

MEMO



Tiger Trainer ^{MKIII} OBL



Warranty

This kit is guaranteed to be free from defects in material and workmanship at the date of purchase. It does not cover any damage caused by use or modification. The warranty does not extend beyond the product itself and is limited only to the original cost of the kit. By the act of building this user-assembled kit, the user accepts all resulting liability for damage caused by the final product. If the buyer is not prepared to accept this liability, it can be returned new and unused to the place of purchase for a refund. Neither your dealer nor Thunder Tiger Distributors, can accept kits for return if construction has begun.

Notice: Adult Super Vision Required

This is not a toy. Assembly and flying of this product requires adult supervision. Read through this manual completely and familiarize yourself with the assembly and flight of this airplane. Inspect all parts for completeness and damage. Browse www.thundertiger.com for customer service if you encounter any problems.

THUNDER TIGER CORP.
www.thundertiger.com

Introduction

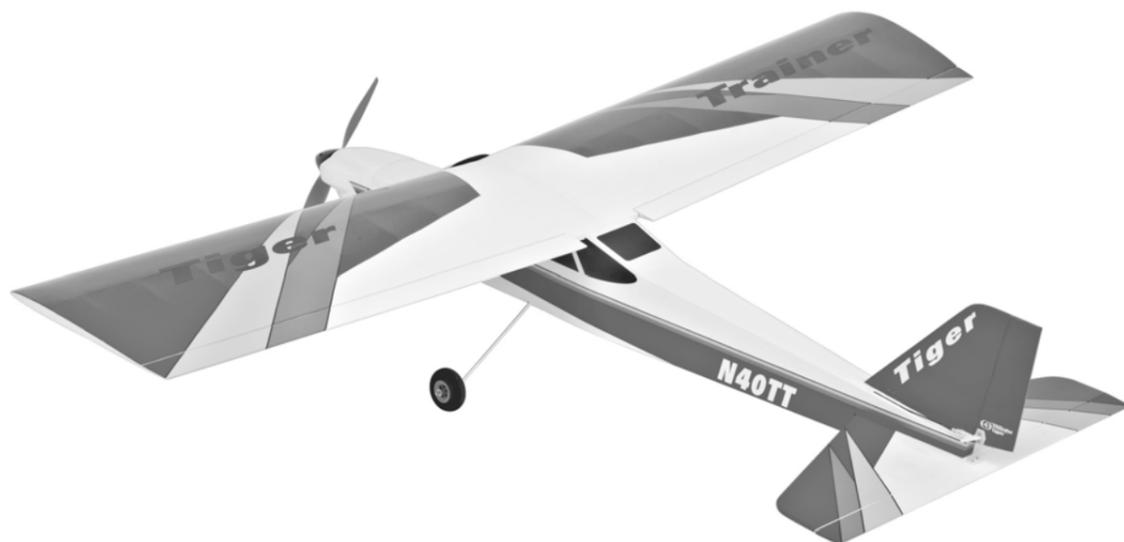
All of us at Thunder Tiger want to thank you for choosing the best looking, easiest building and best flying Tiger Trainer MKIII OBL. Equipped with 2.4G radio system, the e-powered Tiger Trainer is great for learning all you need to know about fixed wings flying and fantastic for those seeking a trouble-free setup. Enjoy the silent flight with this best value trainer.

To gain the most from this airplane kit, it is important that you read the instructions thoroughly and then follow them exactly. This instruction manual has been written with a novice modeler in mind, but includes many hints and modeling tips that even experienced modelers can benefit from. We strongly suggest that you read through the instructions completely before beginning construction. This will give you a good idea of the construction sequence and eliminate many questions you might have if you did not read the manual prior to starting the actual construction.

The first thing you should do before beginning assembly is to check the contents of your kit against the parts list on pages 4 and 5. If any parts are missing, contact Thunder Tiger distributors immediately for replacement.

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Accessories Required



Radio: A 4CH radio with 3 standard servos is required.



Brushless Motor: Recommend OBL36/11-40A motor (No.2368)



Controller: ACE BLC-40A (No. 8027) is a perfect controller that controlling OBL motor efficiently.



Battery: Recommend the use of a 9-cell 10.8V 3600mAh NiMH battery (No.2925)



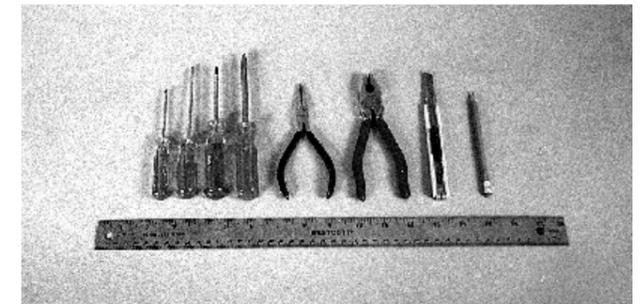
Charger: Select a quality field charger to charge the battery (No.2711 120V 2P, No.2712 230V 2P, No.2713 230V 3P).

Propeller : APC 11x5.5E propeller is recommended.

Additional Items Required



Adhesives- You will need two types of adhesives for the Tiger Trainer - Epoxy and Instant (cyanoacrylate) adhesives. We recommend that you purchase both 5-minute and 30-minute epoxy to cut down on assembly time, but you can get by with only 30-minute epoxy if time is no important. You will also need a small bottle of both "Thick" and "Thin" instant adhesive.



Tools- Model assembly can be much easier if the proper tools are used. Therefore we have included in our checklist to above, a complete listing of all the tools we used to assemble our prototype models. As you will notice, many household tools can be utilized during construction.

Comprehensive Items Required Check List

- 5-Minute Epoxy (4 ounces or so)
- 30-Minute Epoxy (4 ounces or so)
- "Thin" Instant Adhesive (1/2 ounce)
- "Thick" Instant Adhesive (1/2 ounce)
- Hobby Knife and Blades
- Epoxy Mixing Sticks and/or Brushes
- Sandpaper (150 grit)
- Masking Tape
- Rubbing Alcohol
- Paper Towels
- Ruler
- 90 Degree Triangle
- Waxed Paper
- Fine-Point, Felt-Tip Pen
- Misc. Household Tools
- Drill and Bits: 1/16", 5/64", 3/32" (1.5mm, 2mm, 2.4mm)

AS9192R Fuselage

Nylon Tie(1) Dowel(2)

AS6549R Main Wing

Left Wing (1) Right Wing(1)

Trim Tape (2) Aileron Servo Tray (1) Wing Protector(1) Wing Joiner(1) Aileron Torque Horn(2)

AS9193 Aileron Pushrod

Clevis (2) Pushrod(2)

Silicone ring (2)

AS9200 Forward Pushrod

Pushrod (1)

AS6550RTail Feathers

Fin/Rudder (1) Stab./Elevator (1)

No.2368 OBL 36/11-40A

Outrunner (1)

No.8027 BLC-40A

Controller (1)

AS9194 Windshield

Windshield (1)

