



Instruction Manual Book

Item code: BH171.

A6M ZERO

OPTION ELECTRIC RETRACT GEAR (NOT INCLUDING).
ONLY INCLUDING OLEO STRUTS.
ALL BALSA - PLY WOOD CONSTRUCTION.
COVERED IN A HEAT-SHRINK FILM WITH PRINTED.

Glow and EP



95% ALMOST READY TO FLY

SPECIFICATION:

- Wingspan: 1,720 mm (67.72 in).
- Length: 1,375 mm (54.13 in).
- Weight: 4.4 - 4.6 kg (9.68 - 10.12lbs).
- Wing area: 46.5 dm².
- Wing loading: 94.62 g/dm².
- Servo mount: 42mm x 21mm.
- Wing type: Naca Airfoil.
- Spinner: 70mm.
- Gear type: Electric retract gear, size: (92.2 x 51 x 30.6)mm (*not included*). Oleo struts (included).

Parts listing required (not included):

- Radio: 06 channels.
- Servo: 07 servos.
- Engine: 75 - 95 2 strokes; 15 cc gas.
- Motor: Brushless outrunner 1200-2200W, 650KV.
- Propeller: Suit with your engine.

Recommended Motor and Battery set up (not included):

- Motor: RIMFIRE.60.
- Lipo cell: 6 cells 4,000-5,000mAh.
- Receiver battery: 6V/ 800-1200 mAh.
- ESC: 80A.

TABLE OF CONTENTS

▶ Symbols used throughout this instruction manual, comprise:	2	▶ Installing the Engine	18
▶ Warranty	3	▶ Installing the throttle	21
▶ Disclaimer	3	▶ Mounting the cowl.	22
▶ Suggestion	3	▶ Installing horizontal stabilizer	24
▶ Note	3	▶ Installation the tail gear.	27
▶ Safety precaution	3	▶ Installing the rudder	28
▶ Parts listing (not included).	4	▶ Installing the switch, receiver and battery.	30
▶ Tools & supplies needed.	4	▶ Installing cockpit fuselage.	31
▶ Wing plastic light.	6	▶ Installing the wing to the fuselage	33
▶ Installing the ailerons and flaps.	6	▶ Installing the spinner, propeller.	34
▶ Installing the ailerons and flaps servos.	7	▶ Balancing	36
▶ Installing the control horns and linkages	8	▶ Lateral balance	36
▶ Installing the wheel well	10	▶ Control throws	36
▶ Installing main gear.	11	▶ Pre-flight check.	36
▶ Installing the fuselage servos	15	▶ For your radio installation basic connection for airplane and adjustment of servos.	37
▶ Installing the engine mount.	16	▶ Main gear dimensional detail.. . . .	38
▶ Installing the electric motor (EP version)	16		

Academy of Model Aeronautics: If you are not already a member of the AMA, please join! The AMA is the governing body of model aviation and membership provides liability insurance coverage, protects modelers' rights and interests and is required to fly at most R/C sites.

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Or via the Internet at: <http://www.modelaircraft.org>



Symbols used throughout this instruction manual, comprise:



Cut off excess.



Apply threadlocker (screw cement).



Must be purchased separately!



Cut off shaded portion carefully.



Apply instant glue (C.A glue, super glue).



Ensure smooth, non-binding movement when assembling.



Pay close attention here.



Apply epoxy glue.



Drill holes using the stated. (in this case 1.5mm Ø).



Take particular care here.



Assemble left and right sides the same way.



The number of times the same way Assembly (in this case twice).



Warning!

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

WARRANTY

Black Horse Model guarantees the component parts in this kit to be free from defects in both material and workmanship at the date of purchase by the purchaser.

This warranty does not cover cosmetic damage or damage due to acts of God, accident, misuse, abuse, negligence, commercial use, or modification of or to any part of the Product.

This warranty does not cover damage due to improper installation, operation, maintenance, or attempted repair by anyone other than Black Horse Model.

Return only the component part that is defective in materials or workmanship. Please pack the unit carefully and insure it, as this warranty does not cover loss or damage in transit.

DISCLAIMER

Read this disclaimer carefully before using this product. Please strictly follow the instruction manual to assemble and use this.

In that Black Horse Model has no control over the final assembly or material used for final assembly, black Horse Model is not responsible for loss of use, or other incidental or consequential damages.

Furthermore, Black Horse Model cannot be held liable for personal injury or property damage caused by the use or misuse of Black Horse Model products. By the act of using the user-assembled products, the user accepts all resulting liability.

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. This kit 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.

Caution: This model is not a toy!

If you are a beginner to this type of powered model, please ask an experienced model flyer for help and support. If you attempt to operate the model without

knowing what you are doing you could easily injure yourself or somebody else. Please keep your safety and well-being in mind at all times.

Important: Before you start construction

Even if you have built a large number of RC models please read right through these instructions and check all the kit components against the parts list. We have taken great trouble to keep construction as simple as possible, without making any compromises in the area of safety.

Note regarding the film covering

Minor creases or bubbles may develop in the film covering due to major fluctuations in weather conditions (temperature, humidity etc.); in rare cases you may even find a slight warp in a component. These minor faults are in the nature of film-covered built-up wooden structures, and can easily be corrected using a heat gun, as commonly used for modelling.

Creases: Blow warm air over the area and rub down with a soft cloth.

Wing wrap: Hold the panel twisted gently in the opposite direction to the wrap, and apply warm air to remove the creases from the covering.

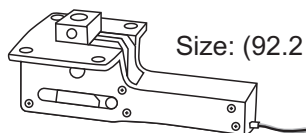
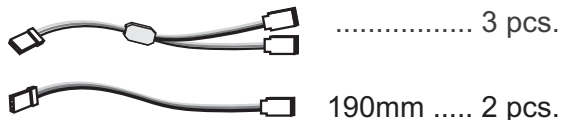
Caution! do not heat the film more than is absolutely necessary. If the air or the iron is too hot, the film may melt and holes may be formed.

This model is highly pre-fabricated and can be built in a very short time. However, the work which you have to carry out is important and must be done carefully. The model will only be strong and fly well if you complete your tasks competently - so please work slowly and accurately.

When self-tapping screws have to be screwed into wood, apply a little white glue to prevent them shaking loose: just squirt white glue into the hole and fit the screw

SAFETY PRECAUTION:

- This model is not a toy and pilots must be over the age of 14.
- 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.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.

PARTS LISTING (NOT INCLUDED).**Servo extension leads.**

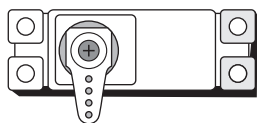
Size: (92.2 x 51 x 30.6)mm.

2 pcs.

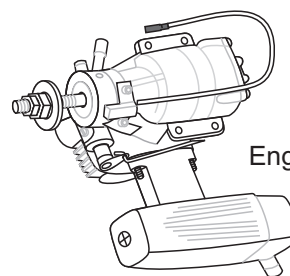
LiPo. 6S - 22.2V- 4000-5000mAh.



1 Packs

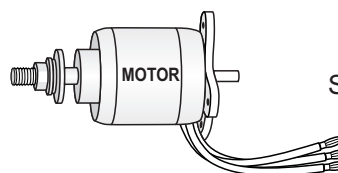


7 servos. Size: (39.9 x 20.1 x 38.1)mm.
Torque: 4.8V (5.18kg/cm), 6V (6.48 kg/cm).



Engine: 15cc Gas.

Propeller. Suit with your engine.



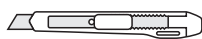
Size: 60 1 pcs.



ESC: 80A 1 pcs.

TOOLS & SUPPLIES NEEDED.

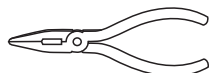
Medium C/A glue

Threadlocker
(screw cement).

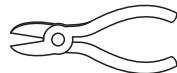
Modeling knife.



Straight edge ruler.



2 bender plier



Wire cutters.

30 minute epoxy.
5 minute epoxy.

Screw driver

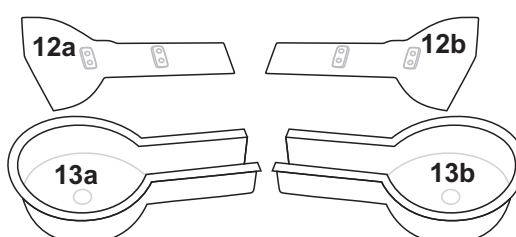
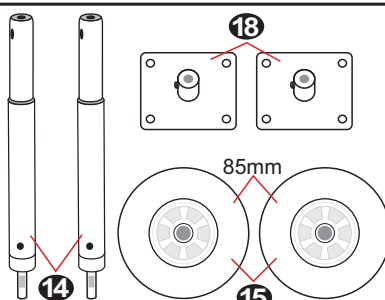
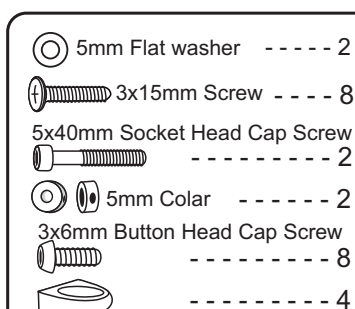
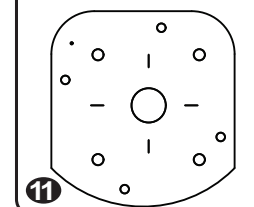
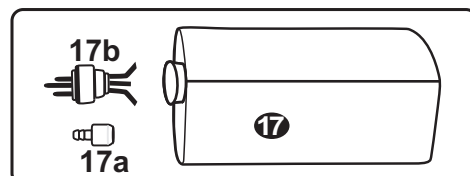
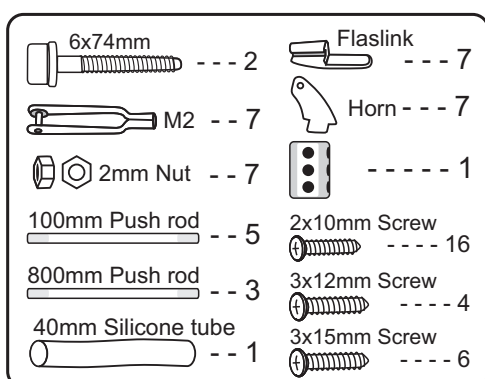
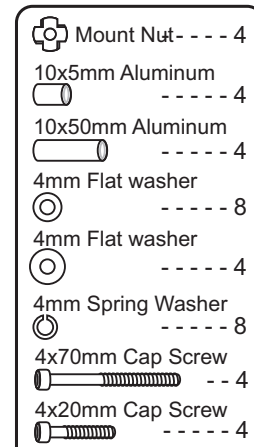
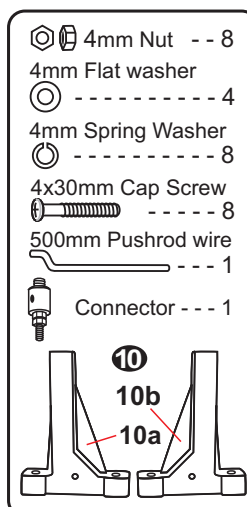
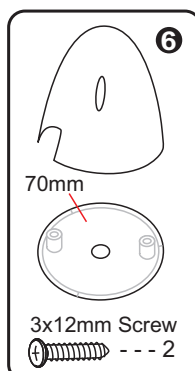
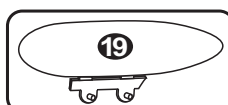
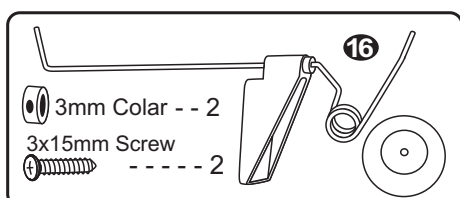
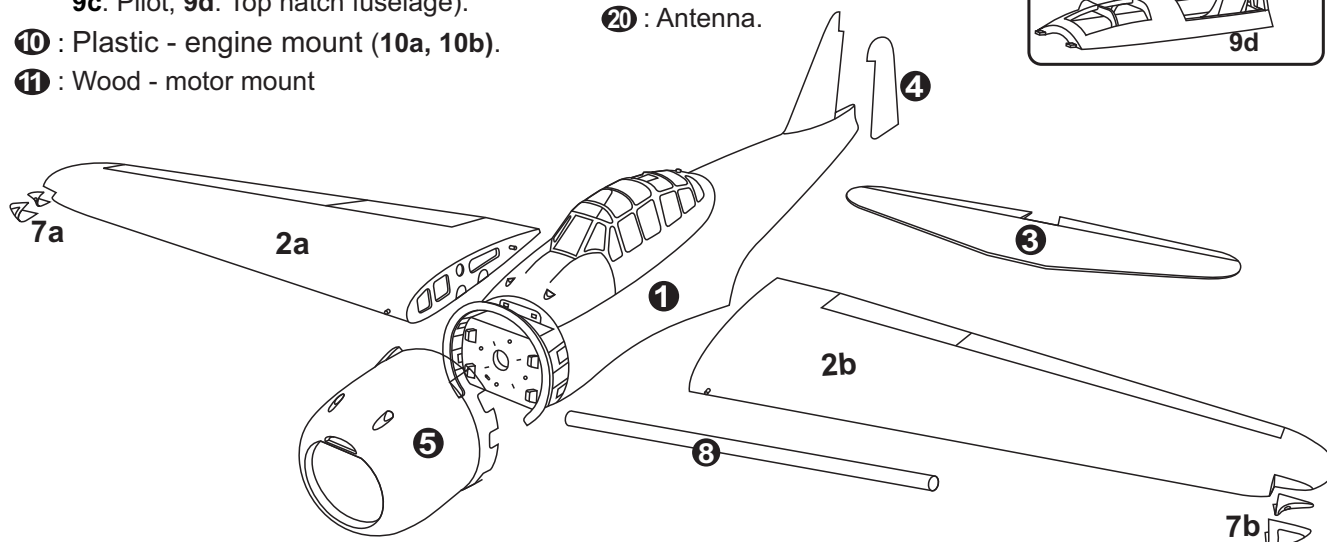
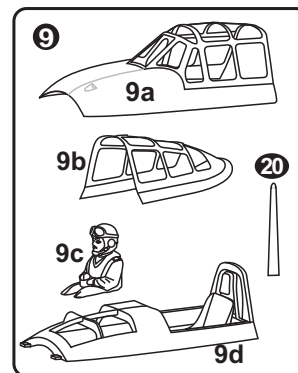


Hex Wrench.

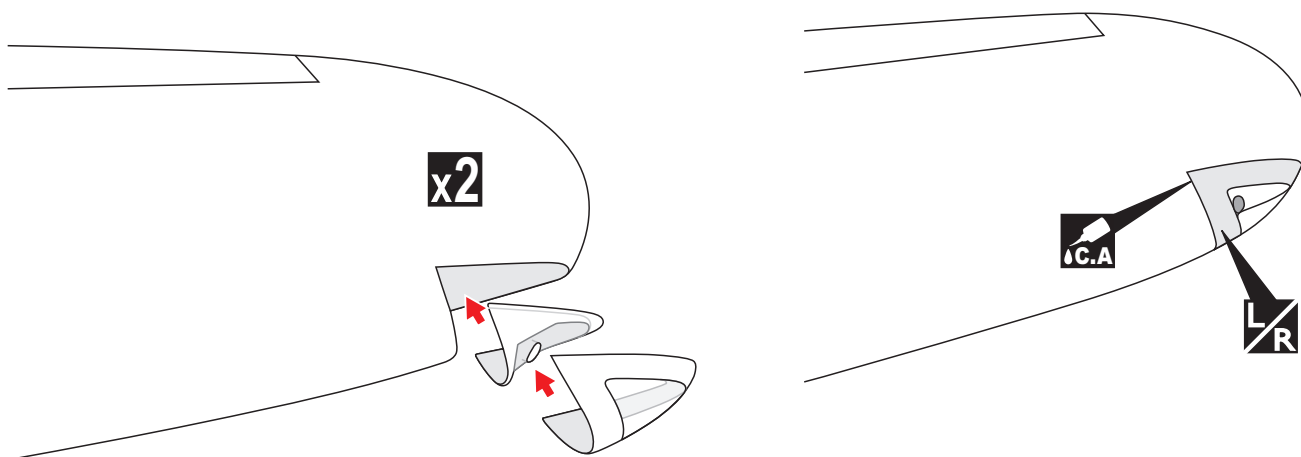
Hand or
electric drill.**Some more tools.**

- Assorted drill bits.
- Masking tape.
- Paper towels.
- Rubbing alcohol
- 90° square or builder's triangle.

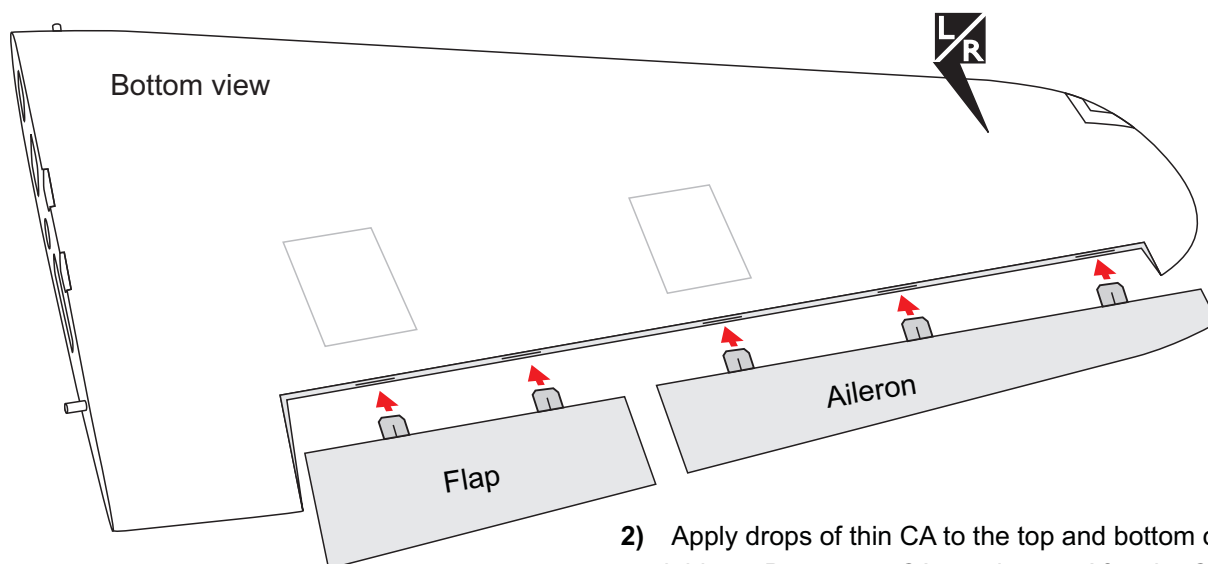
- 1** : Fuselage.
2 : Wing panel (**2a**, **2b**).
3 : Horizontal stabilizer.
4 : Rudder.
5 : Cowling.
6 : Spinner.
7 : Wing plastic light (**7a**, **7b**).
8 : Aluminium wing dihedral brace(19x418mm).
9 : Cockpit fuselage (**9a**, **9b**: Canopy, **9c**: Pilot, **9d**: Top hatch fuselage).
10 : Plastic - engine mount (**10a**, **10b**).
11 : Wood - motor mount
12 : Door mounting wheel (**12a**, **12b**).
13 : Wheel well (**13a**, **13b**).
14 : Main gear struts.
15 : Wheels (85mm).
16 : Tail gear set
17 : Fuel Tank (**17a**: Clunk, **17b**: Stopper (three line)).
18 : Landing gear mount.
19 : Plastic bomb wing.
20 : Antenna.



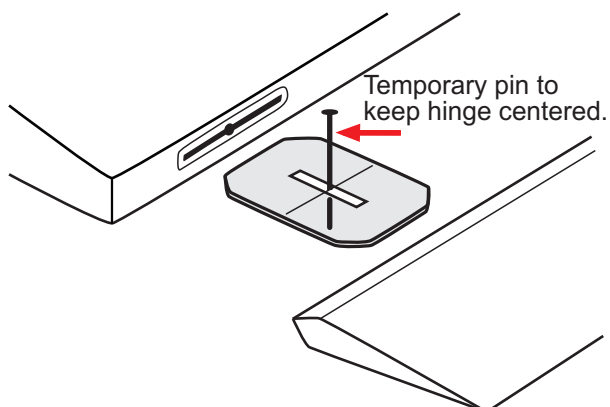
WING PLASTIC LIGHT



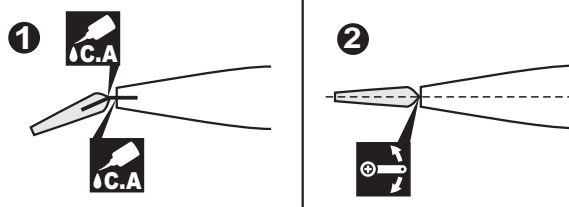
INSTALLING THE AILERONS AND FLAPS.



- 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 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.

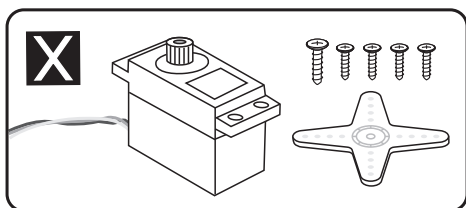


Warning!

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

- 1) Secure nylon hinges with instant glue, being careful not to glue the wing and aileron together.
- 2) 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 servos.

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.

