Ka-8b ELECTRIC 3500
ARF 1/4 ¼ SCALE

SPECIFICATION
- Wingspan: 3500mm (137.8 in)
- Length: 1650mm (64.96 in)
- Flying weight: 3700-4000 gr
- Wing area: 75 dm²
- Wing loading: 49g/dm²
- Wing type: HQ profile
- Covering type: Genuine ORACOVER®
- Radio: 6 channel minimum (not included)
- Servo: 4 standard servo: 2 aileron; 1 elevator; 1 rudder (not included)
- Recommended receiver battery: 6.0V 1200mAh NiMH (not included)
- Servo mount: 21mm x 42 mm
- Flap: 2 electric flaps 440mm (not included)
- Propeller: suit with your engine
- Motor: brushless outrunner 1000-1200 W, 800 KV (not included)
- Gravity CG: 80 mm (3.9 in) Back from the leading edge of the wing, at the fuselage
- Control throw Ailerons: Low: 10mm up/down, 10% expo; High: 15mm up/down, 10% expo
- Control throw Elevators: Low: 8mm up/down, 12% expo; High: 12mm up/down, 12% expo
- Control throw Rudder: Low: 30mm right/left, 15% expo; High: 45mm right/left, 15% expo
- Experience level: Intermediate
- Plane type: Scale Sailplane
1. Install the rubber grommets and brass eyelets recommended for initial test flying and推薦度 60% 正体感度。Improper balance will cause your model to fall or does not correct it, stick small domino connector and secure it. Insert the wire through the exit hole on the rudder servo tray / hatch. This hole will allow you to access the rudder servo lead to engine problems.

2. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

3. Attach the clevis to the outer hole in the control horn. Center the rudder and hold it in place using 2mm x 12mm mounting screws provided with the rudder. Insert the 90° bend up through the hole in the rudder servo tray / hatch. This hole will allow you to access the rudder servo lead to engine problems.

4. Secure the horizontal onto the fuselage. Reinstall the covering onto the fuselage.

5. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

6. Attach the wing to the fuselage as shown.

7. Test the position of the elevator and adjust it as necessary.

8. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

9. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

10. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

11. Connect two elevator pushrods to the metal dome.

12. Attach the clevis to the outer hole in the control horn.

13. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

14. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

15. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

16. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

17. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch.

18. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

19. Attach the wing to the fuselage as shown.

20. Test the position of the elevator and adjust it as necessary.

21. Reinstall the covering onto the fuselage.

22. Reinstall the covering onto the fuselage.

23. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

24. Attach the clevis to the outer hole in the control horn.

25. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

26. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

27. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

28. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

29. Attach the wing to the fuselage as shown.

30. Test the position of the elevator and adjust it as necessary.

31. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

32. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

33. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

34. Attach the clevis to the outer hole in the control horn.

35. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

36. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

37. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

38. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

39. Attach the wing to the fuselage as shown.

40. Test the position of the elevator and adjust it as necessary.

41. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

42. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

43. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

44. Attach the clevis to the outer hole in the control horn.

45. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

46. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

47. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

48. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

49. Attach the wing to the fuselage as shown.

50. Test the position of the elevator and adjust it as necessary.

51. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

52. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

53. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

54. Attach the clevis to the outer hole in the control horn.

55. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

56. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

57. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

58. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

59. Attach the wing to the fuselage as shown.

60. Test the position of the elevator and adjust it as necessary.

61. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

62. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

63. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

64. Attach the clevis to the outer hole in the control horn.

65. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

66. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

67. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

68. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

69. Attach the wing to the fuselage as shown.

70. Test the position of the elevator and adjust it as necessary.

71. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

72. Remove the covering from the fuselage. Reinstall the covering onto the fuselage.

73. Be sure both elevator halves are flat. Center the elevator and hold it in place using 2mm x 12mm mounting screws provided with the elevator. Insert the 90° bend up through the hole in the elevator servo tray / hatch. This hole will allow you to access the elevator servo lead to ensure that everything is tight and well balanced.

74. Attach the clevis to the outer hole in the control horn.

75. Carefully cut away the covering material from the side of the rudder at the leading edge, in line with your engine. Take care not to damage the covering. Use a rubber band or masking tape to hold the hinges in place.