AS9195 Rudd/Elev.Pushrod

Clevis (2) Rudder Pusher (1)

Silicone Ring (2) Elevator Pusher (1)

AS9196 OBL Motor Mount

3x12mm Screw(6) 3mm Washer(6)

OBL Motor Mount(1) Nose Gear Mount(1) 3X6mm Sink Head Screw(4)

PE0009 Hardware Set

3x3mm Set Screw (1) Allen Wrench (1)

2mm Hex Nut (1) 2mm Washer (1) Pushrod Connector (1)

3292 Wheels

Wheel(3)

3282R Spinner

3x12mm Wood Screw (2) Backplate(1) 2" Spinner(1)

AS9197 Cowl

2.3x8mm Wood Screw(4) Decal(1) Cowl(1)

AS9198 Control Horn

2.3x10mm Screw(4)

Nut Plate(2) Control Horn(2)

AS9199 Landing Gear

Collar(10) 3x3mm Set Screw(9) 3x5mm Screw(1)

Steering Horn(1) Mounting Strap(2) 3x10mm Wood Screw(4)

Nose Gear(1) Main Gear(2)

PRE-ASSEMBLY NOTES

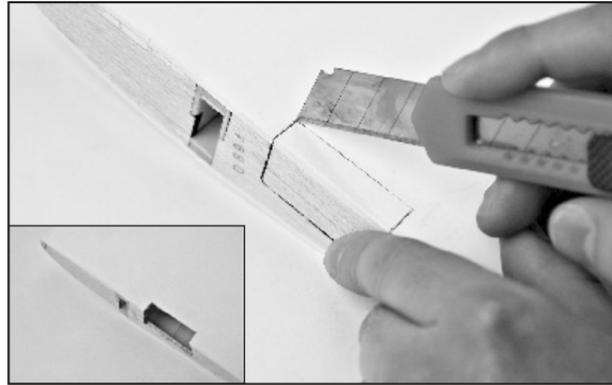
1. If you are not an experienced R/C pilot, plan to have a fully competent pilot check your completed model and help you with your first flights. Even though we have tried to provide you with a very thorough instruction manual, R/C models are rather complicated and an experienced modeler can quickly check over your model to make sure your first flights are successful.

2. Please assemble your model exactly according to these instructions. Do not attempt to modify or change the **Tiger Trainer MKIII OBL** in any way as doing so may adversely change its flying characteristics.

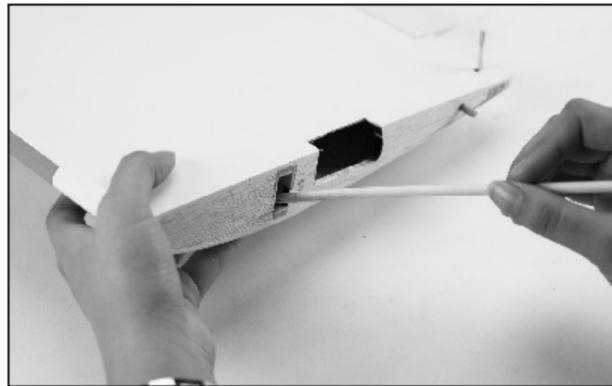
3. Before you begin, please check the entire contents of this kit against the parts drawing make sure that no parts are missing or damaged. This will also help you to become familiar with each component of your plane. If you find that any of the parts are either missing or damaged, please contact your dealer immediately for replacement.

Note: Your dealer cannot accept kits for return if construction has begun.

4. Trial fit each part before gluing it in place. Make sure you are using the correct part and that it fits well before assembling. No amount of glue can make up for a poor fitting part.



2. Carefully use the hobby knife to remove this portion as shown. Repeat the same procedure on the other wing half. Before gluing the two wing halves, trial-fit the wing joiner into the wing panels. If it is not easy to slide into the wing, sand it until it will. To fit properly, note that the wing has an upward "bent" in it: this is called dihedral.

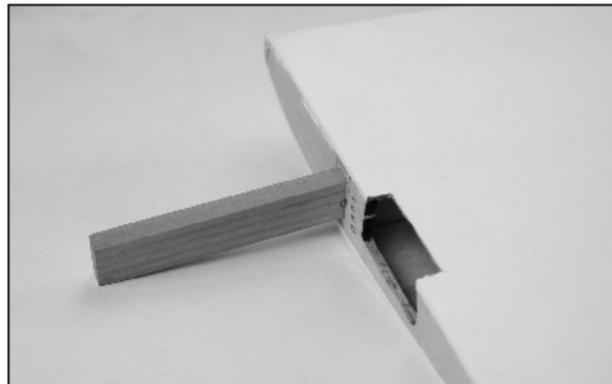


3. Mix up an ample amount of 30-minute epoxy and liberally coat the inside of joiner slot and wing root with adhesive.

WING ASSEMBLY



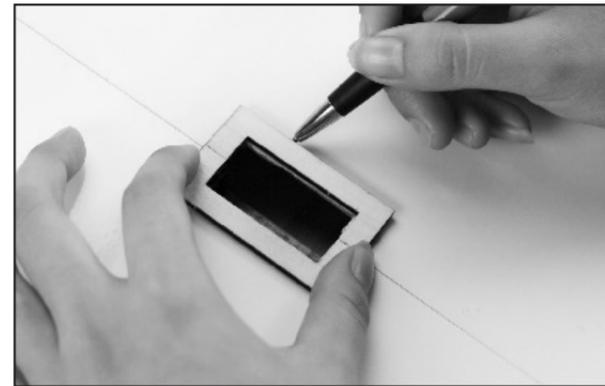
1. Locate the aileron servo tray and draw a center line. Place the servo tray on the bottom wing and make sure the center line is in line with wing root edge as well as the root cut-out line. Then make marks along with the inside of the servo tray.



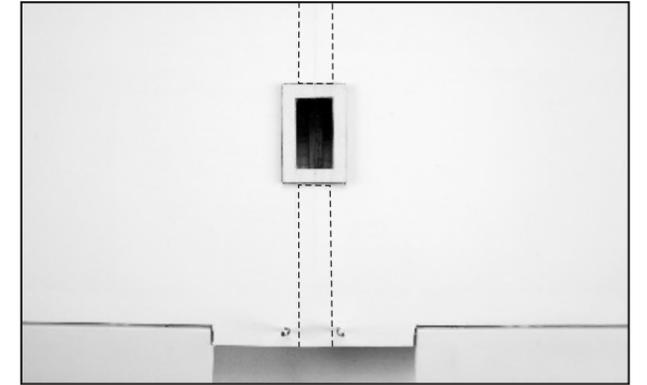
4. Lightly coat one half of the joiner with epoxy and slide it into one wing panel.



