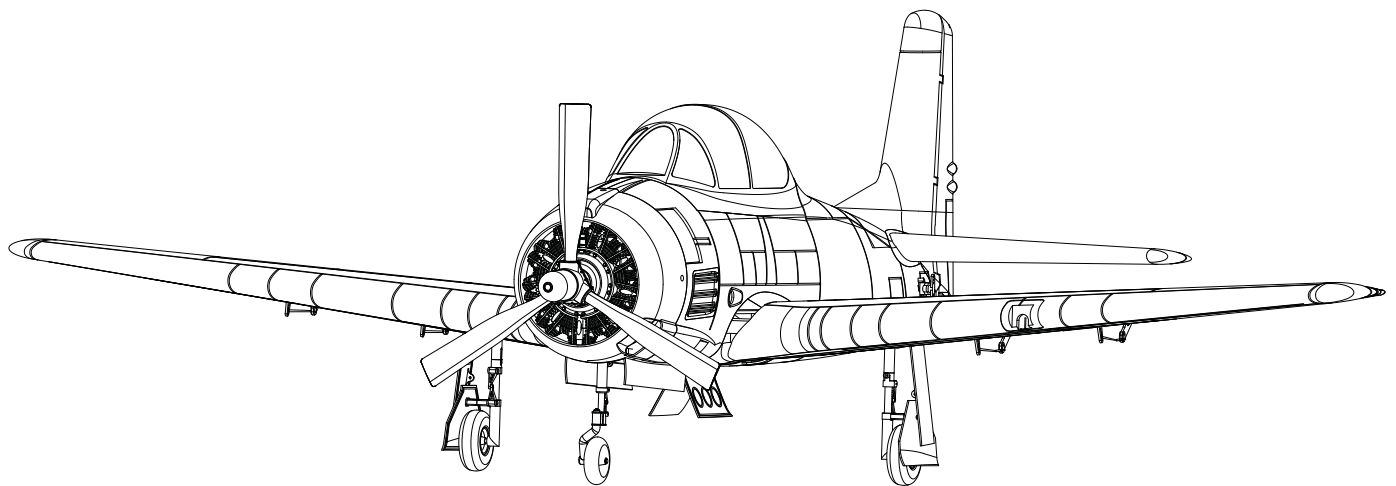




1400MM T-28 Trojan V4

Operating Manual



REALISTIC

• RETRACT & FLAPS INSTALLED

RIGID

• STRONG DURABLE EPO

STABLE

• SMOOTH FLYING PERFORMANCE

FMSMODEL.COM

WARNING



WARNING: Read the ENTIRE instruction manual to become familiar with the features of the product before operating. Failure to operate the product correctly can result in damage to the product, personal property and cause serious injury.

This is a sophisticated hobby product and NOT a toy. It must be operated with caution and common sense or you may cause injury or damage to the product or other property. This product is not intended for use by children without direct adult supervision.

This manual contains instructions for safety operation and maintenance. It is essential to read and follow all the instructions and warnings in the manual prior to assembly, setup or use, in order to operate and prevent damage or serious injury.

Safety Precautions and Warnings

As the user of this product, you are solely responsible for operating in a manner that does not endanger yourself and others or result in damage to the product or the property of others. This model is controlled by a radio signal subject to interference from many sources outside your control. This interference can cause momentary loss of control so it is advisable to always keep a safe distance in all directions around your model, as this margin will help prevent collisions or injury.

Age Recommendation: Not for children under 14 years. This is not a toy.

- Never operate your model with low transmitter batteries.
- Always operate your model in an open area away from cars, traffic or people.
- Avoid operating your model in the street where injury or damage can occur.
- Never operate the model in the street or in populated areas for any reason.
- Carefully follow the directions and warnings for this and any optional support equipment (chargers, rechargeable battery packs, etc.) you use.
- Keep all chemicals, small parts and anything electrical out of the reach of children.
- Moisture causes damage to electronics. Avoid water exposure to all equipment not specifically designed and protected for this purpose.
- Never lick or put any part of your model in your mouth as it could cause serious injury or even death.

Safety

Lithium Polymer (Li-Po) Battery Warning

CAUTION: Always follow the manufacturer's instructions for safe use and disposal of batteries. Fire, property damage, or serious injury can result from the mishandling of Li-Po batteries.

- By handling, charging or using a Li-Po Battery you assume all risks associated with lithium batteries. If at any time the batteries begin to swell, or balloon, discontinue use immediately!
- Always store the batteries at room temperature in a dry area to extend the life of the battery, Always transport or temporarily store the battery in a temperature range of 40-120F. Do not store the battery or model in a car or in direct sunlight. If stored in a hot car, the battery can be damaged or even catch fire.
- Never use a Ni-Mh charger to charge Li-Po batteries. Failure to charge the battery with a Li-Po compatible charger may cause fire resulting in personal injury and property damage.
- Never discharge Li-Po Cells below 3V.
- Never leave charging batteries unattended.
- Never charge damaged batteries.

Charging the Flight Battery Warning

- Use a battery charger that is designed to safely charge the Li-Po Battery. Read the charger instructions carefully before use. When charging the battery, make certain the battery is on a heat resistant surface. It is also highly recommended to place the Li-Po Battery inside a fire resistant charging bag readily available at hobby shops or online.

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Introduction

Overview

The FMS 1400mm T28 is going to get its fourth remarkable upgrade after it was launched three years ago. The 1400mm T28 V4 is coming!

No matter whether you had an FMS T28 or not before, the coming V4 is full of surprises. First of all, the foam ratio has been upgraded from EPO 40 to the lighter and larger EPO 52, which alleviates the airplane's weight, without weakening the airplane. Moreover, the original oil paint which has an unavoidable negative side effect of corrosion has been replaced by the latest environmental water-based paint.

