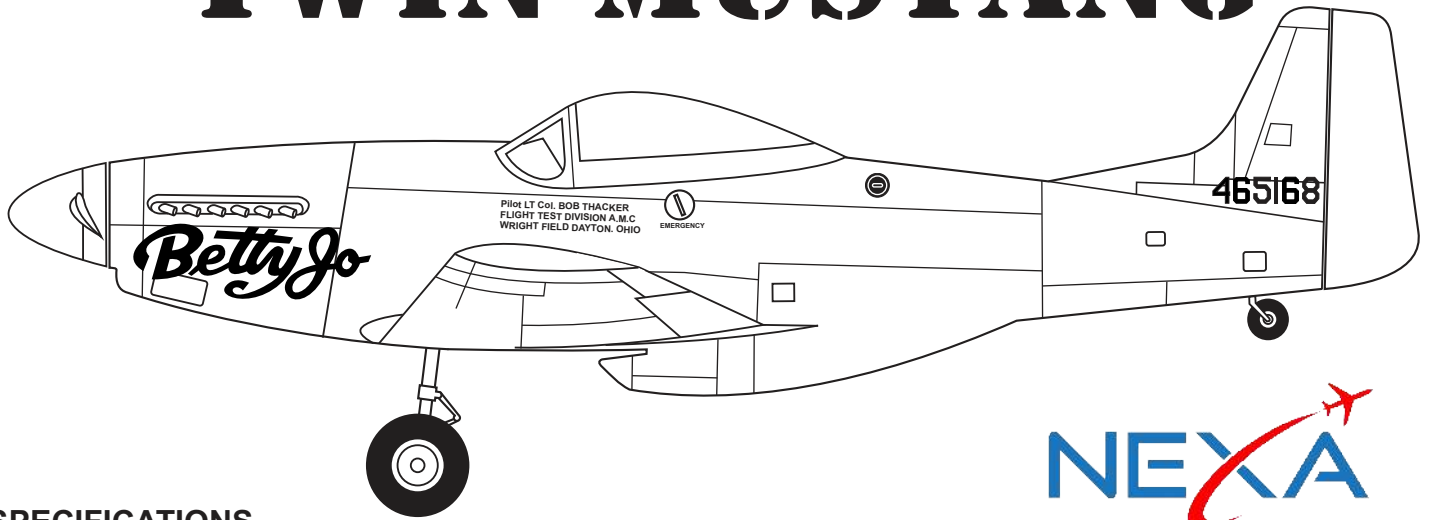


Radio control model

F-82 TWIN MUSTANG

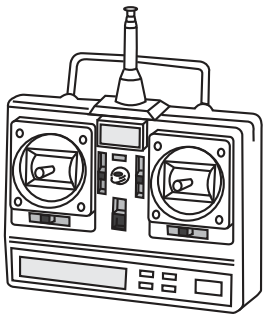


SPECIFICATIONS

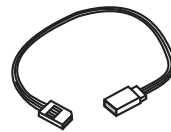
Wingspan	2100mm
Length	1240mm
Electric Motor	800 Watt
Glow Engine	.46 2-T / .70 4-T
Radio	8 Channels / 11 Servos

Instruction manual

REQUIRED FOR OPERATION (Purchase separately)



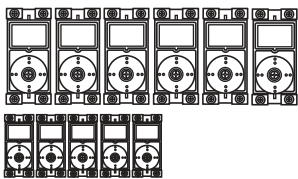
10.5x6 for .40 - 2 cycle engine
 11x6 for .46 - 2 cycle engine
 12x6 for .60 - 4 cycle engine
 12x7 for .70 - 4 cycle engine
 13x6 for brushless Motor.



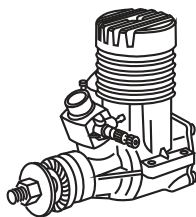
Servo extension:
 300mm long x3 (ailerons - center flap)
 500mm long x2 (Flap)
 600mm long x2 (Elevator)



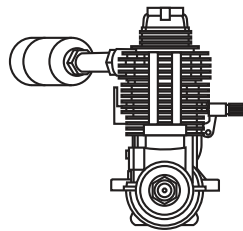
Silicone tube



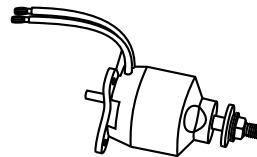
Minimum 8 channels radio for airplane with 11 servos (in case of gas engine using)



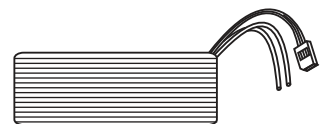
.46 ~ .50 - 2 cycle



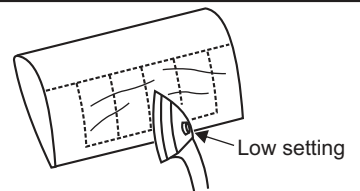
.60 ~ .70 - 4 cycle



700-800 Watt Li-Po Battery, 14.8V, 4000mAH, 80A Brushless Motor.



If exposed to direct sunlight and/or heat, wrinkles can appear. Storing the model in a cool place will let the wrinkles disappear. Otherwise, remove wrinkles in covering film with a hair dryer, starting with low temperature. You can fix the corners by using a hot iron.



Symbols used throughout this instruction manual, comprise:

Drill holes using the stated size of drill (in this case 1.5 mm Ø)

Take particular care here

Hatched-in areas: remove covering film carefully

Check during assembly that these parts move freely, without binding

Use epoxy glue

Apply cyano glue

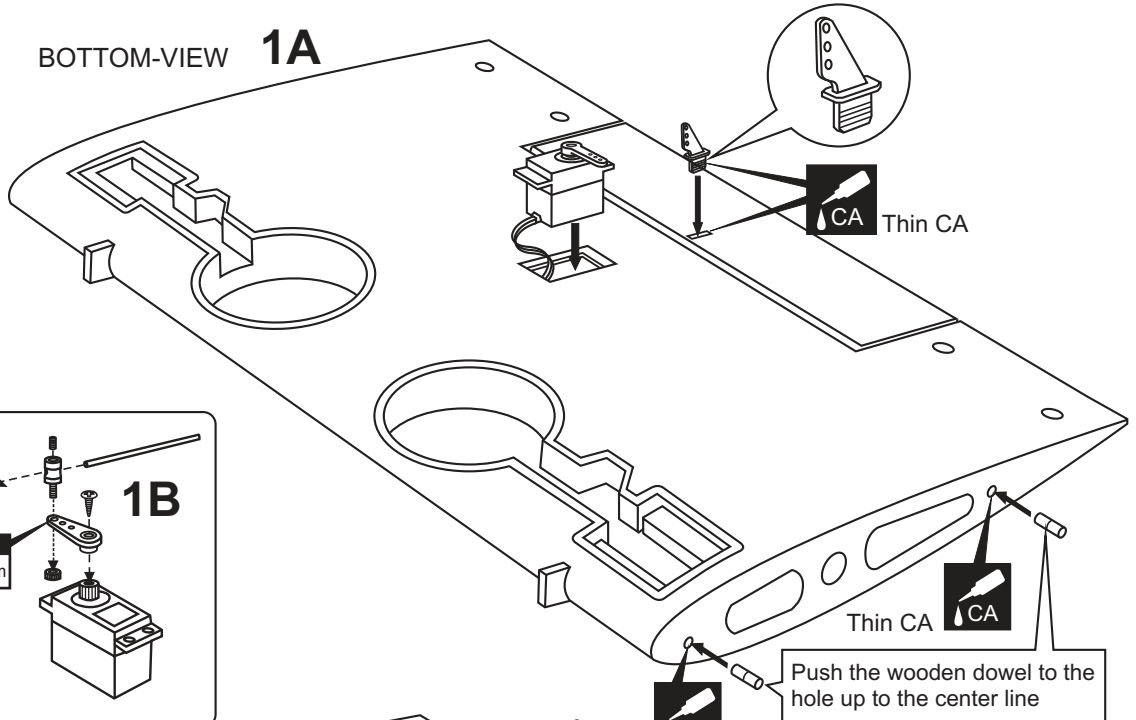
Assemble left and right sides the same way.



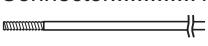

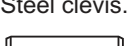
Not included. These parts must be purchased separately

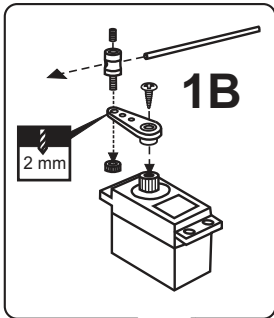
WARNING! This radio controlled model is NOT a toy. If modified or flown carelessly it could go out of control and cause serious human injury or property damage. Before flying your airplane, ensure the air field is spacious enough. Always fly it outdoors in safe areas and seek professional advice if you are unexperienced.

1-WING

BOTTOM-VIEW 1A

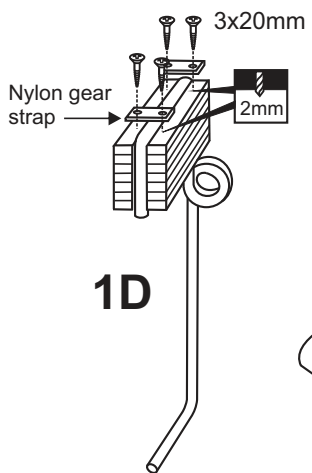
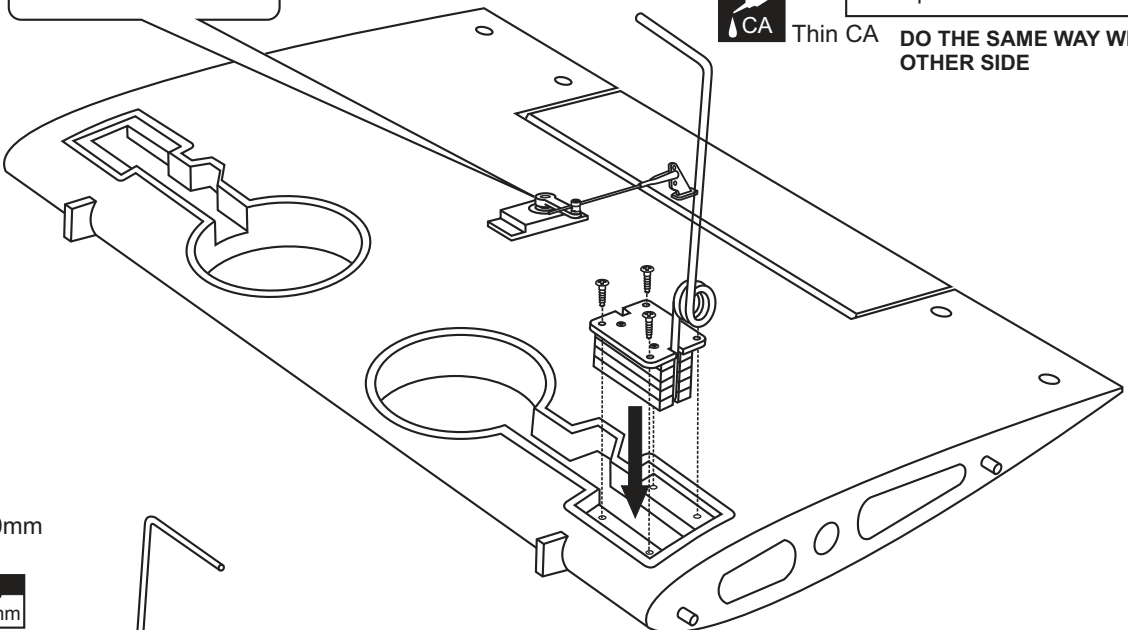
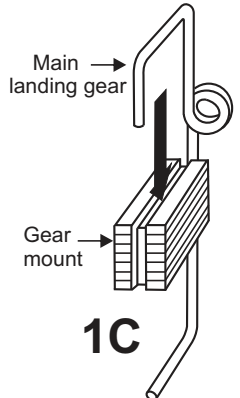


- 1
-  Connector.....1
-  2x170mm rod.....1
-  Steel clevis.....1
-  Wooden dowel.....4