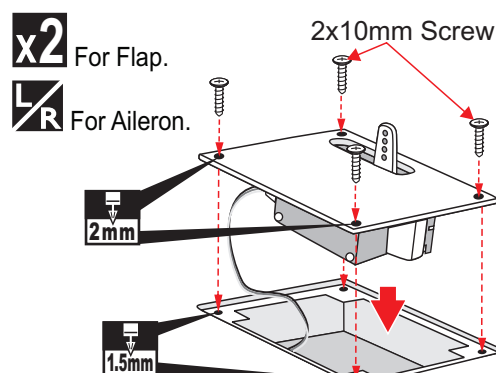
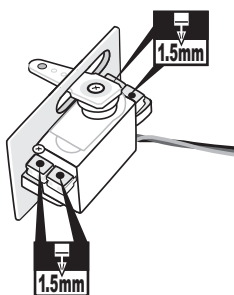
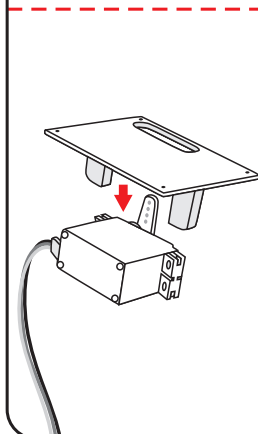
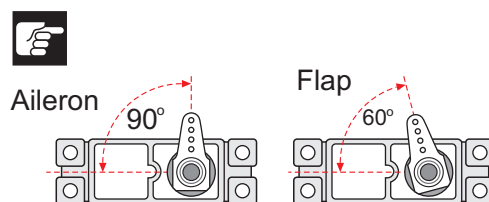
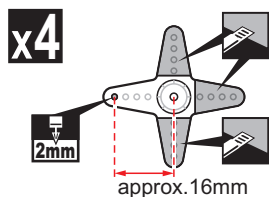
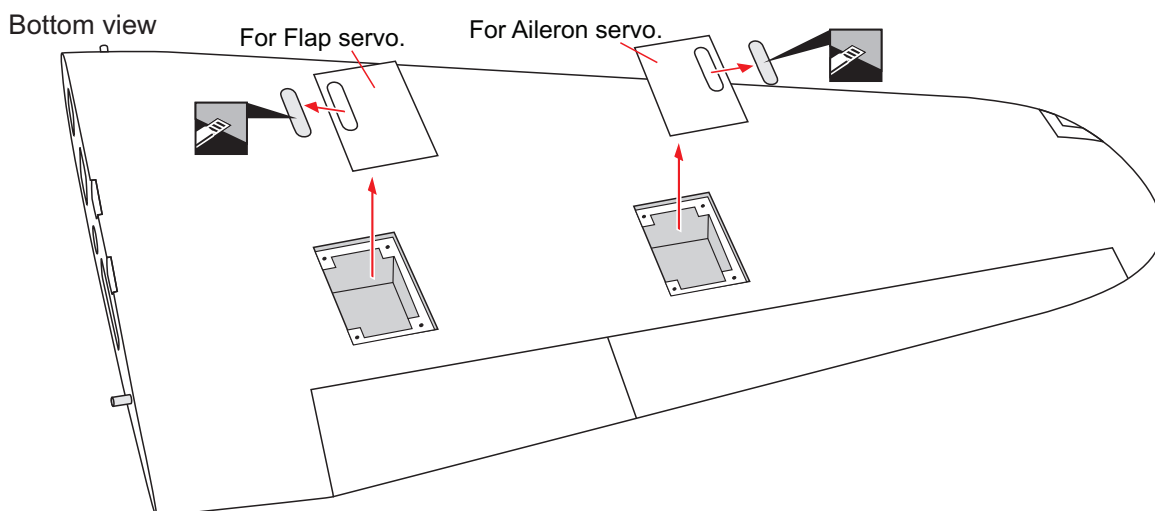
3. Place the servo into the servo tray. Center the servo within the tray and drill 1.5mm pilot holes

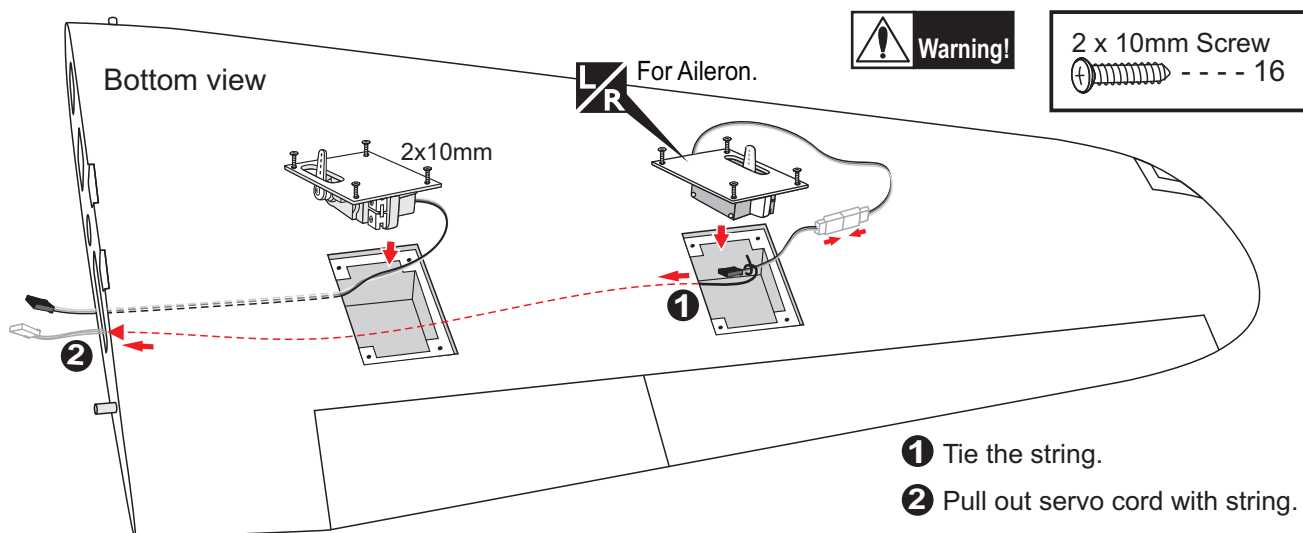
through the block of wood for each of the four mounting screws provided with the servo.

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.

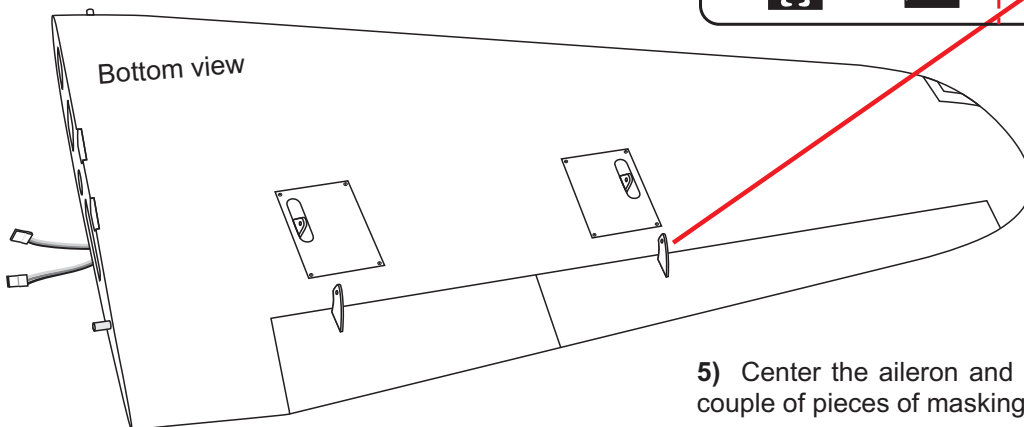
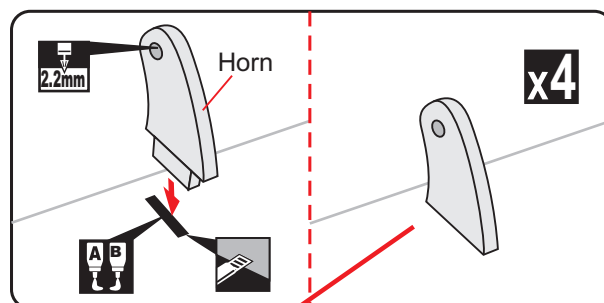
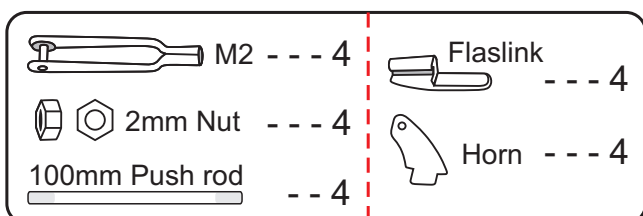
5. Place the servo into the servo tray/ hatch into the servo box on the bottom of the wing and drill 1.5mm pilot holes through the tray and servo box for each of the four mounting screws. Secure the servo tray in place using the mounting screws provided.

6. Repeat step # 2 - # 5 to install the second aileron servo in the opposite wing half.





INSTALLING THE CONTROL HORNS AND LINKAGES.



1) Working with the aileron linkage for now, thread one nylon clevis at least 14 turns onto one of the 2mm x 180mm threaded wires.

2) Attach the clevis to the outer hole in the control horn. Install a silicone tube on the clevis.

3) 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 of the arm to accommodate the aileron pushrod wire.

4) Plug the aileron 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 wing.

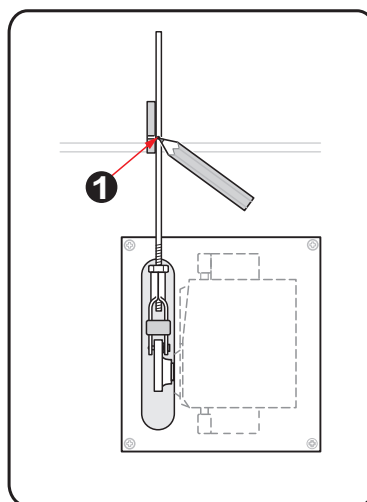
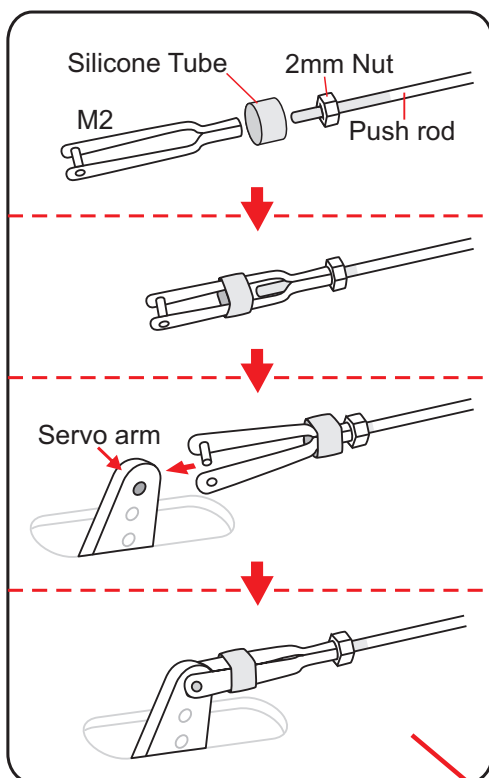
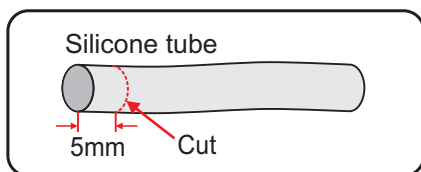
5) Center the aileron and hold it in place using a couple of pieces of masking tape.

6) With the aileron and aileron servo centered, carefully place a mark on the aileron pushrod wire where it crosses the hole in the servo arm.

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

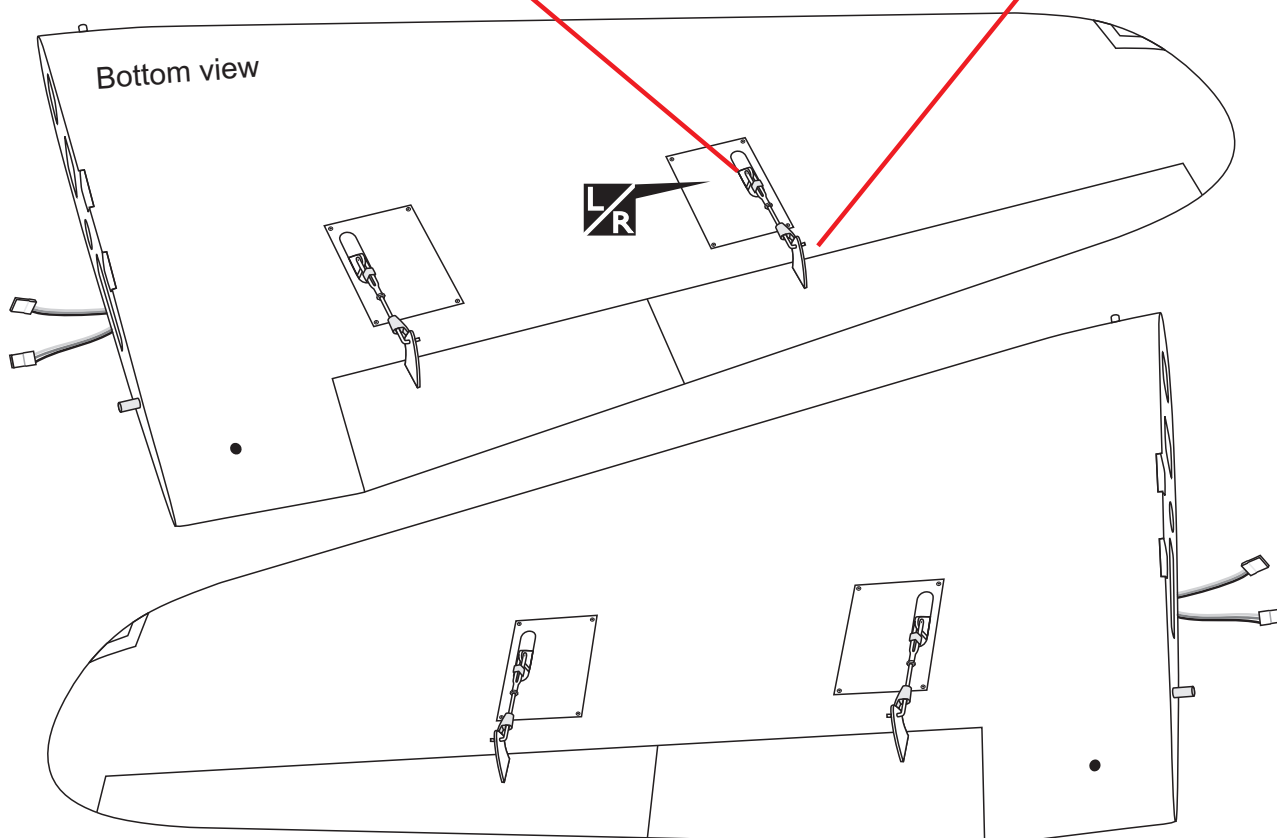
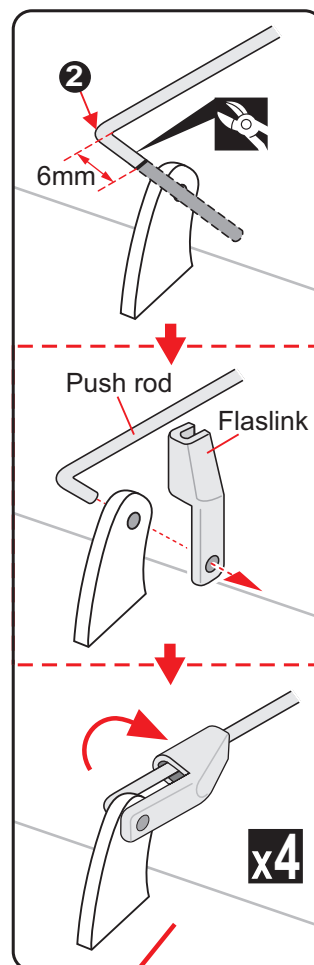
8) Insert the 90 degree bend down through the hole in the servo arm. Install one nylon snap keeper over the wire to secure it to the arm. Install the servo arm retaining screw and remove the masking tape from the aileron.

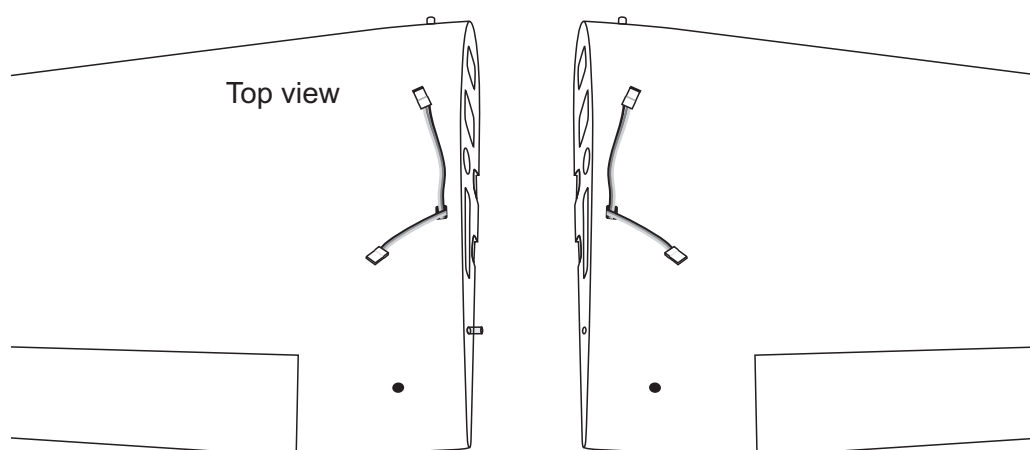
9) Repeat step # 4 - # 8 to install the second aileron linkage. After both linkages are completed, connect both of the aileron servo leads using a Y-harness you have purchased separately.



1 Mark the spot to attach

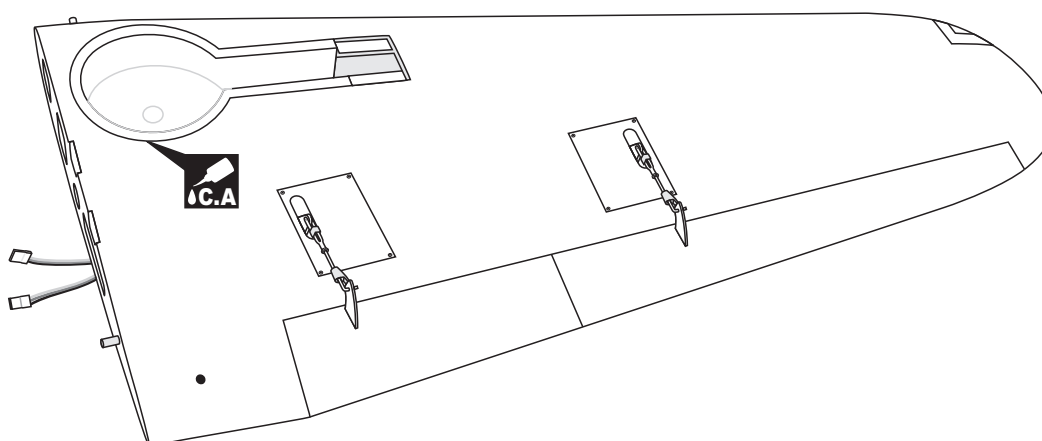
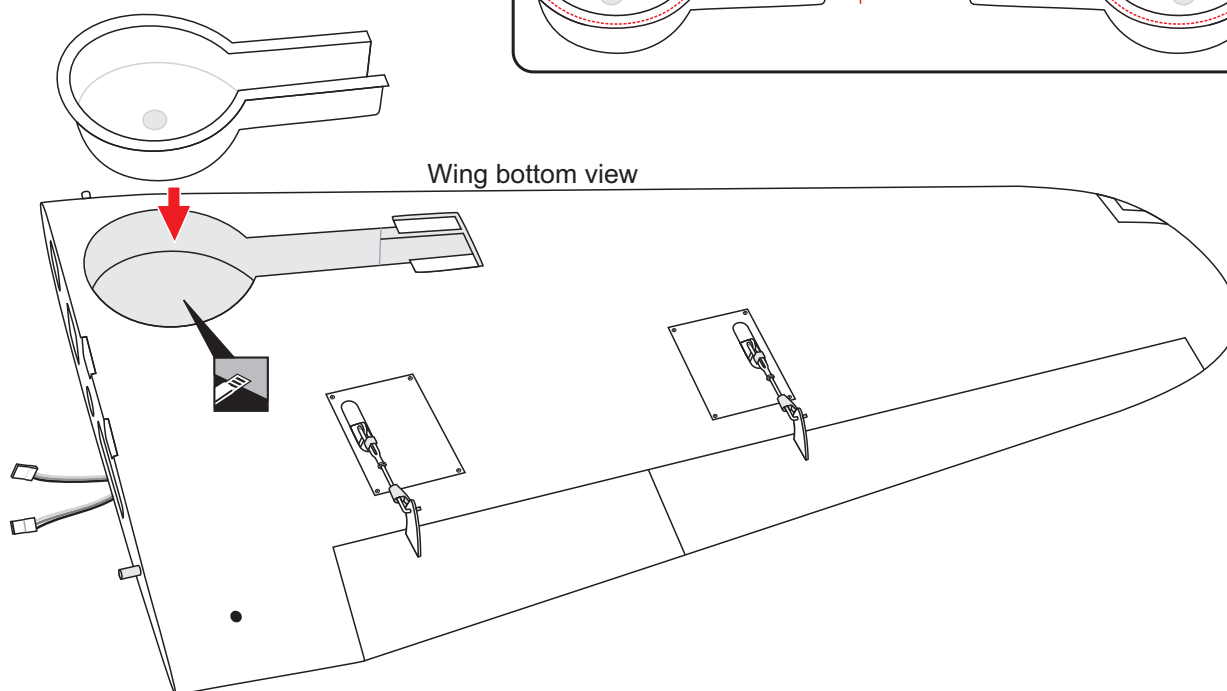
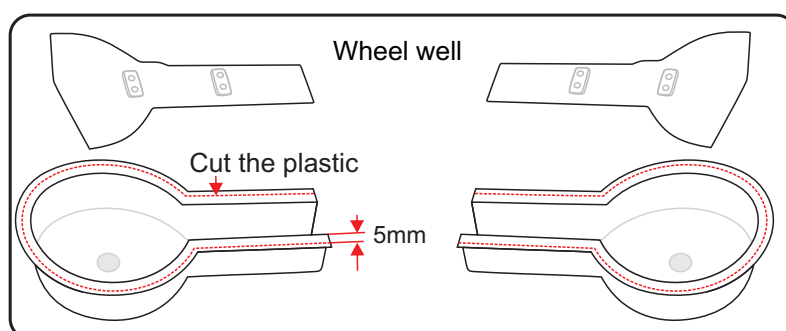
2 Bend 90°





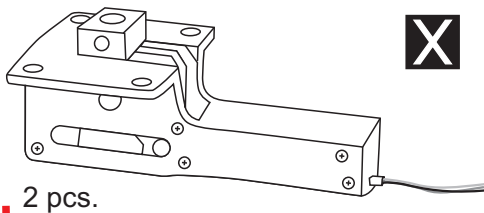
INSTALLING THE WHEEL WELL

* Using a modeling knife, carefully remove the film covering from the gear tray. Make sure that you do not remove any wood.

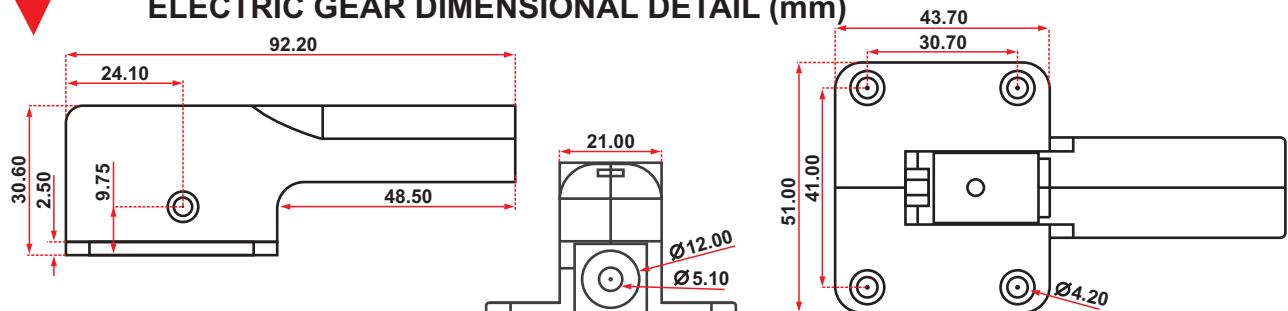


INSTALLING MAIN GEAR

ELECTRIC NOT INCLUDED.

