

BE2C 36 7/8" 1/12th Scale

R/C Scale Model Instructions



CONTACT INFORMATION

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Manufactured and Distributed by:

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BE2c 36 7/8" 1/12th Scale

Thank you for purchasing the 1/12th Scale BE2c for electric flight.



Finished Model

Model Specifications

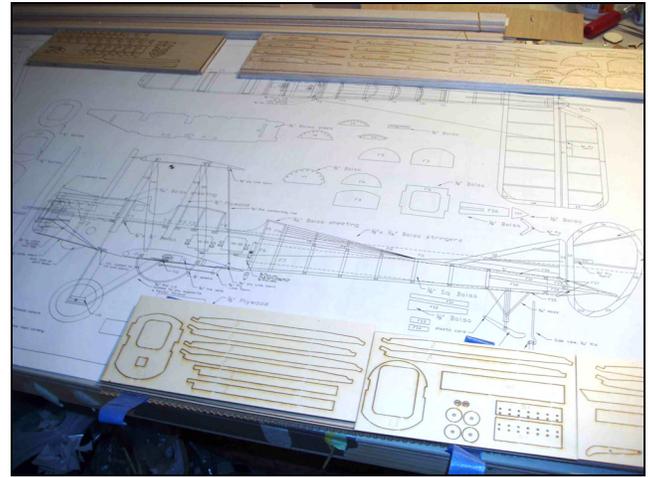
More than 255 laser cut parts

Scale:	1/12
Channels:	R/E/A/T
Wheels:	balsa and plywood with Neoprene foam tires
Wingspan:	36 7/8 "
Wing Area:	374.5 sq in
Weight:	~25 oz
Power System:	GWS 300c
Prop:	10x7
Airfoil Type:	Flat bottomed; optional under camber
Cowl:	N/A
Spinner:	N/A
Decals:	Available on website
Designer:	M.K. Bengtson
Prototype:	John O'Duffy

Preparation

Layout the 2 plan sheets and laser cut kit parts.

Study the plans and identify all supplied parts, you may like to mark the part numbers beside the part for later identification. As you go, prepare your 'stick shopping list' of stock not included. This list will include but is not limited to, such as wing spars, leading edges, 1/8" square for rear fuse section, and some 1/16" and 1/32" balsa sheeting.



Plans and parts laid out.

During construction, plans should be covered with some sort of 'plan protector' such as commercially available types, or 'grease proof paper' or cling wrap or even the plastic bag the kit came in.

Glue is up to you, some builders like CA glues which certainly speeds construction in general, but ensure your work area is well ventilated as many people have adverse reactions to the poisonous fumes. Epoxy glue should be used for the fuse front main structure for strength and durability. 'White' wood glue is a good alternative to CA, it takes longer waiting for it to set but gives more time to precisely locate parts, avoids 'stuck fingers' and is generally a more stress free experience.

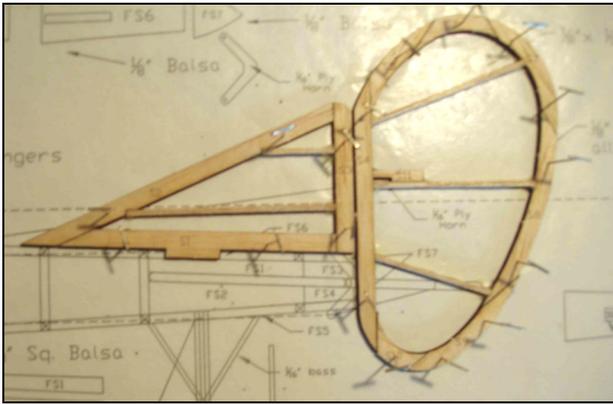
Tools. Not much more than a sharp knife with a good supply of replacement blades and some sandpaper is required. Very helpful, especially with this model is having a number of set-squares, straight edges and rules available for truing up parts as construction proceeds.

When removing parts from the supplied sheets use care and a very sharp blade to cut the small bridges holding the part into the sheet before removing it. Simply pressing the part out of the sheet risks tearing or breaking it, especially with some of the finer parts.

The fuse, wings, tail surfaces and undercarriage sections are all constructed separately and brought together at the assembly stage. It does not matter in which order these sections are constructed but normal advise would be to start with the tail planes as that tends to be easiest and leads into wing then fuse construction. This would be good advise if you are not familiar with Aerodrome RC kits.

Tail Planes

Vertical Fin and Rudder



Remove parts S1 – S9 from the 1/8" sheet. You will also need some 1/16"x1/8" balsa from your stick stock. After covering the plans with your chosen protector lay the parts over the plans. When you are happy with how the fin and rudder are to be constructed, start by pinning the two vertical pieces (S3 and S4) to the board, then work around the rudder gluing and pinning each piece to complete the outside of the frame. Fill in the three 1/16"x1/8" pieces and S11 to complete the rudder. Finish off the vertical fin by gluing S1 and S2 to S3 and add the two 1/16"x1/8" ribs. Make sure everything stays flat. Allow whatever glue you are using to completely cure and harden before removing the completed parts from the plans. Don't attach the ply control horn until after covering.