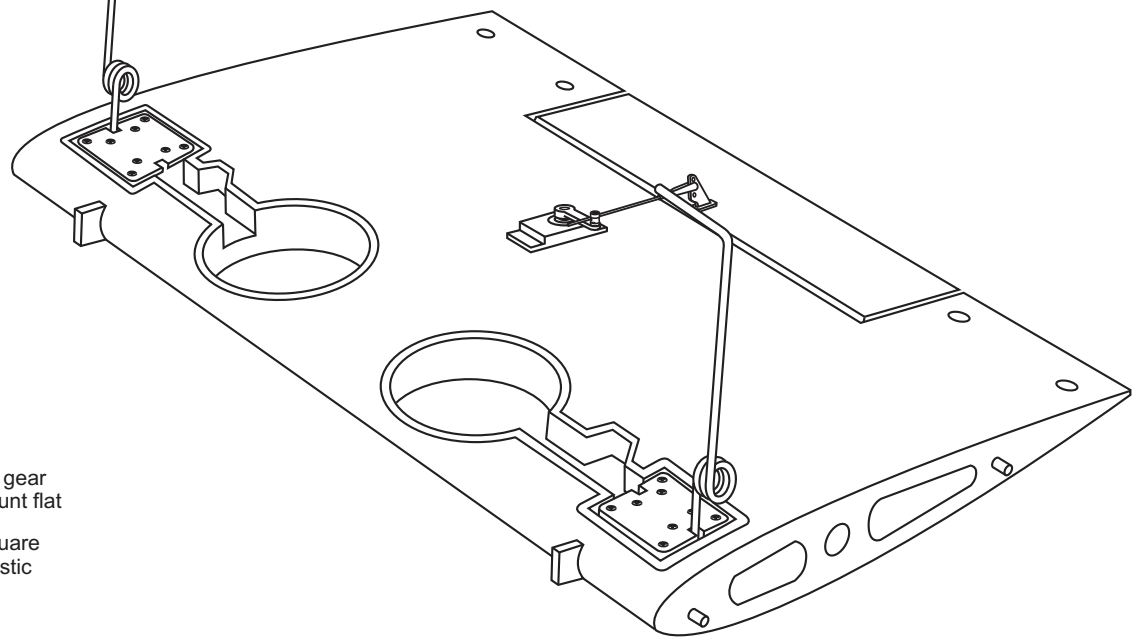


Thin CA
CA
Push the wooden dowel to the hole up to the center line

FIXED LANDING GEAR ASSEMBLY



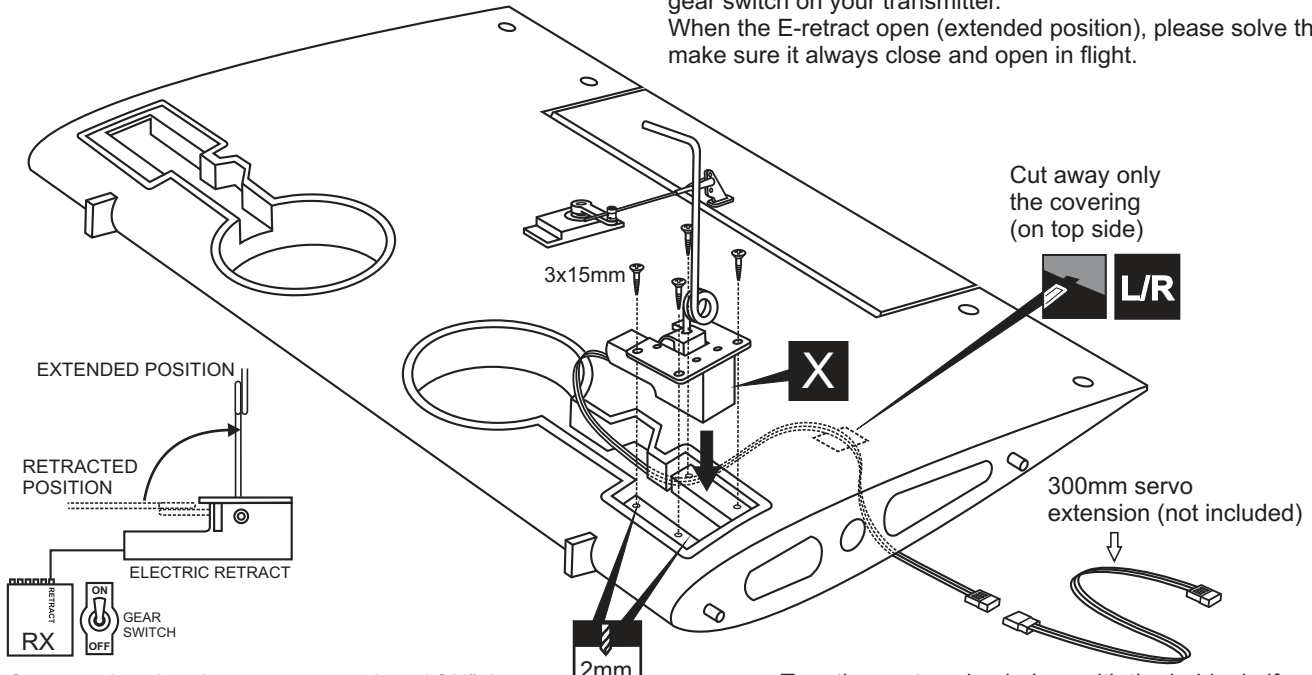
Thin CA
CA
DO THE SAME WAY WITH OTHER SIDE



2-WING

Note: In case your E-retracts can not open (to extended position) after closed (retracted position). Please make sure your E-retract wasn't stuck when it close. Stuck, this problem maybe from the struts, when E-retract close, the body of the struts, it touch to the body of E-retract and it make the E-retracts can't close 100%, or maybe the wheel touch to the edge of the wing or plastic cover. In this case, after check all the problem above, please use your finger push the steel wire (or struts in case you use struts) down in the same time you click "ON" the gear switch on your transmitter.

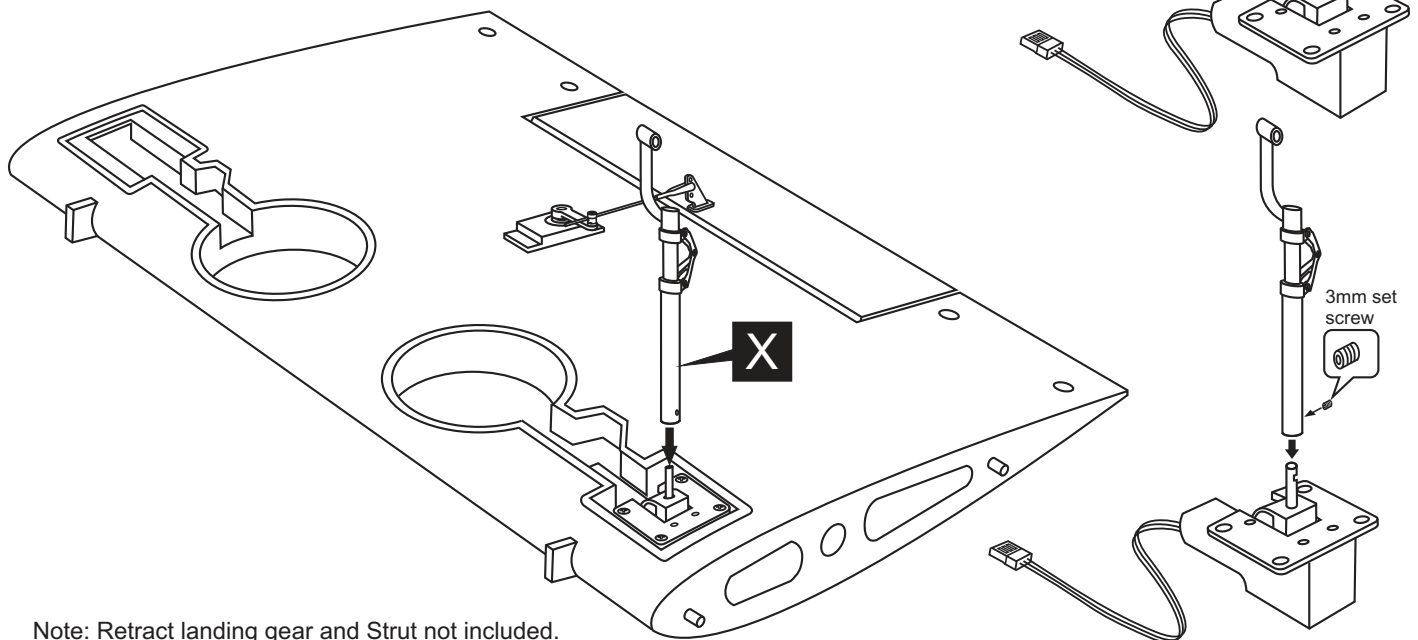
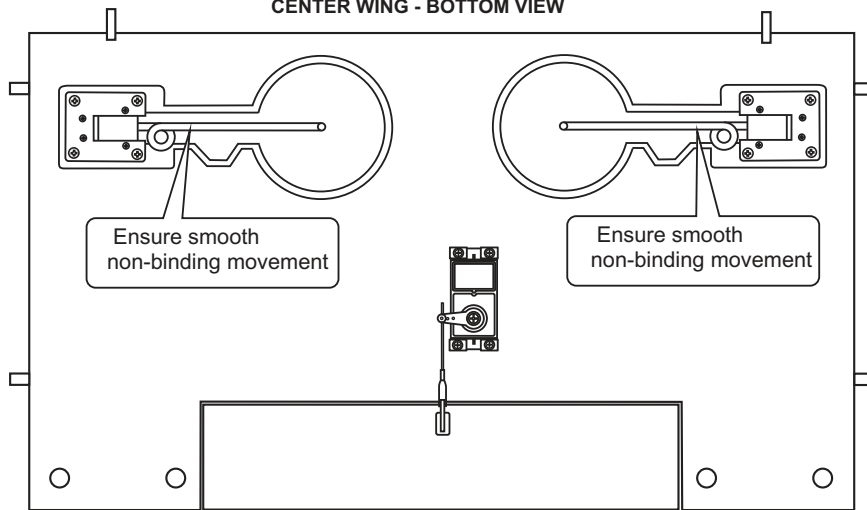
When the E-retract open (extended position), please solve the problem to make sure it always close and open in flight.



Connect the electric retract to receiver, "ON" the gear switch for the electric retract at extended position before install the landing gear to the electric retract.

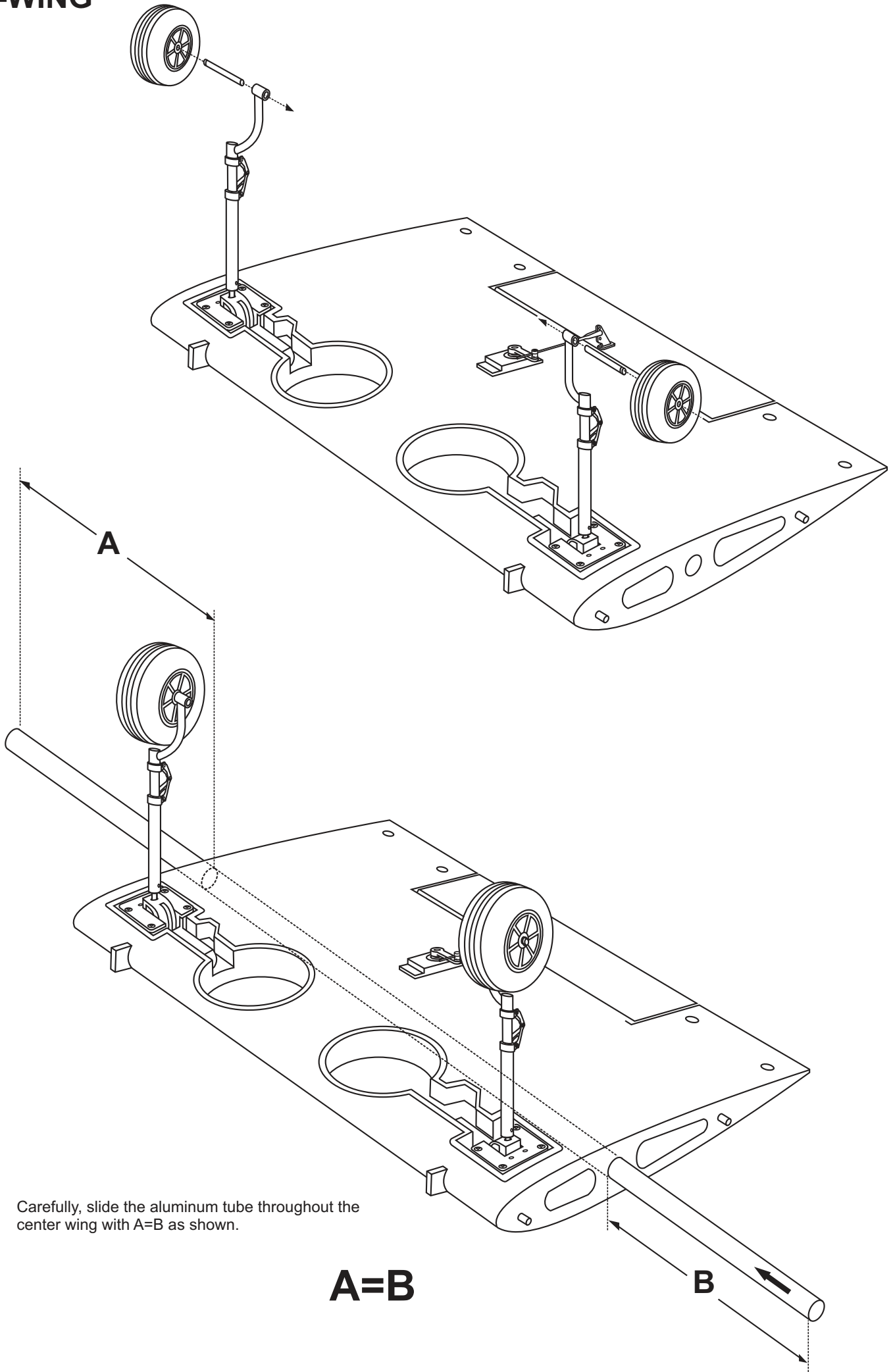
Turn the center wing below, with the hobby knife, cut away only the covering on the top side of the wing for the electric retract servo cord exit.