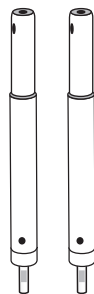


ELECTRIC GEAR DIMENSIONAL DETAIL (mm)

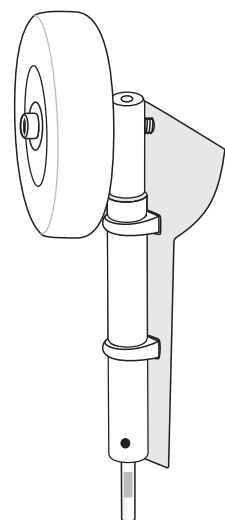
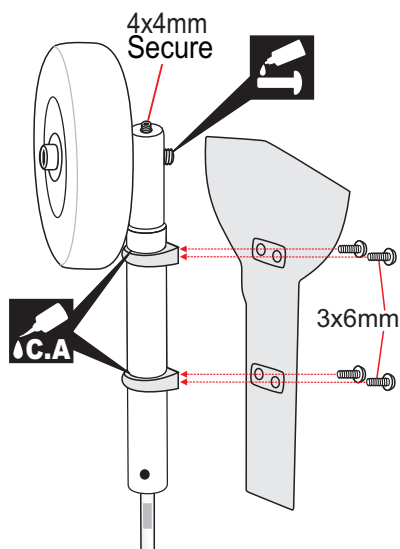
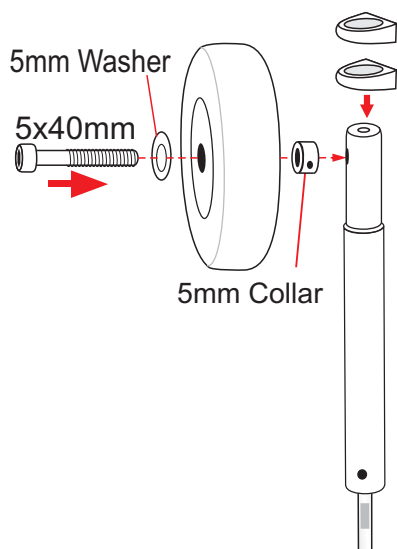
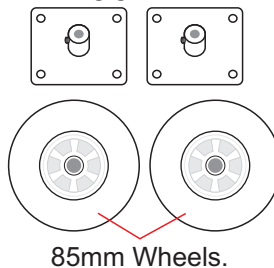


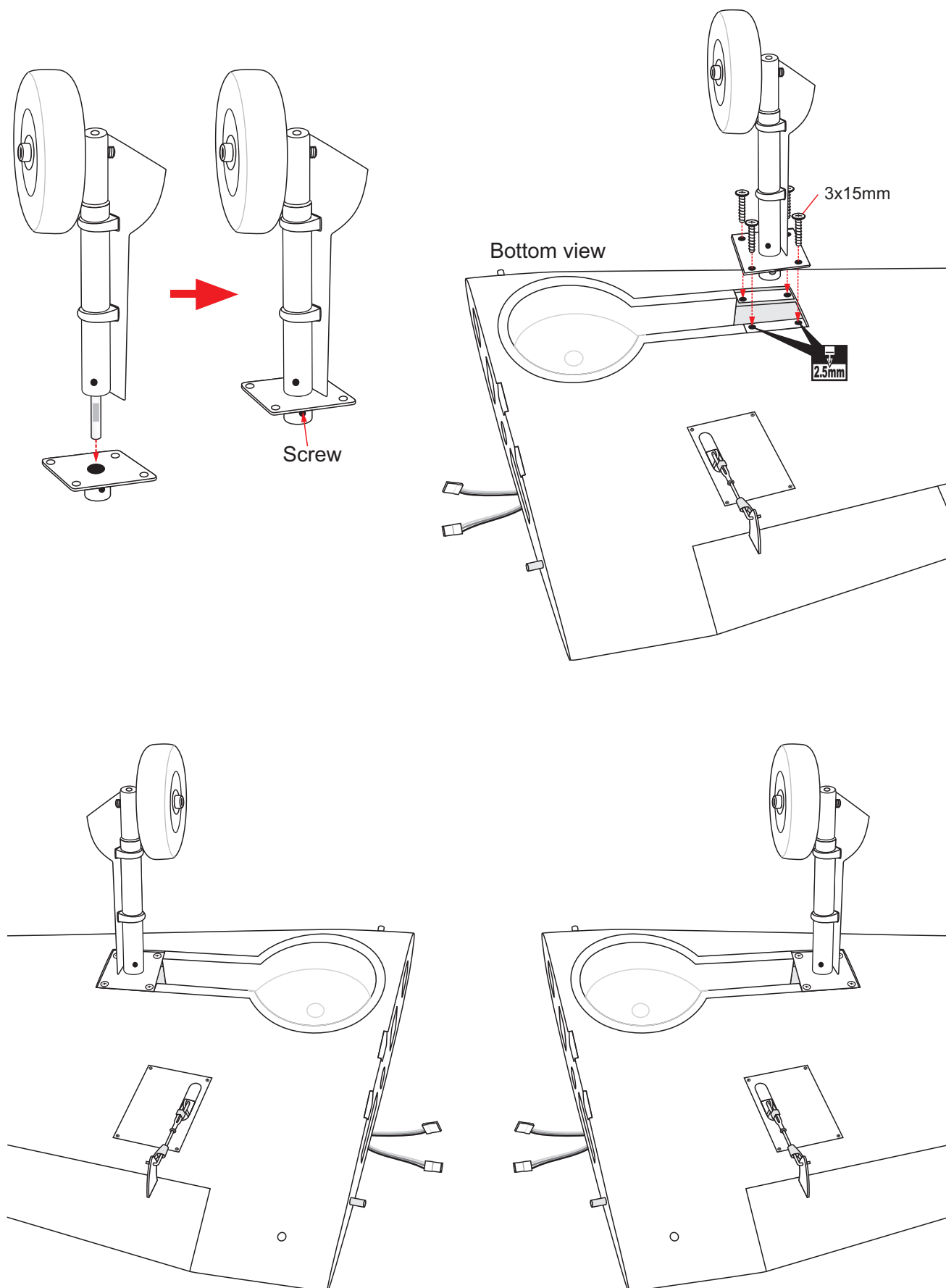
ONLY INCLUDING OLEO STRUTS.

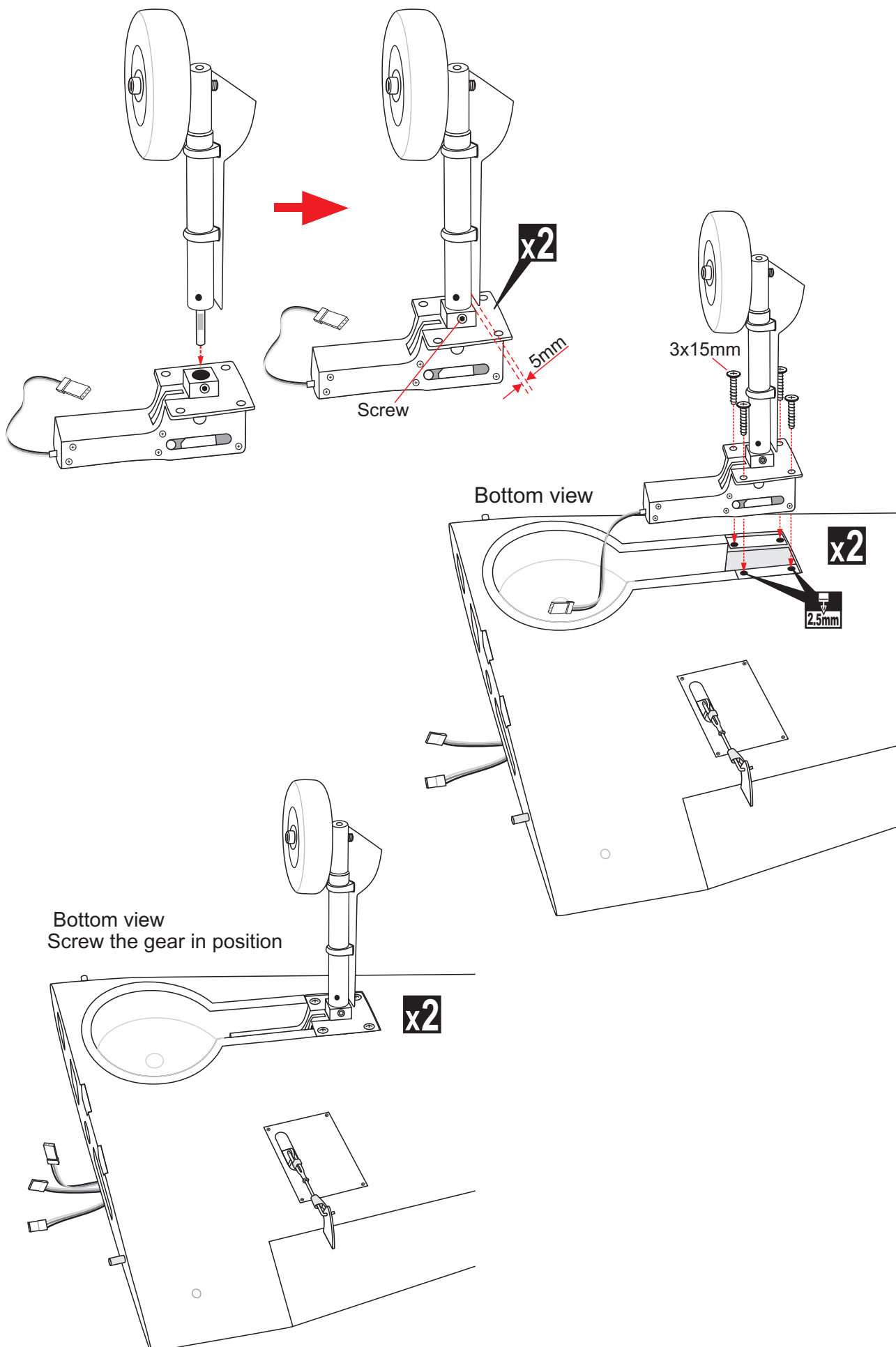
- 3x15mm Screw ----- 8
- 5x40mm Socket Head Cap Screw ----- 2
- 5mm Collar ----- 2
- 3x6mm Button Head Cap Screw ----- 8
- 5mm Flat washer ----- 4



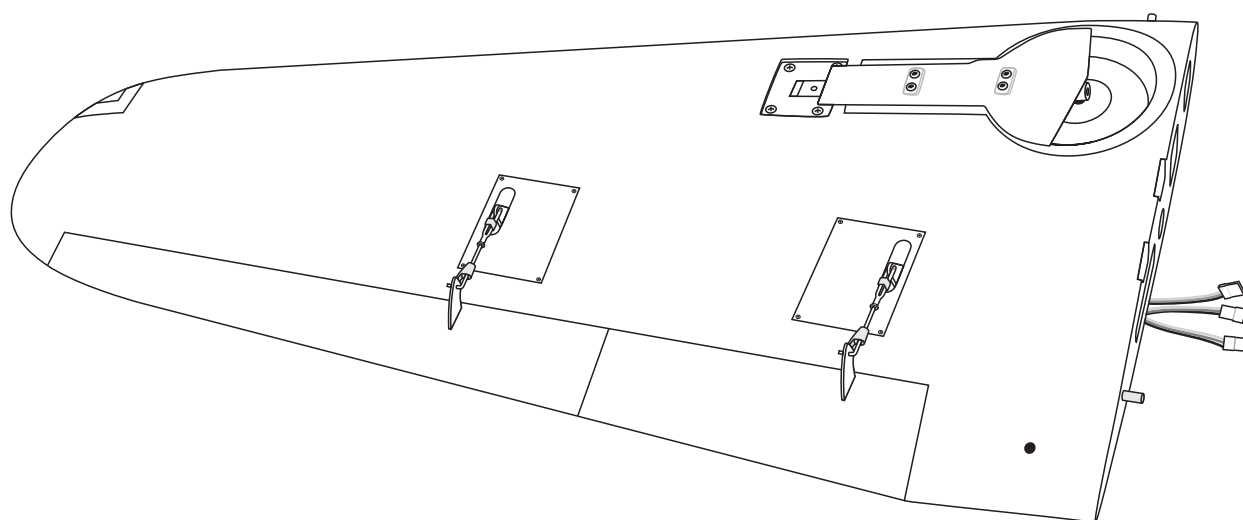
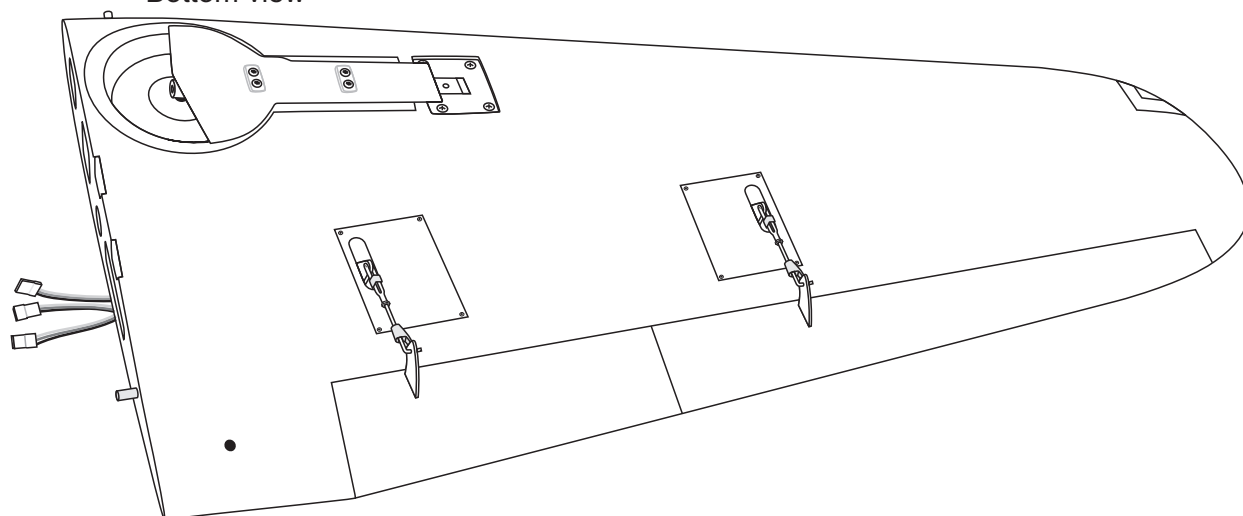
Landing gear mount.



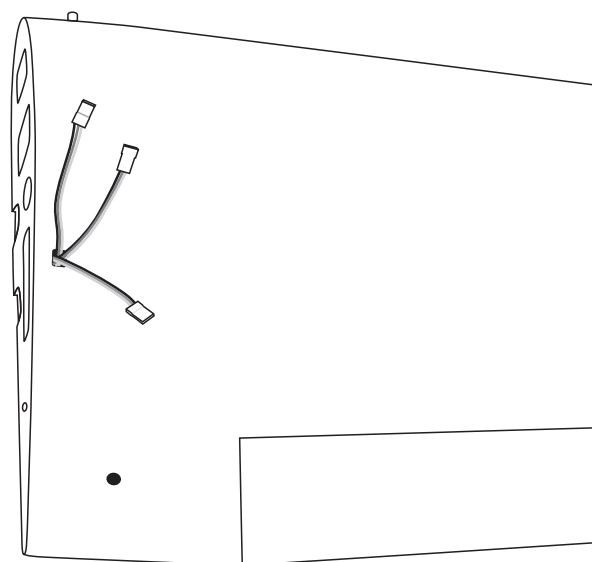
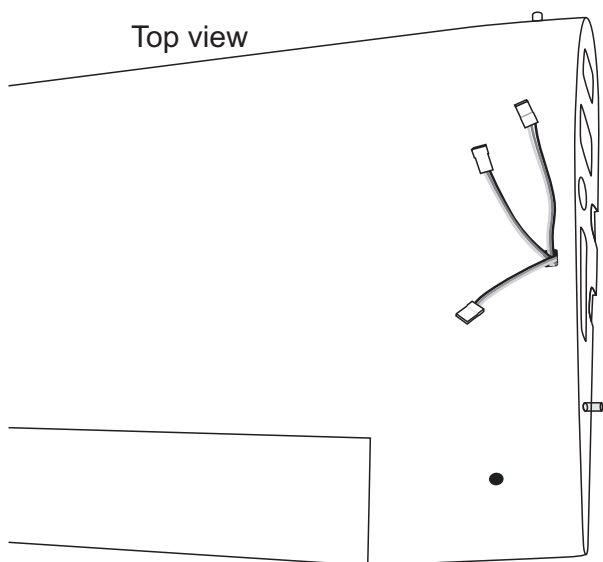
THERE ARE TWO OPTIONS:**OPTION 1: MAIN GEAR STRUTS**

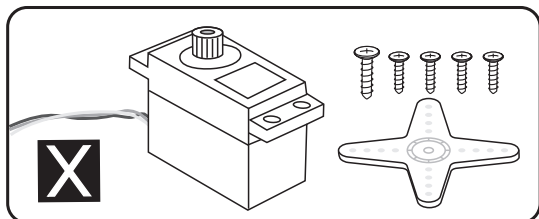
OPTION 2: ELECTRIC GEAR RETRACTS

Bottom view



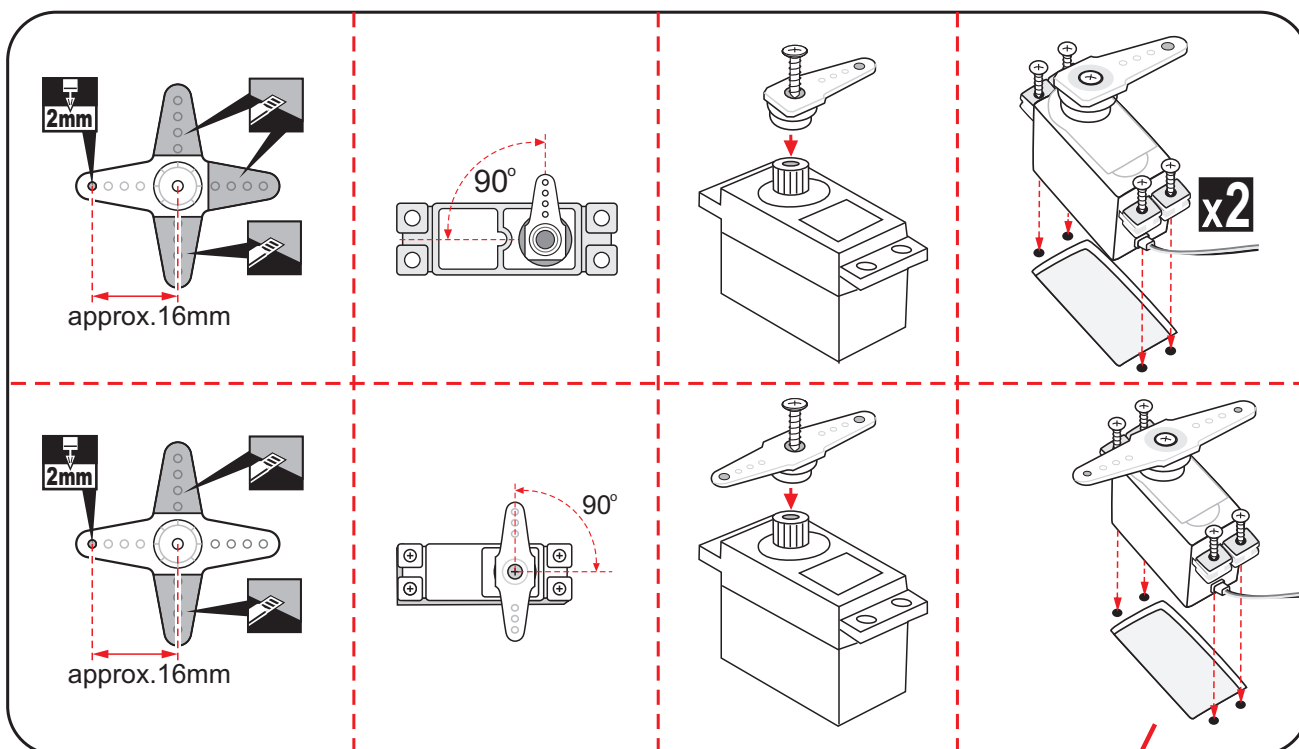
Top view



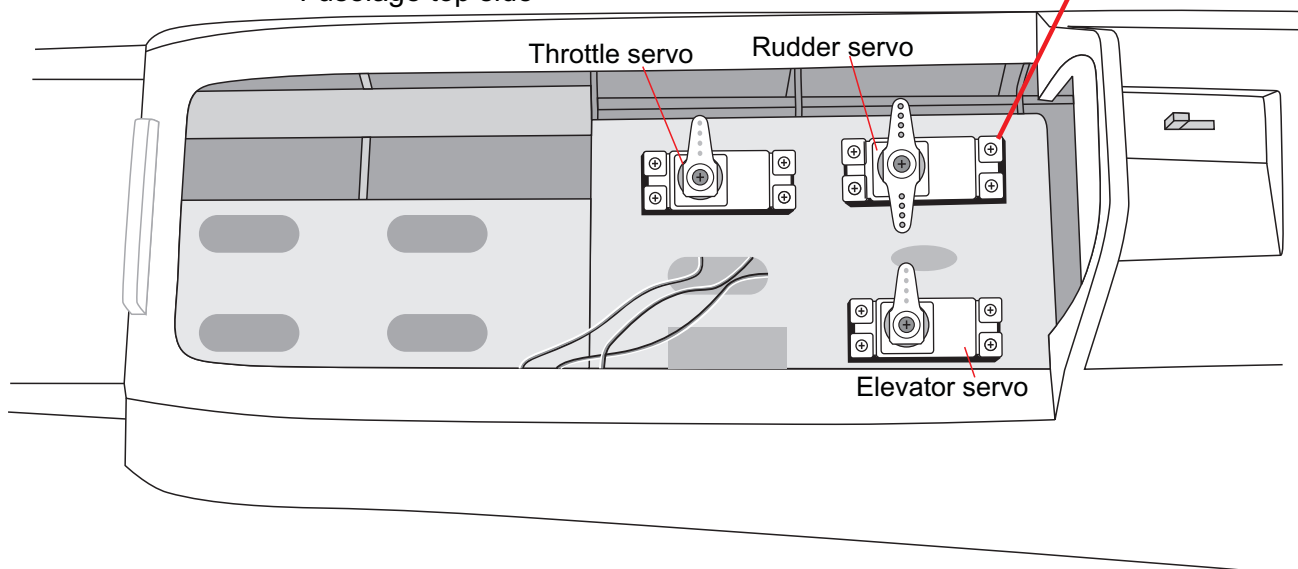
INSTALLING THE FUSELAGE SERVOS

1) Install the rubber grommets and brass collets into the elevator, rudder and throttle servos. Test fit the servos into the servo tray. Trim the tray if necessary to fit your servos.

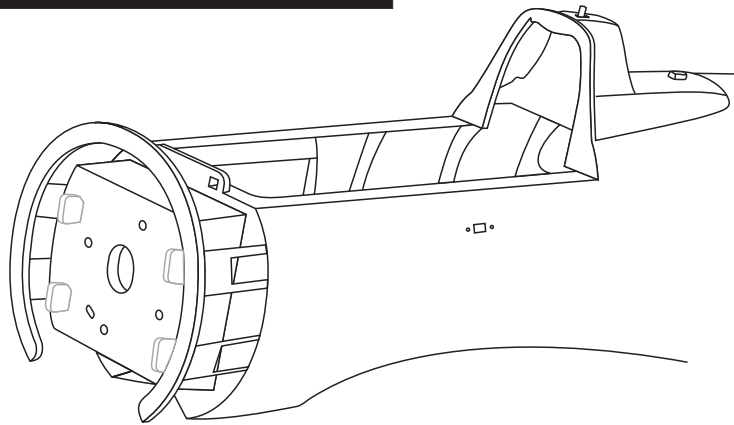
2) Mount the servo to the tray using the mounting screws provided with your radio system.