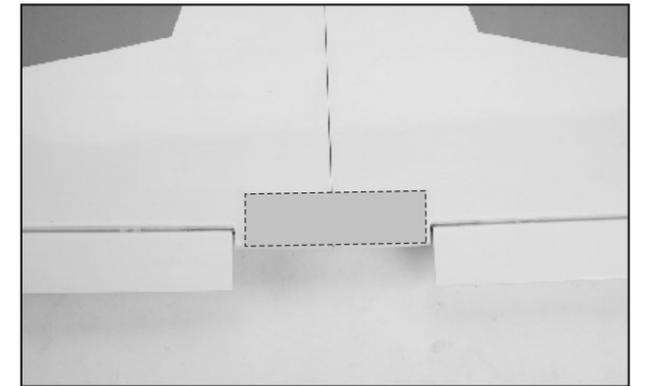
5. Next lightly coat the other side of the joiner with epoxy and slide the other wing panel up against the first panel. Firmly press the wing panel together and wipe off any excess epoxy with a paper towel and rubbing alcohol. Make sure the two panels are accurately aligned with each other and use masking tape to hold them in place while the epoxy cures.



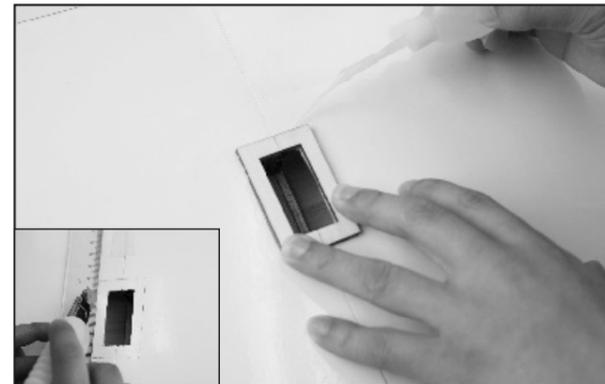
6. After the epoxy has fully cured, remove the masking tape and place the servo tray centered on the cutout of the wing then mark around the outside of the tray with a fine-point pen.



8. Apply the trim tape to the center wing joint. Start at the servo tray and work on around the wing. Gently pull on the tape while pressing it down onto the wing to slightly stretch the tape into place and provide a smooth seam.



9. Lightly sand the edges and one side of the plastic wing protector to remove any roughness and help the glue stick to the plastic. Center Wing Protector over wing joint and align it with the wing trailing edge. Use thick CA to glue the wing protector to the top surface of the wing so it is centered over the wing joint and flush with the wing trailing edge.



7. Remove the tray then carefully cut off the covering only, following the lines which marked just now. Next glue the aileron servo tray in place with either epoxy or CA. You may need to sand the contact area because of the dihedral.



10. Remove the aileron then center all CA hinges at the trailing edge in place. Apply little amount of CA glue at the hinge slots. The CA hinges will be glued firmly in the hinge slots.

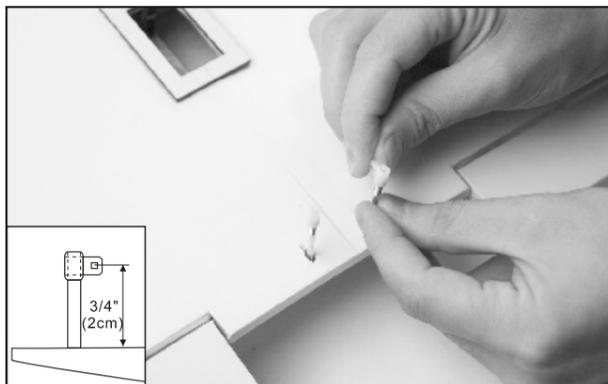


11. Next attach the aileron in place then apply CA to hinge line both at top and bottom sides where CA hinges are located. Allow the CA glue to cure and then work the hinges back and forth several times to make sure they are moving freely and secured firmly. Repeat this procedure for the other aileron. Try to keep the gap between the aileron and the wing trailing edge as small as possible.

FUSELAGE ASSEMBLY



1. Locate the laser-cut holes on both sides of the front and rear windows where the wing dowels go. Carefully trim off the covering along the inside of the laser-cut holes with a hobby knife.

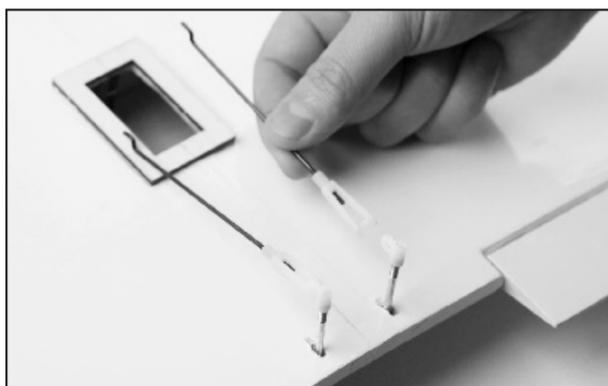


12. Screw a nylon torque rod horn onto each aileron torque rod until there is 3/4" (2cm) between the hole in the horn and the surface of the wing.



2. Round off both two ends of the wing dowels using sandpaper and then slide them through the fuselage as shown. Adjust them until equal lengths of dowel extend from both sides of the fuselage and glue them in place with thin CA.

TAIL FEATHERS ASSEMBLY



13. Thread a clevis onto each of the 12" threaded rods (the ones without a bend in them) until approximately 15/32" (12mm) of threads are inside the clevis. Snap the clevises onto the torque rod horns. This is all we will do to the wing until the section titled Radio Installation. Thread the silicone rings onto clevises.



1. Remove the elevator and rudder then glue the hinges into the control surfaces using the same technique outlined for the ailerons.



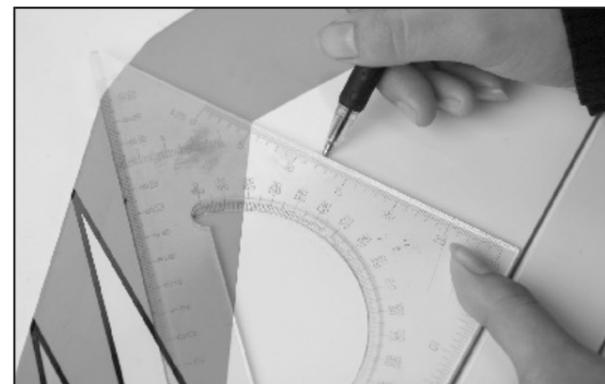
4. Slide the stabilizer into the fuselage and align the stabilizer so that the line you drew in the last step is centered in the fin opening. Apply a couple of pieces of tape to hold the stab in place. Use your fine-tip marker to draw lines on the top of the stab along the edges of the plastic stab fairing and also on the bottom of the stab along the fuselage sides.



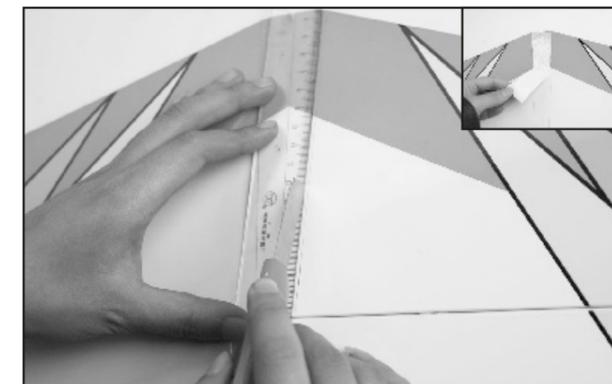
2. Trim away the covering from the slots at the rear of the fuselage where vertical fin and horizontal stab go.



