Mitchell B-25

- for 20cc engines - 95"

Code : SEA 330

ASSEMBLY MANUAL

"Graphics and specifications may change without notice".



Specifications:

Wingspan---------- 95.0 in (241.2 cm).
Wing area---------- 1191.0 sq.ins (76.8 sq.dm).
Weight---------- 24.2 lbs (11.0 kg).
Length---------- 75.7 in (192.3 cm).
Engine/Motor size----- 20cc gasoline engine.
Radio---------- 11 channels with 14 servos.

INTRODUCTION

Thank you for choosing the **Mitchell B-25 -for 20cc engines-95”** ARTF by **SG MODELS** .The **Mitchell B-25 -for 20cc engines-95”** was designed with the intermediate/advanced sport flyer in mind. It is a semi scale airplane which is easy to fly and quick to assemble. The airframe is conventionally built using balsa, plywood to make it stronger than the average ARTF, yet the design allows the aeroplane to be kept light. You will find that most of the work has been done for you already. The motor mount has been fitted and the hinges are pre-installed. Flying the **Mitchell B-25 -for 20cc engines-95”** is simply a joy.

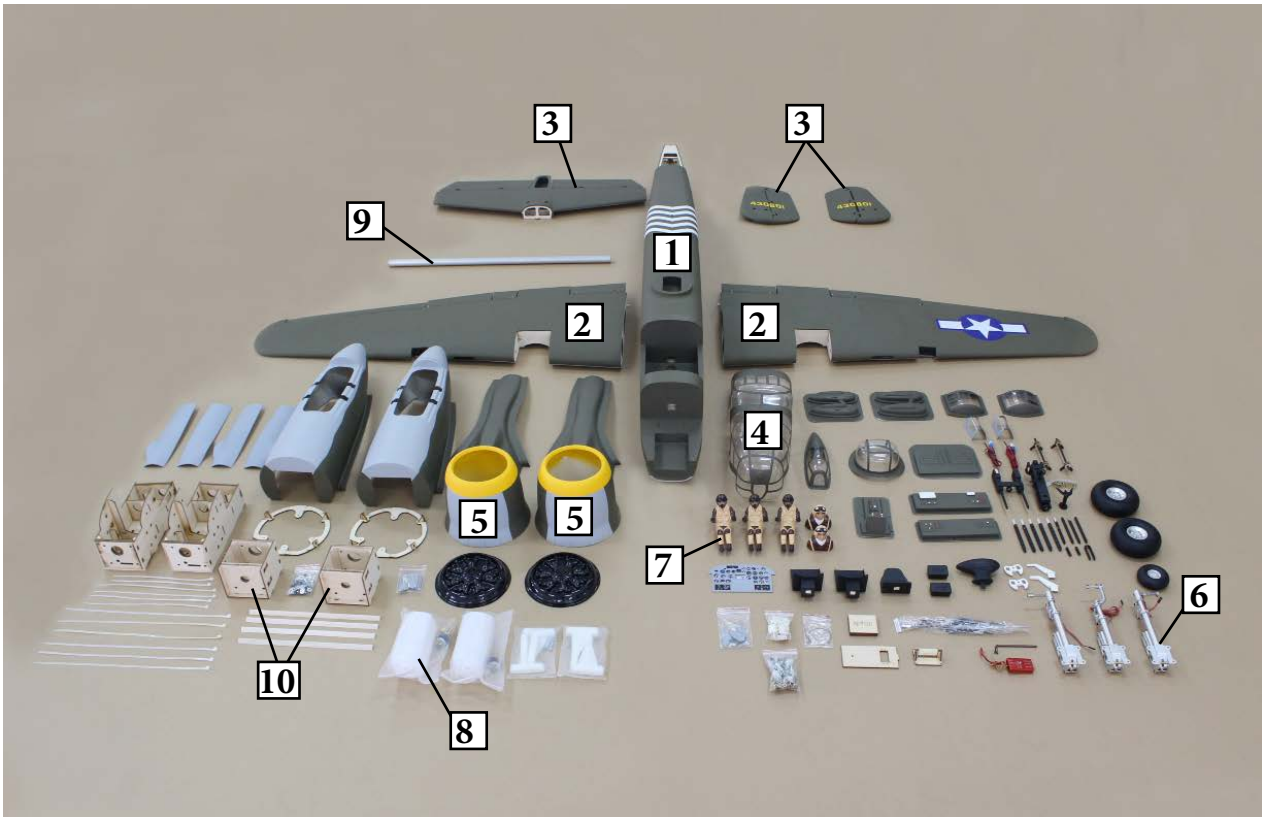
This instruction manual is designed to help you build a great flying aeroplane. Please read this manual throughly before starting assembly of your **Mitchell B-25 -for 20cc engines-95”** Use the parts listing below to indentify all parts.

WARNING

Please be aware that this aeroplane is not a toy and if assembled or used incorrectly it is capable of causing injury to people or property. WHEN YOU FLY THIS AEROPLANE YOU ASSUME ALL RISK & REPONSIBILITY.

If you are inexperienced with basic R/C flight we strongly recommend you contact your R/C supplier and join your local R/C model Flying Club. R/C Model Flying Clubs offer a variety of training procedures designed to help the new pilot on his way to successful R/C flight. They will also be able to advise on any insurance and safety regulations that may apply.

KIT CONTENTS



KIT CONTENTS

SEA330 Mitchell B-25 -for 20cc engines-95”

1. Fuselage
2. Wing set (2)
3. Tail set (2)
4. Canopy
5. Cowling (2)
6. landing gear
7. Pilot
8. Fuel tank
9. Aluminum wing tube
10. Ep Motor box

ADDITIONAL ITEMS REQUIRED

- ☐ 20cc gasoline engine.
- ☐ Computer radio 11 channel with 14 servos.
- ☐ Glow plug to suit engine.
- ☐ Propeller to suit engine.
- ☐ Protective foam rubber for radio system.

TOOLS & SUPPLIES NEEDED

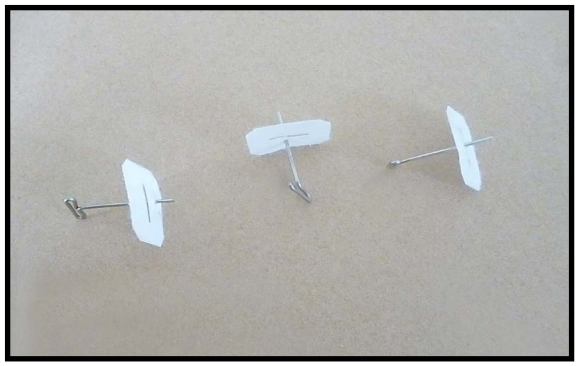
- ☐ Thin cyanoacrylate glue.
- ☐ Medium cyanoacrylate glue.
- ☐ 30 minute epoxy.
- ☐ 5 minute epoxy.
- ☐ Hand or electric drill.
- ☐ Assorted drill bits.
- ☐ Modelling knife.
- ☐ Straight edge ruler.
- ☐ 2mm ball driver.
- ☐ Phillips head screwdriver.
- ☐ 220 grit sandpaper.
- ☐ 90° square or builder’s triangle.
- ☐ Wire cutters.
- ☐ Masking tape & T-pins.
- ☐ Thread-lock.
- ☐ Paper towels.

HINGING THE AILERON

Note : *The control surfaces, including the ailerons, elevators, and rudder, are prehinged with hinges installed, but the hinges are not glued in place. It is imperative that you properly adhere the hinges in place per the steps that follow using a high-quality thin C/A glue.*

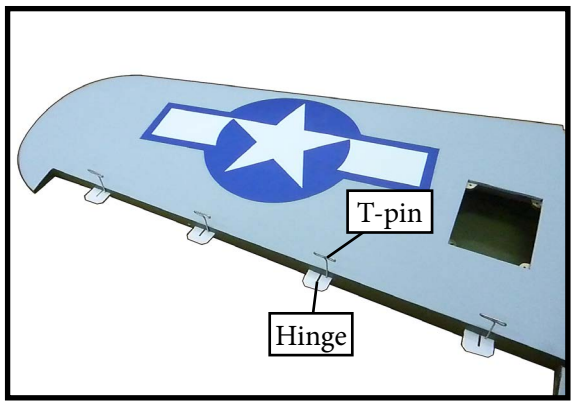
Carefully remove the aileron from one of the wing panels. Note the position of the hinges.

1.



Remove each hinge from the wing panel and aileron and place a T-pin in the center of each hinge. Slide each hinge into the wing panel until the T-pin is snug against the wing panel. This will help ensure an equal amount of hinge is on either side of the hinge line when the aileron is mounted to the aileron.

2.

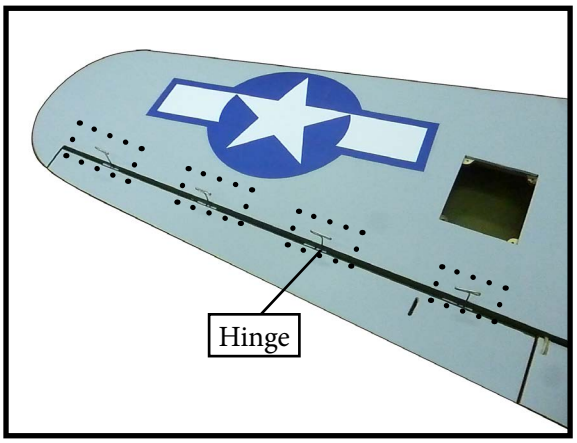


Slide the wing panel on the aileron until there is only a slight gap. The hinge is now centered on the wing panel and aileron. Remove the T-pins and snug the aileron against the wing panel. A gap of 1/64” or less should be maintained between the wing panel and aileron.

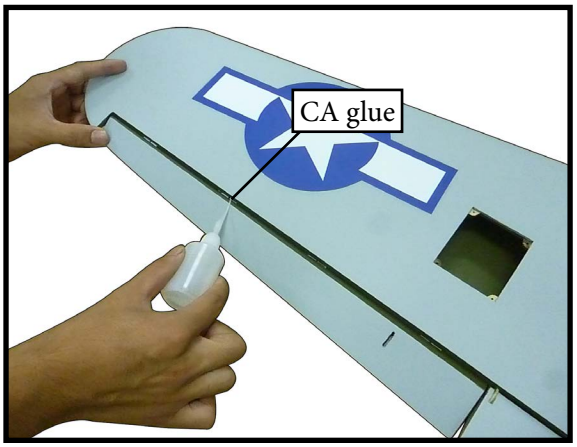
Deflect the aileron and completely saturate each hinge with thin C/A glue. The ailerons front surface should lightly contact the wing during this procedure. Ideally, when the hinges are glued in place, a 1/64" gap or less will be maintained throughout the lengh of the aileron to the wing panel hinge line.

NOTE : The hinge is constructed of a special material that allows the C/A to wick or penetrate and distribute throughout the hinge, securely bonding it to the wood structure of the wing panel and aileron.

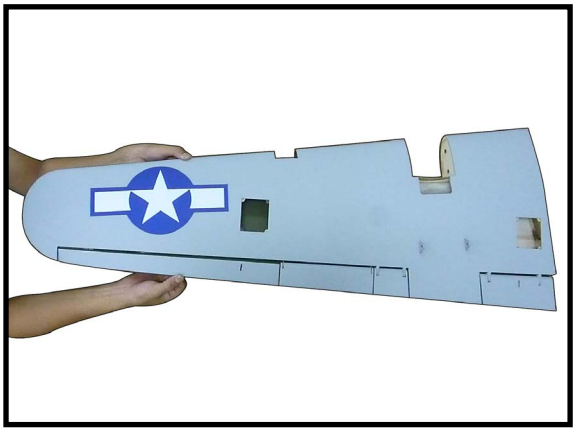
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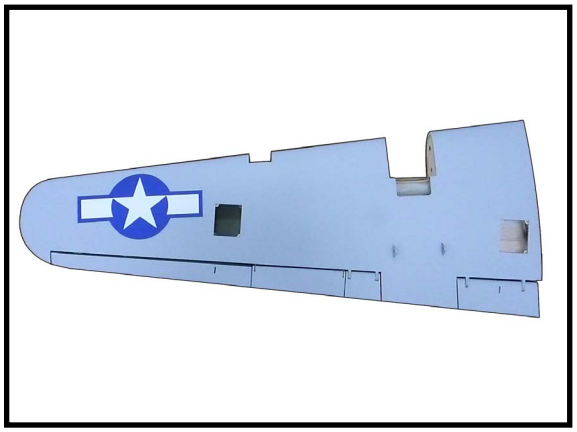
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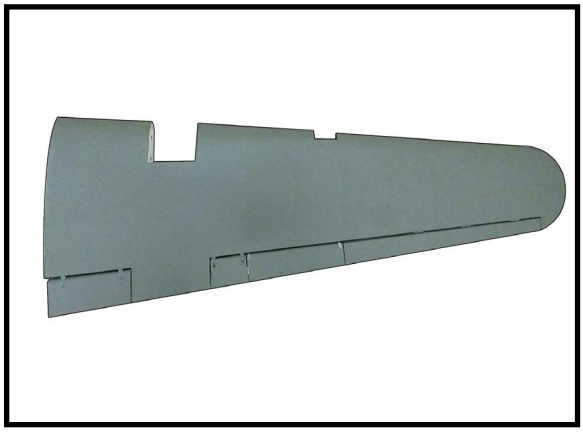
Turn the wing panel over and deflect the aileron in the opposite direction from the opposite side. Apply thin C/A glue to each hinge, making sure that the C/A penetrates into both the aileron and wing panel.

Using C/A remover/debonder and a paper towel, remove any excess C/A glue that may have accumulated on the wing or in the aileron hinge area.

Repeat this process with the other wing panel, securely hinging the aileron in place.

After both ailerons are securely hinged, firmly grasp the wing panel and aileron to make sure the hinges are securely glued and cannot be pulled out. Do this by carefully applying medium pressure, trying to separate the aileron from the wing panel. Use caution not to crush the wing structure.

7.

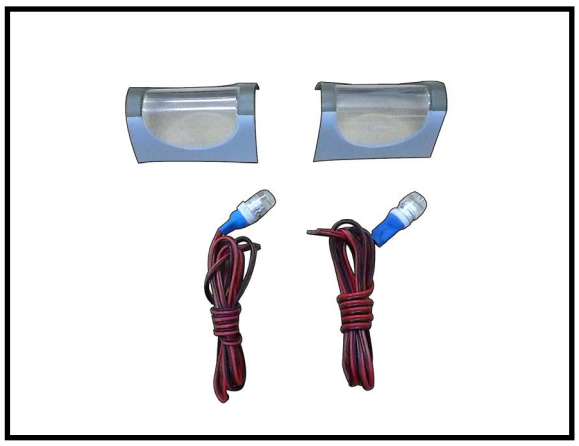


Note : Work the aileron up and down several times to "work in" the hinges and check for proper movement.

WING TIP BULBS

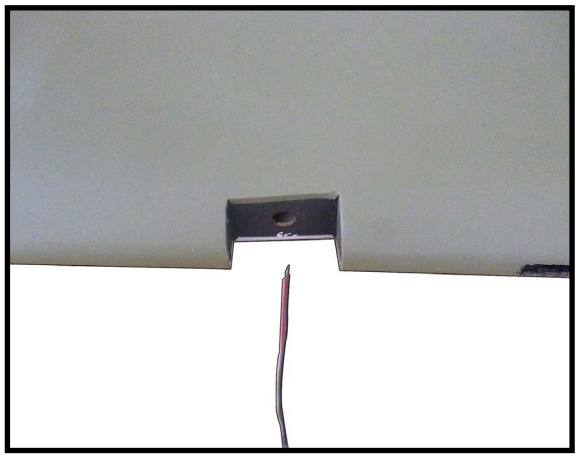
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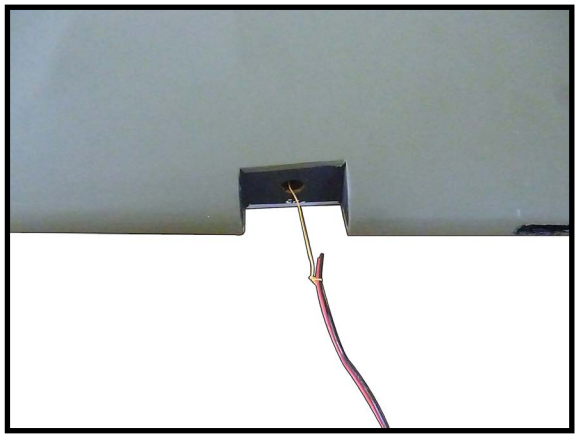


They are designed to operate on voltages 12 volts.

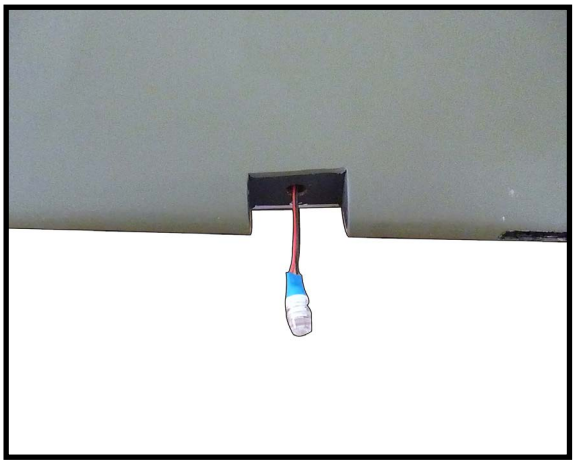
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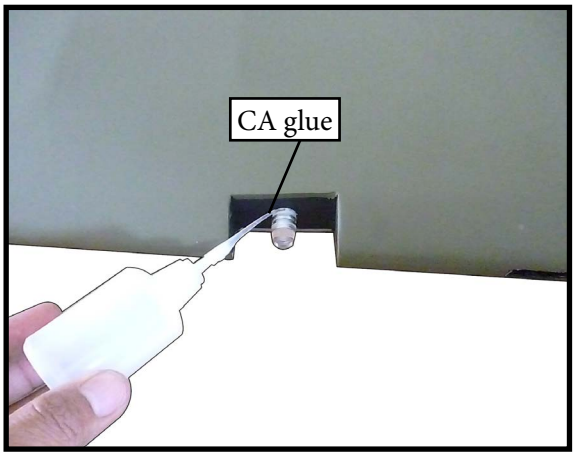
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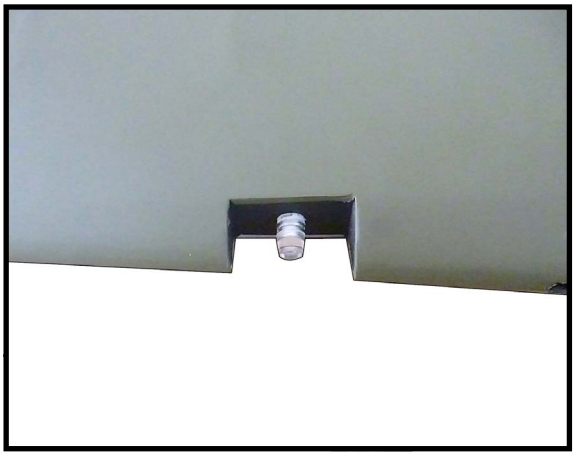
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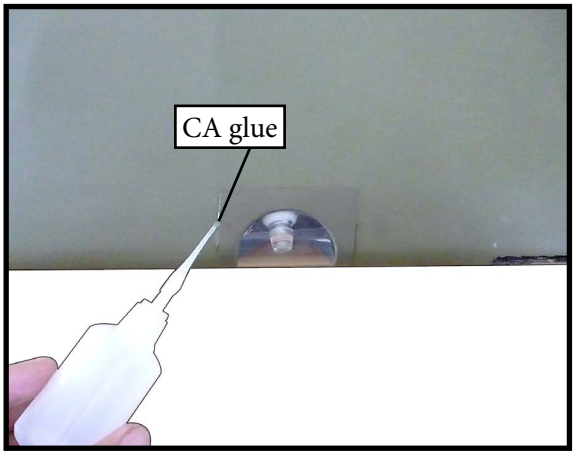
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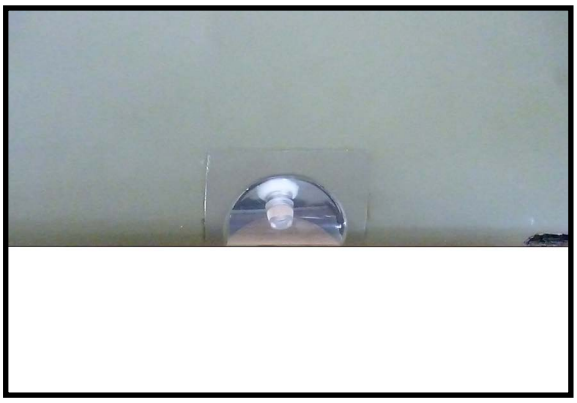
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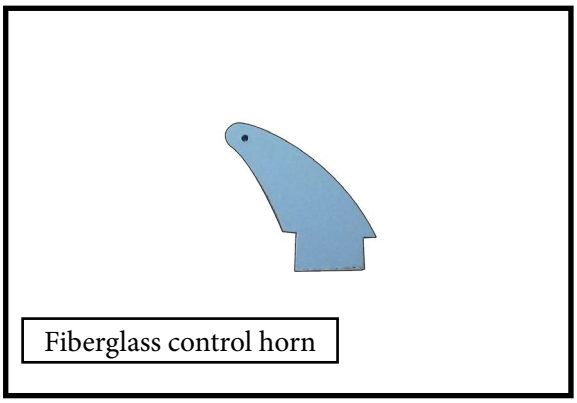


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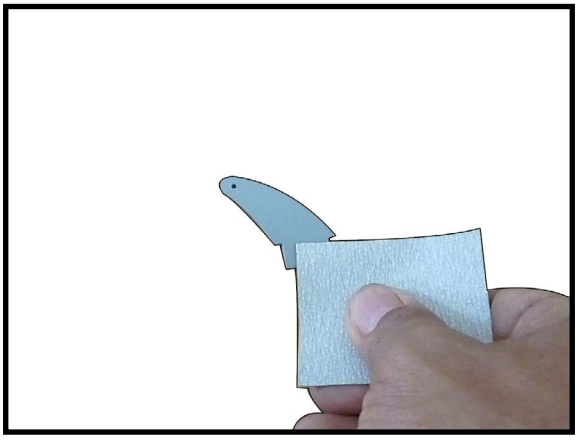


INSTALL THE AILERONS CONTROL HORN

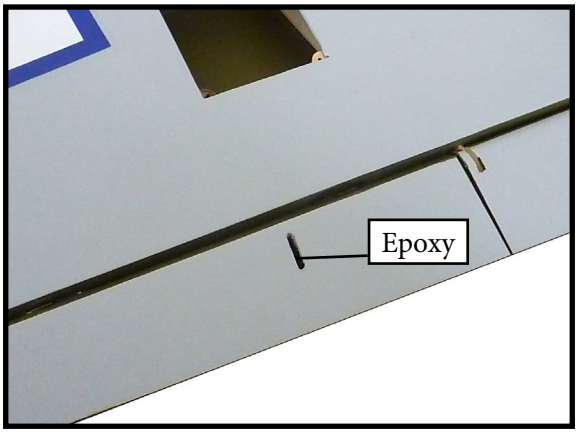
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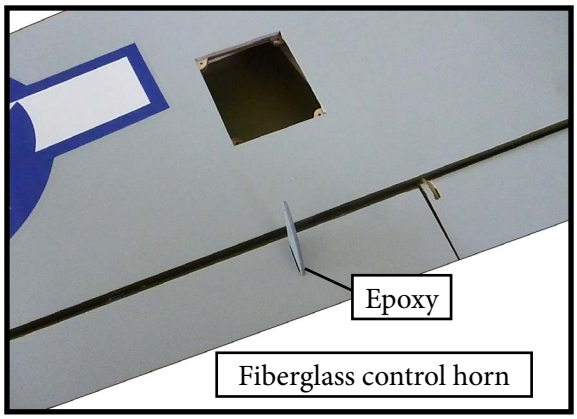
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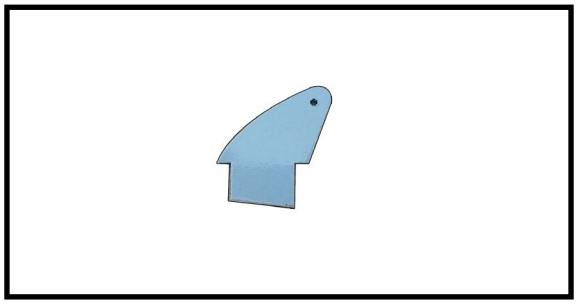
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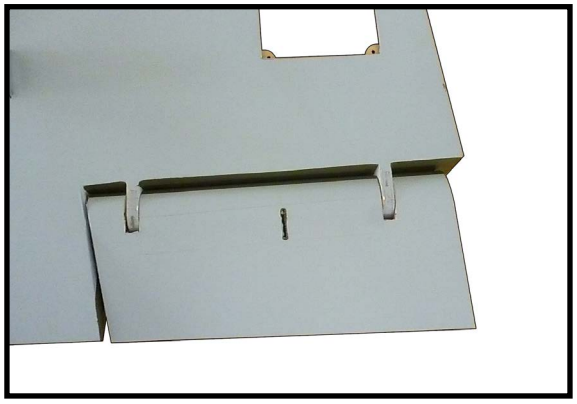
INSTALL FLAP CONTROL HORN

Install the flap control horn using the same method as same as the aileron control horns.

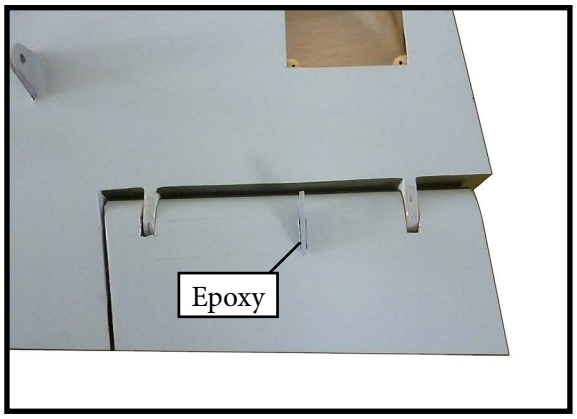
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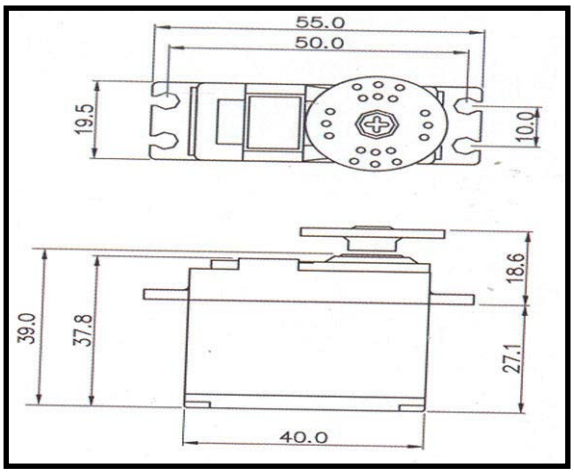


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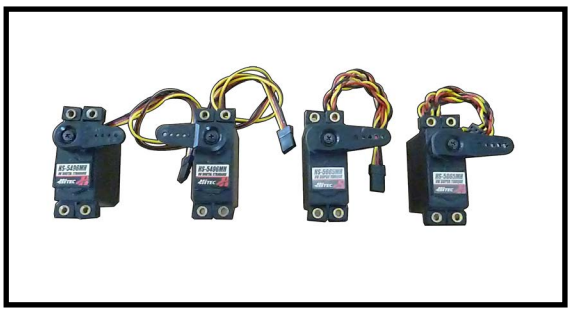


INSTALLING THE ALLERON SERVOS

1.



2.

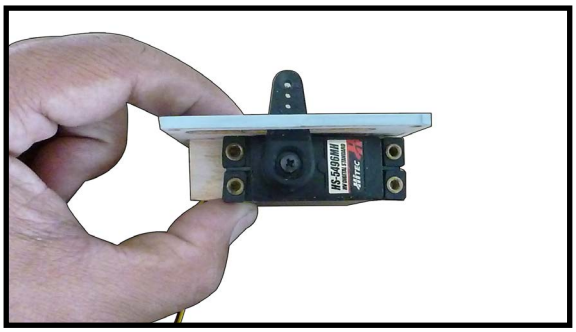


Minimum servo spec.
Torque : 194 oz-in (14 kg-cm) @ 6.0V;
236 oz-in (17kg-cm) @ 7.4V

⚠ Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

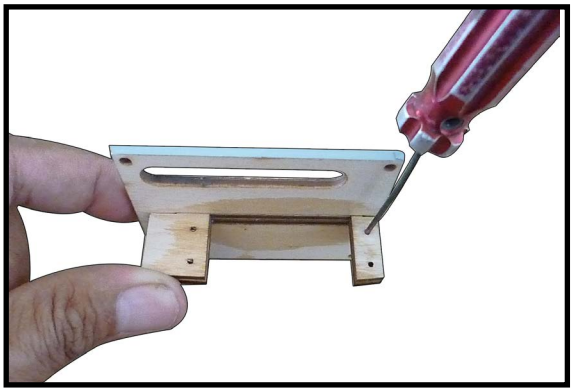
Place the servo between the mounting blocks and space it from the hatch. Use a pencil to mark the mounting hole locations on the blocks.

3.



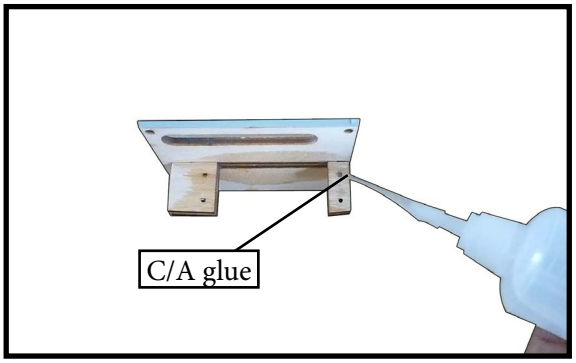
Use drill bit in a pin vise to drill the mouting holes in the blocks.

4.



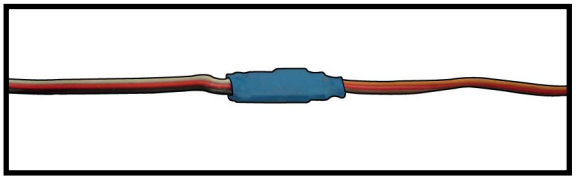
Apply 2-3 drops of thin C/A to each of the mounting holes. Allow the C/A to cure without using accelerator.

5.



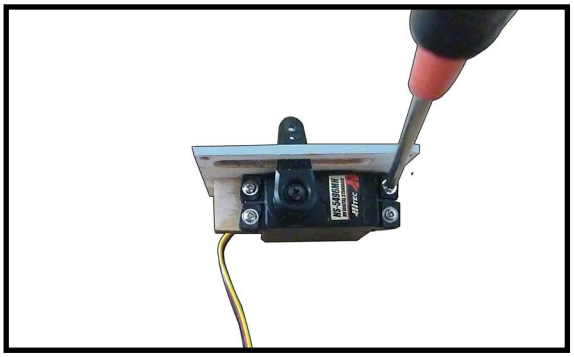
Use dental floss to secure the connection so they cannot become unplugged.

6.



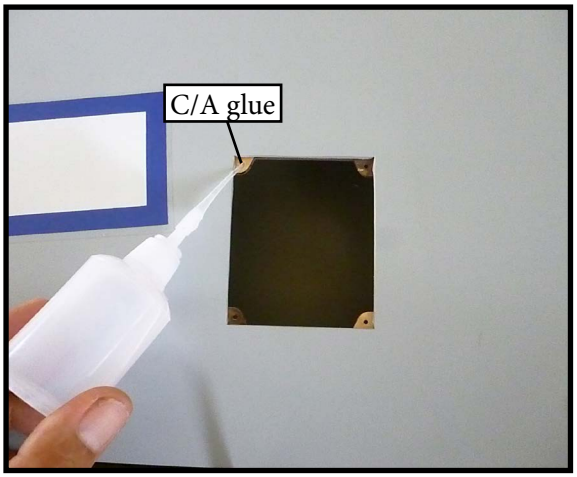
Secure the servo to the aileron hatch using Phillips screwdriver and the screws provided with the servo.

7.



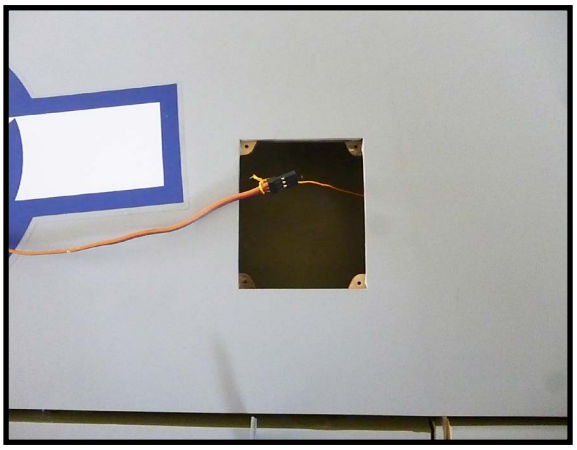
Apply 1-2 drops of thin C/A to each of the mounting tabs. Allow the C/A to cure without using accelerator.

8.

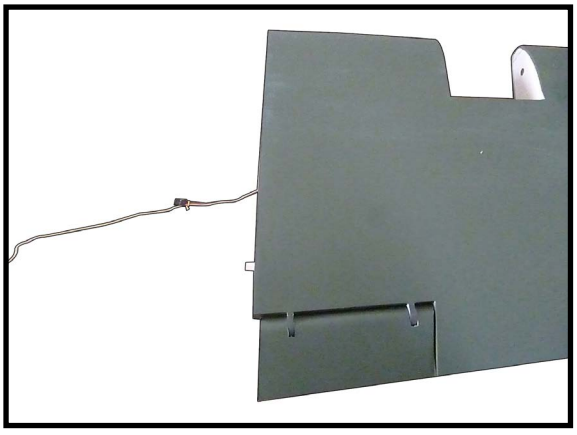


Remove the string from the wing at the servo location and use the tape to attach it to the servo extension lead. Pull the lead through the wing and remove the string.

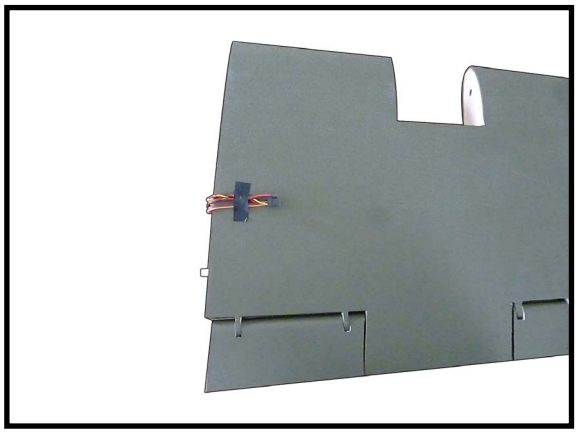
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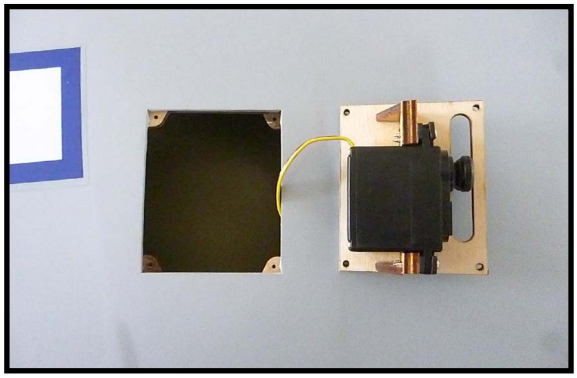
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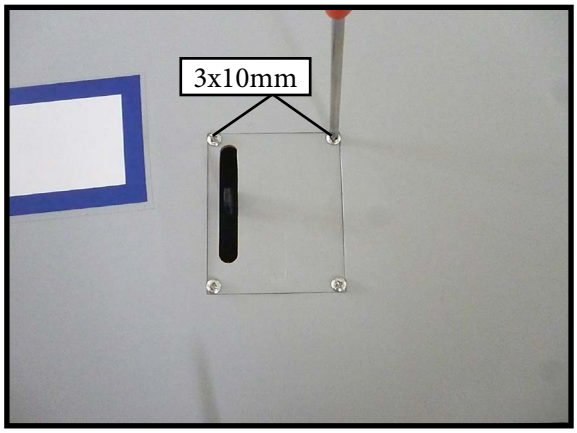


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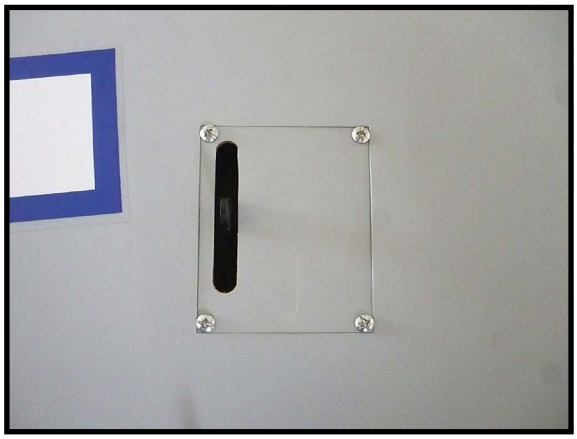


Set the aileron hatch in place and use a Phillips screw driver to install it with four wood screws.

13.



14.



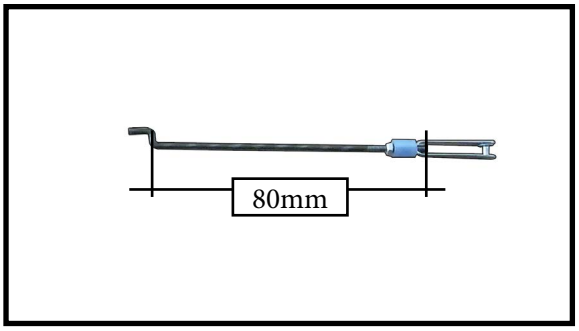
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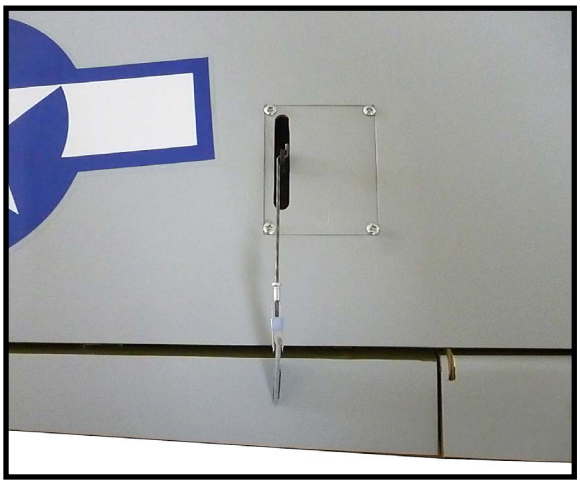
AILERON PUSHROD INSTALLATION

Please see below pictures.

1.



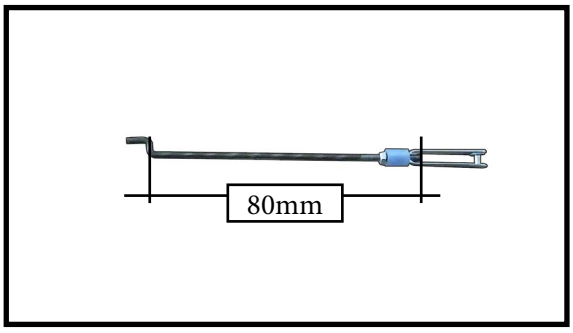
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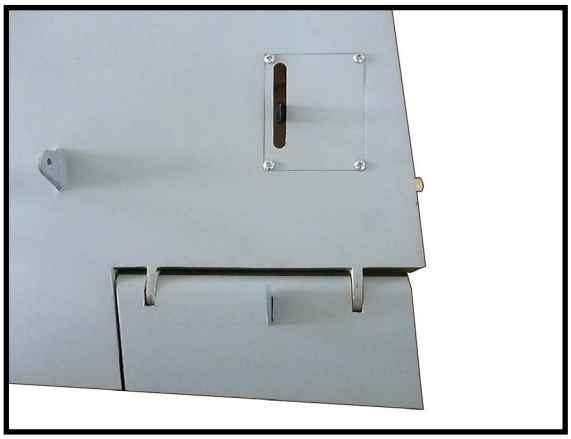
INSTALLING THE FLAP SERVO

Repeat the procedure for the flap servo.

1.



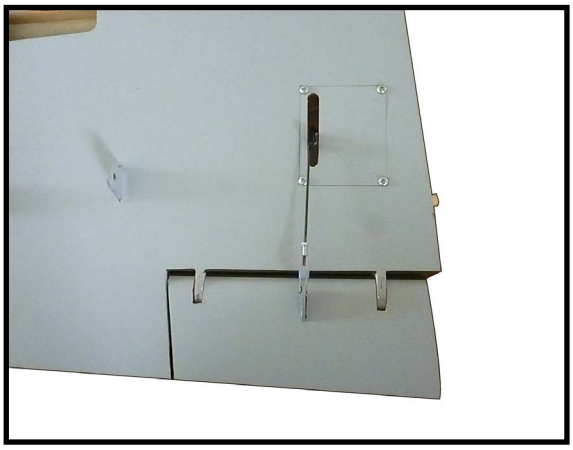
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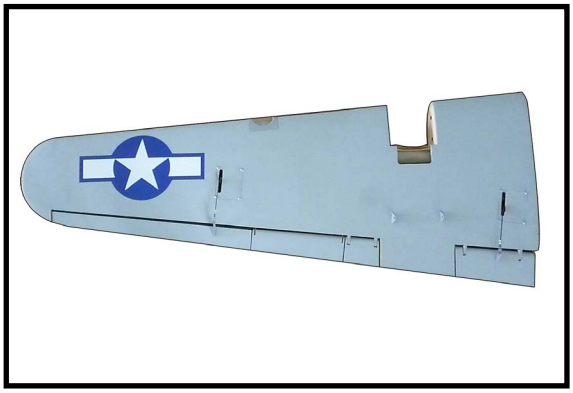
INSTALLING THE FLAP PUSHROD

Repeat the procedure for the aileron pushrod.

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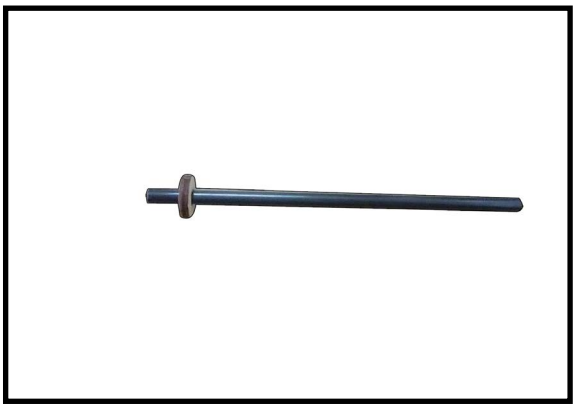
SET UP BOTTOM HATCH SYSTEM

Please see below pictures.

