

## **Hints and Tips**

### **Section 1: Installing the Wing to the Fuselage**

The wings can be difficult to put on the first few times as they are made to be a tight fit, so just take some time and if you have someone who can help hold the plane it will go on easier. Holding the blocks in the fuse that the anti-rotation pins go through while pushing the wing on will make this a little easier also.

### **Section 2: Installing the Aileron Servos**

#### **Step 1**

Be sure to use 1" arms for these servos.

The Matchbox option listed is a very good idea to ease the set up of the ailerons to prevent any binding or fighting of the servos. This will make the set up go much easier and quicker.

### **Section 3: Installing the Aileron Control Horns**

#### **Step 4**

Be sure to drill these at 90 degrees to prevent any set up problems later.

### **Section 4: Hinging and Sealing the Aileron Control Surfaces**

Just take your time and do this carefully.

### **Section 5: Installing the Aileron Linkages**

Follow the recommendations for the set up or flutter can occur. Take your time setting this up to prevent as much fighting between the servos as possible. An amp meter will be of great assistance in setting this up. Put it between one of the servos and the receiver and minimize the amp draw at all deflections of the ailerons by adjusting the control horns and servos. This is very important, as an incorrect set up here will lead to a loss of torque available to the control surface which can lead to flutter.

### **Section 6: Installing the Rudder and Elevator Servos**

#### **Step 1**

Be sure to use 1" arms on the elevator servos.

Be sure to use the 1 1/4" arms on the servos for the rudder only.

### **Section 7: Installing the Elevator, Control Horns, and Linkages**

Here again, take your time, and follow the recommendations. You will need to clip off around 1/8" or slightly over off the hinges that go into the stab for the inside hinges, as they will hit the stab tube and not go in all the way.

## **Section 8: Installing the Rudder, Control Horns, and Linkages**

Here again, take your time, and follow the recommendations

## **Section 9: Attaching the Tail Wheel**

The part number for the button head screws listed in the manual is incorrect. It should be DUB531.

## **Section 10: Installing the Landing Gear and Wheel Pants**

### **Step 3**

The hole drilled for the axle on the wheel pant will need fit completely over the axle, so follow step 4, and keep going until it fits over the axle. Then use the 4-40 bolt and blind nut as stated to mount the wheel pant on the landing gear.

## **Section 11: Installing the Receiver, Battery, and Fuel Tank**

Move the battery position as needed to achieve the CG recommended.

## **Section 12: Mounting the Engine and Cowl**

### **Step 2 for the GT-80 and Step 3 for the G-62**

Add a small piece of ply under the servo screw holes to provide more wood for the screws to hold onto.

### **Step 7**

Check the cowl mounting blocks on the fuse to be sure they are securely glued to the firewall. If not, add a little epoxy around the mount.

## **Section 14: Balancing the Model**

You may need to move the battery further back for the GT-80, and forward for the G-62 and other light engines. Move the battery as much as possible, to try to avoid adding weight. The completed plane is very light, so if you do have to add some weight, it really shouldn't affect performance much.

The CG listed in our manual is incorrect. The correct CG location is 13/16" behind the CENTER of the wing tube for precision flying, and approximately 1/2" to 3/4" behind that for all 3D flying. Balancing at these locations will make the model balance much easier and should not require any nose weight unless a very lightweight engine is used. Balancing any farther forward than the above mentioned CG locations will result in an excessively nose heavy model.

## **Section 15: Radio Setup**

Just be sure that all functions work ok and are setup properly.

## **Section 18: Setup and Flight Information by Mike McConville**

For more power with the GT-80 follow the performance tip given of drilling the 8 – 5/16” holes in the baffle of the muffler. This can be difficult to do, but does give a performance enhancement.