CENTER WING - BOTTOM VIEW

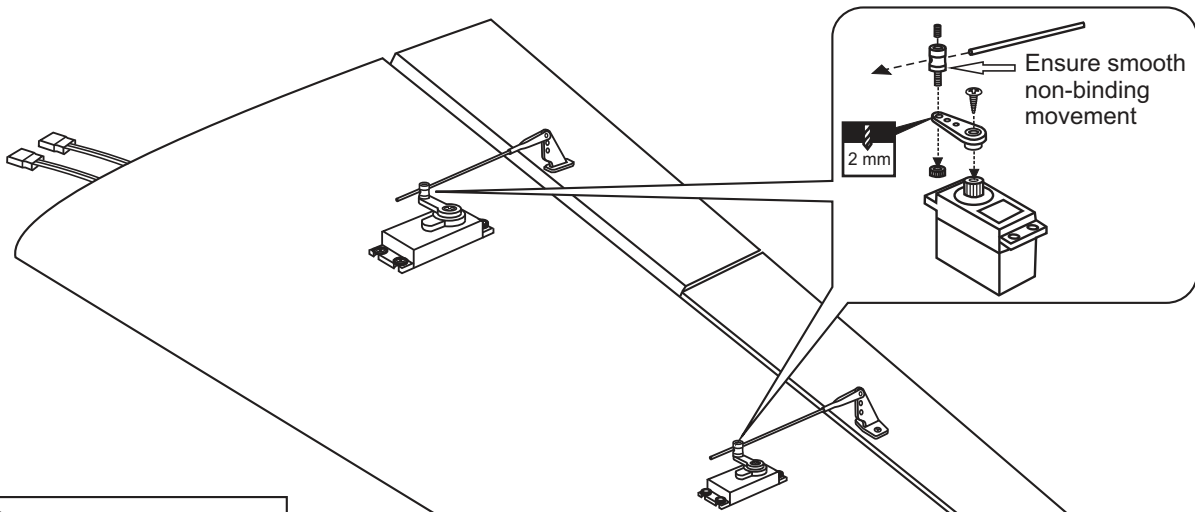
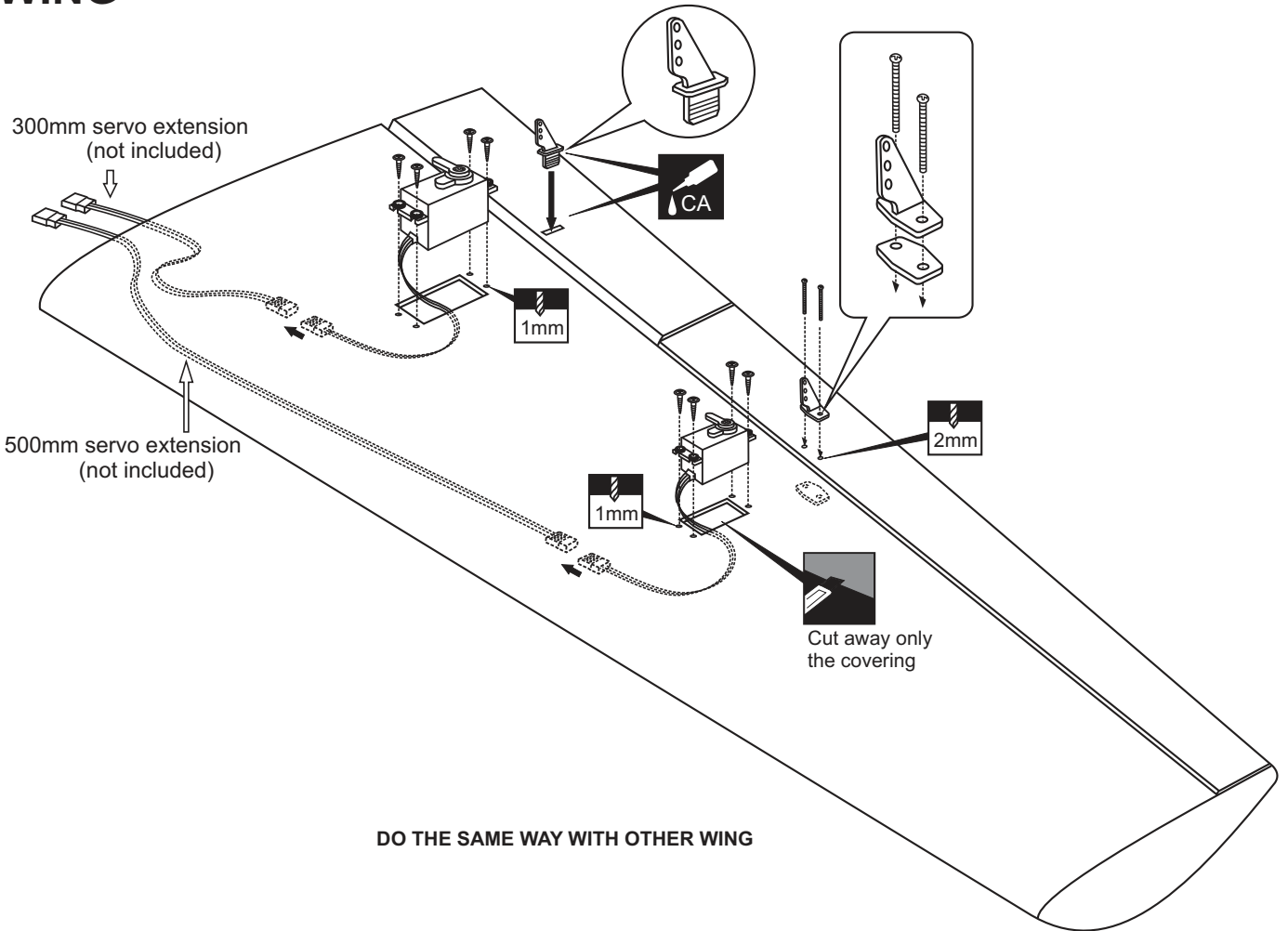


Note: Retract landing gear and Strut not included.

3-WING








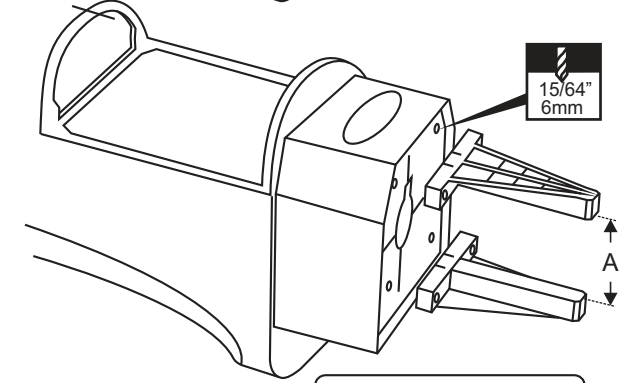
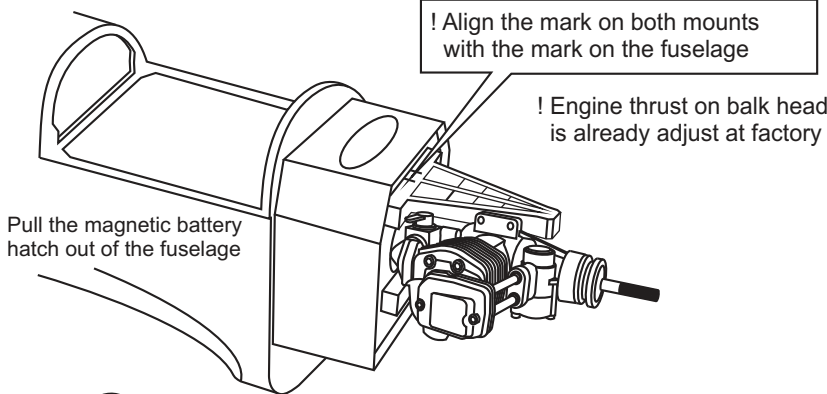
4-WING



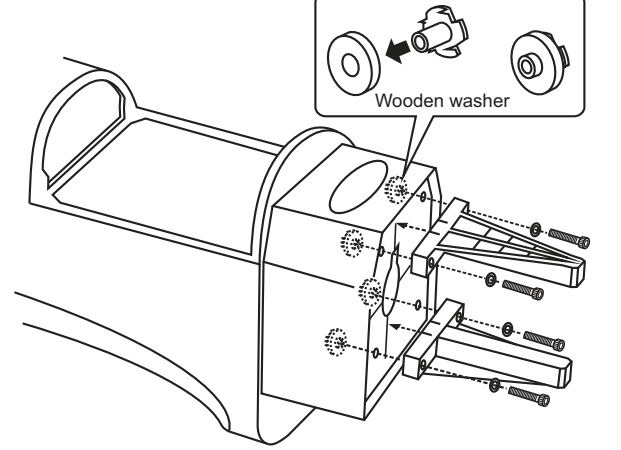
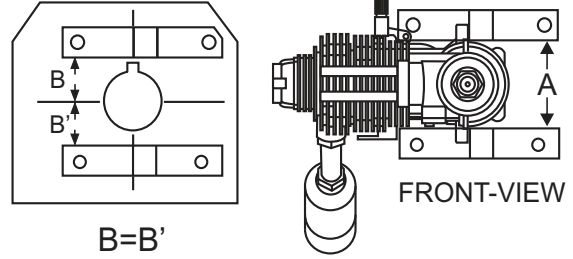
- | | |
|--|---------------------------|
| | Aileron control horn....2 |
| | 2x30mm.....4 |
| | Flap control horn.....2 |
| | 2x170mm rod.....4 |
| | Connector.....4 |

5-ENGINE MOUNT - ENGINE

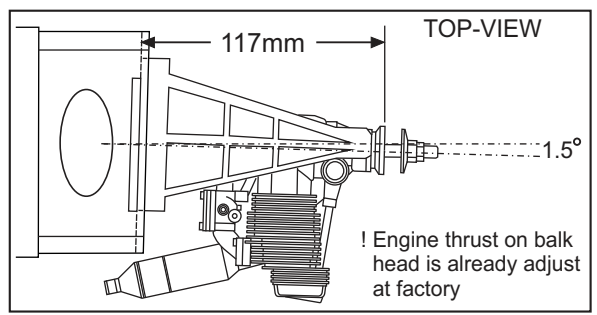
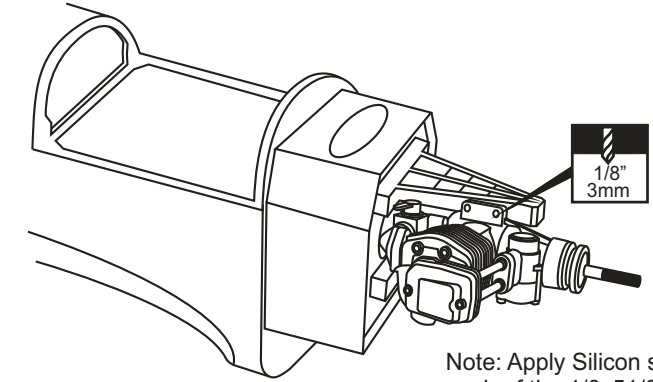
4x25mm screw  ...4	3x20mm screw  ...4	Wooden washer 4
4mm Blind-nut 4	3mm nut 4	



- Using a pencil or felt tipped pen, mark the fire wall where the four holes are to be drilled
- Remove the engine mount and drill a 15/64"(6mm) hole through the fire-wall at each of the four marks marked.
- Insert the blind-nut with the wooden washer onto each of the four holes make above.
- Reposition the engine mounts on to the fire-wall and secure them with four 4x25mm screw

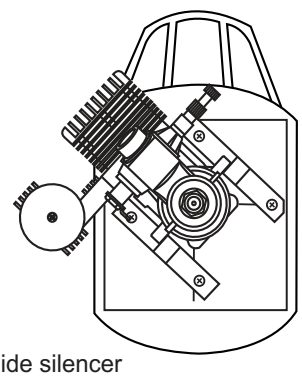
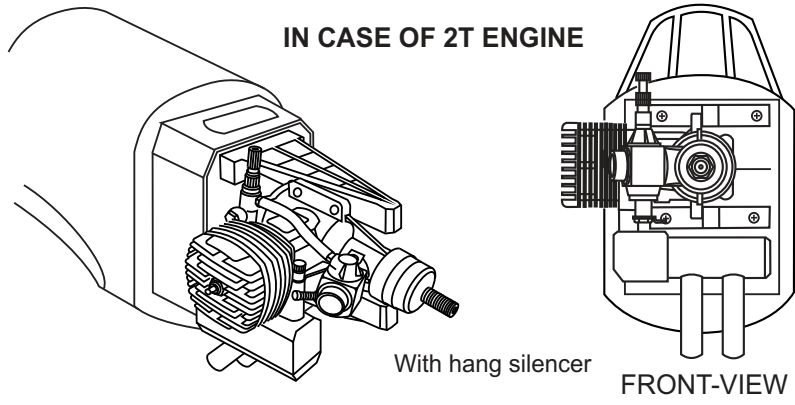


- Reposition the engine on to the engine mounts so the distance from the prop hub to the fire wall is 117mm.
- Mark the engine mounting plate where the four holes are to be drilled.
- Note: Mark the mounting plate through the engine mounting flanges.
- Remove the engine and drill a 1/8"(3mm) holes through the beam at each of the four marks made above.



DO THE SAME WAY WITH THE SECOND FUSELAGE

IN CASE OF 2T ENGINE

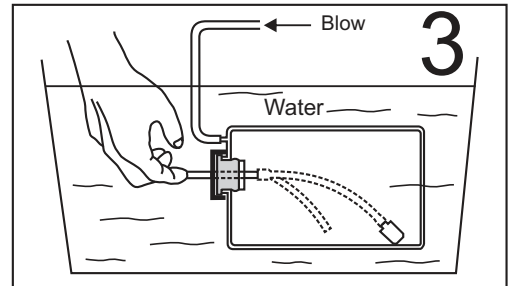
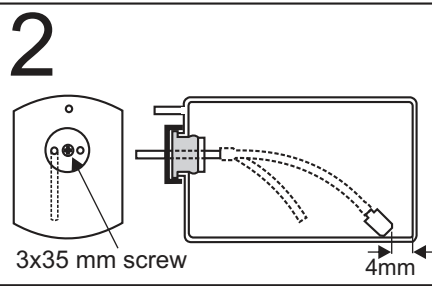
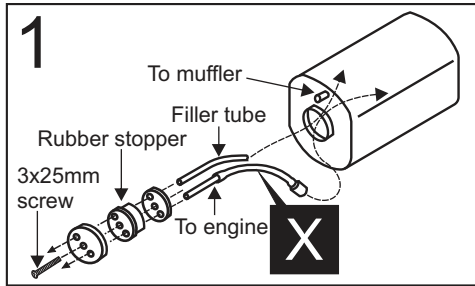


With hang silencer

FRONT-VIEW

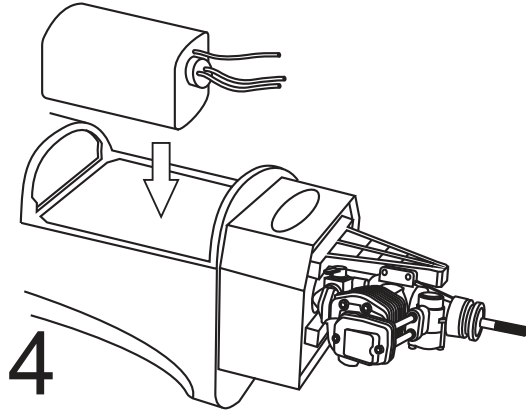
With side silencer

6-FUEL TANK



After confirming the direction . Insert this assembly, clunk end first, into the fuel tank and tighten and screw the fuel tank cap on firmly.
Ensure that the fuel tank clunk does not touch the rear of the fuel tank.