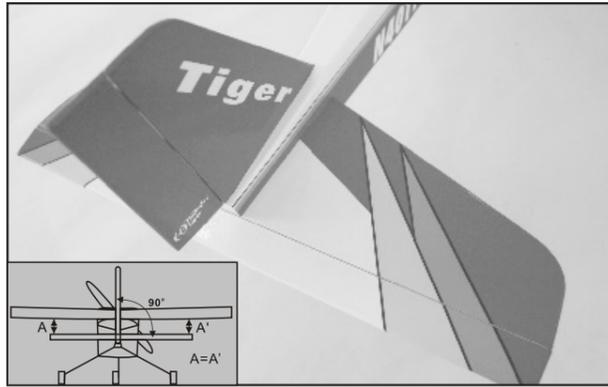
5. Temporarily installed the fin into the fuselage, and use the fine-point pen to draw a line on the two sides of the fin along the fuselage sides.



3. Use a 90 degree triangle as shown above to draw a line down the middle of the top of the stabilizer.



6. Remove the stab and fin from the fuselage and use a hobby knife to carefully score the covering material where it is approximately 1/16" (1.6mm) inside the lines you marked. It is very important that you should not press hard enough to cut into the wood itself or the stabilizer may fail in flight. Then carefully remove the covering material on the stabilizer. In a similar fashion, remove the covering material on the vertical fin.



7. Glue the stab and fin to the fuselage with epoxy, keeping the stab and fin in position as diagram shown.



10. Locate the nut plate and two 2.3x10mm screws, then mount the control horn as shown.



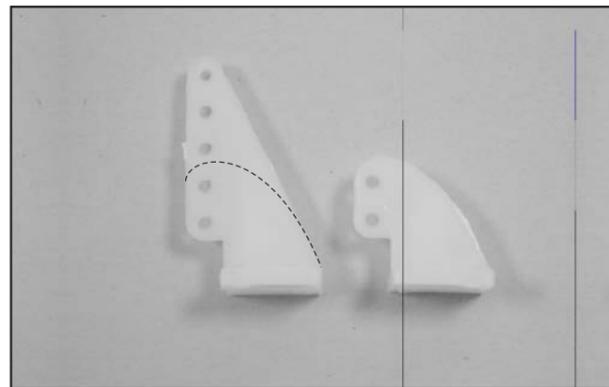
8. Carefully cut off the covering on the slot with a hobby knife. Thread the rudder pushrod into the fuselage and make it go through the slot.



11. Carefully cut a hole with the hobby knife at the rear fuselage as the elevator pushrod exit.



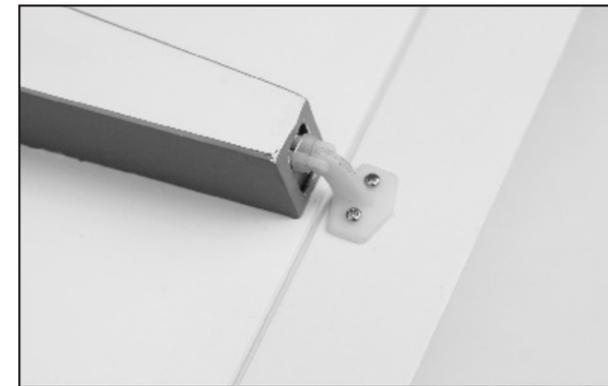
9. Thread the clevis on the pushrod then snap the clevis onto the control horn. Now position this horn onto the rudder in such a way that the rudder runs straight and the holes in the control horn are in line with the hinge line of the stabilizer. Mark the location of the control horn mounting holes on the rudder. Next, drill 5/64"(2mm) holes where marked.



12. Cut the control horn as photo shown.



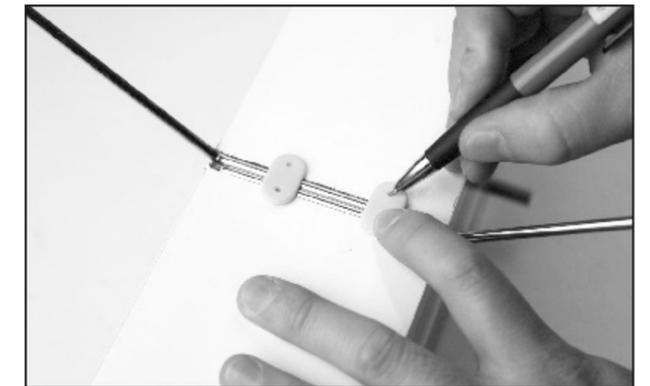
13. Use control horn as template and drill 5/64"(2mm) holes with the control horn in line with the hinge line of elevator and right at the pushrod exit.



14. Locate the nut plate and mount the control horn with two 2.3x10mm screws. Insert the elevator pushrod with clevis threaded on. Slide a silicone ring onto the clevis then snap the clevis on the outmost hole of control horn.

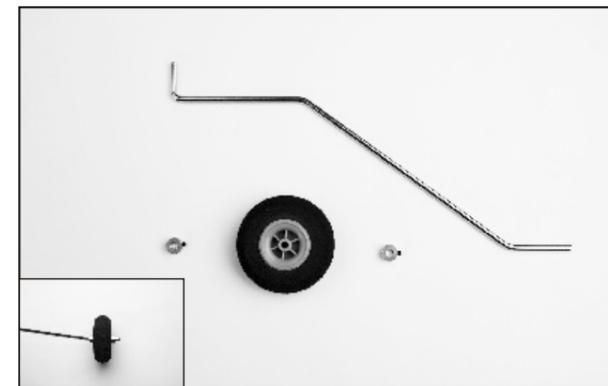


2. Carefully cut off the covering from the slot on the bottom of the fuselage. Then insert the short vertical leg of the two main gear wires into the holes in the fuselage and twist them into place until they flush with the fuselage bottom.



3. Place the two mounting straps on the main gears as shown and mark where to drill the mounting holes.

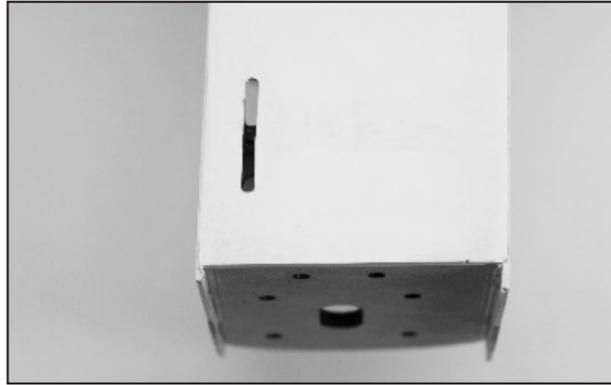
LANDING GEAR ASSEMBLY



1. Locate the main gear, two collars, 3x3mm set screws and the wheel then secure the wheel as shown. Position the wheel collar so the screw is towards the back of the plane. The wheel collar should be pressed up against the wheel to minimize "play" but not tightly enough to impede easy and smooth wheel rotation.