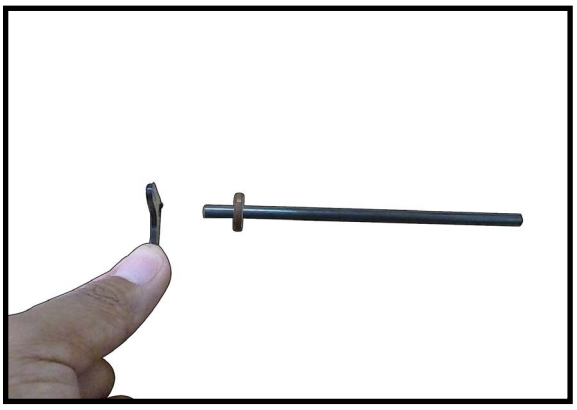
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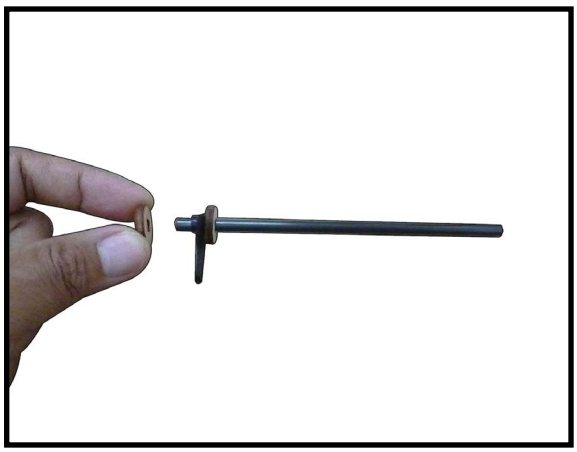
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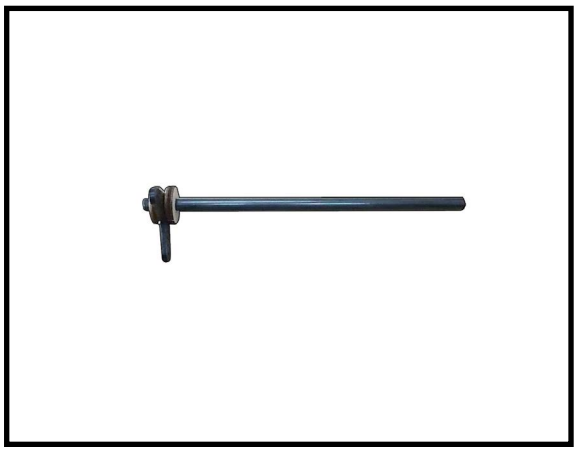
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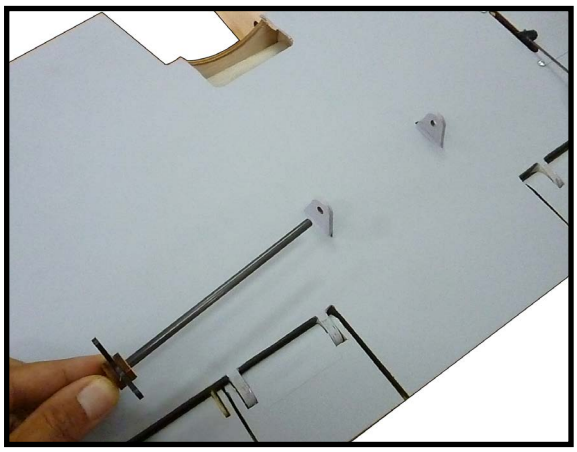
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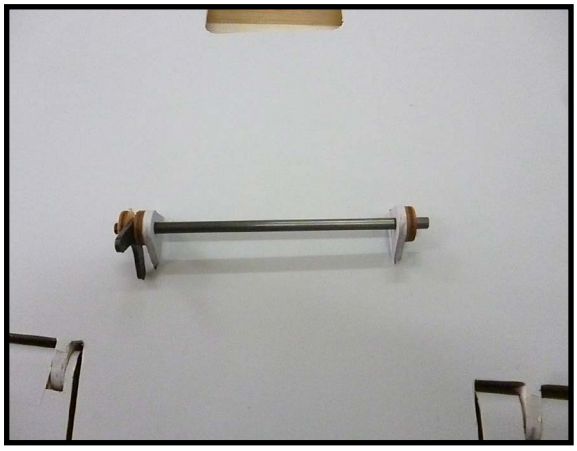
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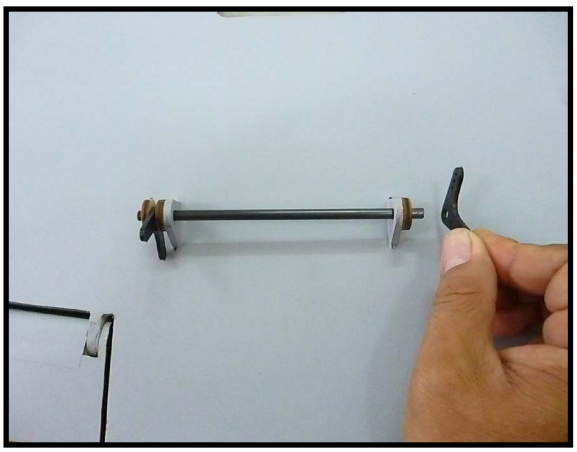
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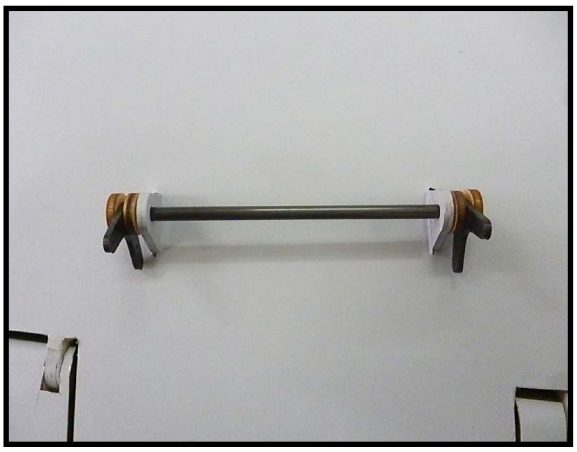
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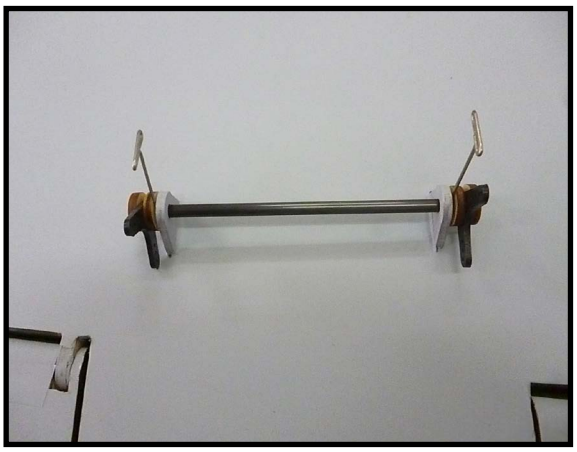
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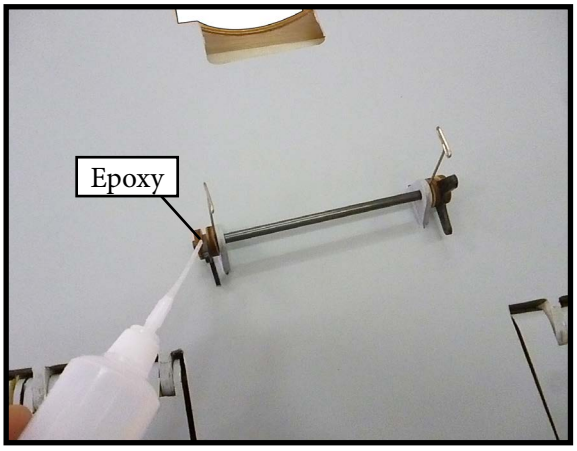
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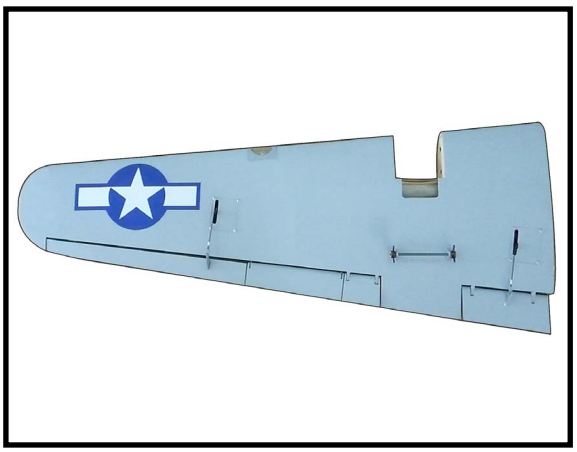
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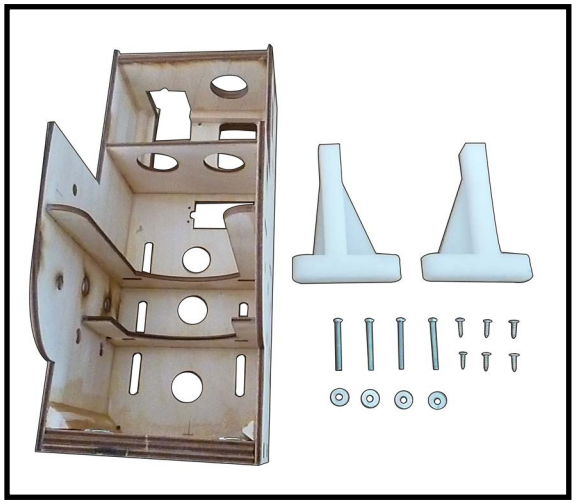
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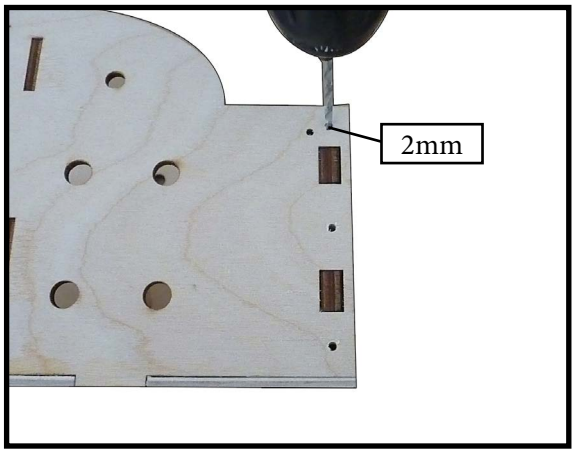
ENGINE MOUNT INSTALLATION

Locate the items necessary to install the engine mount included with your model.

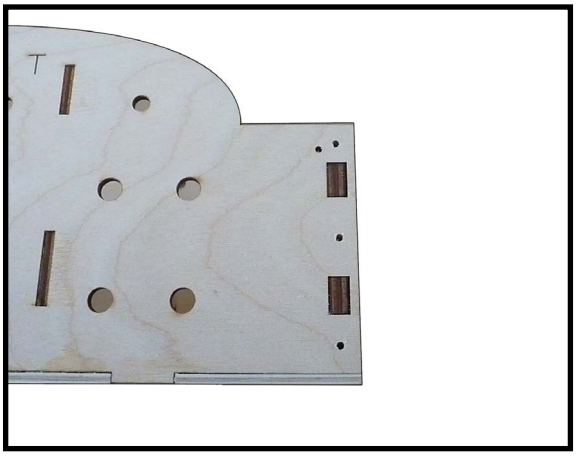
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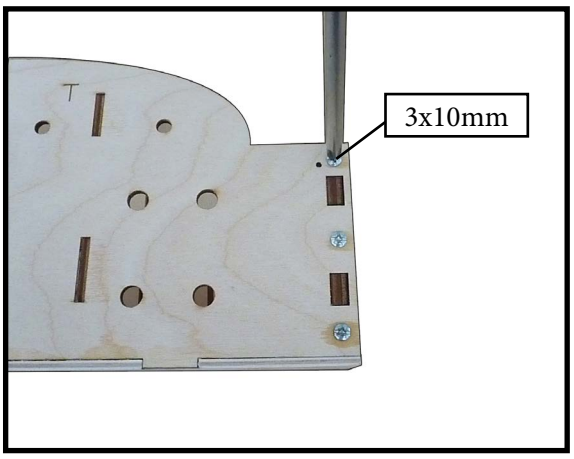
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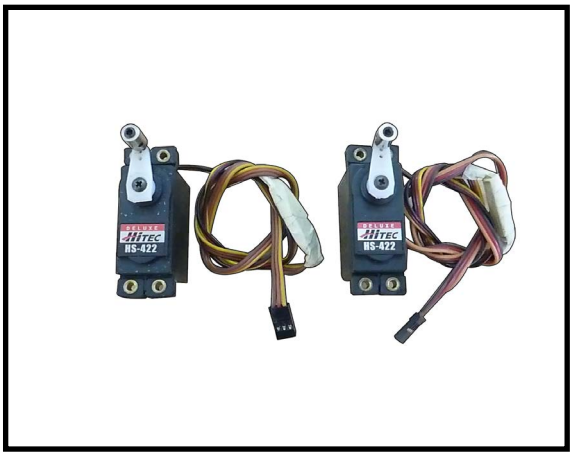
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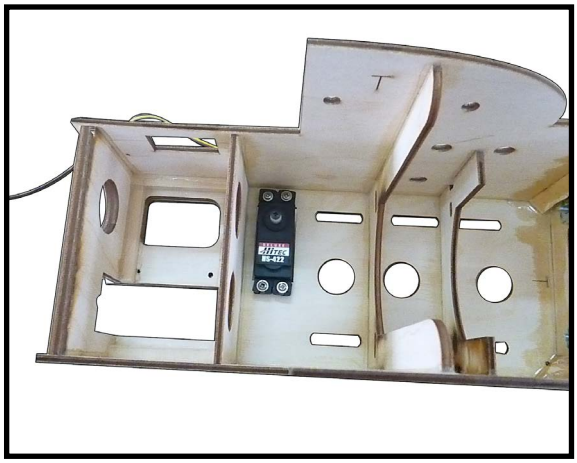
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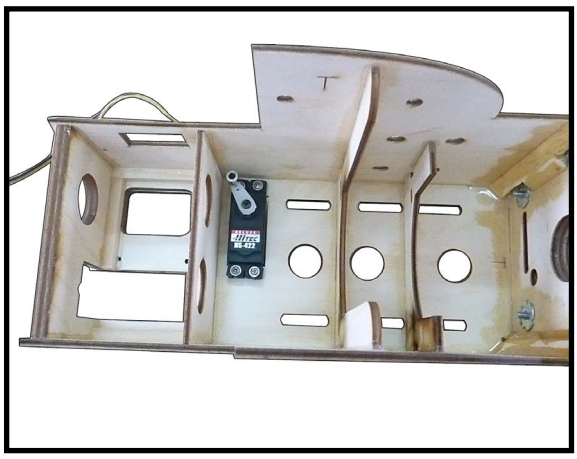
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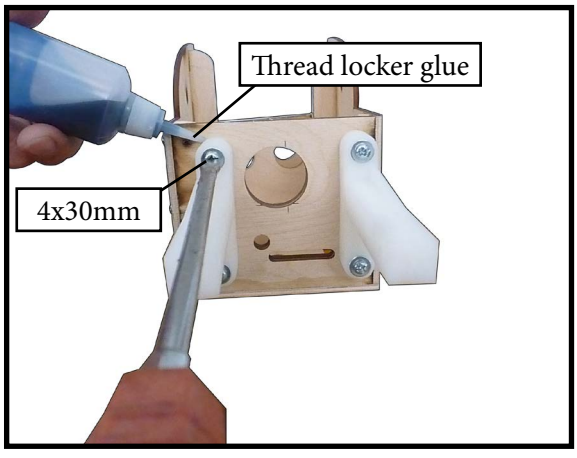
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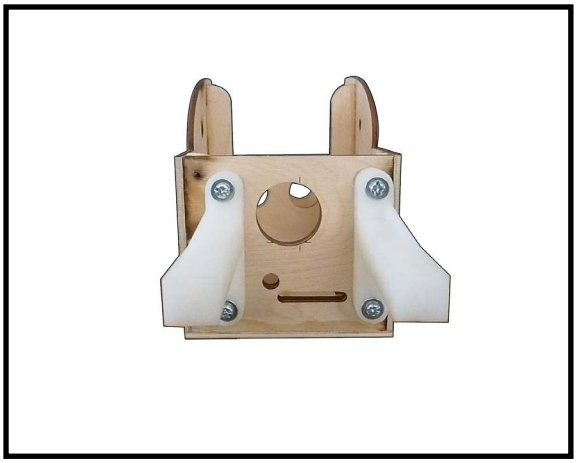


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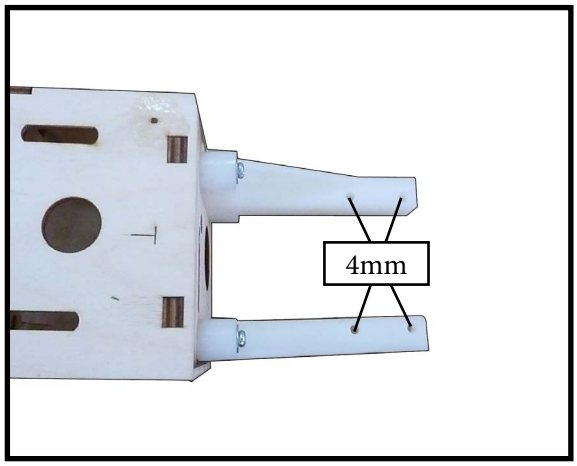
Use four 4x30mm head bolts and four 4mm washers to attach the engine mount rails to the firewall. Tighten the screws . Make sure to use threadlock on the screws to help prevent them from vibrating loose.

10.



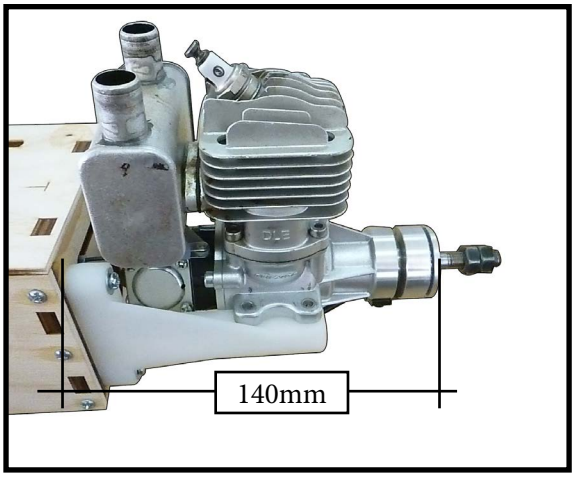
Use a drill to drill the four holes in the engine mount rails.

11.

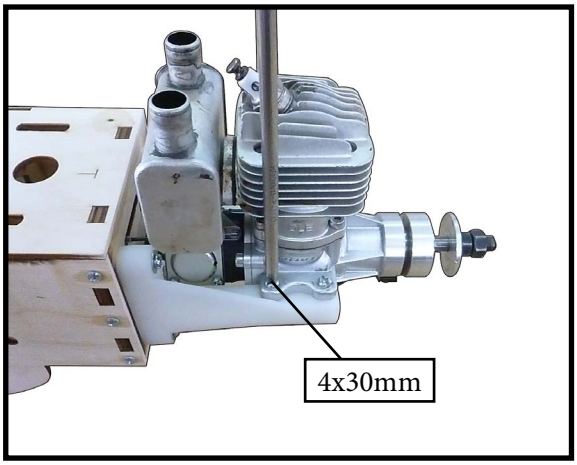


Position the engine with the drive washe (140mm) forward of the firewall as shown.

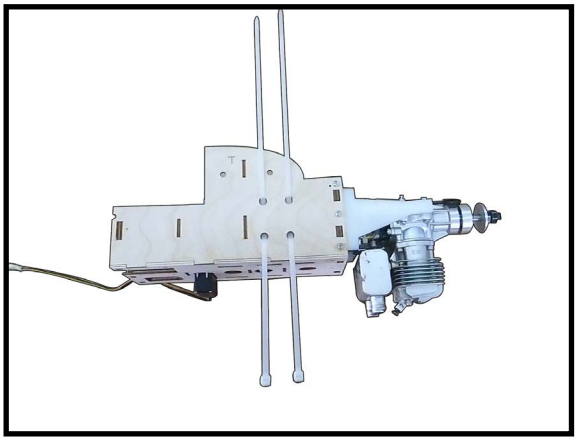
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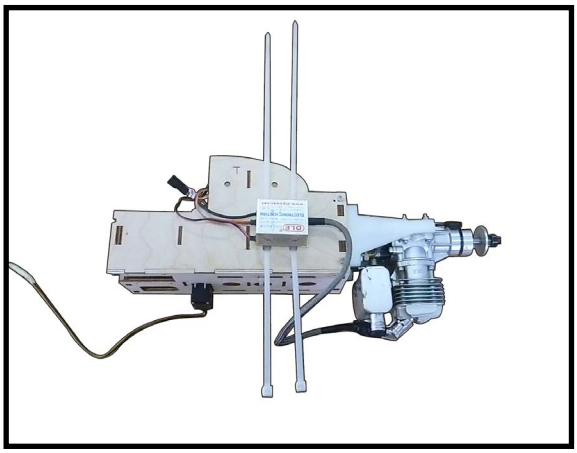
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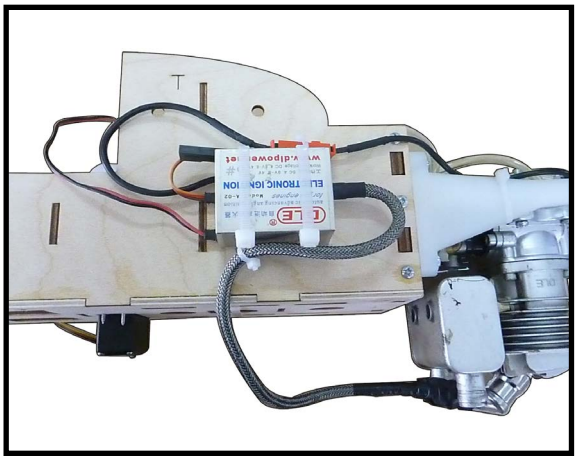
14.



15.



16.



Reinstall the servo horn by sliding the connector over the pushrod wire. Center the throttle stick and trim and install the servo horn perpendiular to the servo center line.

17.



Move the throttle stick to the closed position and move the carburetor to closed. Use a 2.5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.

18.

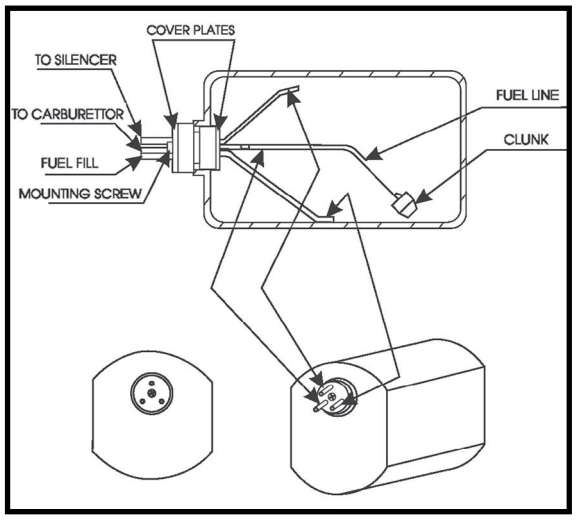


INSTALLING THE STOPPER ASSEMBLY

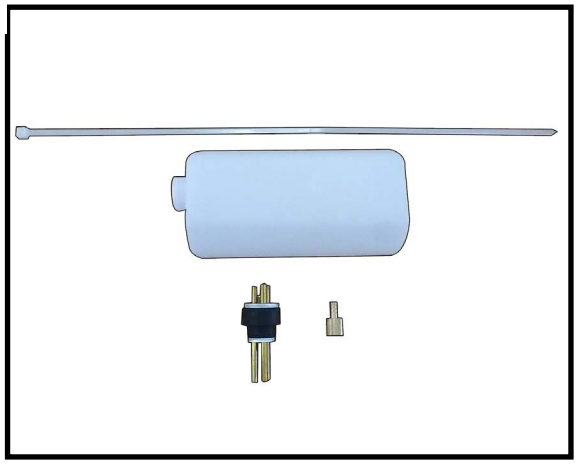
Using a modeling knife, carefully cut off the rear portion of one of the 3 nylon tubes leaving 1/2" protruding from the rear of the stopper. This will be the fuel pick up tube.

Using a modeling knife, cut one length of silicon fuel line. Connect one end of the line to the weighted fuel pick up and the other end to the nylon pick up tube.

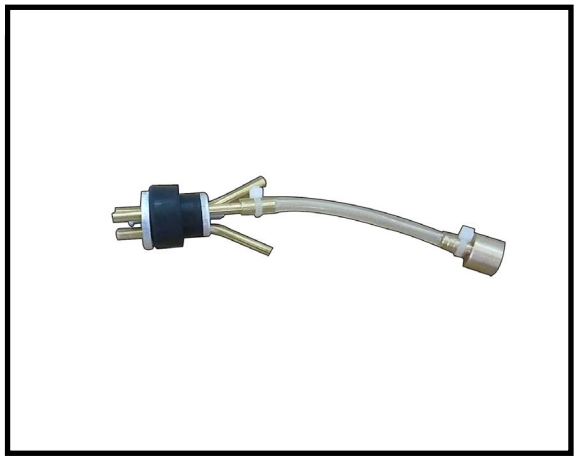
1.



2.



3.



Carefully bend the second nylon tube up at a 45º angle. This tube is the vent tube.

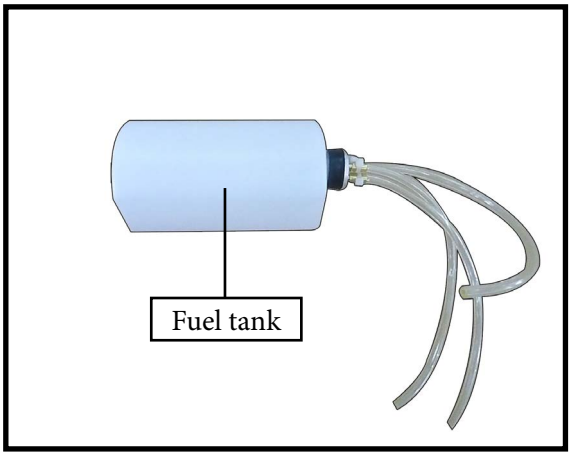
Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none falls into the tank.

With the stopper assembly in place, the weighted pick-up should rest away from the rear of the tank and move freely inside the tank. The top of the vent tube should rest just below the top of the tank. It should not touch the top of the tank.

When satisfied with the alignment of the stopper assembly tighten the 3x20mm machine screw until the rubber stopper expands and seals the tank opening. Do not overtighten the assembly as this could cause the tank to split.

FUEL TANK INSTALLATION

1.

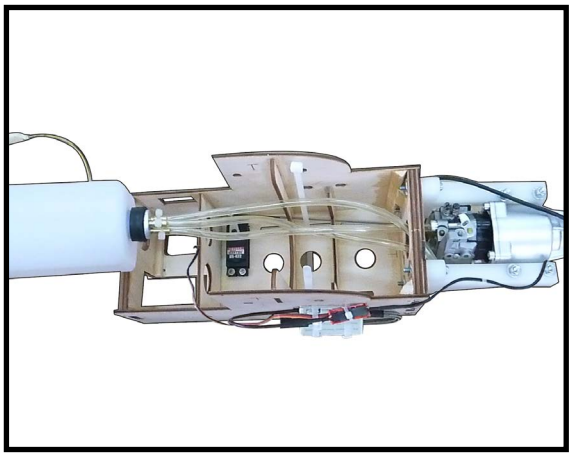


- ⚠ *You should mark which tube is the vent and which is the fuel pickup when you attach fuel tubing to the tubes in the stopper. Once the tank is installed inside the fuselage, it may be difficult to determine which is which.*

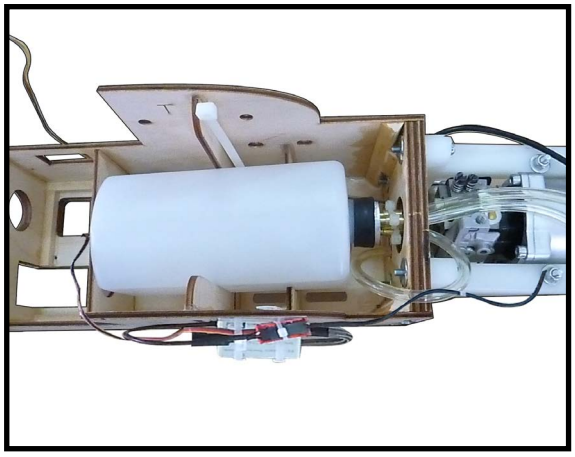
Use balsa block to hold in place the fuel tank with C/A glue to secure the fuel tank.

Use balsa block to hold in place the fuel tank with C/A glue to secure the fuel tank inside the fuselage.

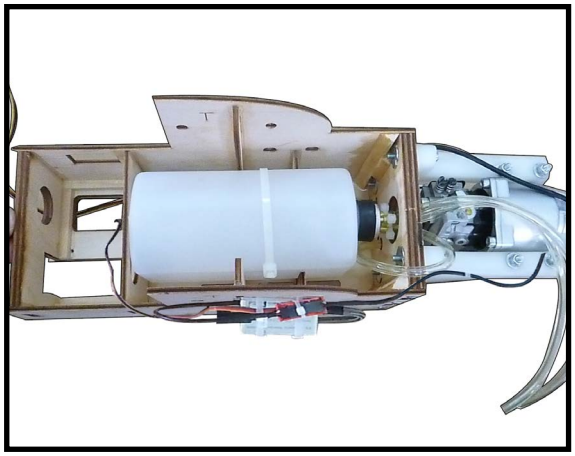
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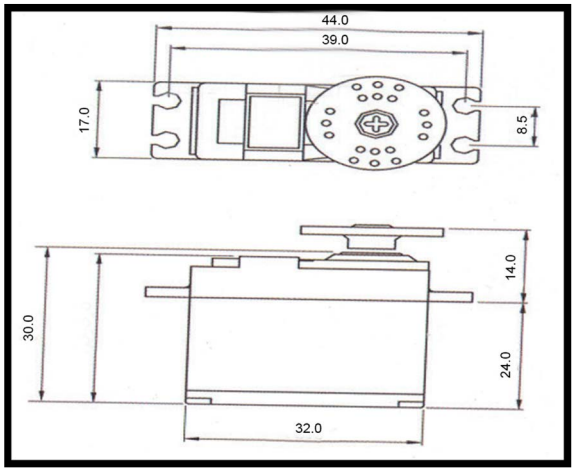
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4.



5.



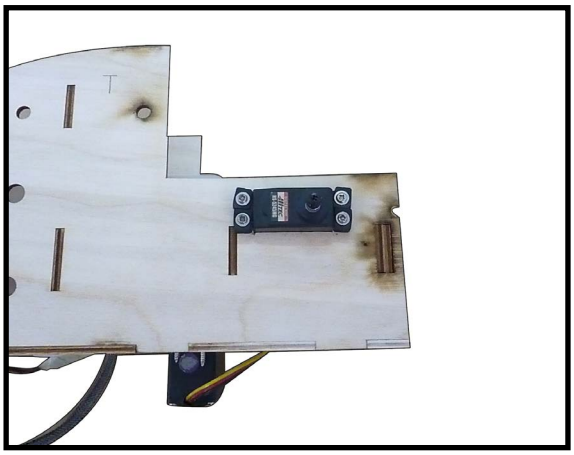
Set up sevor to pull the cover of the box.

6.

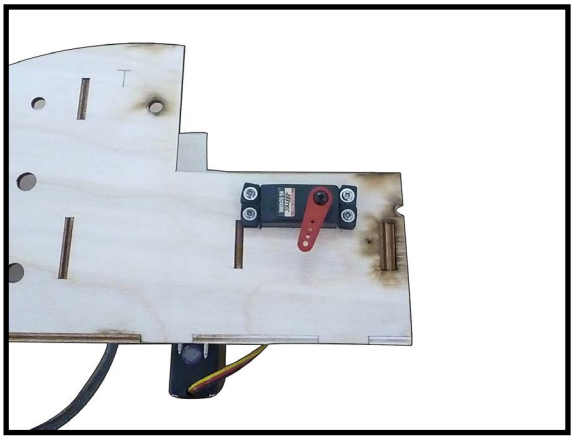


Minimum servo spec.
Torque : 61.10 oz-in (4.4 kg-cm) @ 4.8V;
76.37 oz-in (5.5 kg-cm) @ 6.0V

7.



8.



OPTIONAL RETRACTABLE LANDING GEAR

If you want to use retracts in your **Michell B-25-for 20cc engines 95”**, it is a very popular add-on as optional, we recommend that you buy a good set of electric retracts as the Himark AM07 Main Gear and Himark AM08 Nose Gear shown as below.

Nose Gear.

1.



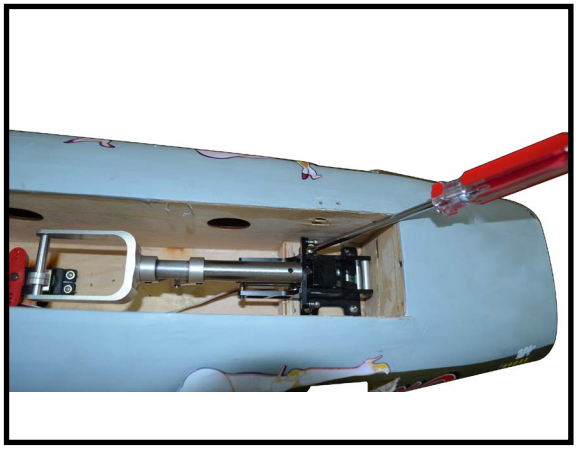
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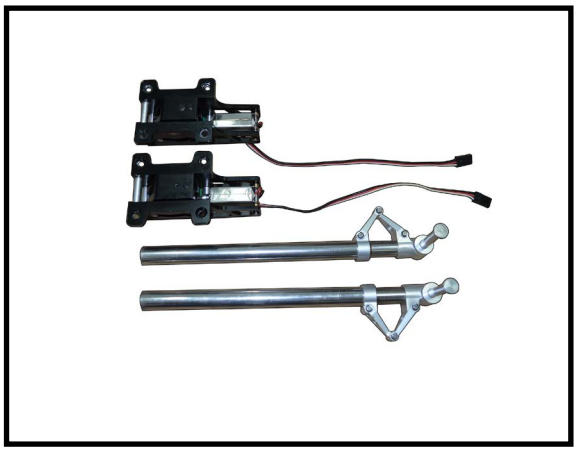


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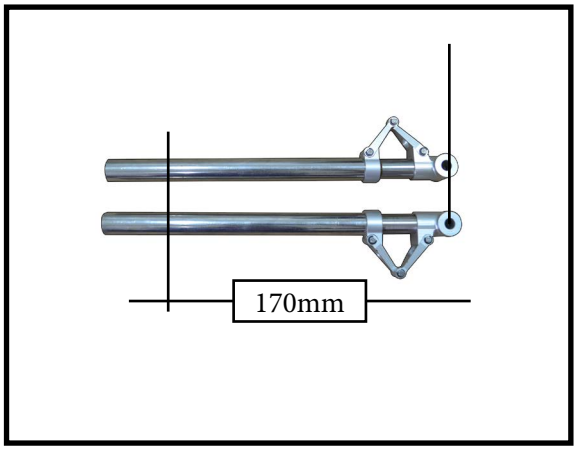
Main Gear.

5.



If you use the Himark Mair gear, please cut off so that length is 170mm shown as below.

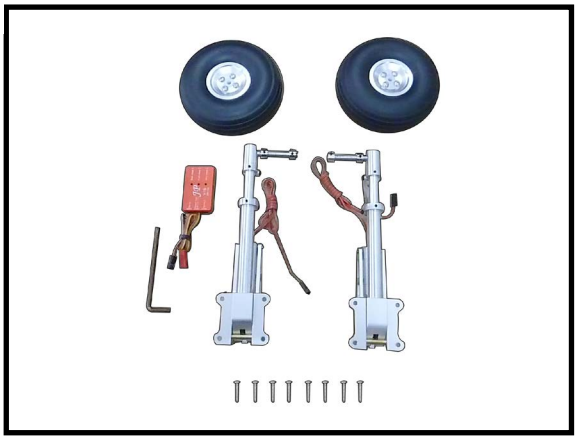
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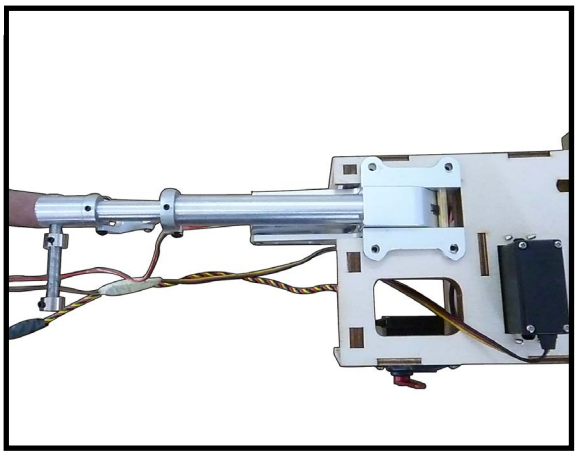
ELECTRIC RETRACTABLE LANDING GEAR

Electric retractable landing gear is included in this kit shown as below.