Checking for leaks - block the vents and blow into the feed - if in doubt submersing the tank in a blow of water will show up any problems.

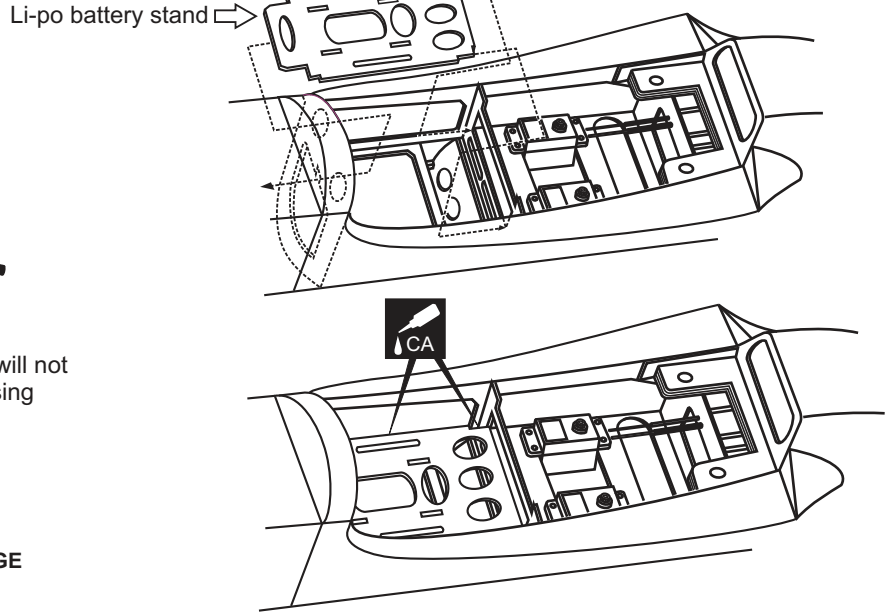


Carefully install the fuel tank to ensure that they will not shift during flight (secure the fuel tank in place using foam padding).

IN CASE OF GAS ENGINE USING

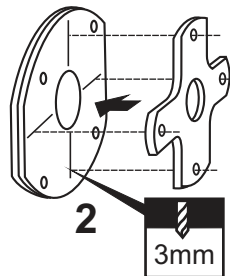
DO THE SAME WAY WITH THE SECOND FUSELAGE

IN CASE OF BRUSHLESS MOTOR USING



7-ELECTRIC MOTOR

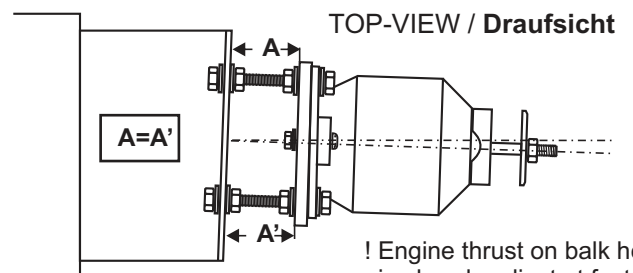
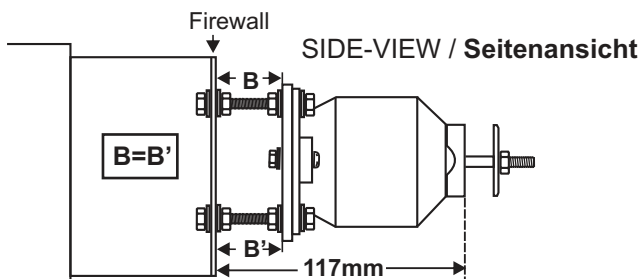
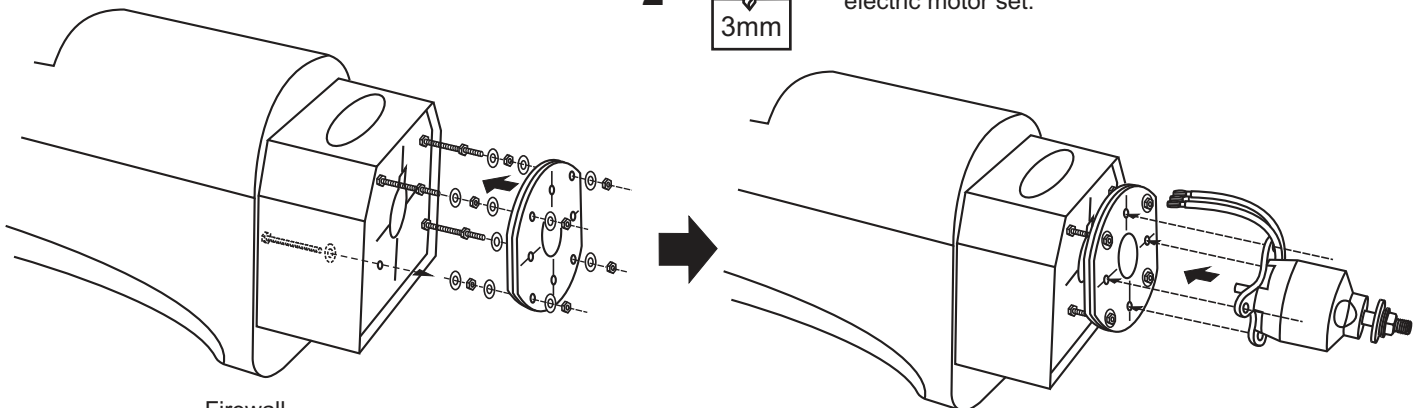
5x70mm.....4	5mm washer....16
5mm nut.....12	3mm screw/nut...4



Using a aluminum motor mounting plate as a template, mark the plywood motor mounting plate where the four holes are to be drilled (2).

Remove the aluminum motor mounting plate and drill a 1/8"(3mm) hole through the plywood at each of the four marks marked .

Note: The aluminum motor mounting included with electric motor set.



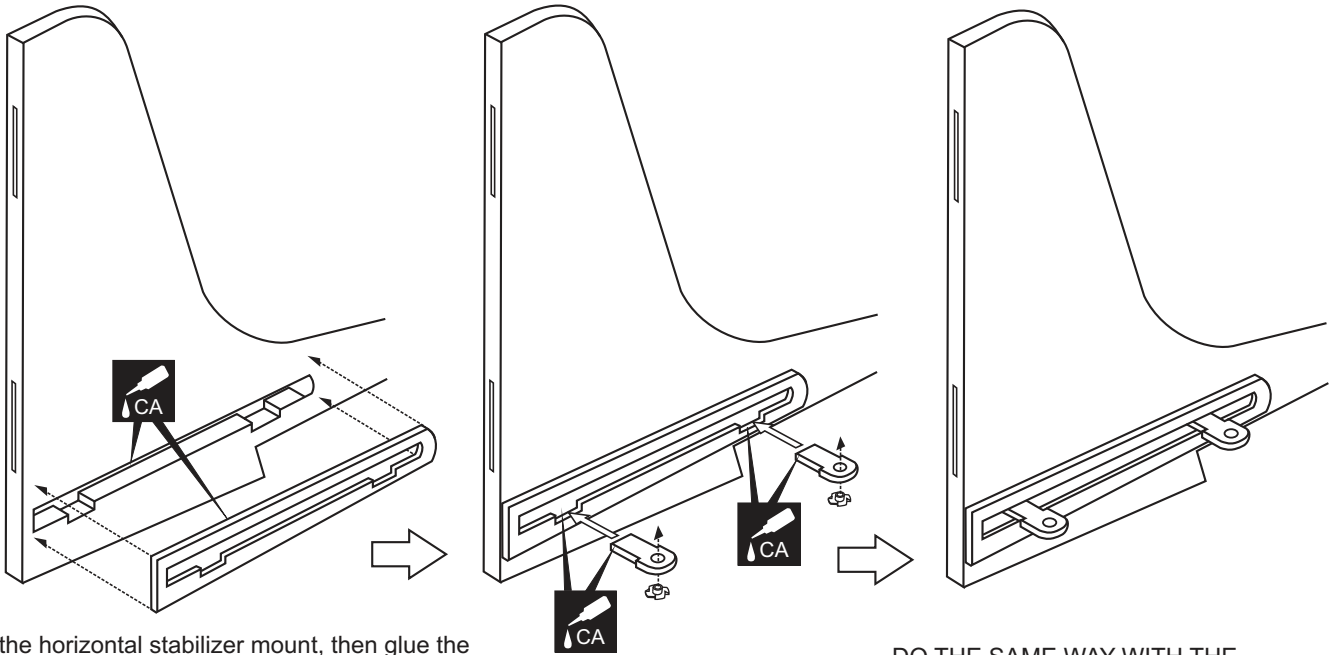
DO THE SAME WAY WITH THE SECOND FUSELAGE

! Engine thrust on balk head is already adjust at factory

8-HORIZONTAL STABILIZER MOUNT

RIGHT VERTICAL STABILIZER
(Looking from the rear of the fuselage)

Securely glue together. If coming off during flight, you lose control of your air plane.

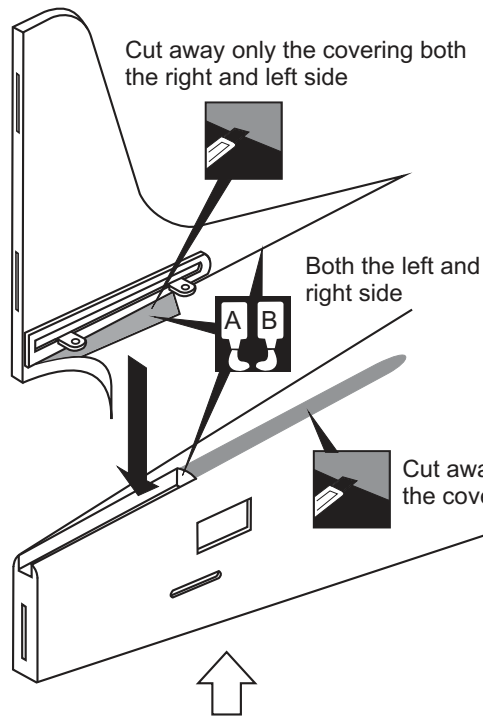


Align the horizontal stabilizer mount, then glue the horizontal stabilizer mount onto the fin, using a generous amount of thin CA to ensure a strong bond, apply thin CA along the horizontal stabilizer mount where it contacts the fin.

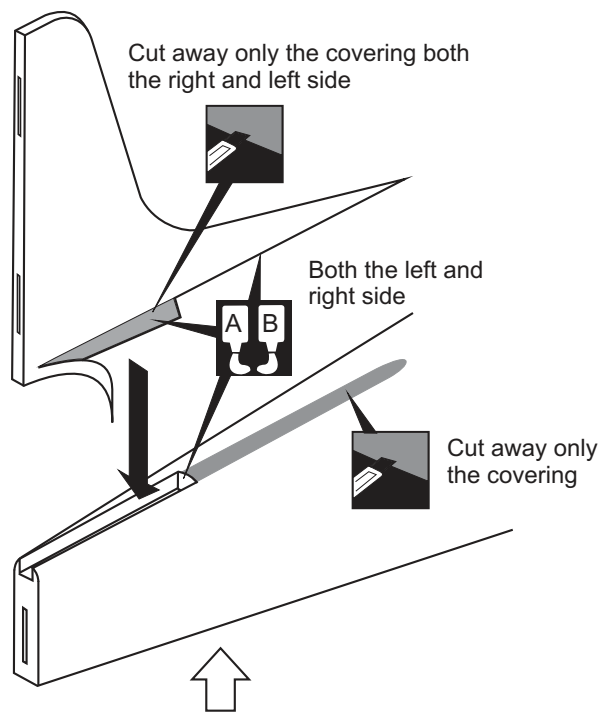
DO THE SAME WAY WITH THE LEFT VERTICAL STABILIZER

Note: all wooden vertical stabilizer mounts on the LEFT and RIGHT vertical stabilizer must to be mesial.