Let's take a look at more upgrades below. The latest FMS multi-connector is also used for V4, which makes the assembly easy and simple while leaving the wires orderly and user-friendly. The 1400mm T28 V4 adopts the new design of ball linkage to remove the clearance and hit an accurate flight. The updated 4258 motor drives the power and speed around 30% higher. In addition, it could work with 4S, 5S, and 6S batteries to satisfy different customer requirements. Both front and rear landing gears are metal, with a shock absorption function for hard landings. In terms of construction and performance, the 1400mm T28 V4 is totally different to the old versions. It is certain that the latest version greatly enhances flight appeal. Don't miss out on this thrilling experience.

New feature

- New upgraded 4258-KV650 motor and 70A ESC
- New technology lighter EPO foam
- New water painting for environmental protection
- Shock absorbing metal oleo front and main landing gear struts
- No more foam hinges! Nylon hinge material on control surfaces
- Screw-in servo pockets. No more glued in servos! A bad servo can be replaced with 2 screws
- Digital metal gear servos throughout
- Ball links on all control surfaces
- Easy, single wire quick connectors to remove the wings
- Slide out battery tray for easy battery changes

Specifications

Wingspan : 1400mm(55.1in)

Length : 1185mm(46.7in)

Weight :2450g(86.4oz)

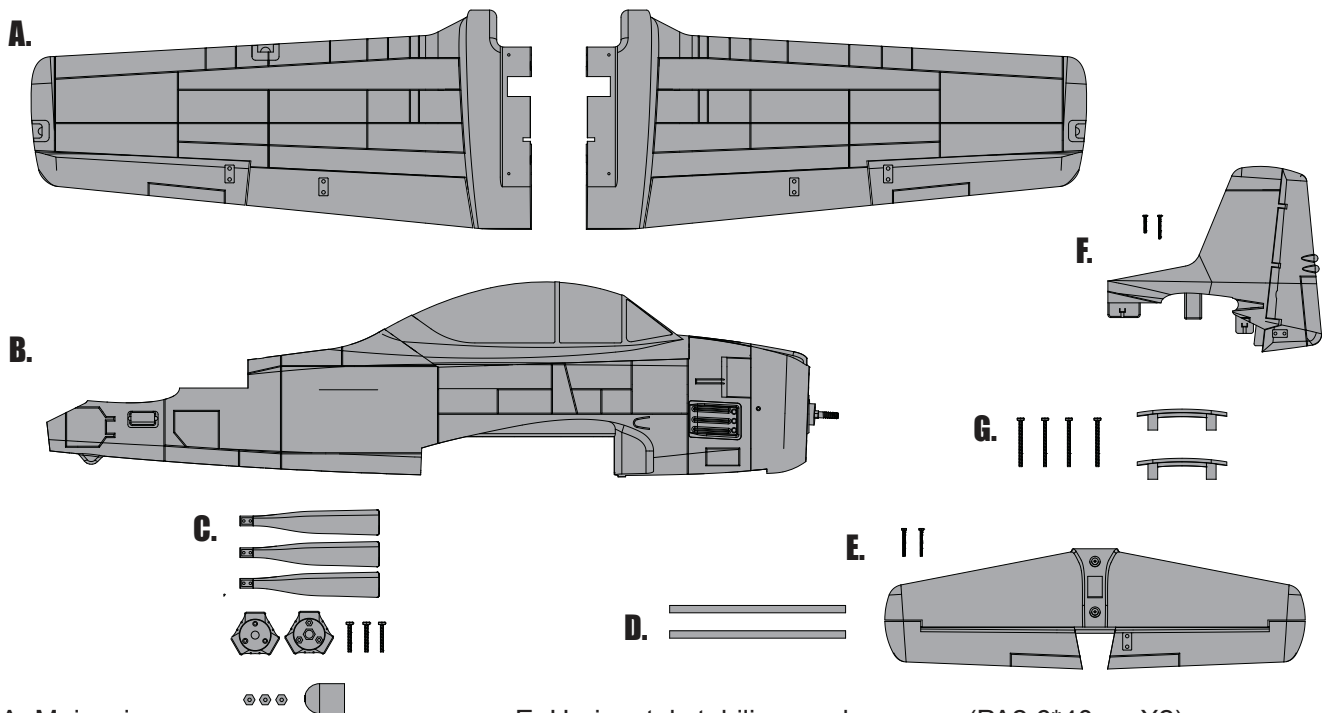
Wing Area : 33.4dm² (517.7in²)

Wing Load : 73.3g/dm² (0.17oz/in²)

Radio Controls : 6 Channel

Contents of Kit

Before assembly, please inspect the contents of the kit. The photo below details the contents of the kit and labels. If any parts are missing or defective, please identify the name or part number (refer to the spare parts list near the end of the manual) then contact your local shop or email us: support@fmsmodel.com



A: Main wing

B: Main fuselage

C: Propeller

D: Pipe (For Horizontal Stabilizer)

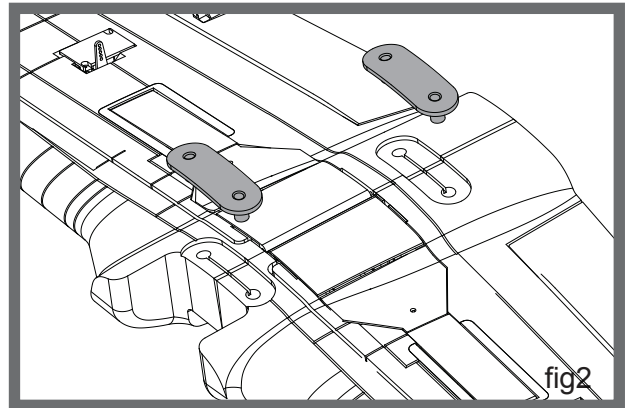
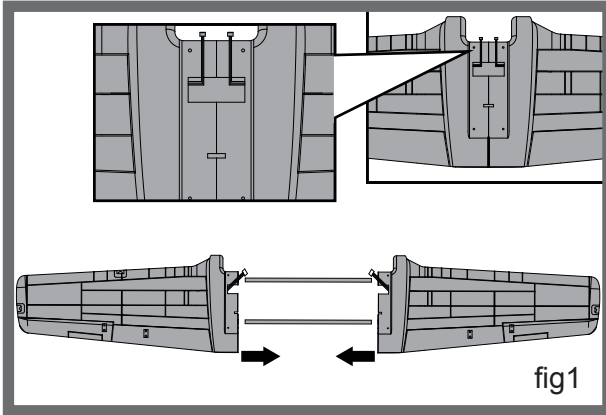
E: Horizontal stabilizer and screws (PA2.6*40mmX2)

