APEX AEROTECH

60"

SLICK 360
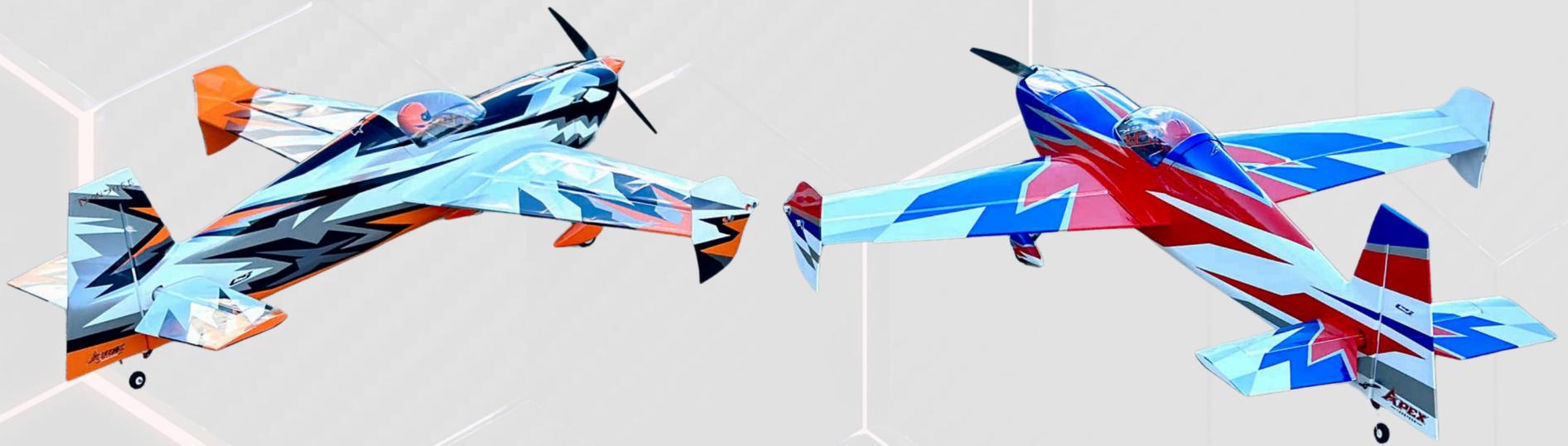
ARF Assembly

Congratulations on your new Apex Aerotech aircraft, and thank you for supporting our brand! We're excited to welcome you to the Apex Aerotech community. Our team is dedicated to creating high-quality, high-performance aircraft, and we can't wait for you to enjoy everything your new model offers.

While each aircraft is built with care and precision, these are advanced machines that must be handled responsibly. As the builder and pilot, you are fully responsible for the assembly, setup, and safe operation of your model. Because we cannot verify how each aircraft is completed or flown, Apex Aerotech cannot accept liability for injury, property damage, or any other loss resulting from the use of this product. By operating this aircraft, you agree to accept full responsibility for its use.

To encourage safe and responsible flying, we recommend joining the Academy of Model Aeronautics (AMA) or the equivalent organization in your home country. These groups offer helpful guidelines, legal protections, insurance coverage, and access to approved flying sites.

For safety, always land your aircraft immediately if any part becomes loose, detaches, or if the model behaves unusually. This helps prevent potential/further damage and unsafe situations.

Thank you again for choosing Apex Aerotech. We appreciate your support and wish you safe flights and many great experiences with your new aircraft!

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SLICK 360

The Slick 360 from Apex Aerotech embodies the company's mission to develop and deliver an aircraft that excels across the entire flight envelope while maintaining the highest standards of quality and class. From competition-level freestyle routines to friendly, predictable 3D and sport aerobatics, the Slick is built to perform. Its full-size aerobatic platform offers a sleek, refined appearance that looks just as impressive on the ground as it does in the air.

The 60" Slick from Apex revolutionizes its class by delivering a much larger presence and feel than its physical size suggests. Apex has designed optimized aerodynamic proportions to give it the impression of a bigger aircraft, unlike anything previously seen in the 60" category. Its exceptionally wide flight envelope makes it ideal for aerobatic pilots of any skill level. XA pilots will appreciate its blisteringly fast, perfectly axial roll rate and the crisp, instant tail response in both tumbling and pitch maneuvers. At the same time, the Slick excels in low-and-slow 3D thanks to optimized wing loading and overall control surface authority. Precision and tracking are uncompromised throughout the design.

The recommended power system offers outstanding quality, performance, and reliability, featuring the Dualsky GA-series 1500R motor (spinning a carbon fiber prop) paired with the Apex/Dualsky 120A ESC (specifically developed for the Apex 60" Slick). Servo performance is uncompromised with the Theta/Apex THM988 servos, delivering ample torque, instant response, and a crisp, precise feel.

Recommended ARF Setup:

-Dualsky GA-1500R and Apex/Dualsky 120A ESC (GA-60 Power Package)

-Dualsky/Apex 16x7E Carbon Fiber Propeller

-Theta/Apex THM988 HV Servos

-Apex aluminum clamping style servo arms

Recommended Equipment:

-6S 3300-4500mAh high discharge (C rated) Li-Po

-6S 4000mAh 100C used for flight testing

6-Channel Receiver

Servo Arm Setup:

-Qty.2 1.0" Apex M2 aluminum clamping style arms (ailerons)

- Qty.2 1.25" Apex M2 aluminum clamping style arms (elevator and rudder)

Specifications:

Wingspan: 60"

Length: 63" (with spinner)

Weight: 6-6.5 lbs. (with battery)

Unboxing and Prep

Before beginning assembly, it's important to prepare the aircraft's covering. Each model experiences multiple environmental changes during transit from the factory, to our headquarters, and finally to your door. These shifts in temperature and humidity can naturally affect the covering and underlying wood structure.

We highly recommend taking a few minutes to inspect all covering seams and surfaces to ensure they are fully secure. Using a covering iron with its supplied cover or sock, lightly go over any seams or areas that need tightening. A heat setting of approximately 250-270°F is ideal. Avoid excessive heat—overheating can cause unnecessary shrinking or distortion. If you are new to working with film-covered aircraft, start with a lower heat setting and increase gradually as needed.

Some wrinkles are normal on newly manufactured wood aircraft. The amount of visible wrinkling depends largely on the wood's moisture content. Aircraft stored or shipped in higher-humidity environments may show fewer wrinkles due to the wood swelling slightly, while lower-humidity environments may allow the wood to contract, and covering to produce more visible wrinkles.

You may use a heat gun to remove certain wrinkles if you are experienced and comfortable with the technique. However, it is strongly recommended to attempt correction with the iron first, as it offers more control and reduces the risk of overheating or distorting the covering.

Taking the time to properly prep the covering will help ensure a clean finish and long-term durability of your aircraft.

Slick 360 Covering Codes (manufactured by FLFRC)

Orange ("Banshee")
-022-1 Orange
-014-1 White
-016-1 Silver
-015-1 Black
-027-1 Iron Grey

Red/Blue ("APEX")
-009-2 Red
-014-1 White
-030-1 Pearl Blue
-016-1 Silver
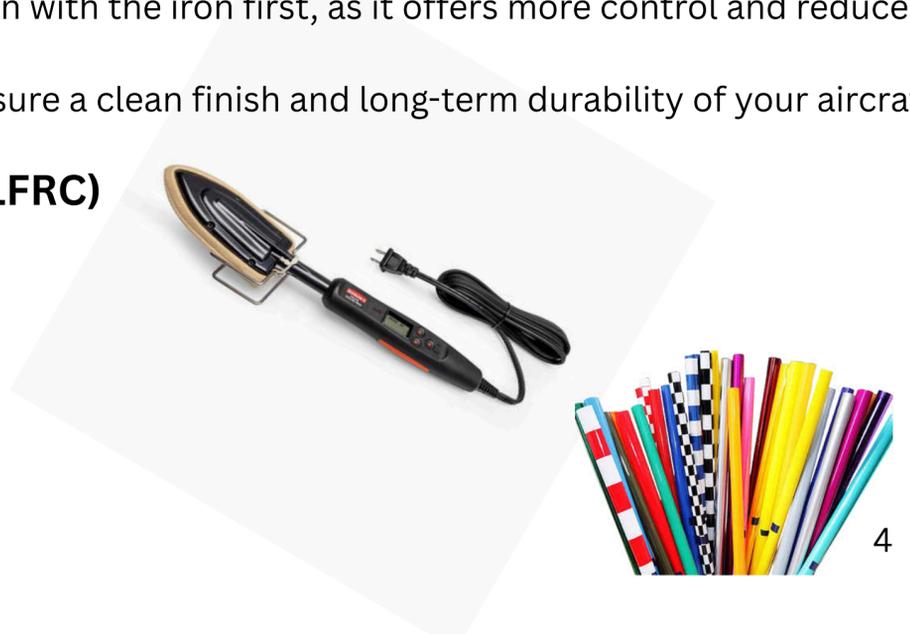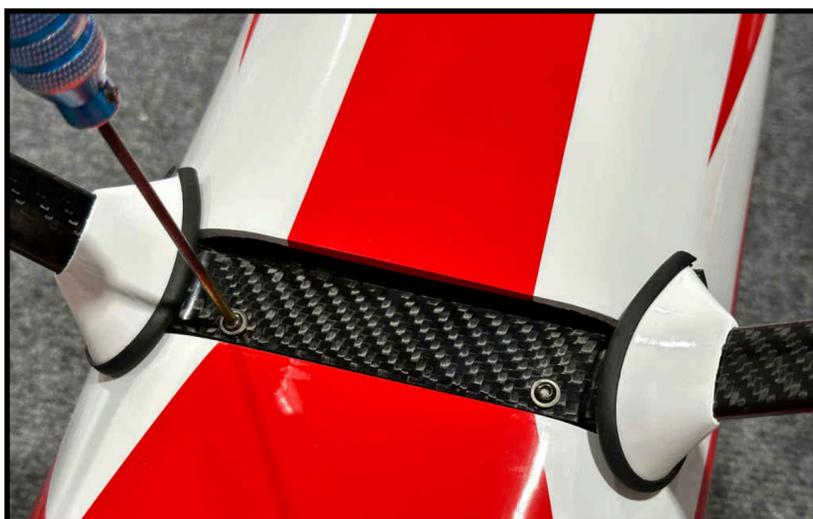
Landing Gear Installation