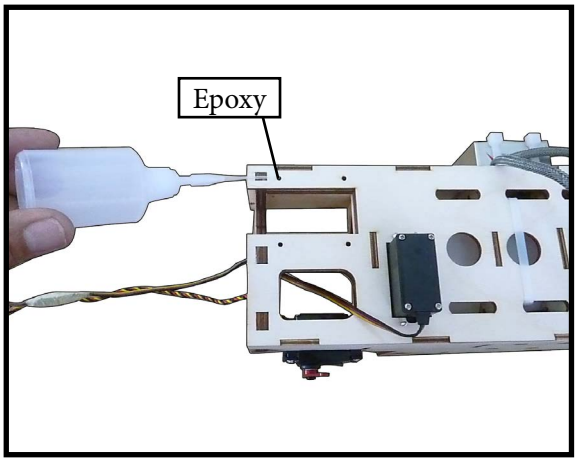
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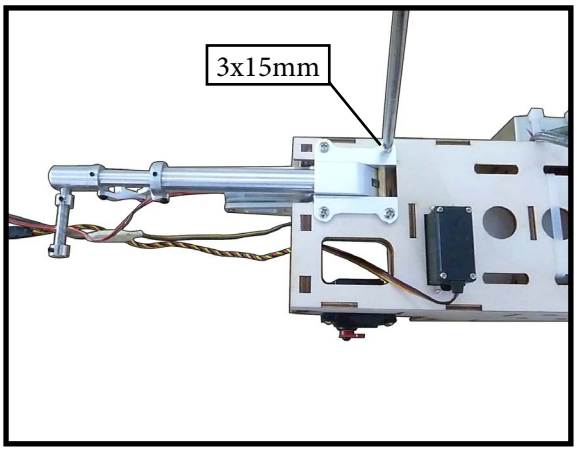
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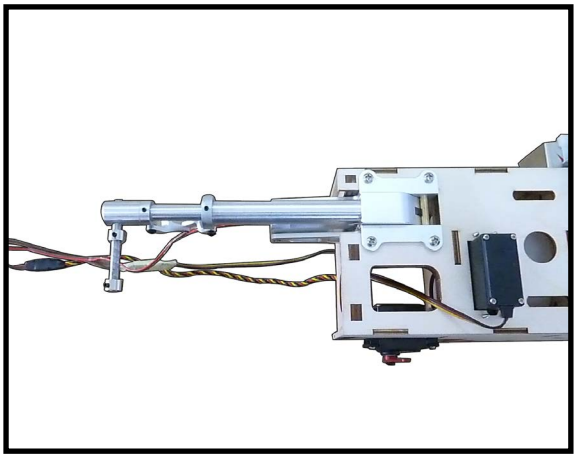
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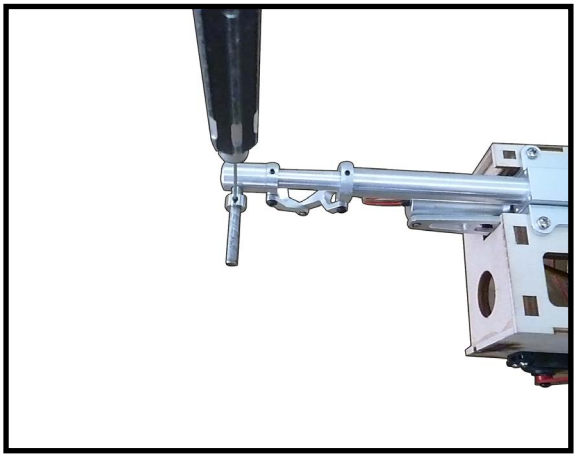
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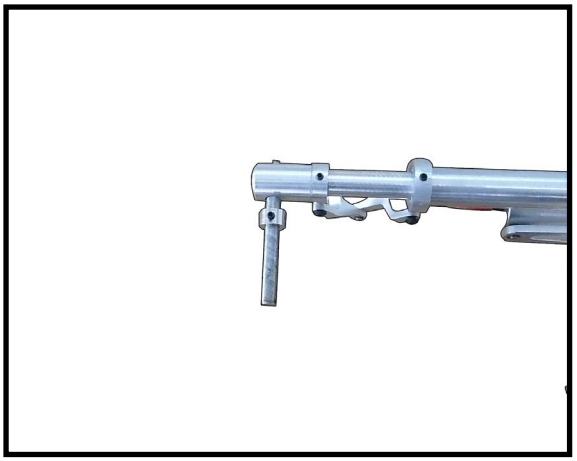
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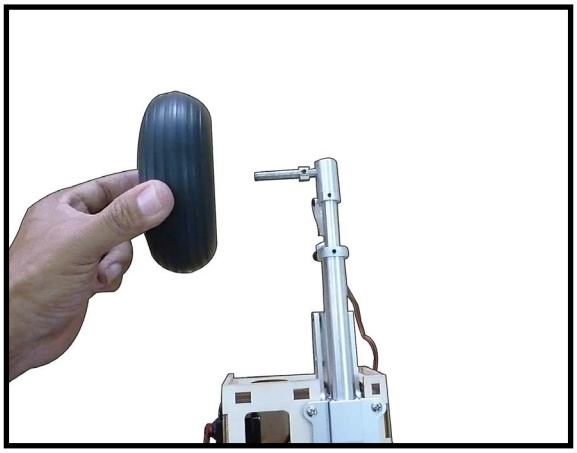
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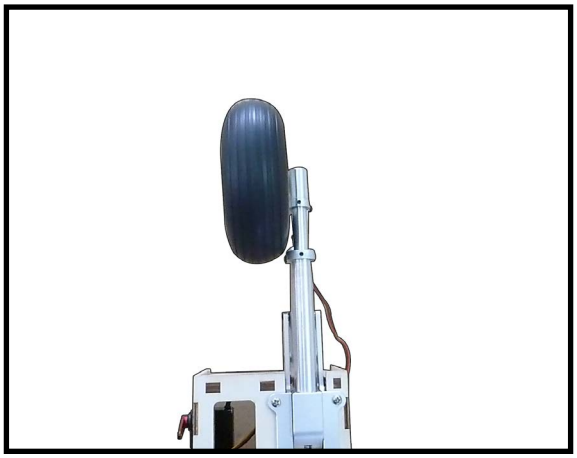
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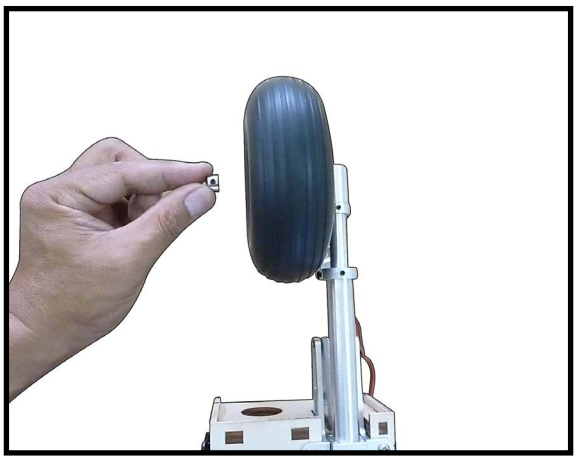
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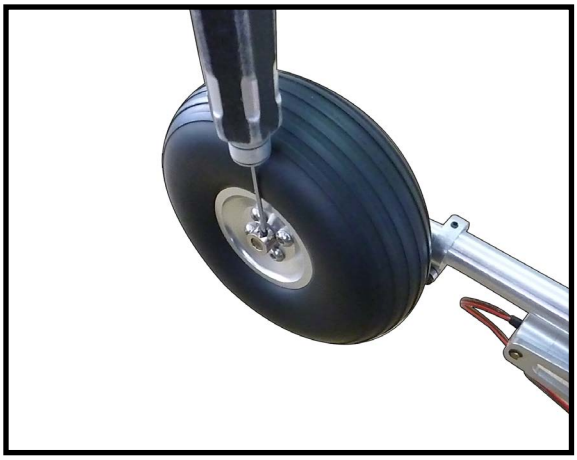
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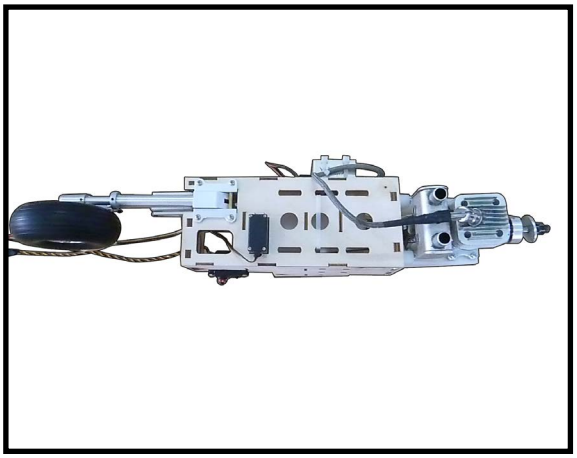
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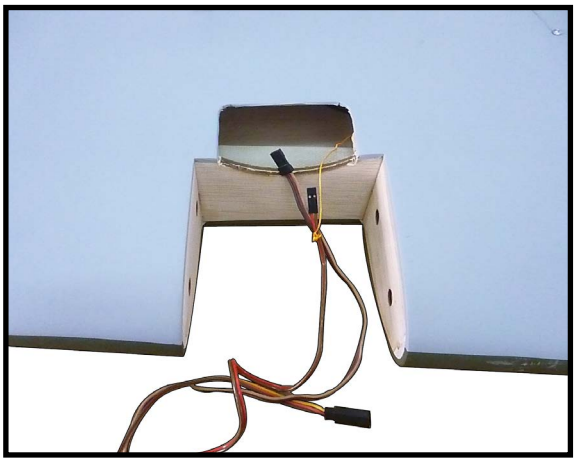
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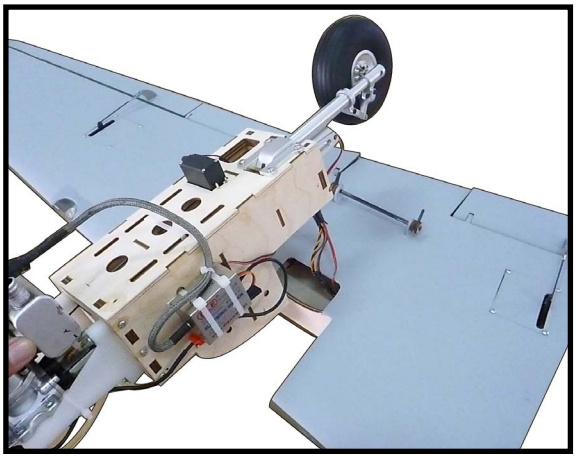
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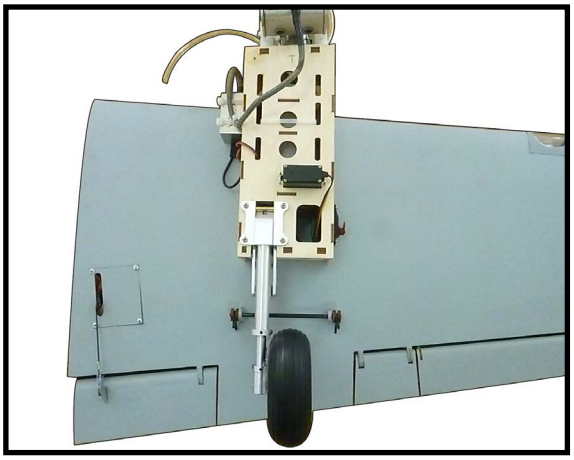
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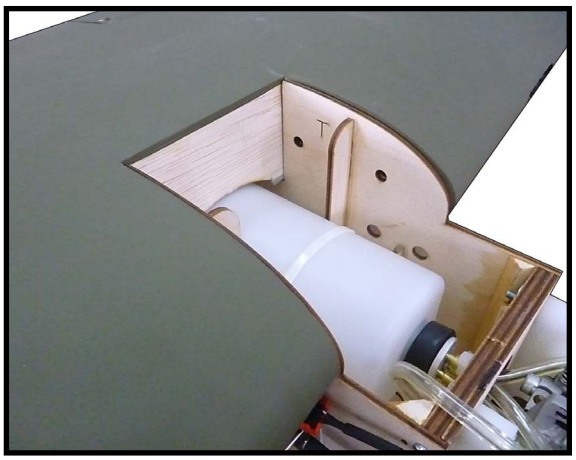
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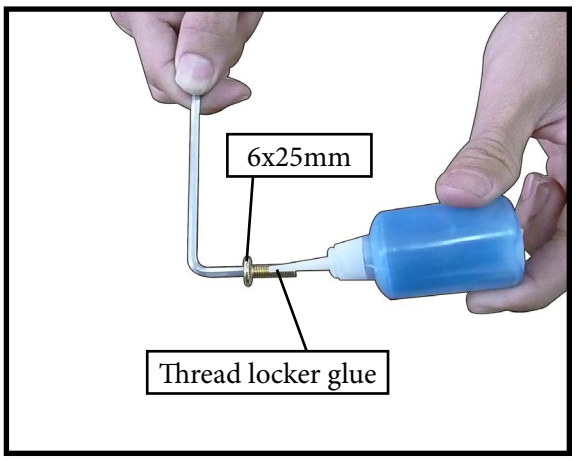
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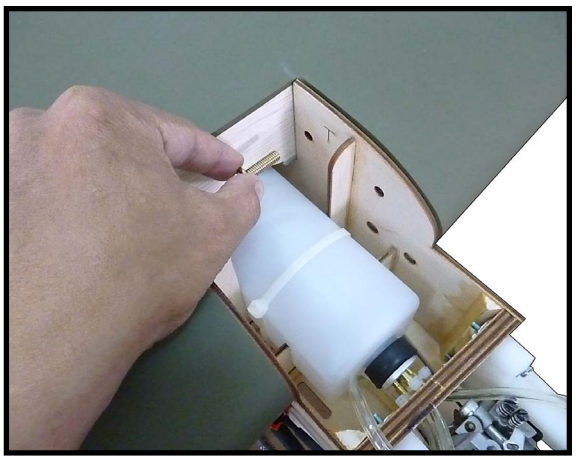
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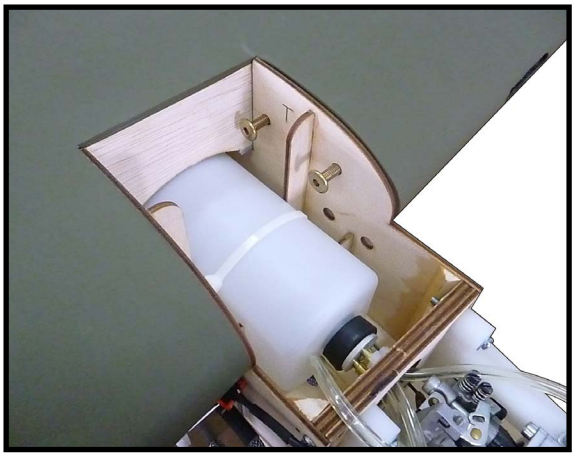
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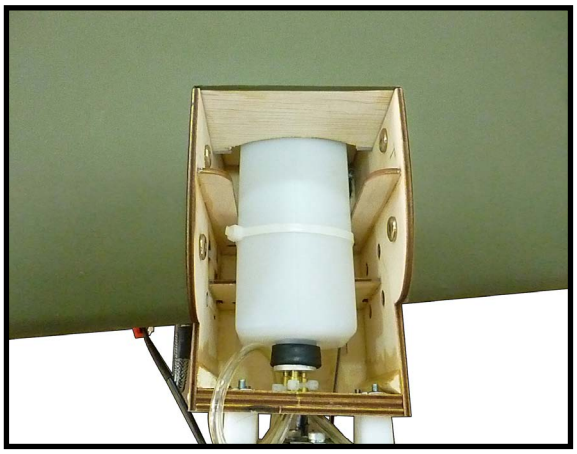
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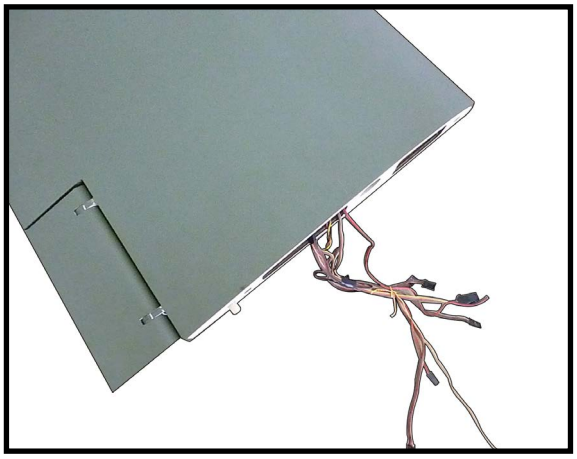
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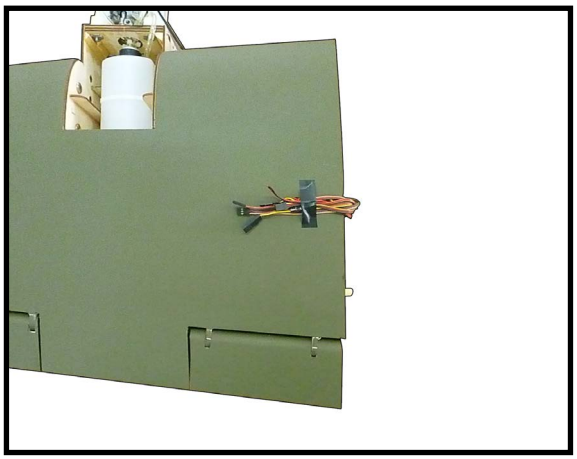
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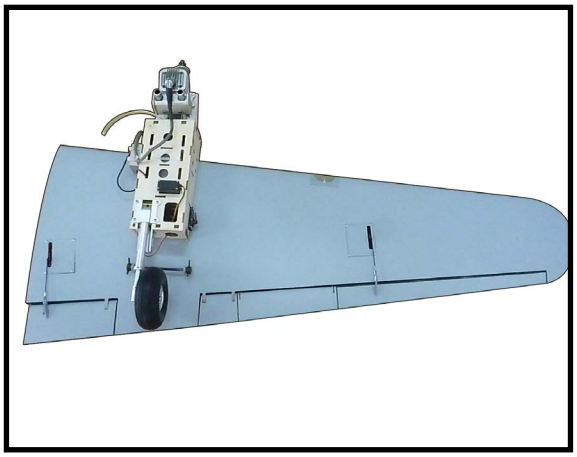
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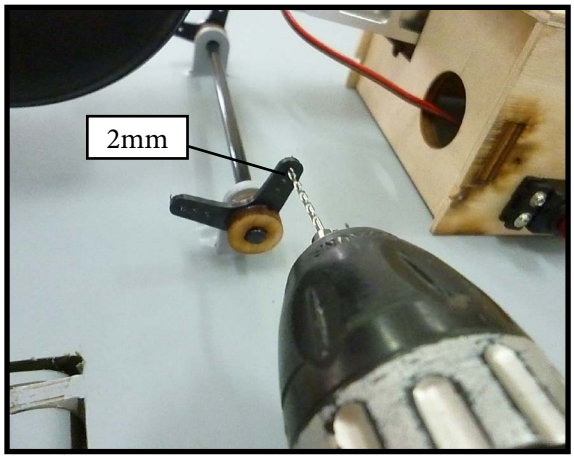
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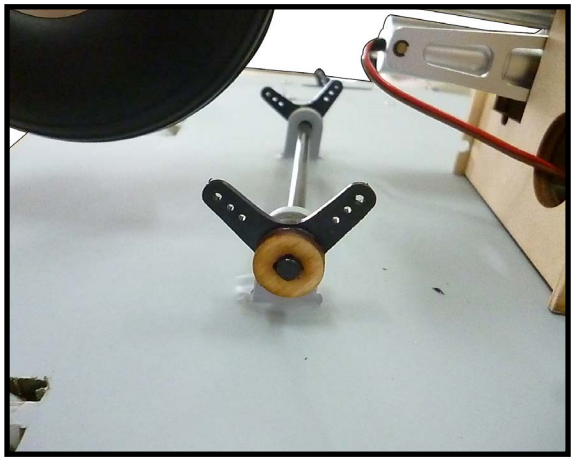
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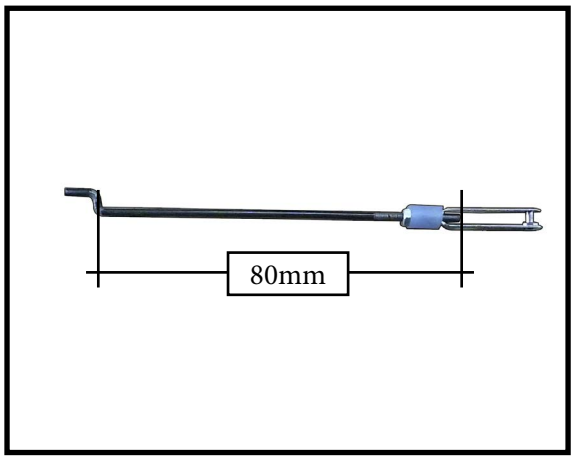
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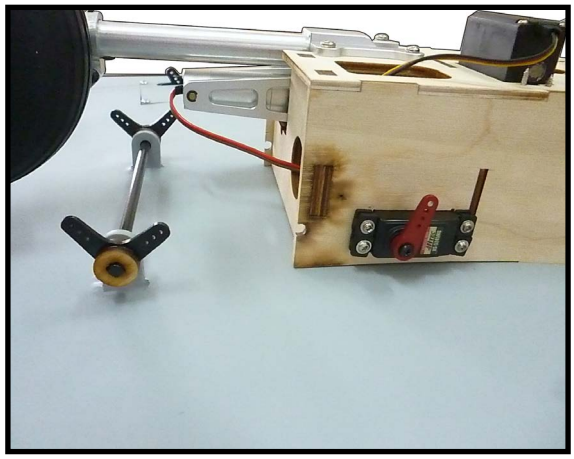
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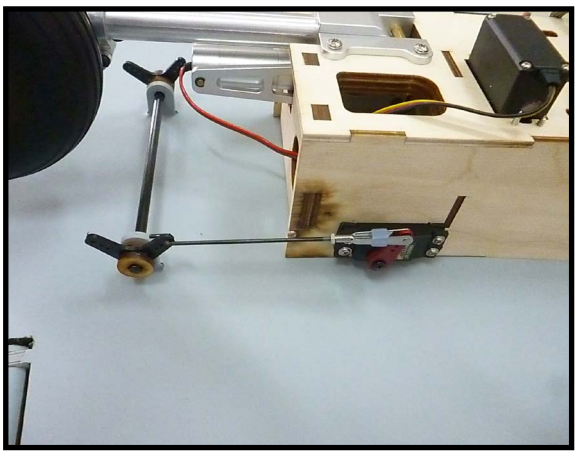
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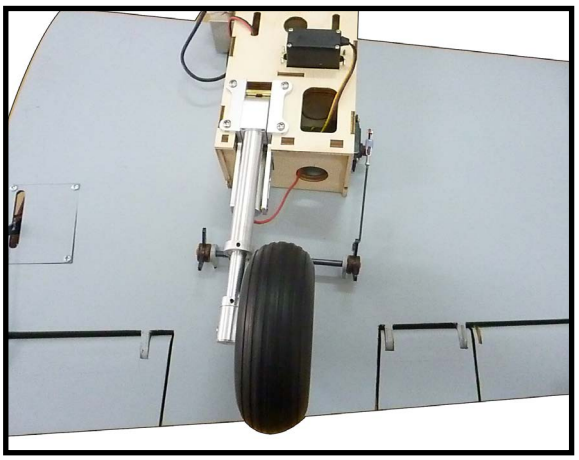
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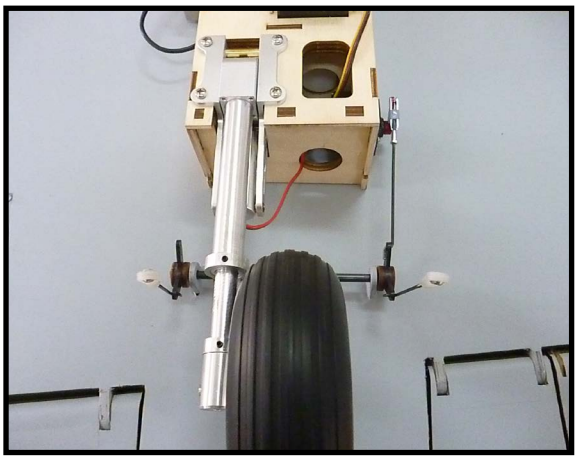
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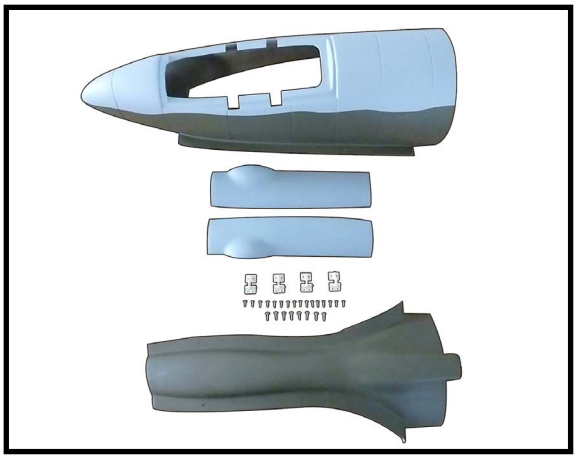
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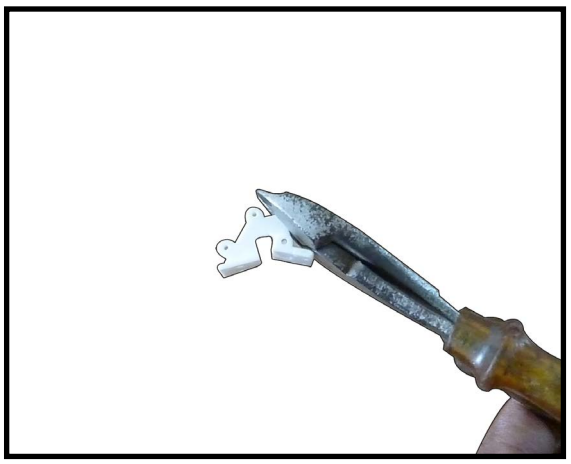
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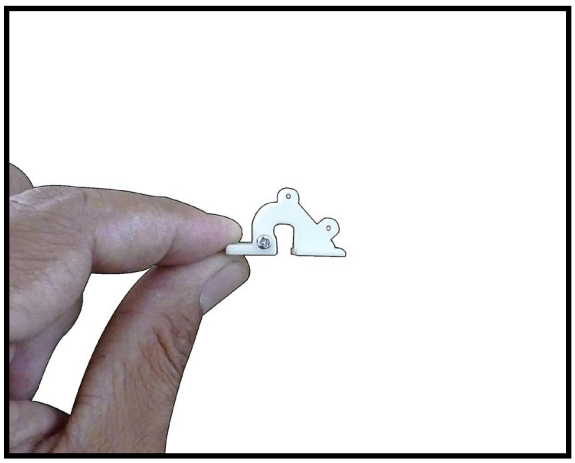
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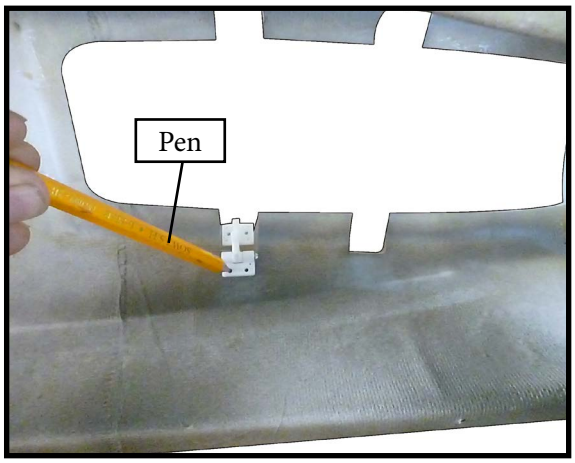
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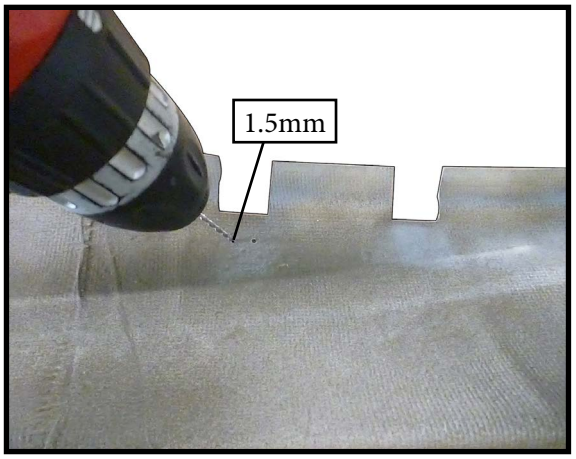
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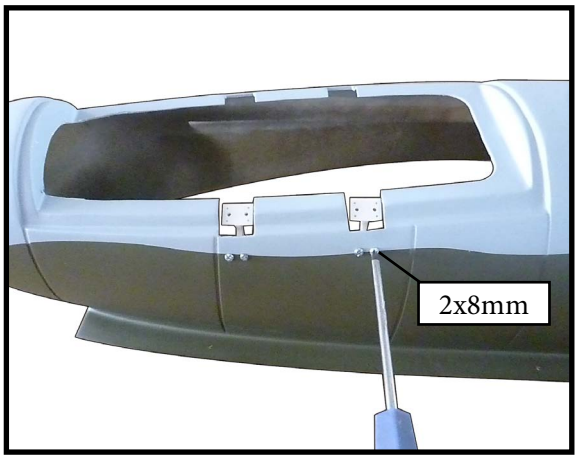
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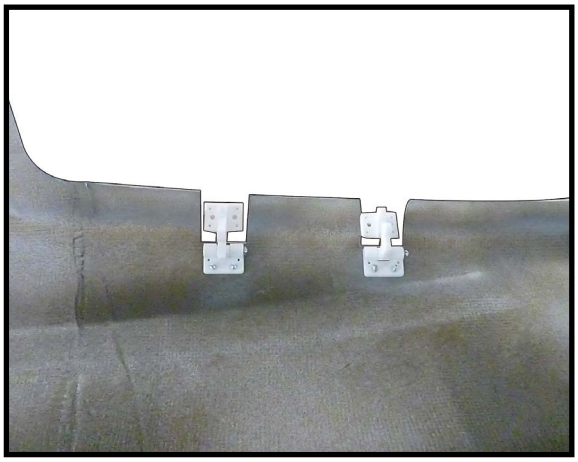
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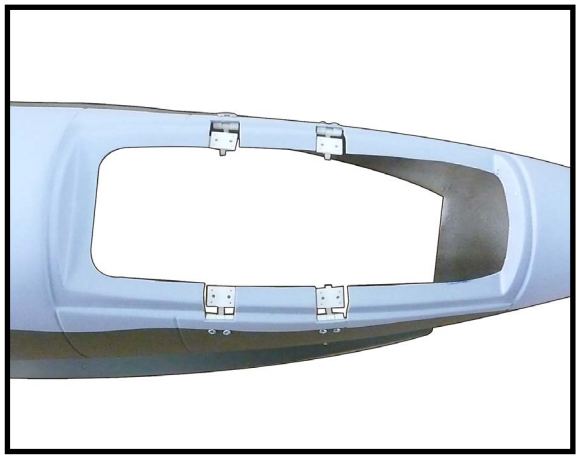
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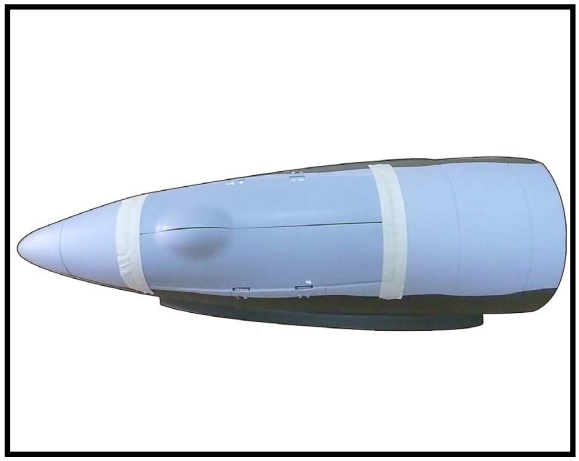
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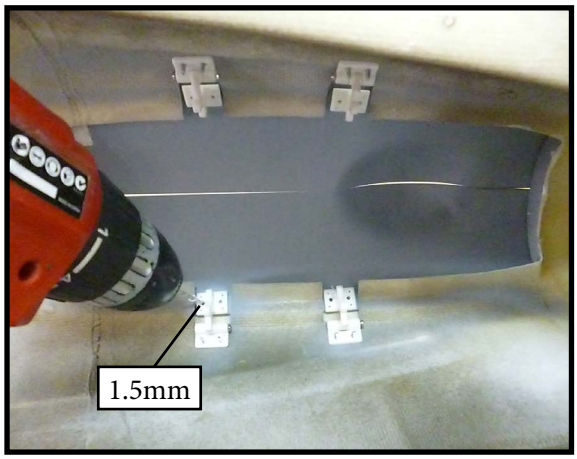
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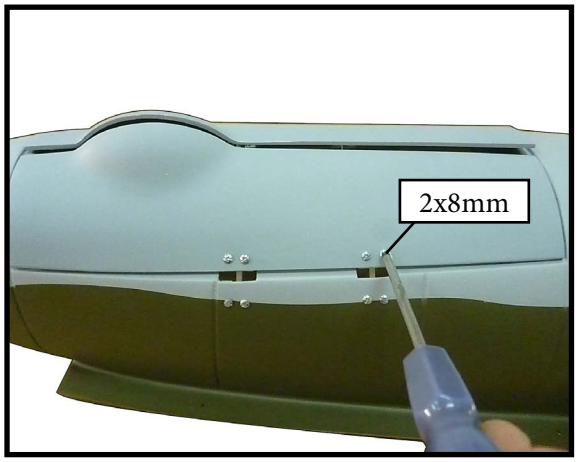
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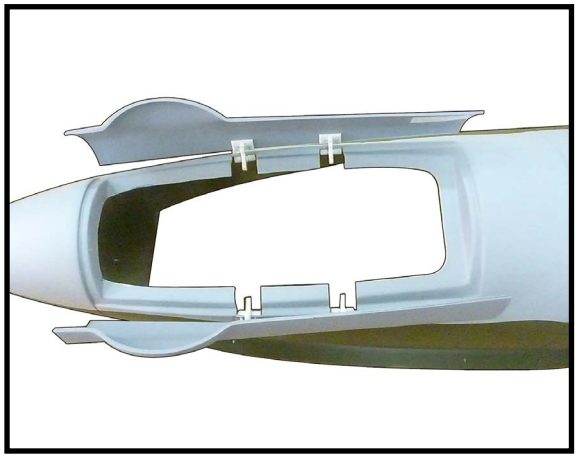
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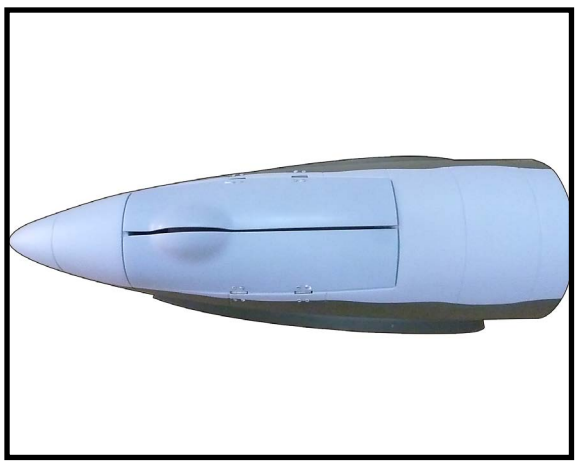
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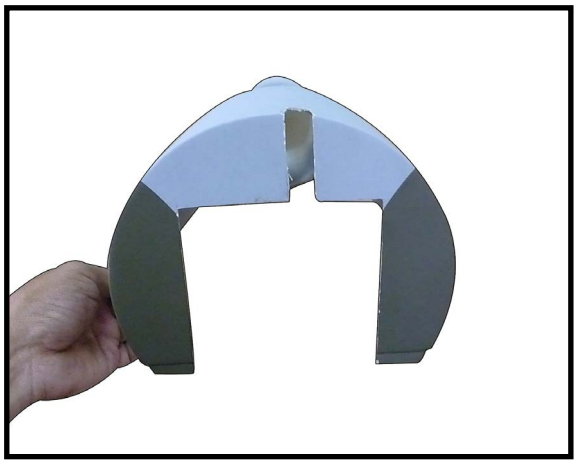
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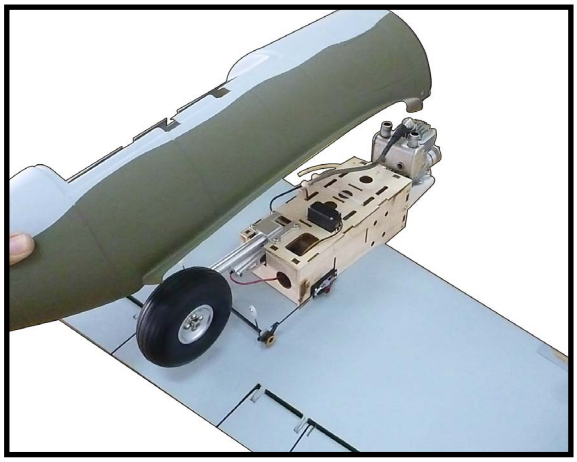
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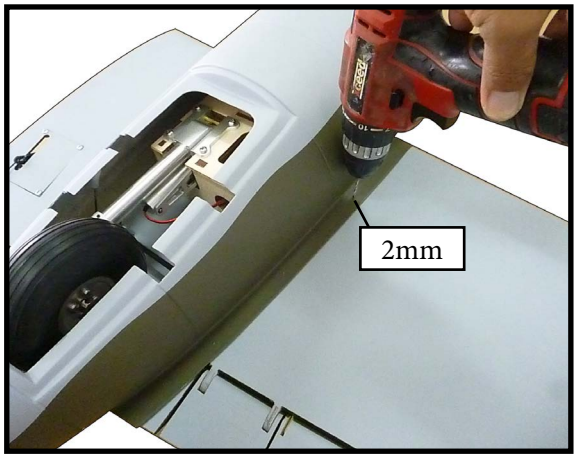
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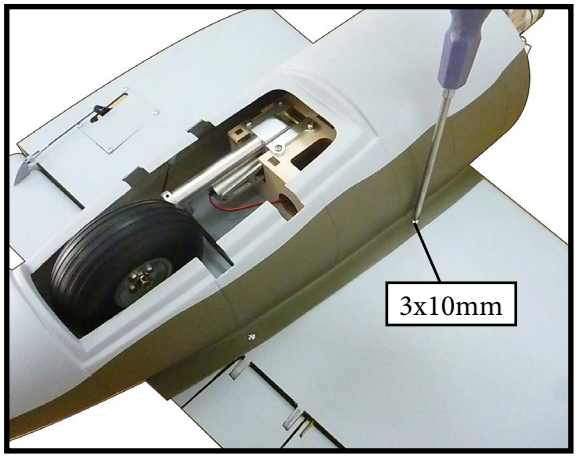
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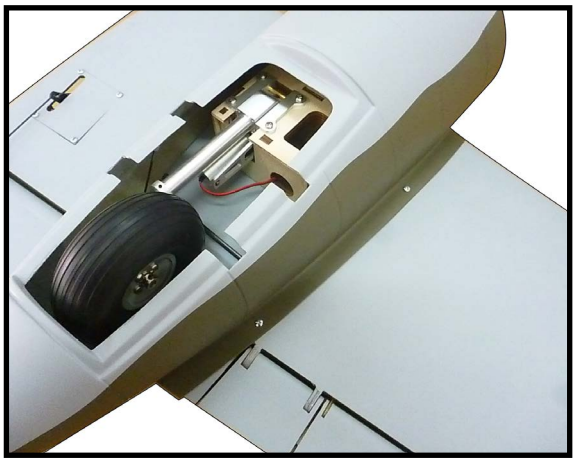
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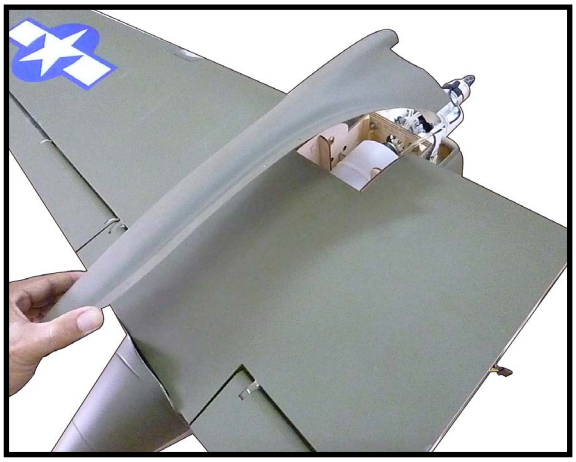
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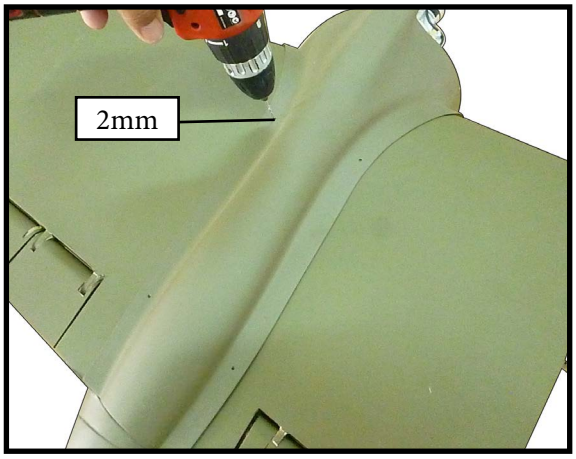
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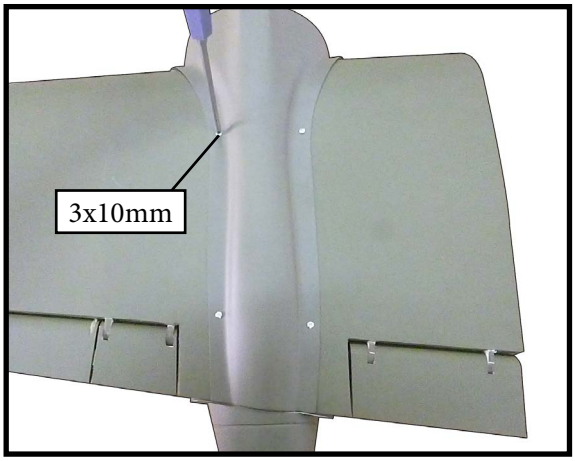
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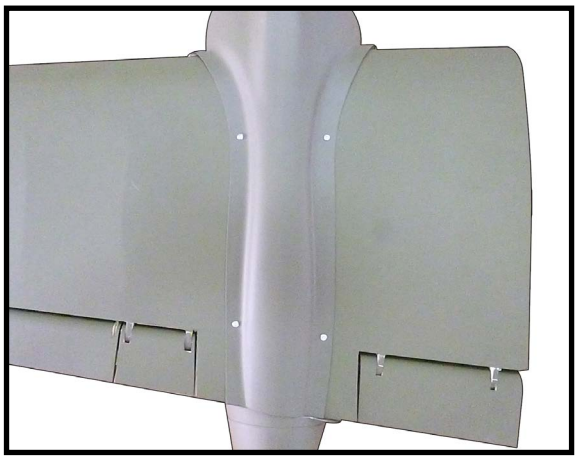
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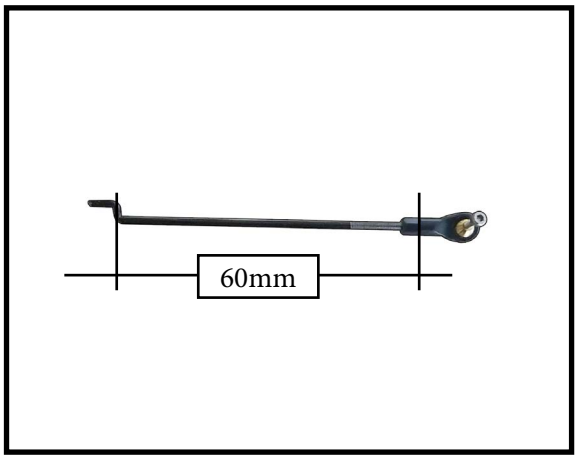
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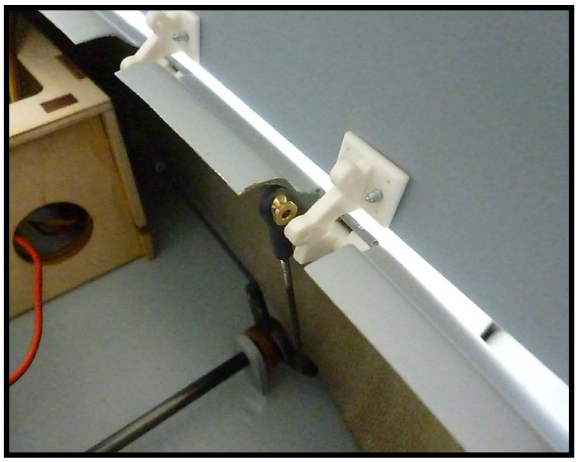
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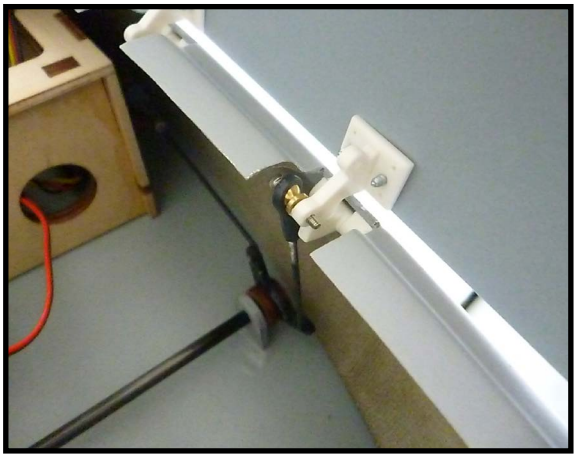
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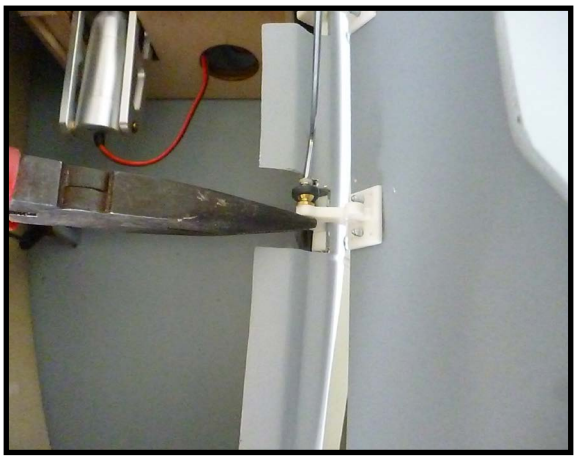
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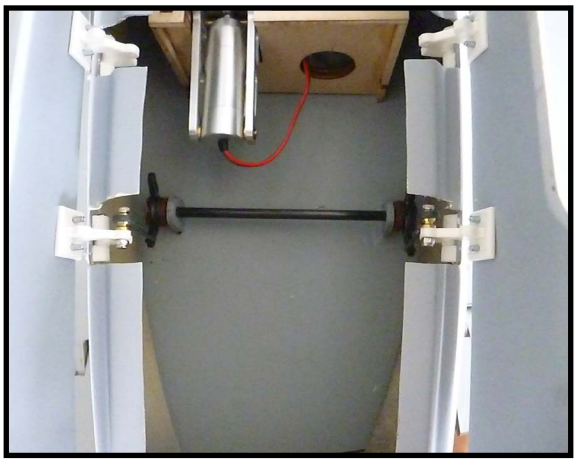
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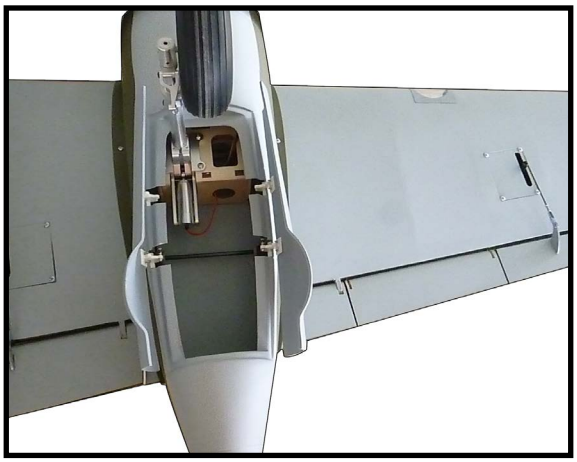
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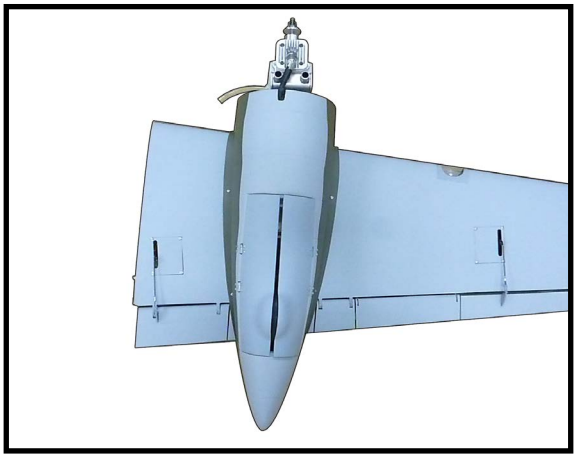
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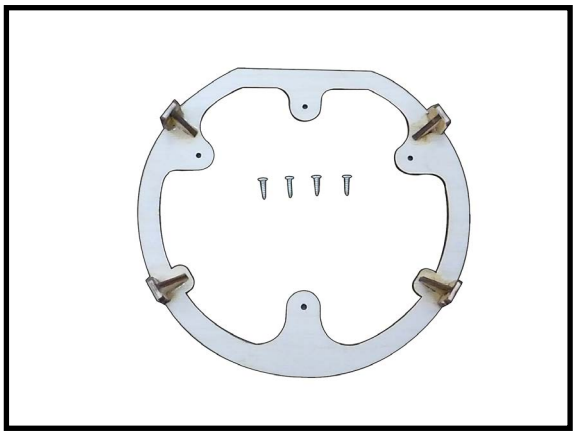
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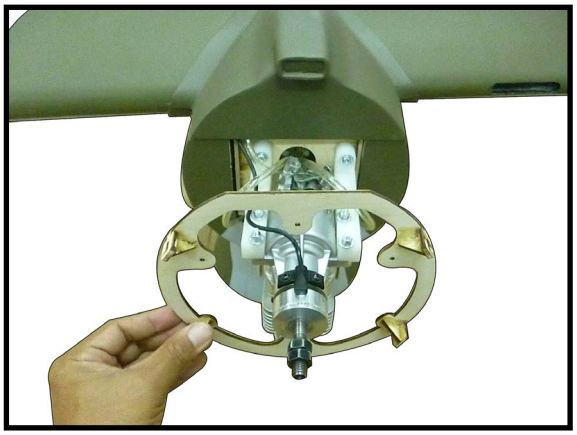
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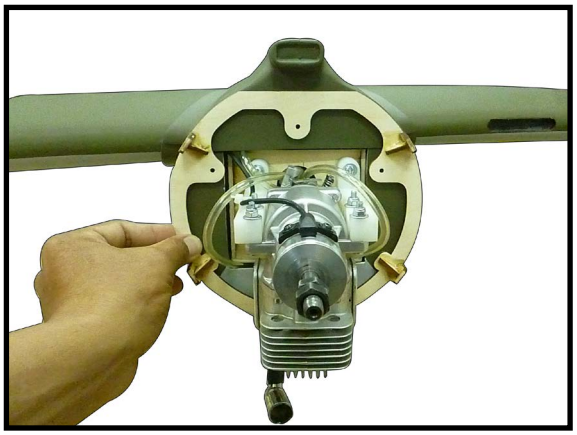
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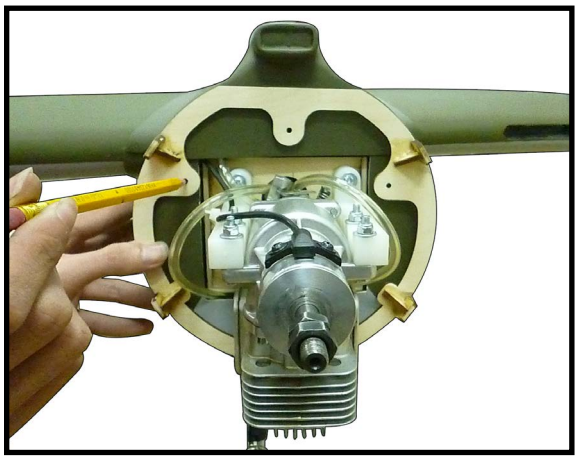
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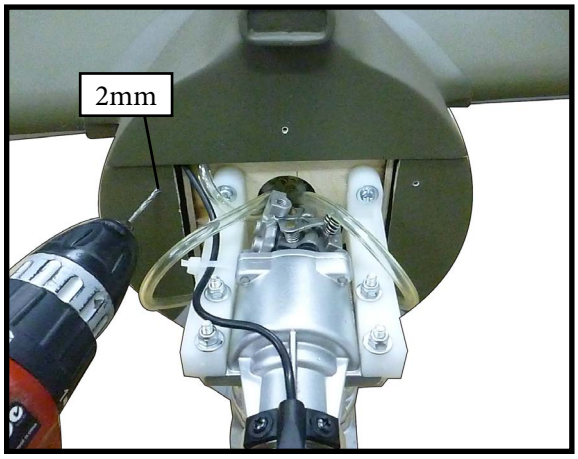
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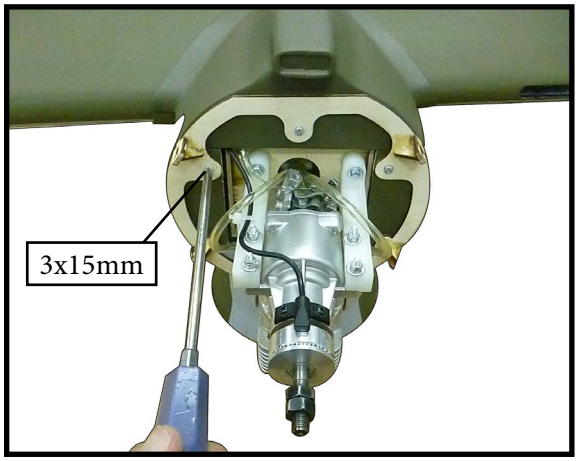
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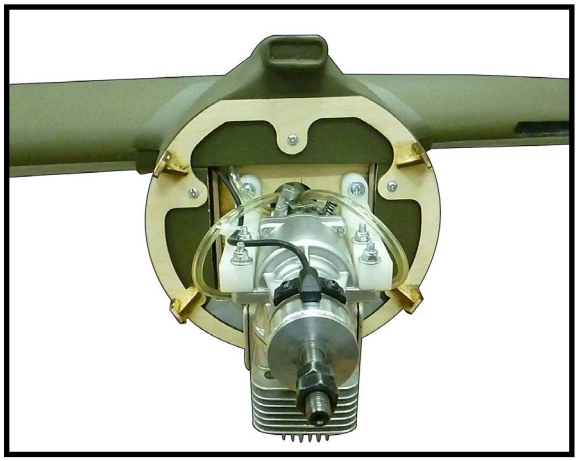
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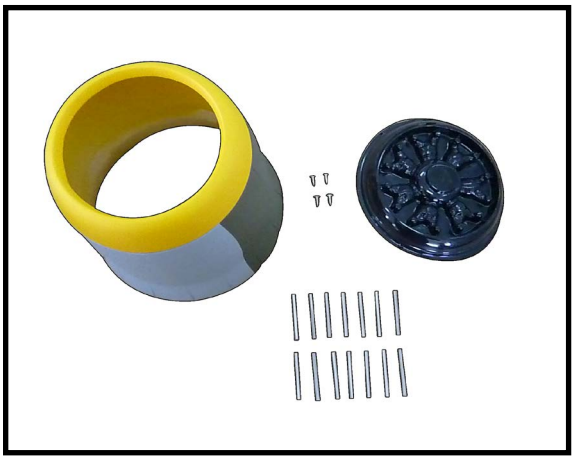
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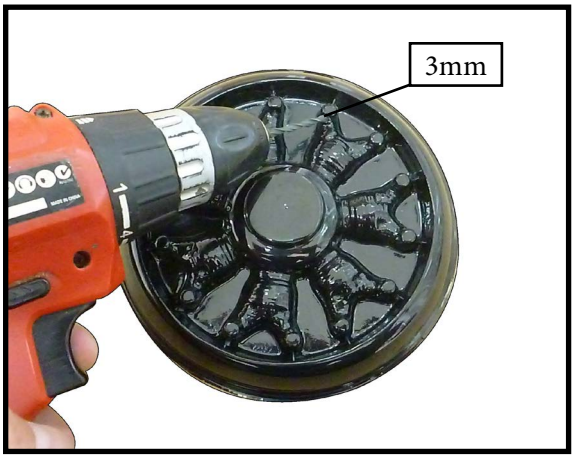
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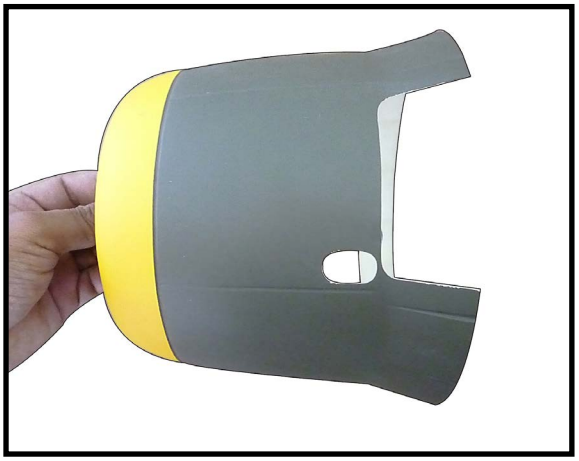
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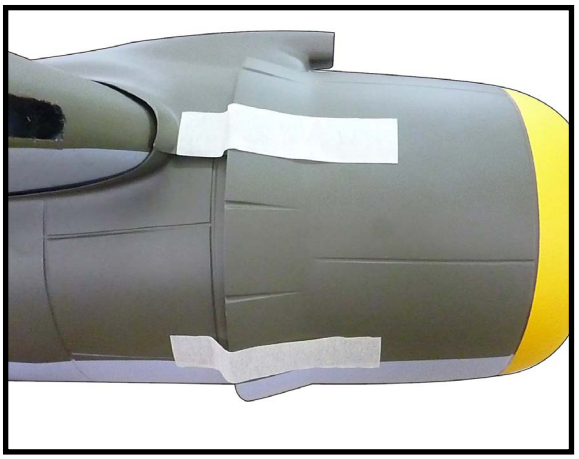
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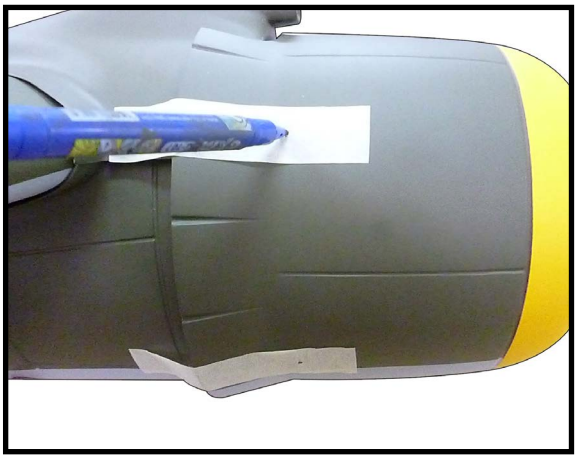
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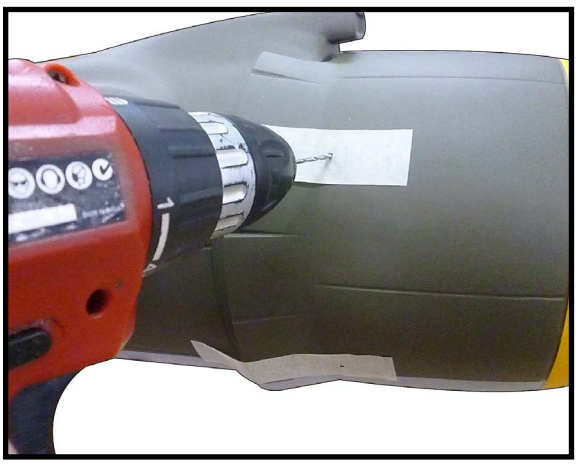
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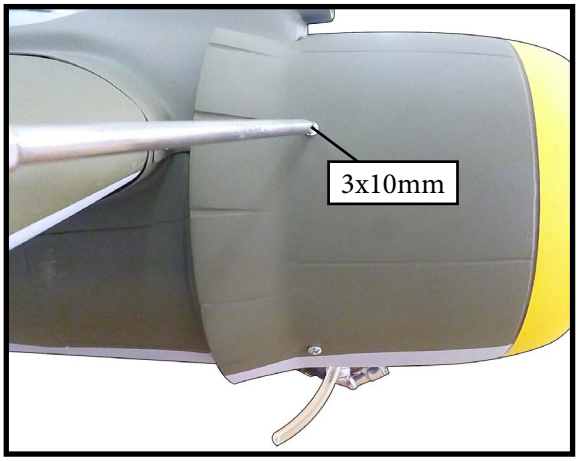
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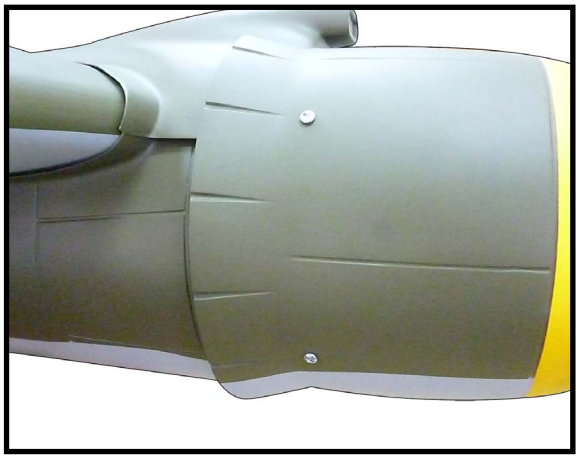
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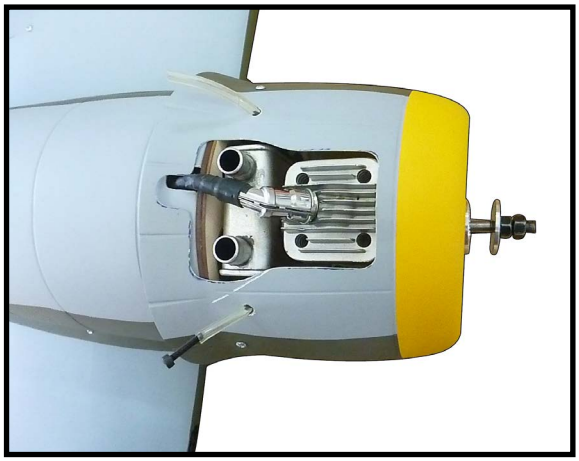
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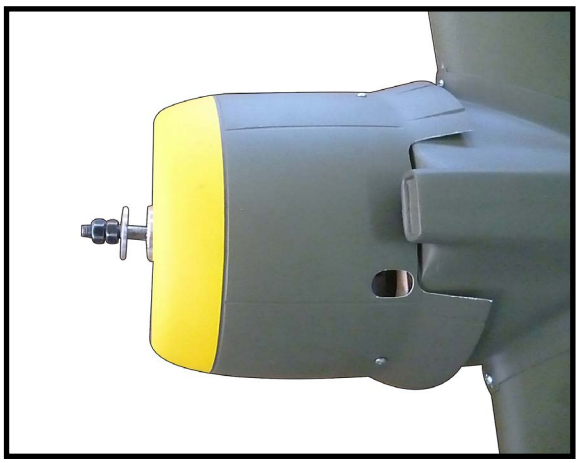
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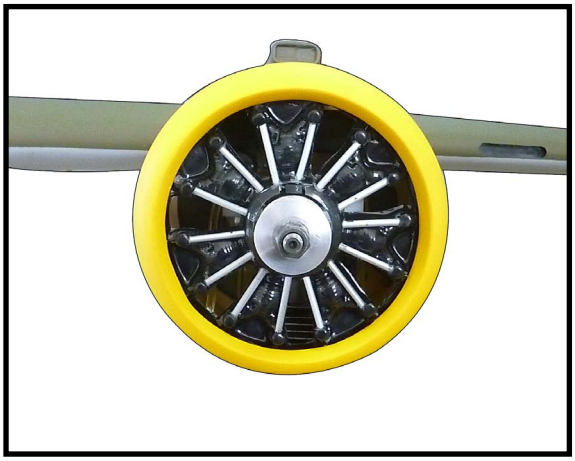
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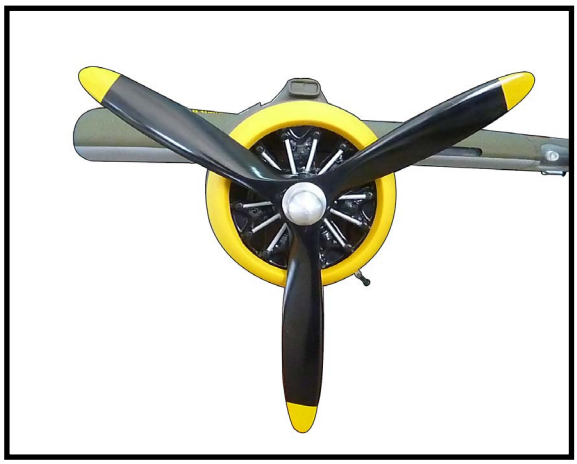
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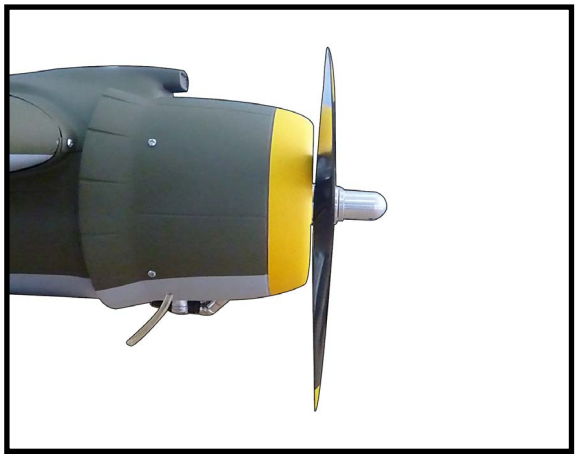
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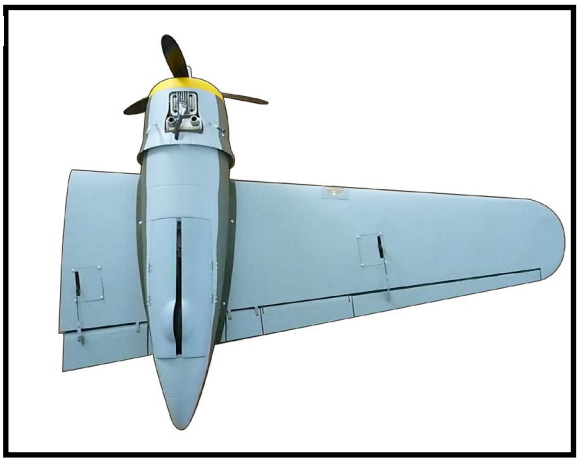
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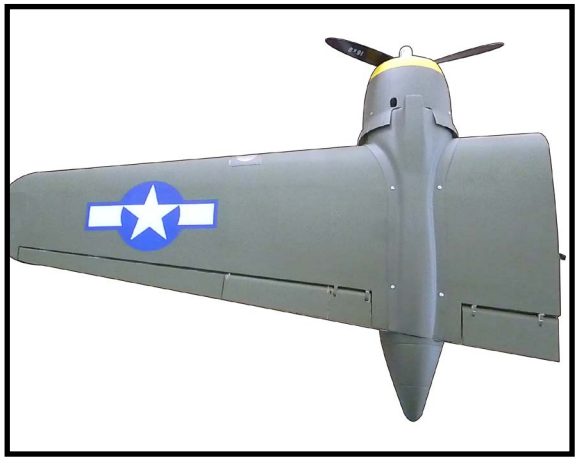
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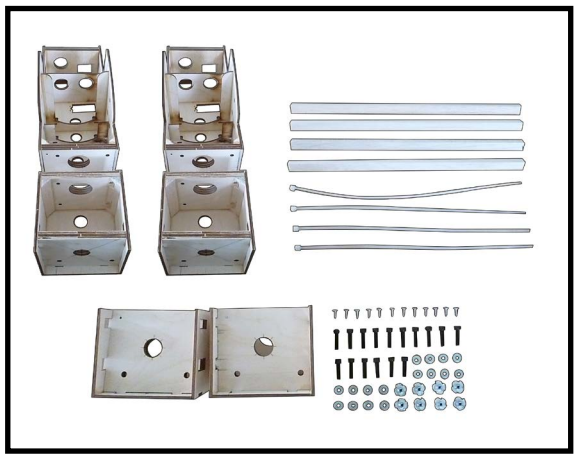
31.