76. Using thick CA glue, secure the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

77. Using pliers, carefully make a 90° bend over the wire to secure it to the arm. Install the pushrod wire where it crosses the hole in the rudder plate of the switch. Cut out and locate the switch in place using the two mounting holes.

78. Turn the airplane upside down. Place your hand on the top of the airplane to ensure that everything is tight and well balanced.

79. Attach the wing to the fuselage as shown.

80. Test the position of the elevator and adjust it as necessary.
TOOLS AND SUPPLIES NEEDED.

- Medium C/A glue.
- 30 minute epoxy.
- 6 minute epoxy.
- Hand or electric drill.
- Assorted drill bits.
- Modeling knife.
- Straight edge ruler.
- 2 bender plier.
- Wire cutters.
- Masking tape.
- Thread lock.
- Paper towels.
- Rubbing alcohol

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. The Ka-8b ELECTRIC 3500 ARF 1/4 1/4 SCALE is handmade 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.

SAFETY PRECAUTION:

- This is not a toy
- 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.

PREPARATIONS

Remove the tape and separate the ailerons from the wing and the elevators from the stab. Use a covering iron with a covering sock on high heat to tighten the covering if necessary. Apply pressure over sheeted areas to thoroughly bond the covering to the wood.

INSTALLING THE AILERONS

3. 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.

5. Apply six 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.
INSTALLING THE AILERON SERVOS

1. Install the rubber grommets and brass eyelets onto the aileron servo.

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 1.6mm 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 aileron servo tray / hatch into the servo box on the bottom of the wing and drill 1.6mm pilot holes through the tray and the servo box for each of the four mounting screws. Secure the servo tray in place using the mounting screws provided (2mm x 12mm).

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

7. Using masking tape, tape the servo leads on to the top of the wing.

INSTALLING THE CONTROL HORNS

1. One aileron control horn in positioned on each aileron. Using a ruler and a pen, locate and mark the location of the control horn. It should be mounted on the bottom side of the aileron at the leading edge, in line with the aileron pushrod.

2. Drill 3mm holes through the aileron using the control horn as a guide and screw the control horn in place.
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 4mm 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.

**INSTALLING THE AILERON 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.

**INSTALLING THE HORIZONTAL STABILIZER**

1. Remove the covering.
2. Attach the wing to the fuselage as picture.

3. Working from inside the fuselage, slide the masking tape the elevator halves.

4. Secure the horizontal onto the fuselage.

3. Location one nylon servo arm, and using wire cutters, remove all but one of the arms. Using a C.A glue, carefully place a mark on the aileron pushrod into the metal domino connector and horn in place.

3. Place the servo into the servo tray. Center the horn in place.

3. Test fit the ailerons to the wing with the hinges.

3. Bow ailerons to the pushrod sleeve guide.

3. Drill 1.6mm holes through the elevator using the slot.

3. The switch should be mounted on the fuselage antenna to exit.

3. 3500mm (137.8 in)

3. The switch should be mounted on the fuselage antenna to exit.

3. Center the rudder and hold it in place using a 15mm triangle sleeve to the pushrod sleeve guide.

3. Using a modeling knife, remove the covering on the rudder.

3. Drill 1.6mm holes through the rudder using the slot.

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3. Drill 1.6mm holes through the rudder using the slot.

3. 3. Mount the servos to the tray using the mounting holes.

3. 3. Mount the servos to the tray using the mounting holes.

3. Remove the covering.

3. Remove the covering.

3. Diagonal brace

3. Secure the horizontal onto the fuselage.

4. 3. 3. Mount the servos to the tray using the mounting holes.

4. 3. 3. Mount the servos to the tray using the mounting holes.

4. 3. Install the rubber grommets and brass eyelets into the switch.

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4. The switch should be mounted on the fuselage antenna to exit.

4. 1. 1. 1. Install the rubber grommets and brass eyelets into the switch.

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2. Remove the covering from the fuselage.