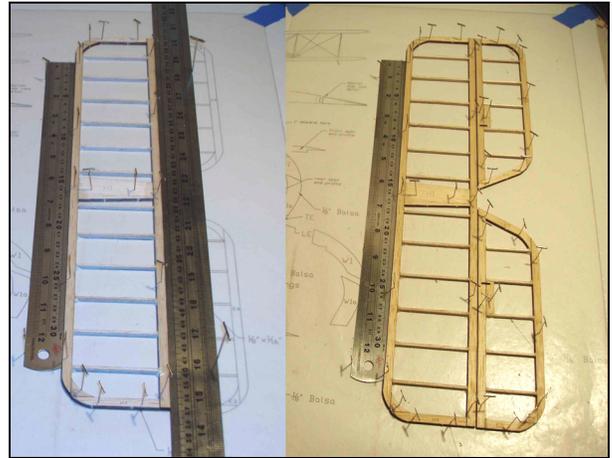
Horizontal Stab. and Elevator

H5 & H2 are long and somewhat fragile, use care when removing them from their sheets and with the lightest of sanding remove any remnants of the laser cut 'tags'.

Using a straight edge to keep it dead straight, pin H5 to the plans in position. Glue and pin H1, then with another straight edge, similarly glue and locate H2 to H1. Add the two H4 side pieces and H3's to the corners. Cut and fit the 1/8"x1/16" ribs.

Tip: Cut the first rib, sand and fit neatly to the horizontal stabiliser. Cut all the rest from this pattern making them ever so slightly oversize. A couple of strokes on sandpaper will be sufficient to tune these to length as you fit them. Do not distort the structure by trying to squeeze in a rib that is just too long, a couple more strokes on the sandpaper and it'll be perfect. If you over-sand any

and it's too loose a fit, put it aside and cut another. The short one can be used for an elevator rib.



Horizontal stab. start and complete.

When all the ribs are glued into the horizontal stabiliser remove the straight edge against H5.

Elevators.

Pin the two E1 to the plans, some thin spacer material between H5 and the two E1 will make this easy. Work around the outside on the elevators to complete the outline. Add the ribs and the two control horn anchors to complete this section. Do not add the control horns themselves until after covering.

Wings

The wings can be built with or without the optional under camber which is laser cut into the ribs. It is no more difficult to have this option really, the ribs still sit nicely flat on the building surface even after removing the extra material. Under camber does require a little more attention to the aileron servo hatch area and you'll need to check your servo's are thin enough in the narrowed wing. If you do want under camber, the laser cut lines are easy to finish with a sharp #11 knife blade and a touch of sandpaper to remove the 'bumps'. Don't over sand. Finish each rib's lower surface as you remove it from it's sheet and you won't even have to sand the under camber on the completed wing. Other than a little more preparation of each rib, and servo rail fitting, wing assembly is the same with or without under camber. Also note with under camber, the ply 'P' pieces that make the carbane strut sockets will need some more attention on the under surface of the upper wing before covering.

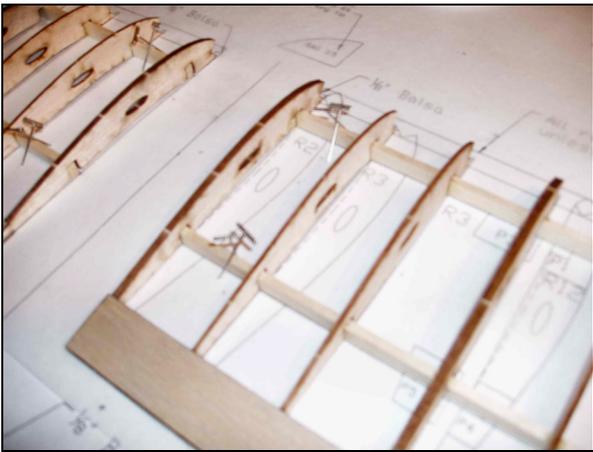
Upper Wings

Select four straight $\frac{1}{4}$ " x $\frac{1}{8}$ " bass or spruce spars from your stock. Shape the outboard ends of the spars as per the detail on the plans.

For each wing;

Pin W1 and W1a in position. Cut spars to length and fix to plans. Glue and place the inboard one of the two R3's, R5 and the wing tip R6, check all is flat to the building surface, straight, and the ribs square.

Also note that with the inboard ribs of the upper wings the spar cut outs are larger than the spar to allow later insertion of the ply dihedral braces in front of the spar. When gluing these ribs to the spars, ensure the spar is against the rear of the cut out in the ribs, leaving room ($\frac{1}{16}$ ") for the ply brace.



'X' pinning the spars will hold them down and upright while fitting the ribs.

Position the lower inboard ply trailing edge.

Leaving rib R2 till last, glue in the remaining ribs and half ribs to the wing. Glue in rib R2 using the RFG guide supplied, this will help achieve the correct dihedral angle when the top wings are joined. The top of rib R2 leans away towards the wing tip.

Add the upper surface ply trailing edges, and apply a little weight so the trailing edge stays flat and straight. The ply trailing edge pieces require no extra tapering, the narrowed ribs are designed to let the edges of the ply to just meet along their back edges.

Cut to length the $\frac{1}{4}$ " x $\frac{1}{4}$ " leading edge from your stick stock. Carefully removing/sanding off one point of the square section for its length, as indicated by the plans, test

and then fit the leading edge to the mouths of the ribs, glue in place. Install the ply 'P' pieces either side of the $\frac{1}{8}$ " ribs to form the IP strut sockets. Fit the TE pieces to finish the wing at the aileron mount. (Not the LE pieces, they belong to the aileron!)