ELECTRIC POWER CONVERSION

Locate the items neccessary to install the electric power conversion included with your model.

1.



Recommend the items necessary to install the electric power conversion parts included with your model.

- Motor: 110 - 2000 Watts

- Propeller: 17x8 ~ 19x10

- ESC: 85A

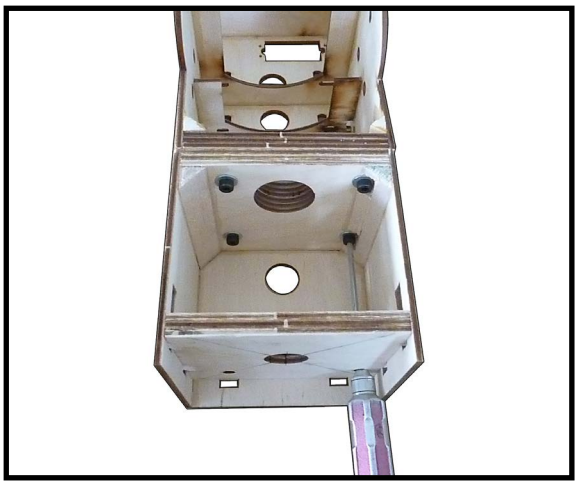
- 8S- 9S Lipo

Attach the electric motor box to the firewall suitable with the cross lines drawn on the electric motor box and firewall. Using epoxy and balsa stick to secure the motor box to the firewall. Please see pictures below.

2.



3.



4.

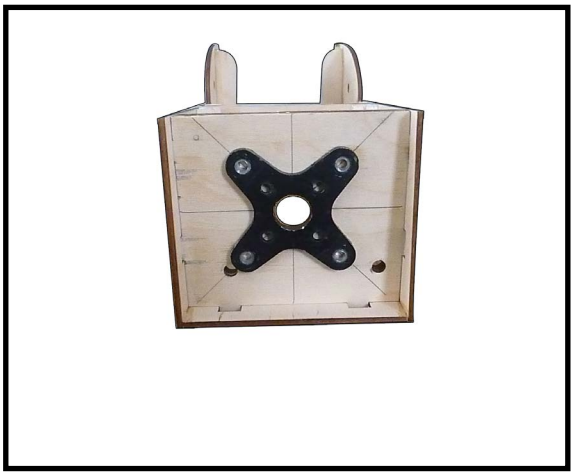


Attach the motor to the front of the electric motor box using four 4mm blind nut, four M4x25 mm hex head bolts to secure the motor. Please see picture shown.

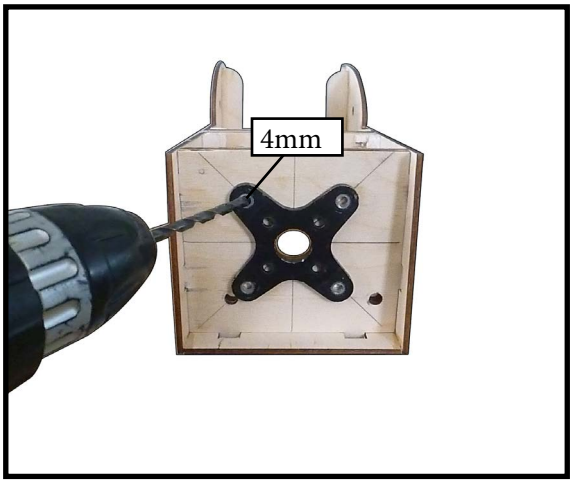
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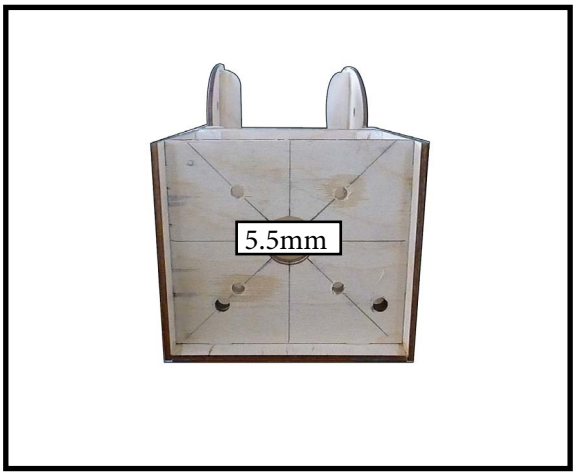


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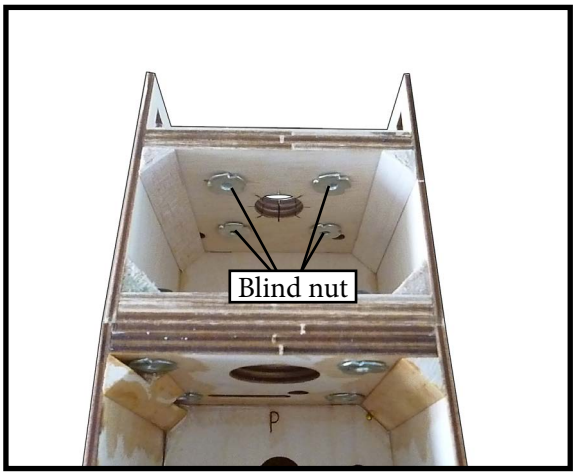


Then, use 5.5mm drill bit to enlarge the holes on the electric motor box.

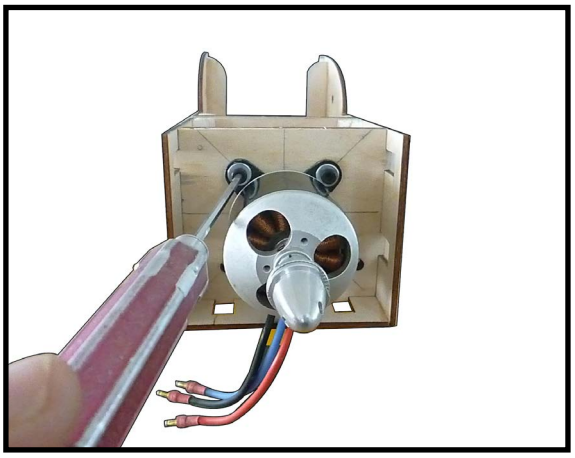
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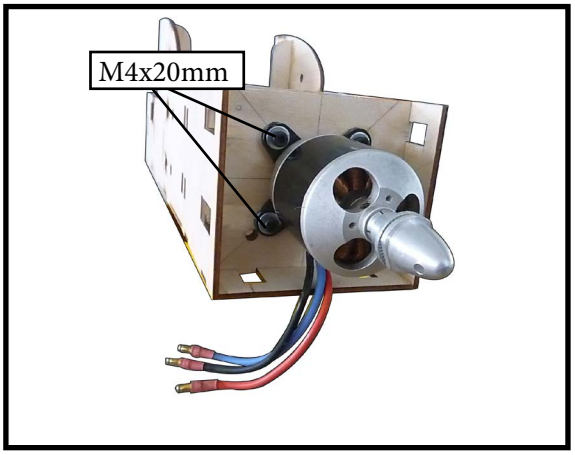
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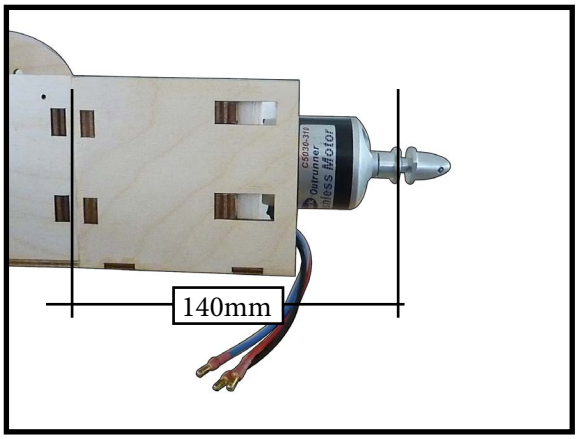
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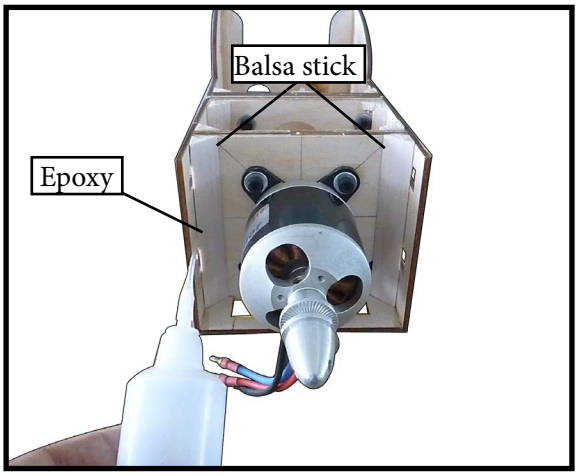
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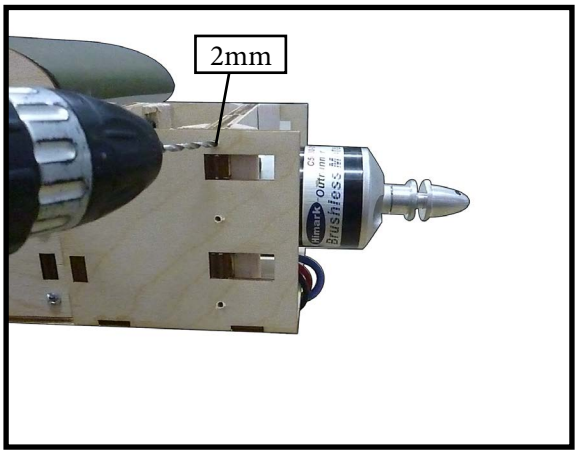
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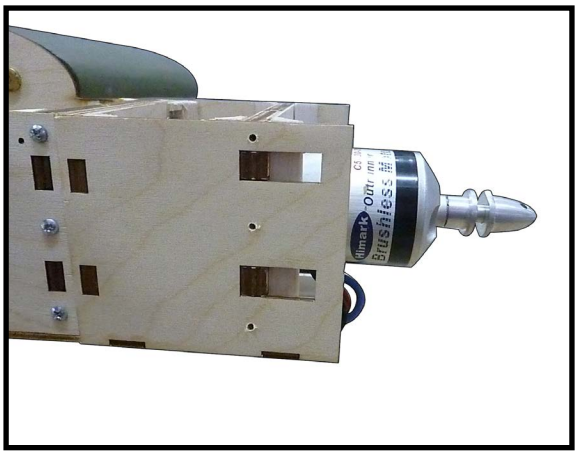
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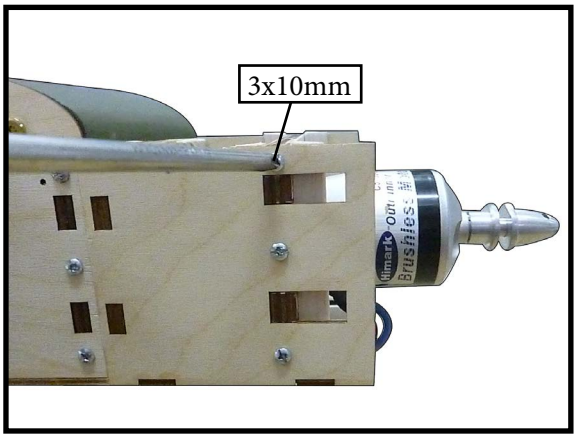
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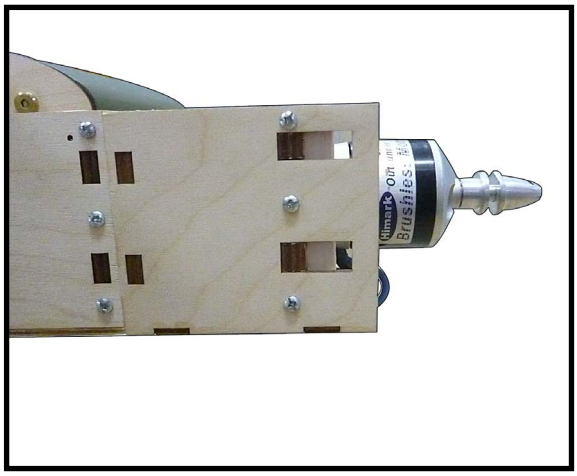
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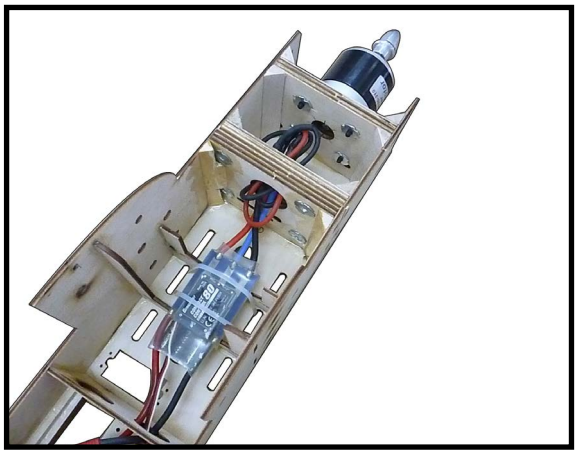
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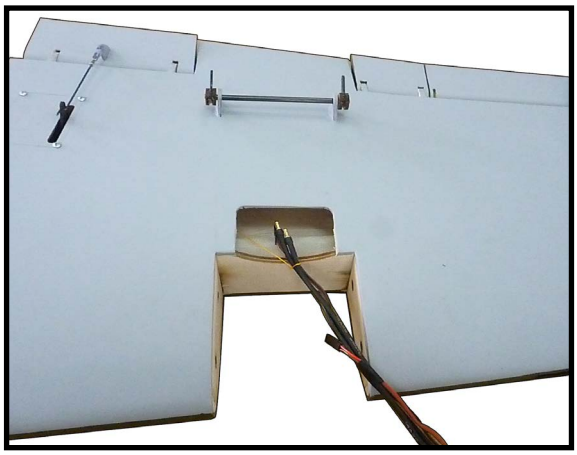
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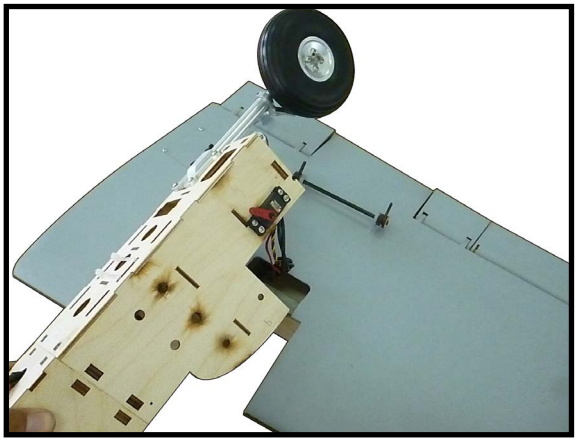
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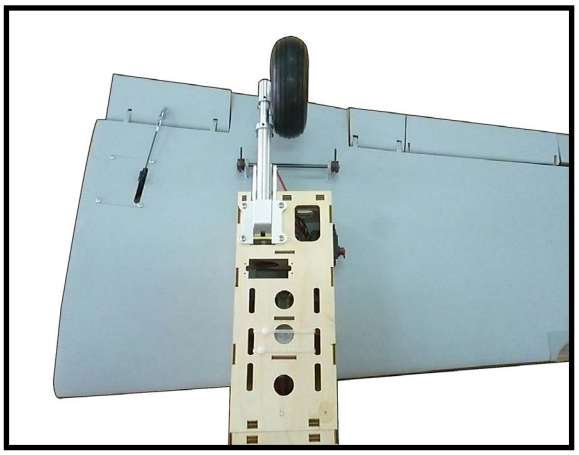
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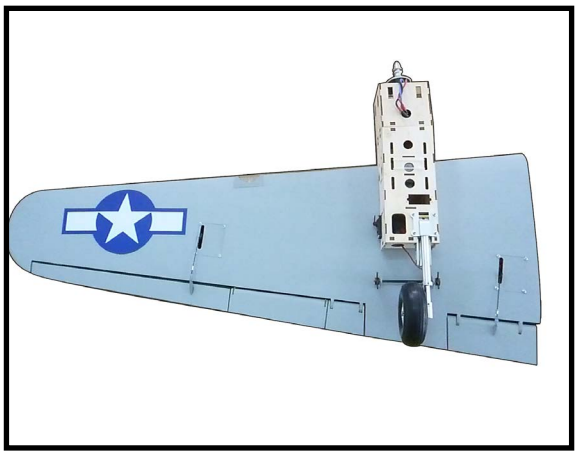
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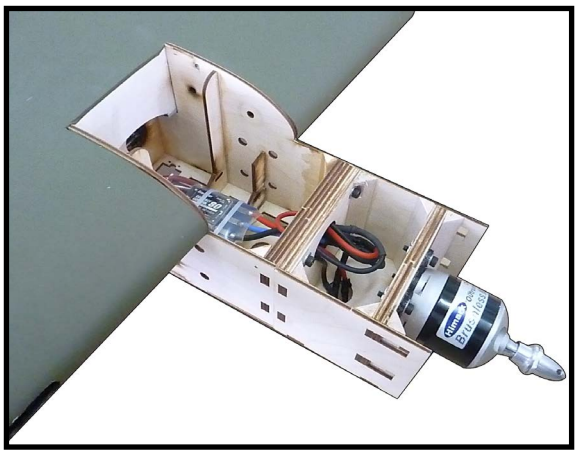
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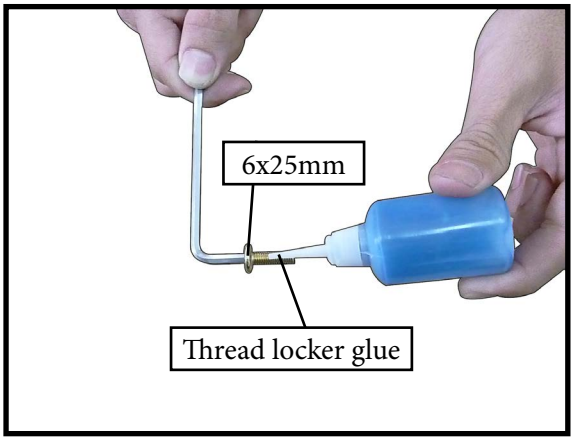
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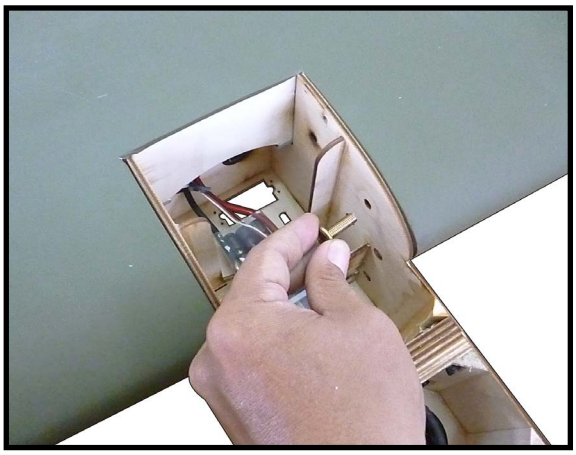
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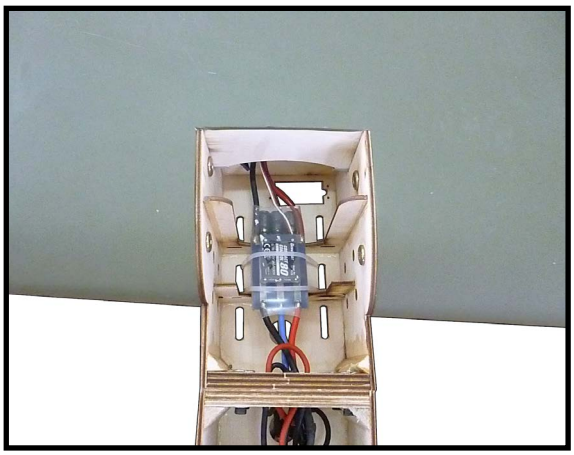
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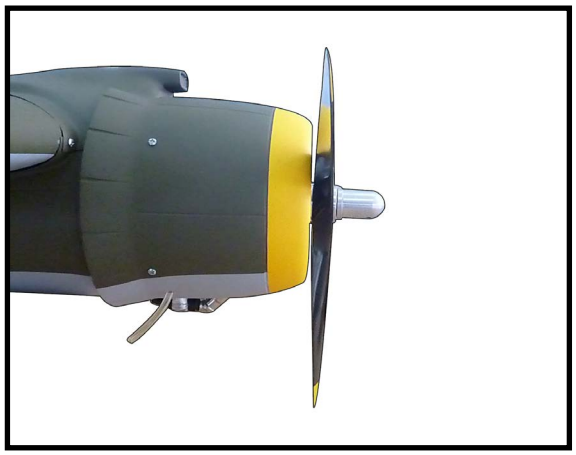
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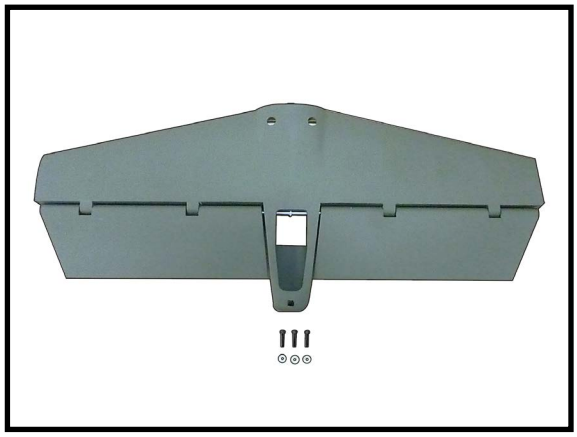
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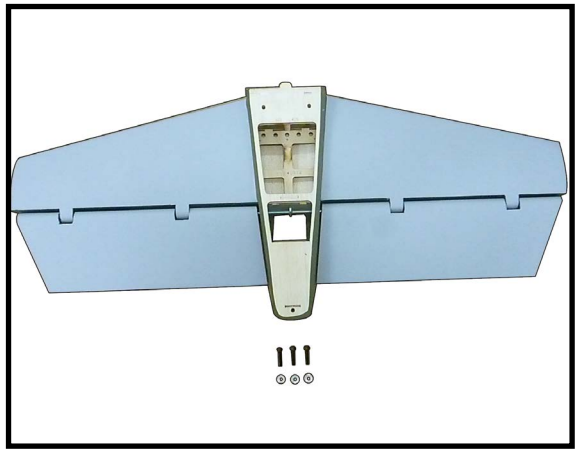
STABILIZER SET INSTALLTION

Please see below pictures.