Fuselage top side



INSTALLING THE ENGINE MOUNT

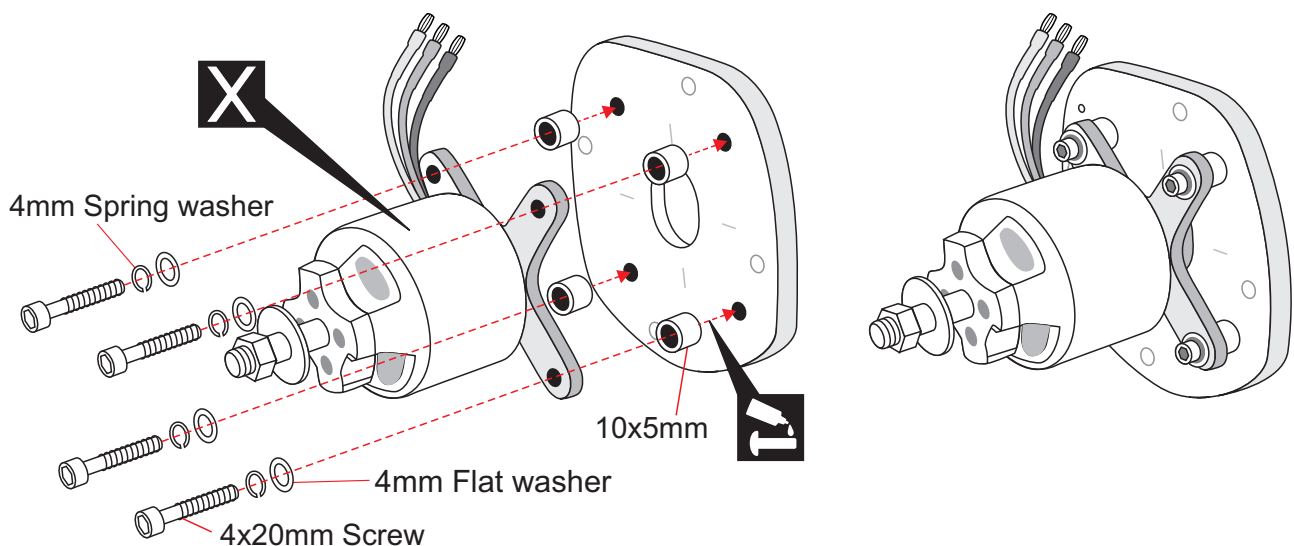
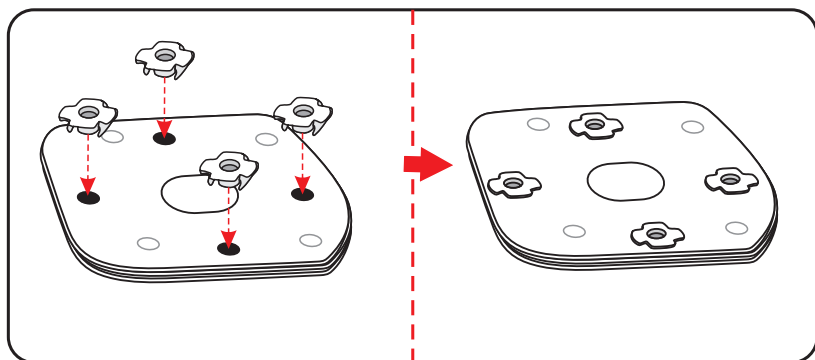


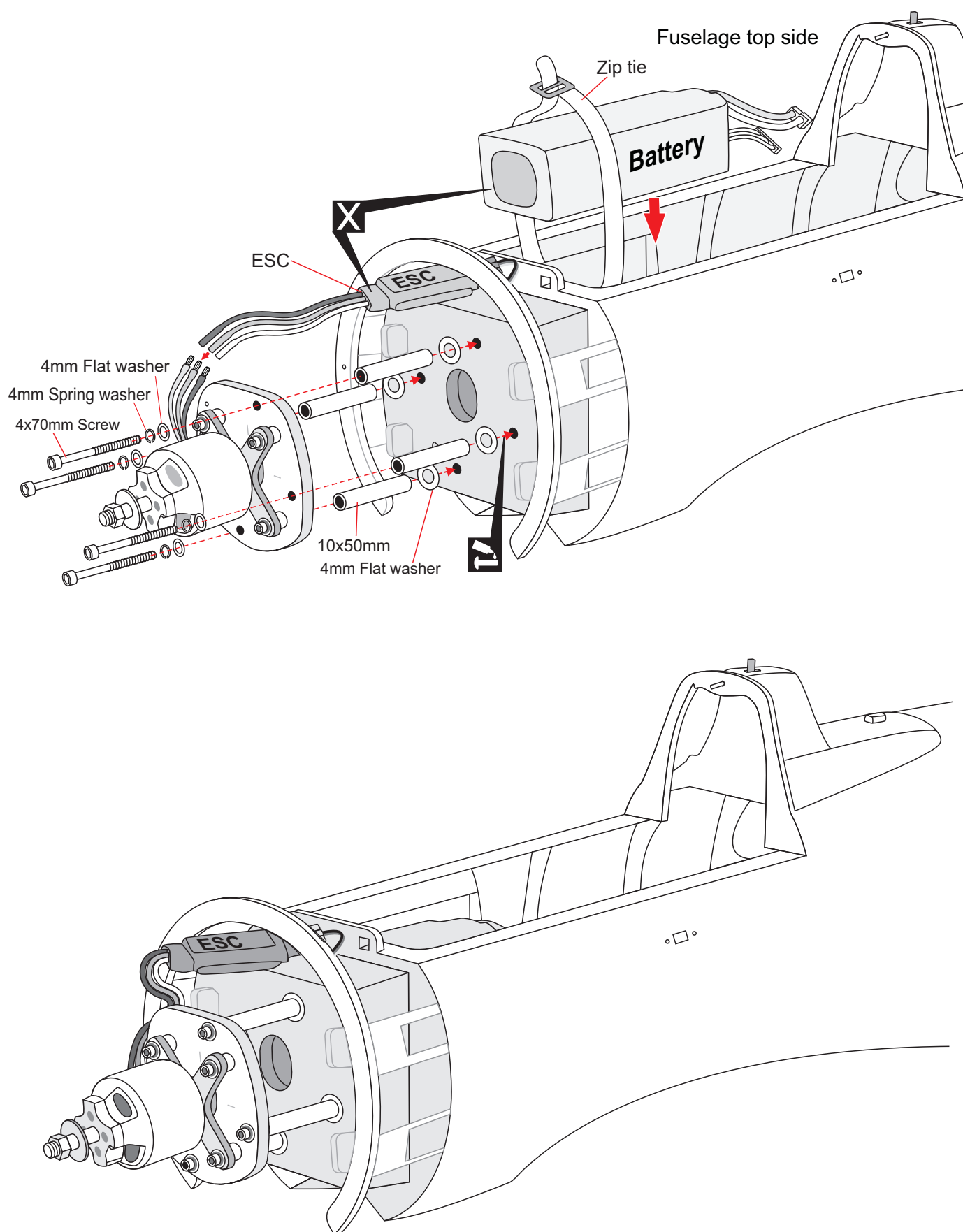
There are two options:

1. Electric motor
2. Engine mount.

OPTION 1: INSTALLING THE ELECTRIC MOTOR (EP VERSION)







	Mount Nut- - - -	4
	10x5mm Aluminum	4
	10x50mm Aluminum	4
	4mm Flat washer	8
	4mm Spring Washer	8
	4x70mm Cap Screw	4
	4x20mm Cap Screw	4

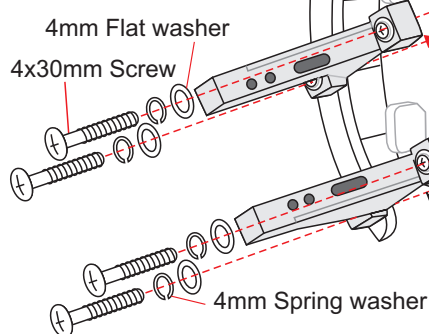
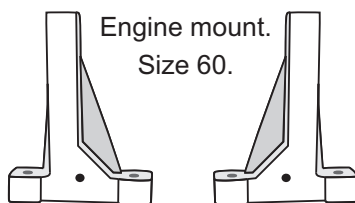




OPTION 2: INSTALLING THE ENGINE

Installing the engine mount, fuel tank

	4mm Nut	-- 8
	4mm Flat washer	
	4mm Spring Washer	----- 4
	4mm Spring Washer	----- 8
	4x30mm Cap Screw	----- 8
	500mm Pushrod wire	--- 1



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 8mm 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.

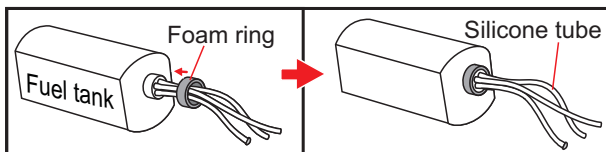
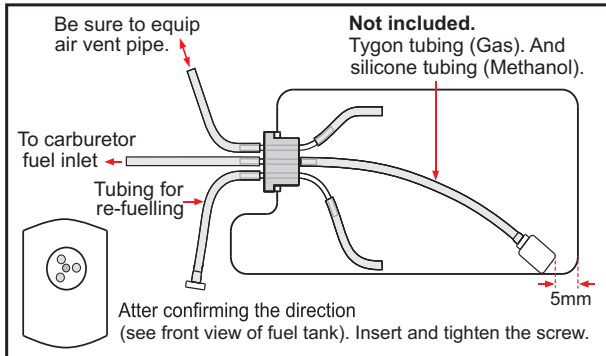
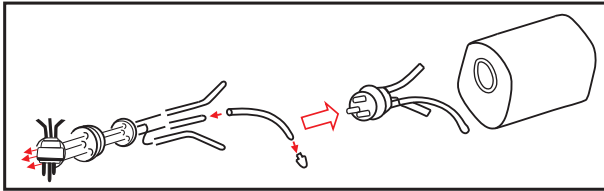
4) Carefully bend the third nylon tube down at a 45 degree angle (using a cigarette lighter). This tube will be vent tube to the fueling valve.



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.

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.



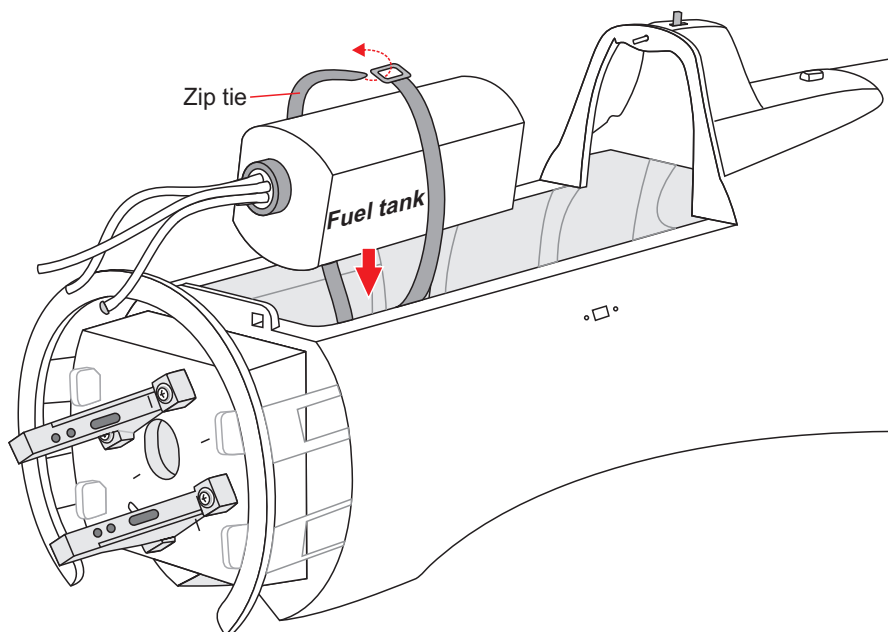
7) Using a modeling knife, cut 3 lengths of fuel line. Connect 2 lines to the 2 vent tubes and 1 line to the fuel pickup tube in the stopper.

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.



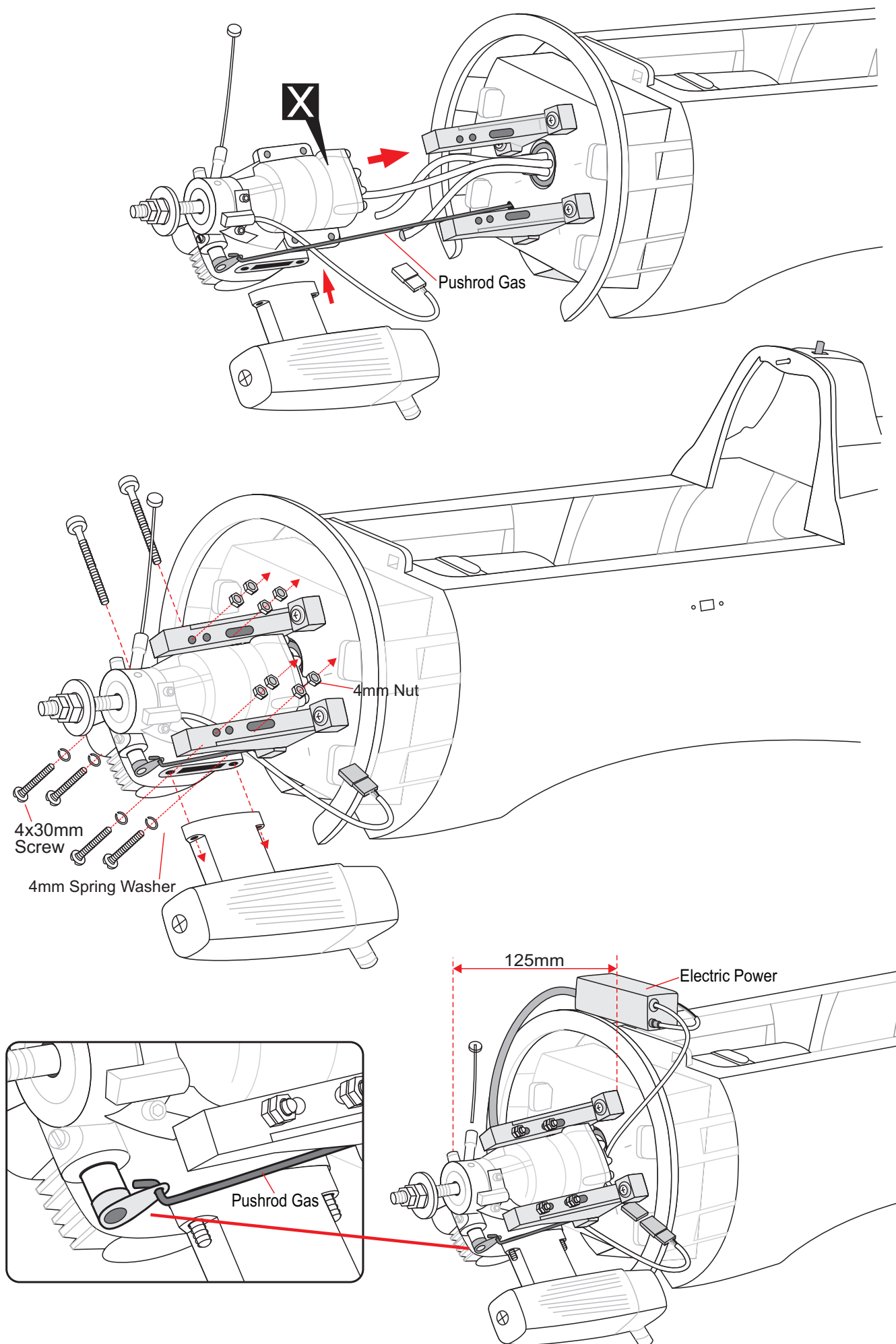
Do not secure the tank into place permanently until after balancing the airplane. You may need to remove the tank to mount the battery in the fuel tank compartment.

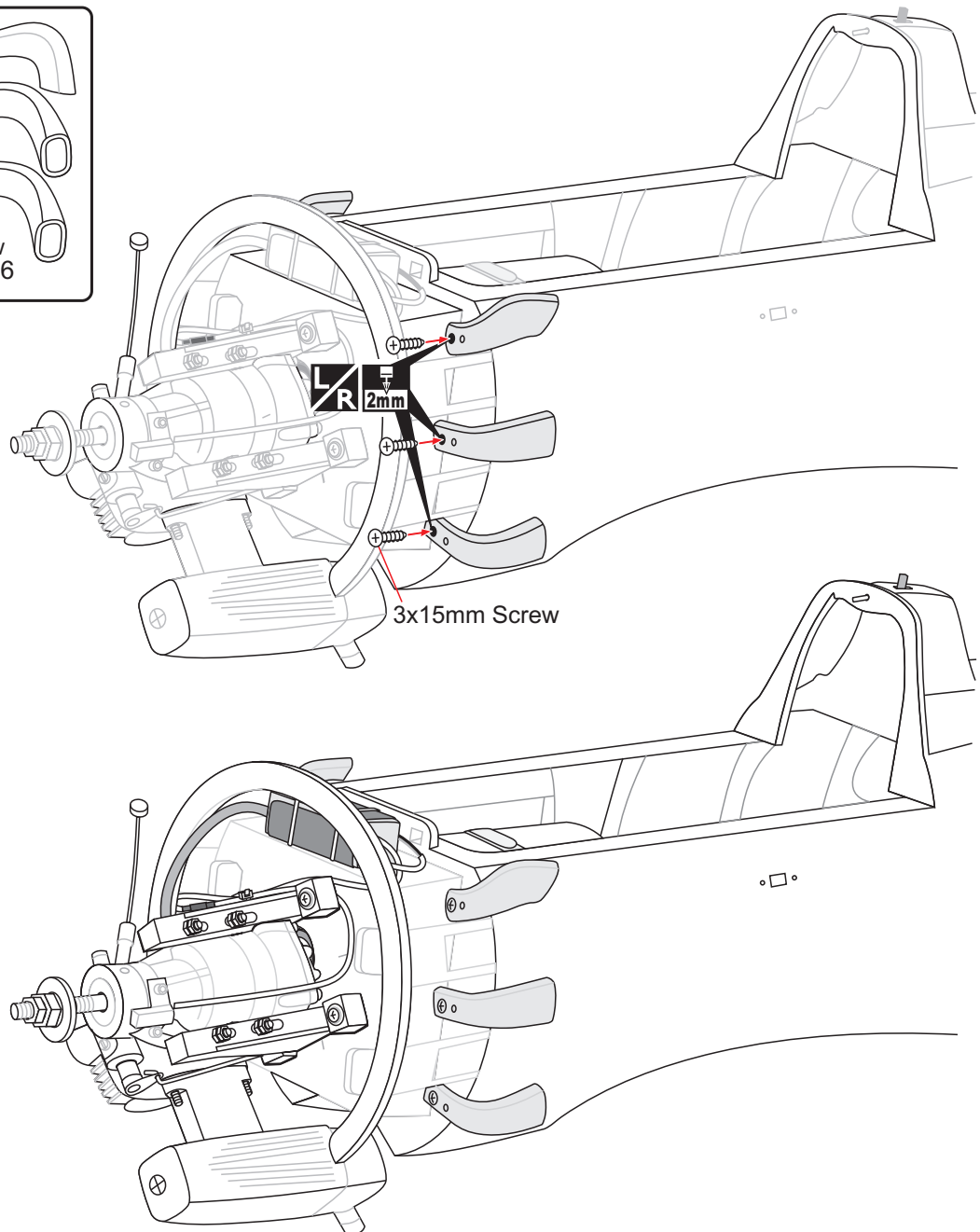
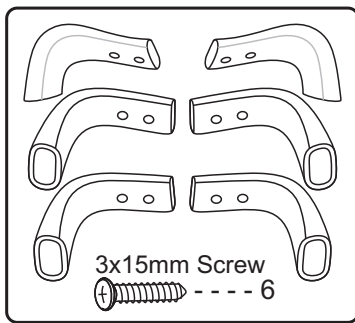
9. Secure the fuel tank.



INSTALLING THE THROTTLE PUSHROD

* Locate the long piece of wire used for the throttle pushrod. One end of the wire has been pre-bend in to a "Z" bend at the factory. This "Z" bend should be inserted into the throttle arm of the engine when the engine is fitted onto the engine mount. Fit the engine to the engine mount using the screws provided.





INSTALLING THE THROTTLE



Connector - - - 1

1) Install one adjustable metal connector through the third hole out from the center of one servo arm, enlarge the hole in the servo arm using a 2mm drill bit to accommodate the servo connector. Remove the excess material from the arm.

! After installing the adjustable metal connector apply a small drop of thin C/A to the bottom nut. This will prevent the connector from loosening during flight.

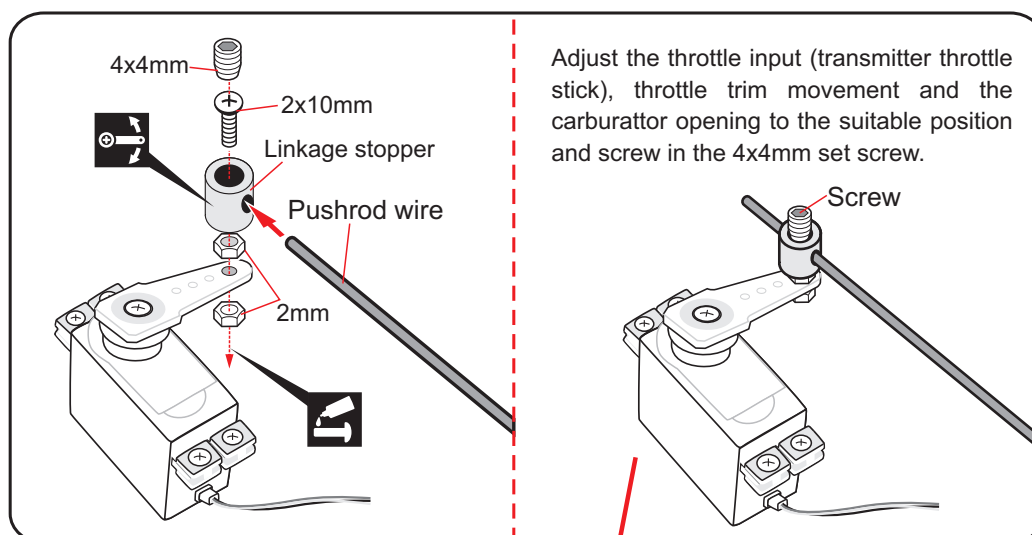
2) Plug the throttle servo into the receiver and turn on the radio system. Check to ensure that the throttle servo output shaft is moving in the correct direction. When the throttle stick is moved forward from idle to full throttle, the throttle barrel should also open and close using this motion. If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

reverse the direction of the servo, using the transmitter.

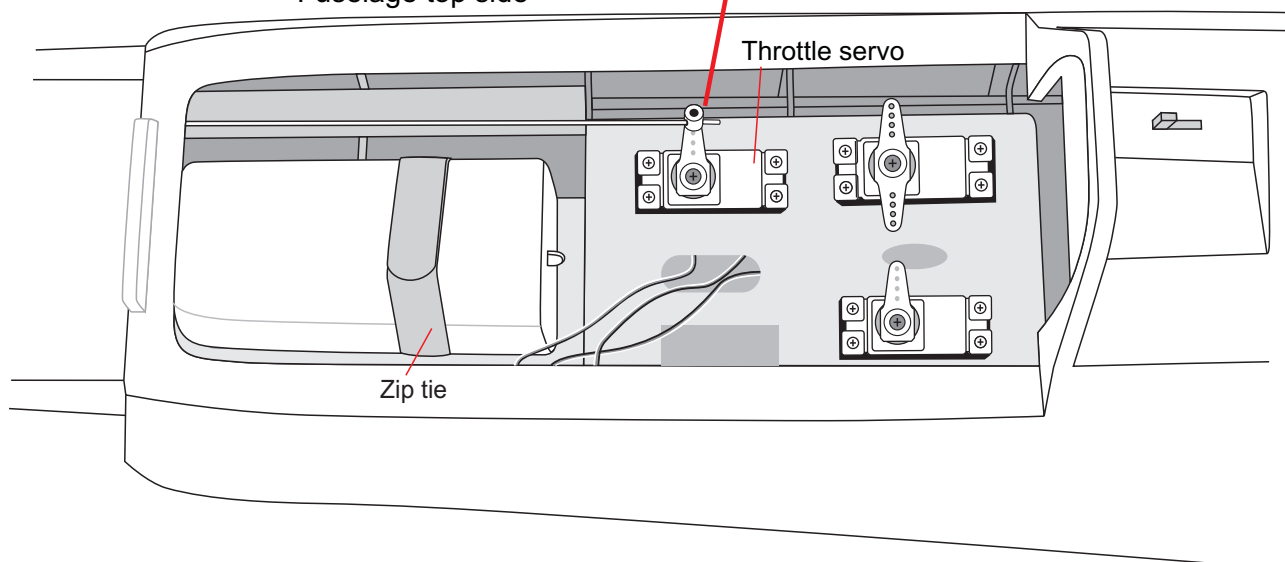
3) Slide the adjustable metal connector / servo arm assembly over the plain end of the pushrod wire. Position the throttle stick and the throttle trim at their lowest positions.