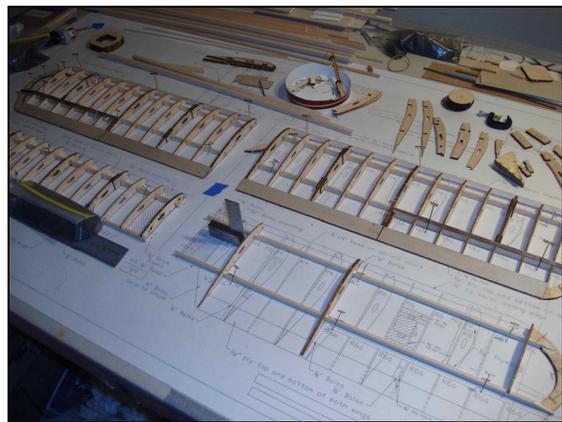
Ailerons

Prepare the 6a rib pieces and the one $\frac{1}{8}$ " 6b piece. Pin W2 and LE in position leaving a small gap at the root end for aileron clearance. Using a pin will help keep the gap.

Lay a ply trailing edge (upper wing, lower = ply with horn cut out) on the plan and fit 6b at the root end and a 6a at the tip end.

Be Warned! Control horn cut outs in the ply aileron trailing edges need particular attention. On the upper wing the cut outs are on the lower surface, on the lower wing they are on the upper surface. Also make sure the cut out is over its position on the plans.

Glue the rest of the 6a ribs in position and a ply trailing edge on top. Ensure the ply pieces are sitting flat in the ribs and apply some weight to keep it all flat as the glue hardens. (On the upper wings this top surface ply piece has no cut out)



The Wing Works. Wings at various stages.

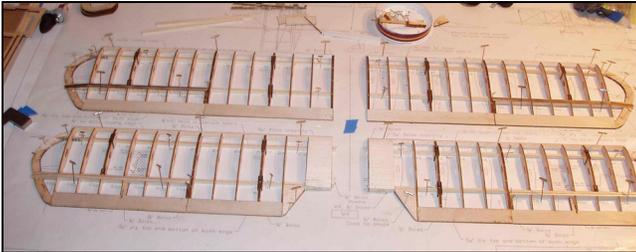
Lower Wings

Proceed as for upper wings for the bulk of the construction. Lower wing spars can be left $\frac{1}{8}$ " overlong at the root ends; there are cut outs in the fuse sides to receive these spar ends.

With the ailerons ensure the control horn cut outs in the ply trailing edges are on the upper surface this time. The

lower wing ailerons also have the balsa control horn mount labelled '3'; this is flush with the **lower** surface of the aileron.

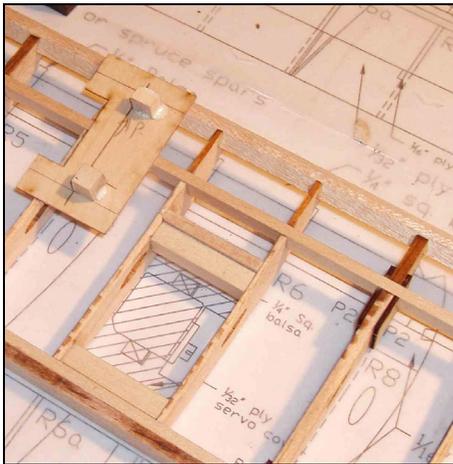
Parts W3 and W4 need shaping to suit, W3 being tapered to suit and W4 trimmed to the wing cord (thickness) before being fitted. Sheet the root wing panel (upper surface only) with 1/32" balsa as indicated on the plan. Epoxy in the 1/8" dowels leaving 1/8" protruding which will locate in the holes provided in the fuse sides.



Four strong wings

Aileron Servo hatch / mounting

If you are not using the under camber option, glue the 1/4" x 1/4" servo rails in position between the ribs over the plans. If you want the ply cover recessed, put some 1/32" packing between the plan and the rail as you position it. (Don't glue in the packing!) Also if you are recessing the cover, add another piece of 1/8" balsa to the front servo rail flush with the wing ribs, to 'finish the box' and attach the covering material to.



Servo hatch, under camber and recessed.

If you are using under camber, wait till the lower wings are completely dry. Mark the positions of the servo rails on the wing ribs from the plans then lift the wings. Test the rails in the marked positions flush with the

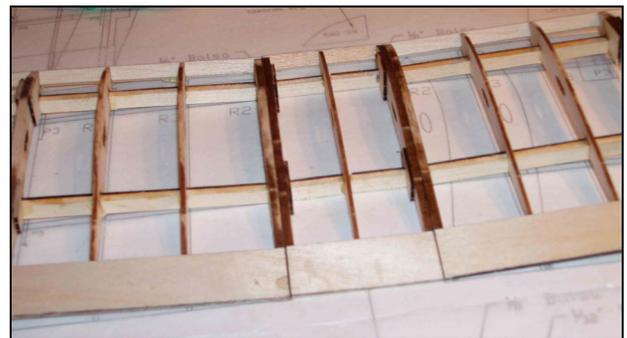
sanded lower surface of the wing ribs by using the ply hatch to check. To recess, push in the hatch so it's flush with the ribs. Tack the rails in place, check with the ply hatch all is nice and flush, remove hatch and secure the rails. Also if you are recessing the cover, add another piece of 1/8" balsa to the front servo rail flush with the wing ribs, to 'finish the box' and attach the covering material to.