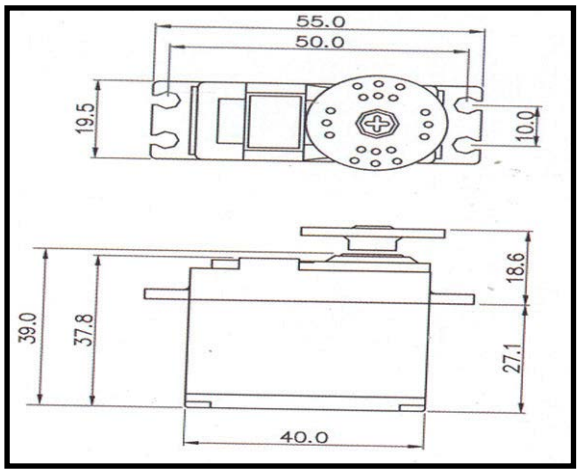
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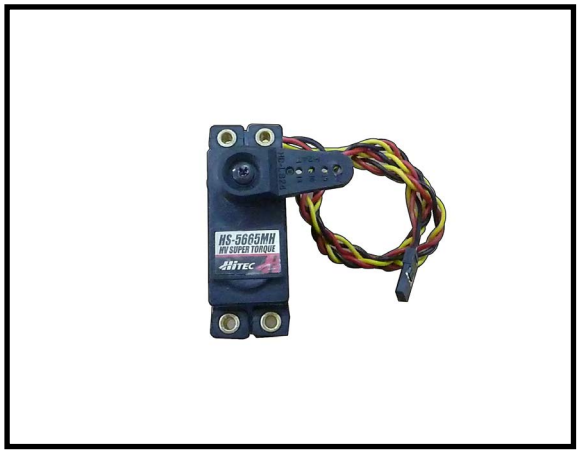
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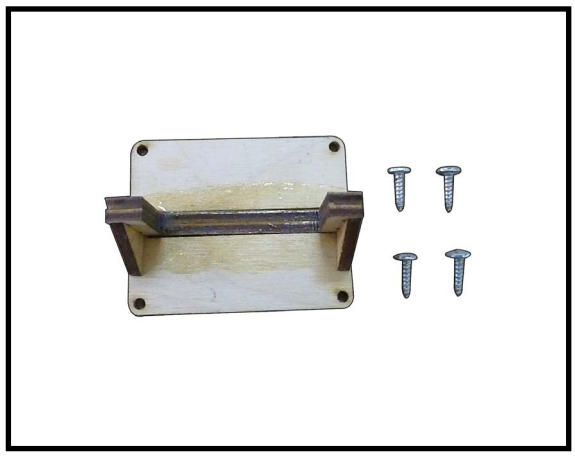
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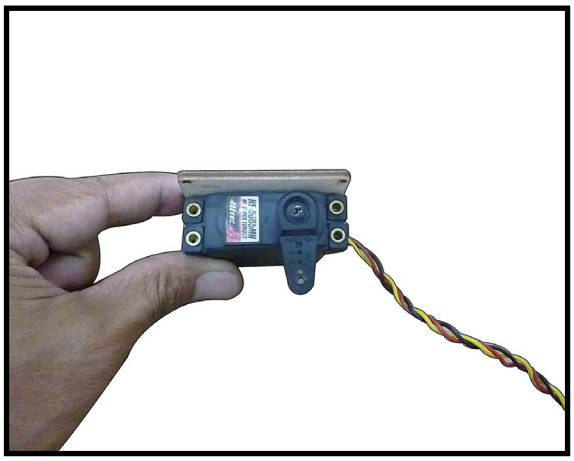
Minimum servo spec.
Torque : 194 oz-in (14 kg-cm) @ 6.0V;
236 oz-in (17kg-cm) @ 7.4V

ELEVATOR INSTALLTION SERVO

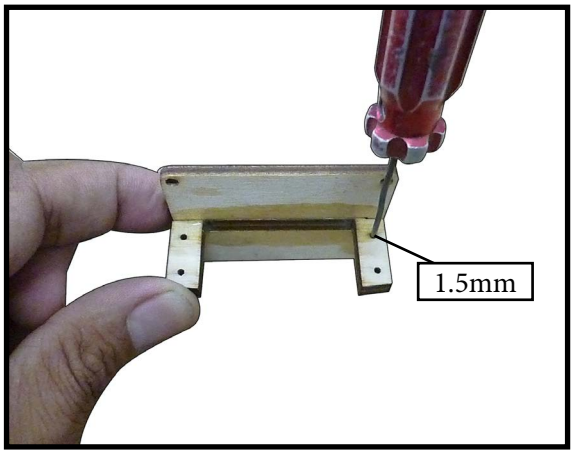
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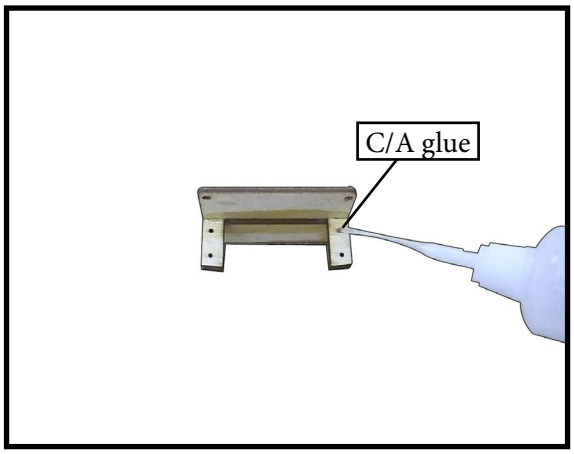
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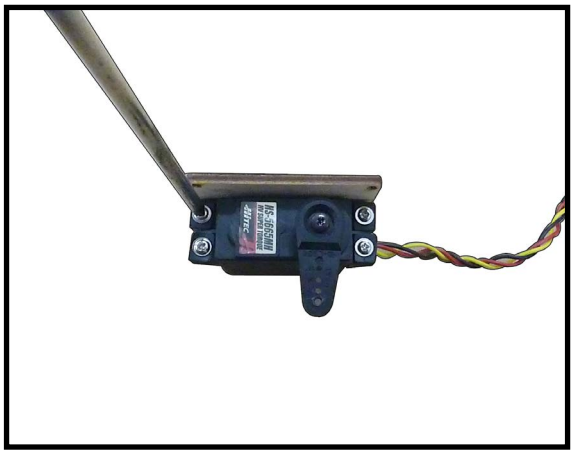
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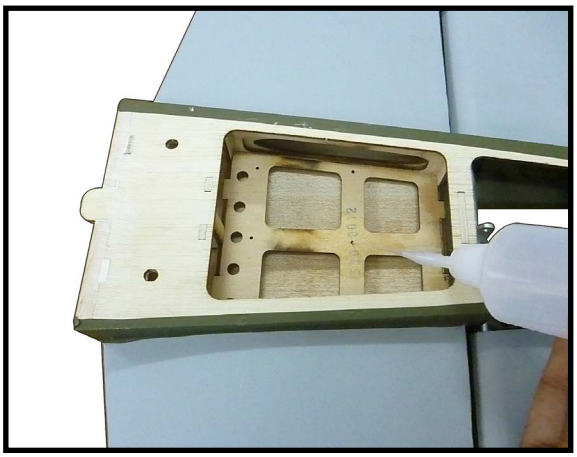
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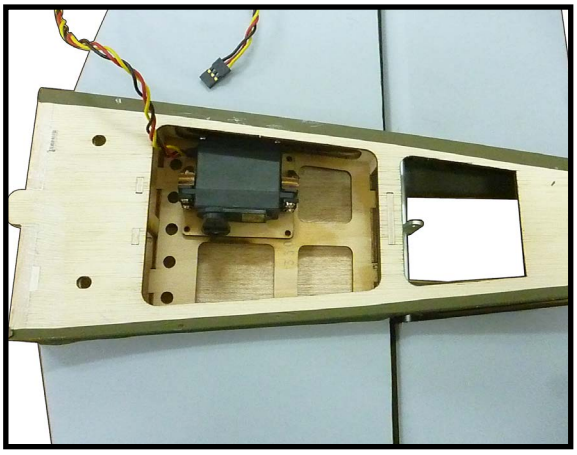
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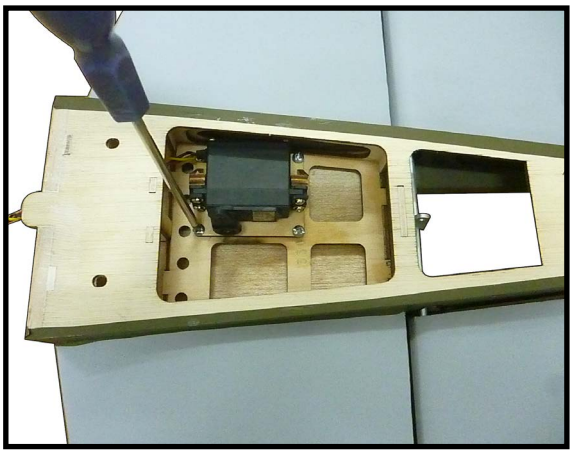
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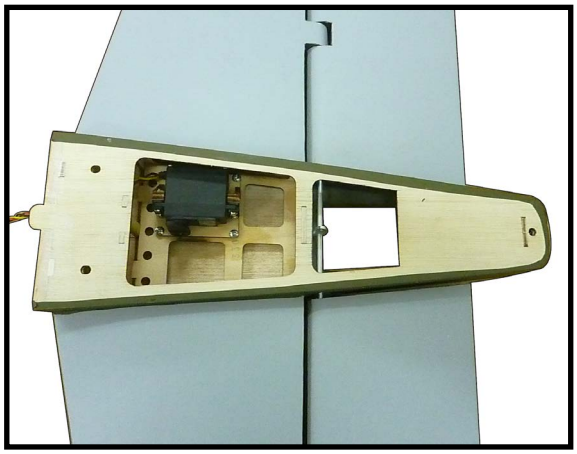
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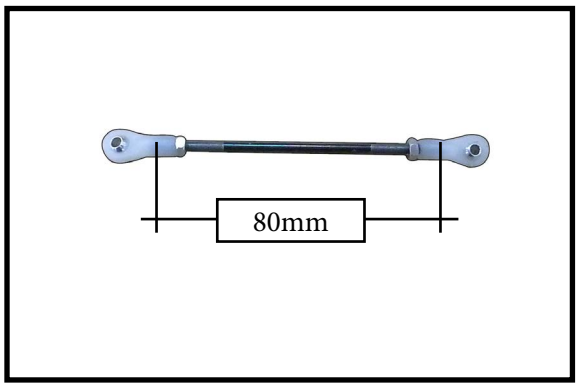


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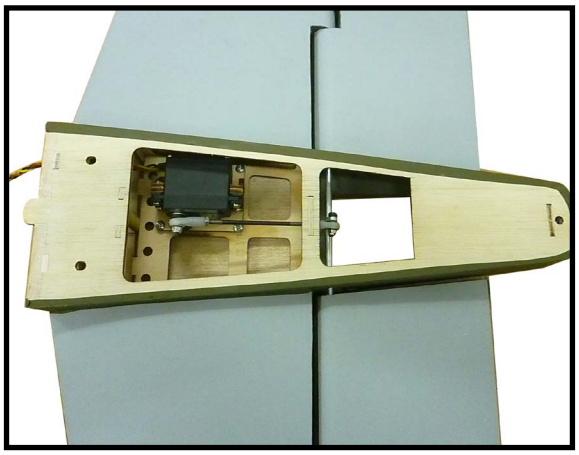


ELEVATOR PUSHROD HORN INSTALLATION

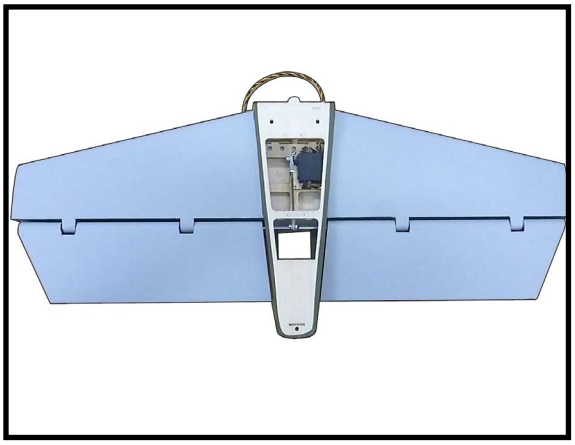
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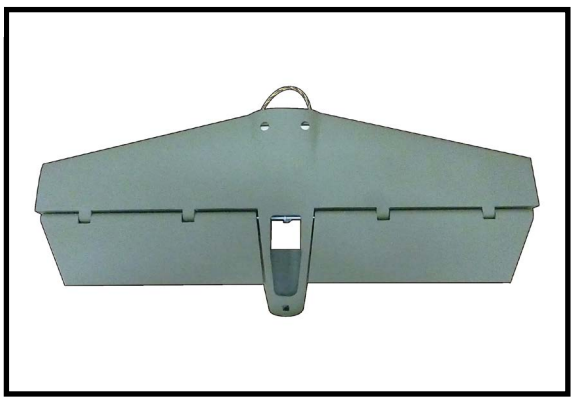
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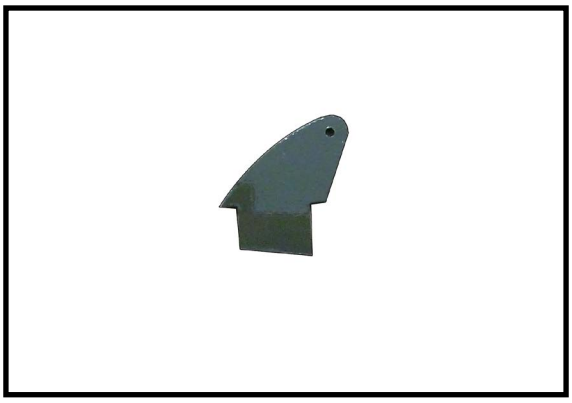
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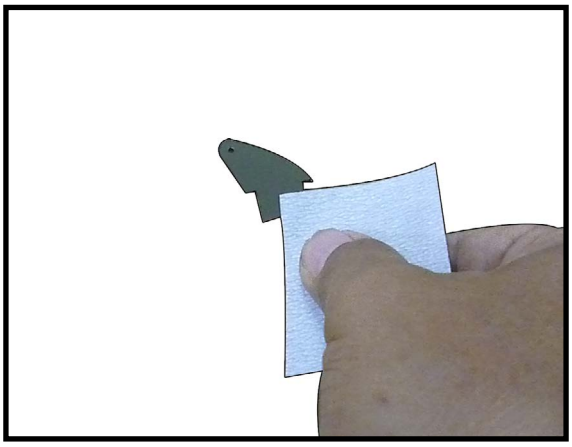
RUDDER SET INSTALLTION

Please see below pictures.

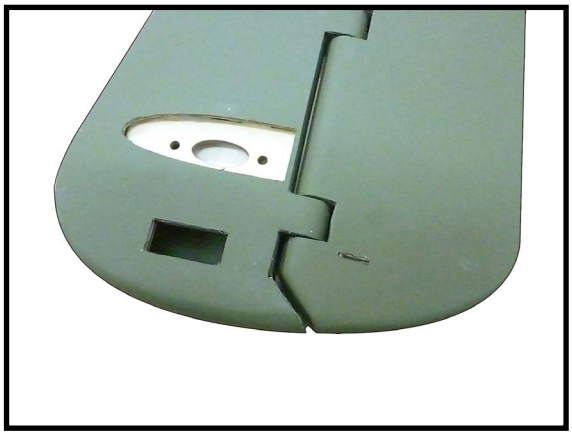
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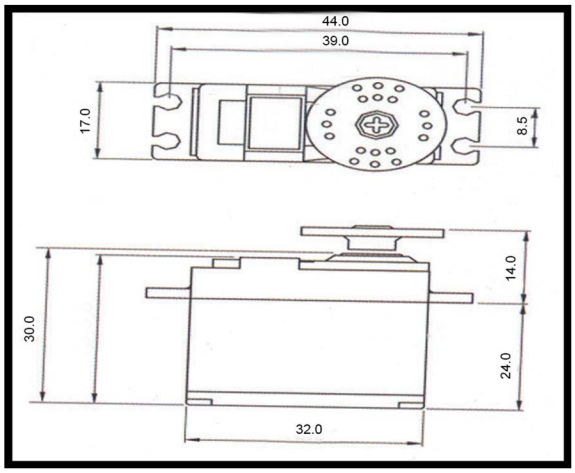
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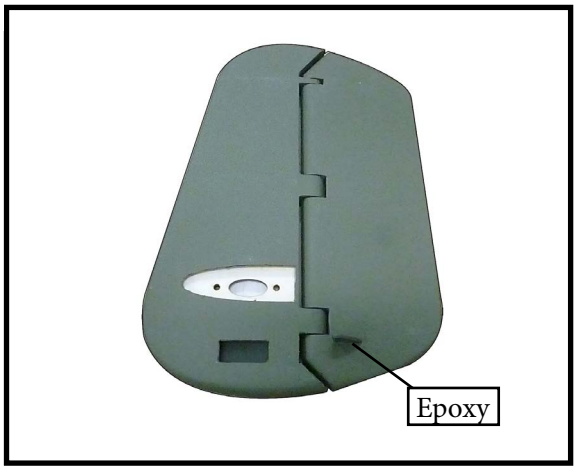


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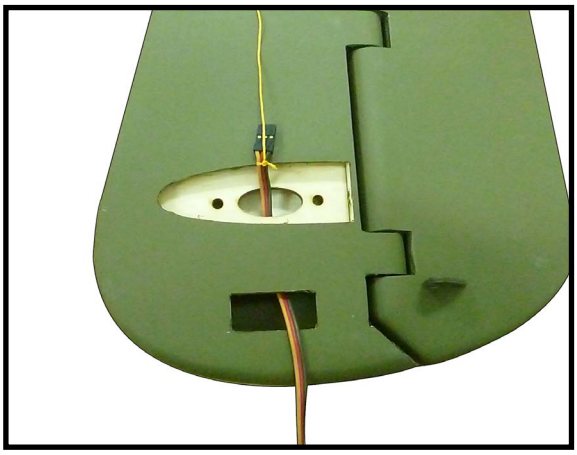


Minimum servo spec.
Torque : 61.10 oz-in (4.4 kg-cm) @ 4.8V;
76.37 oz-in (5.5 kg-cm) @ 6.0V

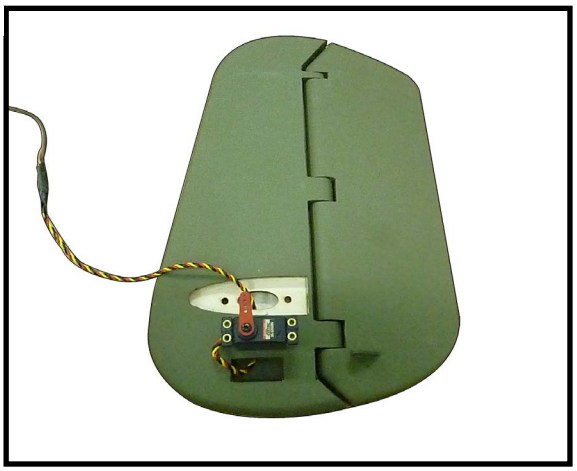
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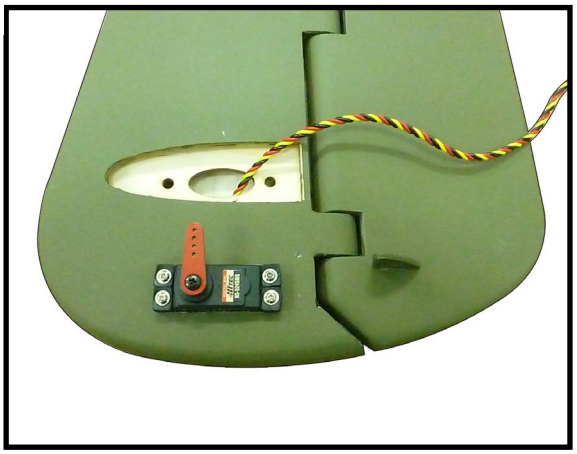
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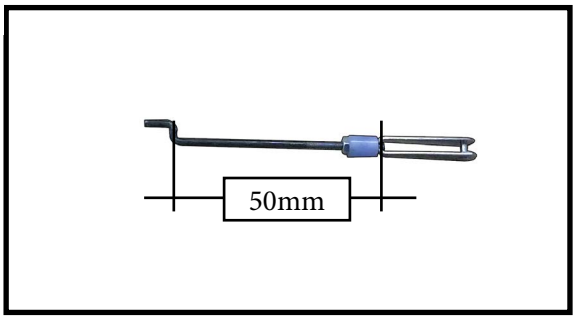


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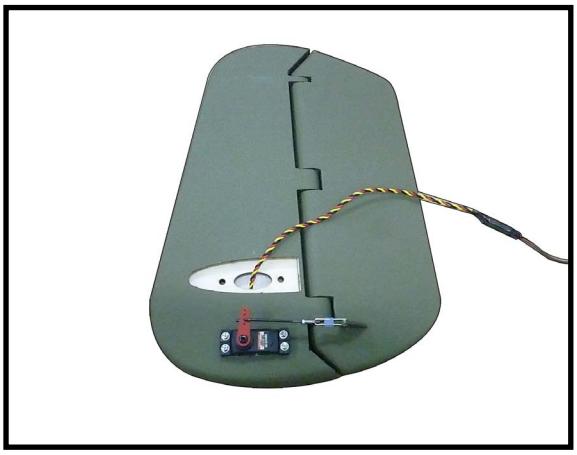


RUDDER PUSHROD HORN INSTALLATION

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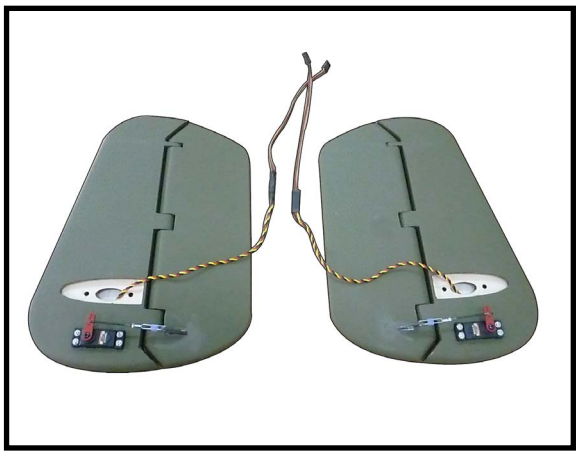
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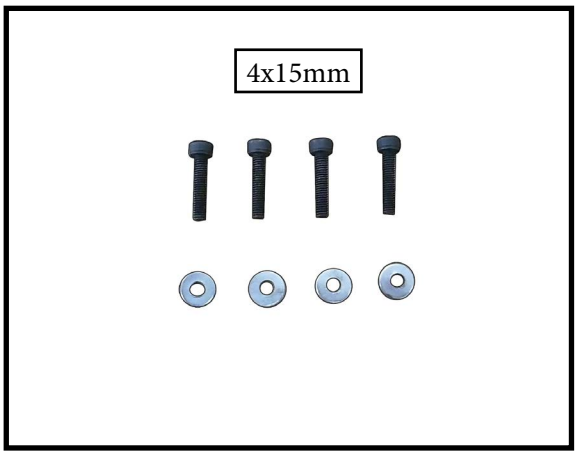
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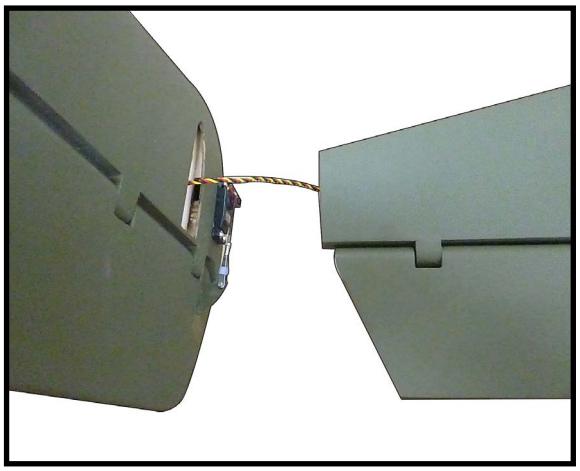
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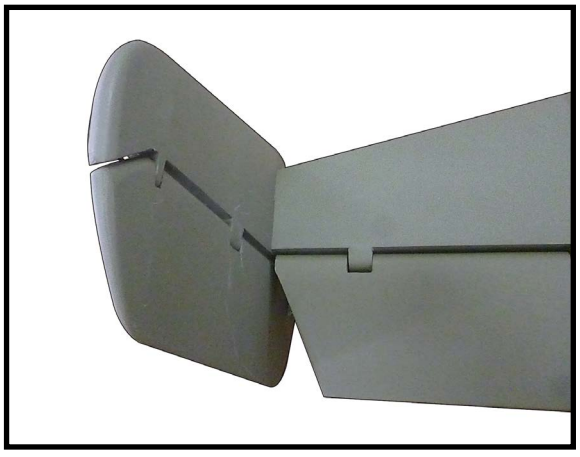
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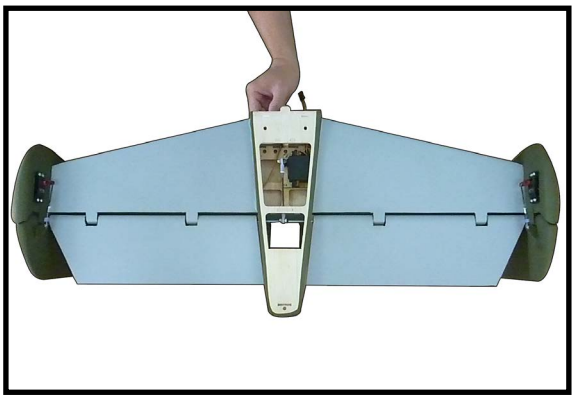
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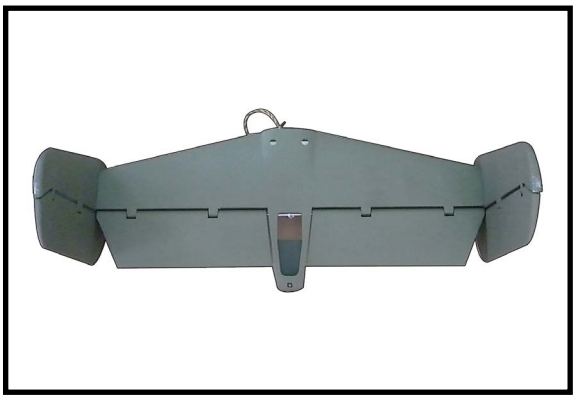
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10.



11.



PILOT INSTALLTION ON STABILIZER

Please see below pictures.

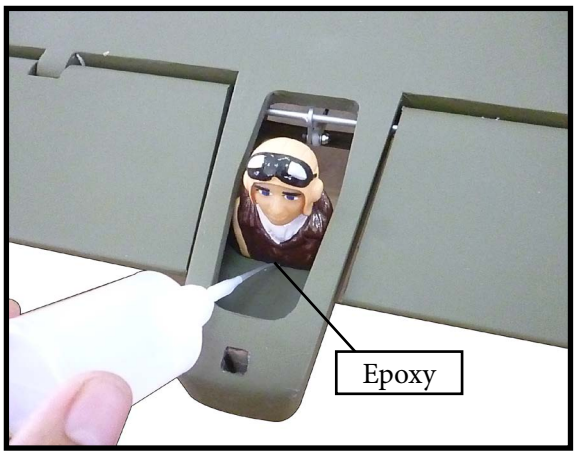
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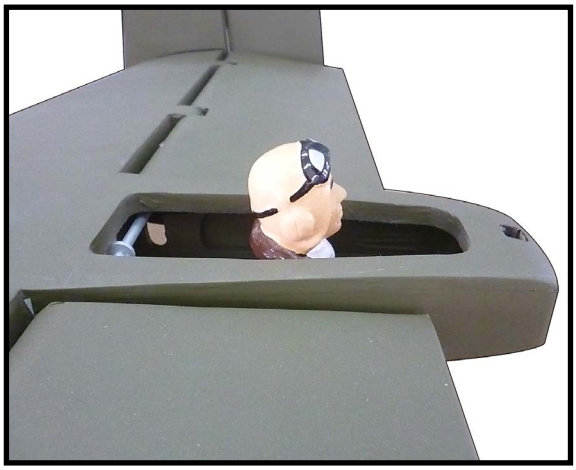
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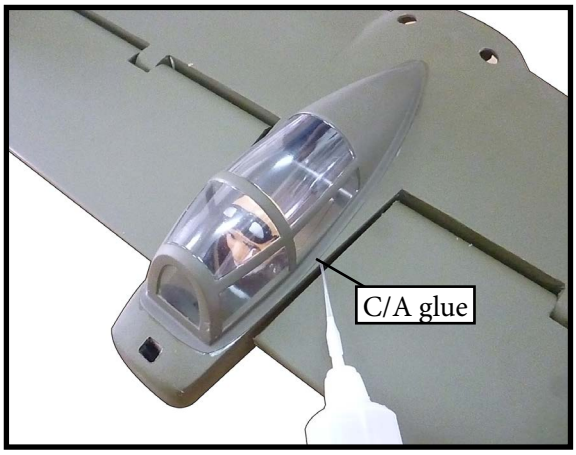
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4.



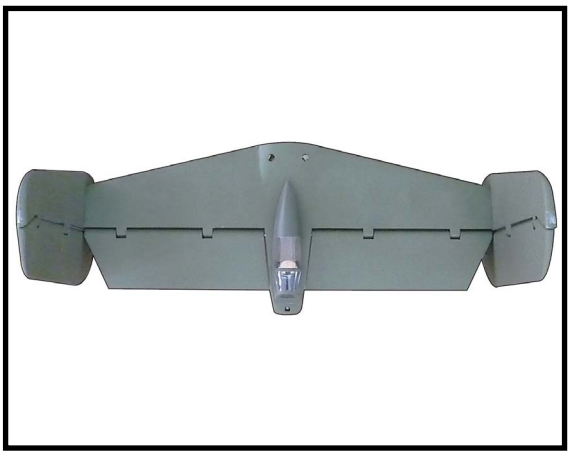
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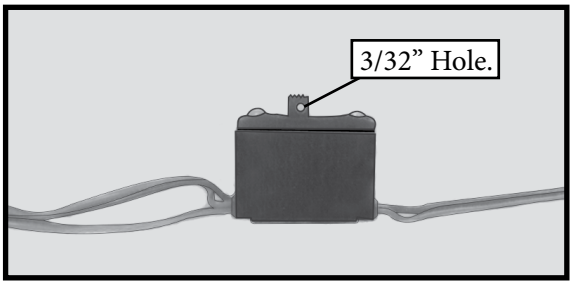
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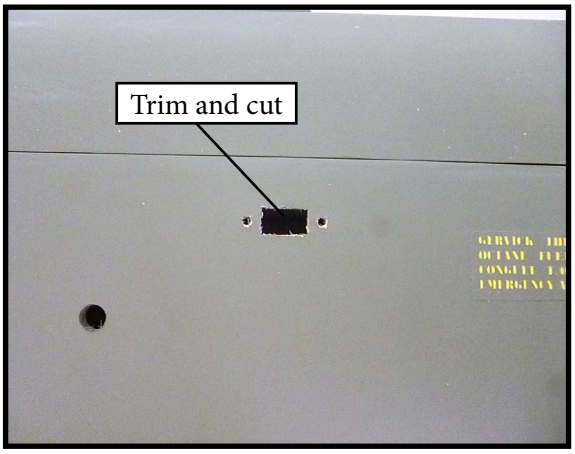
INSTALLING THE RECEIVER SWITCH

Install the switch into the precut hole in the side, in the fuselage.

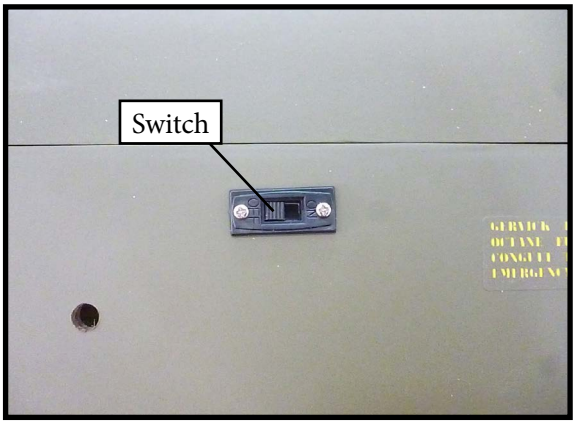
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2.

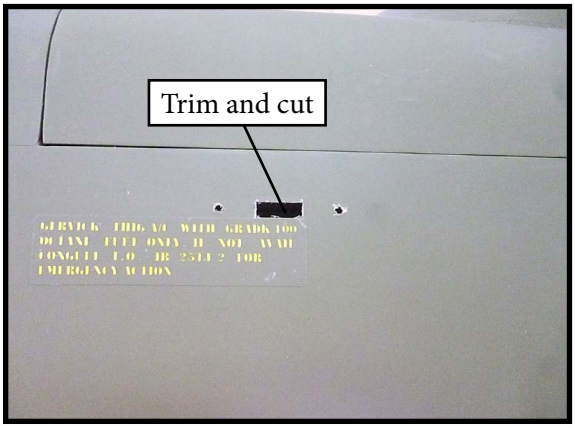


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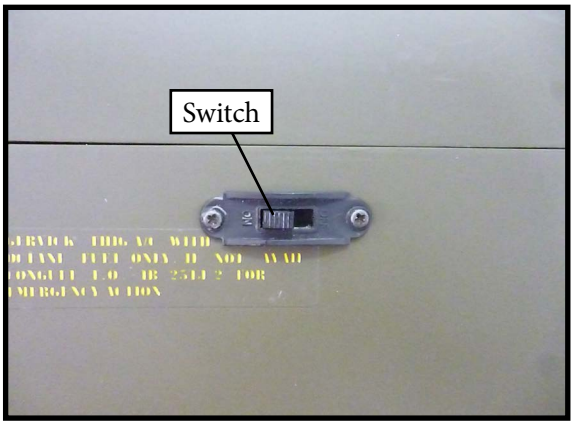


INSTALLING THE ENGINE SWITCH

1.



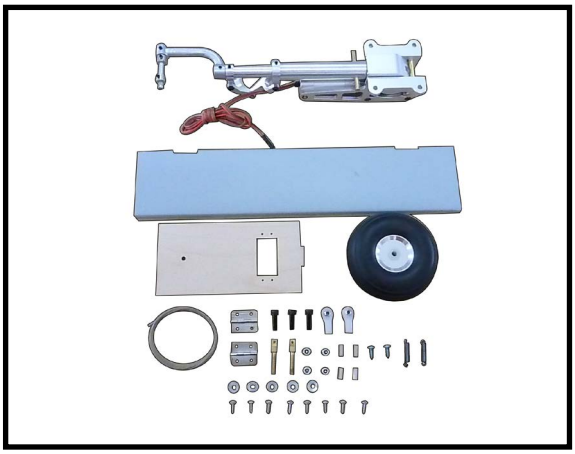
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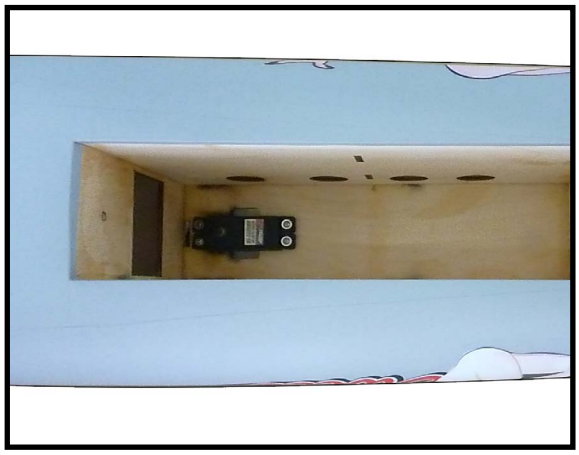
ELECTRIC GEAR NOSE INSTALLTION

Please see below pictures.

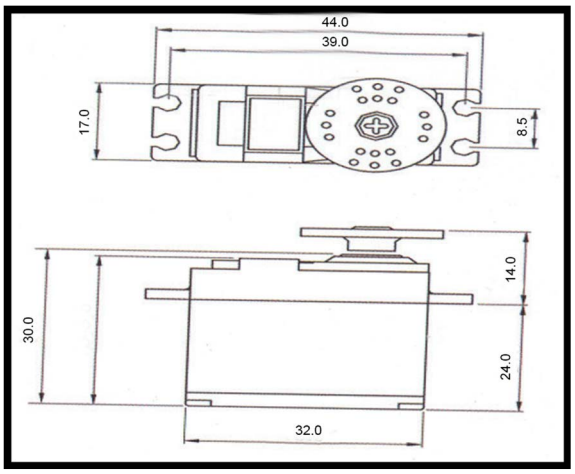
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2.



3.

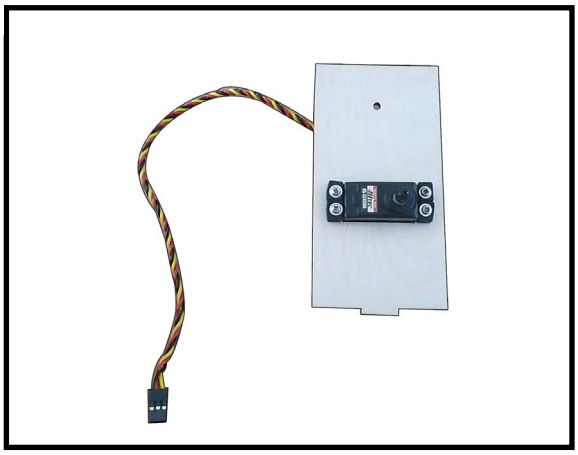


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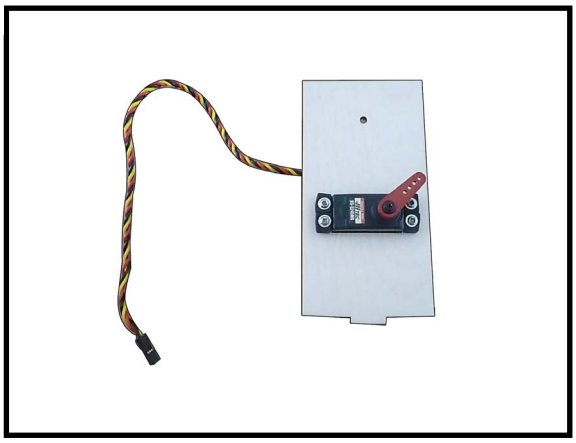


Minimum servo spec.
Torque : 61.10 oz-in (4.4 kg-cm) @ 4.8V;
76.37 oz-in (5.5 kg-cm) @ 6.0V

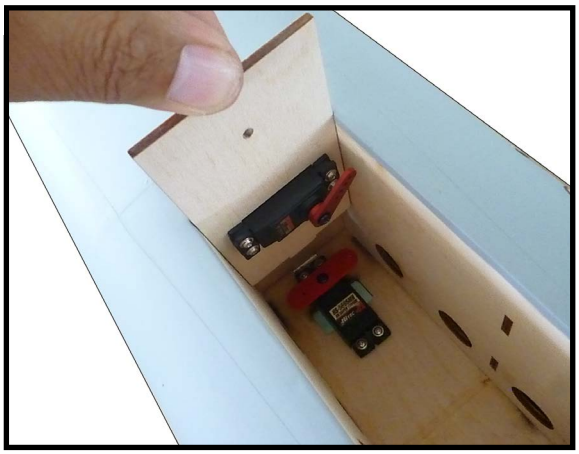
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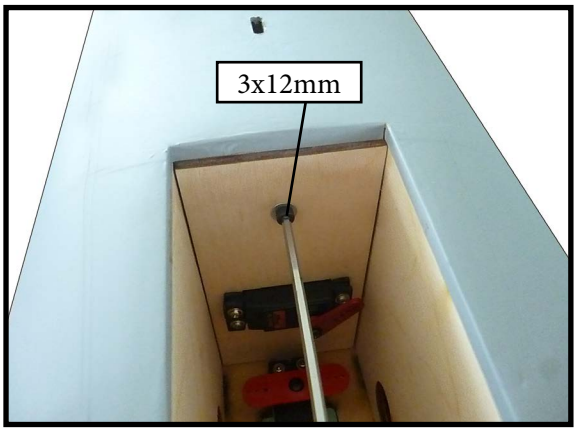
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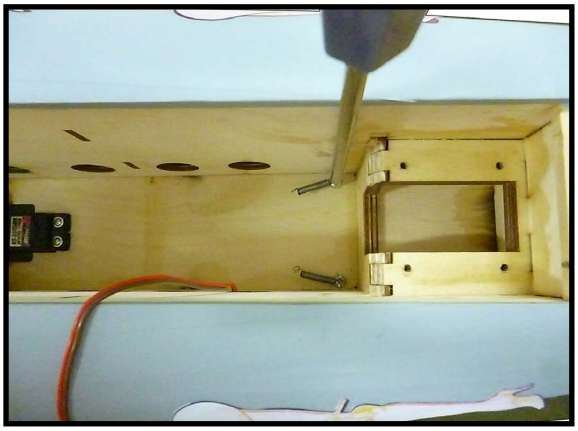
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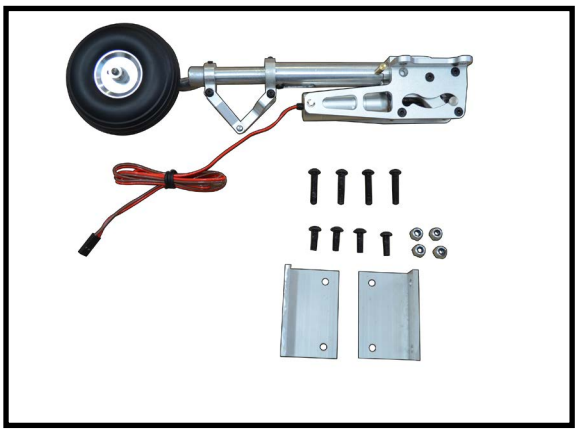


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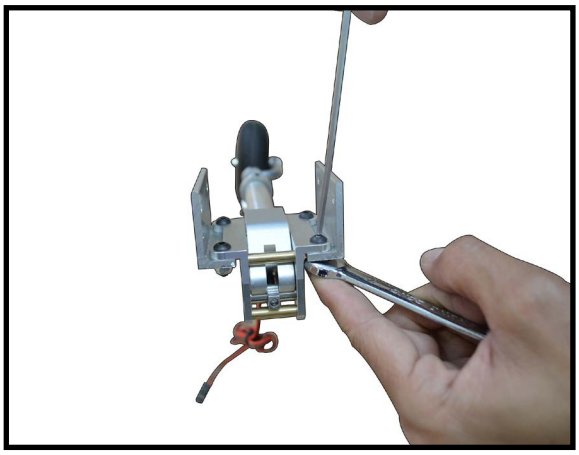