Locate the entire landing gear assembly
-Carbon fiber gear
-Wheels
-Axles
-Landing gear fairings (cuffs)
-Wheel pants
-Wheel pant mounting screws

we highly recommend using blue Loctite when installing bolts throughout the aircraft

2.5mm driver used for landing gear bolts

Landing gear is swept slightly forward

Wheels and Axles

Axle is installed through the large opening of the landing gear. Fully tighten the locknut on the inside of the landing gear.

Ensure the axle flange is positioned vertically. This will allow for installation of the wheel pant.

Slide the wheel onto the axle. Then, tighten the collar nut over the threaded portion of the axle.

Install the wheel pant over the axle. Secure it using the provided wood screw through the smaller hole in the landing gear.
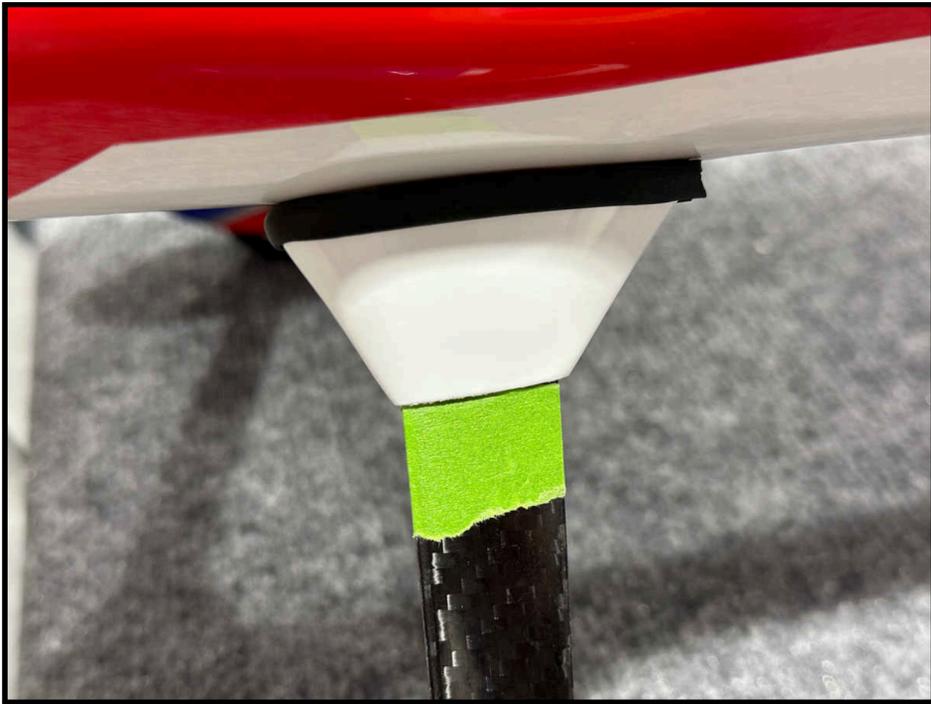
Slide the landing gear cuffs over the landing gear, positioning them against the fuselage. **Glue the cuff to the landing gear**, not the fuselage, to allow for future removal of the gear.

Use a piece of masking tape to mark the bottom of the gear cuff when it is fully seated against the fuselage.

Slide the cuff back down, and apply GOOP (or similar rubberized adhesive) based on your marking with the tape. Apply on both sides of the gear leg.

Apply more pieces of masking tape to hold the cuff into place while the adhesive is curing.

While curing, its best to keep the aircraft upright to prevent adhesive from running onto the fuselage.

Control Horn Installation

Each control horn is labeled

Scuff the mounting surface of the control horn before installation (using sandpaper)

Use a fresh bottle of medium CA for installation or epoxy. Install adhesive on both sides of the horn.

Be sure the horn is fully seated flush to the control surface
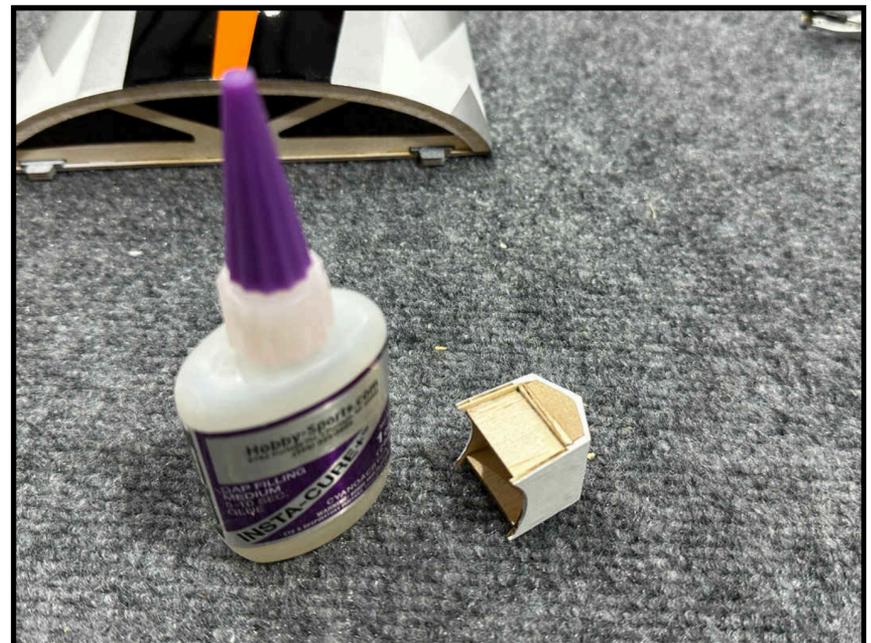
Horizontal Stab Installation
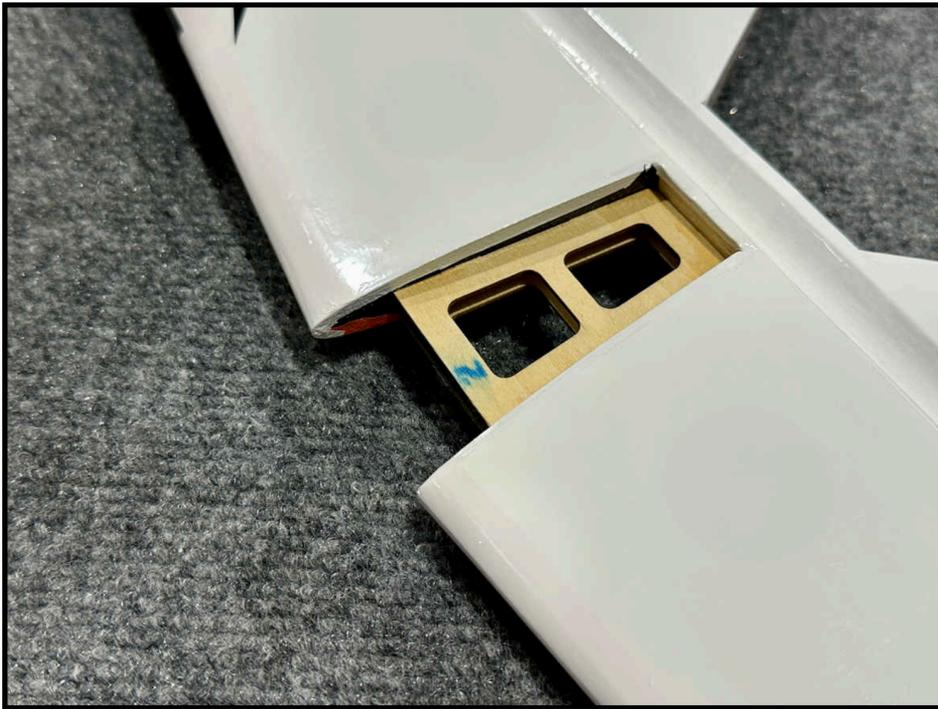
The horizontal stab is quick-align keyed, which allows for easy installation.