F: Rudder and rudder screw (PA3.0*30mmX1 PA3.0*40mmX1)

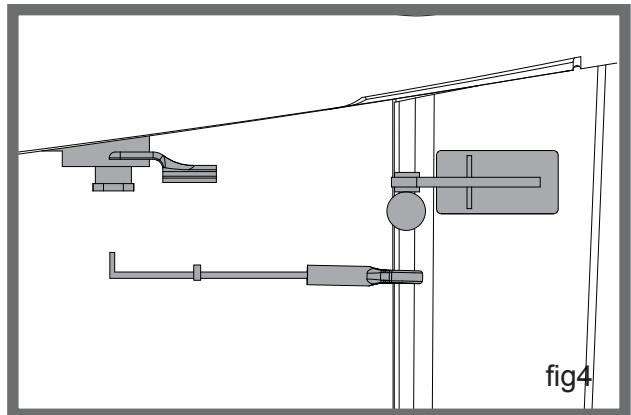
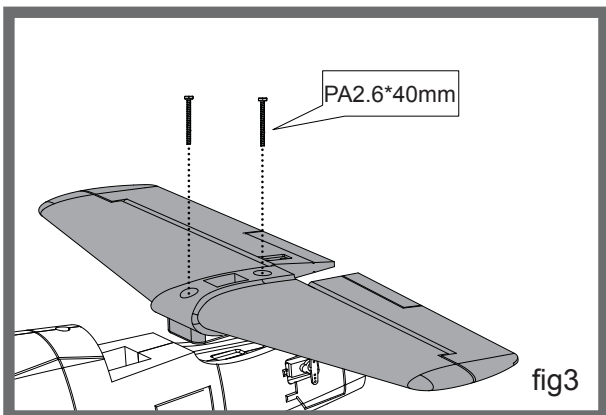
G: Wing bracket and Screws (HKM3.0*65mmX4)

Assemble the plane

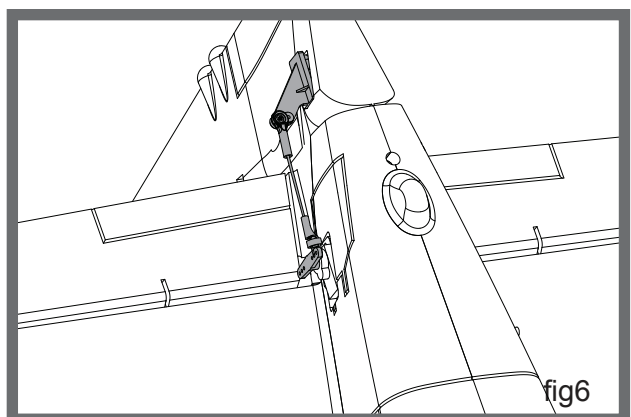
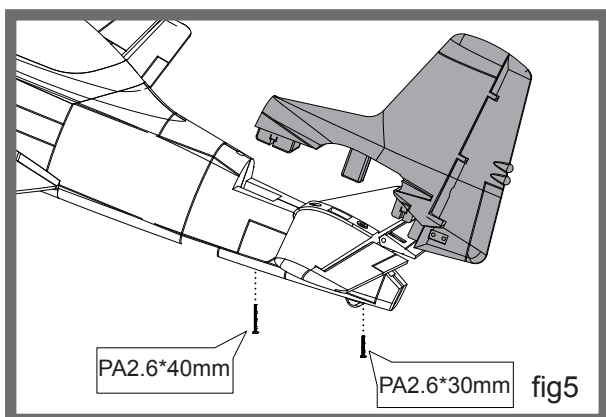
1. Slide both wing tubes into the wing holes. Both tube are the same length. Ensure the connector wires pass through the hole to the top side of the wing. Secure the wing together by installing two brackets where the two wing halves join as shown.