4. Remove the straps and drill 3/32"(2.4mm) holes at each mark then mount the mounting straps with the four 3x10mm wood screws.



5. Cut off the covering from the slot on the bottom of the fuselage where to insert the nose gear pushrod.

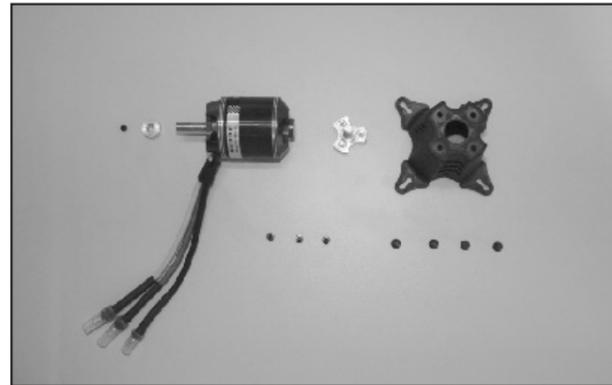


6. Slide the remaining wheel onto the nose gear wire and secure it with two collars and 3x3mm set screws. Locate the two collars and the steering horn complete with the pushrod and one collar with 3x5mm screw in it as shown.



7. Secure the nose gear mount with two 3x12mm screws and 3mm washers. Take turns to slide two collars and the steering horn onto the nose gear wire as shown. Make sure all the screw holes are facing forward and the set screws should contact the flat that is ground into the nose gear. Next insert the pushrod into the slot meanwhile thread the nose gear wire through the nose gear mount and secure the nose gear wire with a collar temporarily. Adjust the position of the steering horn to make sure it is parallel with the firewall then tighten all the screws. Note the orientation of the coil on the nose gear.

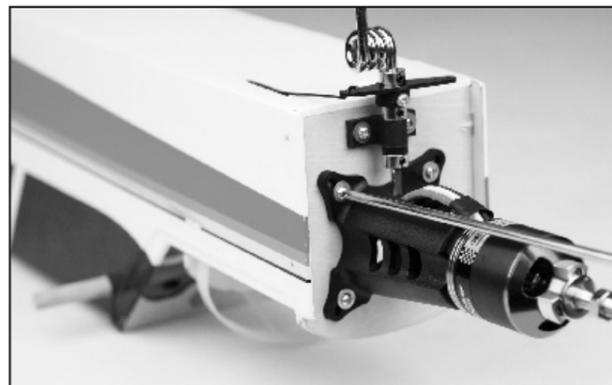
**Power Unit Installation
OBL Power Unit**



1. Locate OBL motor, motor mount, prop adaptor, collar, 3x6mm sink head screws(4), 2.5x8mm machine screw (3) and 4x5mm set screw(1). The airplane kit only comes with motor mount and sink head screws. If you buy Thunder Tiger OBL motor then the collar, screws and prop adaptor are included in the motor package.



2. Refer to the brushless motor manual and secure the collar and prop shaft in place with the 4x5mm set screw and 2.5x8mm machine screws respectively. Next install the motor on the OBL motor mount with sink head screws. Note the orientation of the hole on base of motor mount and wires of the motor.

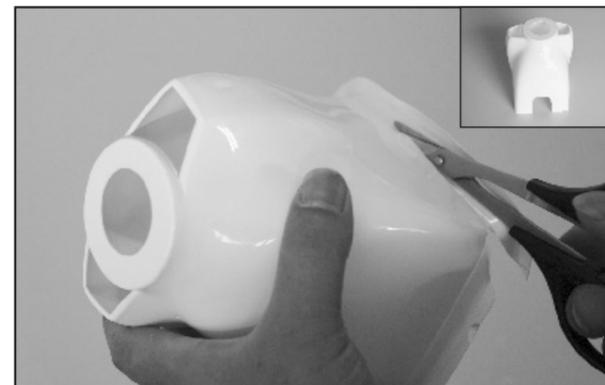


3. Attach the motor mount assembly on the fuselage firewall and secure the mount with 3x12mm screws and 3mm washers. The nose gear wire should insert to the hole and make sure steering is free.

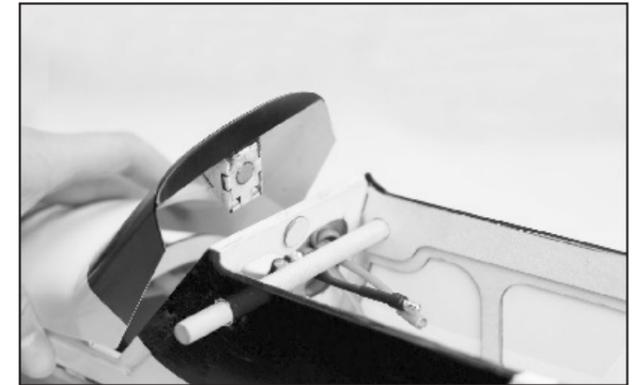


4. Install the 10.8V 3600mAh Ni-MH battery in the front compartment, use nylon tie to secure the battery and BLC-40A controller in place as shown. Connect the OBL motor wires to the controller following the controller manual and linkage to radio. Test drive the motor before you install the prop and make sure all the connection is correct and motor rotates counter clockwise.

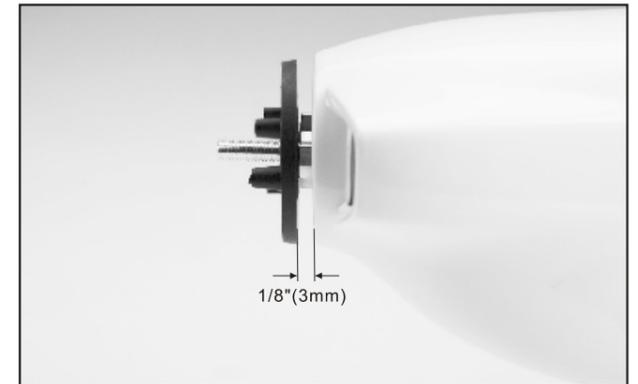
Note: Secure the battery tightly and place the foam tape to cover the screws on the backside of firewall as they might hurt the battery when heavy landing or crash. Use care to install battery in this step, specially those who would use Lipo Battery. Another thing is, user might need to choose 50~60A controller if Lipo Battery (3S1P) is used as its discharging rate and voltage is higher than the suggested stock battery.



5. Trim the cowl along with the molded lines at the bottom of the cowl as well as in the air inlets, prop shaft and nose gear wire opening.



