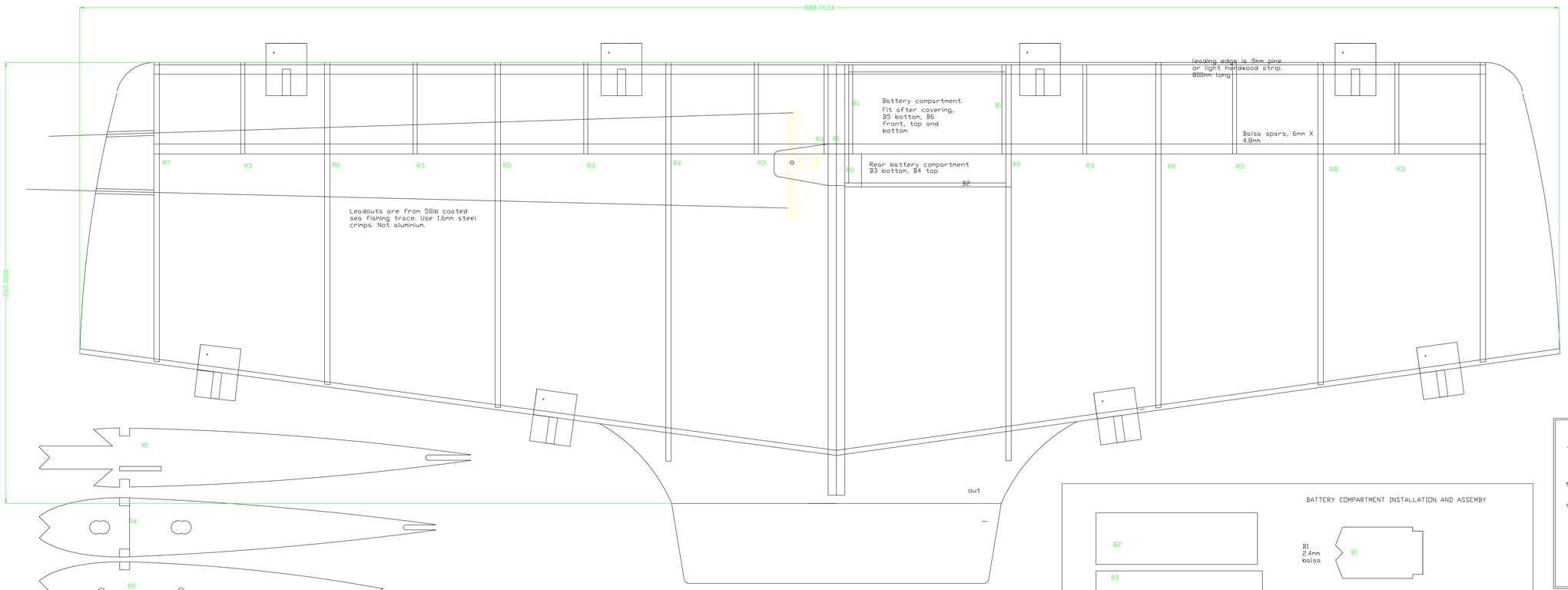
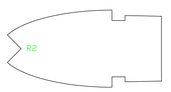
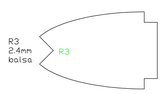


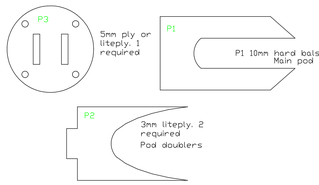


R2 from 2.4mm balsa. 1 required



R3 from 2.4mm balsa. Relieve inboard riblets for leadout clearance

MOTOR MOUNT POD ASSEMBLY AND INSTALLATION



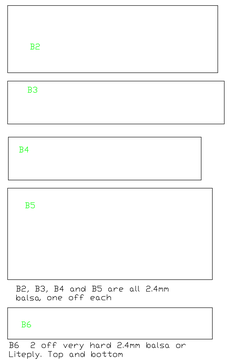
MOTOR POD

The Pod components should be pre assembled using epoxy glue and left to completely cure. The balsa core, P1 has 2 liteply doublers glued to the sides and the motor mount P3 is glued to the face locating on the 2 stubs. The pod is fitted after the model has been covered. Cut away the covering in front of the spar leaving 4 or 5mm overlap, Fold into the recess and iron or glue the covering to the sides of the recess. The pod can then be pushed fully home into the recess using epoxy glue. Leave to fully cure and then bolt the motor to the Ply motor mount using 10mm M3 nuts and bolts. The wires and bullet connectors from the motor should be pointing upwards once the motor is installed.

Elevator throw should be
20 degrees each way
maximum

Bellcrank mount cut from 3mm
birch ply. Epoxy in place and
the secure by a 3mm bamboo
dowel

BATTERY COMPARTMENT INSTALLATION AND ASSEMBY



B2, B3, B4 and B5 are all 2.4mm
balsa, one off each

B6 2 off very hard 2.4mm balsa or
Liteply. Top and bottom

BATTERY COMPARTMENT

The front part of the battery compartment is installed after the model has been covered. Cut away the covering between R2and R9 leaving 6 to 10mm overlap. Fold this into the empty bay and iron or glue to the side of the ribs. Then install both B1 riblets and B5, the bottom sheet of the bay and the both B6, top and bottom. The top cover of the bay is Corek or thick soft plastic and is held in place with insulating tape after the battery, ESC and receiver are installed and connected prior to a flight. They are then removed after the flight. The battery compartment should be treated with varnish or dope inside and out

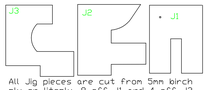
INSTALLING THE BATTERY, ESC AND RECEIVER PRE FLIGHT

The ESC is installed first, pull the 3 motor wires and connectors through the gap at B4, and push the ESC against the rear wall of the compartment B2. Then plug the reciever into the ESC and place the receiver on the outboard side of the compartment with the plug facing rearward against the ESC The plug will now be facing backward in the rear outboard corner of the bay. Route the antenna through the gap by the ESC wires. The battery should be placed flat into the bay with the charge port and wires against the centre rib. The wires exiting the battery should be at the front. Tuck the charge port into the gap by the centre rib. Route the wires around the gap between the ESC and the battery and connect the XT60 connectors. The front side of the battery needs to be tight against the back of the leading edge. If there is any movement, use pieces of foam in the gap between the ESC and rear of the battery to push the battery forward. This is important to maintain the correct CG in flight. The cover of the battery compartment can now be fitted and taped into place with strips of insulating tape.

PRE Flight, connect the bullet connectors between the moror and the ESC and CHECK ROTATION. The motor is 3 phase, if it rotates the wrong direction, change two of the connections.

All Jig pieces are cut from 5mm birch
ply or liteply, 8 off J1 and 4 off J2
and J3

If more than one model is to be constructed, the Jigs will make construction much quicker whilst ensuring accuracy. The J2 pieces are for the trailing edge and the J3 pieces are for the Leading edge. Each of the J2 and J3 pieces will need to be glued into a J1 base piece. The plan should be taped or pasted to a hard board such as MDF and the Jigs then screwed into position using 10mm screws. The model can be assembled 'dry' and then glued with cyano whilst in position. Once the model is rigid, it can be lifted from the jig by rotating the front jig pieces on the screw pivot



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