Install the stab by sliding it into the fuselage rear cutout. Simply make sure the stab is pressed fully forward into the slot.
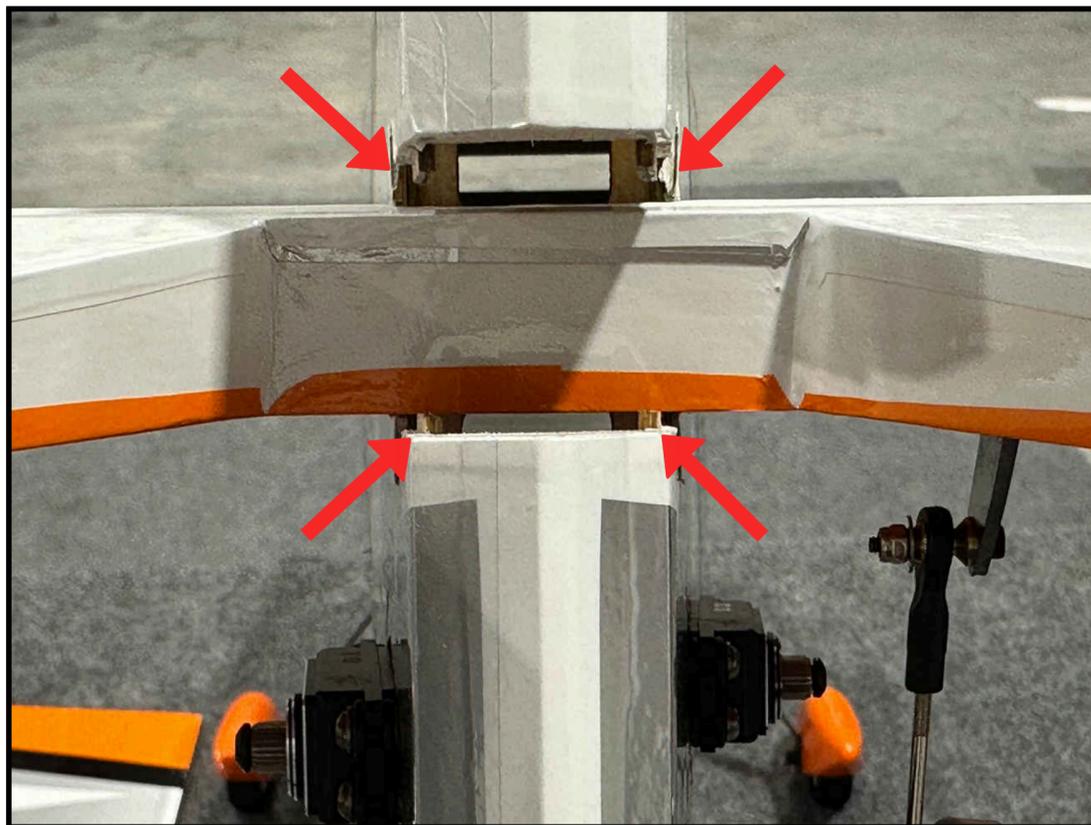
For stab installation, use epoxy or a combination of thin and medium CA. Thin CA can be used to tack the stab into place. The four arrows display where thin CA can be used. ***Use medium CA along all four intersections of the stab and fuselage (top and bottom)***

Locate the filler piece for the horizontal stab. Install this using medium CA on both top and bottom.

if using CA, denatured alcohol can be used to clean away excess

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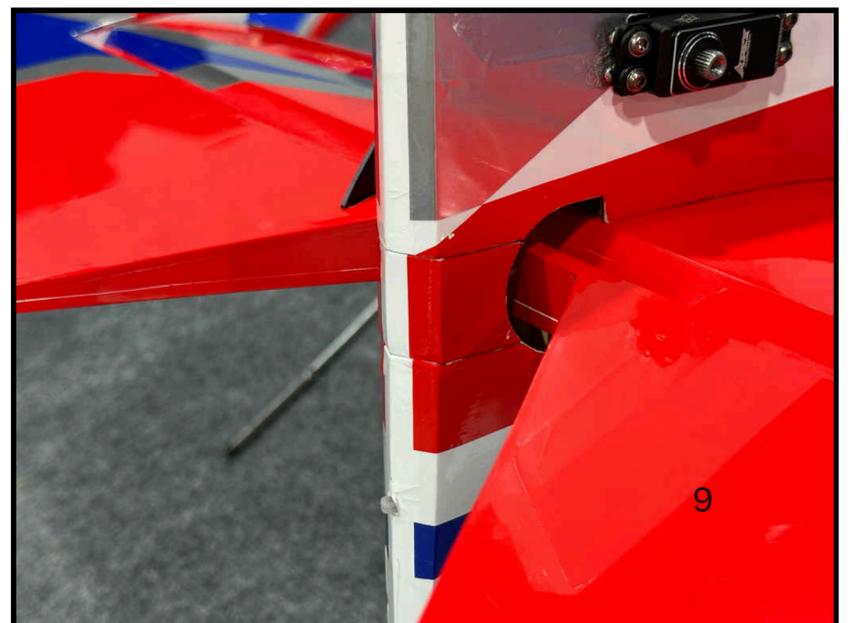
Rudder Installation

The rudder is installed using a hinge wire that slides through the hinges.

Carefully place the rudder into place by connecting the hinges together. The wire slides through from the bottom of the rudder.
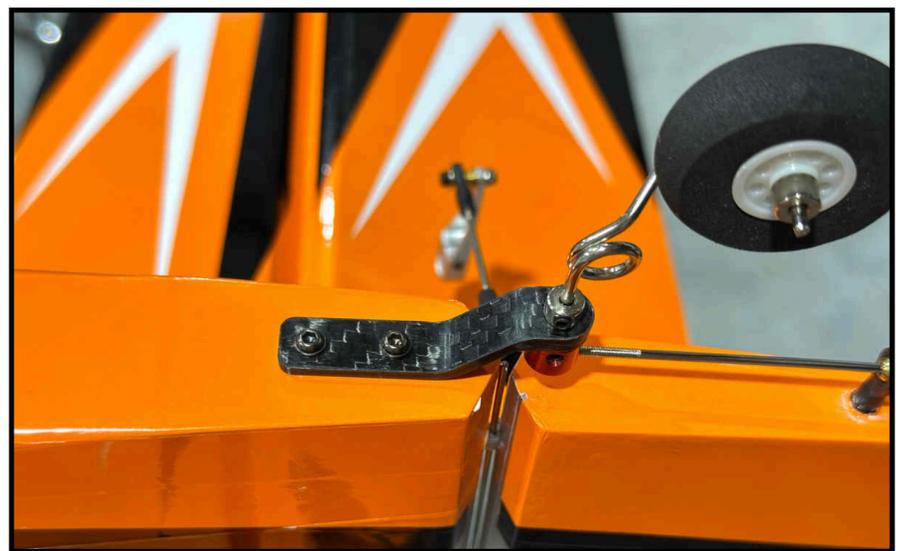
Tailwheel Installation

Use medium CA to install the tiller wire ball link into the bottom of the rudder
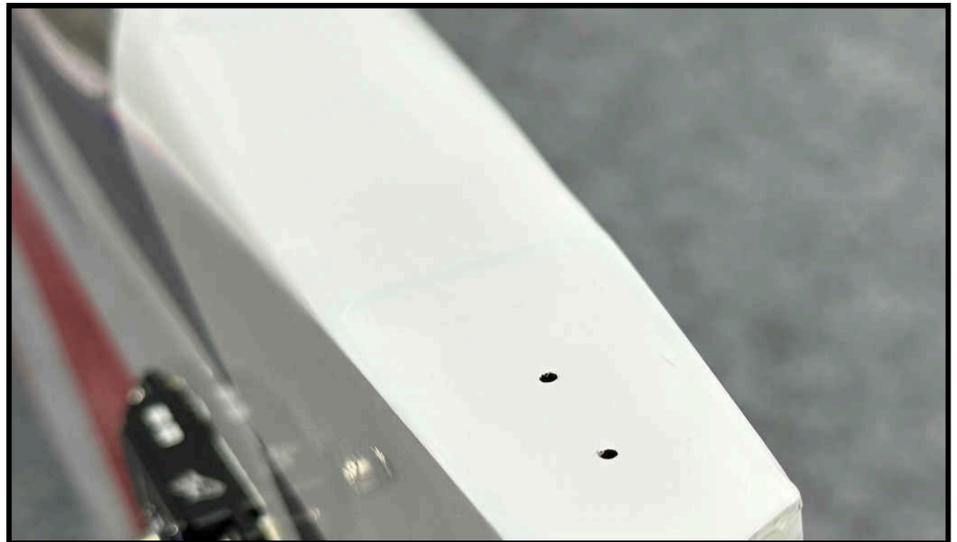
There are provisions in the fuselage that indicate where the tailwheel will be mounted.

Slide the tiller wire through the ball link.