The servo is attached to the hatch by gluing it directly or screwing it to blocks glued to the hatch. Here blocks are glued to the hatch to position the servo and silicon will be used to glue in the servo so that it could be recycled. Some builders wrap the servo in tape then glue the taped servo in place. Later cutting the tape will release the servo.

Joining the upper wings

Assemble the centre section of the upper wing, joining the 3 ribs to the ply trailing edge pieces and a section of prepared leading edge. Install a piece of 1/8" x 1/4" spar material to the back of the spaces in the ribs. Prepare 1" x 6" blocks which will go under the wing tips as they are assembled, to establish the dihedral angle of the wings.

Trail fit the four ply dihedral braces to the upper wings. A small file will help relieving the slots in the wing ribs if they are too tight. The braces may need trimming so they meet at the centre line without interference, check this over the plan. When the fit is good, epoxy them in place. Locate the wings over their position on the plan with the 1" blocks under the tips, apply epoxy to the assembled centre section ribs and 'spar' and slide it down between the wing ribs slotting the ply dihedral braces into position. Check that the centre section is sitting flat on the work surface, the wing tip dihedral blocks are in correct position and that the wings at that point are sitting flat on the blocks. Check you have a nice straight line along the leading edge.



Upper wing centre section.

Fuselage Construction

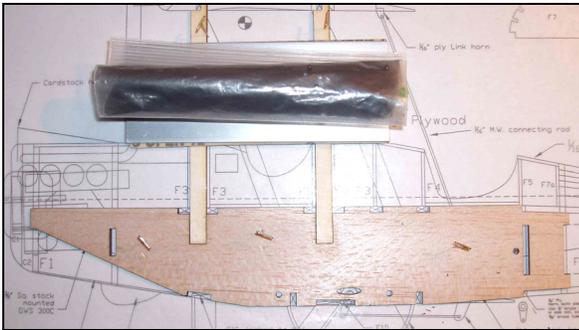
The fuselage is built in two sections, a front half and a rear half which are then joined over the plan. This simplifies construction and helps ensure a straight fuselage.

Cowl

Glue parts C1 and C2 together. The 'top' (flatter) surfaces and sides are flush, the lower (more rounded) surfaces are stepped for later sanding to the profile on the plans.

Front Section

Start by pinning one 1/8" balsa fuse side to the side view plan and epoxy FCB and RCB carbane struts into their slots in the fuse side. Note FCB and RCB are different. Ensure everything is precisely over the plan and the structure stays flat while the glue sets. Wing alignment will later depend on the accuracy of this assembly.



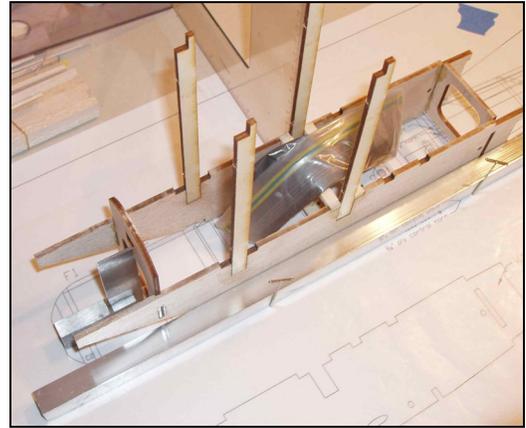
Epoxy FCB and RCB into fuse side.

When the glue has completely hardened on the first side, either remove it and repeat for the second side, or build the second side over the first with a piece of cling wrap in between so the two don't glue together. Either way the intent is to achieve 2 identical sides with the carbane struts aligned and vertical. There is no left or right side to worry about here they are the same.

While the second side sets locate parts F2, F6, F1D and cut the 1/8"x1/4" cross braces in preparation for joining the fuse sides. Cleaning out the U/C lacing holes in F1D (and F1C) with a 1/16" drill will be easier now than later.

Forming the basis of the front fuse section begins with pinning F1D to the plan view over it's location (note orientation – lacing holes to the rear). Using epoxy, attach the two fuse sides with F2 and F6 between, to F1D and

then the cross braces to the top. Take time at this stage, and use straight edges and squares to ensure everything is dead straight and square and that the carbane struts and fuse sides are vertical to the building surface.



Main fuse parts setting. (Small bag of shot weighing things down)

The rest of the fuse formers etc can be glued in after the trueness of the basic structure has been achieved.

Now the plan side view has been vacated construction of the tail lattice could begin while the epoxy sets in the front half. See Tail Section below.