NOSE GEAR INSTALLTION

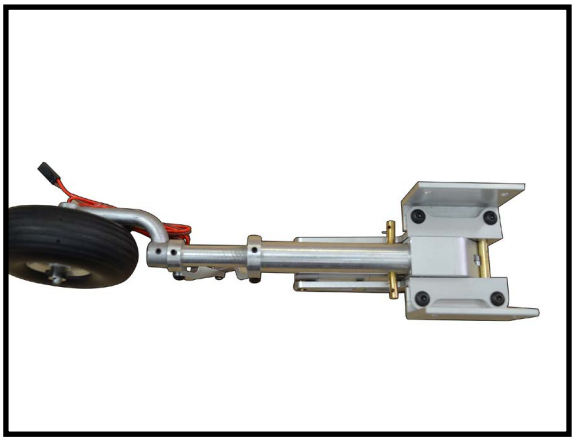
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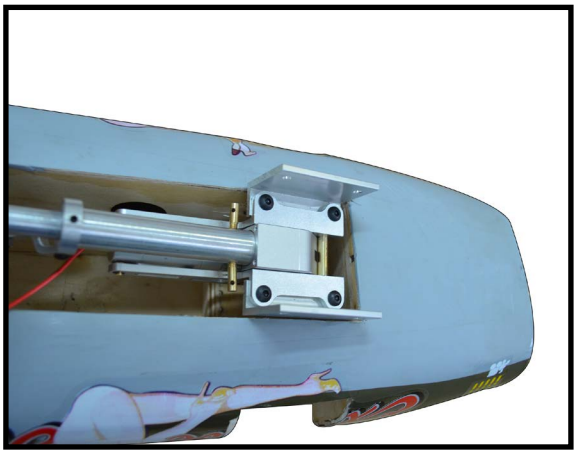
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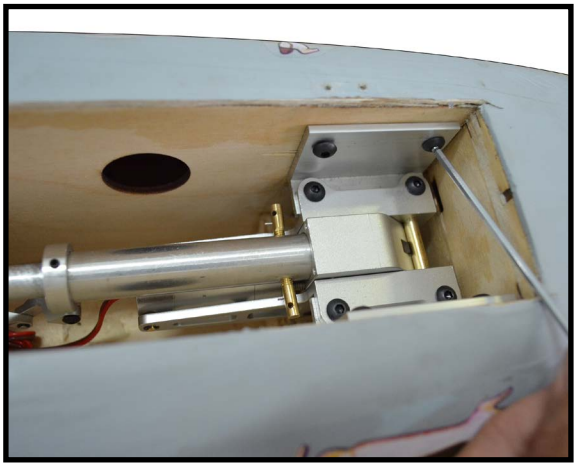
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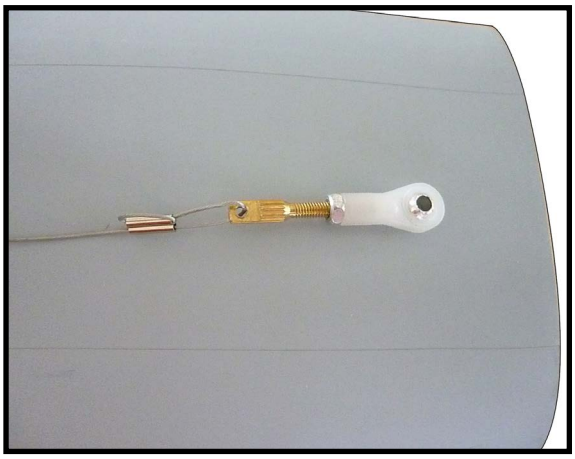
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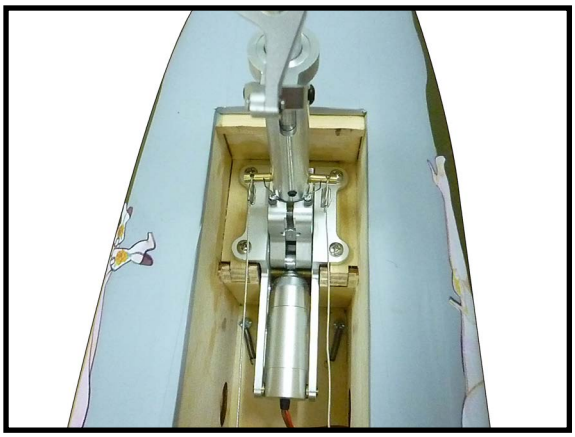
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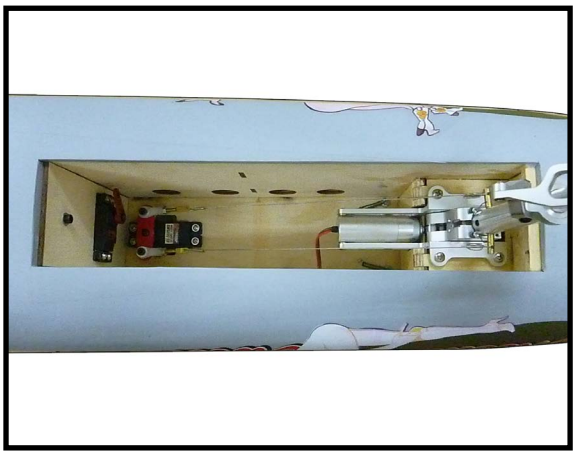
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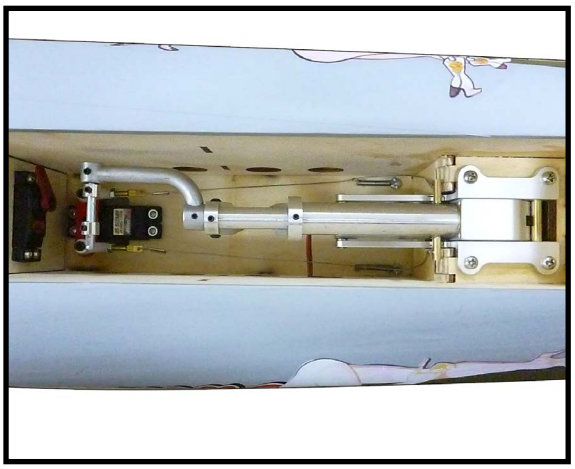
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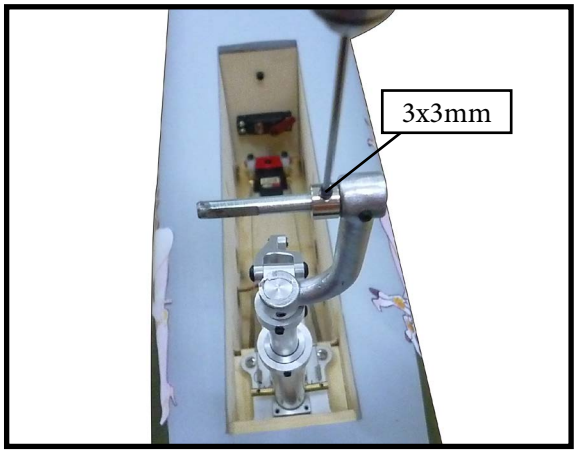
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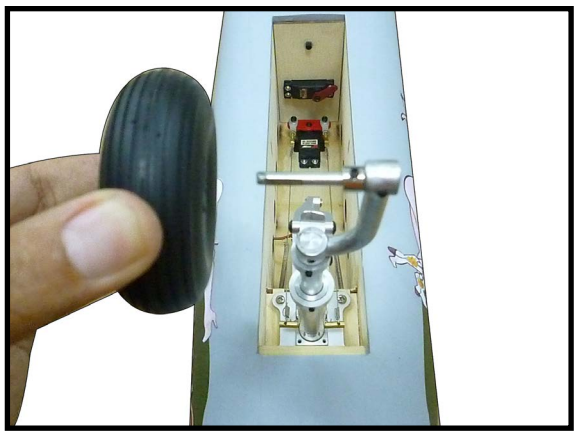
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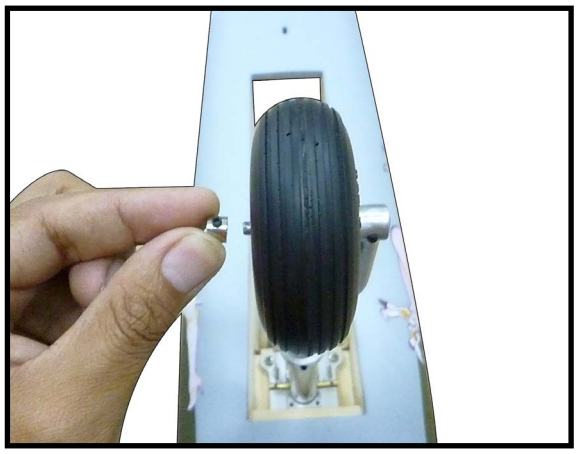
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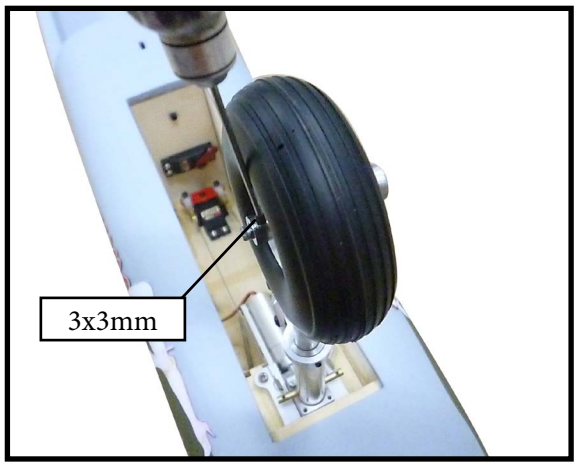
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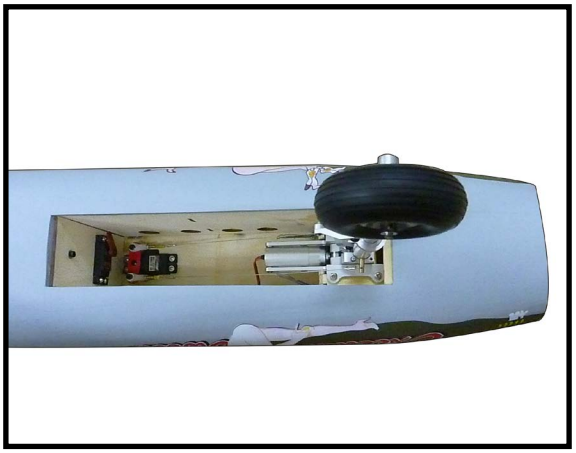
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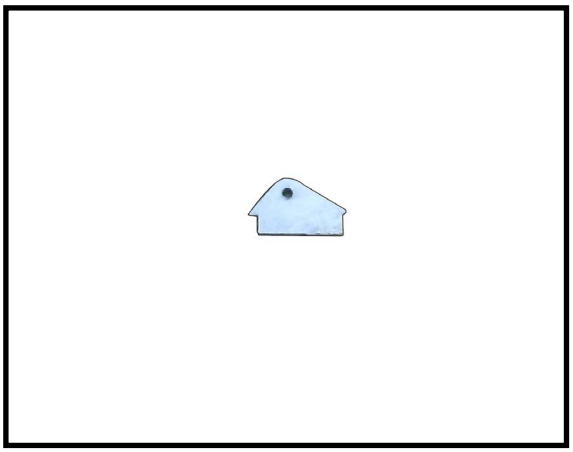
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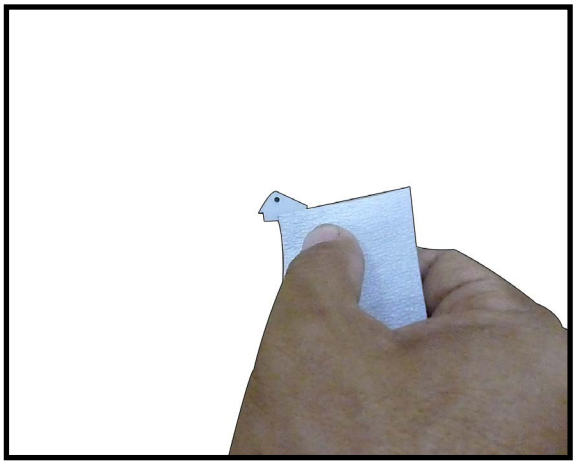
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27.



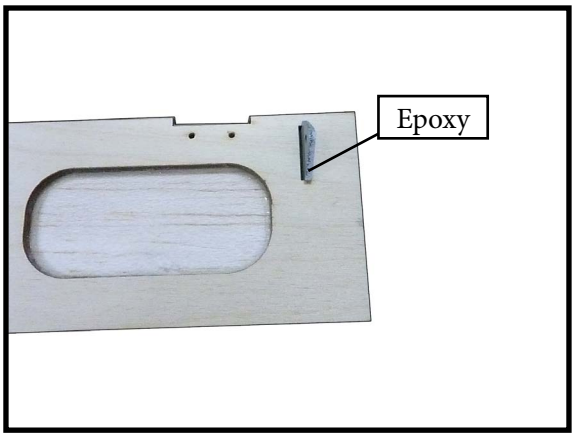
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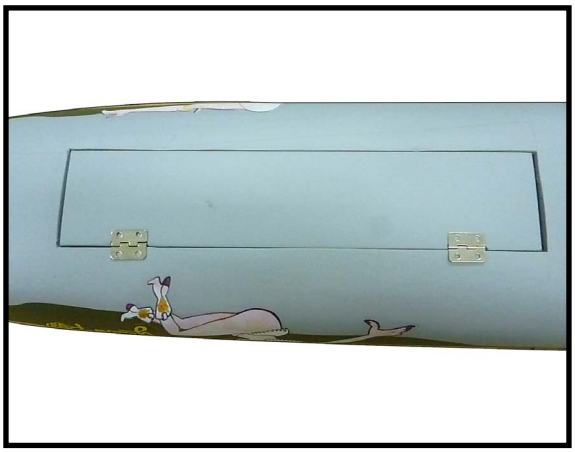
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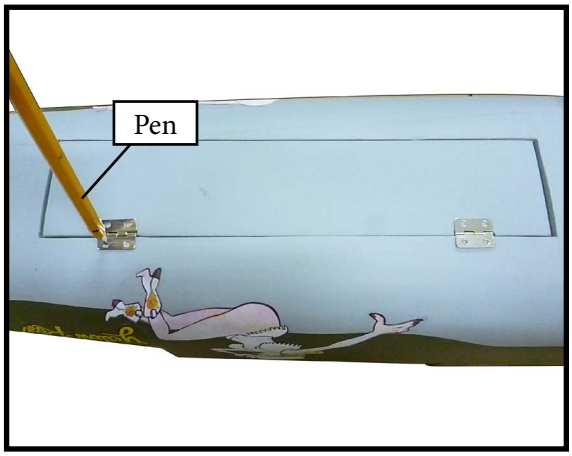
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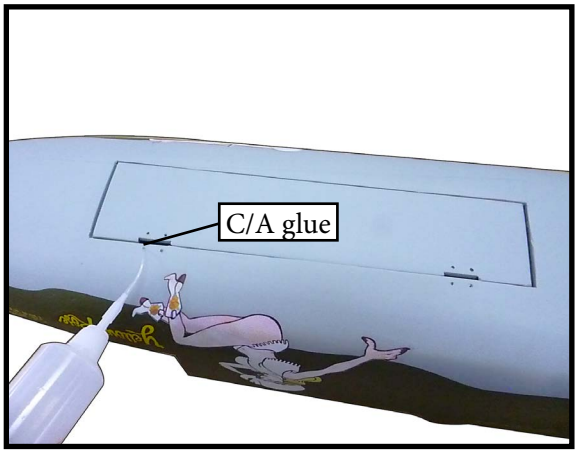
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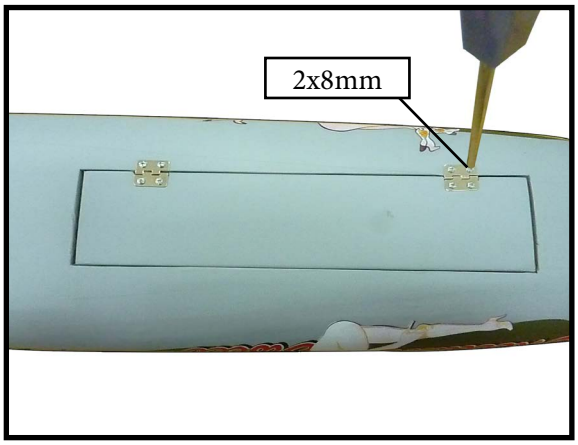
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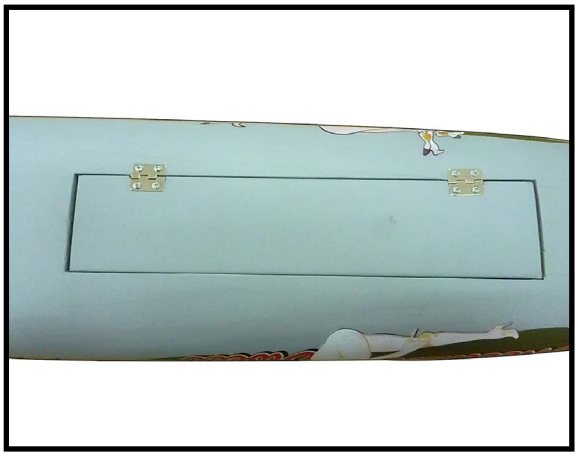
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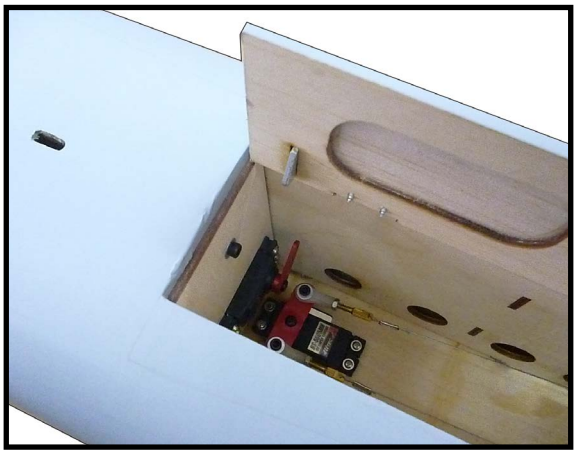
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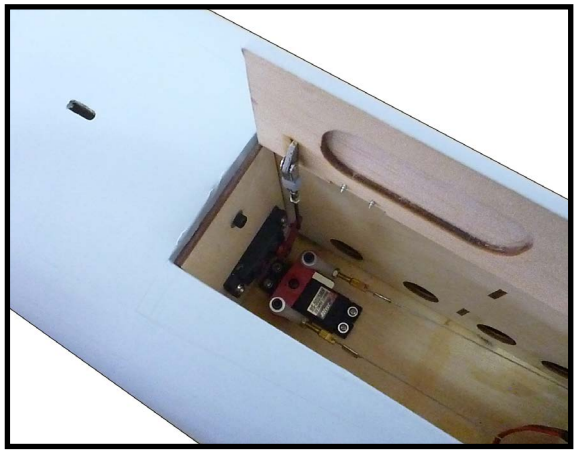
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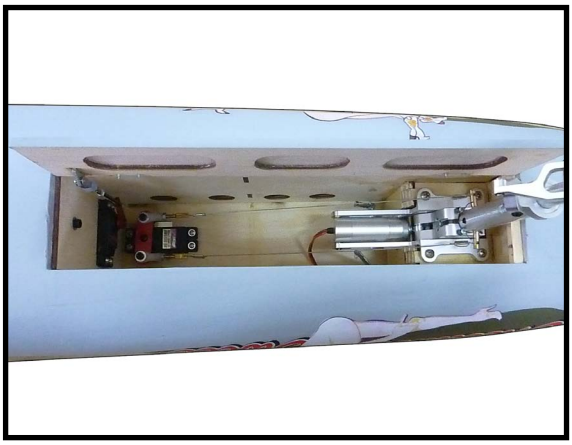
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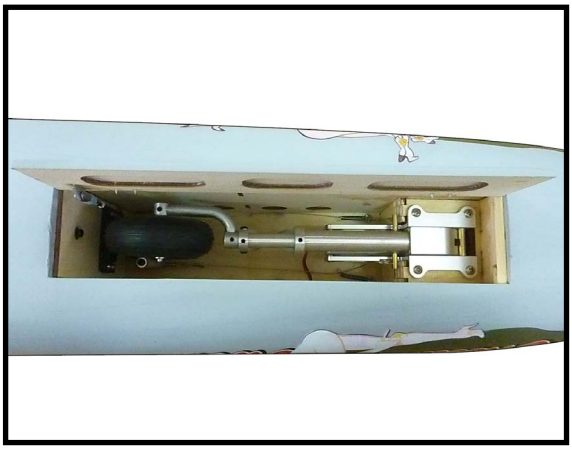
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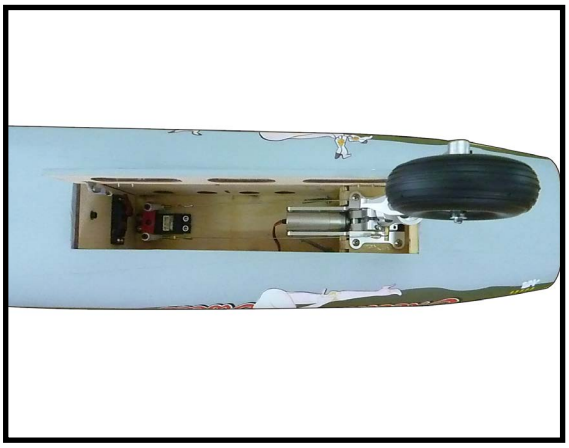
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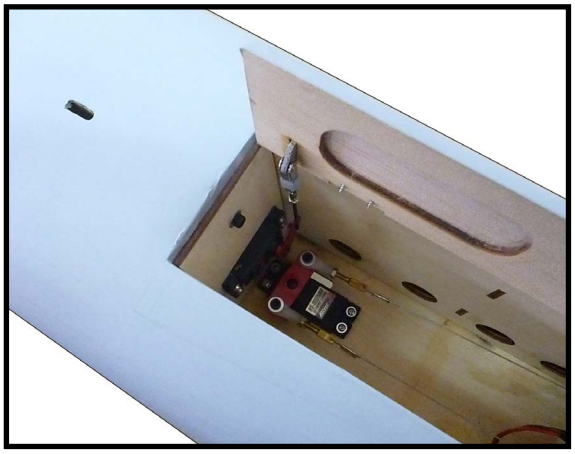
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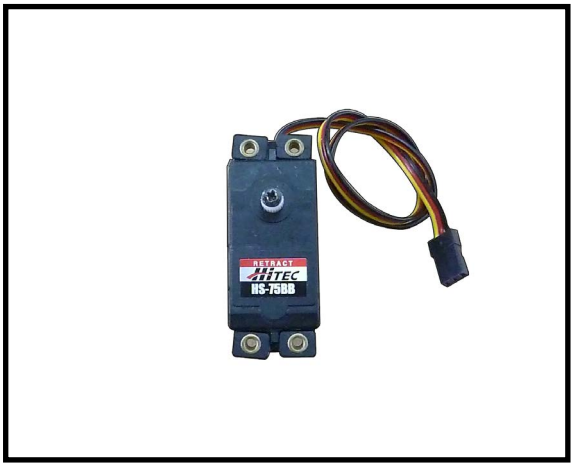


42.



SERVO GEAR INSTALLATION

1.



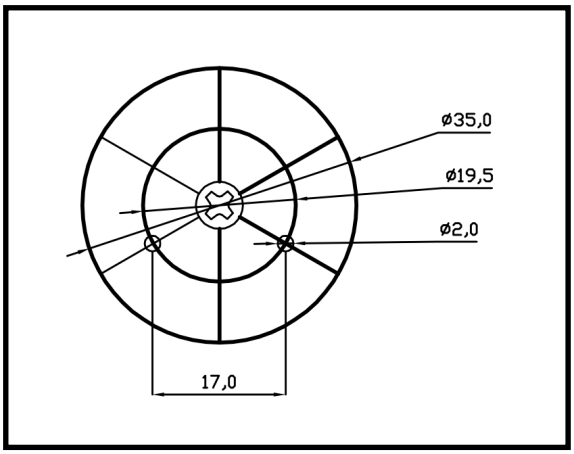
Minimum servo spec.
Torque : 91.65 oz-in (6.6 kg-cm) @ 4.8V;
113.87 oz-in (8.2 kg-cm) @ 6.0V

BOMB BAY DOOR SYSTEM INSTALLATION

1.



2.



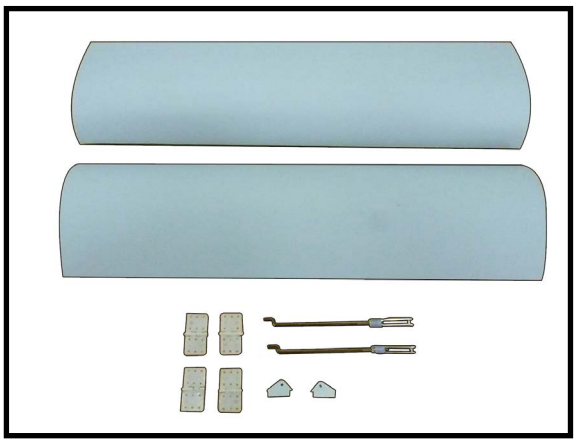
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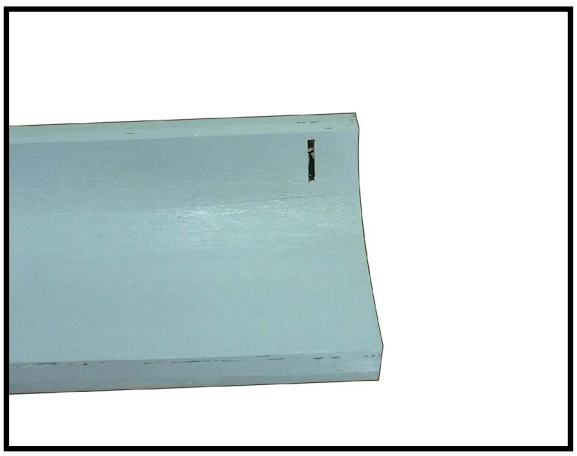
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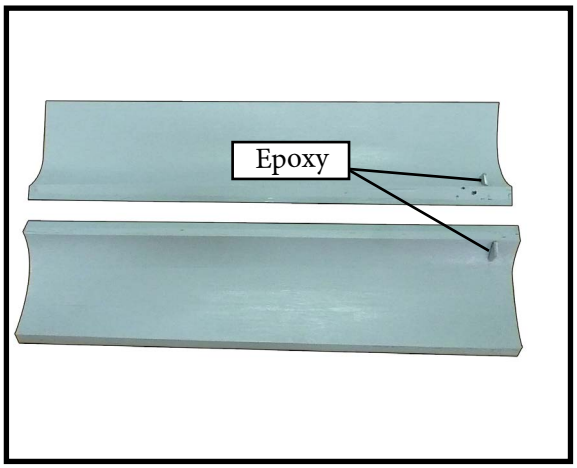
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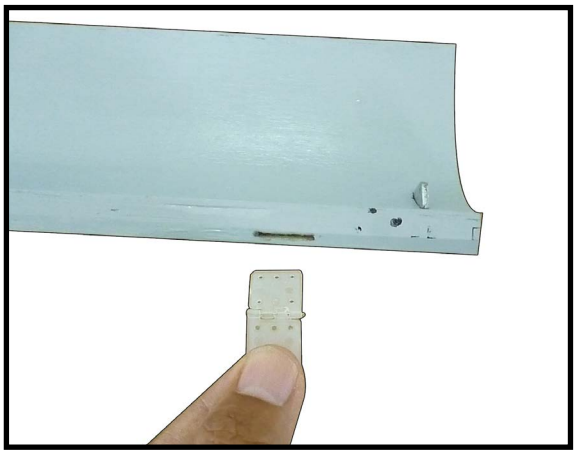
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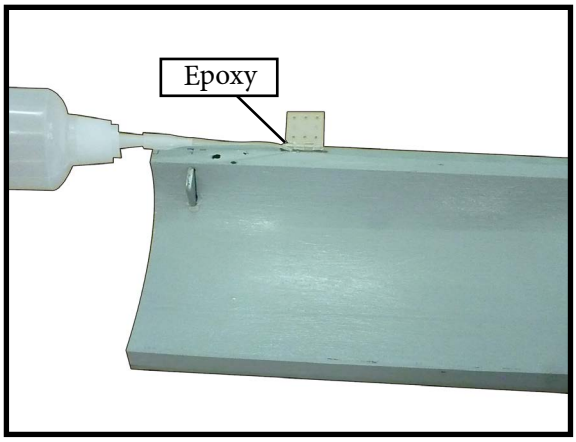
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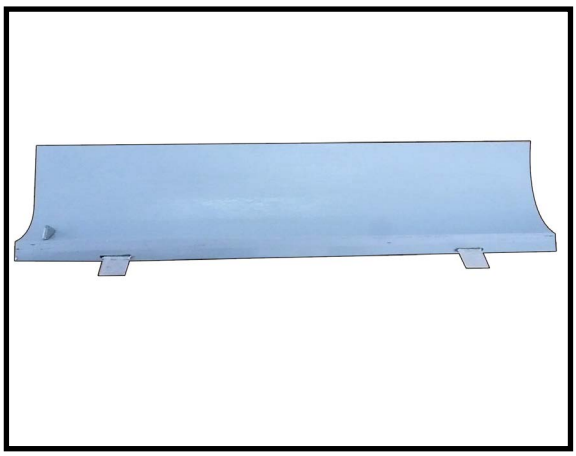
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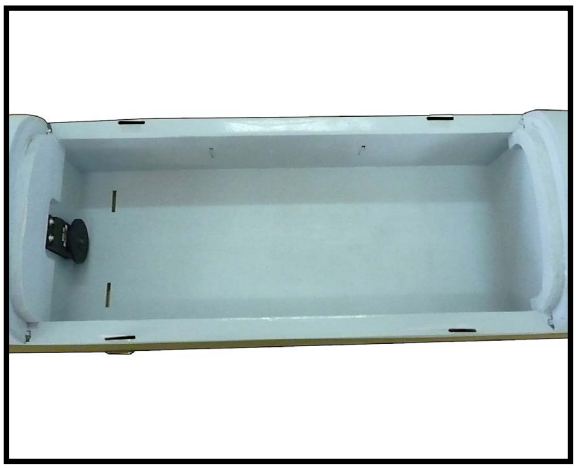
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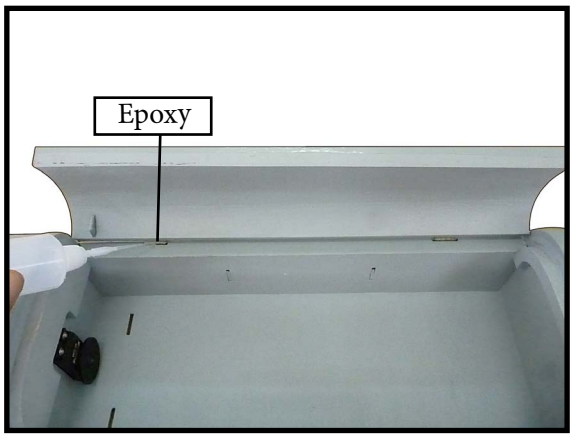
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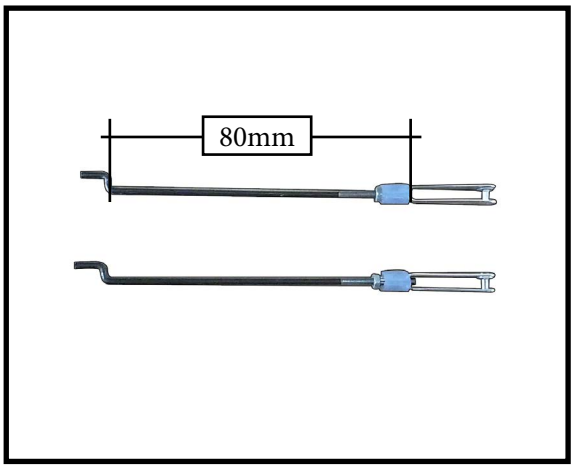
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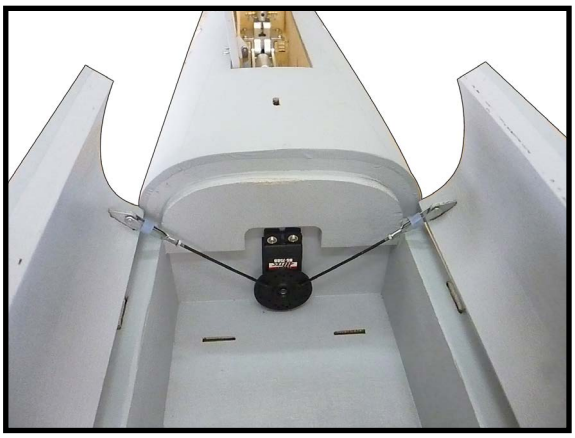
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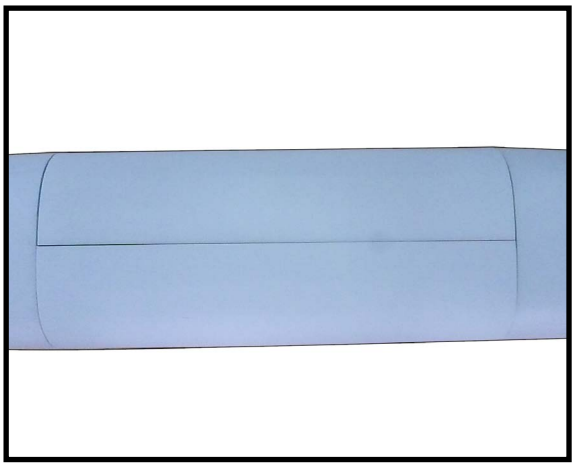
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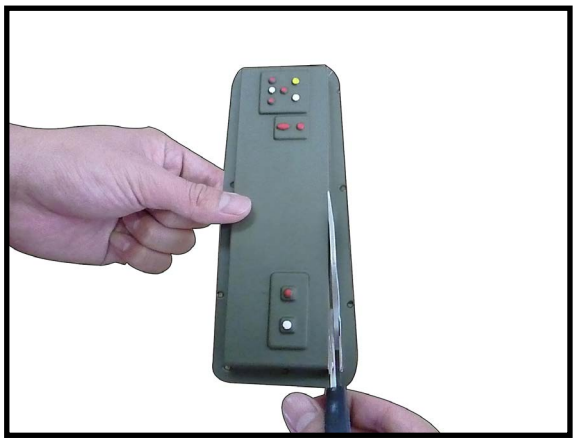
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INSTALLATION COCKPIT, PILOT AND CANOPY

Locate items necessary to install.