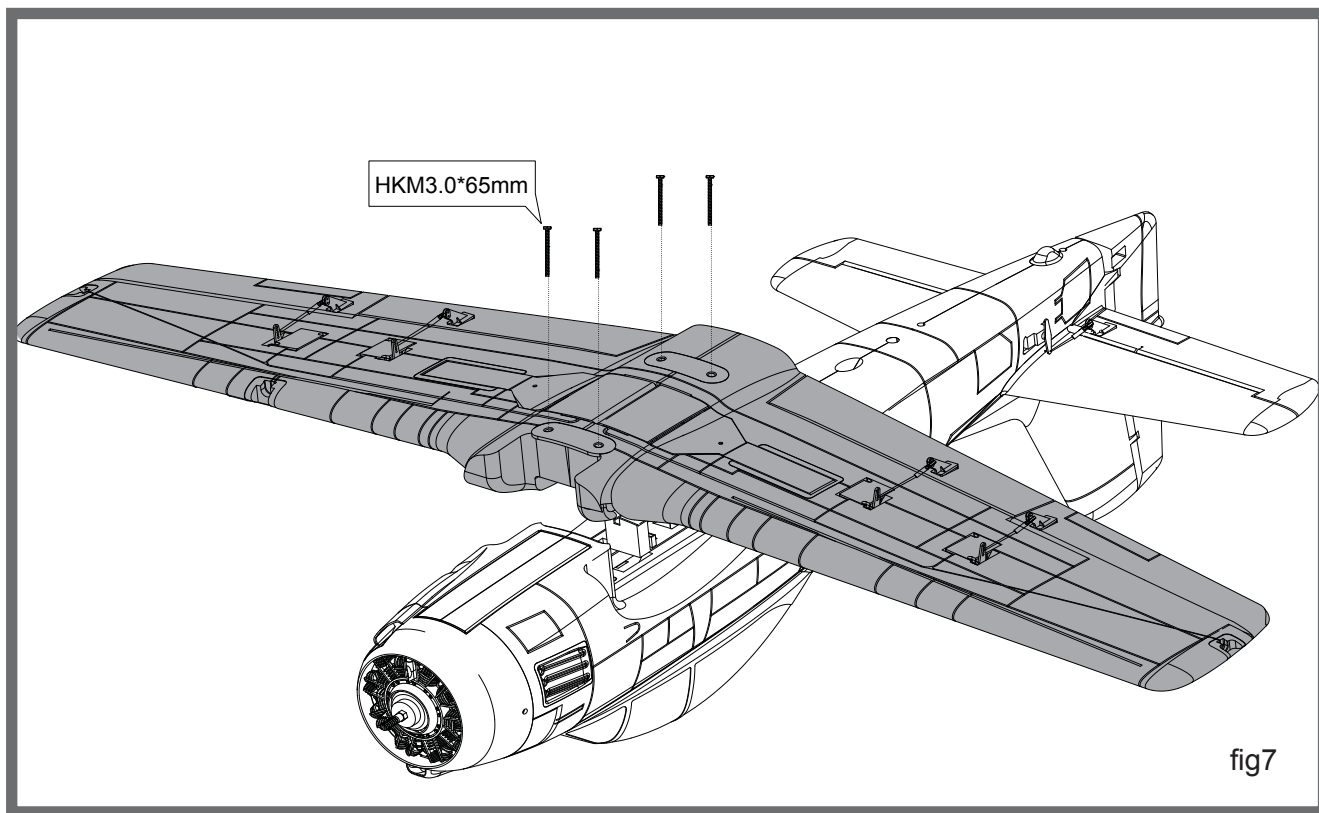
2. Unpack the elevator parts bag and assemble using screw PA2.6*40mm, attach the Z-bend end of the control rod to the servo arm's center hole. Attach the linkage on the control horn. See the control horn and servo arm settings on page 9.



3. Assemble the Vertical Tail to the fuselage using the screw PA2.6*40mm at the front and PA2.6*30mm at the rear. Attach the Z-bend end of the control rod to the servo arm's hole. Attach the linkage on the control horn. See the control horn and servo arm settings on page 9.

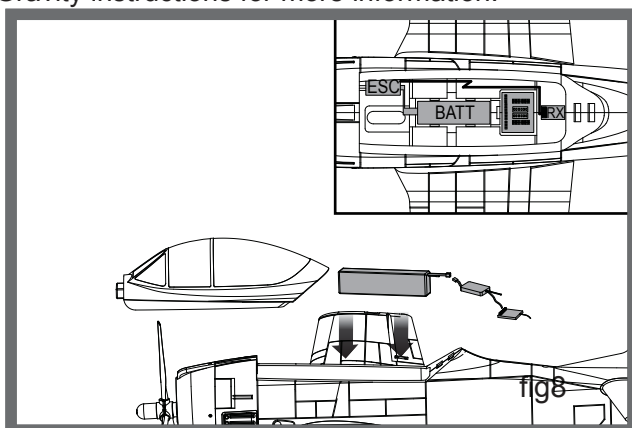


4. Turn over the fuselage so the bottom faces up and feed the connector wires through the hole in the fuselage. Secure the wing in place using 4 wing screws.



Install the battery

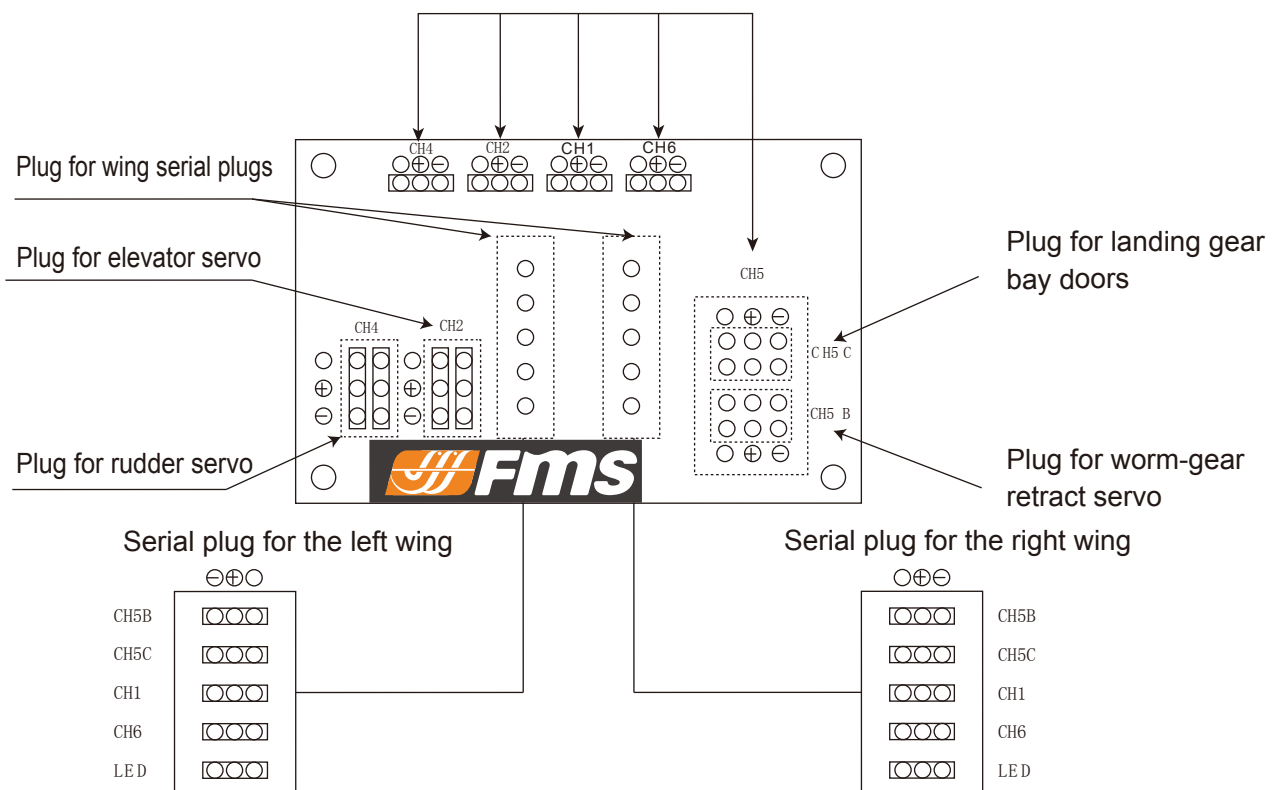
1. Lower the throttle and throttle trim to the lowest setting. Power on the Transmitter, then wait 4 seconds. It is recommended to apply hook and loop tape to the bottom of your battery.
2. Install the fully charged battery in the battery compartment as shown. See the Adjusting the Center of Gravity instructions for more information.