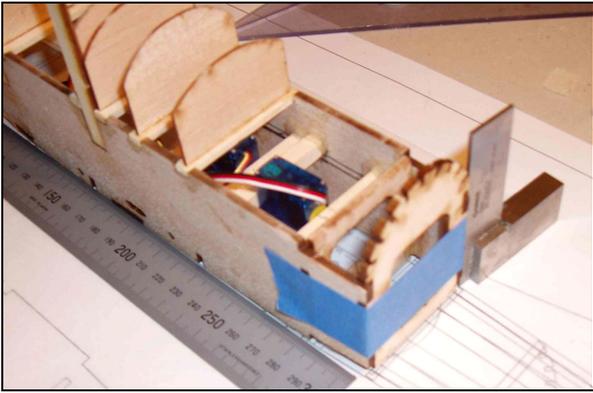
When the basic front structure has completely set, continue adding the remaining formers F1, F3, F4 and F1C (lacing holes to the front). Check F1 is vertical, with the fuse on its 'flat' (ie F1D is flat to the building surface). Check carbane struts remain true when attaching the four F3 formers either side of these struts. Note the formers F3 & F4 are narrower than the overall width of the fuse sides to allow for the later 1/16" sheeting of the upper half, ensure they are evenly spaced either side.

Install the motor mount 3/8" square stock, use the plans to help establish the 2-3 degree right and down thrust angles. Complete this stage by gluing in the four servo mounting rails as indicated on the plans. Allow glue to set completely.

Next the fuse sides need to be scored and cracked behind F6 to taper the sides to the narrower F7.

After scoring the insides of the sides just behind F6, locate the fuse over the plans and bend/crack the sides behind F6 inwards evenly to conform to the width of F7 keeping it all aligned and positioned with the plans. Glue and temporarily tape F7 to the sides. Glue reinforces your

score/crack lines, ensure everything conforms to the plan and allow to set.



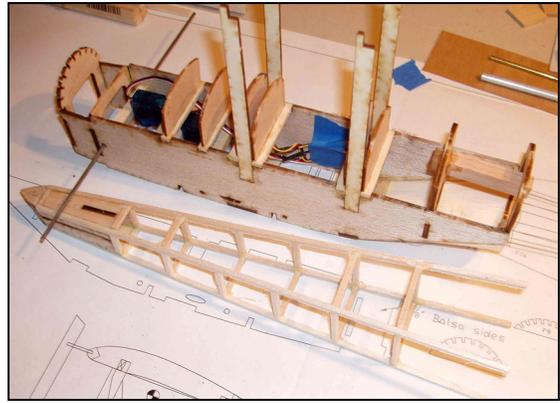
Fuse cracked for F7

To help avoid hanger rash later on a few other tasks can be completed at this stage. Epoxy the two 1/8" brass bearings (cut from 1/8" brass tube) into their holes in the fuse sides just forward of F6. Use a length on 3/32" rod or tube through both bearings to keep them aligned as the epoxy sets. The bearings should be flush to the outside and can each be 3/8" long so as to give 1/4" on the inside for glue attachment. Ensure your 'alignment rod' through the bearings does not get glued in place!

Sheet the underside front of the fuselage with 1/32" balsa. Use card to make a pattern of the shape required, trimming until it's a perfect fit apart from the front, which can be left over-length and trimmed later. Cut a piece of 1/32" balsa sheet to this pattern and soak under a water soaked paper towel for 20-30 min. That should make it flexible enough to take the curved shape. Glue and tape the sheet in position.

(Tip: If you are not experienced in sheeting curves with balsa, this is a fairly simple curve to start with. Use card to create a pattern, you'll find, balsa bends away from the wet side, balsa expands as it soaks and shrinks back as it dries. Be prepared to have more than one 'go' at your first sheeting attempts, if it's wrong, or the balsa cracks throw it away, start again, it'll take only as long as it takes to get right.)

Lastly the motor can be fitted to the mount stick with a screw or two, screws skewed to the front so that they could be removed through the front for servicing. The motor can now be taken out again so it does not get filled with balsa dust later.

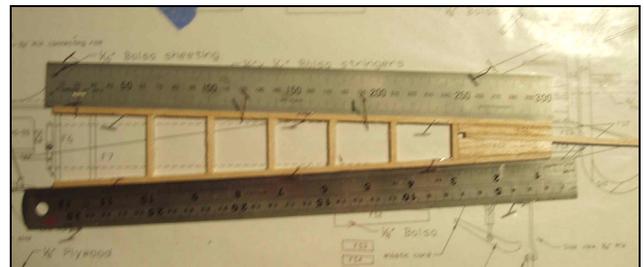


Front and rear sections ready to join. The 'bar' through the fuse is keeping the bearings aligned.

The front section is now ready to join to the rear section when that is complete.

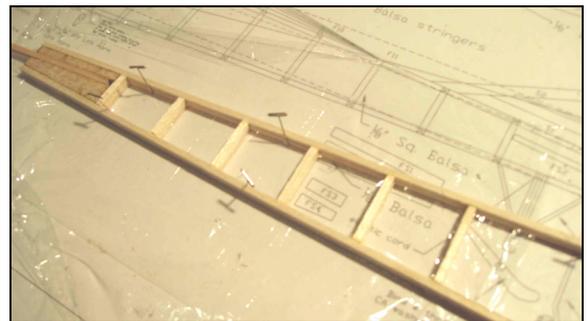
Tail Section of Fuselage

Locate parts FS1 and FS2. Pin the 1/8" square longerons to the plan and glue in the cross pieces, and FS1 and FS2 at the tail. A piece of 1/8" square stock has been used in the photo between FS1 and FS2 to maintain the spacing required for the later insertion of the horizontal stabiliser. Make sure it does not get glued in!