9-VERTICAL STABILIZER



LEFT FUSELAGE AND LEFT VERTICAL STABILIZER
(Looking from the rear of the fuselage)

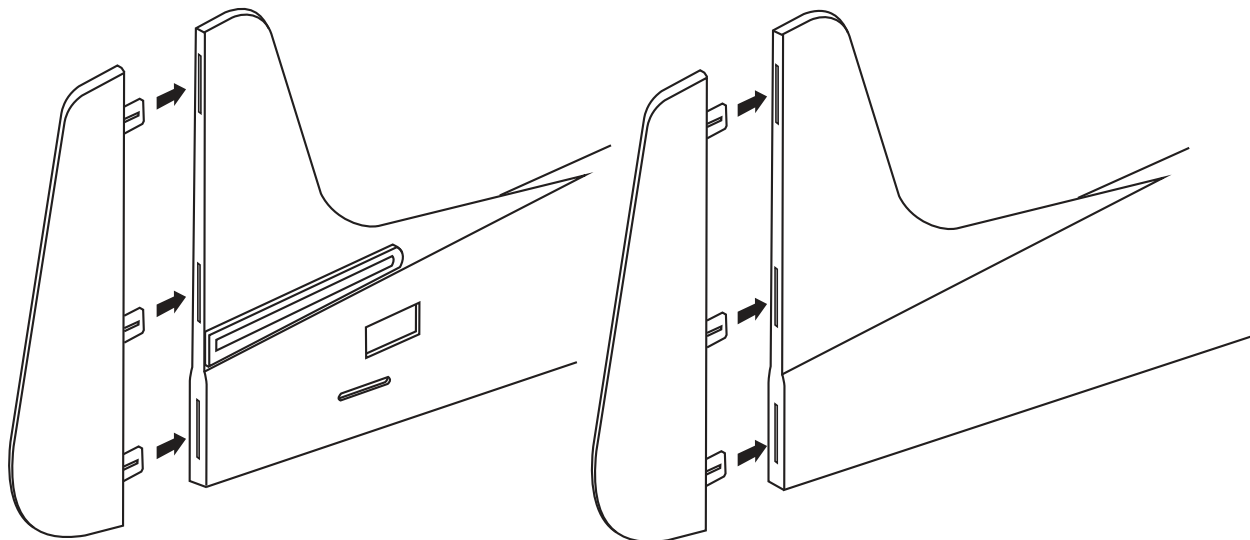


RIGHT FUSELAGE AND RIGHT VERTICAL STABILIZER
(Looking from the rear of the fuselage)

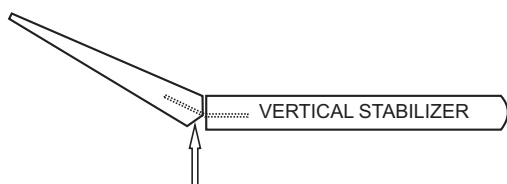
- 1-Trial fit the vertical stabilizer in place . Check the alignment of the vertical stabilizer. When you are satisfied with the alignment, use a pencil to trace around the right and left of the stabilizer where it meets the fuselage.
- 2-Remove the vertical stabilizer from the fuselage. Using the sharp hobby knife, carefully cut away the covering inside the lines which were marked above.
- 3-Spread epoxy (30 minute) onto the right and left and bottom of the vertical stabilizer along the area where the covering was removed and to the fuselage where the vertical stabilizer mounts.
- 4-Install the vertical stabilizer into the fuselage and adjust the alignment as described in step 1.
- 5-Wipe off any excess epoxy using a paper towel .
Allow the epoxy to cure before proceeding to next step.

Securely glue together. If coming off during flight, you lose control of your air plane.

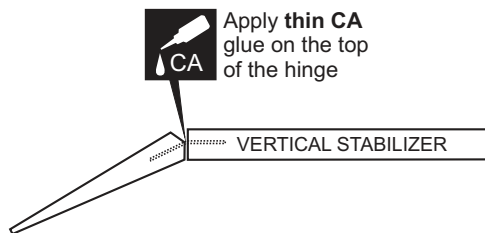
10-RUDDER



Without using glue yet, push the rudder and its hinges into the hinge slots in trailing edge of the vertical stabilizer. When satisfied with the alignment, apply a thin layer of petroleum jelly on one side of each hinges as shown (16A) Then, apply a thin CA glue on other side of each hinges as shown (16B).

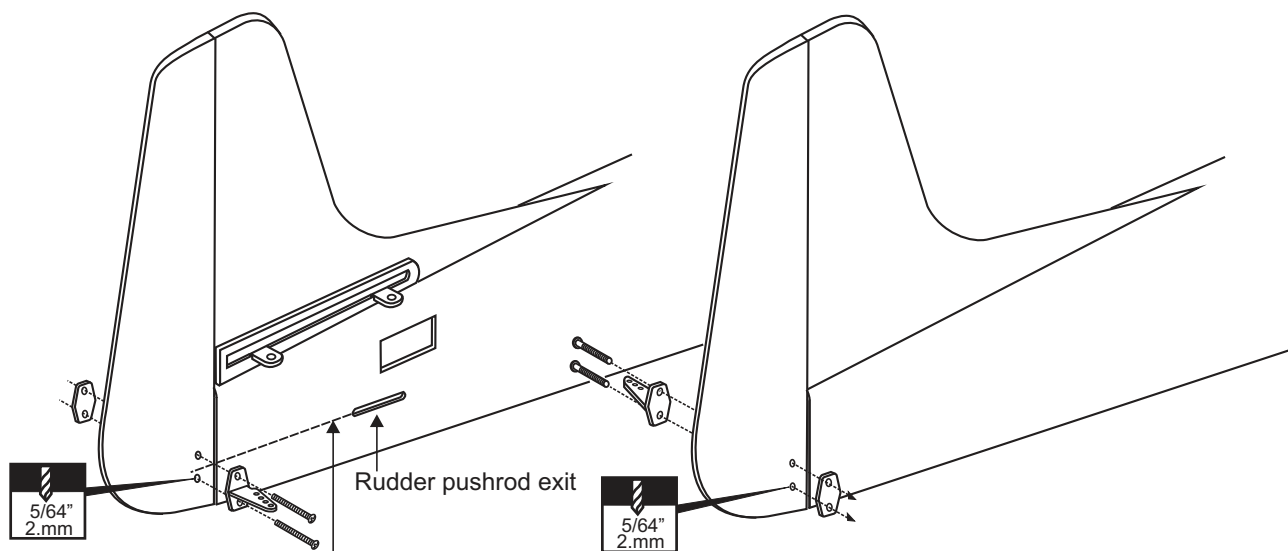


Apply a thin layer of petroleum jelly



Apply **thin CA** glue on the top of the hinge

11-RUDDER CONTROL HORN

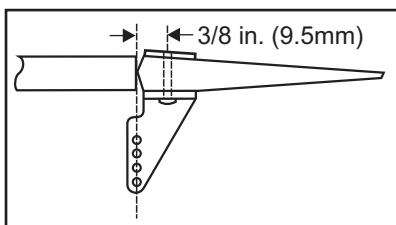
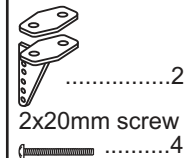


Use a pencil, mark the rudder pushrod line

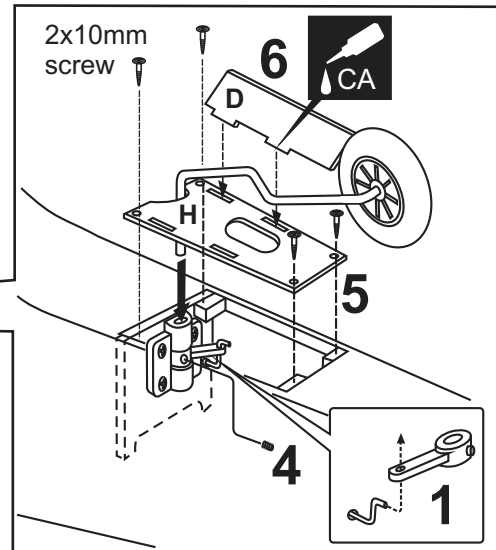
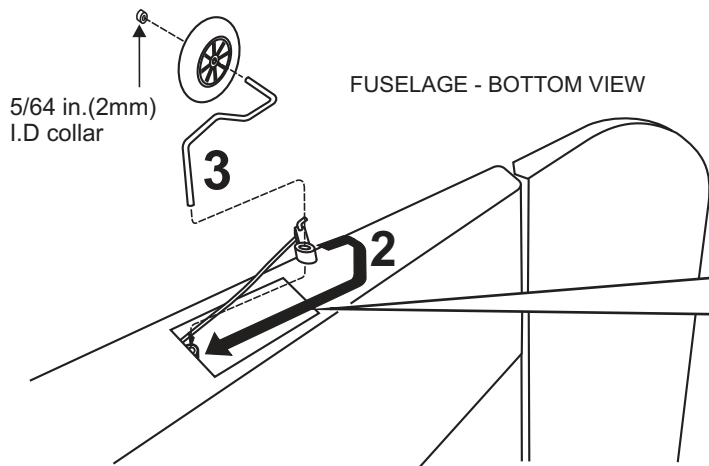
LEFT FUSELAGE AND LEFT RUDDER
(Looking from the rear of the fuselage)

RIGHT FUSELAGE AND RIGHT RUDDER
(Looking from the rear of the fuselage)

Control horn

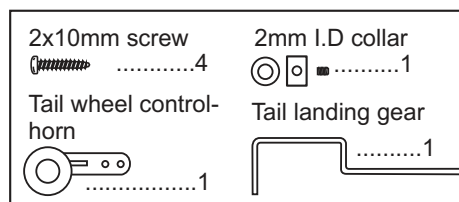


12-TAIL WHEEL



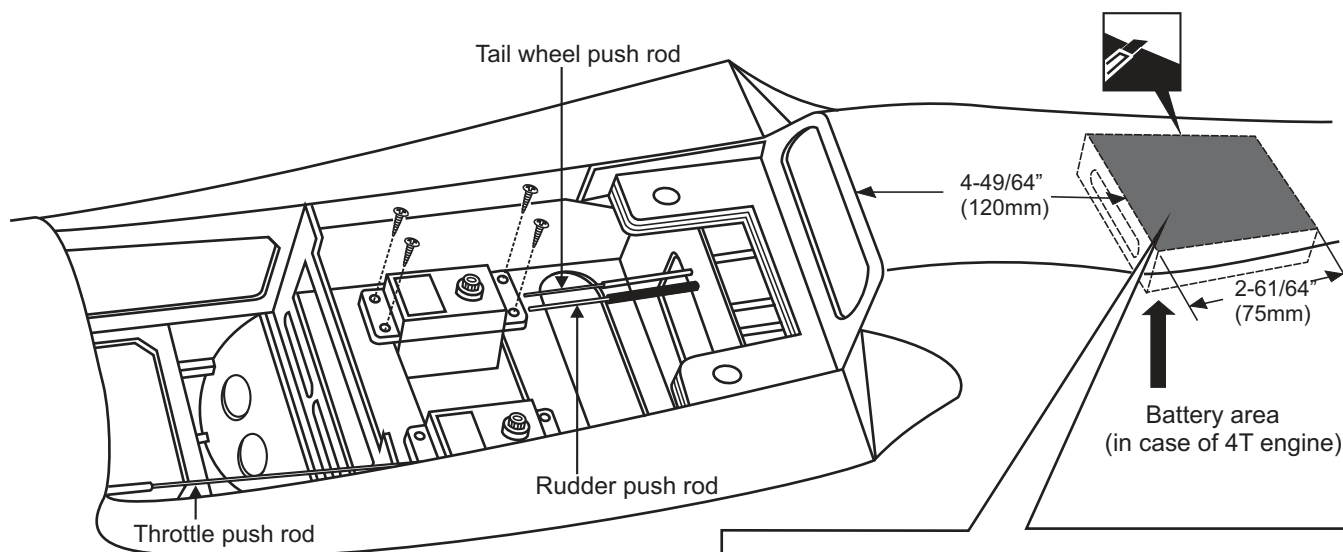
- 1- Insert the tail wheel pushrod into the hole on the tail gear control horn (as show).
- 2- Install the tail wheel control horn in place.
- 3- Instal the tail wheel gear in place.
- 4- Secure the tail wheel control horn in place using a 5/64"(2mm) screw set, Ensure smooth non-binding movement.
- 5- Installing the tail wheel hatch (H) in place using a four 5/64x25/64"(2x10mm) self tapping screws.
- 6- Attach the tail wheel doors (D) in place using CA glue.

DO THE SAME WAY WITH THE SECOND FUSELAGE



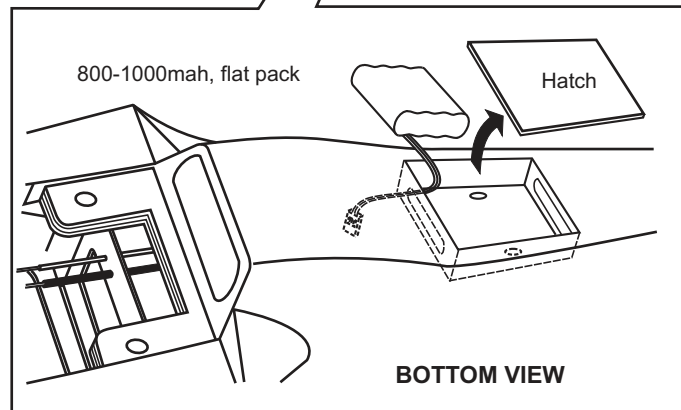
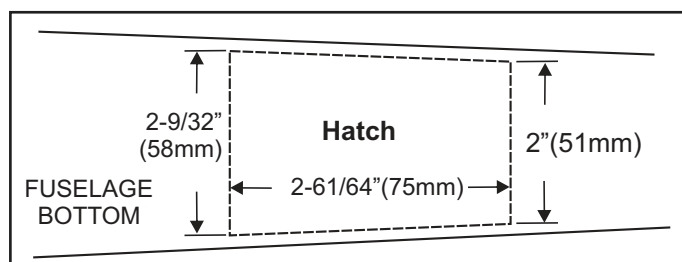
13-SERVO-BATTERY

RECEIVER BATTERY BOX (IN CASE OF 4T ENGINE USE ONLY)



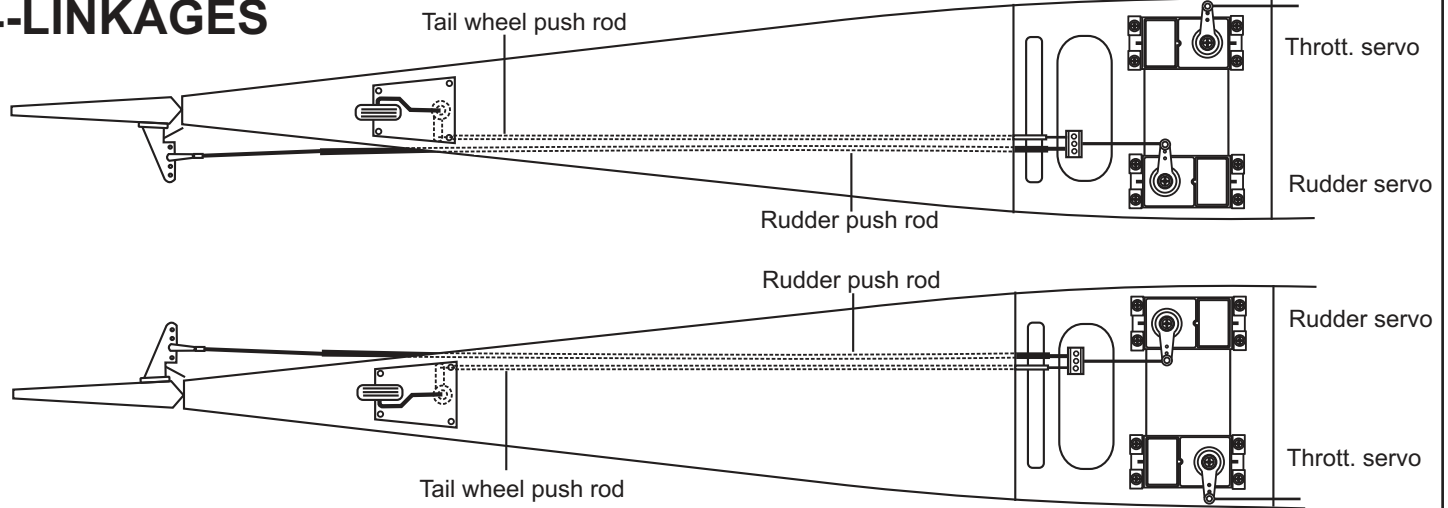
Carefully cut a 2-9/32"(58mm) wide area which is 2-61/64"(75mm) in length through both the covering and the balsa wood. Remove the excess balsa.