		Receiver
Aileron	1	Channel-1 — Aile
Elevator	2	Channel-2 — Elev
Throttle	3	Channel-3 — Thro
Rudder	4	Channel-4 — Rudd
Gear	5	Channel-5 — Gear
Flap	6	Spare Channel

Attach the aileron servo leads to the previously installed "Y" harness. Elevator servo lead goes to elevator channel of your receiver. The rudder servo goes to the rudder channel. Attach the ESC connector to the throttle channel of the receiver. Connect the LED to any spare channel of your receiver. If using just a 6 channel receiver you can attach a "Y" harness to any of the channels and plug in the LED lead. The LED to any spare channel. Tuck the wire leads into the recessed cavity at the rear end of the battery hatch.

Connectors Diagram



Get your model ready to fly

Important ESC and model information

1. The ESC included with the model has a safe start. If the motor battery is connected to the ESC and the throttle stick is not in the low throttle or off position, the motor will not start until the throttle stick is moved to the low throttle or off position. Once the throttle stick is moved to the low throttle or off position, the motor will emit a series of beeps. Several beeps with the same tune means the ESC has detected the cells of the battery. The count of the beeps equals the cells of the battery. The motor is now armed and will start when the throttle is moved.
2. The motor and ESC come pre-connected and the motor rotation should be correct. If for any reason the motor is rotating in the wrong direction, simply reverse two of the three motor wires to change the direction of rotation.
3. The motor has an optional brake setting. The ESC comes with the brake switched off and we recommend that the model be flown with the brake off. However, the brake could be accidentally switched on if the motor battery is connected to the ESC while the throttle stick is set at full throttle. To switch the brake off, move the throttle stick to full throttle and plug in the motor battery. The motor will beep one time. Move the throttle stick to low throttle or the off position. The motor is ready to run and the brake will be switched off.
4. Battery Selection and Installation. We recommend the 14.8V 2600mAh 35C Li-Po battery. If using another battery, the battery must be at least a 14.8V 2600mAh 35C battery. Your battery should be approximately the same capacity, dimension and weight as the 14.8V 2600mAh 35C Li-Po battery to fit the fuselage without changing the center of gravity significantly.