Fuse tail construction starts.

When the first side has hardened remove it from the plan, turn it over, cover with a layer of cling wrap and build the second side over the first so the two are identical.



Then there were two

Join the two sides over the plans.

Note the sides have a top and bottom now, established by FS1 & FS2.

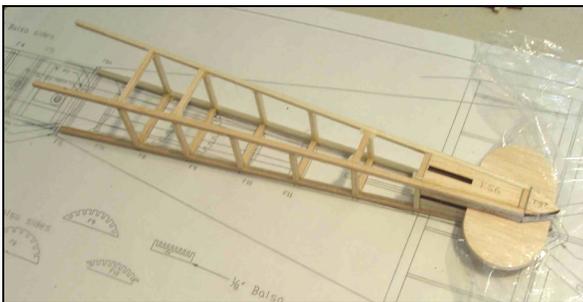
Do the bottom surface first, pin SF7 in position on the plan, butt the two sides up to SF7 keeping them vertical and locate SF5 and the small 1/8" sq. cross brace (between SF7 and SF5), between the two sides, add the 1/8" sq. to the front of SF5. Add the remaining five cross pieces. Keep everything flat and the sides vertical, allow to dry.



Gluing the cross braces bottom surface of the tail

The tail piece can now be turned over on the plan and the top surface done similarly using FS6 this time. Note 'leave out' two of the cross braces, the ones at locations F10 and F11 are kit supplied parts and will be attached later.

Finish off around the tail area with parts SF3 and SF4 on each side. (A piece of 1/8" scrap sheet wrapped in cling wrap standing in for the horizontal stabiliser will help keep everything aligned and in position.) The ends of SF3 and SF4 will need light sanding to neatly meet at the point and sides. Making SF3 and SF4 slightly proud will allow sanding of this area to the profile formed by the two SF7



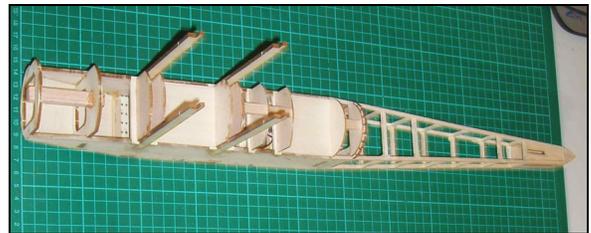
Tail section ready to join to front.

Joining front and tail fuse sections.

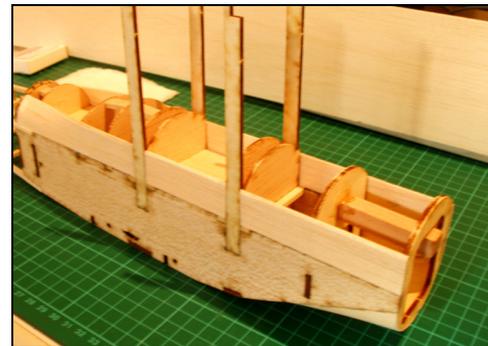
This important step is relatively easy, in that the under, rear section/plane of the front fuse and the bottom surface

of the tail section are a flat plane allowing both to be flat to the building surface during construction.

Use straight edges or blocks fixed to the plans either side of the forward fuse section to keep it aligned. Rock the fuse back between it's guides so that it sits flat on the back facet of the under fuse shape. Use some weight to hold the fuse in this 'nose up' attitude. Now slide the tail section (dry, no glue yet) into position locating the 4 longeron ends into their sockets in the front fuse. The bottom surface of the tail section is flat to the building surface just like the rear of the forward section. Check everything over the plans for length and alignment and that the 'point' of the fuse tail is exactly over it's position on the plans. Trim longerons if they are too long. When you are happy all is as it should be, slide the tail out again, apply glue to the sockets in the fuse front and slide the tail back into position, check the point of the tail again, and allow to set. Stand back and admire your perfectly straight fuselage.



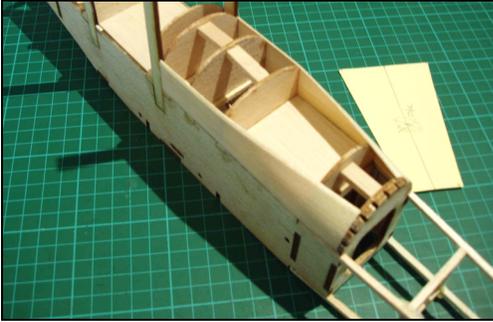
Finish off any remaining formers and the cockpit floors in preparation for sheeting the top of the fuse.



Upper sheeting starts

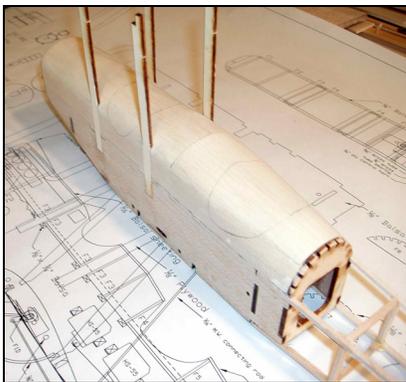
Cut some lengths of 1/16" balsa for the upper sides of the fuse, wide enough to fill between the 1/8" lower fuse side and the 'chine' line of the upper formers. Sand or plane an angle on the top edge of these to continue the line of the former tops, this will help with fitting the top sheet. Cut the sides to correct length and fit the 3 pieces either side to the fuse. The aft sides will require some

bending to conform to the rounding shape of the formers, soaking with wet paper towel for 20-30mins will help.