Put the battery pack into the box (pre-build at factory) and fasten down with rubber bands or similar, ensuring it will not come loose or rattle during flights.



Link the battery wire with the battery extension cord. Reposition the hatch in place and secure it with CA glue.

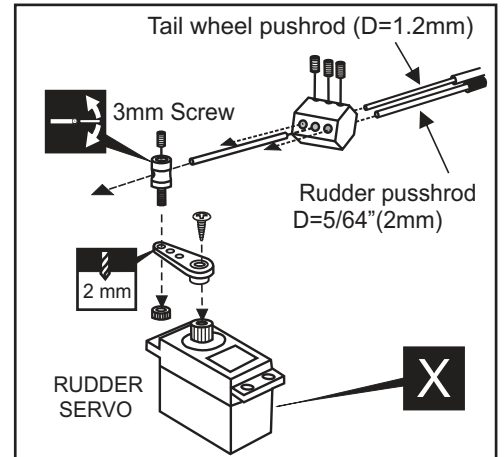
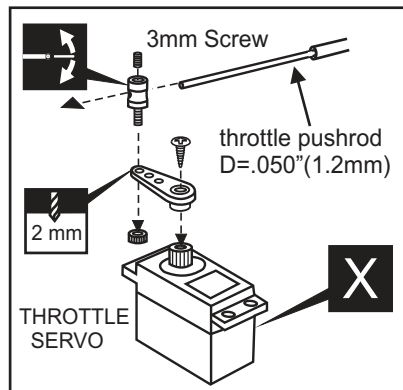
14-LINKAGES



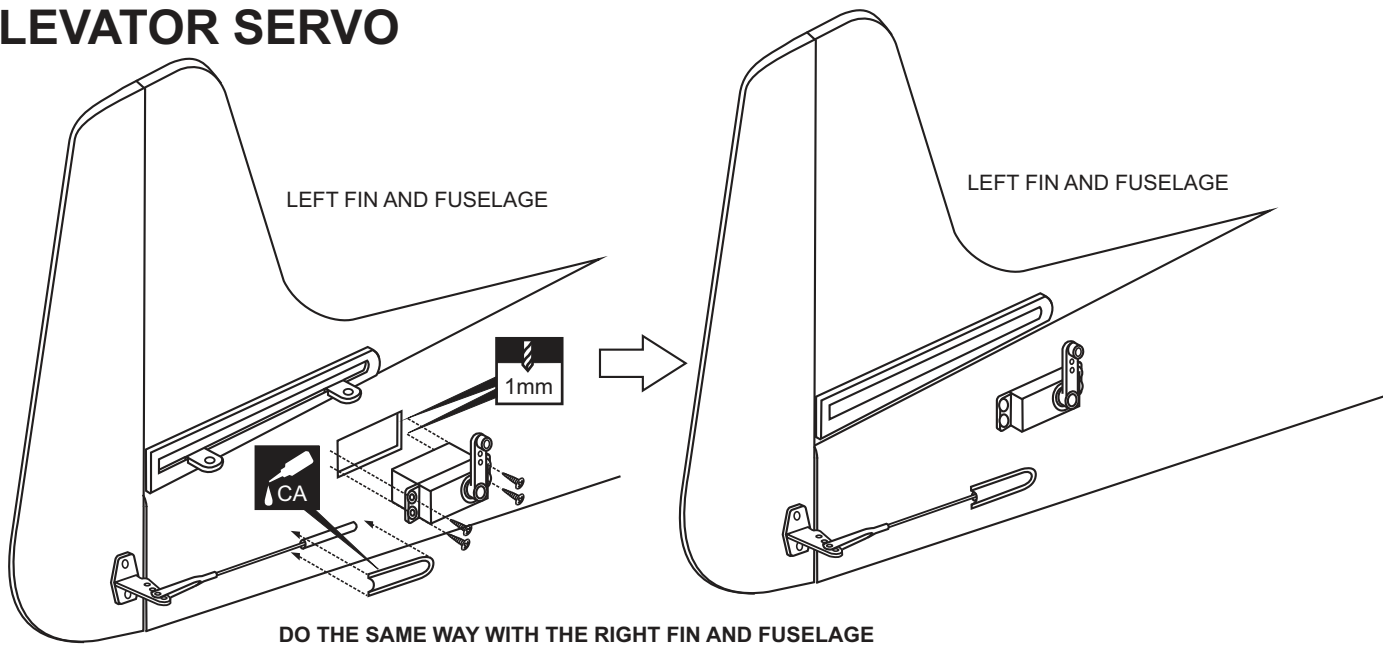
Connector

.....2

.....4

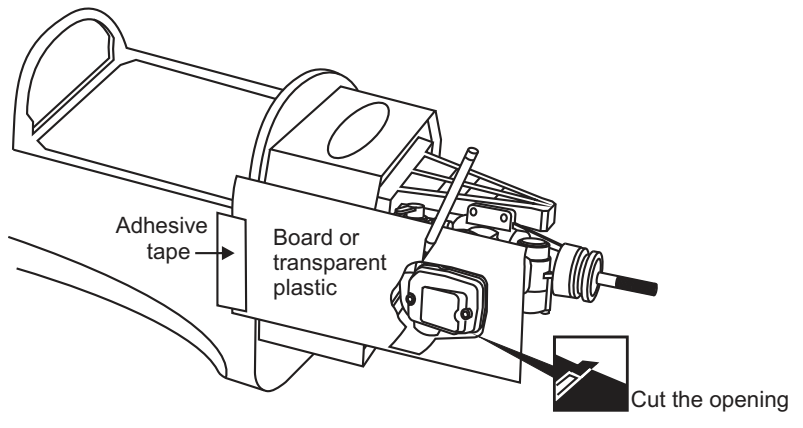


15-ELEVATOR SERVO




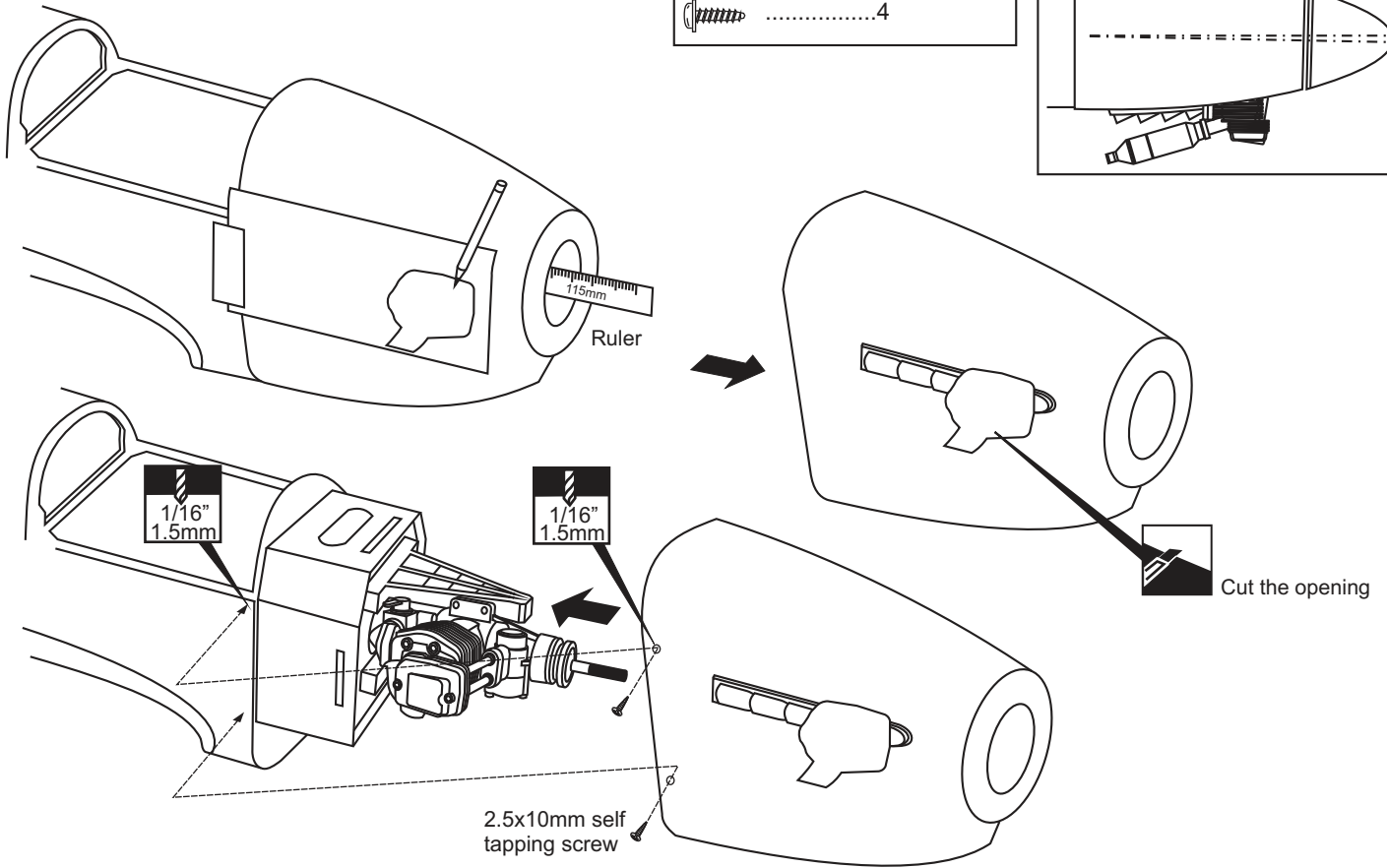
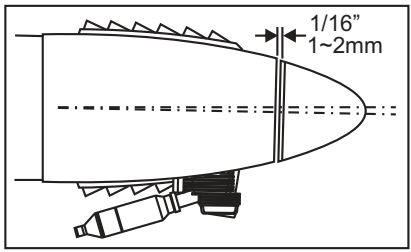
16-COWLING

- 1-Attach the board or transparent plastic on the side of the fuselage with the adhesive tape as shown.
- 2-Using a pencil or felt tipped pen trace around the engine head where it meet the cowl. Cut the opening the board or transparent plastic for the engine head as marked before.



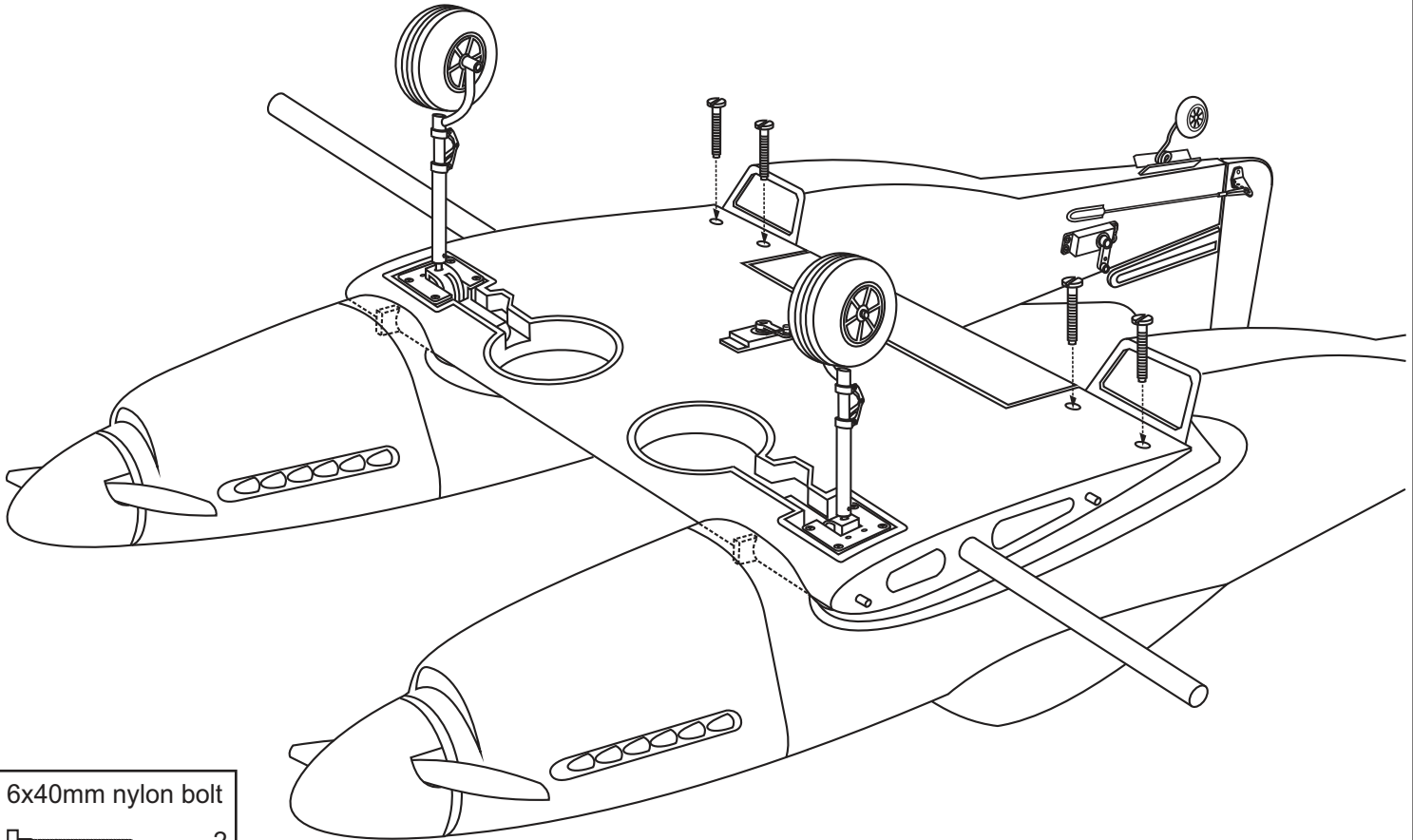
17-COWLING


2.5X12mm self tapping screw
4



- 3-Remove the engine and insert the cowl on to the fuselage so the distance from the fire wall to the front of the cowl is 115mm. Trace around inside the hole on the board or transparent plastic with a pencil.
- 4-Remove the cowl from the fuselage and carefully cut the opening for the engine head as marked above. Do the same way with the hole for needle-valve.
- 5-Again. Insert the cowl on to the fuselage and secure it in place with five 2.5x10mm self tapping screws.