Use the two provided screws to mount the tailwheel into the provisions. It's best to place thin CA into the holes after initially threading in the screws, then back them out and reinstall. This will help prevent stripping of the wooden threads.

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Aileron Servo Installation

Each servo pocket indicates the servo arm orientation. Carefully remove this piece of wood before installing the servo

It is highly recommended to apply thin CA to the threads of the servo screw holes. After initially threading the screws into place, remove them, apply the CA, and allow it to fully cure before reinstalling the servo permanently.
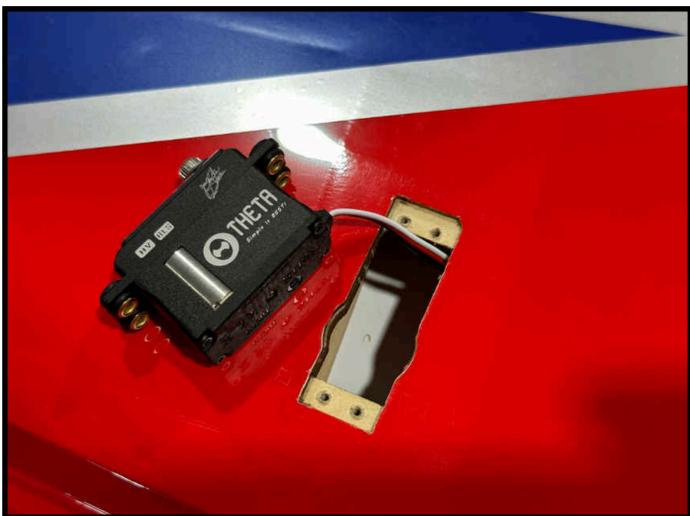
The Slick features hands-free aileron servo connectors. To install them, remove the connectors from the wing and guide your servo lead through the wing and out of the wing root. Insert the servo lead plug into the connector, making sure to match the positive and negative markings. Ensure the plug is fully seated.

Install the clamping piece of the hands free connector to the rear of the servo plug.

The hands-free servo connector allows for automatic connection of the aileron servo to the RX extension whenever the wing is attached to the fuselage.

Reinstall the hands-free connector by screwing it back into the wing root provision. **Make sure the positive and negative markings align with the connector already mounted to the fuselage.**

Locate the bag containing linkages, ball links, and hardware

The flanged side of the ball link should be positioned against the servo arm. Use the provided washers to add spacing between the bolts and the ball link (control horn side as well)
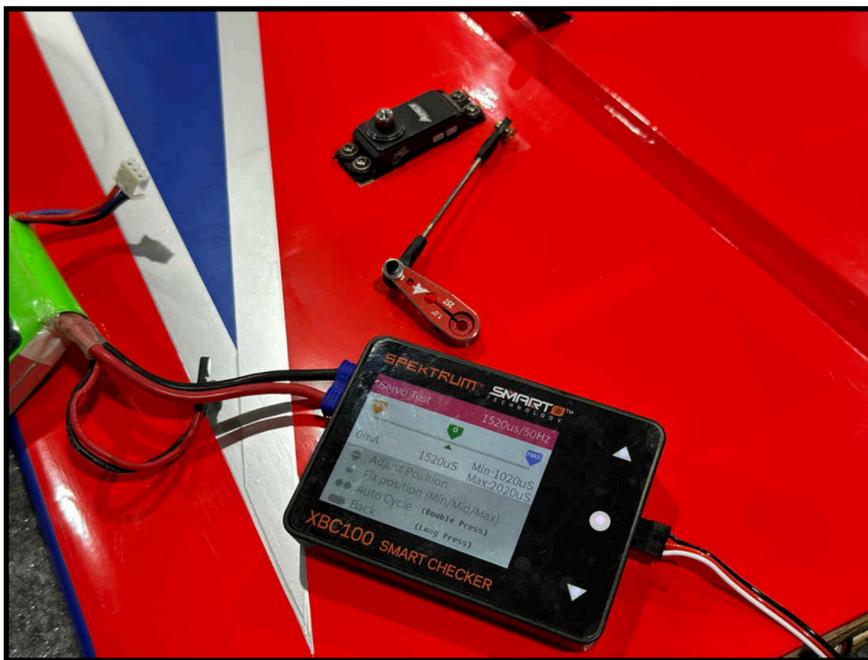
For convenience, use a servo-centering tool (such as a Spektrum Smart Tester) to center the servo before installing the servo arm. Install the servo arm as close to 90 degrees to the servo casing as possible.

Install the servo arm by first tightening the main center bolt to the output shaft. Use blue Loctite.
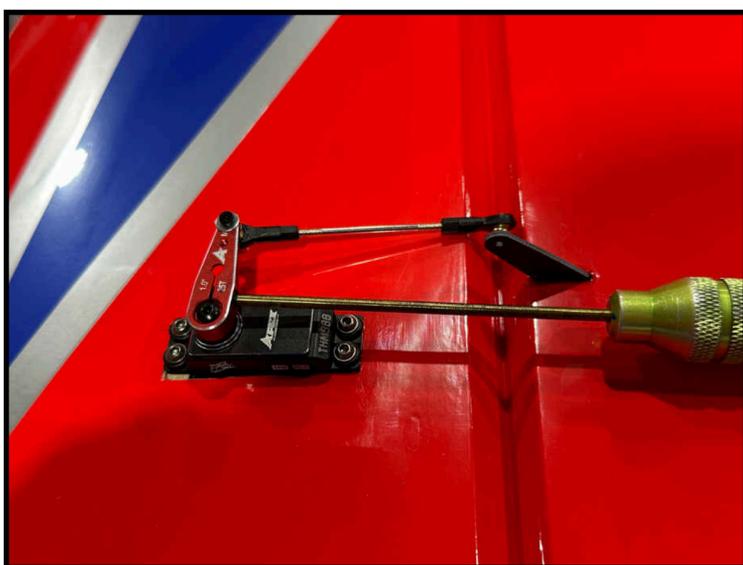
Tighten the clamping bolt on the side of the servo arm

The servo arm and linkage are fully connected. Notice that the flanged side of the ball link is also positioned against the control horn. *This photo also represents proper linkage geometry for the aileron servo arm at neutral*

**Mount the ball link on the 1.0" location of the servo arm**

Tail Servo Installation

The Slick features pre-installed and labeled servo extensions. Refer to the labels during installation of the rudder and elevator servos
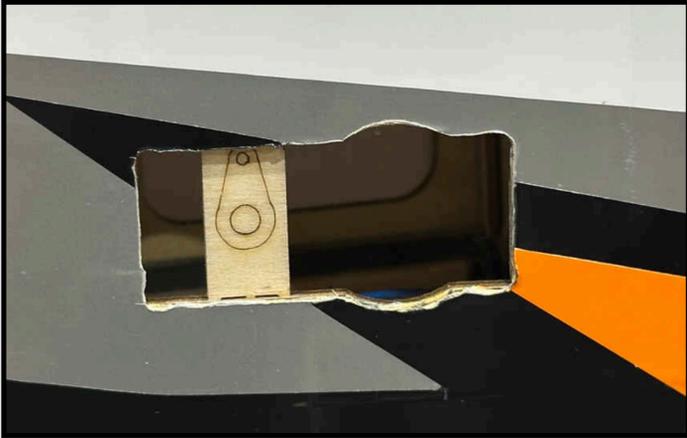
Carefully remove the servo arm orientation indicator before servo installation. Use the same mounting method as described for the aileron servos

The pre-installed servo extensions feature hooks on the plugs for security
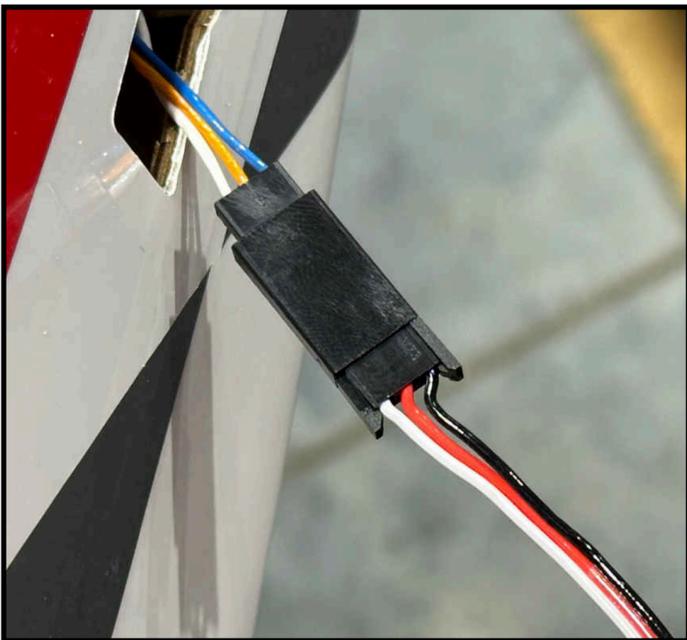
Connect the servo to the extension and ensure the hooks are fully clamped

Just like the ailerons, the flanged side of the ball link goes up against the servo arm. Use the provided washers to add spacing between the bolts and the ball link