4) Manually push the carburetor barrel fully closed. Angle the arm back about 45 degree from center and attach the servo arm onto the servo. With the carburetor barrel fully closed, tighte the set screw in the adjustable metal connector.

5) Remove the excess throttle pushrod wire using wire cutters and install the servo arm retaining screw.




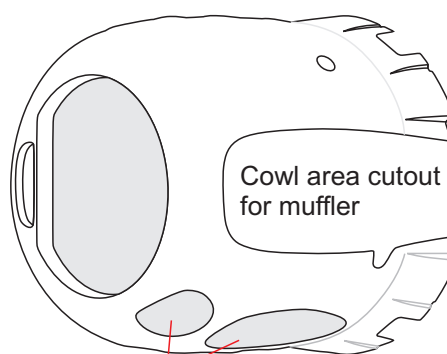
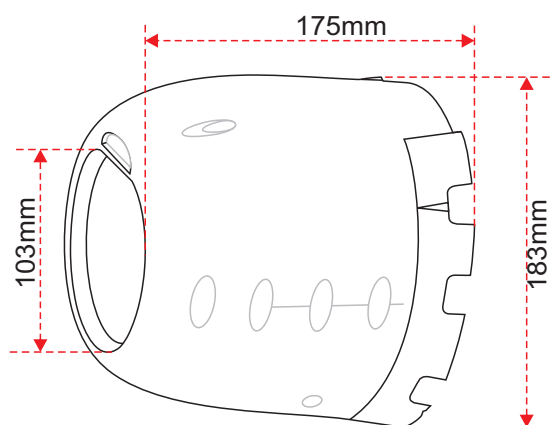
Fuselage top side



MOUNTING THE COWL

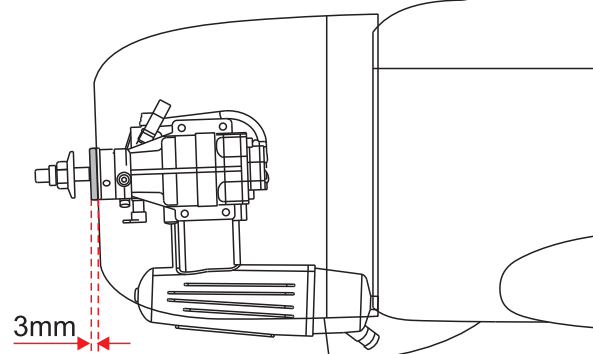
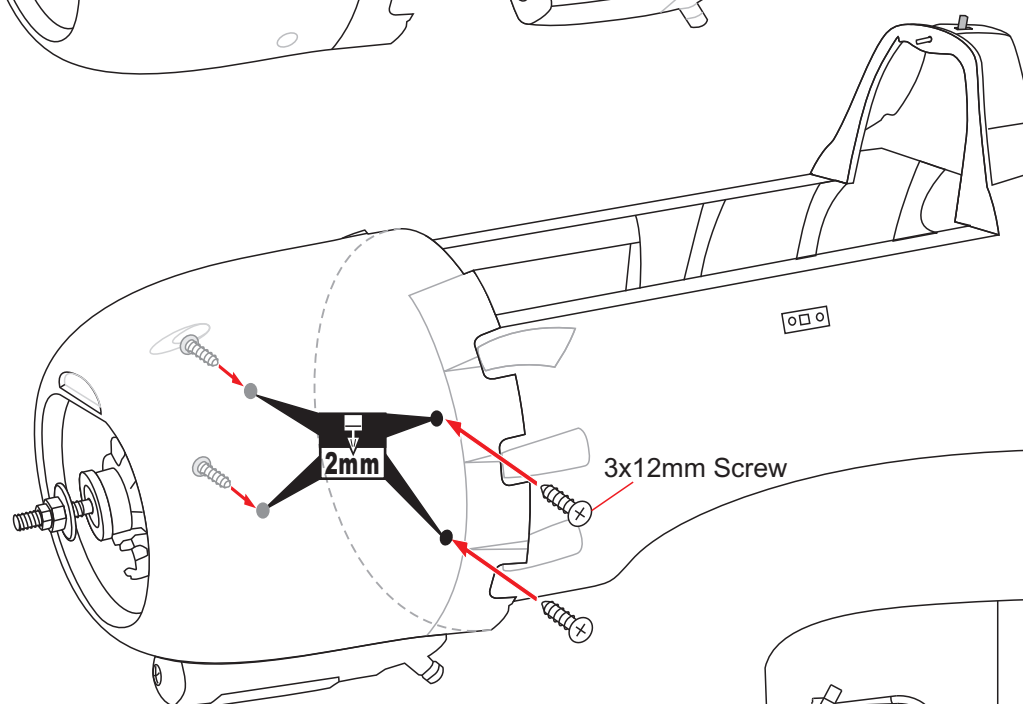
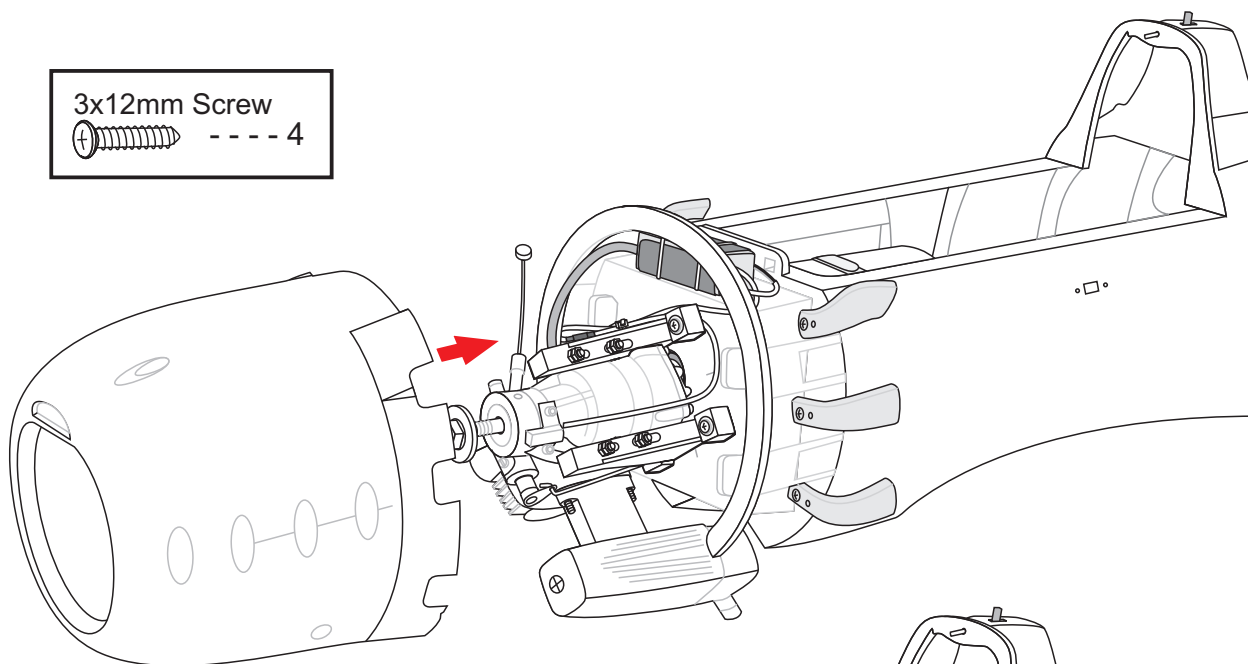
- 1) Remove the muffler and needle valve assembly from the engine. Slide the fiberglass cowl over the engine.
- 2) Measure and mark the locations to be cut out for engine head clearance, needle valve, muffler. Remove the cowl and make these cutouts using a rotary tool with a cutting disc and a rotary 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 carburator, muffler and fuel filler valve. Tighten the screws completely.



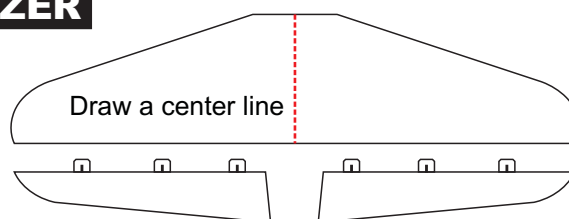
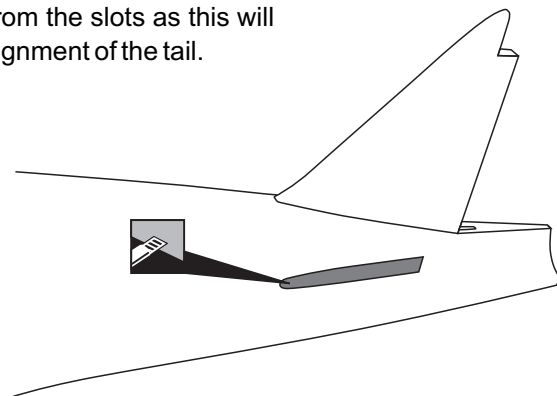
Cowl area cutout for engine head.

3x12mm Screw

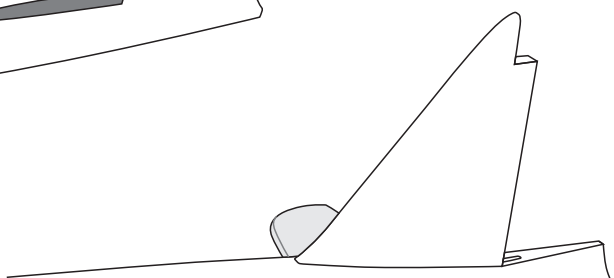


INSTALLING HORIZONTAL STABILIZER

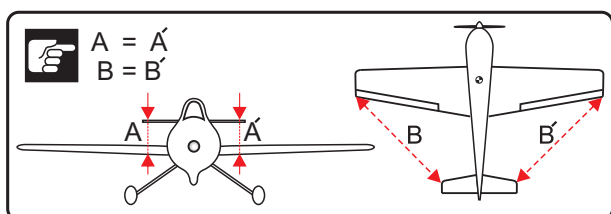
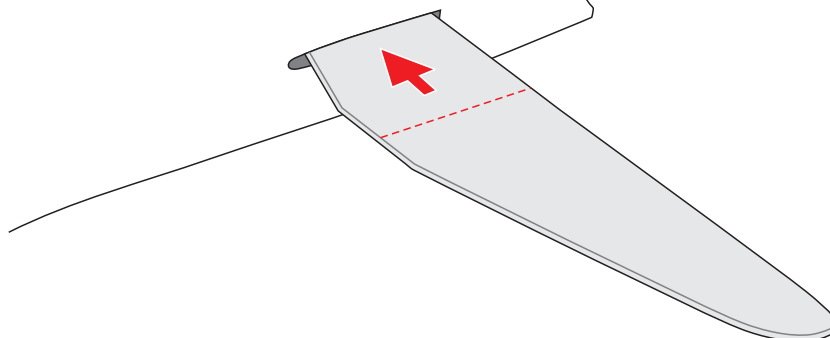
1) Using a modeling knife, carefully remove the film covering from the tail slots at the rear of the fuselage. Make sure that you do not remove any wood from the slots as this will affect the alignment of the tail.



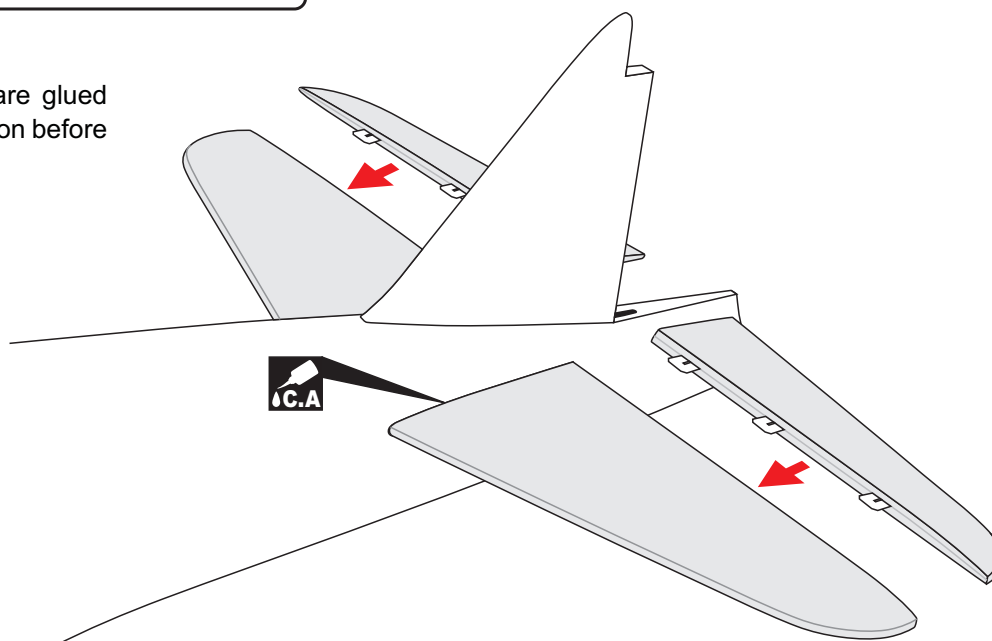
2) Then put the horizontal into the fuselage. Check the fit of the horizontal stabilizer in its slot.

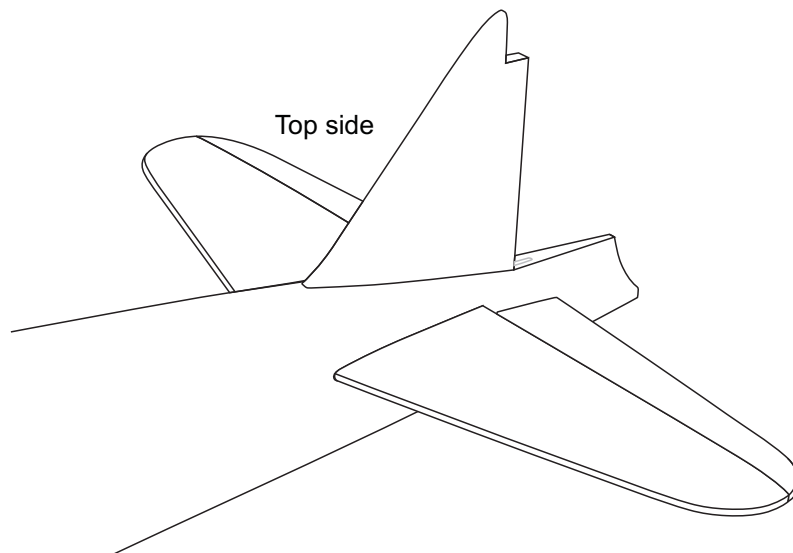


3) Check the fit of the horizontal stabilizer in its slot. Make sure the horizontal stabilizer is square and centered to the fuselage by taking measurements.

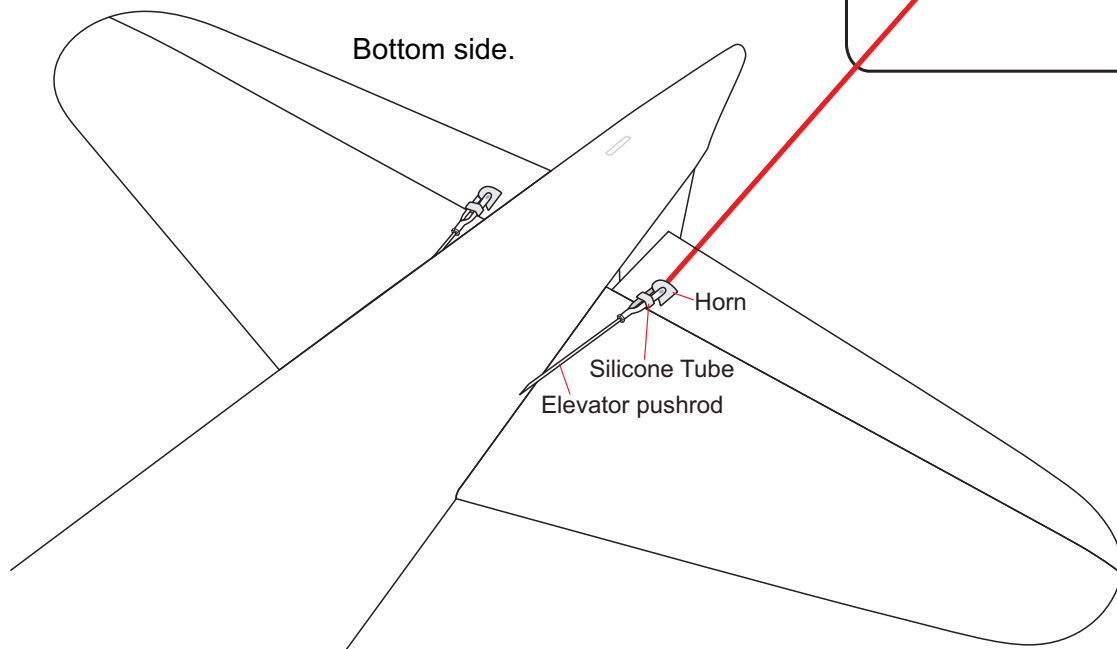
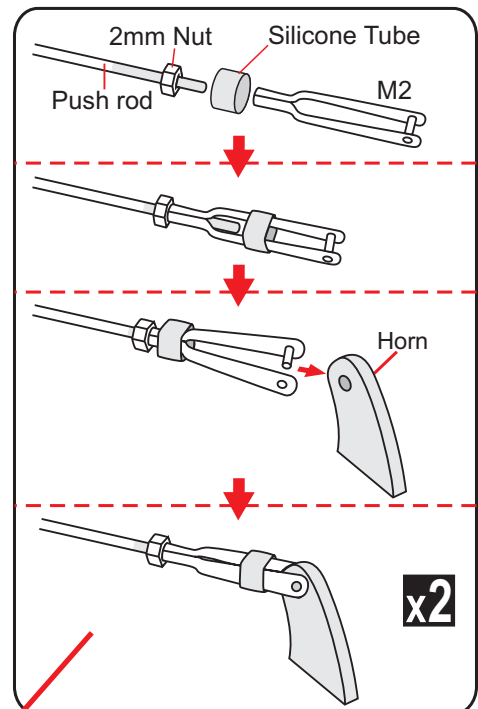
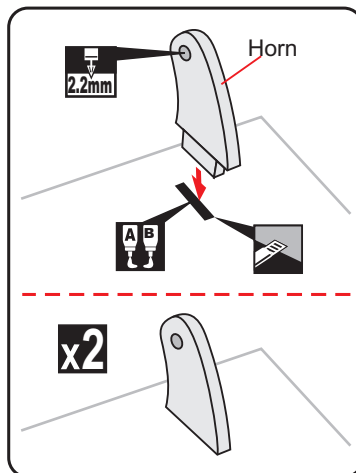
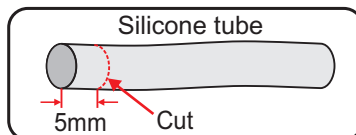
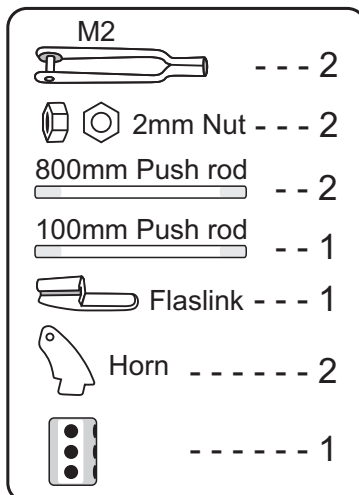


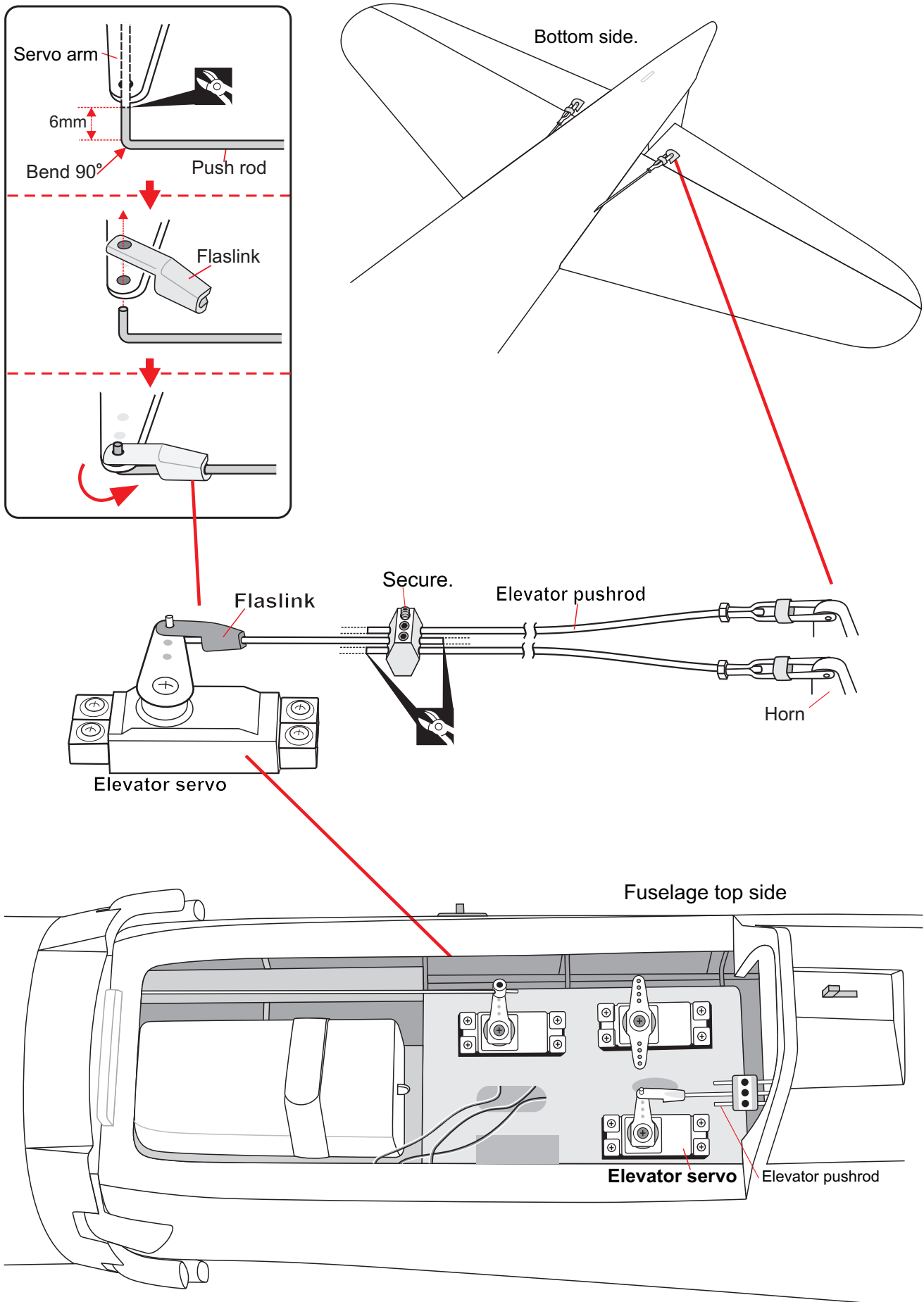
4) Hinges for elevators are glued the same way as the aileron before (see page 6).