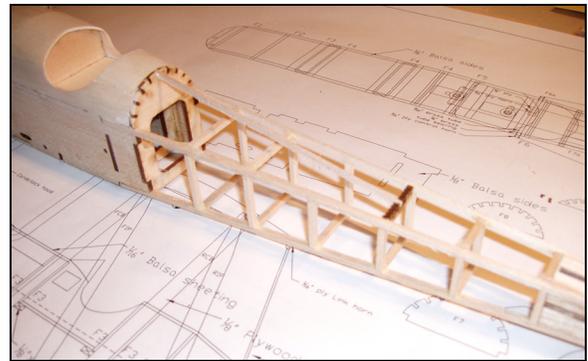
Rear 'sides' curved to follow formers, card template for top sheet ready to go.

The top sheeting for this model was done in two pieces, forward and aft of the last F4 former. Use card to make templates for cutting the 1/16" balsa sheeting. Start with a piece about 1" wide and longer than you need. Bend it into position between the carbane struts, mark the position of the struts, remove and cut strut notches. Test fit the notches and mark the length required, leaving some over at the front. Make the rear template by tapering to the width required at F7. When the templates are complete, lay over 1/16" balsa sheet and carefully cut to shape. Once again soaking the balsa shapes under a wet paper towel will make it sufficiently flexible. Laying the balsa over a suitable round shape (e.g. a spray paint can) as it's soaking with the paper towel on top will help even more. Prepare the former tops and fuse sides with glue and install the top sheets holding it all down with plenty of masking tape. The top sheet should be overhanging the sides by a 1/16" or so on either side and more around the aft cockpit. Sand smooth when the glue has completely dried.



Top sheeting done and cockpits marked

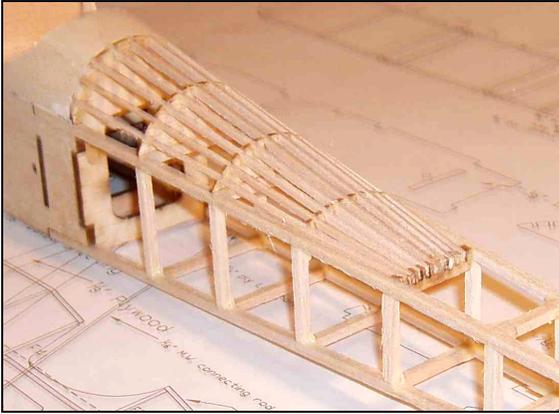
Next mark the position and shape for the cockpit cut outs. A technique for getting symmetrical shapes is to start with card, cut a rectangle bigger than you need. Lay over the fuse and mark the length you need to have crossways to get the lowest points of the cut outs in the correct position on the fuse side. The width of the rectangle is the fore/aft dimension of the cut-out measured from the plans. Fold the card rectangle in half such that the fold is the centreline of the fuse. Transfer the cockpit shape shown on the side view plan to one side of your template. Cut the template, both sides at once, to this shape. Open out the template and align the fold line with the centreline of the fuse, positioning fore and aft as per plan. Mark around the outside of the template with pencil. Put a new blade in your knife and with light pressure follow the pencilled line. Two or three passes with the blade should see a neat cut out. Too much pressure will 'break' the balsa, too little and it'll just take another pass, but you'll get a neat cut.



1st stringer and F11

Stringer rear decking

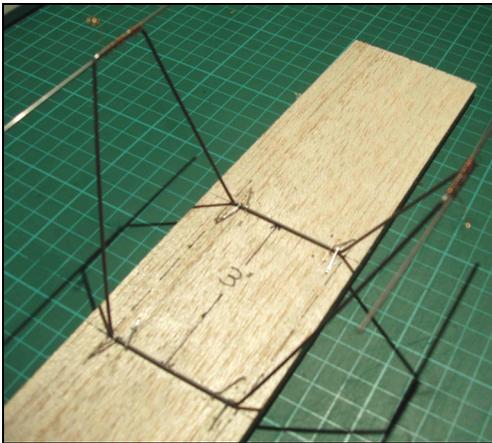
Fit and glue piece F11 in position between the upper longerons. Cut the 1/8" x 1/16" centre stringer to length, glue either end to F11 and F7. Using this as your guide assemble the other upper deck formers between F11 and F7 ensuring the formers are vertical. Install the rest of 1/8" x 1/16" stringers, a pair of tweezers will help positioning the outboard strings which require more twist between forms F10 and F11. The cut outs in the former tops that separate the stringers are extremely fragile, especially in parts F10 and F11, use as much care as you can, when you break off a piece (oh! you will ☺), reattach with CA as you assemble the stringer to maintain the spacing between the stringers.



Upper deck stringers.

Undercarriage

Using the plans as a guide cut and shape 1/16" music wire to form the two UC supports. Glue together the ply UC sides and set aside, these can be smoothed/sanded after bonding to the wire legs. Make yourself a 'jig' to aid assembly, as shown in the photo.