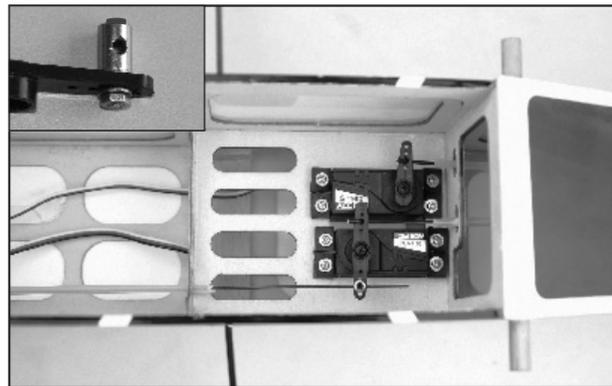
6. Install the front windshield on the fuselage as shown.



7. Test fit the cowl onto the fuselage, it should nicely fit to the fuselage. Install the spinner backplate on the prop shaft. Adjust the cowl until it is centered behind the spinner backplate with approximately 1/8" (3mm) of clearance between the backplate and the cowl. Use a few strips of tape to hold the cowl in place.

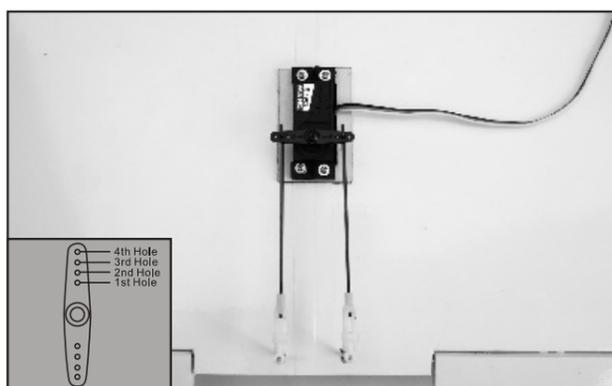


8. Drill two 5/64" (2mm) mounting holes on each side of the fuselage, approximately 3/16" (5mm) from the back edge of the cowl. The top hole should be 1/8" (3mm) below the top of the fuselage stripe and the bottom hole should be 1/2" (15mm) above the bottom of the fuselage. Do not vary these screw locations much or they might not have sufficient wood to "grip" into.



8. Secure the cowl with four 2.3x8mm wood screws to hold the cowl in place. Now remove the cowl and carefully apply a drop or two of thin CA to each of the four cowl mounting holes. Allow the CA to fully cure before replacing the cowl. This will harden the wood in the holes. Install the cowl again but do not screw the upper wood screws at this moment as cowl decal will be applied in next step. Secure the spinner with two 3x12mm wood screws.

2. Install the Z bend end of the pushrods onto the second holes in the rudder and elevator servo arms as shown. You may remove the servo arms from the servo to help threading the pushrods. Also you need to trim the elevator servo arm as shown. Then secure the servo arms with screws. Next install the pushrod connector on the third hole of rudder servo arm with 2mm washer and nut and thread the forward pushrod through the connector. Adjust the pushrod when it is in neutral position then secure the pushrod with 3x3mm set screw.



9. Locate and apply the decal on the cowl so it is in line with the trim scheme. Next screw the rest two 2.3x8mm screws at the same holes on the fuselage.

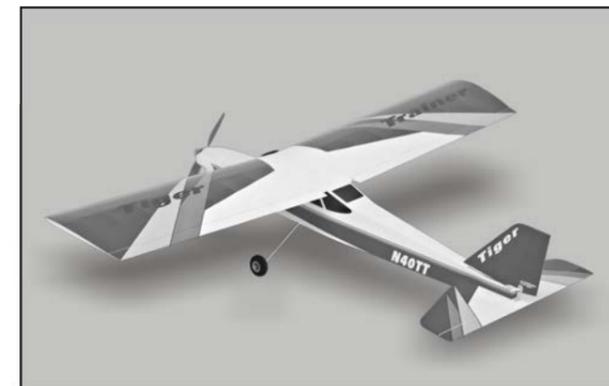
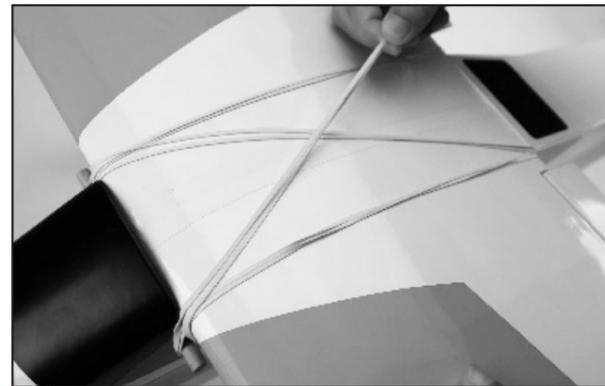
3. Secure the servo onto the servo tray with screws, adjust the distance between the clevises and the servo arm by threading the pushrods into the clevises then thread the pushrods through the third holes in the servo arm. Make sure the servo arm is in neutral position as shown.

RADIO INSTALLATION



1. Install two servos in the fuselage servo tray using the mounting screws that come with your radio. The servos should be oriented as shown in the photo. Follow your radio's instruction manual and make sure you use the grommets, eyelets, and screws furnished with your radio. Drill 1/16" (1.5mm) pilot holes for the mounting screws before screwing.

4. Follow the radio's instruction manual and make sure all the wires are properly connected to the receiver, then place the receiver inside the fuselage with double sided foam tape. Suggest to drill a hole on the fuselage, next route the antenna out of fuselage and fix it with tape.



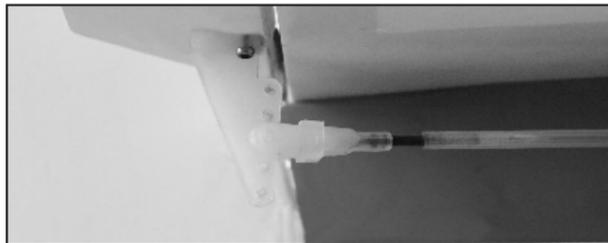
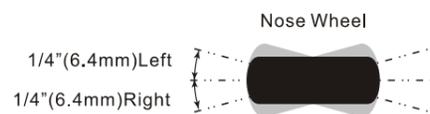
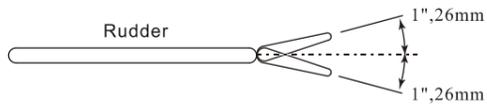
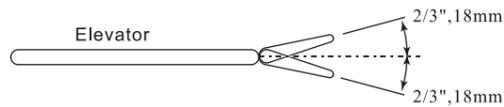
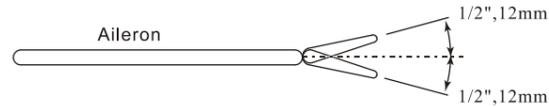
5. Place the wing onto the fuselage and tuck the aileron extension into the radio compartment. Use at least eight rubber bands to hold the wing in place. A good method of doing this to apply 2 rubber bands from the left front dowel to the left rear dowel, 2 from the right front dowel to the right rear dowel, 2 from the right front dowel to the left rear dowel and the remaining 2 from the left front dowel to the right rear dowel.