3. Insert the vertical stabilizer into the fuselage.

4. Remove the covering from the fuselage.

5. Secure the vertical stabilizer into the fuselage.

INSTALLING THE MAIN LANDING GEAR

1. The full set wheel.

2. Secure the collars.

3. Glue the wooden plate to the fuselage.
SERVO INSTALLATION

INSTALLING THE FUSELAGE SERVOS

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

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

INSTALLING THE ELEVATOR PUSHROD

1. Locate the pushrod exit slot on the right side and left side of the fuselage. It is located slightly ahead and below the horizontal stabilizer.

2. Carefully cut away the covering material from the slot.

3. Working from inside the fuselage, slide the threaded end of the pushrod until it reaches the exit slot. Carefully reach in with a small screwdriver and guide the pushrod out of the exit slot.

4. Install the clevis on the elevator pushrod. Make sure 6mm of thread shows inside the clevis.

5. The control horn should be mounted on the bottom, left side and right side of the elevator at the leading edge, in line with the elevator pushrod.

6. Drill 1.6mm holes through the elevator using the control horn as a guide and screw the control horn in place.

7. Attach clevis to the third hole in the control horn. Install a silicone tube on the clevis.

8. 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 to accommodate the elevator pushrod wire.

9. Plug the elevator 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 fuselage.

10. Be sure both elevator halves are flat. Center both elevator halves and hold them in place using a couple of pieces of masking tape.

11. Connect two elevator pushrods to the metal domino connector and secure it. Insert the wire pushrod into the metal domino connector and secure it.
12. With the elevator halves and elevator servo centered, carefully place a mark on the elevator pushrod wire where it crosses the hole in the servo arm.

13. Using pliers, carefully make a 90 degree bend up at the mark made. Cut off the excess wire, leaving about 8mm beyond the bend.

14. Insert the 90 degree bend up 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 the elevator halves.

15. Using thick CA glue, secure the pushrod sleeves to the pushrod sleeve guide.

**INSTALLING THE RUDDER PUSHROD**

1. Locate the pushrod exit slot on the left of the fuselage.

2. Carefully cut away the covering material from the slot.

3. Working from inside the fuselage, slide the threaded end of the remaining pushrod down the inside of the fuselage until the pushrod reaches the exit slot. Carefully reach in with a small screw driver and guide the pushrod out of the exit slot.

4. Install the clevis on the rudder pushrod. Make sure 6mm of thread shows inside the clevis.

5. The control horn should be mounted on the left side of the rudder at the leading edge, in line with the rudder pushrod.

6. Drill 1.6mm holes through the rudder using the control horn as a guide and screw the control horn in place.

7. Attach clevis to the third hole in the control horn. Install a silicone tube on the clevis.

8. 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 to accommodate the rudder pushrod wire.

9. Plug the rudder servo into the receiver and center the servo. Install the servo arm onto the servo.

10. Center the rudder and hold it in place using a piece of masking tape.

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

12. Using a pliers, carefully make a 90 degree bend up at the mark made. Cut off excess wire, leaving about 8mm beyond the bend.

13. Insert the 90 degree bend up 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 rudder.

14. Using thick CA glue, secure the pushrod sleeves to the pushrod sleeve guide.
INSTALLING THE TOWING SERVO

1. Install the metal connector to the servo arm.

   ![Servo arm, Adjustable servo connector, Loctite secure](image)

2. Bend "L" the metal rod as the picture below.

3. Place the servo arm to the servo and secure it.

INSTALLING THE 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.

3. Position the battery pack and receiver behind the fuel tank. Use the two light plywood pieces, placed over the battery and receiver and glue to the fuselage sides to hold the battery and receiver securely in place. Use 15mm triangle pieces glued between the fuselage sides and the plywood pieces to reinforce the joints.

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

4. Using a 2mm drill bit, drill a hole through the side of the fuselage, near the receiver, for the antenna to exit.

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 THE MOTOR

1. Working with the aileron linkage for now, thread 15. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

2. Using a modeling knife, remove the covering 6. Drill 1.6mm holes through the rudder using the servo arm retaining screw and remove the servo arm.

3. Secure the switch in place using the two 7. Attach clevis to the third hole in the control horn in place.

3. Position the battery pack and receiver behind 8. Locate one nylon servo arm, and using wire mount the wing to the fuselage. Using a couple to install the elevator.