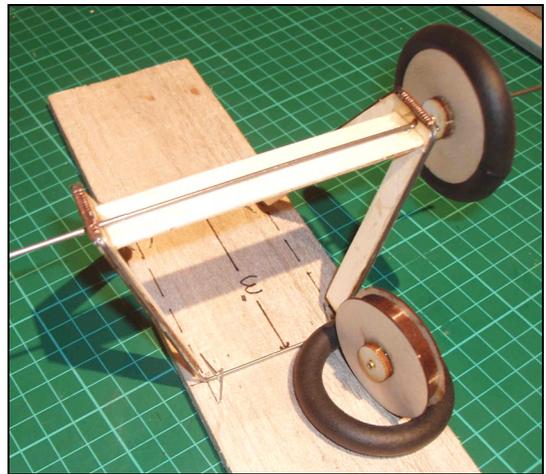


Bind the ends of the 1/16" music wire with thin copper wire or Kevlar thread, using the ply sides to guide the shape. The 'front' legs should be vertical to the jig, use a square to check. Some re-bending and tuning will probably be required to get the shape even and symmetrical overall. When all is as it should be, bind and CA/Epoxy the ply sides in place securing them to the 1/16" music wire.

Assemble wheels by sandwiching the 1/4" balsa middle piece between the 1/32" ply sides. Use a piece of 3/32" tube to align/centre the parts, then remove the tube and 'squash' the wheel under some weight to make sure it's flat as the glue sets. When this is dry cut two wheel bearings about 5/8" long from 3/32" brass tube. Using the

1/8" ply hubs and a wheel bearing, complete each wheel using epoxy, making sure no epoxy gets into the bearing. Before glue sets, spin the wheel on 1/16" music wire axel and realign bearing/hubs as required to ensure the wheel spins straight.

To form the tyres massage one side of the neoprene so it starts to curl, continue and it will form a circle, near enough anyway. Use CA to glue the ends together, but be careful as CA and neoprene is a VERY sticky combination and if fingers get involved it can get very messy. Place the neoprene flat on a protected part of your work surface. Use one small drop of CA on one end, bring the other end around to mate with the glued end trying to achieve a smooth join, you'll only get one chance. When the tyre is formed roll it onto the wheel and with a tiny drop or three of CA secure to the rim. Once again be careful with the CA, if you stick a finger or thumb to the tyre material you'll likely tear a chunk out of the neoprene trying to release it.



UC and wheels

The card cones required to dress the wheels should be cut from card to the size show on the plans. Score lines deeply into the cut circle with a pen and cut out one pie shaped section. Fold the shapes at each score line to make these 'spokes' more obvious. Draw the ends together forming a cone and tape inside to maintain the shape. Glue the inside cone to each wheel and install to the UC structure. Ensure it spins freely, some short lengths of 3/32" tube may be required to space the wheel away from the UC structure. The wheel can be retained on the axel by a small washer and CA/binding. Trim axel to length and glue outer card cone to wheel to complete.

Tail skid

Bend a piece of 1/16" music wire to the shape shown on the plans. Cut two pieces of 1/16" balsa 3/16" x 1-5/8" and two pieces 1/16" x 1/16" x 1-5/8". The 1/16" kit sheet that held the aileron ribs is a good donor for these balsa parts. As shown on the plans form a 'box' around the 1/16" music wire with the balsa strips. Fit the skid to the wire with a small washer either side. Ensure the skid is going to sit correctly, you may have to 'fix' the inside washer to the mount to get everything to sit straight. When you are happy install the outside washer and bind the end of the axel. Trim axel to suit. Make sure the skid still moves on the axel. Arrange a mount near the top of the structure for the elastic 'shock absorber' shown on the plans. This shock absorber could be thin dressmakers elastic or even a suitably sized rubber band.

Trail Assembly

Using no glue! This is a dry test assembly run to ensure all major components fit well.

Place the top wing upside down on your work surface, support under the mid section with the 1" dihedral blocks we used to set the tips so that the wing has some support.

Fit the fuse to the top wing by inserting the carbane struts into their sockets in the top wing, make sure they seat all the way down. Use some light tape to hold in place. Place some support under the fuse tail to level things up. Check the distance between some fixed point on each wing, say the root end of the aileron space (or where the last wing tip rib meets TE) and the point of the aft end of the fuse. This should be the same on both sides and tells how well you put the carbane struts and fuse sides together. If there's any discrepancy it will need adjustment during final assembly. With the assembly still upside down, install four IP struts (note there are Forward and Aft IP struts FIP and RIP) in one side of the upper wing. Position lower wing, locating IP struts between the wings, and wing dowels and spar ends into the fuse cut outs. Repeat for the other lower wing. Use tape to hold everything in place. Tape the undercarriage in place. Turn the assembly over and slide the horizontal stabiliser into place. Locate the vertical fin into its slot in FS6. Install the tail skid assembly. There ... looks great!



FLYING

- The model should ROG on grass, pavement or hard surfaces.
- Let the model gain altitude slowly off the runway.
- Applying too much up elevator at slow speeds risks a stall.
- Make your turns gently as tight turns risk tip stalling in any model.
- Don't expect the elevator to make the model climb.
- Think of the elevator as a device to change the attitude of the model.
- The wing and airspeed ultimately make the model climb.
- Often down elevator applied at stalling can avoid a major crash.

The most important details for proper flight operations:

- Correct CG location.
- Straight non-warped wings.

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