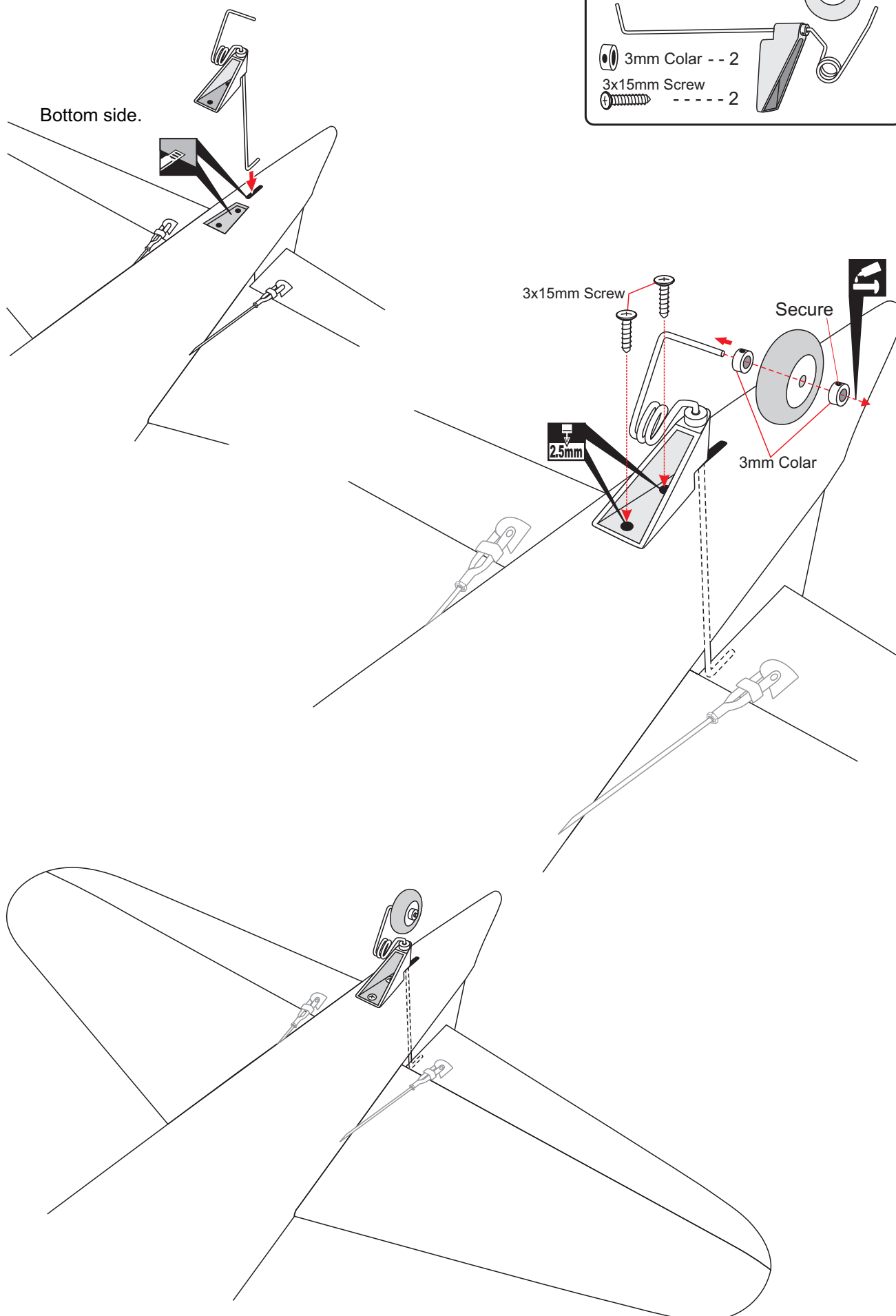




INSTALLING THE CONTROL HORNS AND LINKAGES.

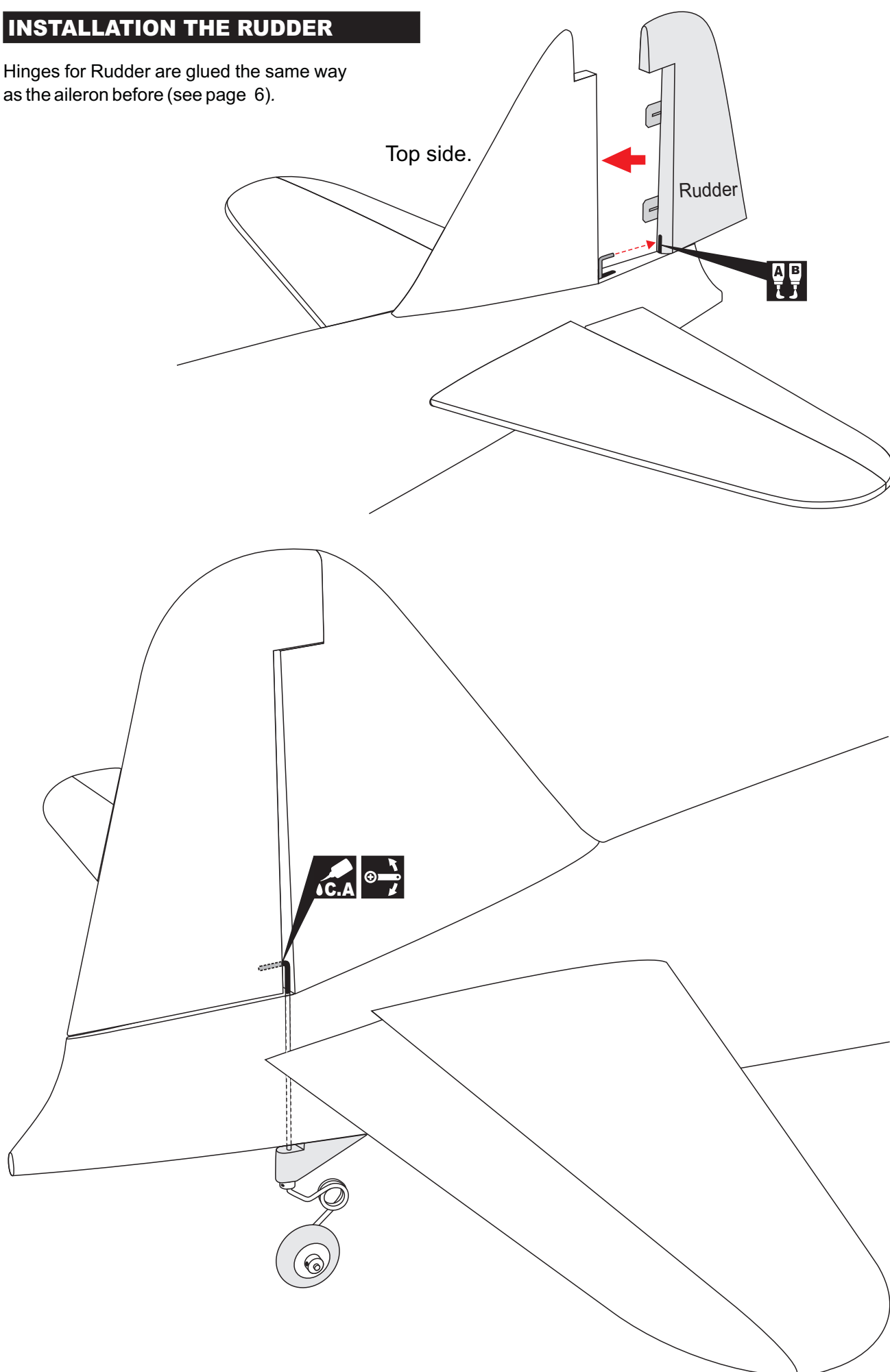


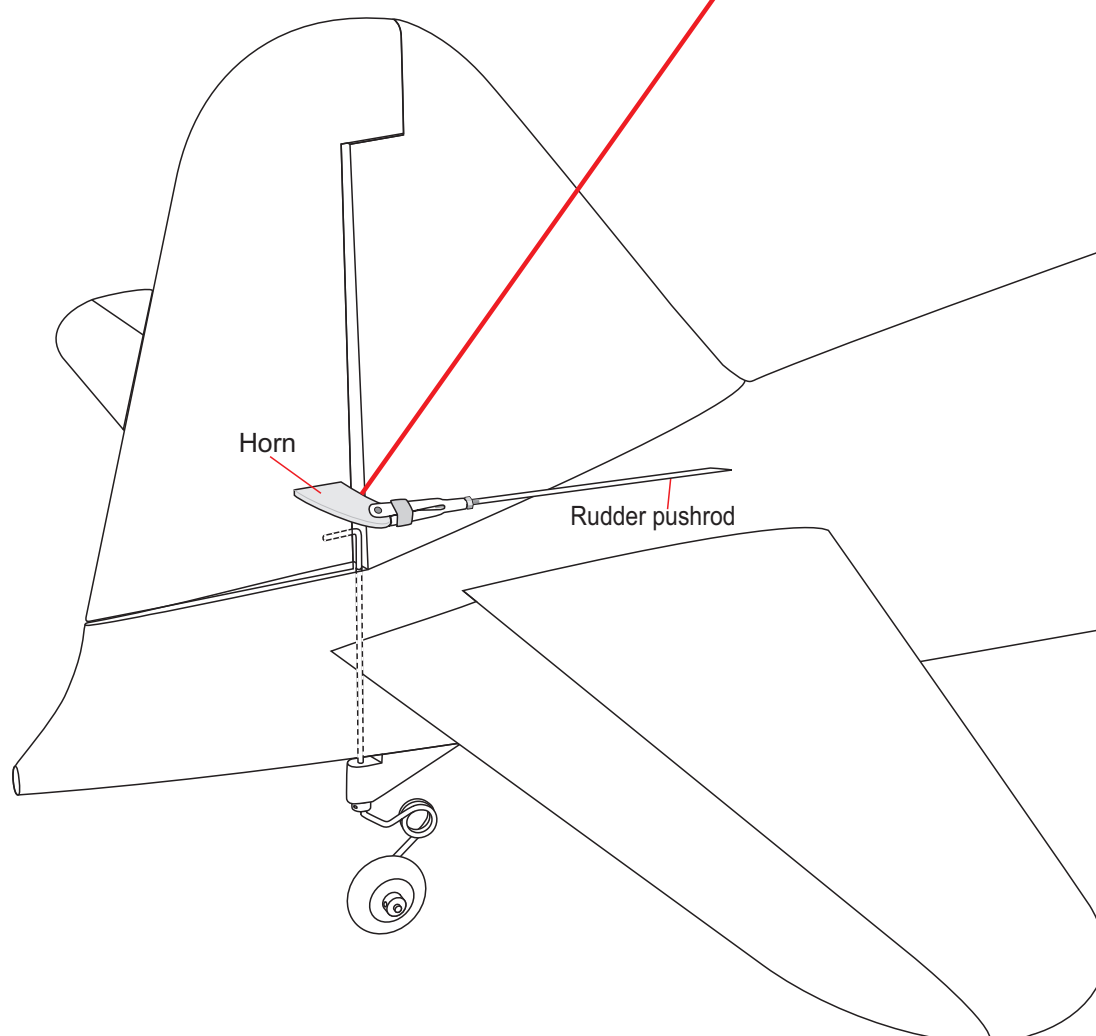
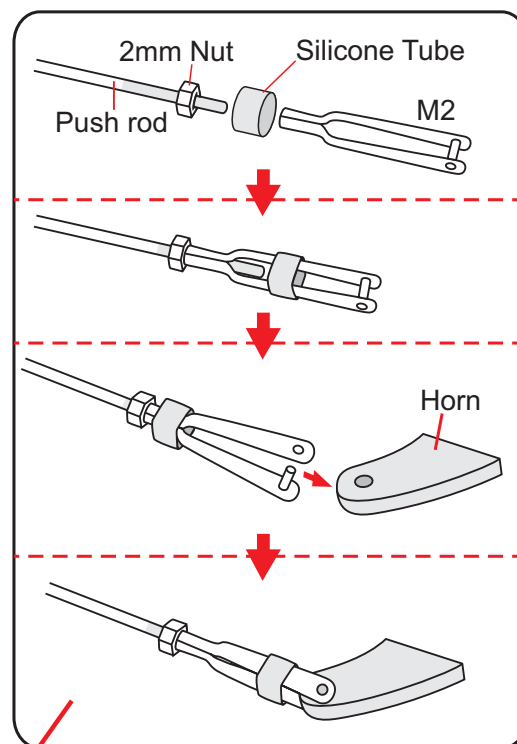
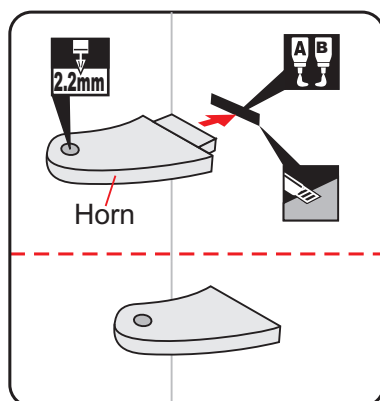
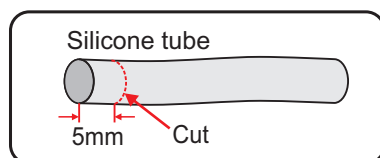
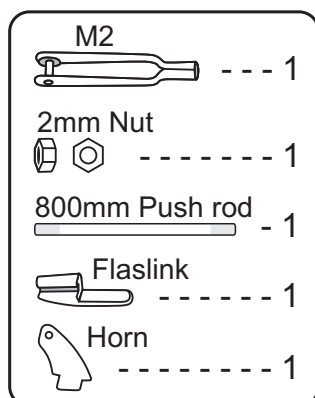


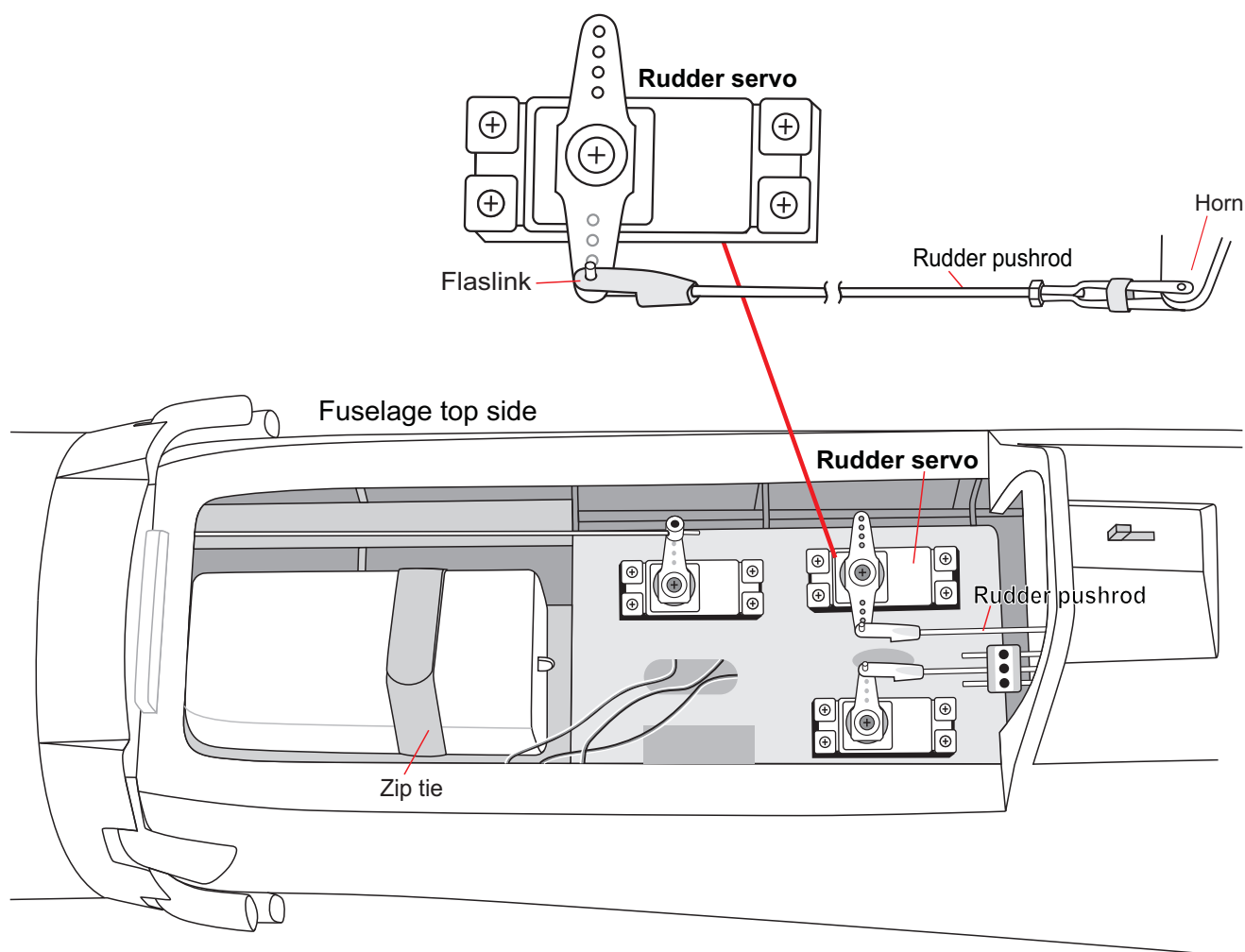
INSTALLING THE TAIL GEAR

INSTALLATION THE RUDDER

Hinges for Rudder are glued the same way as the aileron before (see page 6).




INSTALLING THE CONTROL HORNS AND LINKAGES.



INSTALLING THE SWITCH, 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.

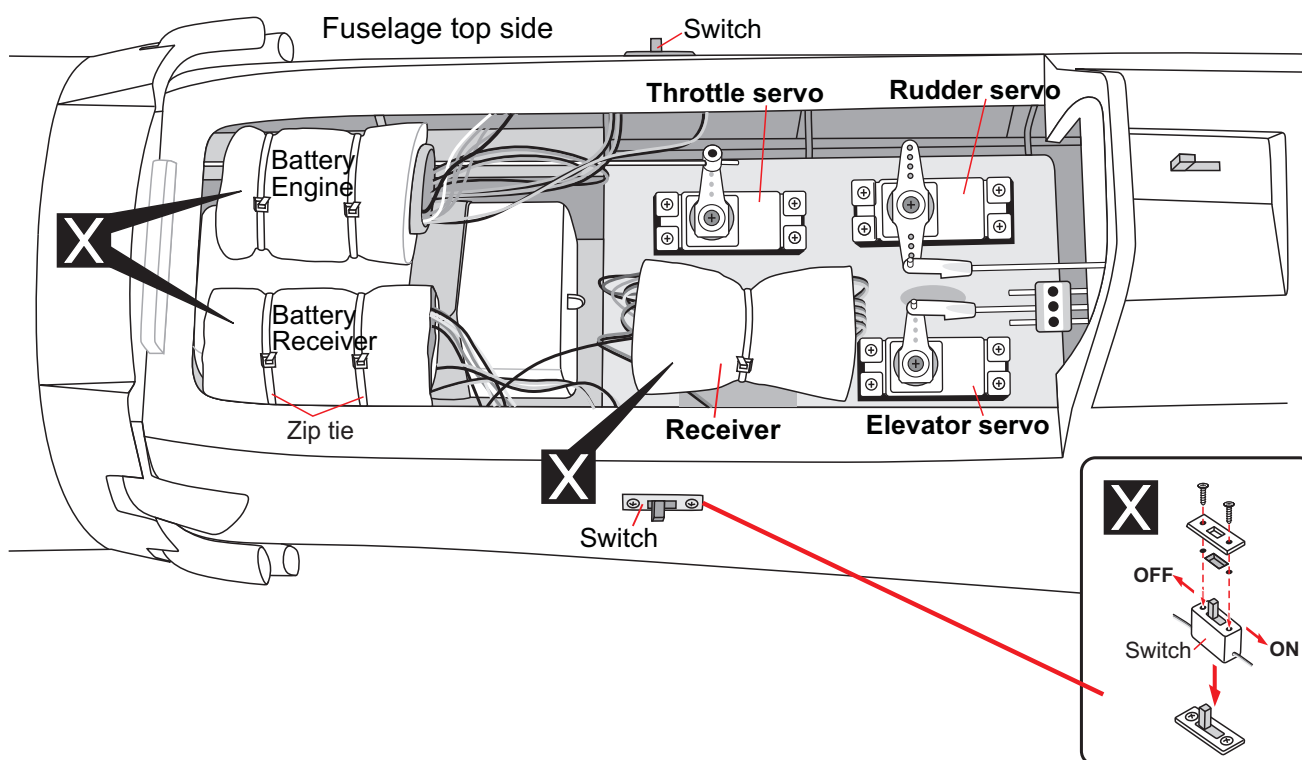
 *Do not permanently secure the receiver and battery until after balancing the model.*

INSTALLING THE SWITCH

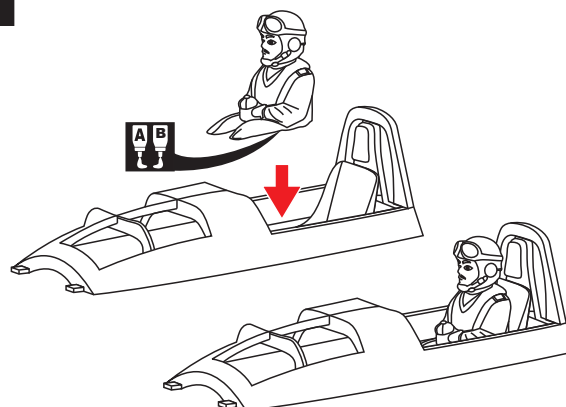
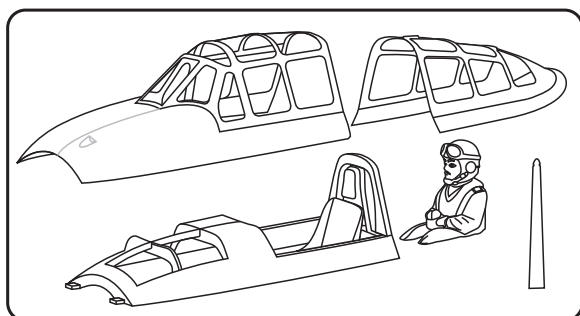
1) The switch should be mounted on the fuselage side, opposite the muffler, close enough to the receiver so the lead will reach. Use the face plate of the switch cut out and locate the mounting holes.

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.