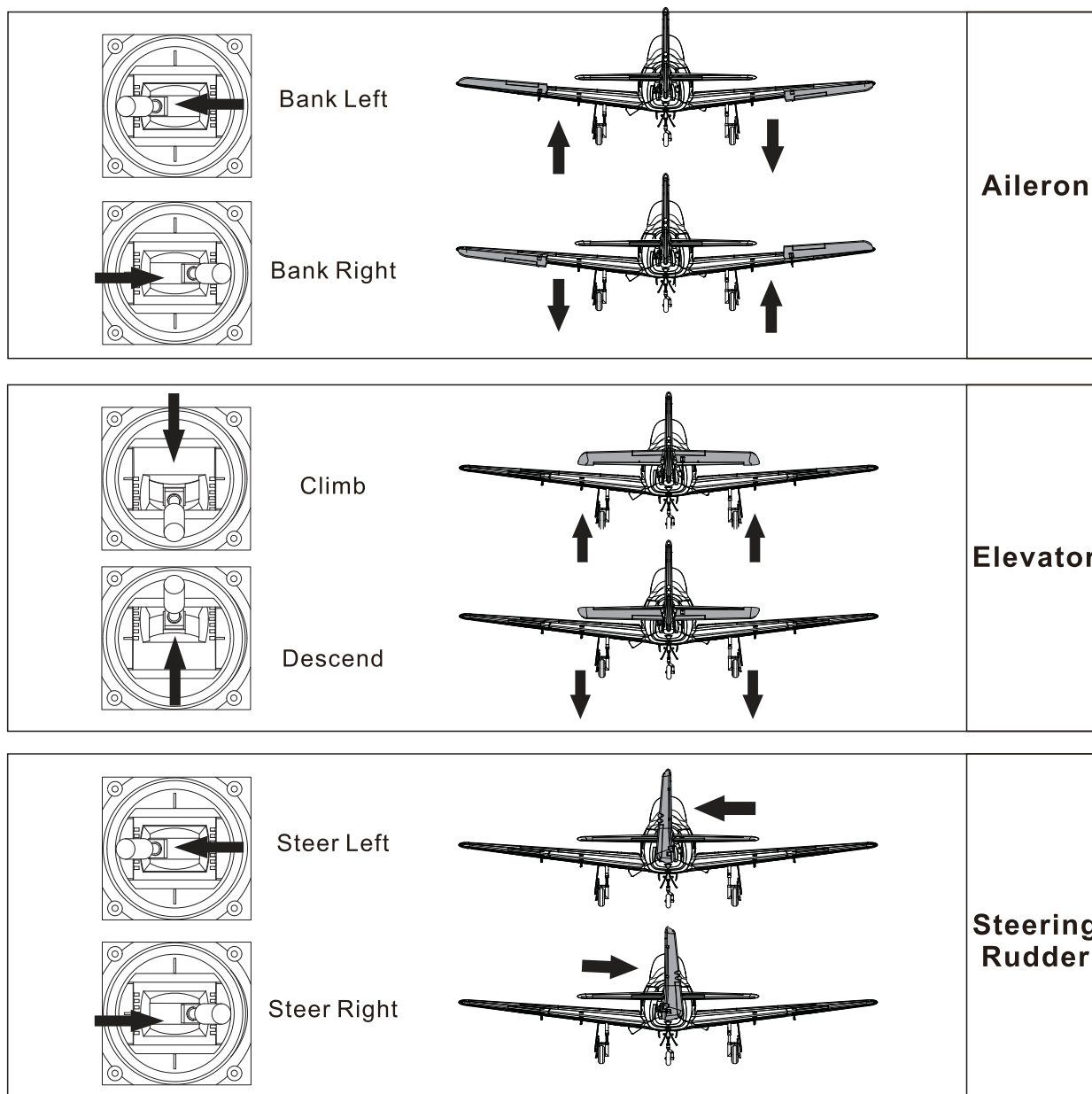
The transmitter and model setup

Before getting started, bind your receiver with your transmitter. Please refer to your Transmitter Manual for proper operation

CAUTION: To prevent personal injury, DO NOT install the propeller assembly onto the motor shaft while testing the control surfaces. DO NOT arm the ESC and do not turn on the transmitter until the Transmitter Manual instructs you to do so.

Tips: Make sure all control sticks on your radio are in the neutral position (rudder, elevator, ailerons) and the throttle is in the OFF position. Make sure both ailerons move up and down (travel) the same amount. This model tracks well when the left and right ailerons travel the same amount in response to the control stick.

1. Move the controls on the transmitter to make sure aircraft control surface move correctly. See diagrams below.



Check the control throws

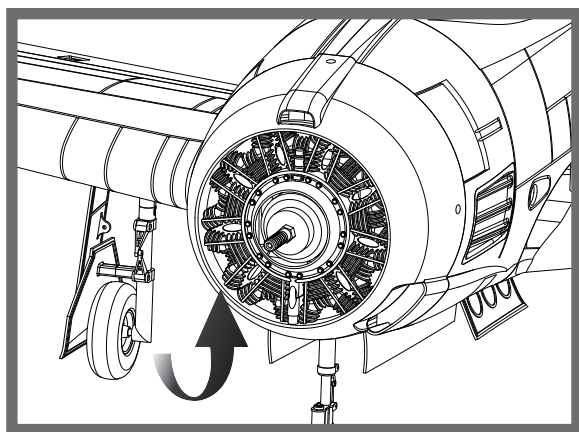
The suggested control throw setting for FMS MODEL are as follows (dual rate setting):

	High Rate	Low Rate
Elevator	11mm up/down	8mm up/down
Aileron	13mm up/down	10mm up/down
Rudder	25mm left/right	19mm left/right

Tips: At first flight, fly the model in low rate. The first time you use high rates, be sure to fly at low to medium speeds. High rates, as listed, are only for EXTREME maneuvering.

Check the motor rotating direction

The motor should rotate clockwise when viewing the plane from the rear.



Control Horn and Servo Arm Settings

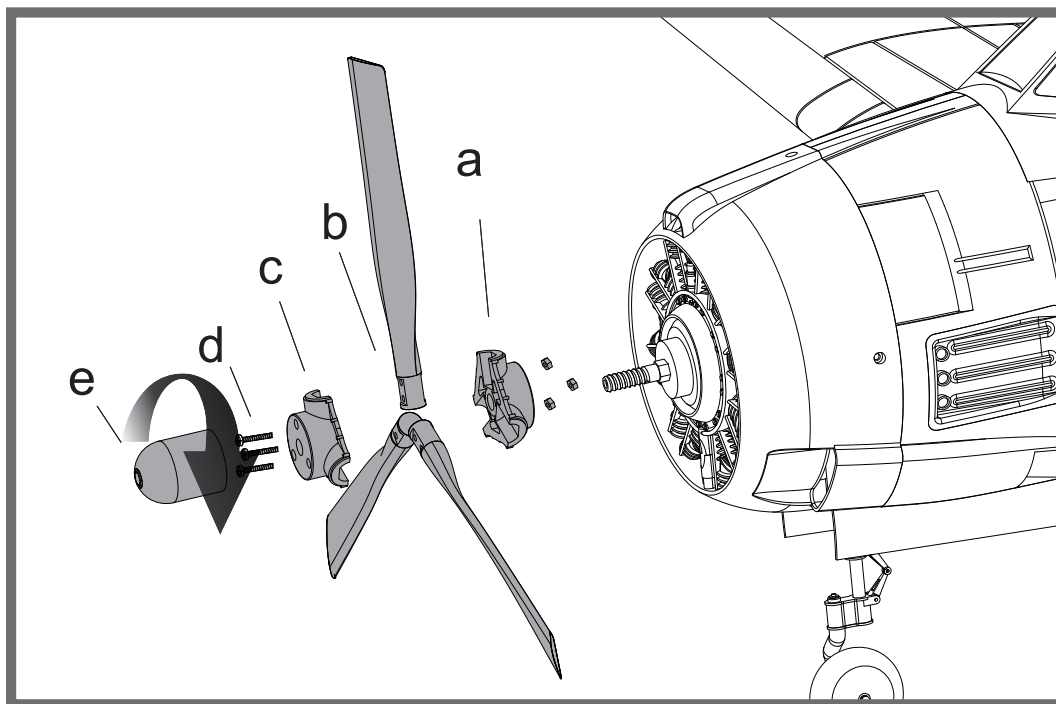
The table shows the factory settings for the control horns and servo arms. Fly the aircraft at the factory settings before making changes.

