

—. Product Specification

1、 Basic Specification

Length	785mm
Wingspan	570mm
EDF	30mm*2pcs
Flying weight	450g
Thrust	300g

2、 Electronic Configuration (N=not include, Y= include)

	KIT	PNP	RTF
3.7g Servo*4pcs	N	Y	Y
20A ESC*2pcs	N	Y	Y
EDF Motor 7000KV*2pcs	N	Y	Y
Battery 3S 1300mAh 25C*1PCS	N	N	Y

3、 Channel Function

Channel	Function
1CH	Aileron
2CH	Elevator
3CH	Throttle
5V OUTPUT	5V power supply

二. PNP Package



PNP Package list

No.	Item
1	Fuselage
2	Vertical fin Tail
3	Horizontal Tail
4	Canopy、Nose cone
5	Retract、nozzle、screws for fixing horizontal tail

≡. Installation Instruction

When install, please read the manual carefully.If there is any question and doubt,please contact with your dealer.

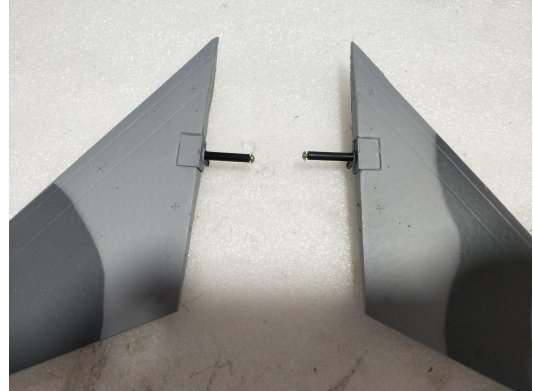
For your reference, this instruction shows the instruction process of PNP version which not involved the installation of KIT version, pls kindly noted.

1、 Horizontal Tail assembling

(1) Scerws screw-in plugs of Horizontal tail.



The finished picture is shown on the right.



(2) Taking out screws of Horizontal tail plugs. Then assembling horizontal tail into fuselage, finally fixing with screws.

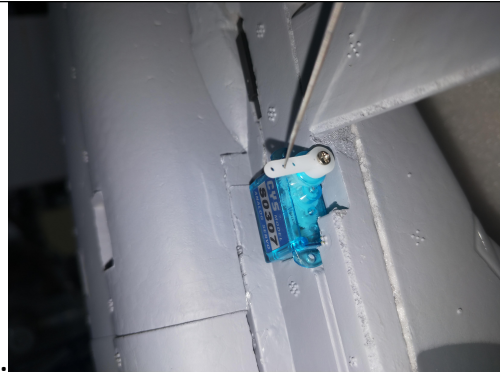


The finished picture is shown on the right.



(3) Reaming second hole of horizontal servo's arm.

Notes: Using knife rotating 360° gently just okay.



(4) Power on servos and make the arms centered, and then assemble the push rod of horizontal tail.

Notes: Those push rod must assemble from fuselage to outside, if not rods will block horizontal tail's activity.



2、 Vertical Tail Assembling

(1) Using glue to assemble Vertical tail.



(2) The finished picture is shown on the right.



3、 Nose Cone Assembling

(1) Using glue to assemble Nose cone.



(2) The finished picture is shown on the right.



4、 Nozzle Assembling

(1) Using glue to assemble Nozzles.



(2) The finished picture is shown on the right.



5、Retract Assembling

(1) Assembling retracts



(2) The finished picture is shown on the right.



6、Receiver Assembling

(1) Inserting CH1, CH2, CH3 into Corresponding receiver, and 5V output line inserting into anyplace of receiver.

Attention: the positive and negative poles must not be anti-plug during the process.



(2) Finally using adhesive tape to fix receiver antenna in the front retract

(3) The finished picture is shown on the right.



7、 Battery Assembling

(1) Assembling Battery



(2) Assembling Canopy

(3) The finished picture is shown on the right.



8、 Assembling finished.

Assembling finished.

The finished picture is shown on the right.



Inspection Of Direction Controller

Problems	Possible Cause	Solution
Motor doesn't work	<ol style="list-style-type: none"> 1.The battery is exhausted. 2.The transmitter battery is exhausted. 3. The transmitter switch did not open. 4. The battery is not connected 5.Motor connection is error 6.Damaged by crashes or other reasons. 7.Other or ESC malfunction. 	<ol style="list-style-type: none"> 1.Charge the battery. 2.Replace the battery or charge. 3.Turn on the transmitter switch. 4.Check and connect the battery. 5. Check and connect the motor correctly. 6. Replace the motor. 7.Check the ESC or ask the dealer for help.
Aircraft is difficult to control	<ol style="list-style-type: none"> 1.The flight encountered strong wind or turbulence. 2.The battery is exhausted. 3.The Transmitter batteries are exhausted. 4. The transmitter antenna is not fully extended. 5. The control surface is excessive. 	<ol style="list-style-type: none"> 1. When no winds then take off. 2. Need to charge the battery 3. Need to replace a battery or charge the battery. 4. Expand the transmitter antenna. 5. Use small dual rate to fly. (D/R switch)
During flight the nose section is always downwards, we need to compensate later rudder.	The center of gravity is forward	Refer to the manual, adjust the center of gravity backwards
In the absence of control transmitter, the aircraft is always up and down. Or aircraft always is left, right tilt.	<ol style="list-style-type: none"> 1. Have not done fine-tuning for elevator & aileron. 2. During flight, the plane encounters too much natural wind. 	<ol style="list-style-type: none"> 1. Adjust some fine-tuning appropriately. 2. Landing firstly, then take-off when no winds.
During flight the elevator is sensitivity abnormally, the aircraft is unstable, always up and down.	The center of gravity is forward.	Refer to the manual, adjust the center of gravity backwards
When the plane taxiing on the ground, the direction is biased.	<ol style="list-style-type: none"> 1. The front wheel is not centered. 2. The rudder is not centered. 	<ol style="list-style-type: none"> 1. Adjusting the front wheel centered. 2. Adjusting the rudder centered.

Problems	Possible Cause	Solution
Taking -off is difficult.	<ol style="list-style-type: none"> 1. Haven't push the throttle to the biggest position. 2. The distance of taxiing is not enough. 3. The rising rudder is not 	<ol style="list-style-type: none"> 1. Push the throttle to the maximum. 2. Glide the plane as long as possible. 3. Use big dual rate to fly.
Climbing is difficult	<ol style="list-style-type: none"> 1. The low battery. 2. Ducted fan damaged. 3. Motor damaged. 4. ESC overheat protection caused power reduction. 	<ol style="list-style-type: none"> 1. Need to be re-charged. 2. Confirm and replace the ducted fan. 3. Confirm and replace the motor. 4. Landing firstly, confirm and choose a more powerful ESC.
Battery is over heat after charging.	It's normal for battery heating when charging.	After full charged, the battery will be warm, but not hot to touch.
Motor shock	<ol style="list-style-type: none"> 1. Ducted fan damaged. 2. Motor damaged. 3. Ducted fan need to be adjusted dynamic balance. 4. Have high-speed operation may have a slight vibration. 	<ol style="list-style-type: none"> 1. Confirm and replace the ducted fan. 2. Confirm and replace the motor. 3. Adjust the dynamic balance of ducted fan. 4. The slight vibration can be used normally.
Control surface moves to the wrong way.	The servo's direction is opposite.	Re-install the servo correctly.