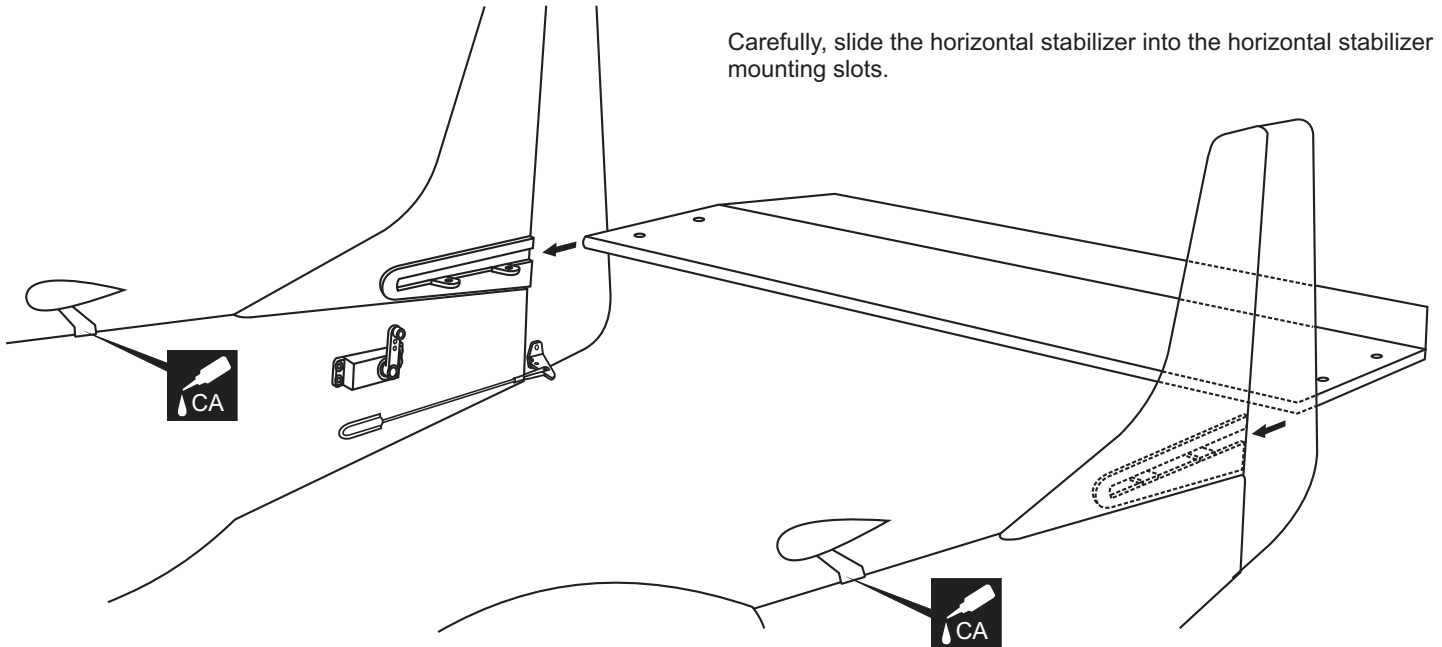
18-CENTER WING INSTALLATION



6x40mm nylon bolt
2

19-HORIZONTAL STABILIZER INSTALLATION

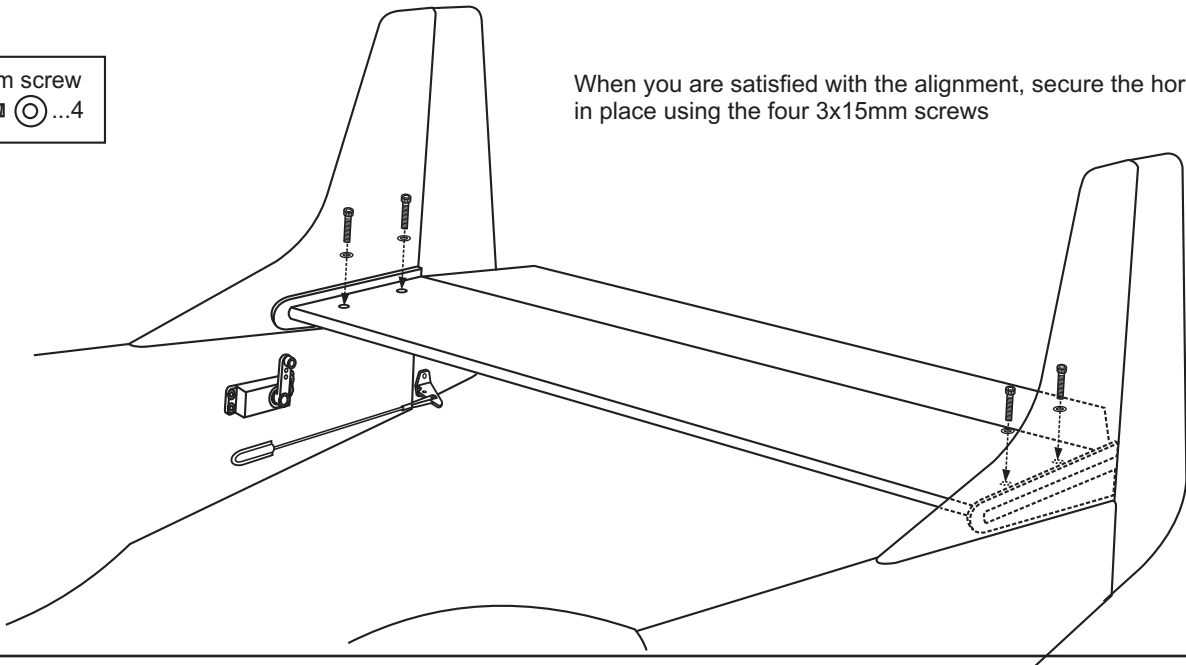
Carefully, slide the horizontal stabilizer into the horizontal stabilizer mounting slots.



3x15mm screw

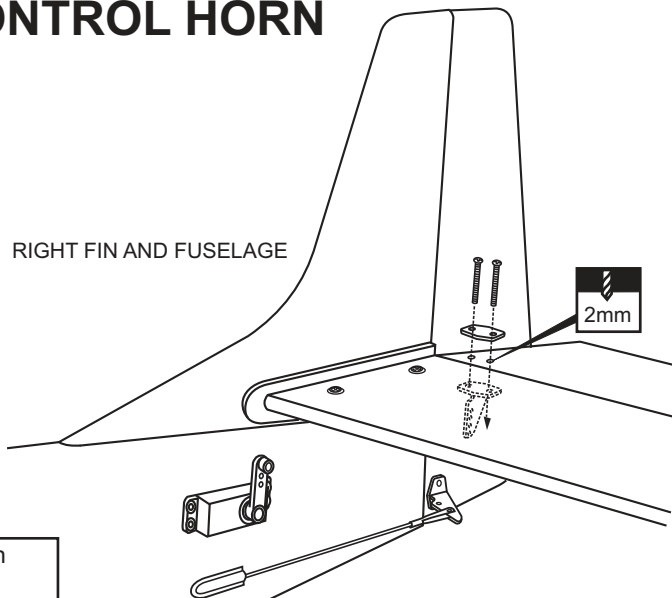


When you are satisfied with the alignment, secure the horizontal stabilizer in place using the four 3x15mm screws