2. The control throws should be measured at the 9. Using thick CA glue, secure the pushrod piece of masking tape.

3. Check to be sure the control surfaces move in 10. Install a silicone tube on the clevis.

the correct directions.

4. Test the position of the elevator and adjust it as 11. Connect two elevator pushrods to the metal
top to bottom, left side and right side of the elevator at left side of the fuselage. It is located

12. Using thick CA glue, secure the pushrod bottom, left side and right side of the elevator at the leading edge, at the fuselage sides.

5. Secure the vertical stabilizer into the fuselage.

6. Drill 1.6mm holes through the elevator using the mounting screws provided (2mm x 12mm).

7. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

Made in Vietnam

Elevator Control

Rudder Control

Dihedral brace

Control horn elevator

Control horn rudder

13. Test fit the servos into the servo tray. Trim the control horn as a guide and screw the control horn in place.

14. Using thick CA glue, secure the pushrod over the wire to secure it to the arm. Install the horn in place.

15. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

16. Locate one nylon servo arm, and using wire to install the elevator.

17. Do not permanently secure the receiver and over the wire to secure it to the arm. Install the horn in place.

18. Drill 1.6mm holes through the elevator using the servo arm retaining screw and remove the servo arm.

19. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

20. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

21. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

22. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

23. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

24. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

25. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

26. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

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28. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

29. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

30. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

31. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

32. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

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34. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

35. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

36. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

37. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

38. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

39. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

40. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

41. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

42. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

43. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

44. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

45. Test the position of the elevator and adjust it as top to bottom, left side and right side of the elevator at

46. Using thick CA glue, secure the pushrod sure 6mm of thread shows inside the clevis.

47. Mount the wing to the fuselage. Using a couple of pieces of masking tape, place them on the control throws listed.

ELECTRIC SETUP

- Motor brushless rimfire 0.46.
- Esc 60A.
- Battery: 4 cells - 4000 mAh.
- Propeller: 14 x 7
Ka-8b

OPEN AND CLOSE THE CANOPY

- Glue the plastic cover to the fuselage.

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 80mm BACK FROM THE LEADING EDGE OF THE WING, AT THE FUSELAGE. This location is recommended for initial test flying and trimming. 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 80mm 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.

5. 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.

6. If one side of the wing falls, 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.
## FLIGHT PREPARATION

### 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.
I/C FLIGHT 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.

ALWAYS take off into the wind.

Switch on the receiver.

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.

Made in Vietnam
6.0V 1200mAh NiMH (not included)
1 elevator; 1 rudder (not included)
6 channel minimum (not included)

Genuine ORACOVER®

SPECIFICATION

Instruction Manual

15. Using thick CA glue, secure the pushrod

13. Using pliers, carefully make a 90 degree bend

2. Carefully cut away the covering material from

1. Locate the pushrod exit slot on the left of the

INSTALLING THE RUDDER PUSHROD

servo arm retaining screw and remove the

3500mm (137.8 in)

HQ profile

49g/dm2

Metal Domino

Experience level:

7

14. Using thick CA glue, secure the pushrod

11. With the rudder and rudder servo centered,

36

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CENTERED

WING, AT THE FUSELAGE. This location is

BACK FROM THE LEADING EDGE OF THE

the aileron servo lead easier when you are

Do not permanently secure the receiver and

Received antenna to exit.

protective foam to protect them from vibration.

the aileron pushrods.

To avoid scratching your new airplane, do not unwrap

both to protect the aircraft and to protect the table.

Keep a couple of jars or bowls handy to hold the

• Thread lock.

• Wire cutters.

• Hand or electric drill.

INSTALLING THE MOTOR

Battery

ESC 60A.

Receiver

Aileron Control

Silicone Tube

ALWAYS

Switch on the receiver.

PROTECT YOURSELF!

• Keep loose clothing and wires away from the propeller.

• This is not a toy

• Thread lock.

NEVER

fly near power lines, aerials

airports, motorways etc.

fly near power lines, aerials

any part of your body to be in line

propellers or spinners.

ALWAYS

switches. If necessary ask a

Company to check the

NEVER

report back if a

needy plane.

to the cowl

Made in Vietnam