Elevator servo, servo arm, and linkage fully installed

Rudder servo arm installation

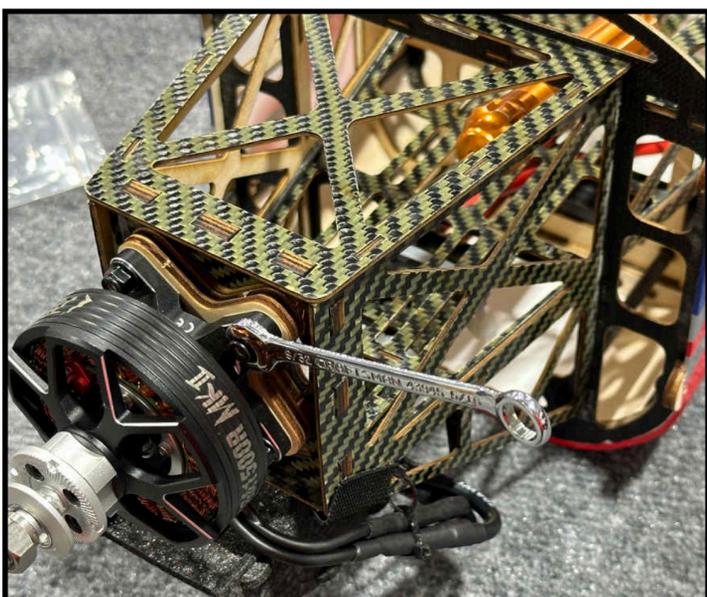Rudder servo, servo arm, and linkage fully installed

Install the ball link on the 1.25" location of the servo arm (elevator and rudder)

Motor and ESC Installation

Locate the motor mounting hardware (M4 bolts, washers, and locknuts)

Three motor mount spacers used for the recommended GA-1500R. Use the longer of the two bolt lengths.


The Dualsky GA-1500R is mounted with the bolts installed from the rear, passing through the firewall. Place a washer under each bolt head and secure the bolts with locknuts on the motor side.
*Red Loctite is recommended.*
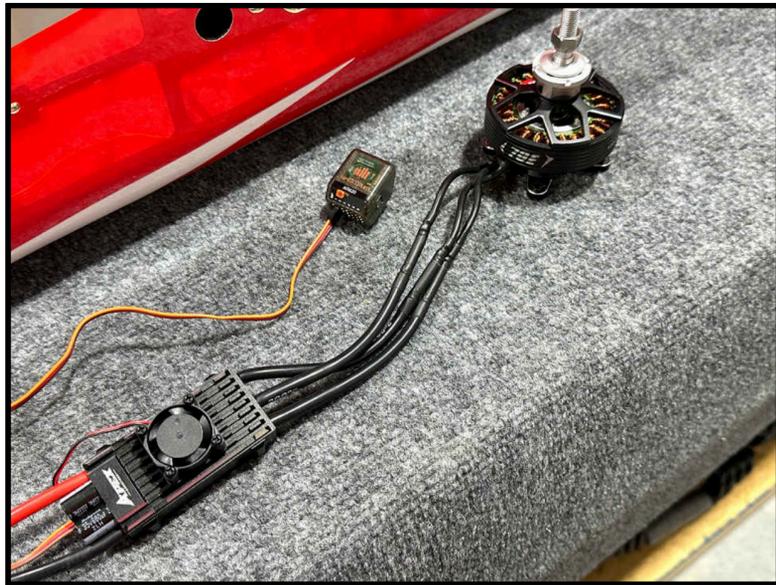
Locate the ESC and connect it to the motor. Connect the ESC to the receiver. This is a good time to bind the receiver and verify proper motor rotation. The motor should rotate counterclockwise. If rotation is incorrect, simply swap any two motor-to-ESC wires to reverse the direction.

Once correct rotation is verified, it is highly recommended to use heat-shrink tubing to secure the motor-to-ESC connections.
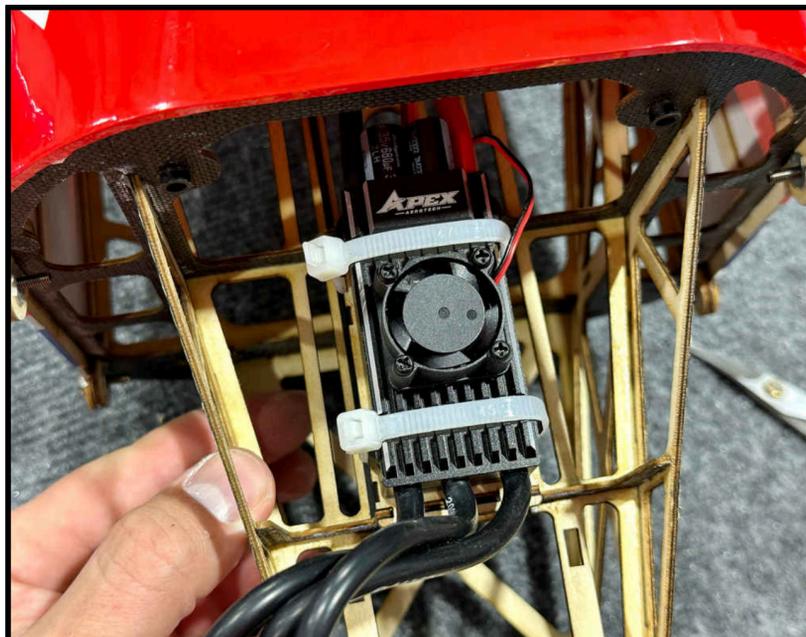
The ESC mounts to the ESC tray built into the motor box. Use two cable ties to secure the ESC. Both the ESC (Apex/Dualsky Summit 120A) and the ESC tray indicate the proper cable tie width to use. The Slick includes integrated guide provisions for routing the ESC lead back to the receiver location.
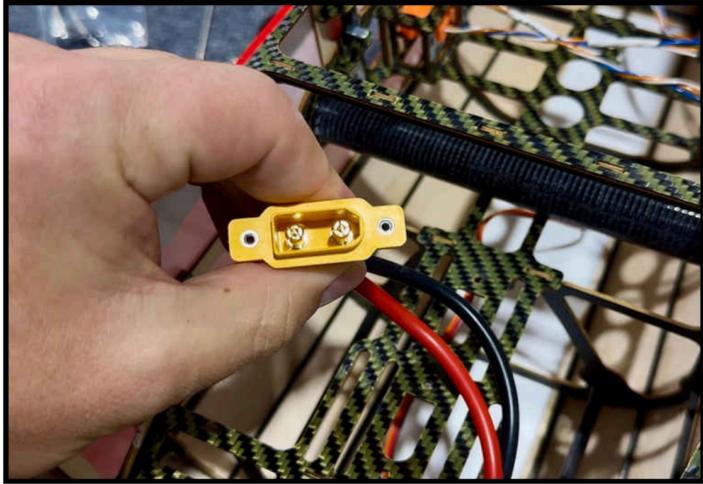
The Dualsky/Apex 120A Summit ESC includes a mountable XT-90 connector. Multiple mounting provisions are available around the battery tray for secure installation.
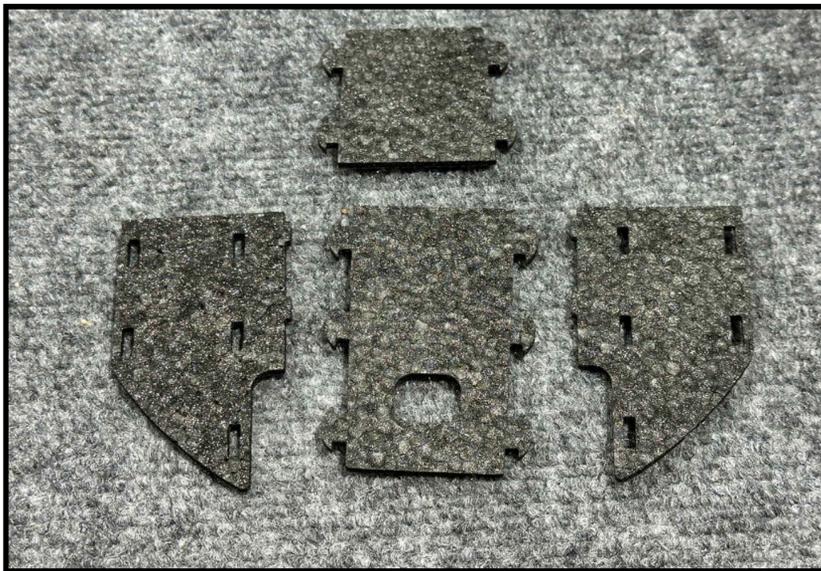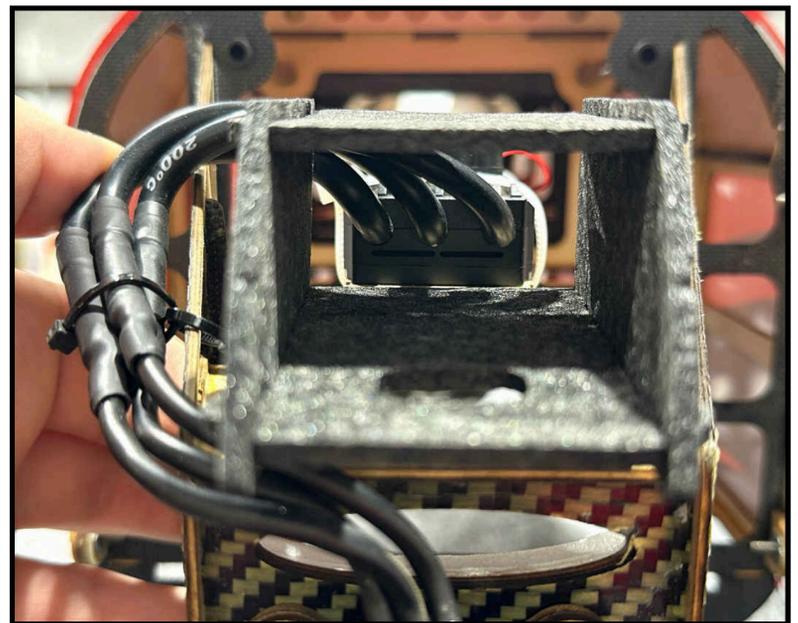

The provided ESC baffling is highly recommended. Locate the EPP pieces as shown.