After flying, you may choose to adjust the linkage positions for the desired control response.

	Horns	Arms	More control throw
Elevator			
Rudder			
Ailerons			
			Less control throw

Install the propeller and spinner

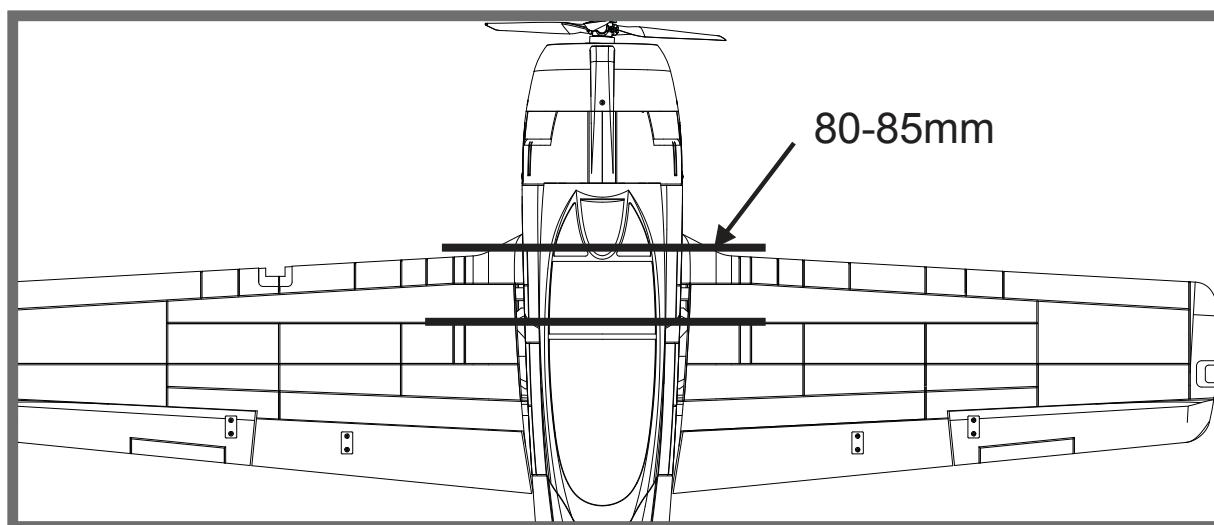
Assemble the spinner and propeller as shown below.



Check the C.G. (Center of Gravity)

When balancing your model, adjust the motor battery as necessary so the model is level or slightly nose down. This is the correct balance point for your model. After the first flights, the CG position can be adjusted for your personal preference.

1. The recommended Center of Gravity (CG) location for your model is (80-85mm) forward from the leading edge of the main wing (as shown) with the battery pack installed. Mark the location of the CG on top of the wing.
2. When balancing your model, support the plane at the marks made on the bottom of the main wing with your fingers or a commercially available balancing stand. This is the correct balance point for your model. Make sure the model is assembled and ready for flight before balancing.



Before flying the model

Find a suitable flying site

Find a flying site clear of buildings, trees, power lines and other obstructions. Until you know how much area will be required and have mastered flying your plane in confined spaces, choose a site which is at least the size of two to three football fields - a flying field specifically for R/C planes is best. Never fly near people - especially children who can wander unpredictably.

Perform the range check for your plane

As a precaution, an operational ground range test should be performed before the first flight each time you go out. Performing a range test is a good way to detect problems that could cause loss of control such as low batteries, defective or damaged radio components, or radio interference. This usually requires an assistant and should be done at the actual flying site you will be using.

First turn on the transmitter, then install a fully-charged battery into the fuselage. Connect the battery and install the hatch.

Remember, use care not to bump the throttle stick. Otherwise, the propeller/fan will turn and possibly cause damage or injury.

Note: Please refer to your Transmitter Manual that came with your radio control system to perform a ground range check. If the controls are not working correctly or if anything seems wrong, do not fly the model until you correct the problem. Make certain all the servo wires are securely connected to the receiver and the transmitter batteries have a good connection.

Monitor your flight time

Monitor and limit your flight time using a timer (such as on a wristwatch or in your transmitter if available). When the batteries are getting low you will usually notice a performance drop before the ESC cuts off motor power, so when the plane starts flying slower you should land. Often (but not always) power can be briefly restored after the motor cuts off by holding the throttle stick all the way down for a few seconds.

To avoid an unexpected dead-stick landing on your first flight, set your timer to a conservative 4 minutes. When your alarm sounds you should land right away.

Flying course

Take off

While applying power, slowly steer to keep the model straight. The model should accelerate quickly. As the model gains flight speed you will want to climb at a steady and even rate.

Flying

Always choose a wide-open space for flying your plane. It is ideal for you to fly at a sanctioned flying field. If you are not flying at an approved site always avoid flying near houses, trees, wires and buildings. You should also be careful to avoid flying in areas where there are many people, such as busy parks, schoolyards, or soccer fields. Consult laws and ordinances before choosing a location to fly your aircraft. After takeoff, gain some altitude. Climb to a reasonable height before attempting to perform advanced aspects of flight, including high speed passes, inverted flight, loops, and point rolls.

Landing

Land the model when you hear the motor pulsing (LVC) or if you notice a reduction in power. If using a transmitter with a timer, set the timer so you have enough flight time to make several landing approaches.

Recharge the battery and repair the model as needed. The model's three point landing gear allows the model to land on hard surfaces. Align model directly into the wind and fly down to the ground. Fly the airplane down to the ground using 1/4-1/3 throttle to keep enough energy for proper flare. Before the model touches down, always fully decrease the throttle to avoid damaging the propeller or other components. The key to a great landing is to manage the power and elevator all the way to the ground and set down lightly on the main landing gear. After a few flights you will find the model can be set down lightly on the mains and you can hold the nose wheel off balancing the model on the mains until it slows and gently settles the nose.