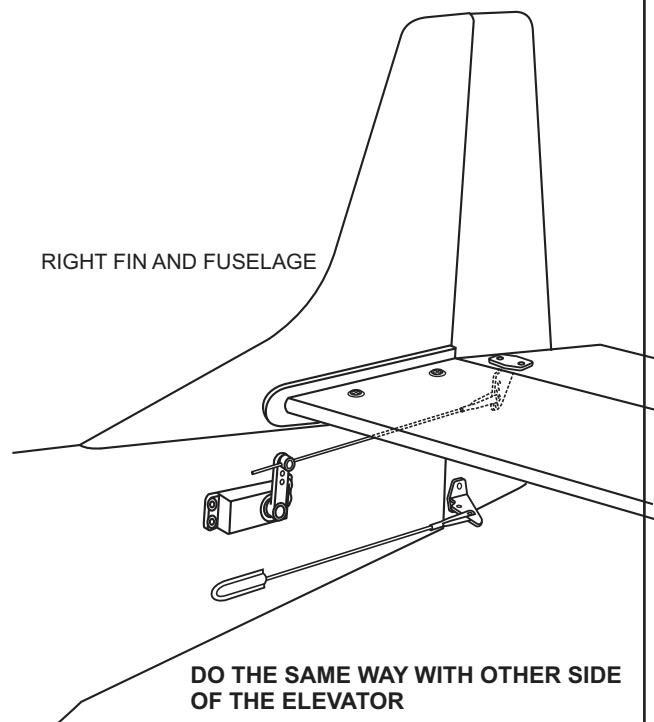


20-CONTROL HORN

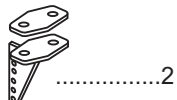
RIGHT FIN AND FUSELAGE



RIGHT FIN AND FUSELAGE



Control horn



.....2

2x20mm screw



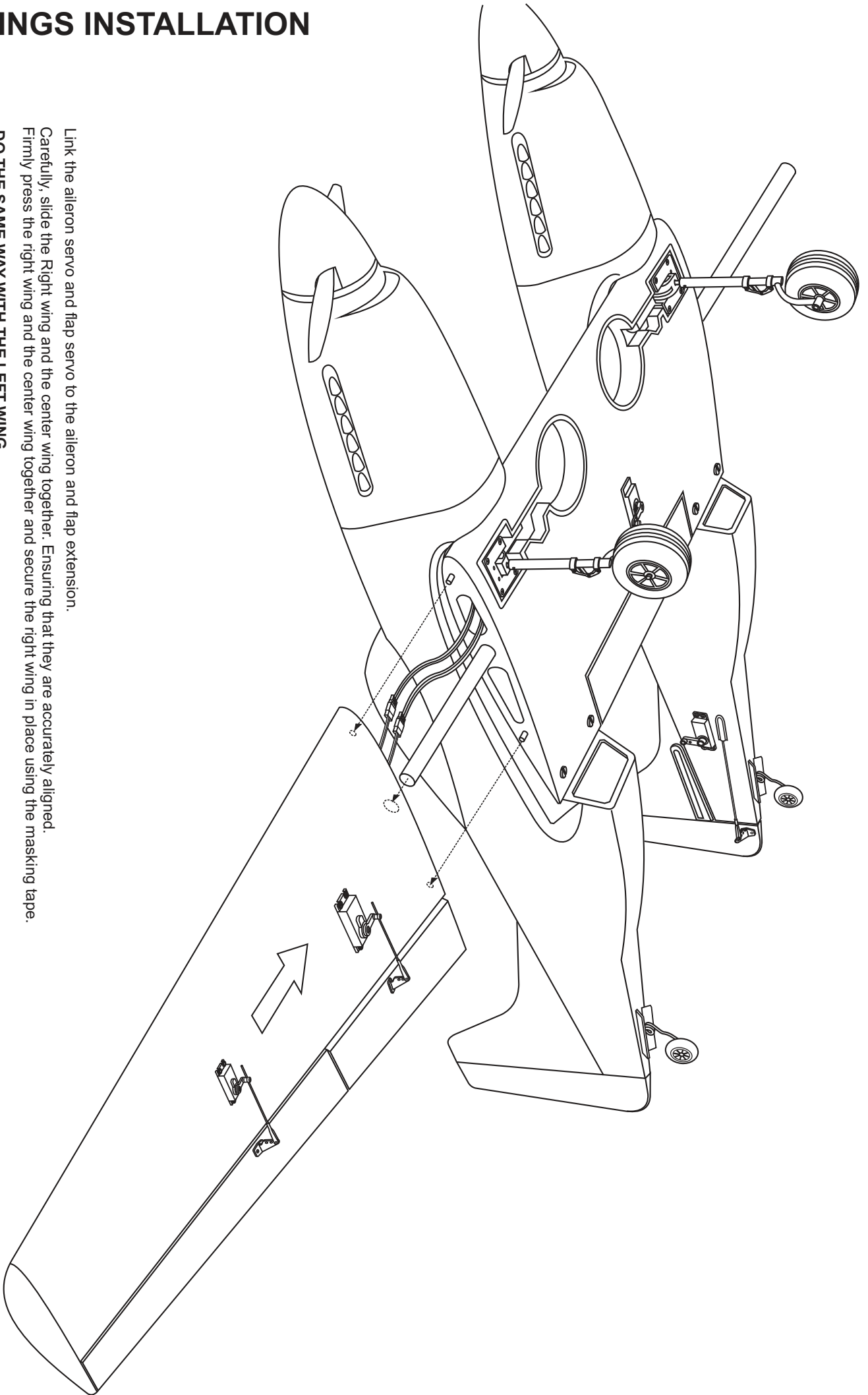
.....4

DO THE SAME WAY WITH OTHER SIDE OF THE ELEVATOR

DO THE SAME WAY WITH OTHER SIDE OF THE ELEVATOR

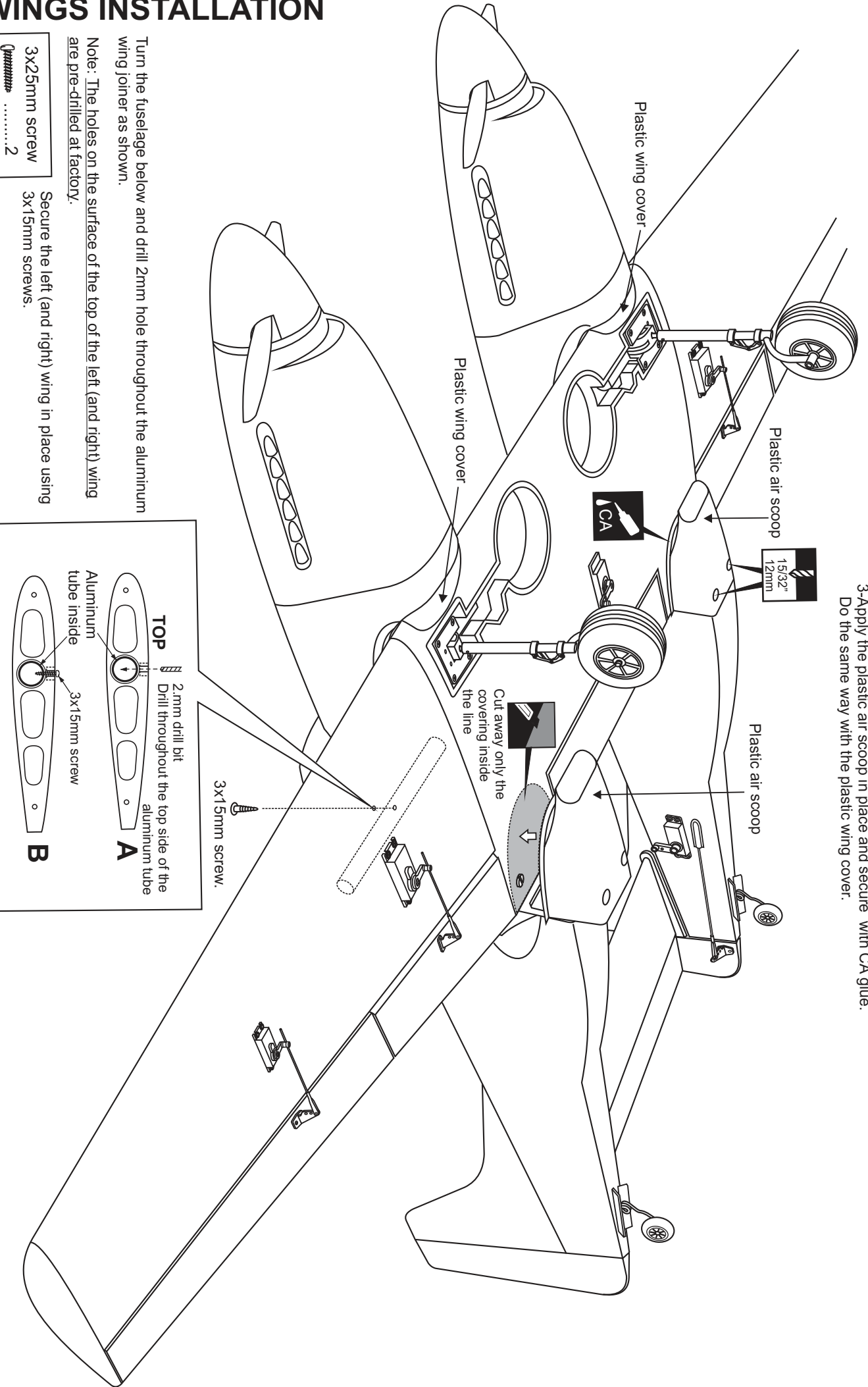
21-WINGS INSTALLATION

Link the aileron servo and flap servo to the aileron and flap extension.
Carefully, slide the Right wing and the center wing together. Ensuring that they are accurately aligned.
Firmly press the right wing and the center wing together and secure the right wing in place using the masking tape.
DO THE SAME WAY WITH THE LEFT WING.



22-WINGS INSTALLATION

- 1-Using the plastic air scoop as a template, trace around the outside edge of the plastic air-scoop, and then remove it.
 - 2-Using a sharp hobby knife, cut away the covering inside the lines. Not to cut into the wood.
 - 3-Apply the plastic air scoop in place and secure with CA glue.
- Do the same way with the plastic wing cover.

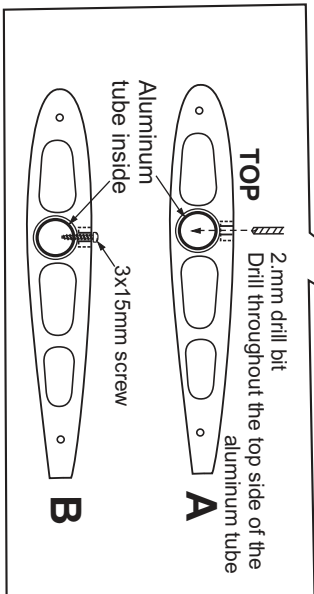


Turn the fuselage below and drill 2mm hole throughout the aluminum wing joiner as shown.
 Note: The holes on the surface of the top of the left (and right) wing are pre-drilled at factory.

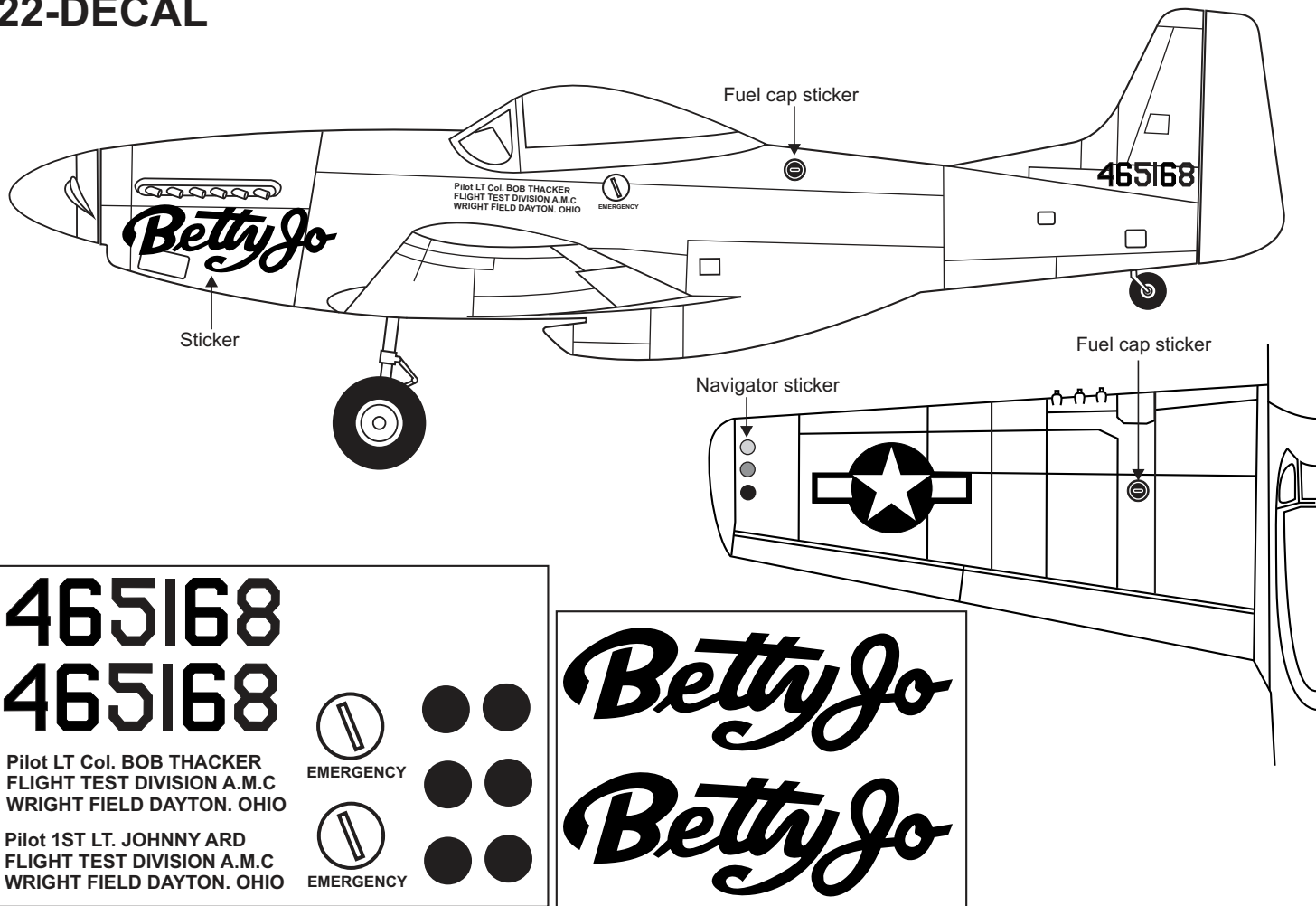
3x25mm screw
 Quantity 2

Secure the left (and right) wing in place using 3x15mm screws.

DO THE SAME WAY WITH OTHER WING

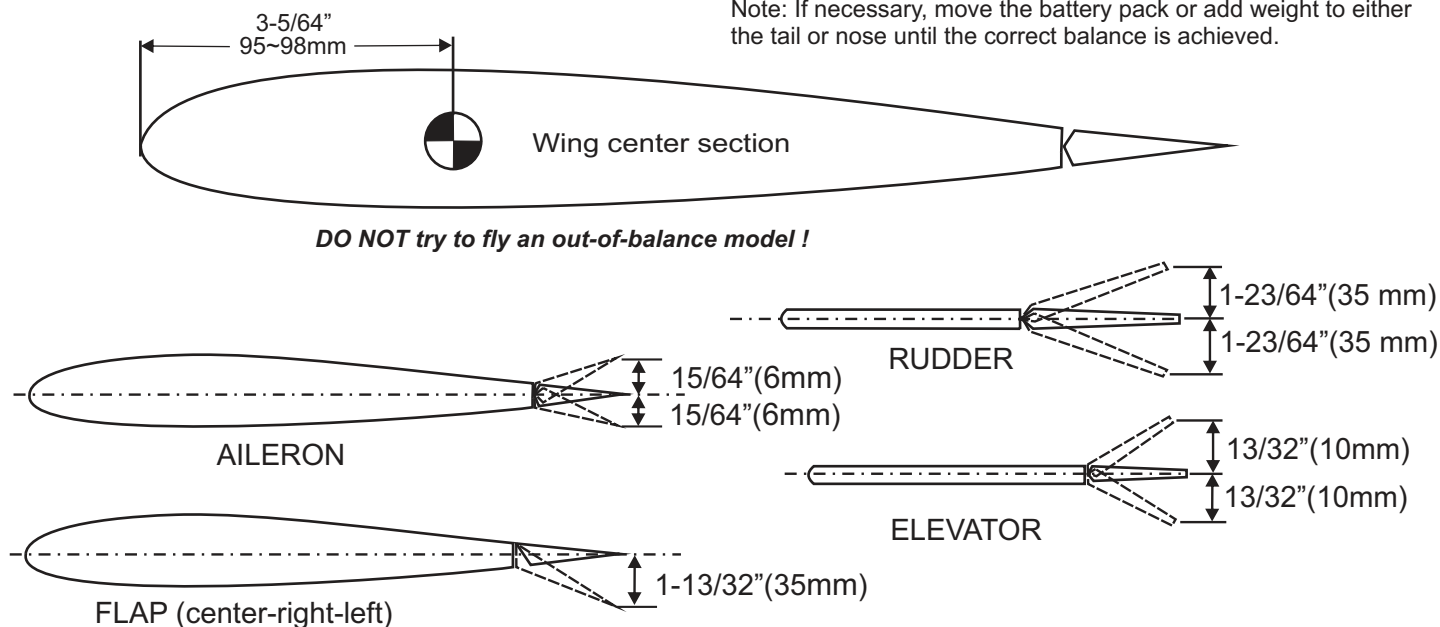


22-DECAL



23-BALANCE - CONTROL SURFACE

Note: If necessary, move the battery pack or add weight to either the tail or nose until the correct balance is achieved.



IMPORTANT: Flying your model at these throws will provide you with the greatest chance for successful first flights. If, after you have become accustomed to the way the F-82 flies, you would like to change the throws to suit your taste that is fine. However, too much control throw could make the model difficult to control, so remember, "more is not always better".

IMPORTANT: Please do not clean your model with pure alcohol, only use liquid soap with water or use glass cleaner to clean the surface of your model and keep colors from fading.

All details are subject to change without notice !