Fully assembled ESC baffle. No adhesive is used for assembly of the baffle itself. The built in keys are used to secure each side.
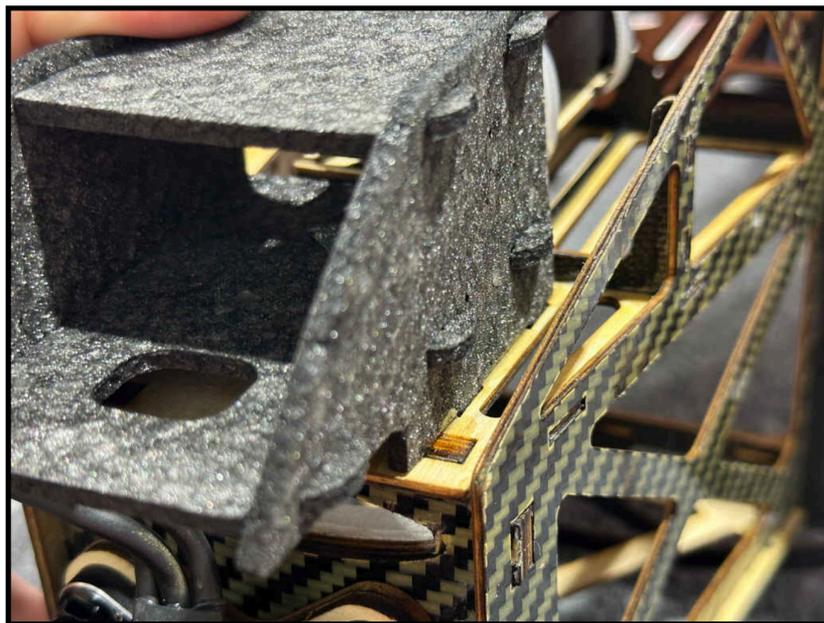

Use CA to secure the bottom of the ESC baffle to the motor box.

ESC wires may be routed either through the ESC baffle and out the circular opening, or along the side of the motor box. Use cable ties to properly secure the wiring. Two cable ties are recommended: one around the motor box brace, and a second wrapped around the first cable tie and the motor/ESC wires. This method secures the wiring while minimizing the risk of chafing.
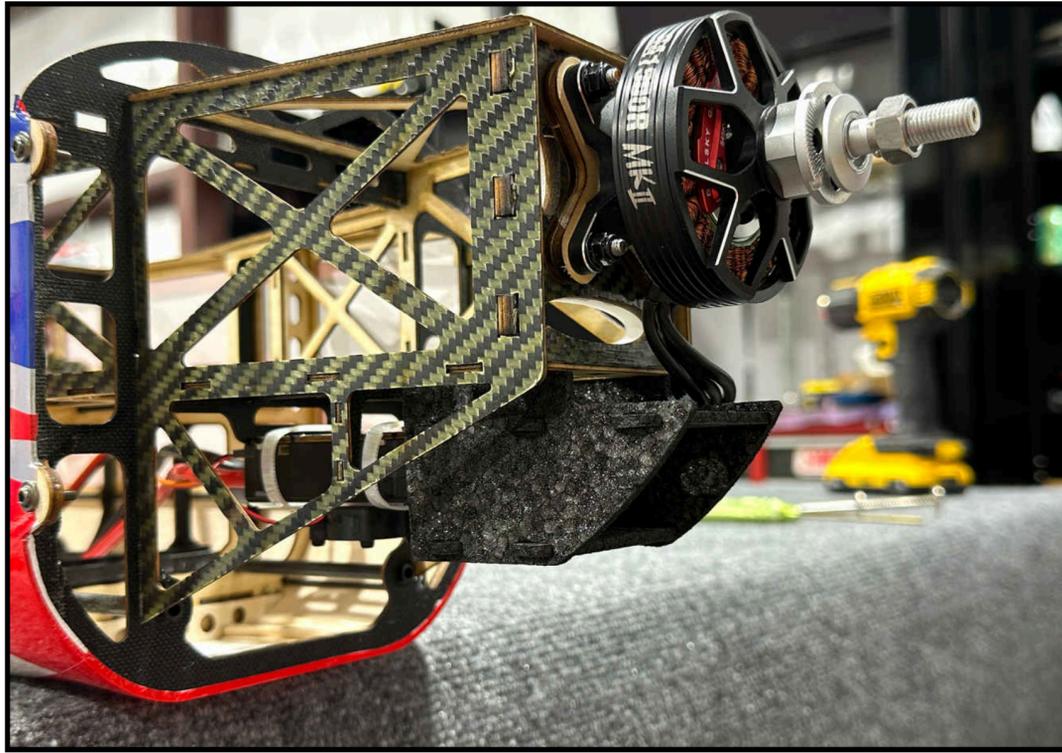
Apex/Dualsky GA-1500R and Apex/Dualsky
Summit 120A ESC mounted and ready
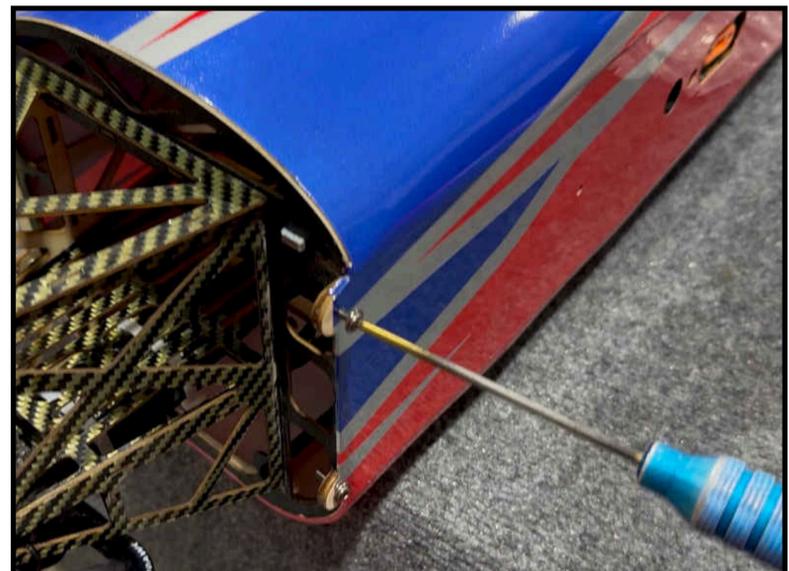
Cowl Installation

Locate the cowling

Pre-installed motor baffles are featured on the Slick

Use blue Loctite on all four cowling bolts

It's recommended to mount the canopy on the
aircraft while installing the cowling. This ensures the
canopy fits properly under the cowling's top lip.

Propeller and Spinner Installation

Locate the spinner and Apex/Dualsky 16x7E carbon fiber prop

The spinner installs with four bolts. Blue Loctite is recommended

Place the backplate and propeller fully against the motor shaft. Note how the propeller is centered vertically between the four threaded holes in the backplate.

Install the prop washer over the motor shaft

Install the main prop nut with the flanged portion seated into the prop washer. Tighten using a 13 mm wrench.