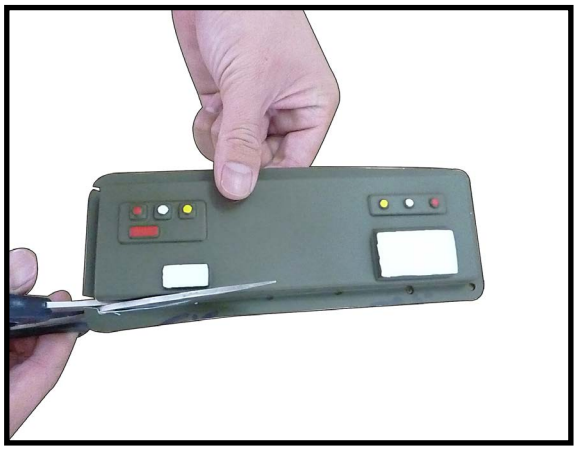
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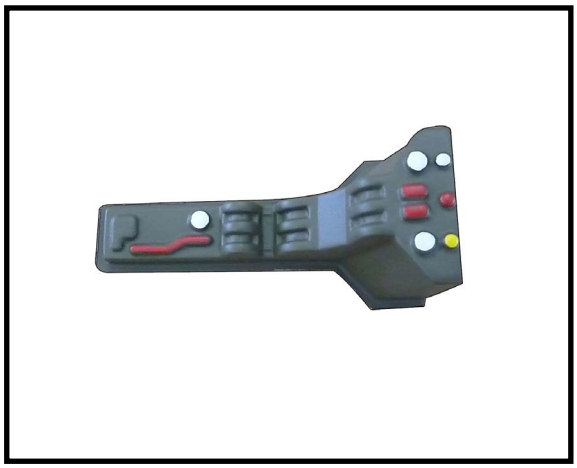
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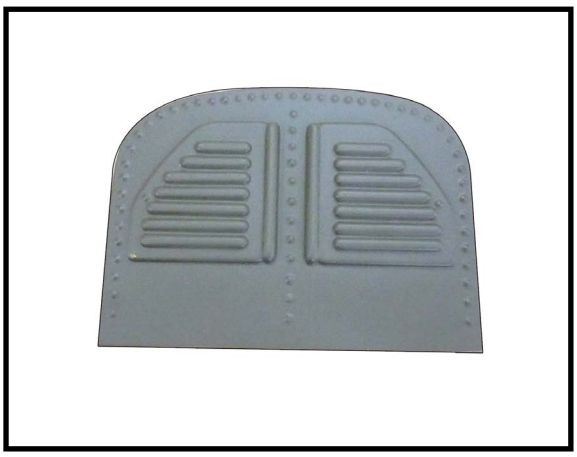
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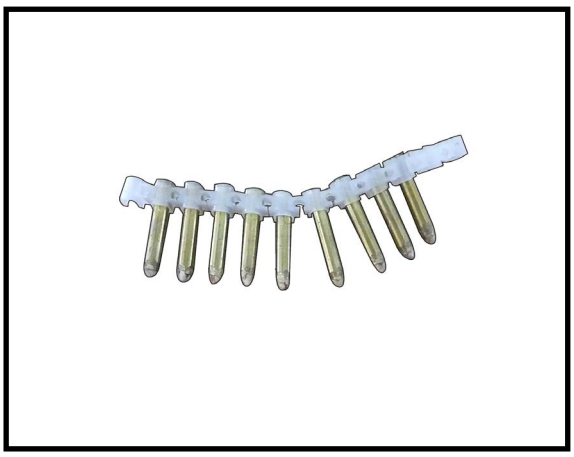
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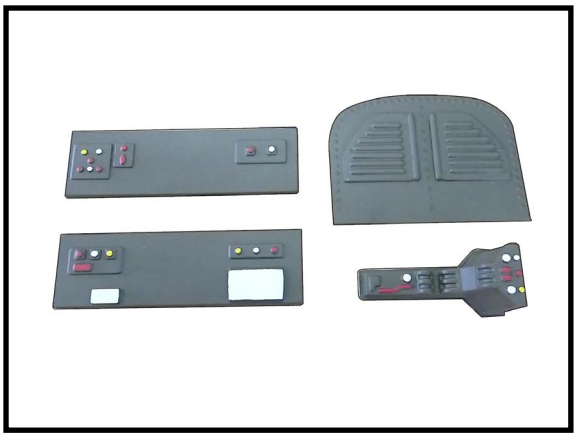
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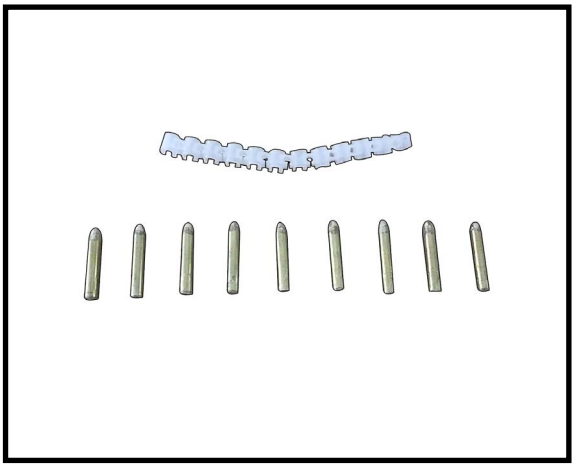
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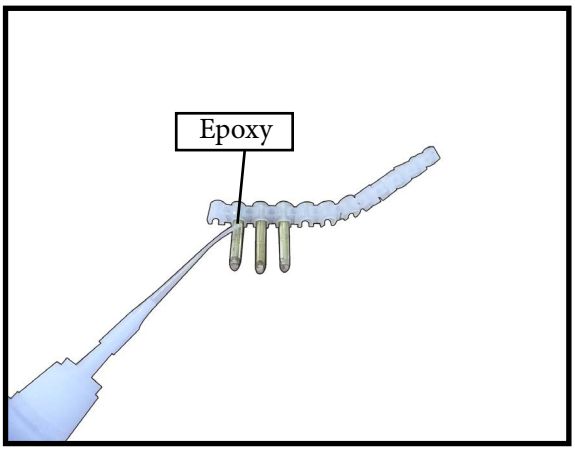
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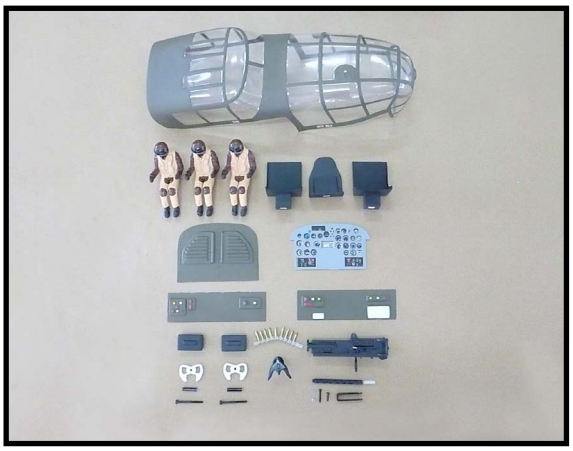
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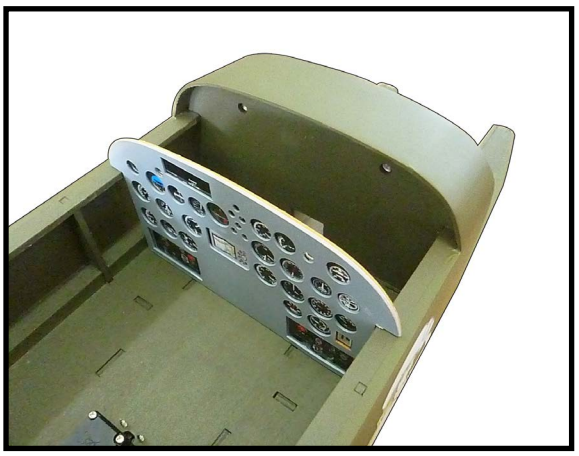
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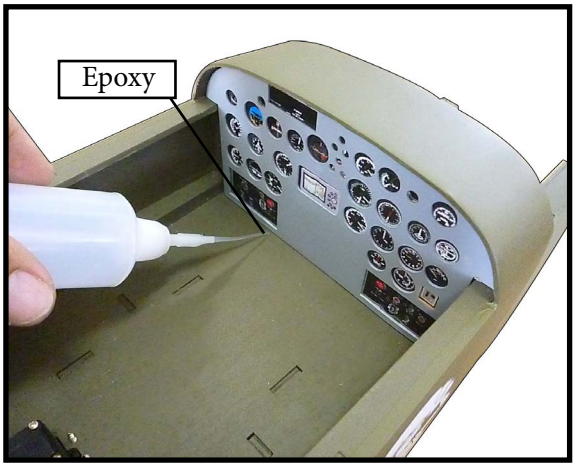
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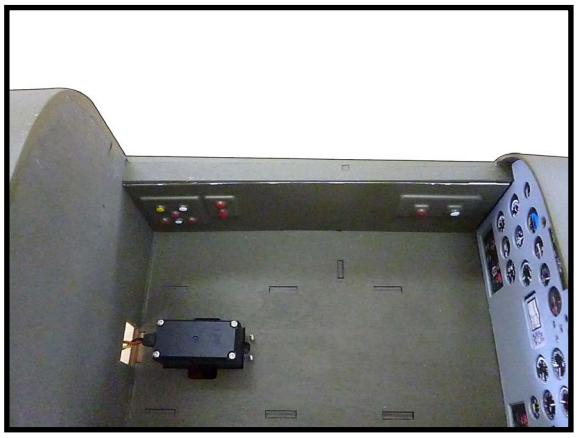
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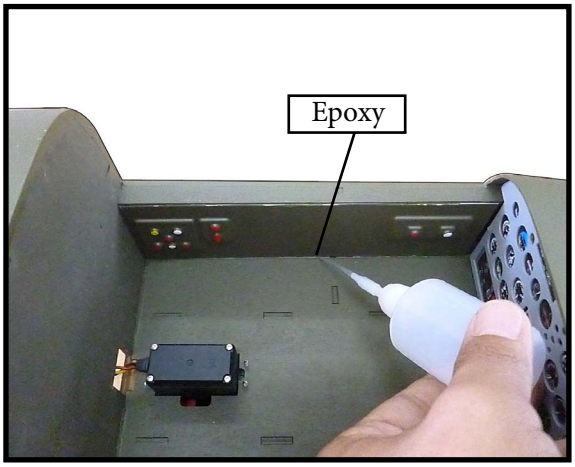
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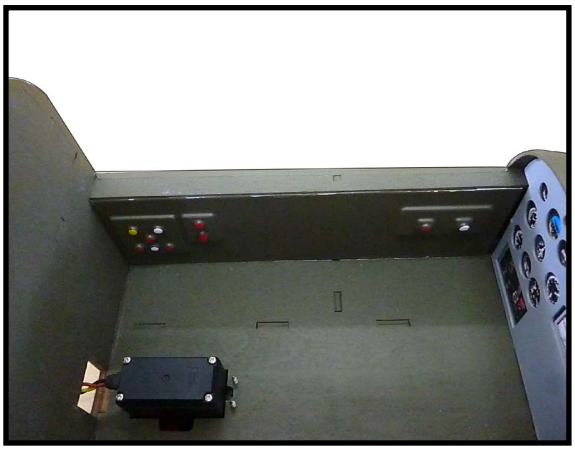
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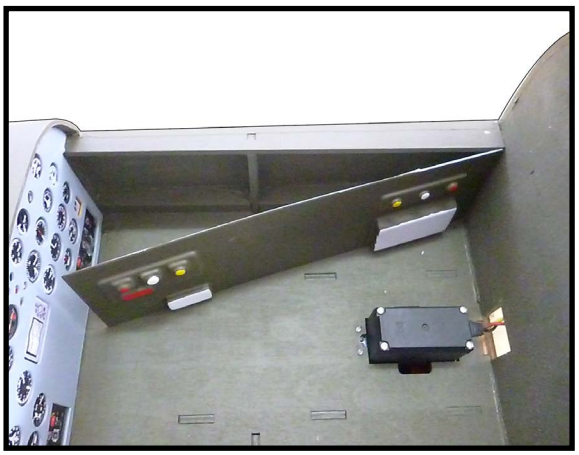
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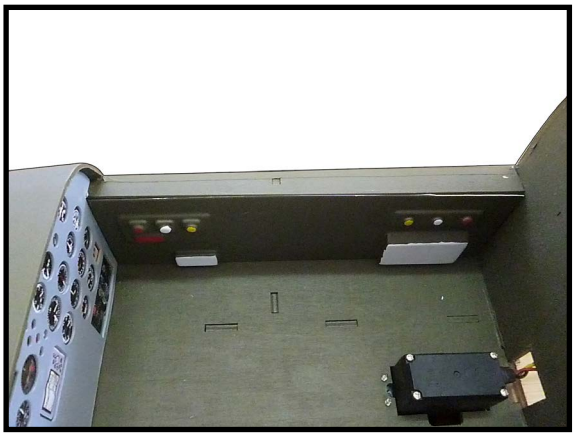
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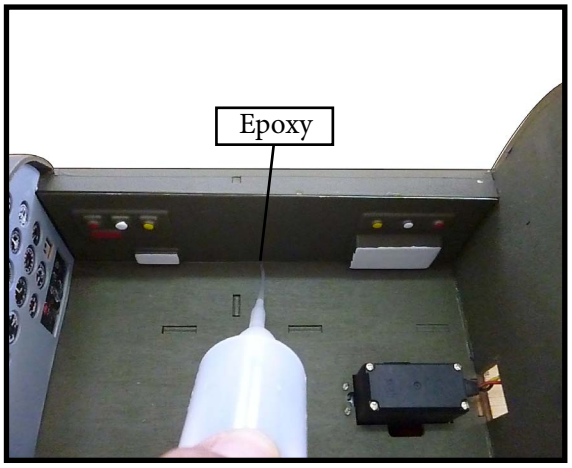
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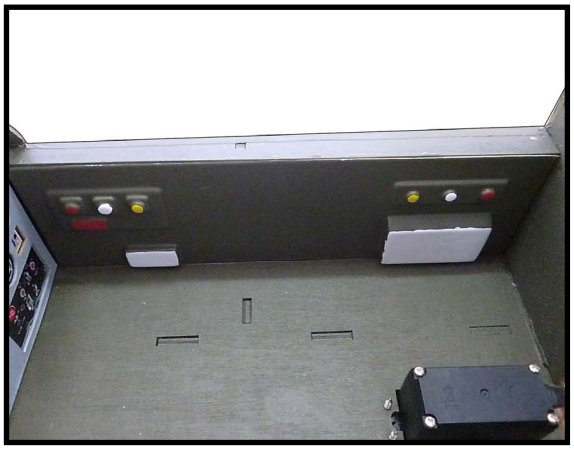
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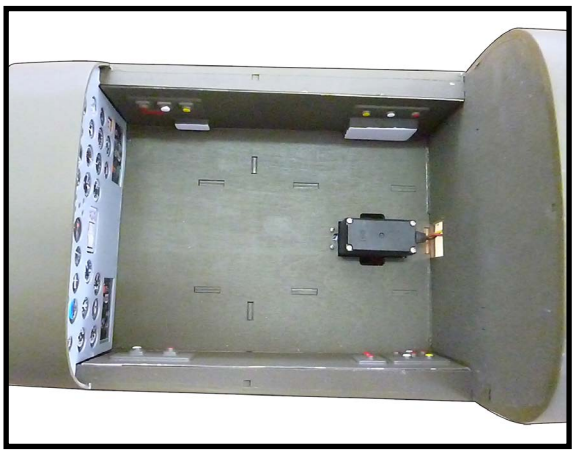
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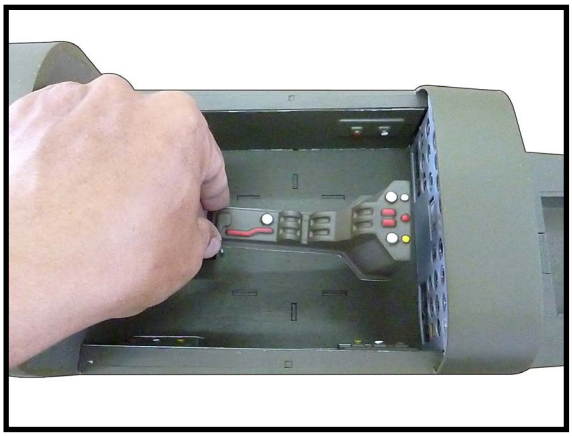
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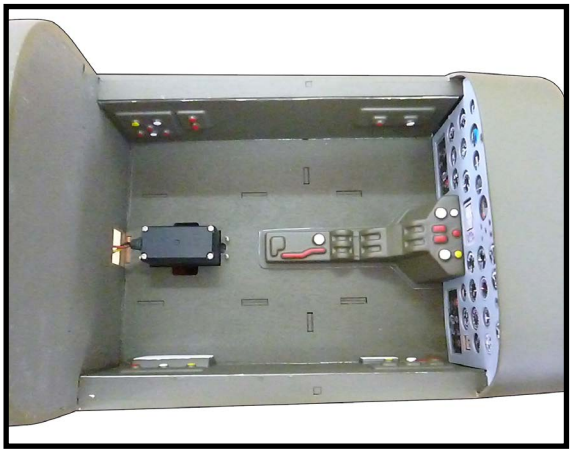
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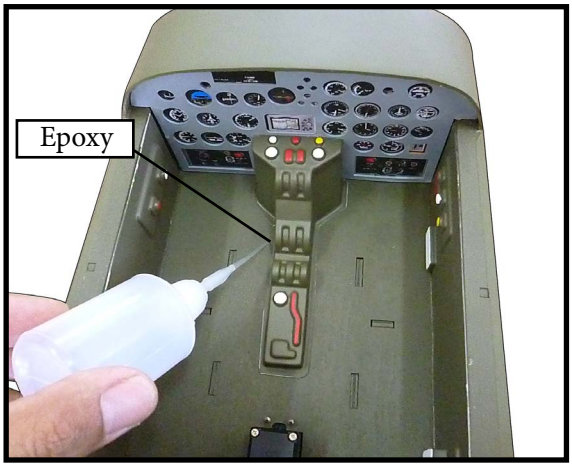
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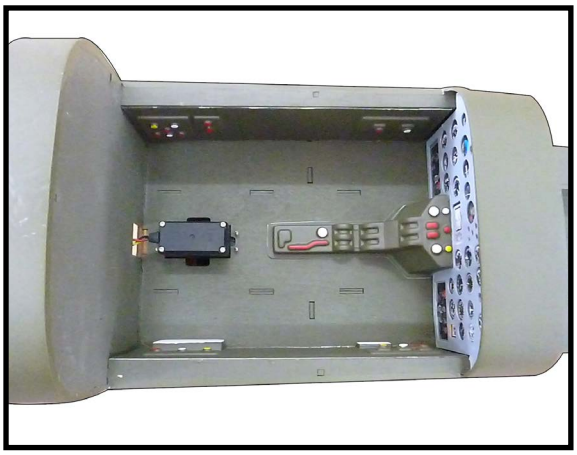
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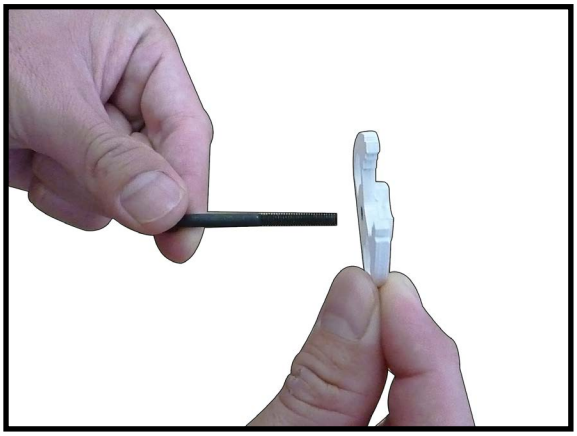
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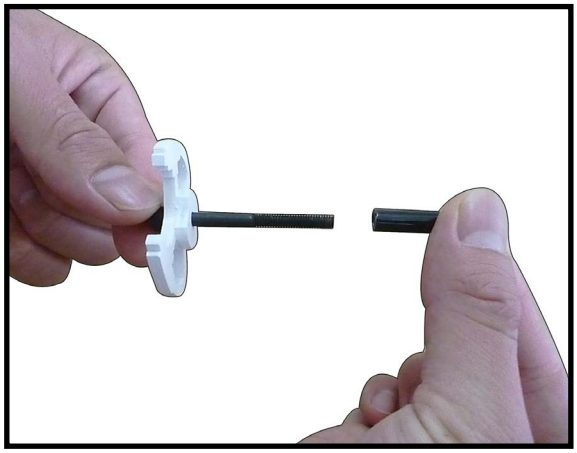
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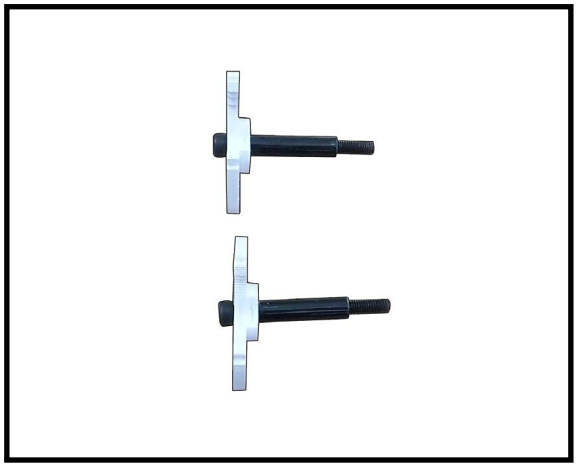
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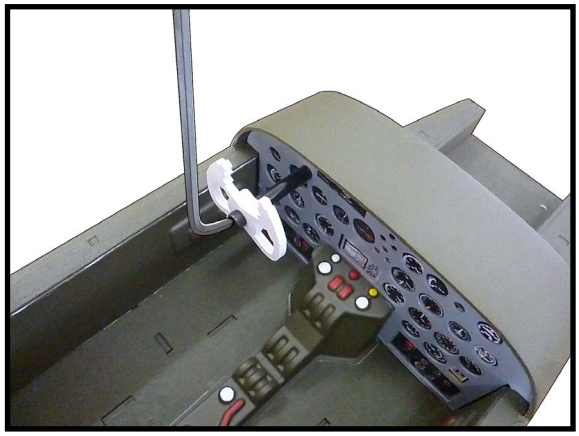
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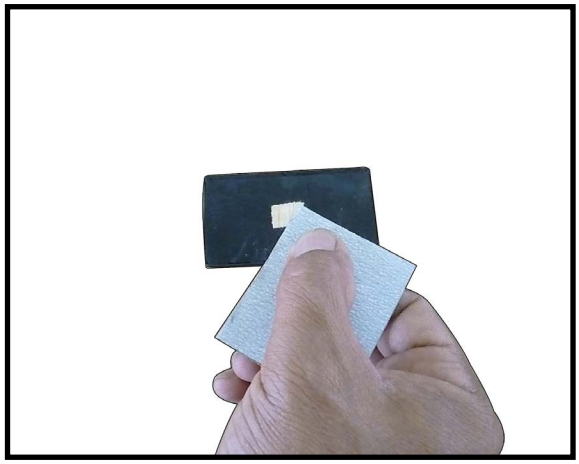
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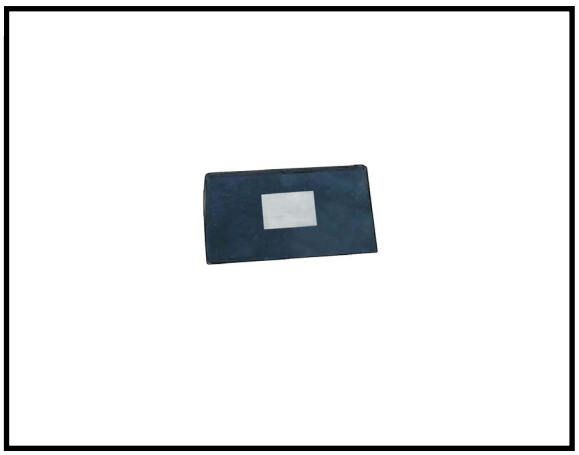
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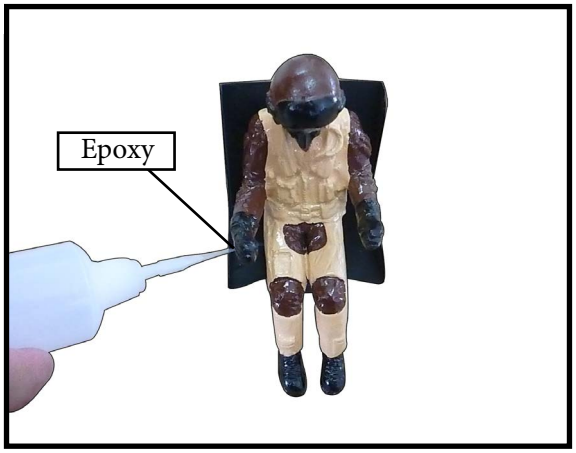
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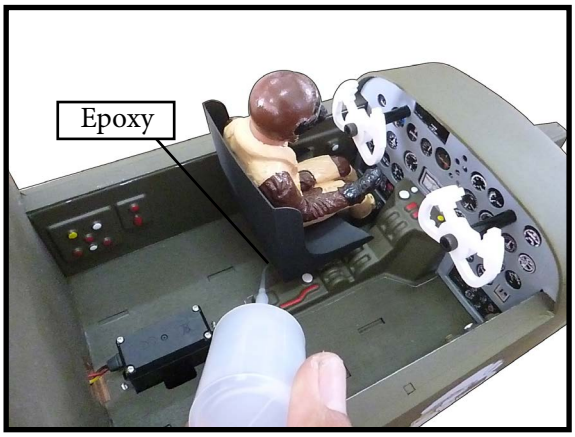
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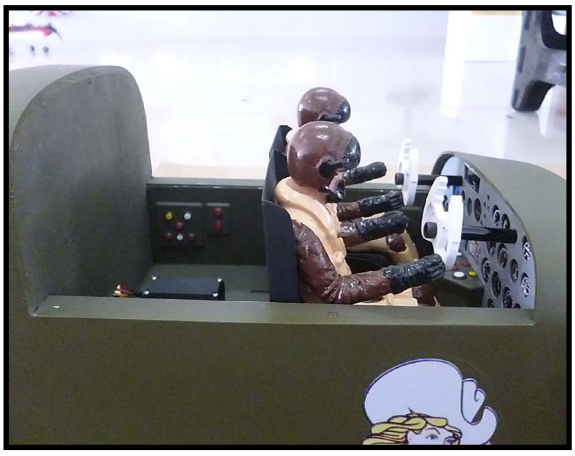
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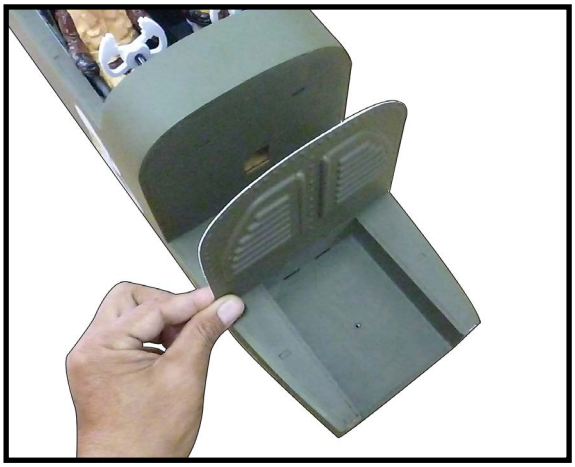
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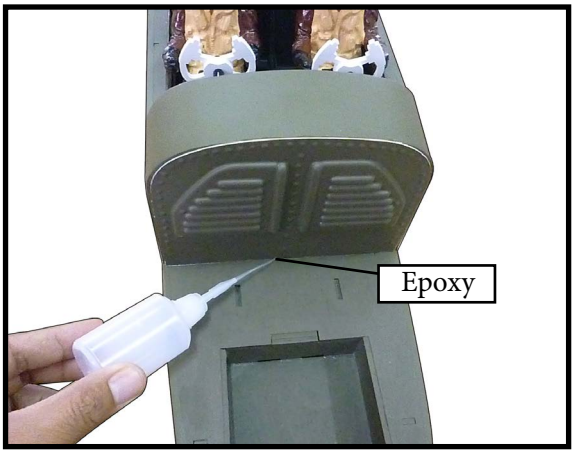
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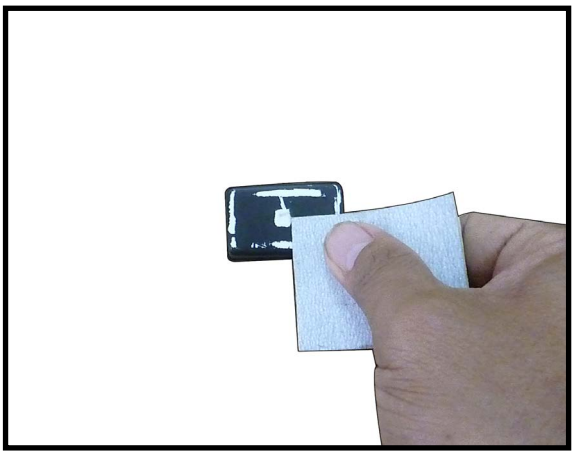
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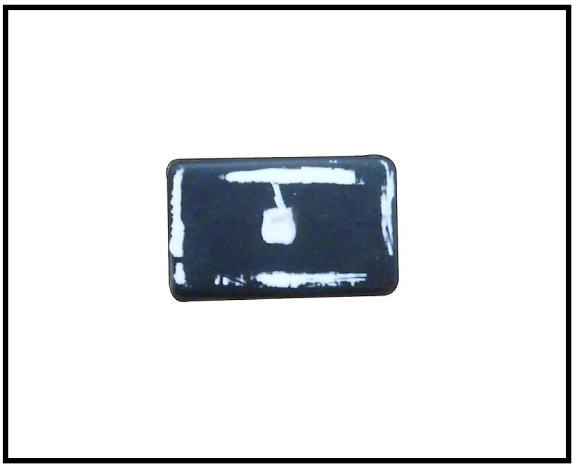
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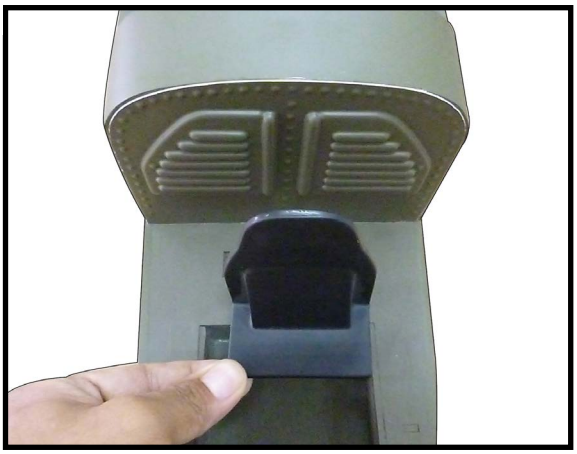
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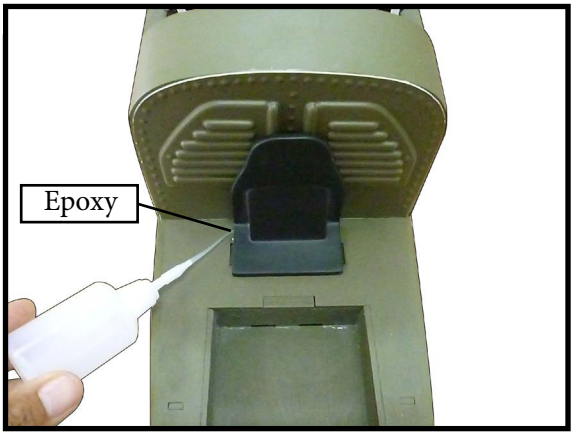
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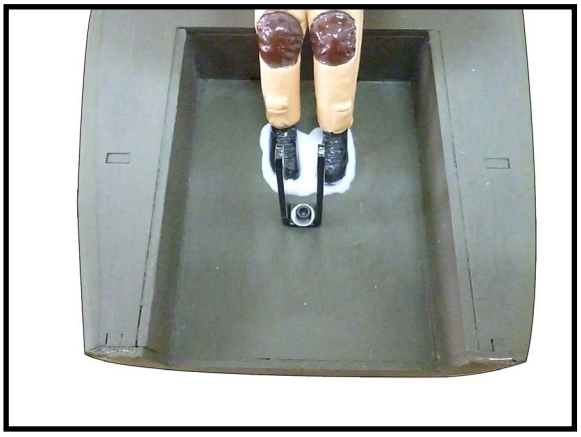
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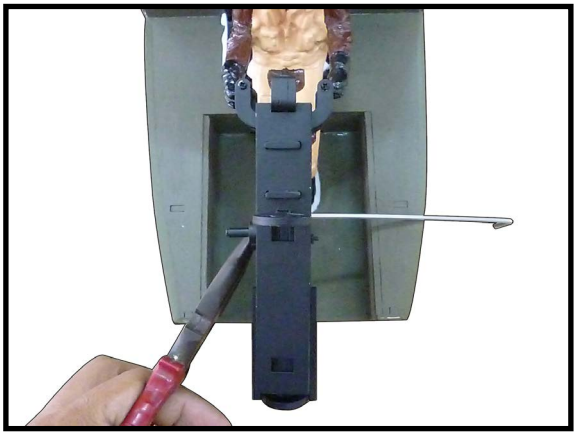
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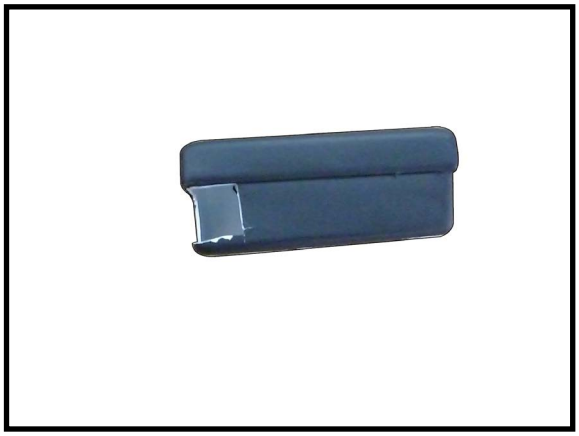
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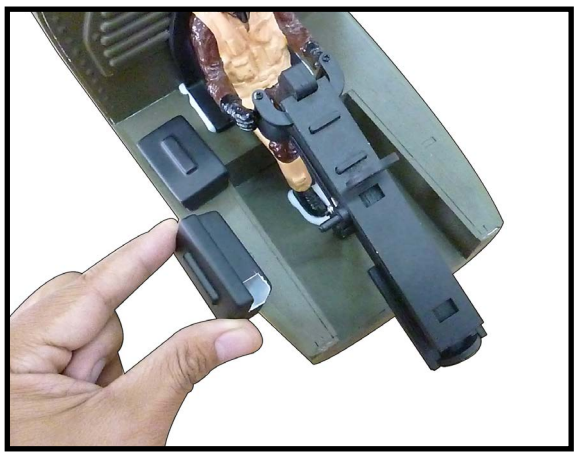
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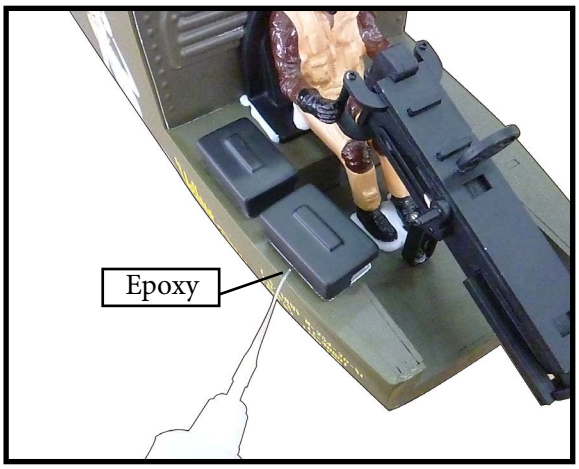
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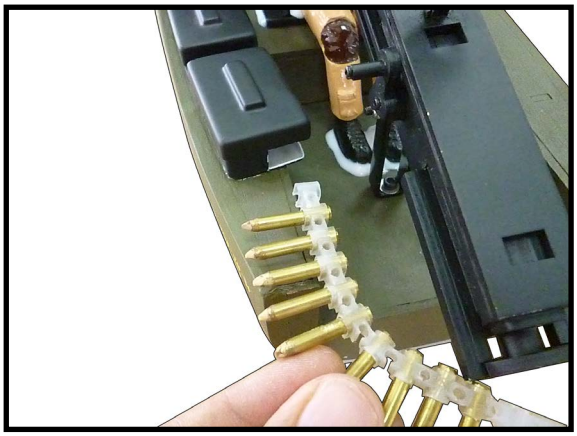
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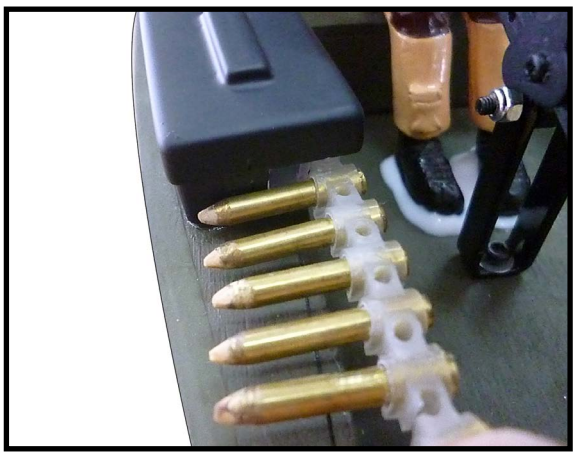
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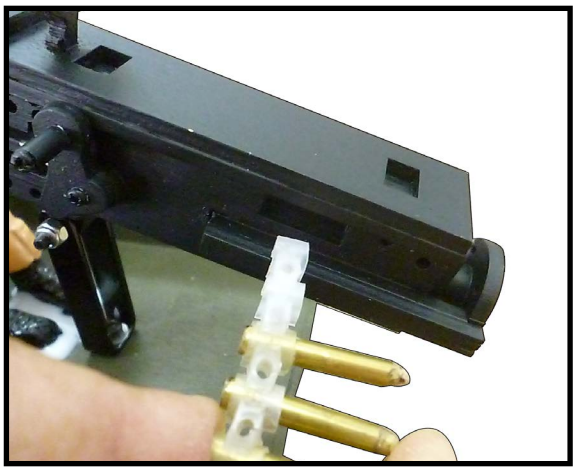
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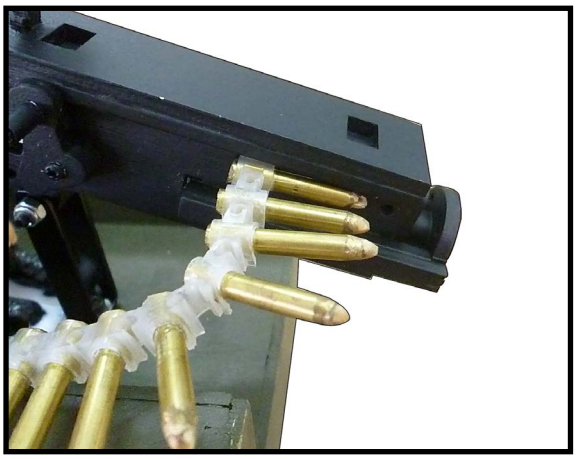
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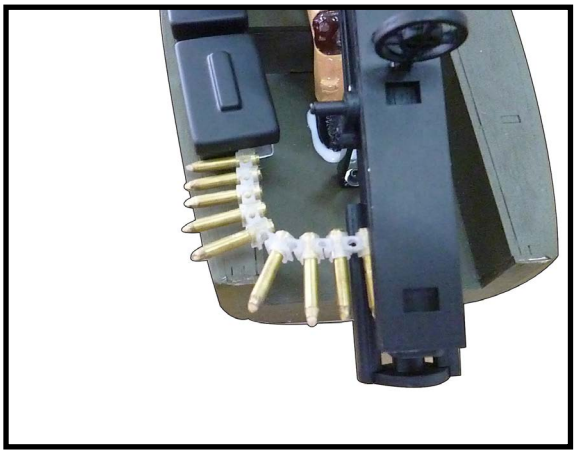
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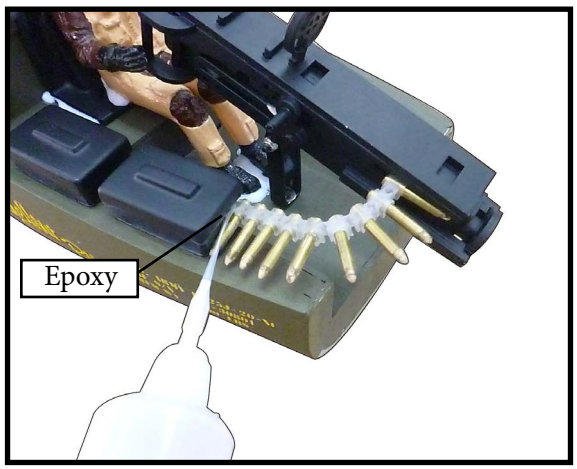
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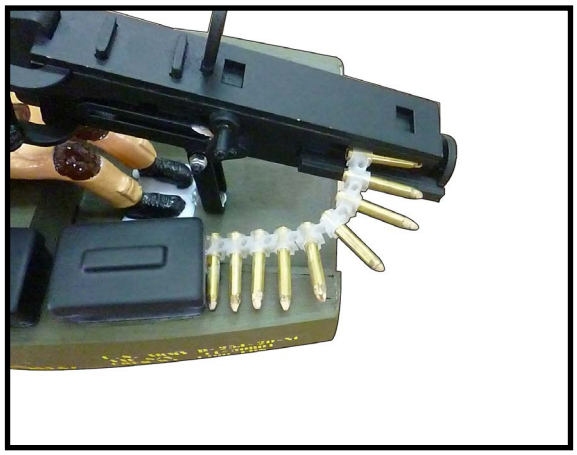
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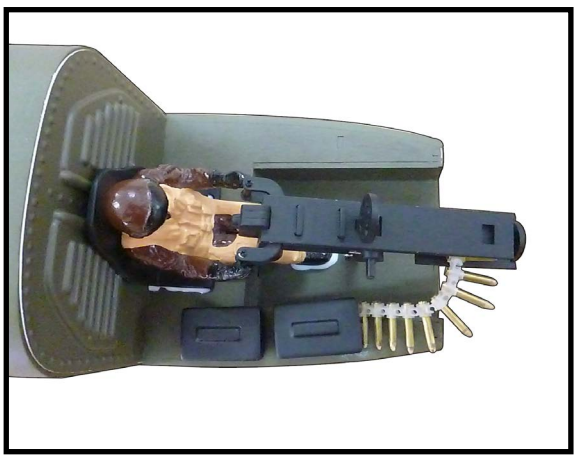
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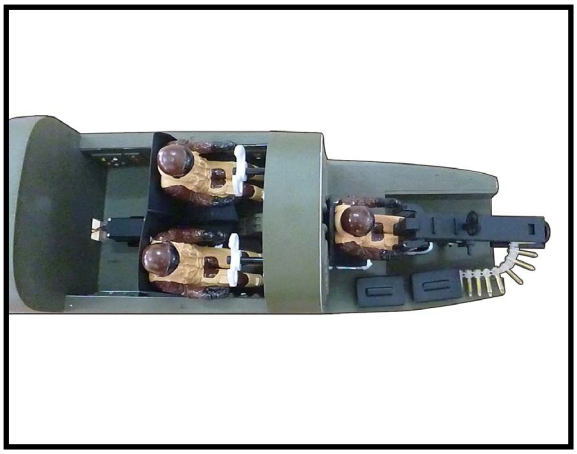
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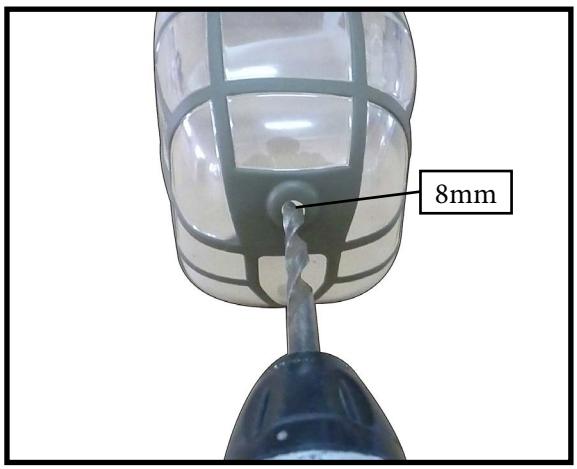
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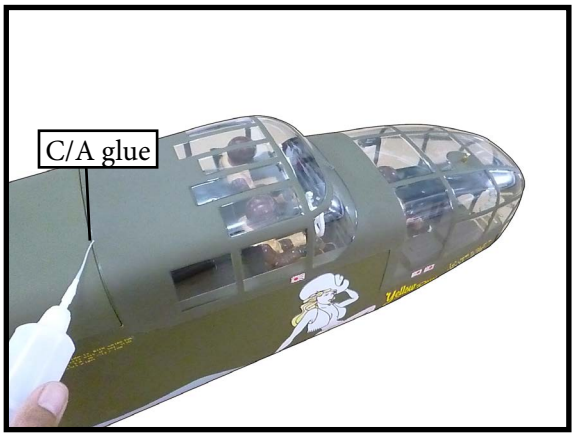
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79.



80.



81.



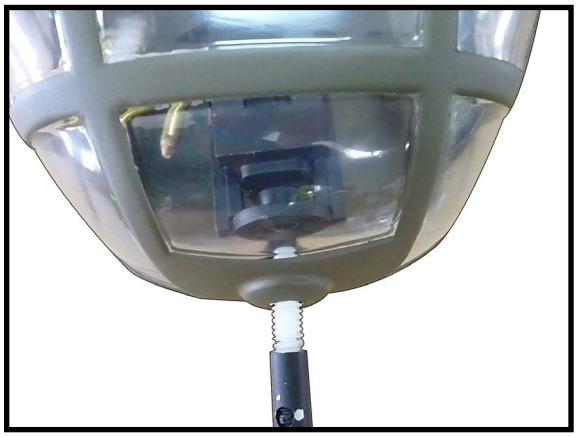
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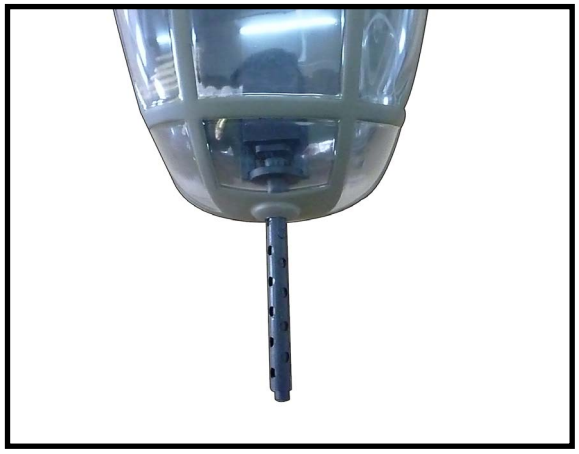
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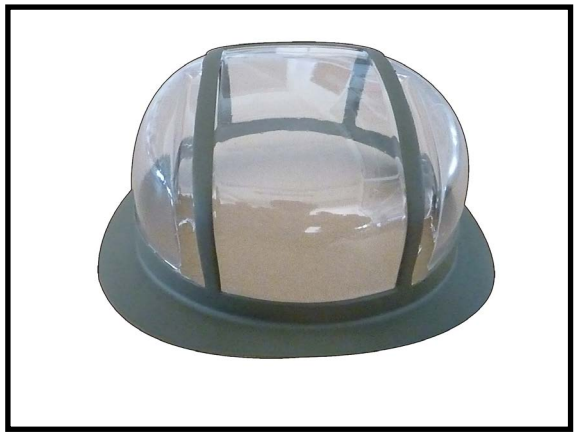
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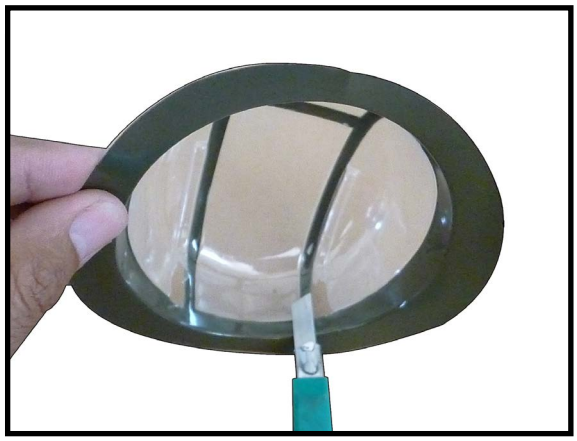
COKPIT INSTALLATION ON TOP HATCH

Locate items necessary to install.

1.



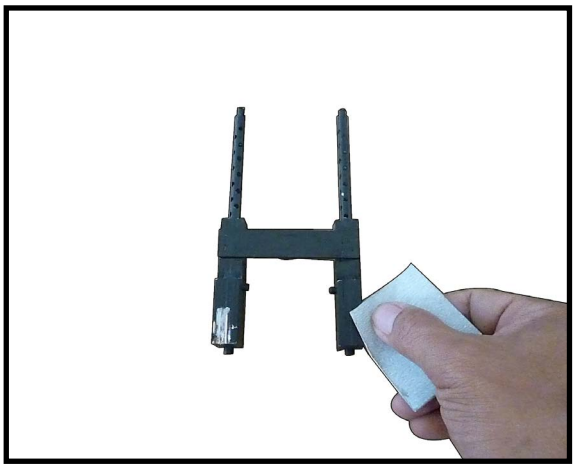
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3.



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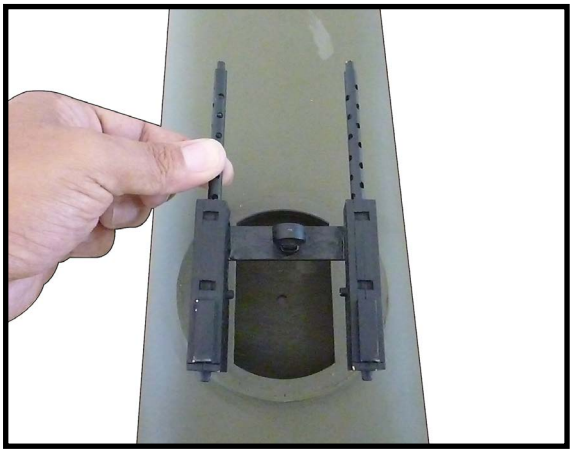
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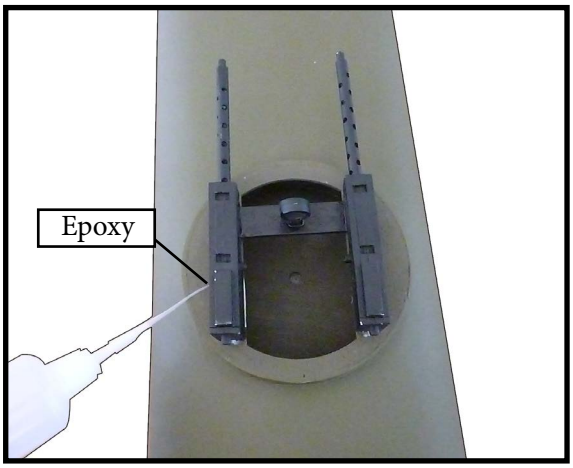
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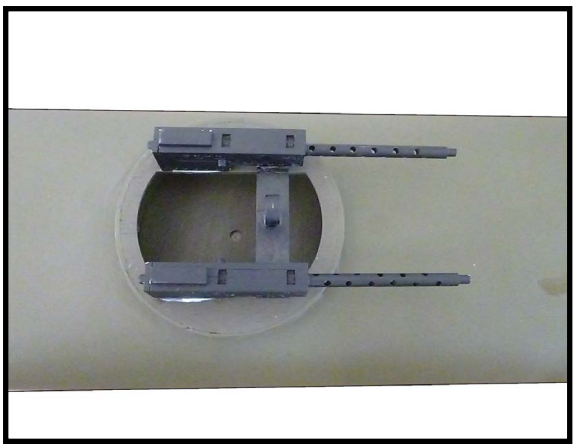
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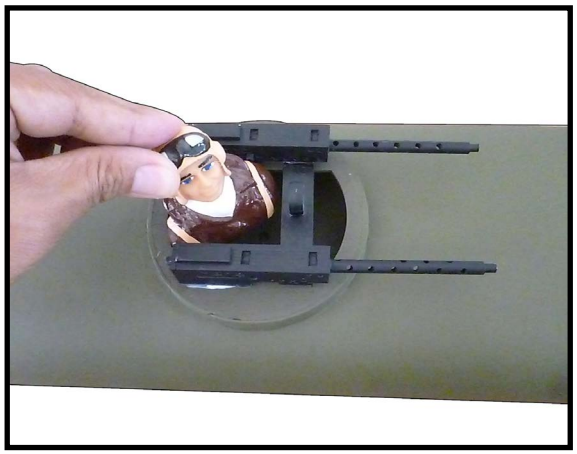
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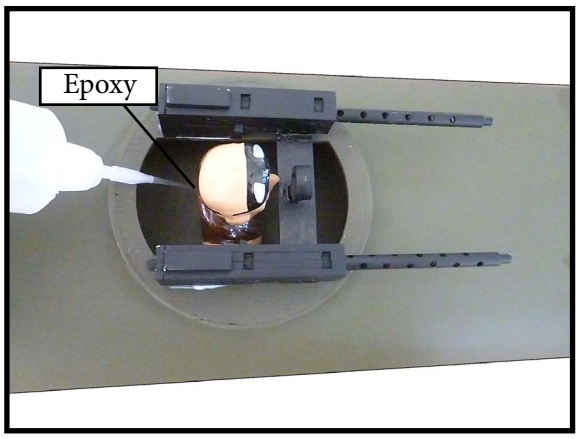
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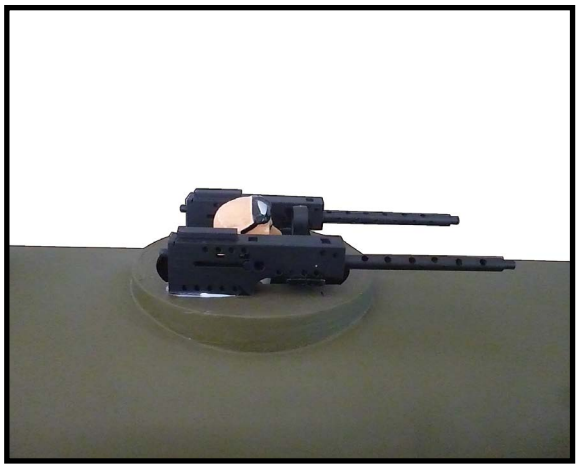
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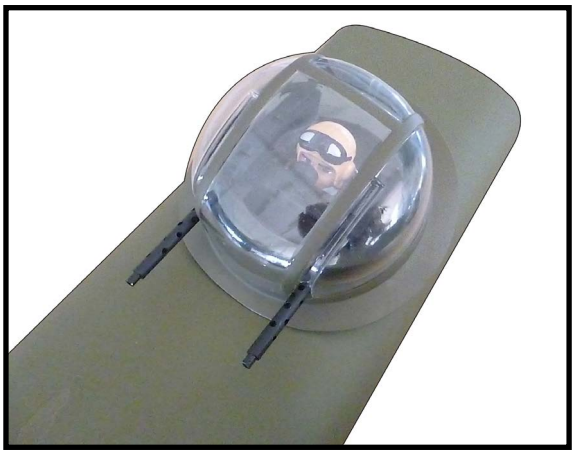
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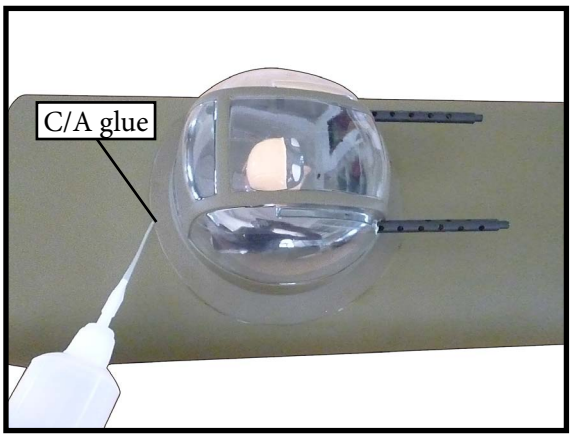
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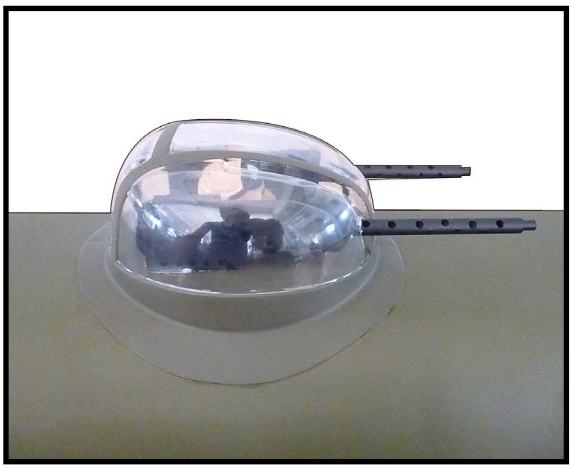
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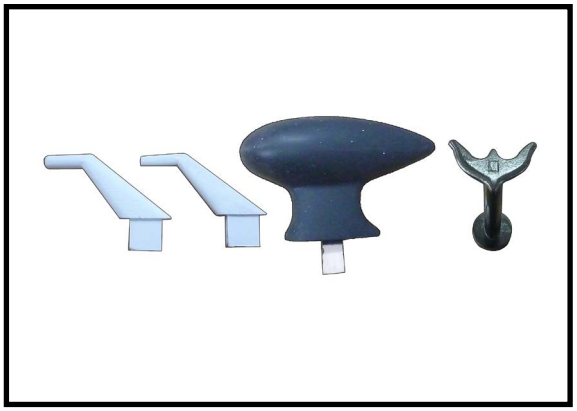
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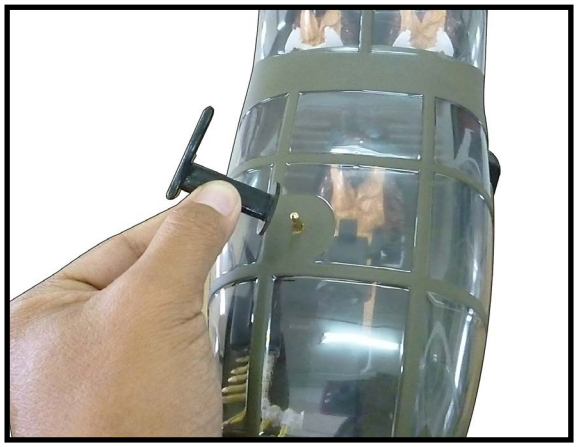
INSTALL THE PLASTIC PARTS.

