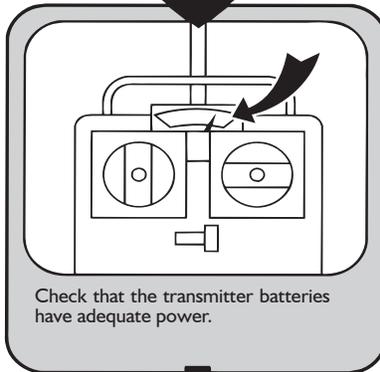
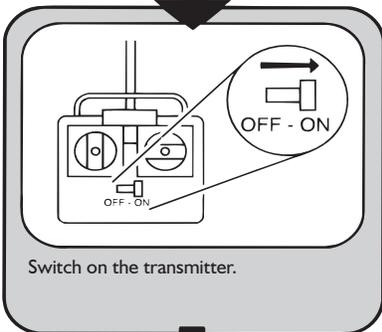
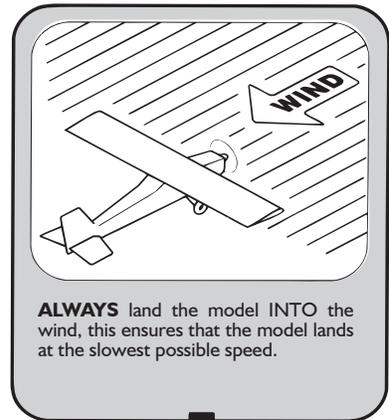
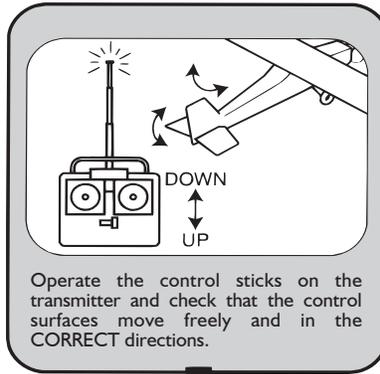
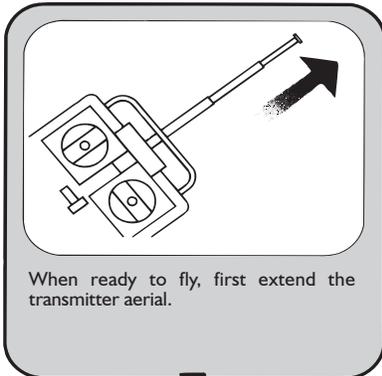


NEVER fly in wet conditions or on windy or stormy days.



ALWAYS adjust the engine from behind the propeller, and do not allow any part of your body to be in line with the propeller.

I/C FLIGHT GUIDELINES



Made in Vietnam