Tighten the jam nut using an 11 mm wrench. The jam nut will seat into the main prop nut.
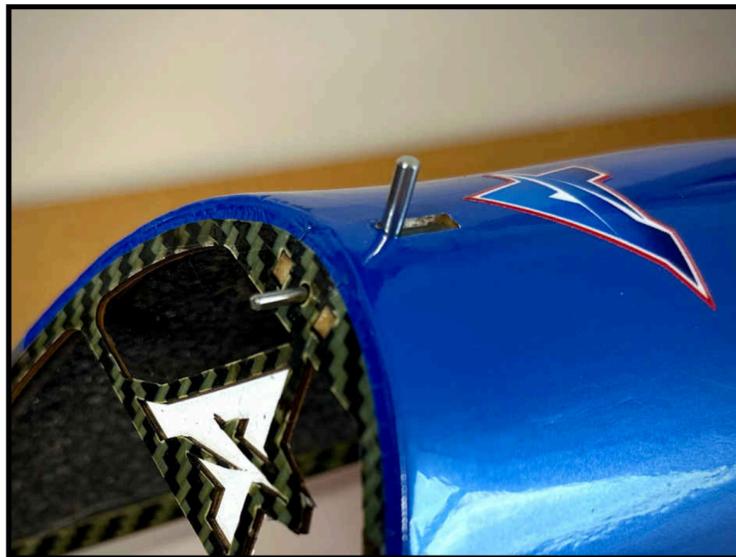

Backplate, propeller, prop washer, and both prop nuts installed

The spinner is secured using four bolts. Ensure the cone is fully seated into the backplate evenly all the way around.

FIELD ASSEMBLY

The canopy is secured using the single spring latch on top. Ensure the canopy is fully seated and that the latch pin is properly engaged in the hole in the canopy frame.

UNLOCKED

LOCKED

The Slick features a quick-release system for wing installation and removal. To release, pull the handle upward. The black tab indicates when the mechanism is in the released position. This tab also provides a safety function, ensuring the canopy cannot be installed if the wing retention mechanism is not fully engaged.
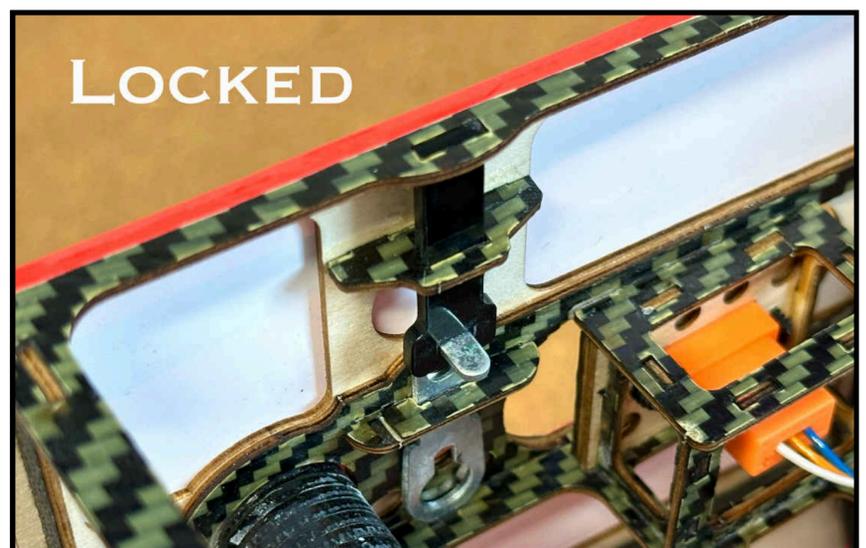
To lock, press the handle back down until the black tab is fully seated flush against the fuselage side framing.
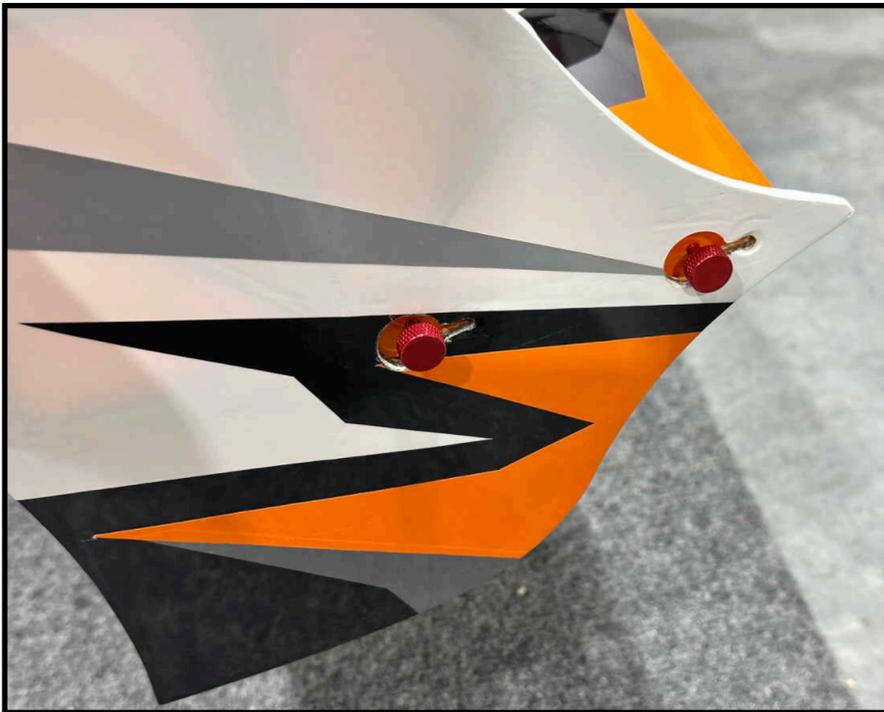
The Slick comes with optional side force generators (SFGs). Installation uses a quick attach/release system. To install, slide the SFG over the bolts in the wingtip, aligning it with the openings in the SFG. Make sure the bolts are unthreaded enough to allow the SFG to slide fully into place, then tighten the thumbscrews.

Radio/Receiver Setup
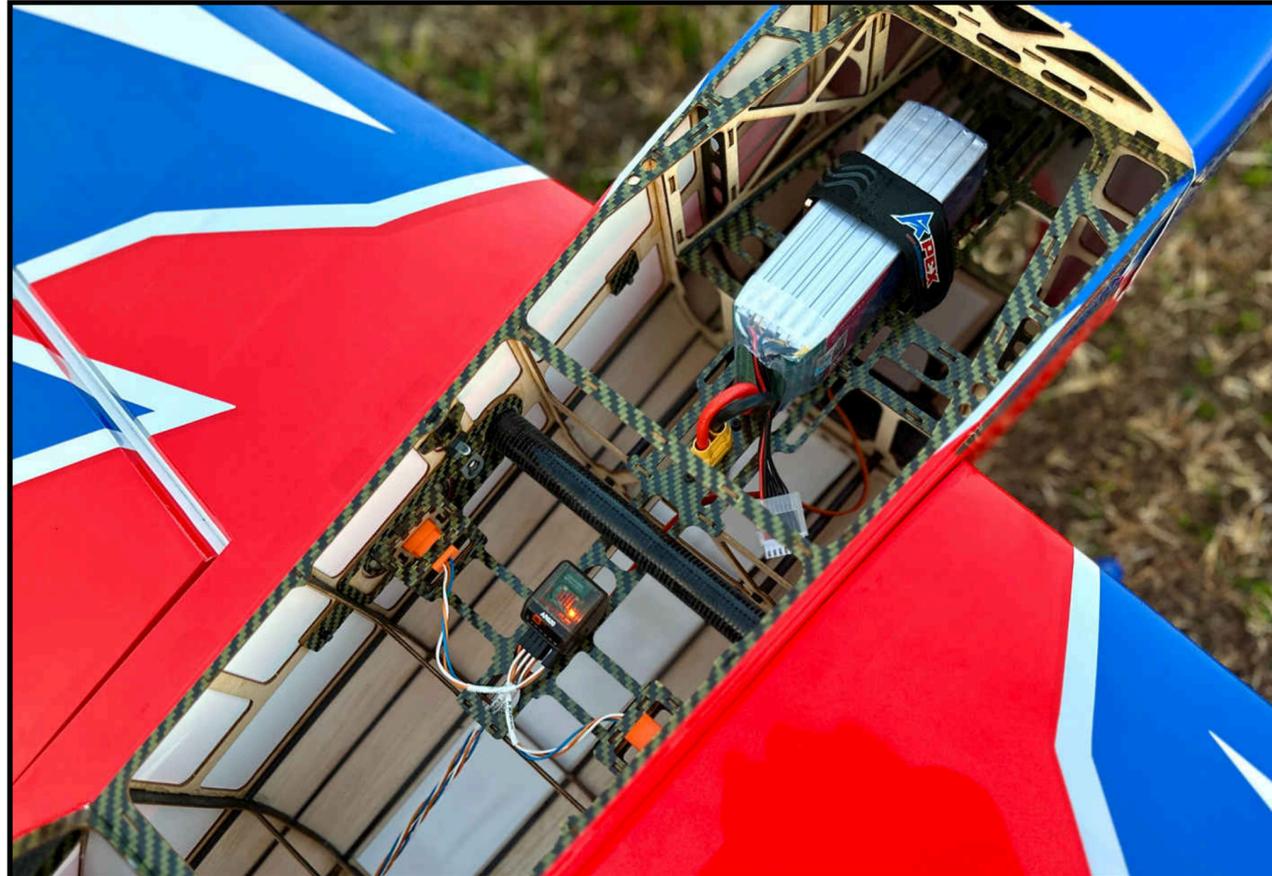
This photo shows the recommended receiver and battery placement in the 60" Slick. Apex aircraft have a very forgiving CG range. You can use this battery placement as a starting point and adjust it according to your preference.
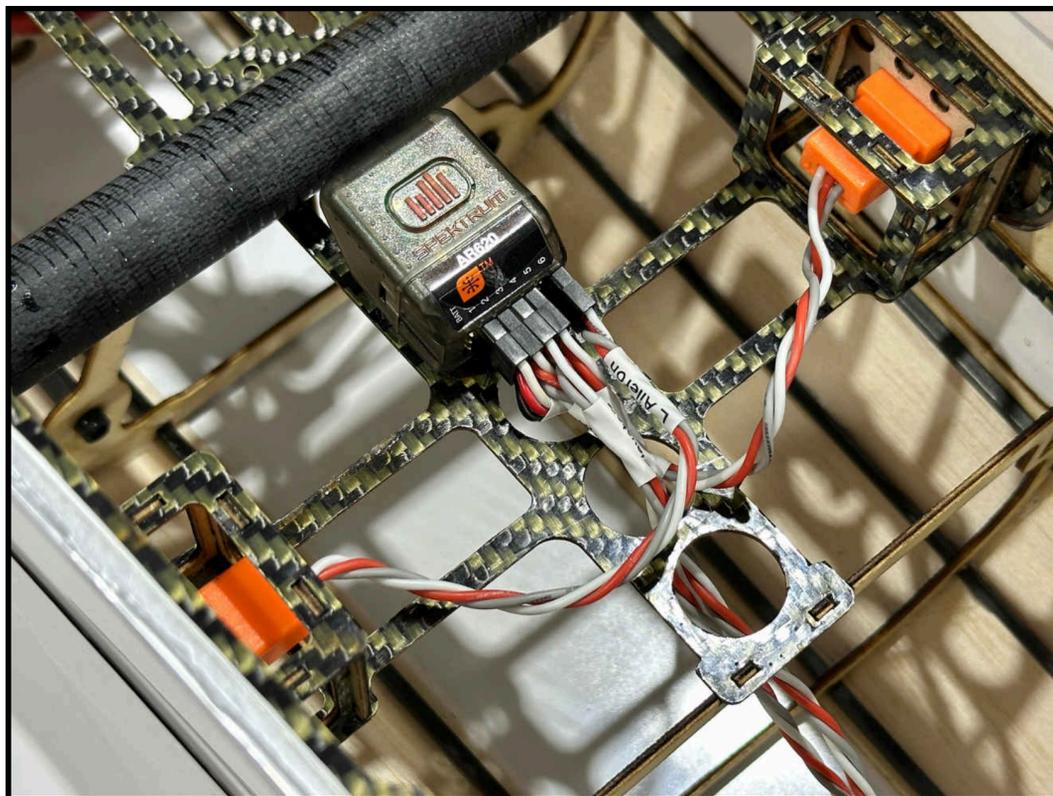
4000mAh 100C 6S battery shown