Maintenance

Repairs to the foam should be made with foam safe adhesives such as hot glue, foam safe CA, and 5min epoxy. When parts are not repairable, see the Spare Parts List for ordering by item number.

Always check to make sure all screws on the aircraft are tightened. Pay special attention to make sure the spinner is firmly in place before every flight.

Troubleshooting

Problem	Possible Cause	Solution
Aircraft will not respond to the throttle but responds to other controls.	<ul style="list-style-type: none"> - ESC is not armed. - Throttle channel is reversed. 	<ul style="list-style-type: none"> - Lower throttle stick and throttle trim to lowest settings. - Reverse throttle channel on transmitter.
Extra propeller noise or extra vibration.	<ul style="list-style-type: none"> - Damaged spinner, propeller, motor, or motor mount. - Loose propeller and spinner parts. - Propeller installed backwards. 	<ul style="list-style-type: none"> - Replace damaged parts. - Tighten parts for propeller adapter, propeller and spinner.
Reduced flight time or aircraft underpowered.	<ul style="list-style-type: none"> - Flight battery charge is low. - Propeller installed backward. - Flight battery damaged. 	<ul style="list-style-type: none"> - Remove and install propeller correctly. - Completely recharge flight battery. - Replace flight battery and follow flight battery instructions.
Control surface does not move, or is slow to respond to control inputs.	<ul style="list-style-type: none"> - Control surface, control horn, linkage or servo damage. - Wire damaged or connections loose. 	<ul style="list-style-type: none"> - Replace or repair damaged parts and adjust controls. - Do a check of connections for loose wiring.
Controls reversed.	Channels are reversed in the transmitter.	Do the Control Direction Test and adjust controls for aircraft and transmitter.
<ul style="list-style-type: none"> - Motor loses power. - Motor power pulses then motor loses power. 	<ul style="list-style-type: none"> - Damage to motor, or battery. - Loss of power to aircraft. - ESC uses default soft Low Voltage Cutoff(LVC). 	<ul style="list-style-type: none"> - Do a check of batteries, transmitter, receiver, ESC, motor and wiring for damage (replace as needed). - Land aircraft immediately and recharge flight battery.
LED on receiver flashes slowly.	Power loss to receiver.	<ul style="list-style-type: none"> - Check connection from ESC to receiver. - Check servos for damage. - Check linkages for binding.

Spare parts list content

FMSPM101	Fuselage
FMSPM102	Main Wing Set
FMSPM103	Horizontal Stabilizer
FMSPM104	Vertical Stabilizer
FMSPM105	Cockpit
FMSPM106	Spinner
FMSPM107	Cowl
FMSPM108	Front Landing Gear Cover Set
FMSPM109	Main Landing Gear Cover Set
FMSPM110	Linkage Rod
FMSPM111	Screw Set
FMSPM112	Decal Sheet
FMSPM113	Front Landing Gear System
FMSPM114	Main Landing Gear System
FMSPM115	Landing Gear Set
FMSPM116	Electronic Retract
FMSPM117	Pipe
FMSPM118	LED
FMSPM119	Lamp Cover
FMSPROP005	Propeller
FMSDJ014	"X" motor mount
FMSBM010	Motor board
FMSDZ020	Motor Shaft
FMSKV650N	Brushless Motor 4258KV650
FMSESC70A200	ESC
FMSSER9MGDP	FMS 9g digital metal gear servo positive
FMSSER17MGD	17g digital metal gear servo
FMSCON001	Multi Connector System

Visit our website to see photos of this product: www.fmsmodel.com

ESC instruction

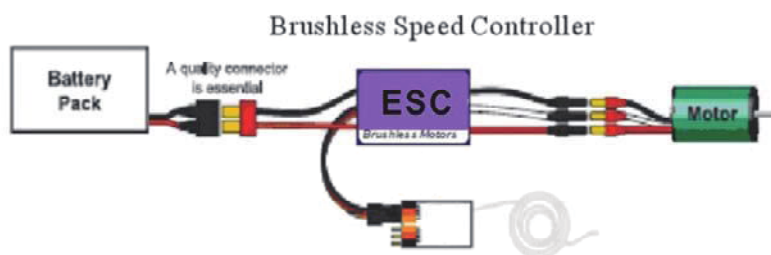
Wires Connection:

The electronic speed controller can be connected to the motor by soldering directly, or with high quality connectors.

Always use new connectors, which should be soldered carefully to the cables and insulated with heat shrink tubes.

The maximum length of the battery pack wires shall be within 6 inches.

- Solder controller to the motor wires.
- Solder appropriate connectors to the battery wires.
- Insulate all solder connectors with heat shrink tubes.
- Plug the "JR" connector into the receiver throttle channel.
- Speed Controller Red and Black wires connect to battery pack Red and Black wires respectively.



Programming Mode Audible Tones

Programming Mode Audible Tones	ESC Functions
0 Throttle Calibration (within the first 4 Sec) ● ● ● ●	
1 Brake * * * *	Brake On /Off
2 Battery type ~ ~ ~ ~	NiCad LiPo
3 Low Voltage Cutoff Threshold *	Low 2.8V/50% Medium 3.0V/60% High 3.2V/65%
4 Restore Factory Setup Defaults _ _ _ _ _	Restore
5 Timing Setup _ _ _ _ _	Automatic (7-30°) Low (7-22°) High (22-30°)
6 Soft Acceleration Start Ups V	Very Soft Soft Acceleration Start Acceleration
7 Governor Mode * * * * ** ** ** ** *** *** *** ***	Rpm off Heli first range Heli second range
8 Motor Rotation W W W W	Positive/Reverse
9 Switching Frequency // // // // \\ \\ \\ \\	8kHz 16kHz
10 Low Voltage Cutoff Type X X X X X X X X	Reduce Power Hard Cut Off



MADE IN CHINA