Locate the items neccessary to install the plastic parts included with your models:

1.



2.



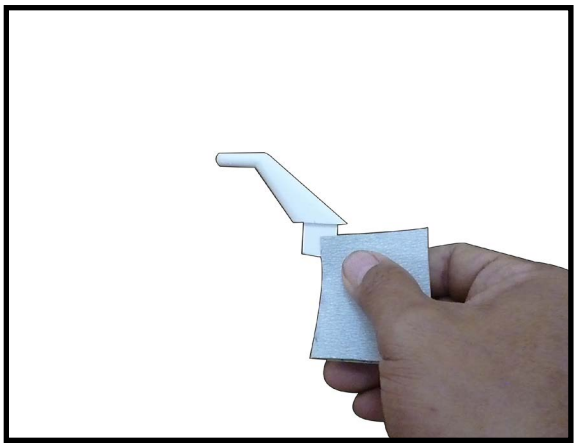
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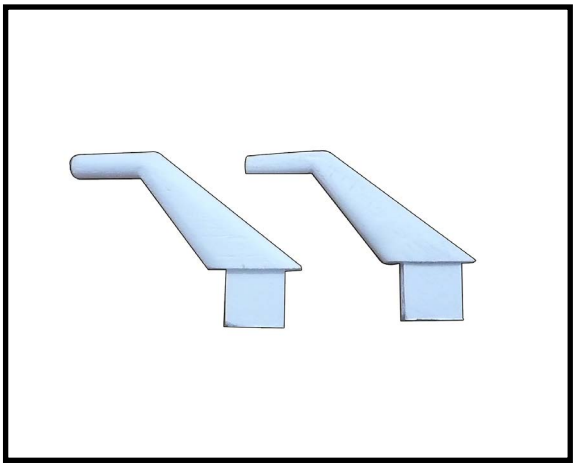
Position the plastic parts onto the canopy and fuselage and apply C/A glue and hold the plastic parts secure until the glue fully cures.

Please see pictures below.

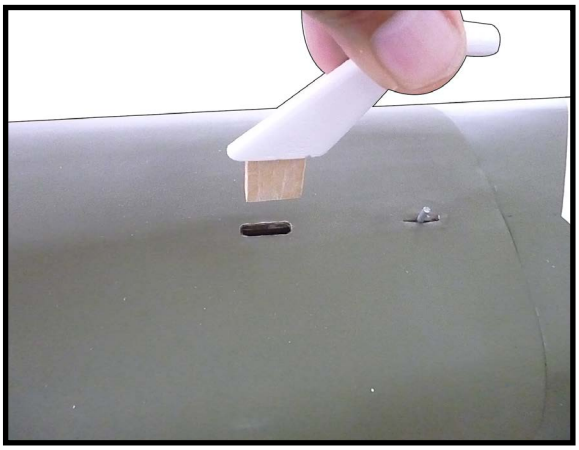
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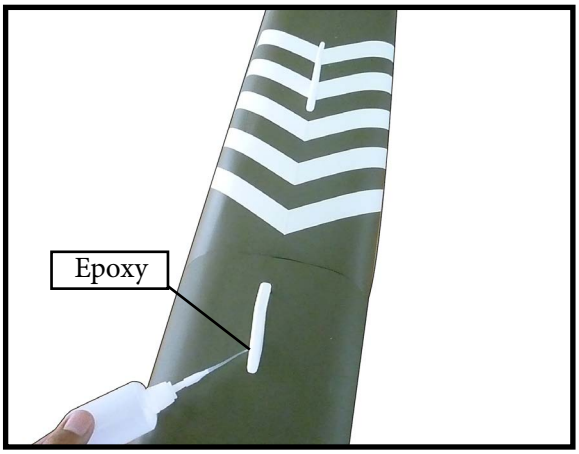
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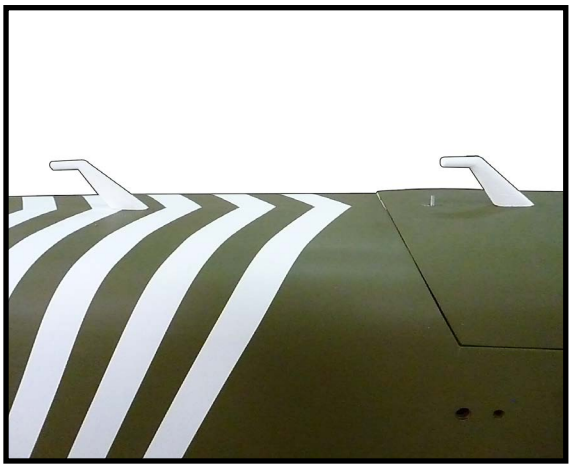
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7.



8.



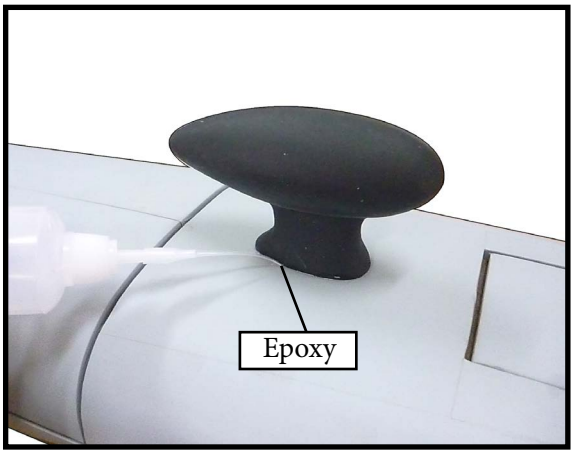
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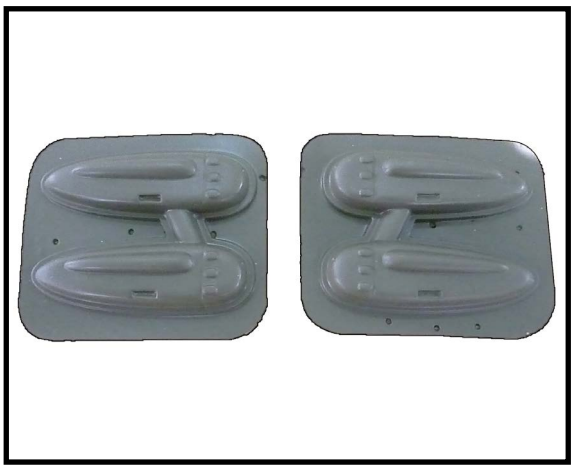
11.



GUN INSTALLATION TWO SIDE OF FUSLAGE

Please see pictures below.

1.



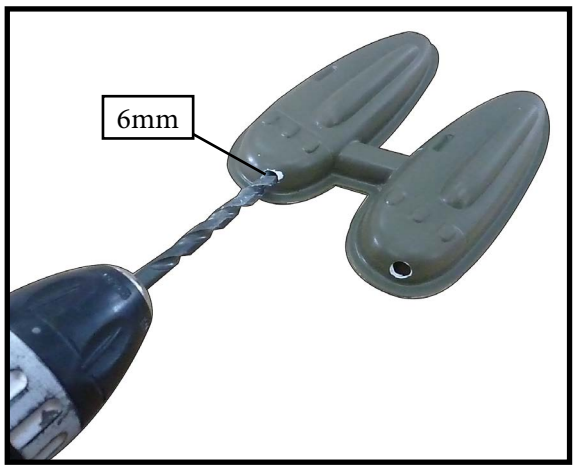
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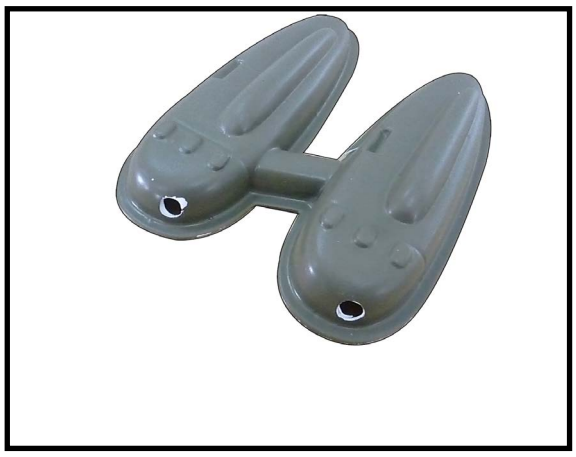
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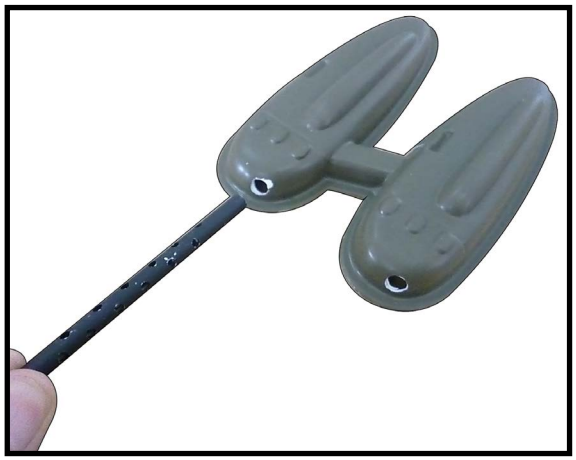
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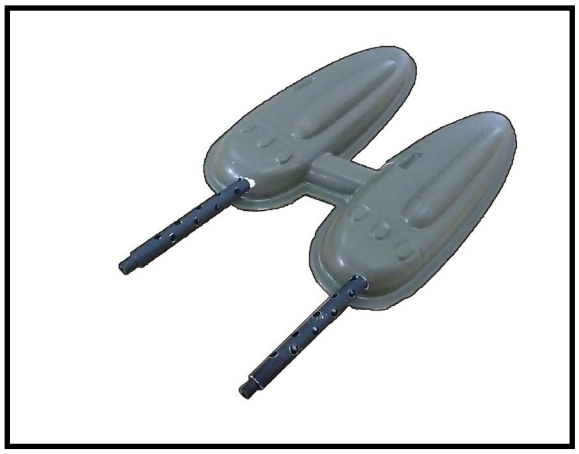
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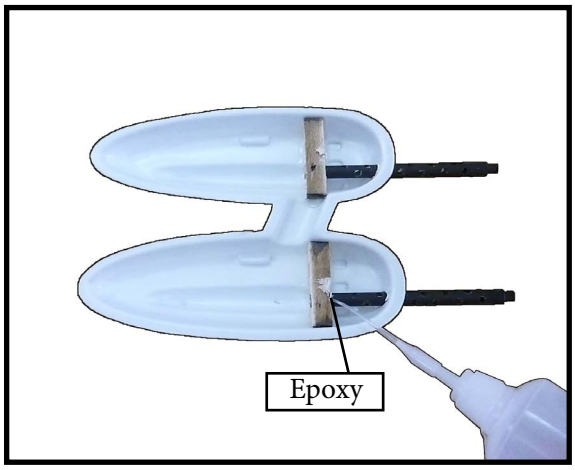
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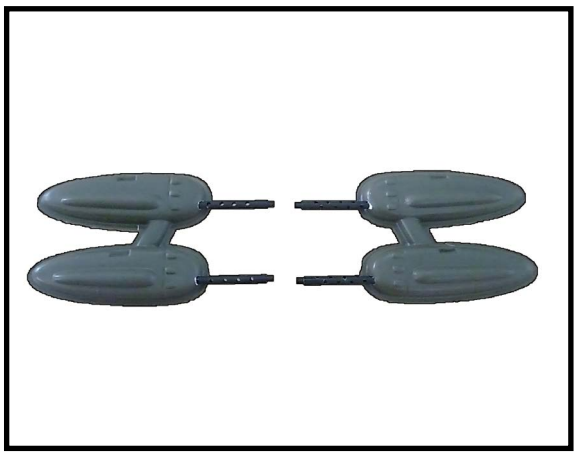
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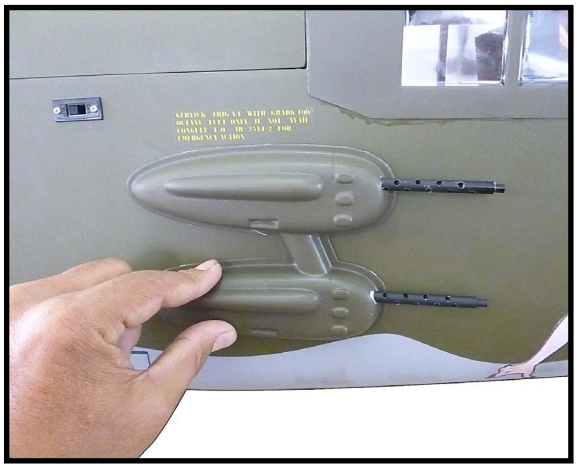
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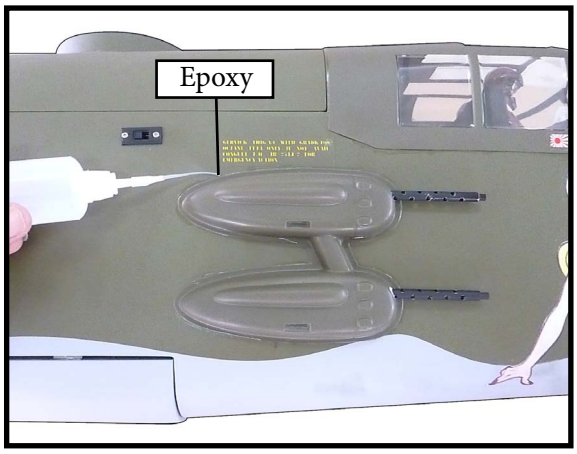
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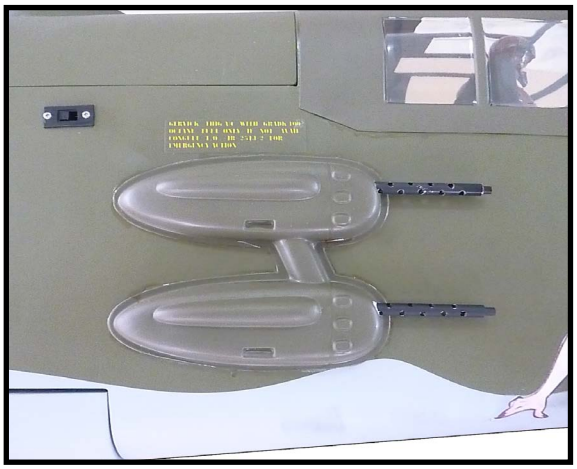
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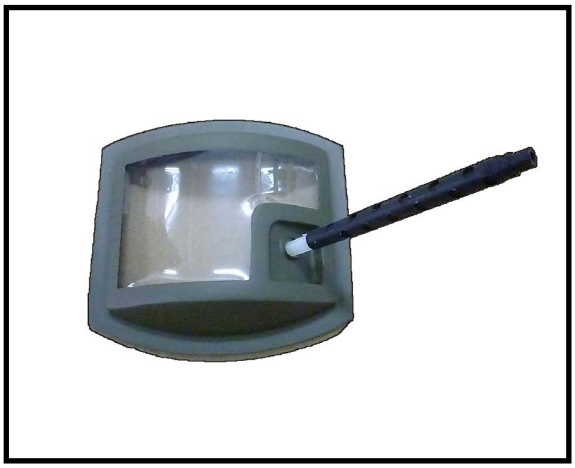
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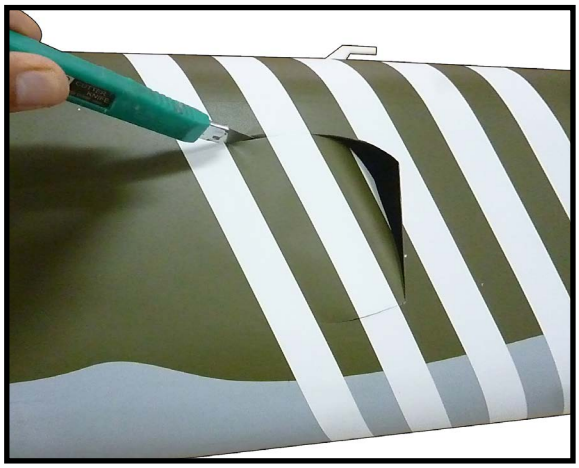
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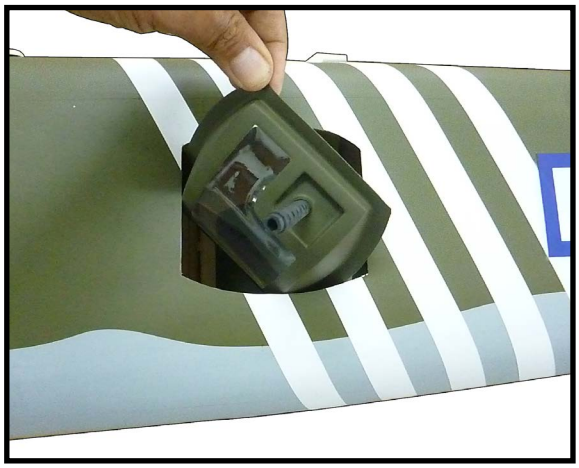
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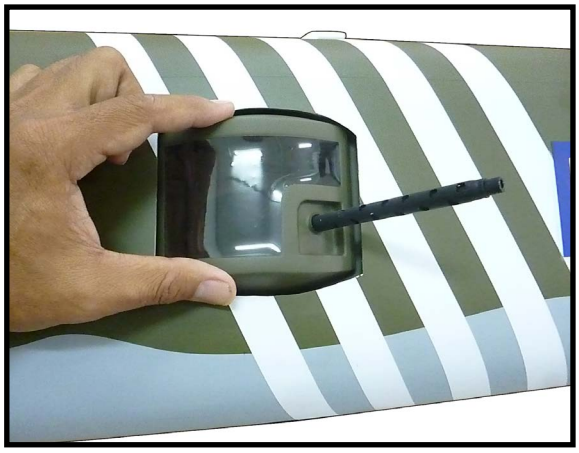
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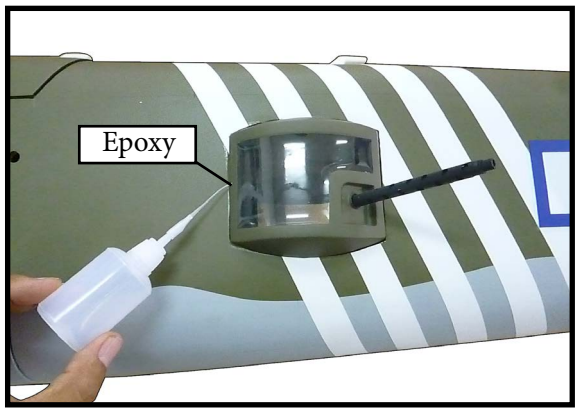
18.



19.



20.



STABILIZER INSTALLATION INTO FUSELAGE

Please see below pictures.

1.



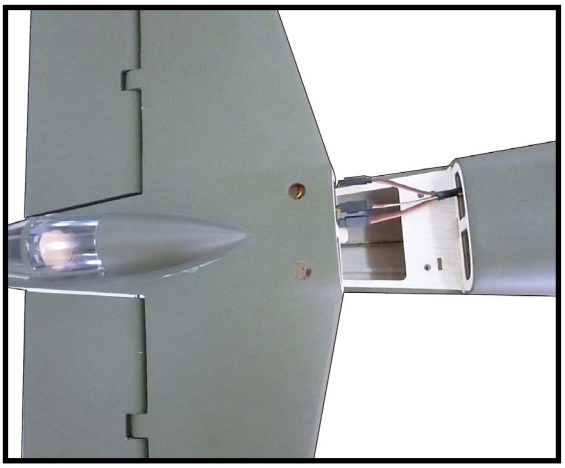
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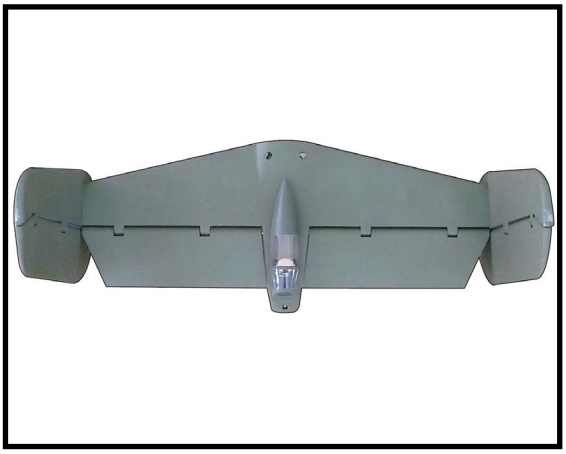
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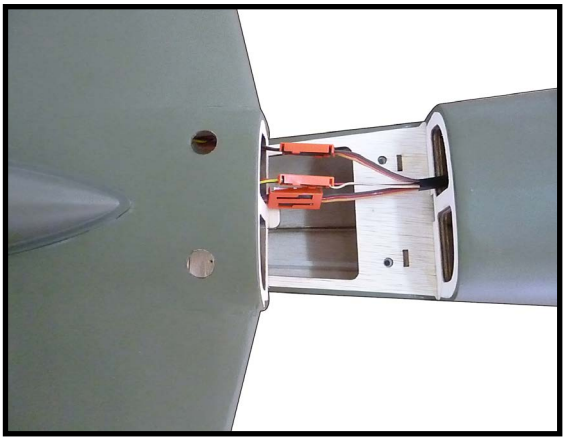
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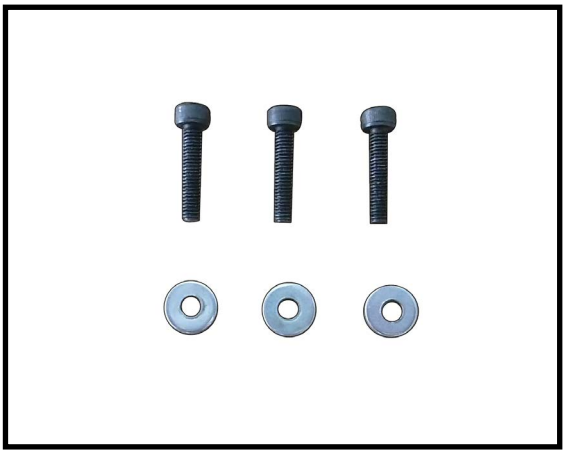
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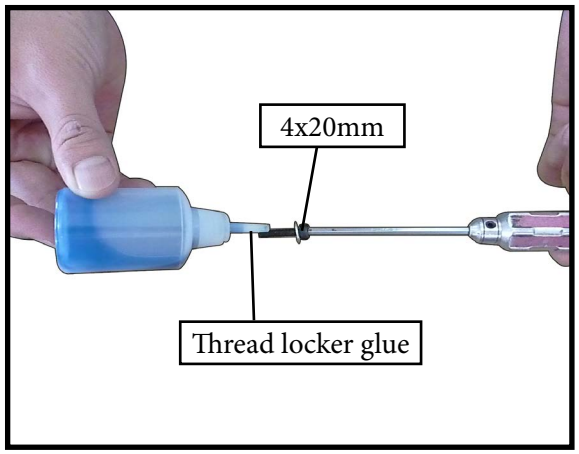
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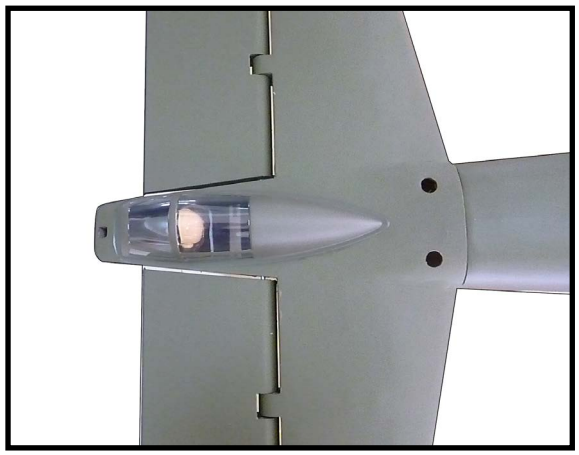
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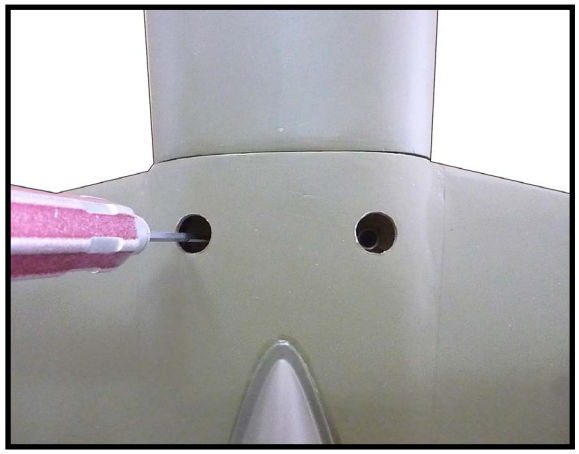
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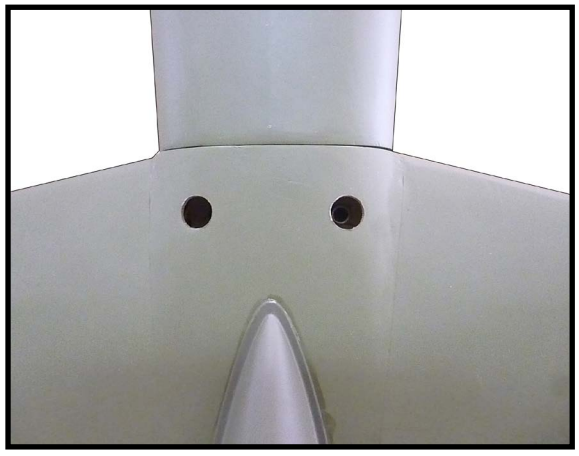
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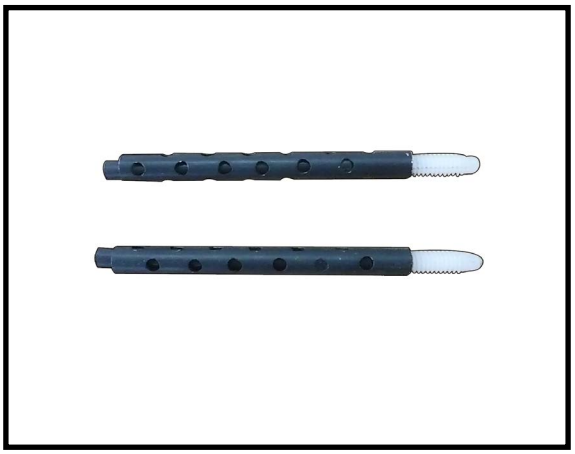
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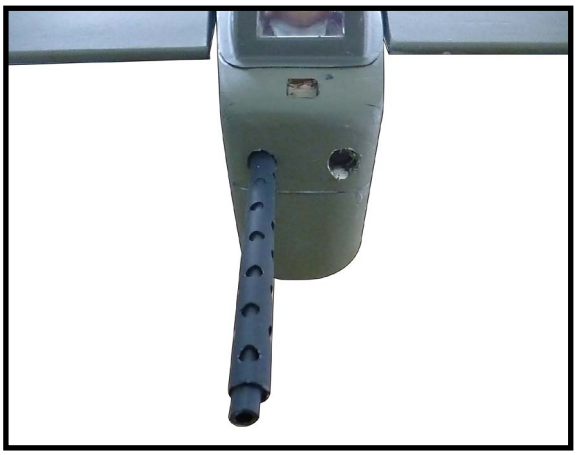
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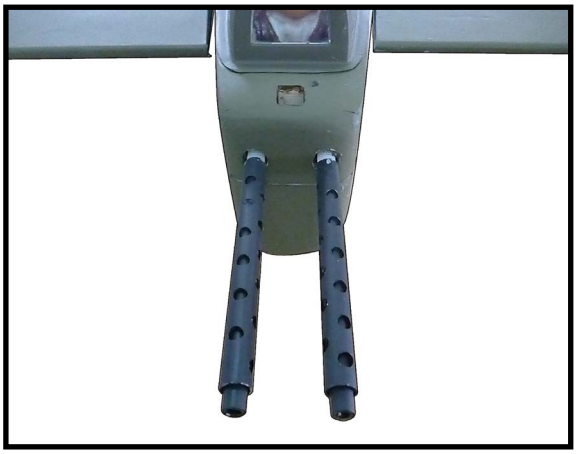
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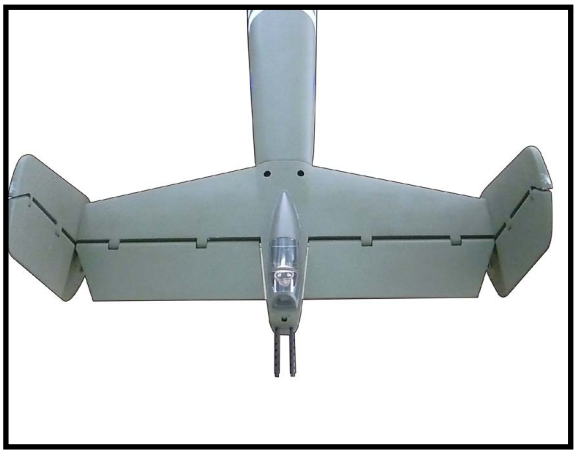
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14.



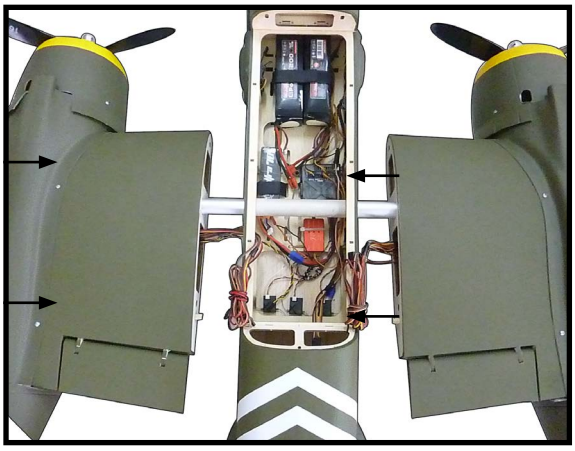
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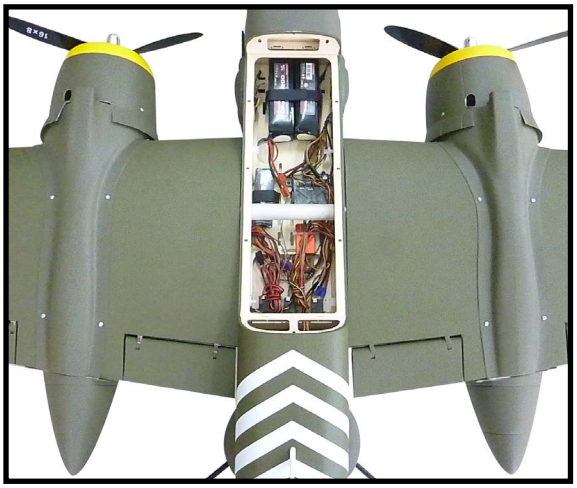
ATTACHMENT WING-FUSELAGE

Attach the aluminium tube into fuselage.

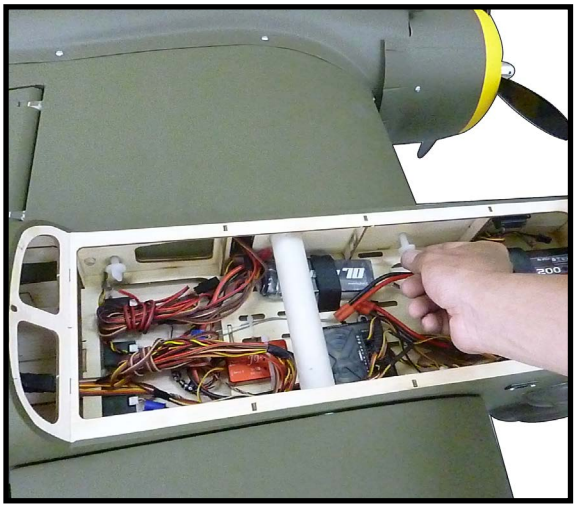
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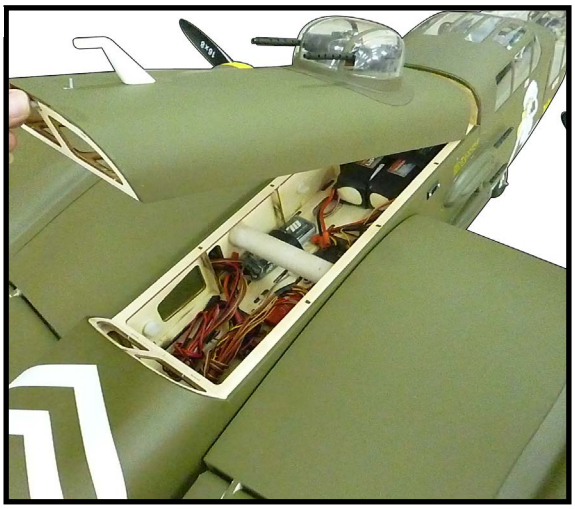
2.



3.



4.



APPLY THE DECALS

1) If all the decals are precut and ready to stick. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

2) If all the decals are not precut, please use scissors or a sharp hobby knife to cut the decals from the sheet. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

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 **100MM** BACK FROM THE LEADING EDGE OF THE WING AT THE WING ROOT.

2) Mount the wing to the fuselage. Place a piece of masking tape on the top of each wing 100mm back from the leading edge at the wing root.

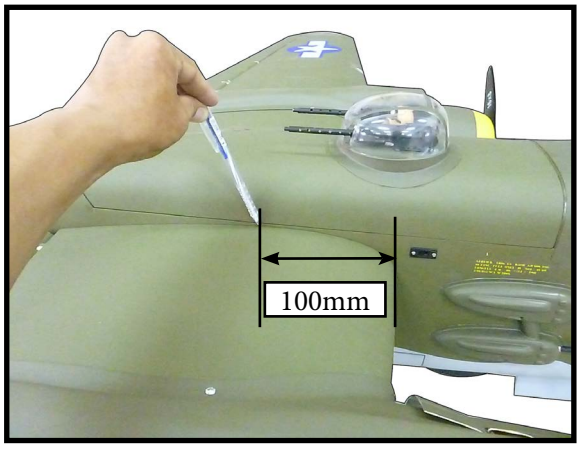
3) With the model inverted, place your fingers on the masking tape and carefully lift the plane. This is the point at which your model should balance for your first flights. Later, you may wish to experiment by shifting the balance up to 10mm forward or back to change the flying characteristics. Moving the balance forward may improve the smoothness and arrow- like tracking, but it may then require more speed for take off and make it more difficult to slow down for landing. Moving the balance aft makes the model more agile with a lighter and snappier "feel". In any case, please start at the location we recommend.

*If possible, first attempt to balance the model by changing the position of the receiver battery and receiver. If you are unable to obtain good balance by doing so, then it will be necessary to add weight to the nose or tail to achieve the proper balance point.

With the wing attached to the fuselage, all parts of the model installed (ready to fly), and empty fuel tanks, hold the model at the marked balance point with the stabilizer level.

Lift the model. If the tail drops when you lift, the model is "tail heavy" and you must add weight* to the nose. If the nose drops, it is "nose heavy" and you must add weight* to the tail to balance.

1.



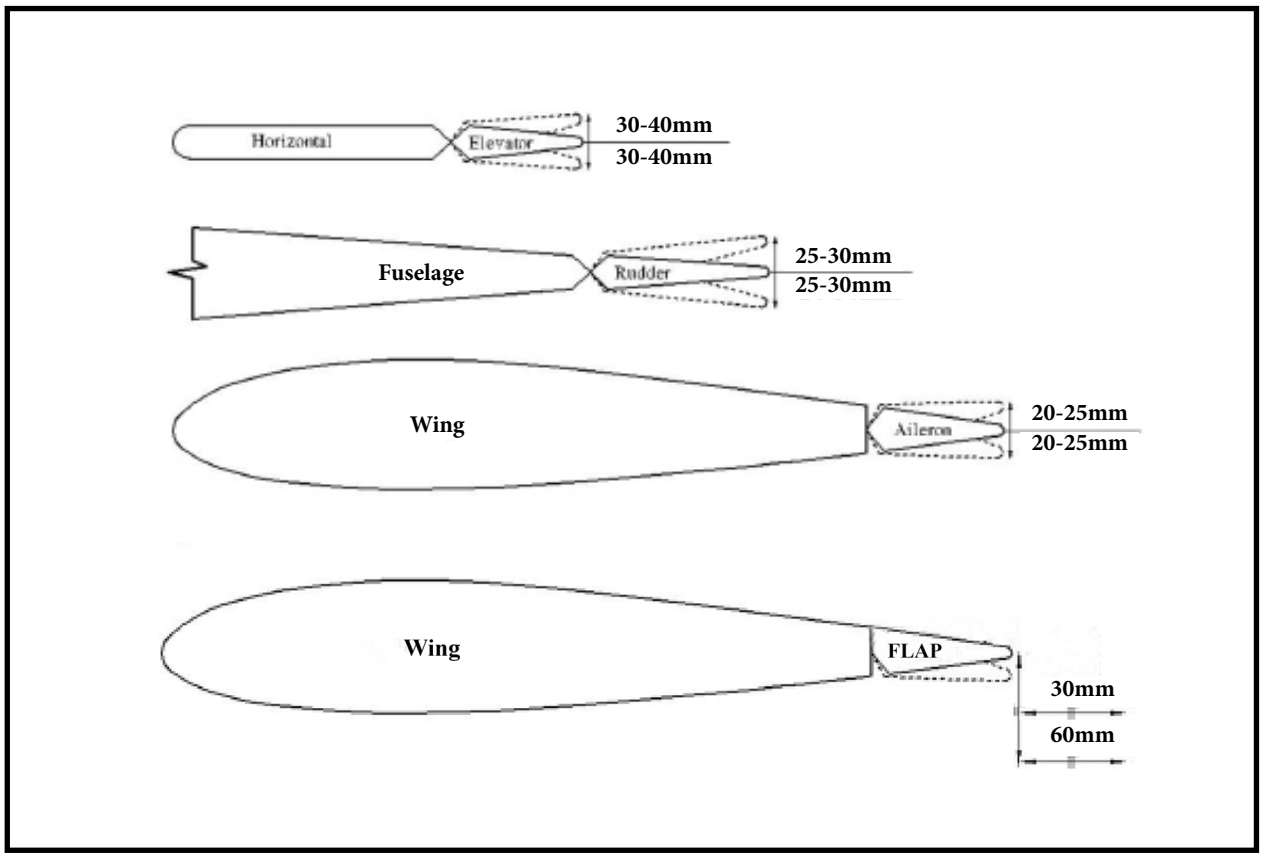
CONTROL THROWS

Ailerons:
High Rate :
Up : 25 mm
Down : 25 mm
Low Rate :
Up : 20 mm
Down : 20 mm

Elevator:
High Rate :
Up : 40 mm
Down : 40 mm
Low Rate :
Up : 30 mm
Down : 30 mm

Rudder:
High Rate :
Right : 30 mm
Left : 30 mm
Low Rate :
Right : 25 mm
Left : 25 mm

Flap:
Mid : 30mm
Full : 60 mm


Horizontal
Elevator
30-40mm
30-40mm
Fuselage
Rudder
25-30mm
25-30mm
Wing
Aileron
20-25mm
20-25mm
Wing
FLAP
30mm
60mm

FLIGHT PREPARATION

Check the operation and direction of the elevator, rudder, ailerons and throttle.

☐ A) Plug in your radio system per the manufacturer’s instructions and turn everything on.

☐ B) Check the elevator first. Pull back on the elevator stick. The elevator halves should move up. If it they do not, flip the servo reversing switch on your transmitter to change the direction.

☐ C) Check the rudder. Looking from behind the airplane, move the rudder stick to the right. The rudder should move to the right. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ D) Check the throttle. Moving the throttle stick forward should open the carburetor barrel. If it does not, flip the servo reversing switch on your transmitter to change the direction.

☐ E) From behind the airplane, look at the aileron on the right wing half. Move the aileron stick to the right. The right aileron should move up and the other aileron should move down. If it does not, flip the servo reversing switch on your transmitter to change the direction.

PREFLIGHT CHECK

☐ 1) Completely charge your transmitter and receiver batteries before your first day of flying.

☐ 2) Check every bolt and every glue joint in the **Mitchell B-25 -for 20cc engines-95”** to ensure that everything is tight and well bonded.

☐ 3) Double check the balance of the airplane. Do this with the fuel tank empty.

☐ 4) Check the control surfaces. All should move in the correct direction and not bind in any way.

☐ 5) If your radio transmitter is equipped with dual rate switches double check that they are on the low rate setting for your first few flights.

☐ 6) Check to ensure the control surfaces are moving the proper amount for both low and high rate settings.

☐ 7) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.

☐ 8) Properly balance the propeller. An out of balance propeller will cause excessive vibration which could lead to engine and/or airframe failure.

We wish you many safe and enjoyable flights
***with your* Mitchell B-25 -for 20cc engines-95”.**

If you have any queries, or are interested in our products, please feel free to contact us

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