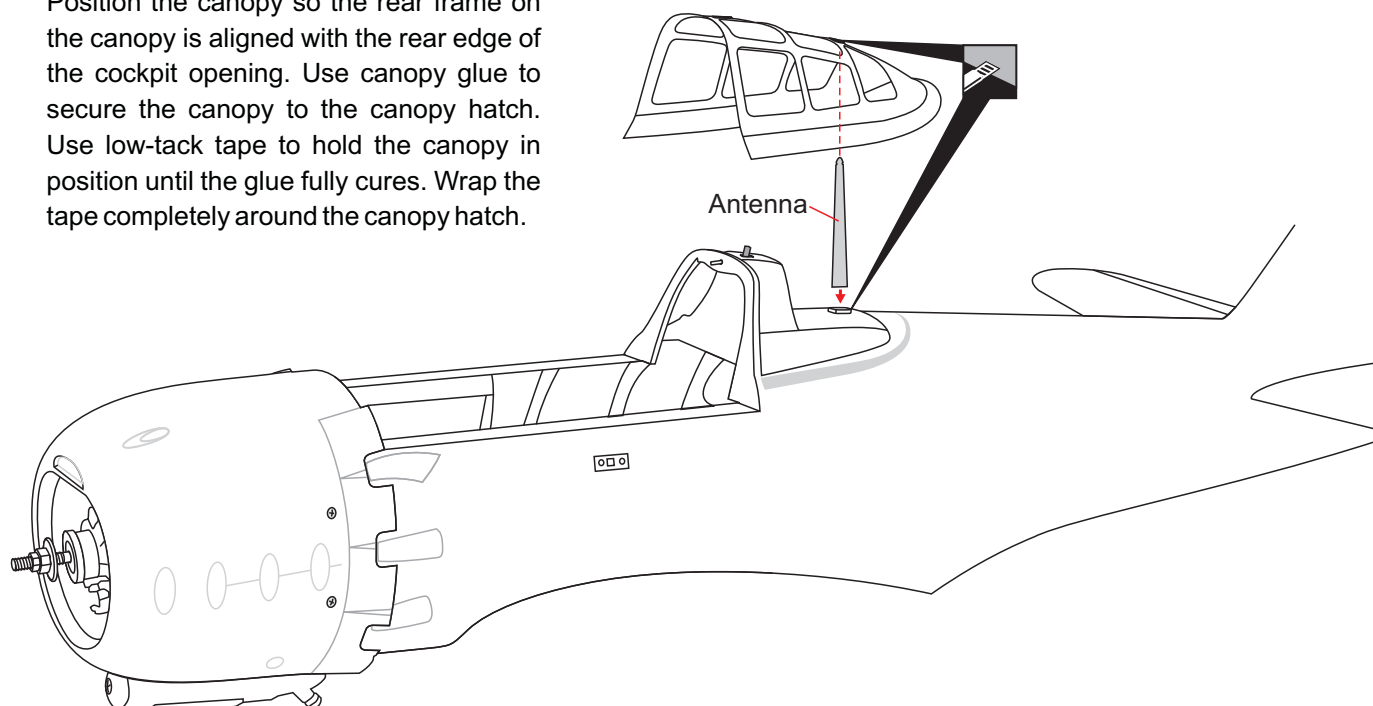
3) Secure the switch in place using the two machine screws provided with the radio system.

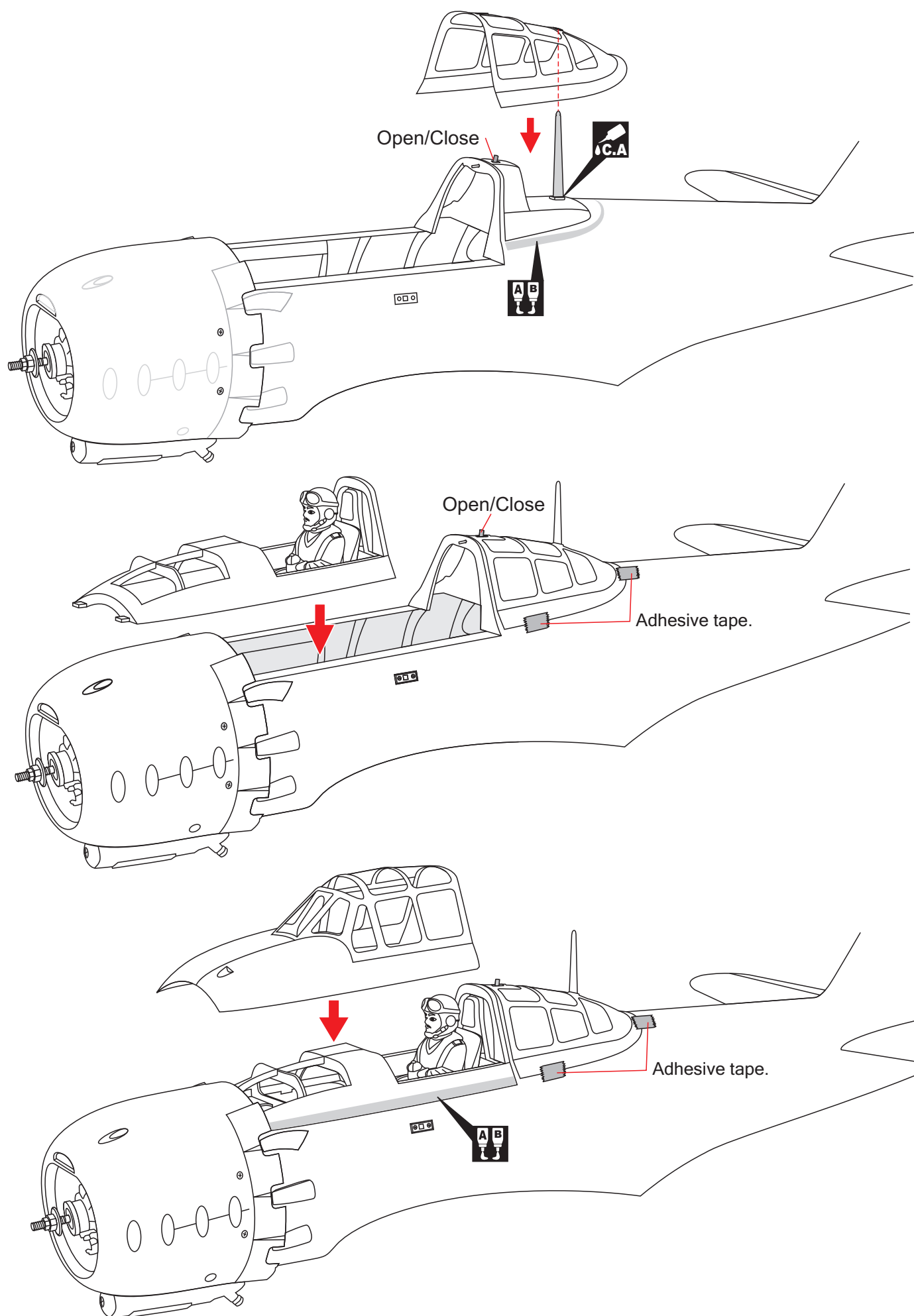


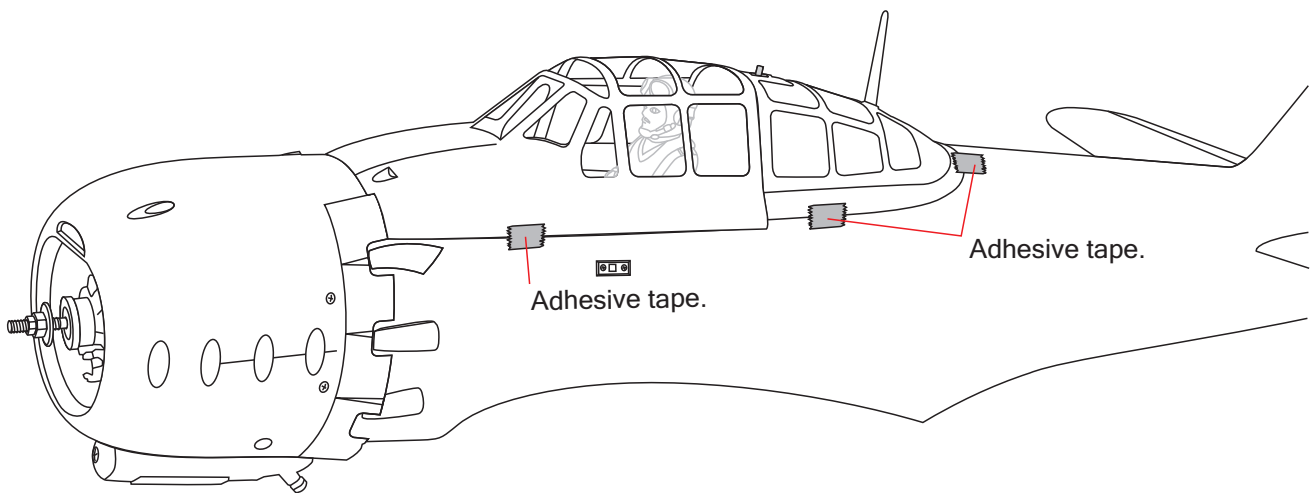
INSTALLING COCKPIT FUSELAGE



Position the canopy so the rear frame on the canopy is aligned with the rear edge of the cockpit opening. Use canopy glue to secure the canopy to the canopy hatch. Use low-tack tape to hold the canopy in position until the glue fully cures. Wrap the tape completely around the canopy hatch.







INSTALLING THE WING TO THE FUSELAGE

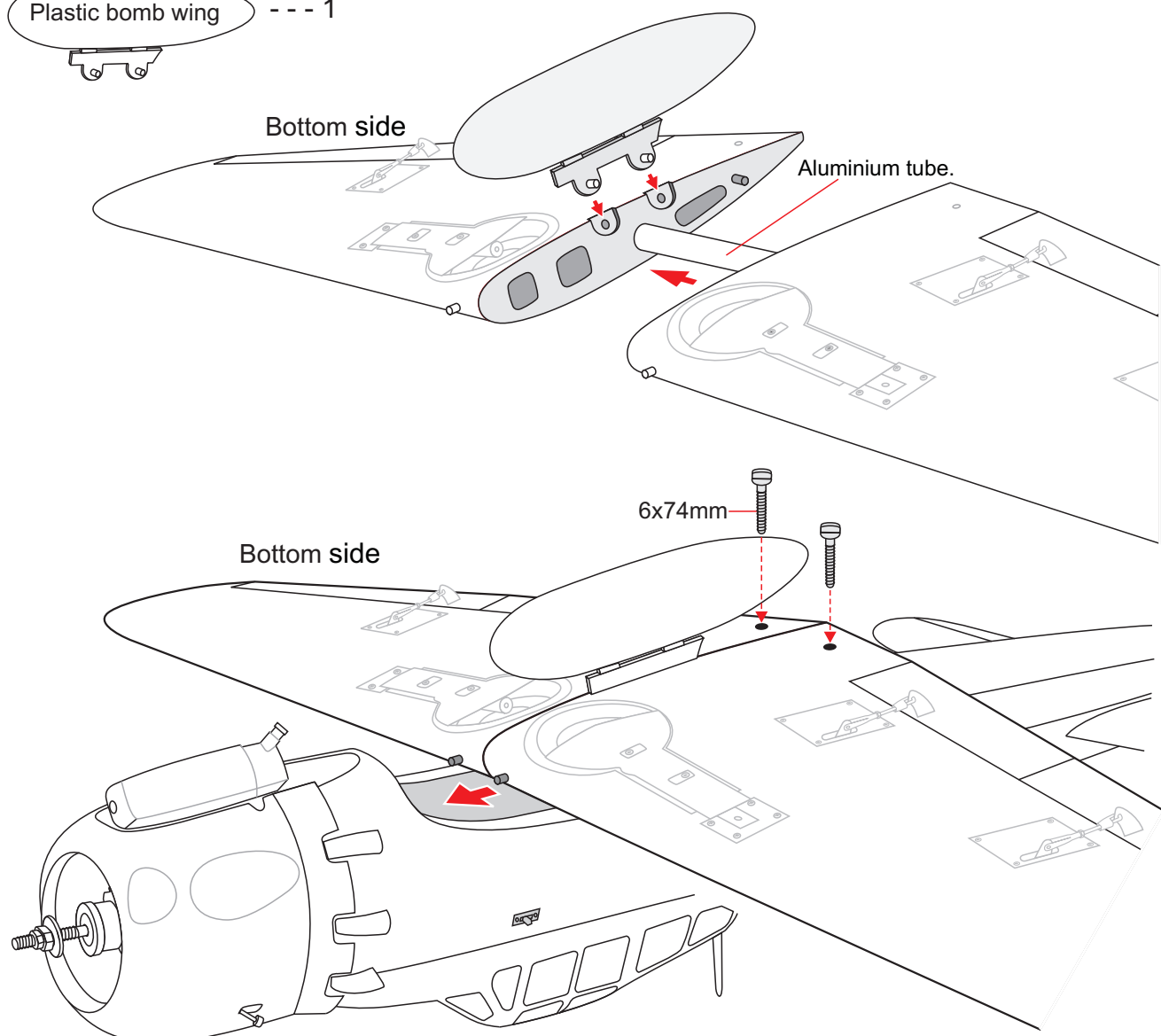
19x418mm Aluminium tube.

----- 1

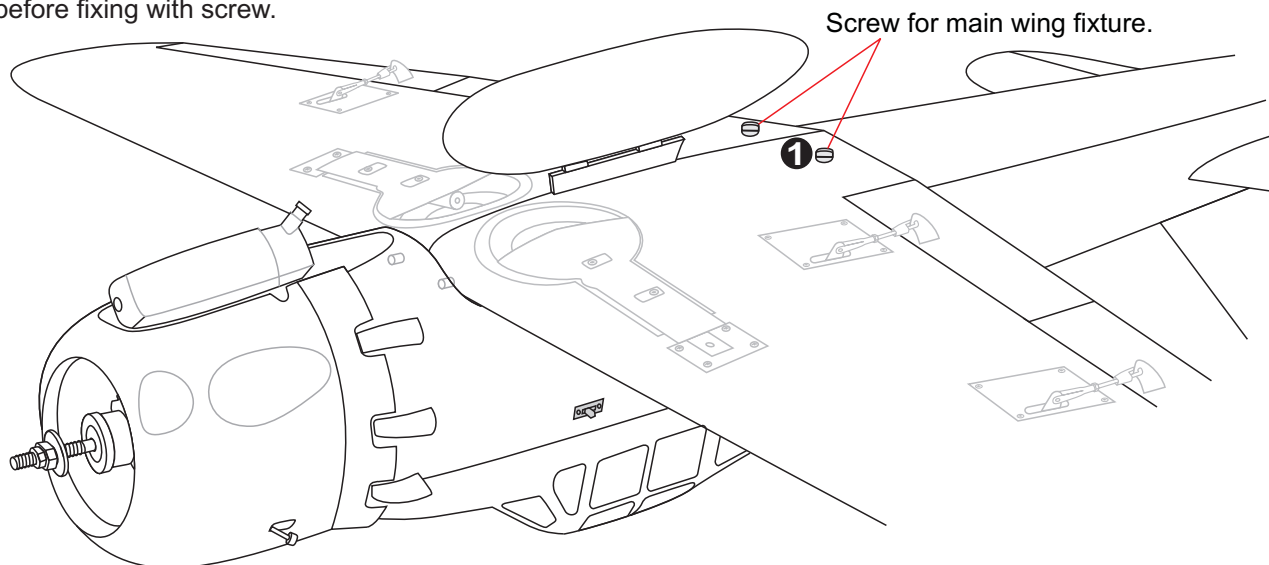
6x74mm --- 2

Plastic bomb wing --- 1

*** Test fit the aluminium tube dihedral brace into each wing haft. The brace should slide in easily. If not, use 220 grit sand around the edges and ends of the brace until it fits properly.

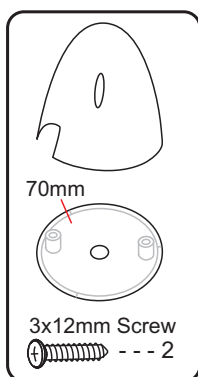


Main wing must be inserted and attached completely before fixing with screw.



1 Main wing must be inserted and attached completely.

INSTALLING THE SPINNER, PROPELLER



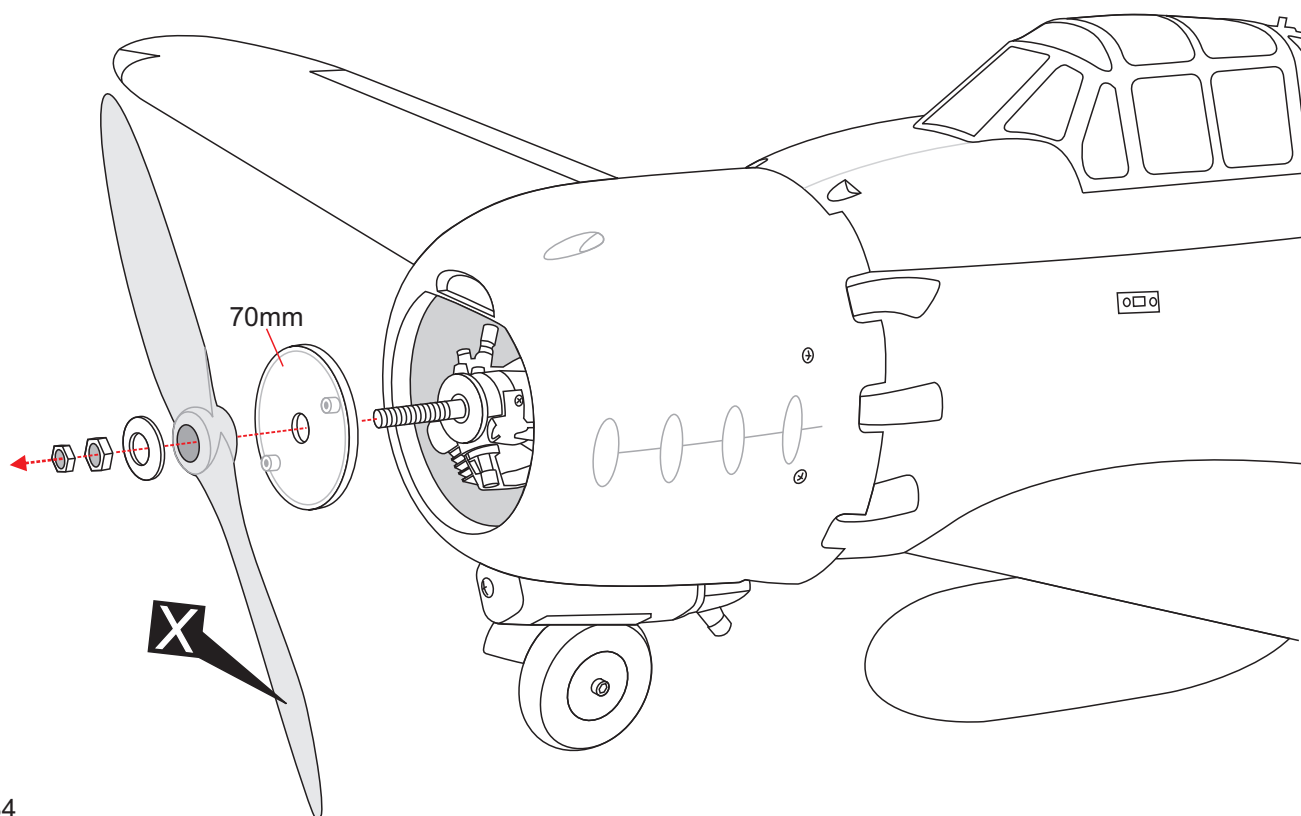
* Install the spinner back-plate, propeller and spinner cone. The spinner cone is held in place using two screws.

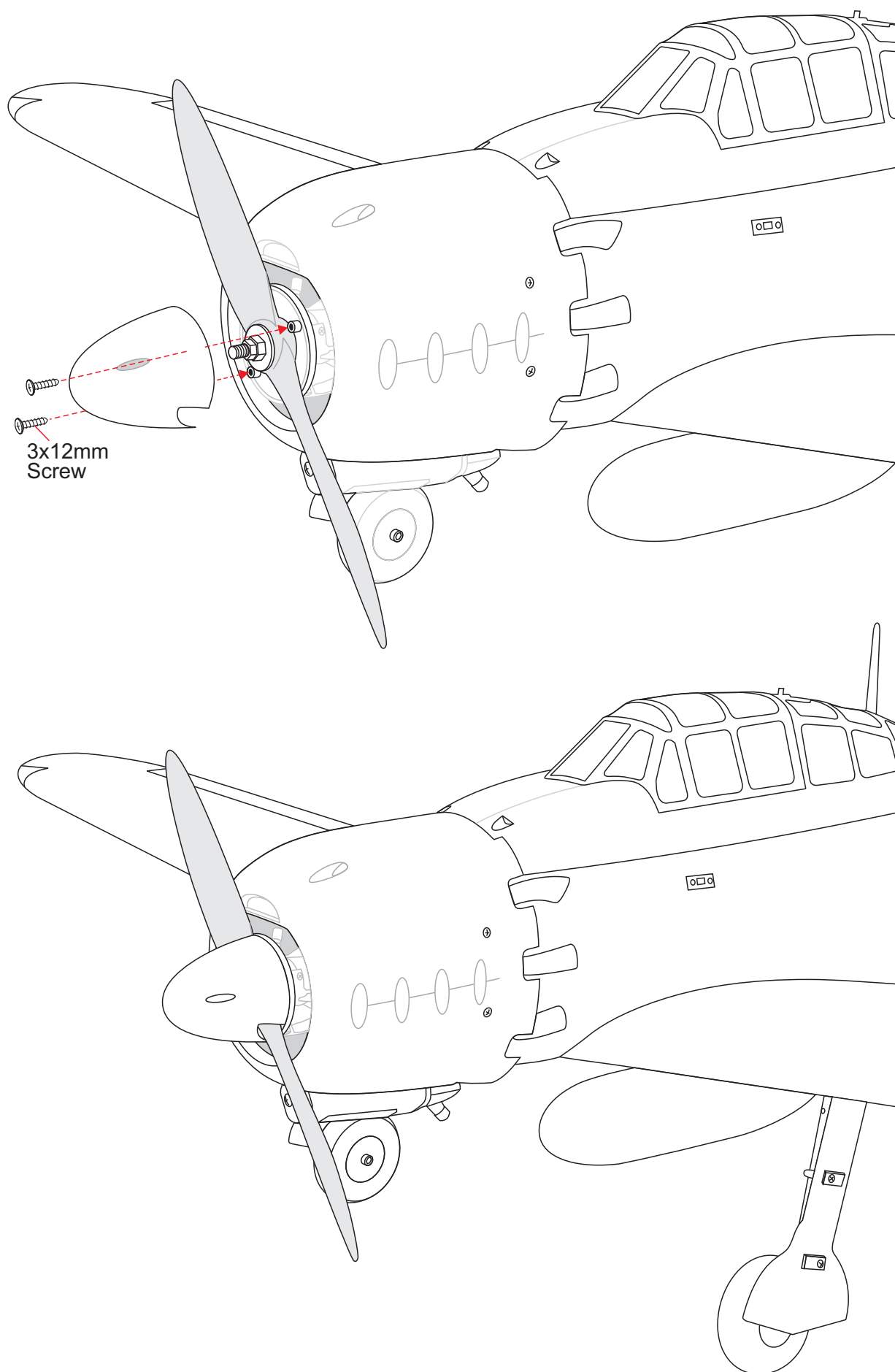


The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.



- ▶ 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.





BALANCING

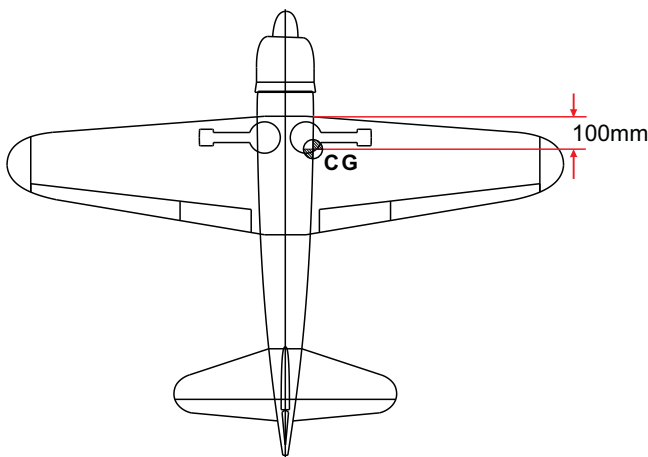
1) It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash.

THE CENTER OF GRAVITY IS LOCATED **100MM** 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 **100mm** 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.

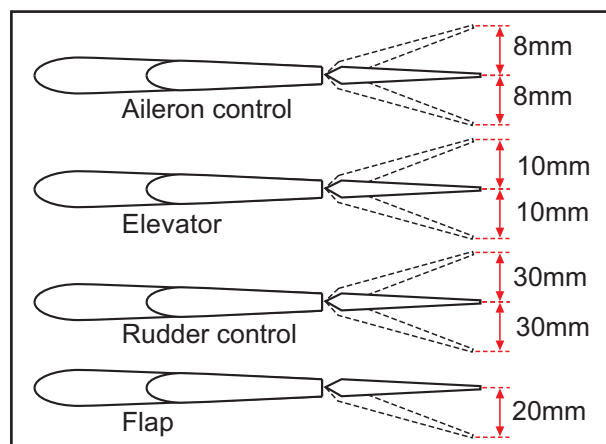
3) Check to be sure the control surfaces move in the correct directions.