Install the supplied adhesive-backed Velcro onto the battery tray. Use a high-quality battery strap (such as the Apex Kevlar battery strap) to secure the battery in place.

A 6-channel receiver of your preferred brand is recommended. One example is the Spektrum AR620 (if using Spektrum). Secure the receiver using adhesive-backed Velcro.

If you have an iPhone, you can easily set up control surface throws using the **Measure** app. Open the app and select the **Level** option. Make sure the value reads zero when the control surface is at neutral and your device is placed on it.
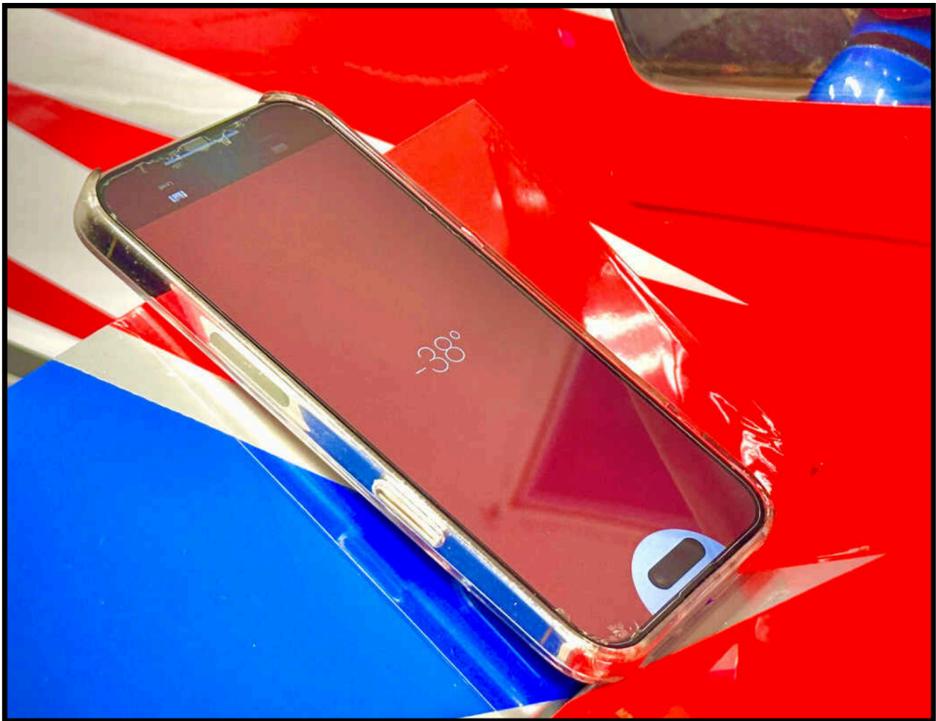
CONTROL SURFACE SETUP:

SURFACE	HIGH RATES	LOW RATES
AILERON	38 DEG. UP, 37 DEG. DOWN 50-55% EXPO	20 DEGREES
ELEVATOR	55-60 DEGREES 50-55% EXPO	15 DEGREES
RUDDER	MAX WITHOUT BINDING 45-55% EXPO	20 DEGREES

Decal Application
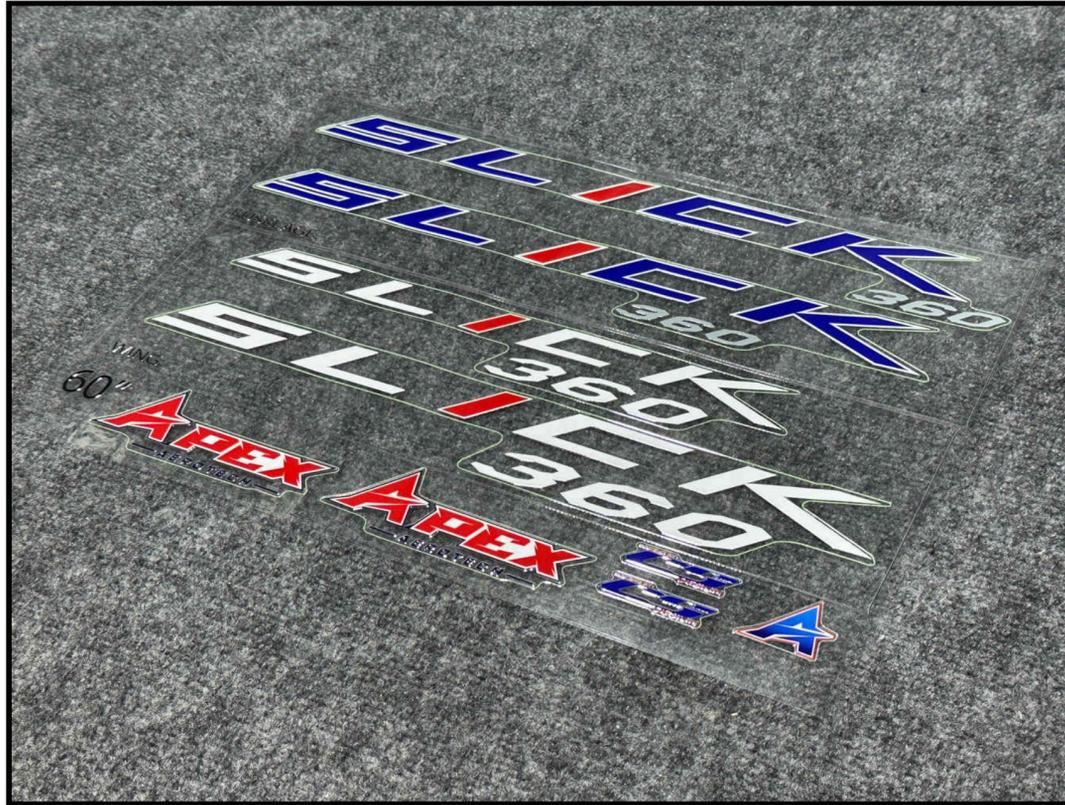
The Slick includes a high-quality decal sheet that matches your color livery. Each decal is pre-cut for easy use. Simply peel the decal from the sheet, leaving the protective cover in place. After applying the decal, carefully remove the clear cover.

Make sure the surface where the decal will be applied is clean before installation.

We hope you enjoy your 60" Slick 360! It's truly the pinnacle of its class, combining convenience and performance like no other!