6. Congratulations ! Now your Tiger Trainer MKIII OBL is ready to fly. Please do the radio movement check as well as the balance and control throw before you go to fly. All Thunder Tiger staffs hope you enjoy flying your new Tiger Trainer MKIII OBL.



CONTROL THROWS

Make sure the direction of servo moves correctly. If the control surface does not move far enough, either move the pushrod out farther on the servo horn or move the clevis in farther on the control horn. If the control surface moves too much, either move the pushrod in on the servo horn or move the clevis out farther on the control horn. Adjust the control throws (initial setting) as following suggested.



After adjusting all the control throws, thread on the silicon ring in place to hold the clevis from loosening when in flight.

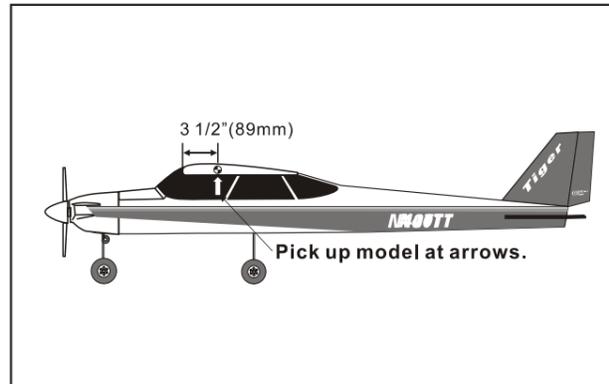
PRE-FLIGHT

Even though this plane is designed for beginners, we highly recommend that you find an experienced modeler to look over your model and help you with the first flights.

BALANCING YOUR PLANE

IMPORTANT- Do not fly your model before completing this very important section. A model that is not properly balanced will be unstable could cause serious damage and/or injury.

1. Turn the wing (and plane if assembled) upside down and about where the center sheeting stops on each side of the wing, measure back 3-1/2" (89mm) from the Leading Edge of the wing and make a mark with your felt-tip pen. This is the balance point,

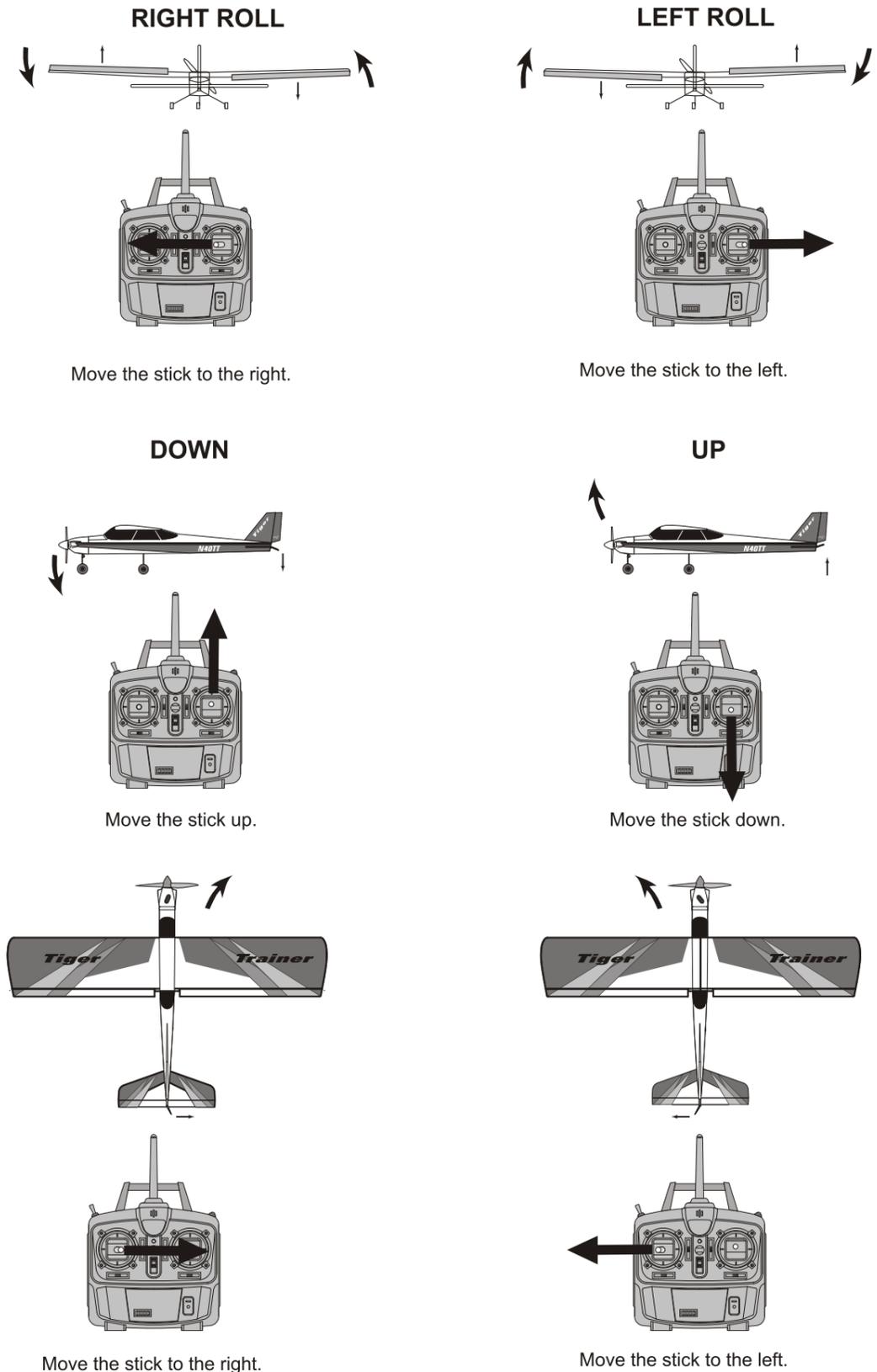


2. With your model fully assembled but without fuel, turn the model upright and pick it up with one finger at each of the balance marks you made earlier. If balanced properly the plane will hang horizontally.

If the plane hangs with the tail down, then you need to add (or redistribute) some weight in the nose. Usually the plane will either balance or hang slightly tail heavy. The easiest cure for a tail heavy plane is to move the receiver battery forward and use some foam rubber to hold it in place. The receiver can also be moved forward as far as possible.

If the plane hangs nose down, then you need to add some weight to the tail. Stick-on lead weights are available from your hobby dealer that make adding weight a simple task.

THE DIRECTION OF MOVEMENT (AILERON, ELEVATOR AND RUDDER) Radio shown is Mode II



CHECK YOUR BATTERIES

Make sure you have fully charged batteries! With rechargeable batteries, follow the manufacturers instructions to make sure the batteries are fully charged, especially the first time the radio is used.

If your radio uses dry cells, make sure your batteries are in new condition. You have a lot of money invested in this project so it is not worth the risk of using old batteries.