Low rate:

- Aileron: 8 mm up 8 mm down
- Elevator: 10 mm up 10mm down
- Rudder: 30 mm right 30 mm left
- Flap: 20mm

High rate:

- Aileron: 12 mm up 12 mm down
- Elevator: 12 mm up 12 mm down
- Rudder: 40 mm right 40 mm left



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.

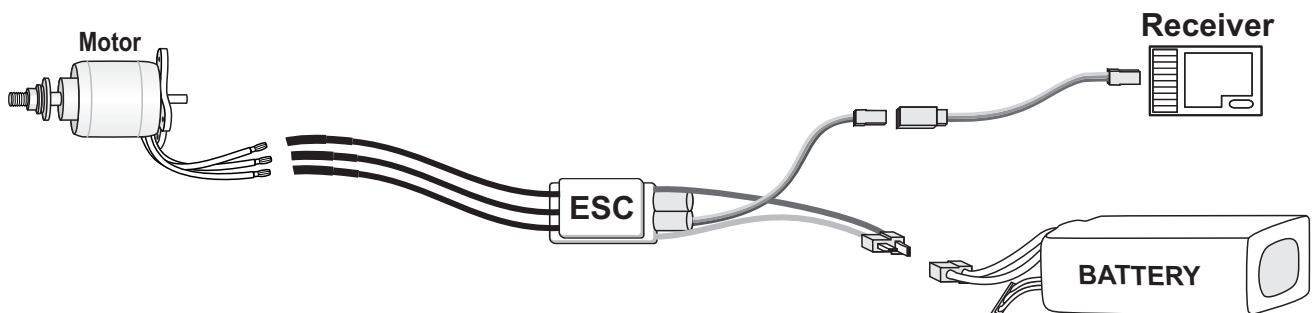
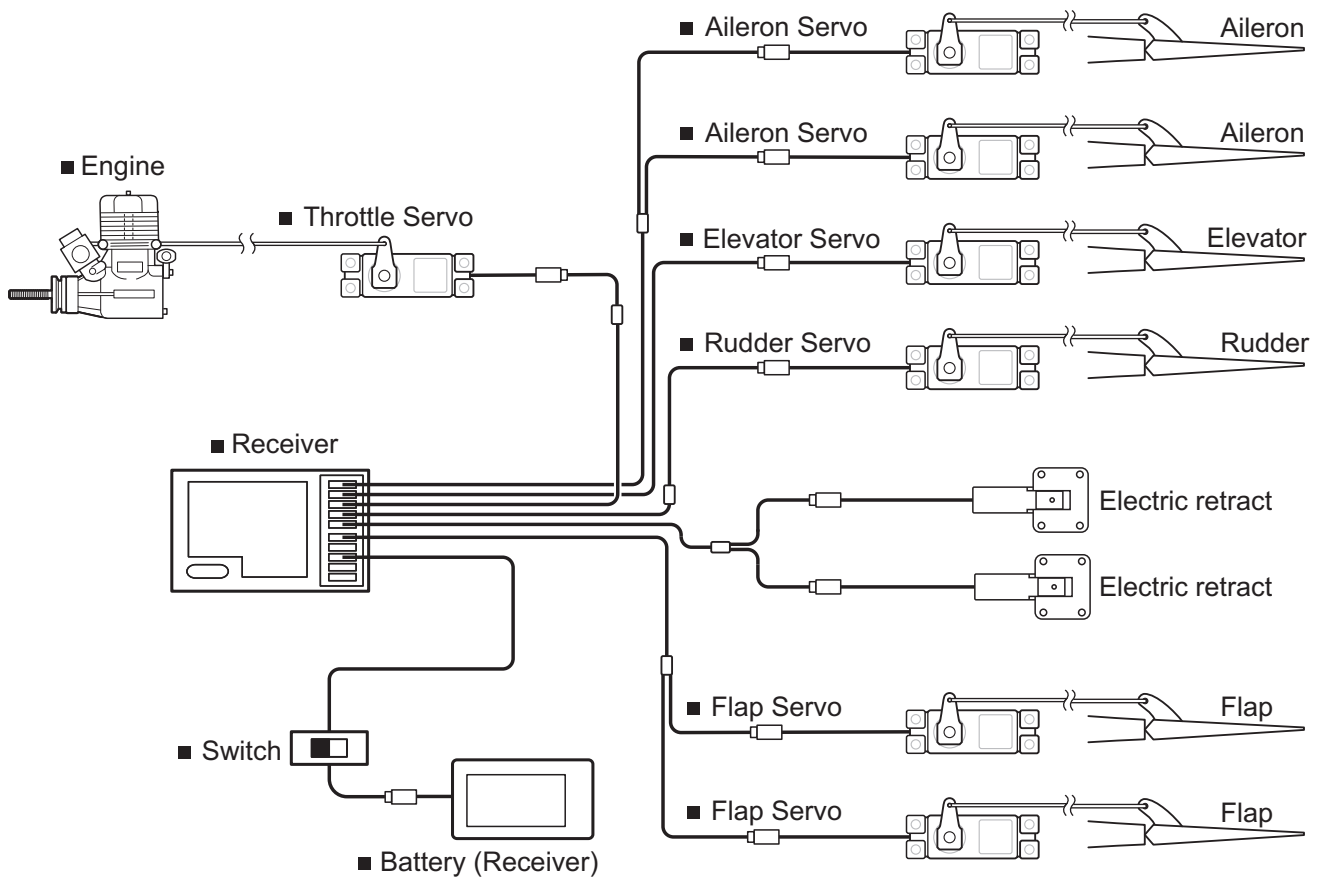
5) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.

6) Properly balance the propeller.

FOR YOUR RADIO INSTALLATION BASIC CONNECTION FOR AIRPLANE AND ADJUSTMENT OF SERVOS

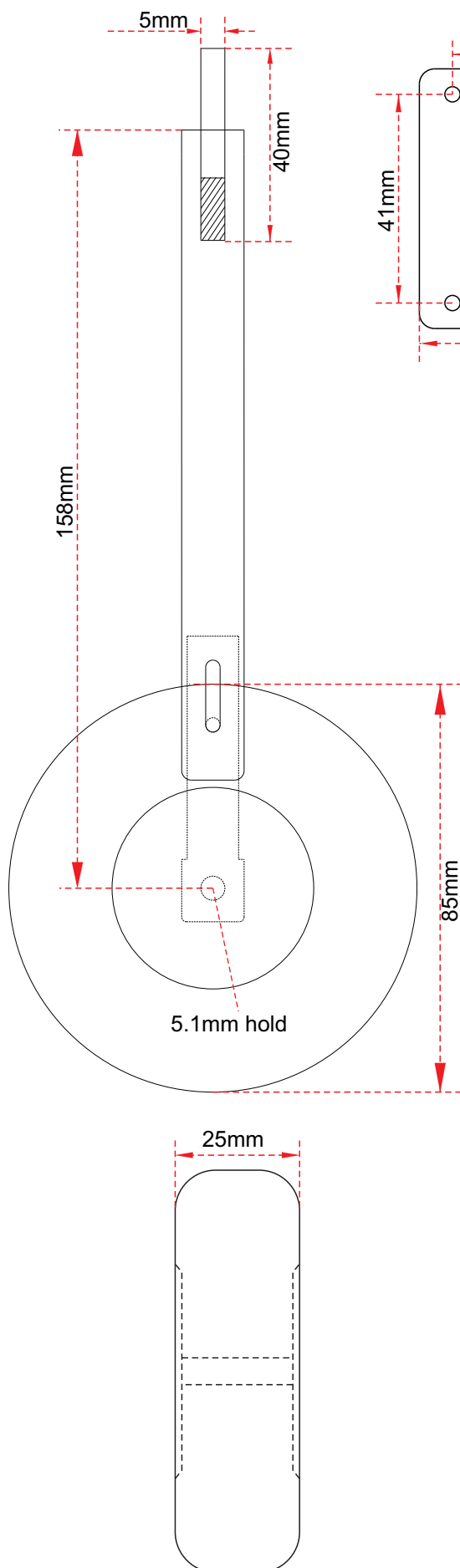
Example of connection

- For more information, refer to radio system instruction manual.
- Follow instruction manual of Engine and Battery.

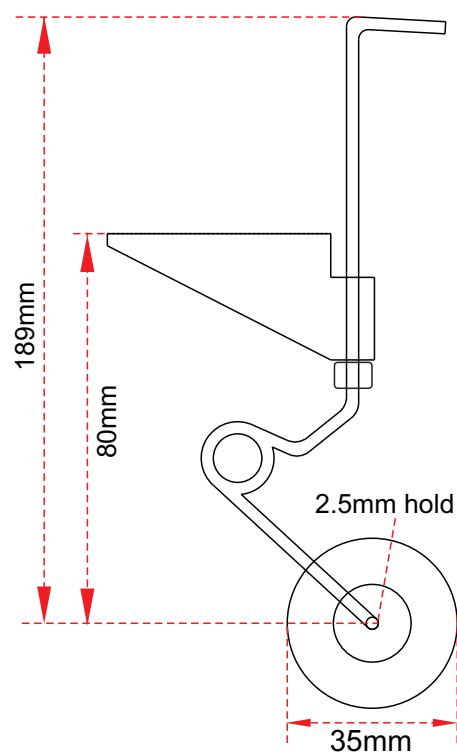
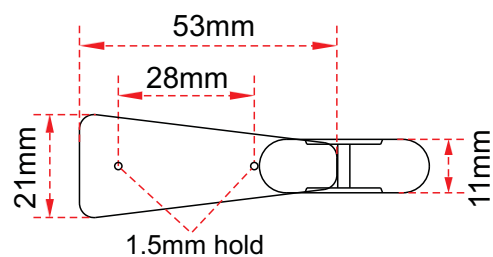
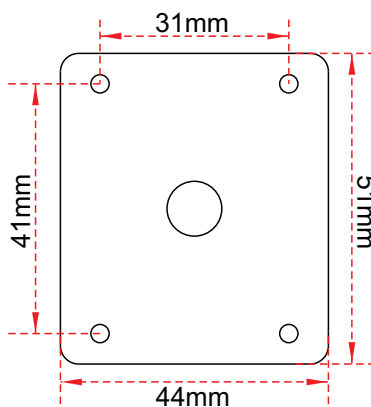


MAIN GEAR DIMENSIONAL DETAIL

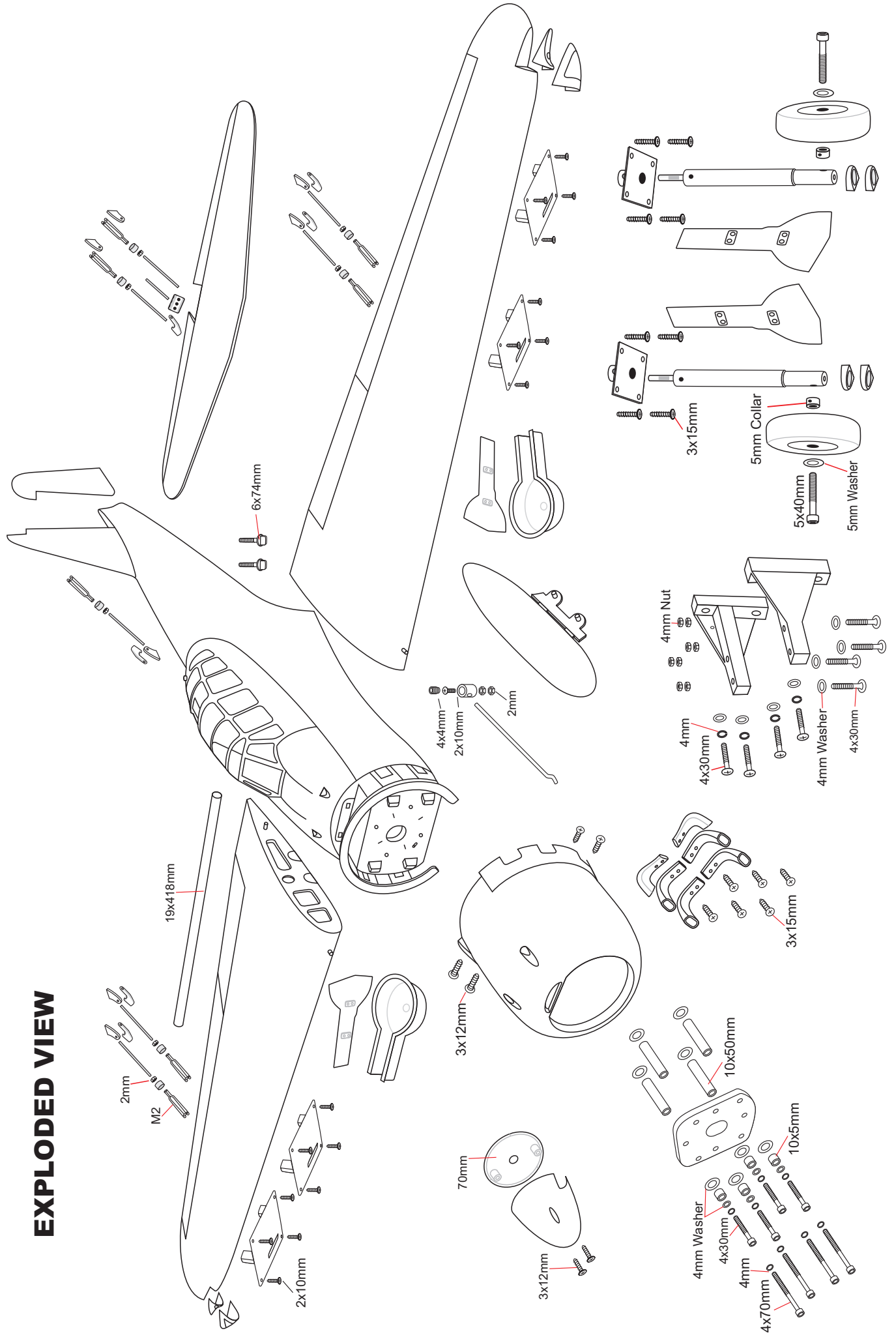
MAIN GEAR STRUTS



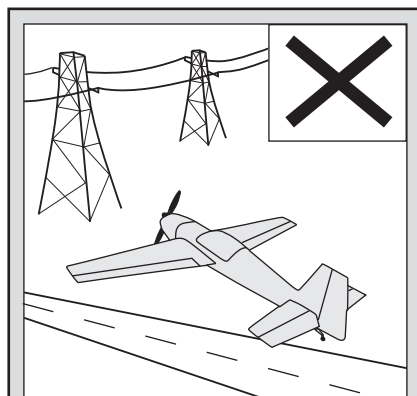
LANDING GEAR MOUNT.



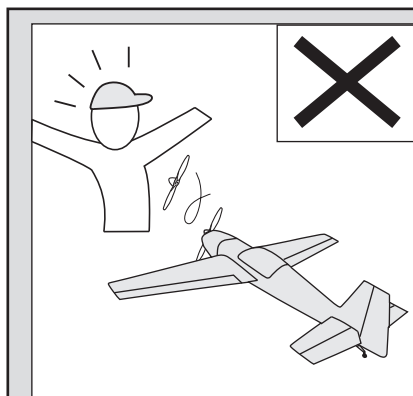
EXPLODED VIEW



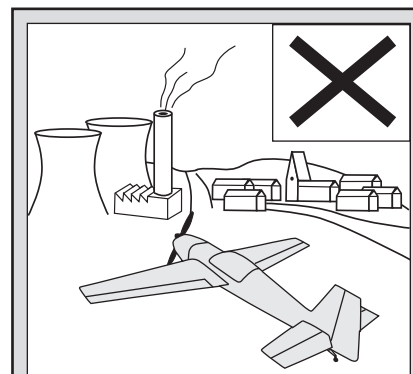
I/C FLINGT WARNINGS



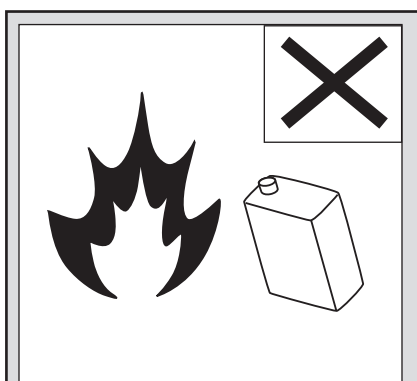
NEVER fly near power lines, aërials or other dangerous areas including airports, motorways etc.



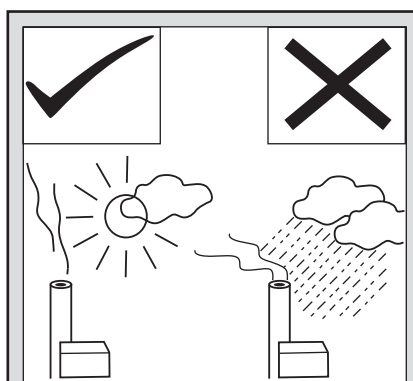
ALWAYS adjust the engine from behind the propeller, and do not allow any part of your body to be in line with the propeller.



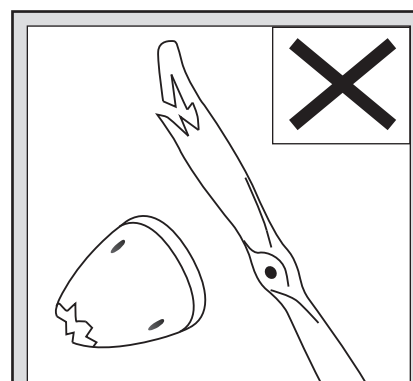
Always operate in open areas, away from factories, hospitals, schools, buildings and houses etc. **NEVER** fly your aircraft close to people or built up areas.



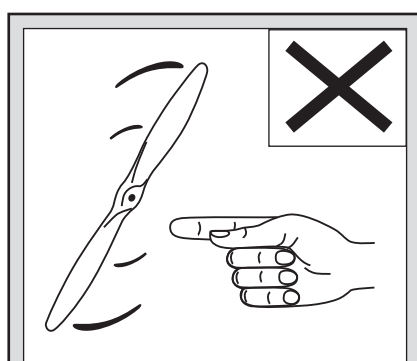
DO NOT dispose of empty fuel containers on a fire, this can lead to an explosion.



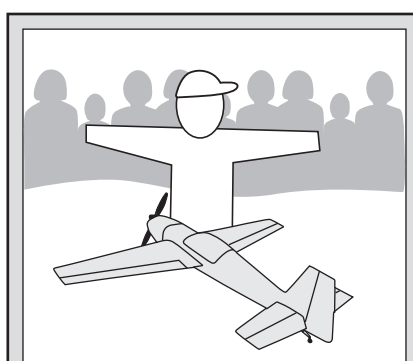
NEVER fly in wet conditions or on windy or stormy days.



NEVER use damaged or deformed propellers or spinners.

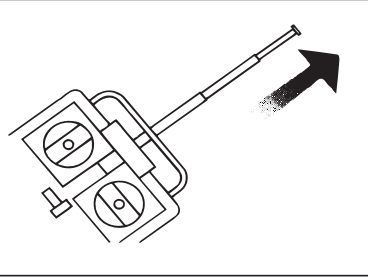


THE PROPELLER IS DANGEROUS.
Keep fingers, clothing (ties, shirt sleeves, scarves) or any other loose objects that could be caught or drawn in, away from the propeller. Take care at **ALL** times.

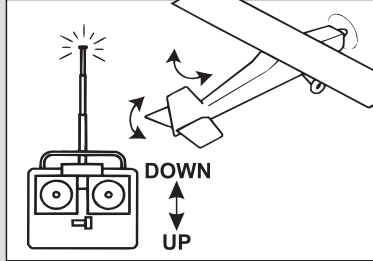


Keep all onlookers (especially small children and animals) well back from the area of operation. This is a flying aircraft, which will cause serious injury in case of impact with a person or animal.

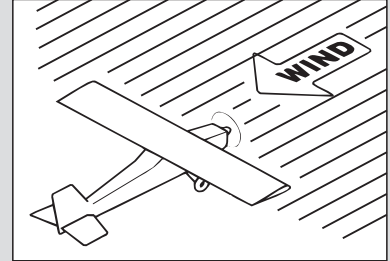
I/C FLINGT GUIDELINES



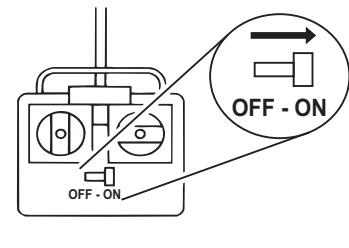
When ready to fly, first extend the transmitter aerial.



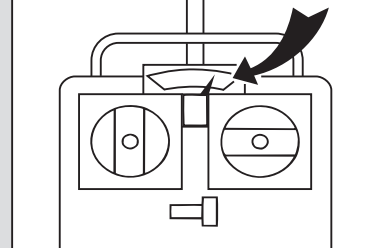
Operate the control sticks on the transmitter and check that the control surfaces move freely and in the CORRECT directions.



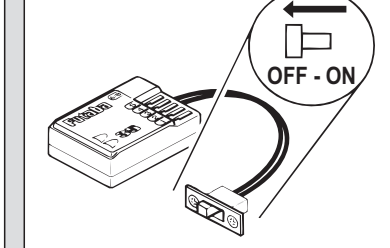
ALWAYS land the model INTO the wind, this ensures that the model lands at the slowest possible speed.



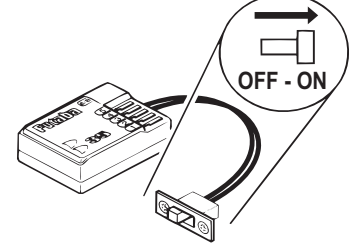
Switch on the transmitter.



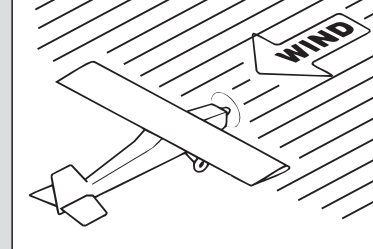
Check that the transmitter batteries have adequate power.



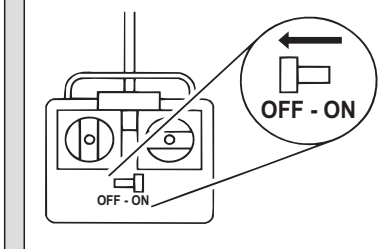
Switch off the receiver.



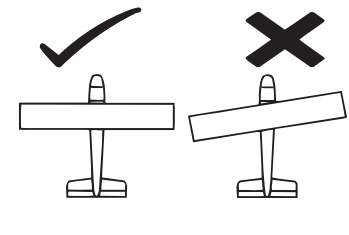
Switch on the receiver.



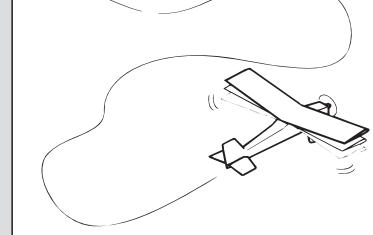
ALWAYS take off into the wind.



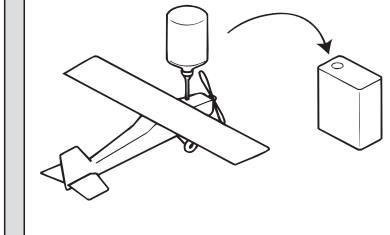
Switch off the transmitter.



Check that the wings are correctly fitted to the fuselage.



If the model does not respond correctly to the controls, land it as soon as possible and correct the fault.



Empty the fuel tank after flying, fuel left in the tank can cause corrosion and lead to engine problems.