LOCATE A GOOD FLYING SITE

Generally, the best place to fly your models is at a AMA (Academy of Model Aeronautics) or SFA (Sport Flyer Association) chartered club field. Your local hobby dealer can tell you if there is such a club in your area or write each organization at the address below for information. It is also a good idea to join one of these organizations before flying your model since they offer liability insurance that can protect you if your model causes damage or injury to others.

Academy of Model Aeronautics
5161E Memorial Dr. Muncie, IN 47302

Tel:(800)435-9262

Fax:(765)2894248

Web address: www.modelaircraft.org

If there is not a chartered club field in our area, you will need to find a large area, free of obstructions that has a smooth grass or asphalt surface to be used as a runway. For safety's sake, it should be located well away from houses, buildings, schools, power lines and airports. If you will be flying within 6 miles of an airport, you should check with the airport manager before flying your model.

PRE-FLIGHT CHECKS

You should perform these checks before each flying session.

1. Check all control surfaces for possible looseness or deterioration as well as screws, clevises, nuts, rubber bands and all other connectors to make sure they are securely fastened.
2. Refer to manual of controller and well connect all cables and check if battery is secured firmly before you switch on the radio.
3. Check which radio frequencies are being used. Do not turn on your radio until absolutely sure you are the only one operating on that frequency!
4. Check for proper operation of all control surfaces.
5. Check the level of charge in both the transmitter and receiver batteries before flying.
6. Range check the radio both with and without the motor running! Follow the radio manufacturers instructions for this.
7. Strongly recommend to check the FAILSAFE function of the radio before flying.

SAFETY PRECAUTIONS

1. Wear safety glasses when running the motor.
2. Always turn on the transmitter first then the receiver battery. Turn off the receiver battery first then the transmitter.
3. Though controller may have safe start function, always make sure radio stick is at low throttle before you switch on the receiver battery or connect the battery connectors. (if no switch).
4. Do not run motor around gravel, sand or other loose debris. These materials may be kicked up by the prop.
5. Always stay behind the propeller when the motor is running. Make all adjustments from behind the prop. Under no circumstances should you allow your face or body near the plane of rotation of the propeller when the motor is running.
6. Do not allow loose clothing or other loose objects close to the prop.
7. Refer to your controller manual and set up your controller.
8. Do not touch the motor, controller or battery during or right after it has been running-It gets very hot!
9. If you hear any unusual noises while your plane is flying. Land at once and determine the problem before returning to the air. Control surface flutter, which often emits a low pitched "buzz" can quickly destroy an airplane and should not be ignored, Flutter is usually caused by sloppy control surfaces and is generally relatively easy to cure.
10. Do not touch the motor or controller as it may be at high temperature.

FLYING

Learning to fly a radio control aircraft can be very exciting, but it is important that you thoroughly understand the basics of flight and controls before you attempt your first flights. Therefore, we highly recommend that you seek the expertise of an experienced modeler for these first few flights. He (or she) can get you in the air much more smoothly than trying everything yourself for the first time.

GETTING ORIENTED

We recommend that you find a large smooth and clear surface to practice taxiing your airplane around in before you try a take off. To taxi, you only need to use the rudder stick, At the slow speeds encountered during taxiing, the elevator and ailerons will not be effective.

The first and most important thing to remember when controlling model aircraft is: the model controls are set up to operate as if you were sitting in the cockpit of the model. This means that when you pull back (down) on the Elevator stick the nose of the plane will go up. Moving the Rudder stick to the right will "yaw" the plane to the right and moving the Aileron stick to the right will "roll" the plane to the right. Pretty simple right? Well, not quite. Since you are really standing on the ground and



not sitting in the plane, this is how the controls work when you are facing the same direction the plane is flying. The problem is that when the plane is flying towards you, the rudder and aileron controls seem reversed to the inexperienced pilot. This is the reason we recommend that you practice taxiing around in a large open area to try and get used to the control reversal.

During your first few flights, try to face the direction that the plane is flying and looking over your shoulder as needed. This makes it a little easier to pretend that your sitting in the cockpit.

When you are comfortable with the controls, you should be ready for your first flight. Go over the Pre-Check List one more time for good measure and taxi out to the runway (hopefully with an experienced modeler by your side). Point the model directly into the wind and gradually increase the throttle to full throttle.

Once the plane reaches flying speed, it will probably try to fly by itself. If the grass seems to be impeding takeoff, a very slight amount of "UP" elevator can be applied, but it is very important that you do not apply too much up elevator too early or plane will stall and roll over into the ground.

FIRST FLIGHT

As the plane becomes airborne, reduce the UP elevator and allow the plane to pick up flying speed while gently gaining altitude. Once a safe flying speed and altitude has been obtained, feel free to turn the airplane back towards the flying field. Make all control inputs smoothly and gradually so you can see the effect they have on the plane. A small amount of up elevator will need to be applied to keep the plane level during turns. You should be able to reduce the throttle to about 1/2 throttle for normal cruising flight which will reduce the flying speed and give you more time to think about what is going on. You will find that once airborne, you can fly the plane with only the aileron and elevator sticks. This is perfectly fine and will make it much easier for you to learn.

If the plane has a tendency to turn, roll, climb or dive, you can adjust the transmitter trims to correct this. On your first flights, it might be a good idea to have an experienced modeler make the adjustments for you while you fly the plane.

If you get disoriented or the plane gets out of control, simply take your hands off all the controls and allow the plane to stabilize. Clear your head and try to picture yourself sitting in the cockpit. Then input to the required control movements to get the plane back on the correct flight path. If you run out of time or flying space and realize the plane is going to hit something (ground, tree, etc.) pull the throttle back to idle pull the elevator stick down about half way. This will reduce the speed of the plane and minimize the damage sustained.

When you're ready to land, do a couple of slow flybys at

a safe altitude to get familiar with the planes slow flying characteristics. An important factor to remember here is that you should regulate your altitude with the throttle, not the elevator as you might expect. Practice raising the nose of plane slightly with a touch of UP elevator and then using the throttle to regulate the planes altitude. When you're ready to land, fly downwind past the runway. When the plane is a hundred yards or so downwind, reduce the throttle to almost an idle and turn 90 degrees towards the runway. Fly straight for a second or two until the plane is almost even with the runway. Turn 90 degrees again and fly directly towards the runway using the throttle to govern how quickly the plane is descending. Keep the nose of the plane up slightly with the elevator and allow the plane to fly gently onto the runway. Do not try to stretch the glide path without increasing the throttle or the plane may stall.

POST-FLIGHT CHECK LIST

1. Remove the Quick-Access Cover then switch off or unplug the power cord from battery to controller. Next turn off the transmitter.
2. Inspect the entire plane for covering tears, new dings and dents, loose screws and connectors and any other wear and tear.
3. Inspect the prop and replace it if any chips or cracks are found.
4. Let battery cool down before you charge it.
5. Let OBL motor cool down before next flight if you change a new fully charged battery.