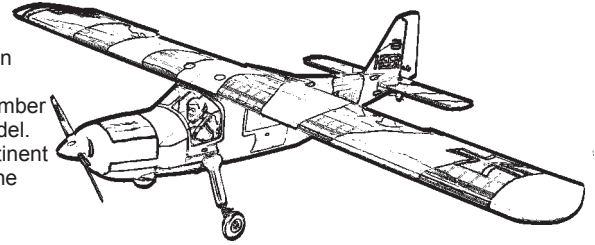


IMPORTANT INFORMATION ABOUT VMAR DORNIER DO27

#VMA-D260X
45-60 ARF

This model is produced in a number of Military and Civilian Graphic Schemes. The last character ("X") of the part number will vary according to the model. This information sheet is pertinent for all graphics schemes of the DORNIER DO27 45-60 ARF.



PLEASE READ THIS BEFORE ASSEMBLY!



Model airplanes, model engines, model engine fuel, propellers and related accessories, tools and equipment can be hazardous if improperly used. Be cautious and follow all safety recommendations when using your VMAR model airplane. Keep hands, tools, clothing and all foreign objects well clear of engines when they are operating. Take particular care to safeguard and protect your eyes and fingers and the eyes and fingers of other persons who may be nearby. Use only a good quality propeller that has no cracks or flaws. Stay clear of the propeller and stay clear of the plane of rotation defined by the propeller.

The Manufacturer, Distributor, Retailer and/or other suppliers of this product expressly disclaim any warranties or representations, either expressed or implied, including but not limited to implied warranties of fitness for the purposes of achieving and sustaining remotely controlled flight.

In no event will the Manufacturer, Distributor, Retailer and/or other suppliers of this product have any obligation arising from contract or tort, or for loss of revenue or profit, or for indirect, special, incidental, consequential or other damages arising from the use of this product.

In purchasing and/or using this product, the user accepts all responsibility for its use and accepts all liability associated with such use.

Proceeding with assembly and use of this product indicates Agreement With and Acceptance of the Liability Disclaimer.

CAUTION

A Remote Control Model Aircraft is not a toy. It is a flying model that functions much like a full size airplane. If you do not assemble and operate this product properly you can cause injury to yourself and others and damage property. **DO NOT FLY** this model if you are not qualified.

You are ultimately responsible for the mechanical, aeronautical and electrical integrity of this model and it's structure, control surfaces, hinges, linkages, covering, engine, radio, wiring, battery and all other components. Check all components before and after each flight. Don't fly until it's right!

CARE & MAINTENANCE OF POLYCOTE™ ECS.



POLYCOTE ECS is a proprietary Enhanced Covering System engineered in Canada & available only from VMAR. With POLYCOTE ECS the graphics are inside the covering... not stuck on top. No Decals! No Layers! No Strips! No Stripes! POLYCOTE ECS utilizes ULTRA TOUGH polyester and our SURE SEAL system to ensure that the seams stay down! Best of all POLYCOTE is totally fuel proof! Quite simply... **POLYCOTE ECS leads the pack in ARF covering systems!**

By putting the graphics inside the POLYESTER covering... we've reduced the need for maintenance to a minimum. No seams to pick up, very few edges, extraordinary fuel proofing etc. With POLYCOTE ECS you will spend more time flying and less time reworking the covering! Polyester offers the best in covering performance and as with any POLYESTER covering here are a few tips to make it even easier to keep POLYCOTE ECS looking it's best!

REMOVING & USING TAPE: Tape may be used to hold control surfaces or other parts in place during shipping. When removing tape from POLYCOTE ECS, peel the tape back on itself so that the pulling is parallel to the surface of the covering. If the tape is near or across a seam or an edge, peel towards the edge or seam. Do NOT pull the tape up at right angles to the covering or away from a seam or edge. If you use tape during the assembly process use a low tack masking tape and remove it using the procedure noted above.

CLEANING INITIALLY: POLYCOTE ECS has very few seams and we use our SURE SEAL system to really lock the seams down. Upon initial inspection if you see a thin streaky film on any of the POLYCOTE ECS when looked at under bright light this is a residue from the SURE SEAL process. It is easily removed using Mineral Spirits (Paint Thinner, Varsol). If you've ever painted with oil base paints you probably have Mineral Spirits on hand already, if not, it is readily available at a paint or hardware store. **It is recommended that you work with Mineral Spirits outdoors and follow the directions on the container.** Use a paper towel and wipe a slightly wet film of Mineral Spirits over 1/4 of a wing or half a fuselage at a time. Rub gently while still wet. Change towels frequently. Use a clean towel to buff dry. If you want to accentuate the deep "clear coat" gloss of POLYCOTE ECS even more, use a bit of Armorall and buff shiny with a clean paper towel. Discard all soiled paper towels into a metal garbage can stored outdoors.

CLEANING AFTER FLYING: To clean POLYCOTE ECS after flying we recommend Fantastic household cleaner and disposable paper towels. You can use just about any cleaner and we are not aware of any cleaner that will damage POLYCOTE but it is a good idea to always test a small out of the way spot first. Wipe along seams, not across. To really show off your POLYCOTE ECS covering, after cleaning with Fantastic... use a bit of Armorall and buff dry & shiny.

CARE: Avoid puncturing. Avoid leaving your model in a closed car exposed to direct heating from the sun for lengthy periods. Temperatures under such conditions can exceed 50C (122F) and sagging may occur.

TIGHTENING: To tighten POLYCOTE ECS we recommend using a medium-high temperature **heat iron on the seams, edges, around perimeters and over solid surfaces.** Use a heat iron "sock" on the iron and push down firmly on the covering over solid areas to bond the covering to the underlying substrate. Work with the iron set at 250-300F. You may also work with a heat gun over solid surfaces provided that all edges and seams are set with a heat iron first. If using a heat gun over solid surfaces, make sure the edges are firmly set with a heat iron first then use the heat gun to heat about 1 square foot of area at a time, then rub the warm covering down firmly with a soft cotton cloth to bond the covering to the underlying substrate. **DO NOT USE A HEAT GUN NEAR EDGES & SEAMS.** Higher temperatures may assist with complex curved surfaces. Use a medium-high temperature **heat gun on POLYCOTE ECS applied over open bays.** Always practise on the bottom of a less noticeable section first. Be patient and work systematically... you will likely only have to tighten POLYCOTE once or twice to accommodate any shrinkage of the airframe in dry hot conditions.

RESEALING SEAMS: POLYCOTE ECS seams are sealed with our SURE SEAL system and will not normally lift. If you find a loose edge, clean any oil residue from the area and the edge and reseal with thin CA.

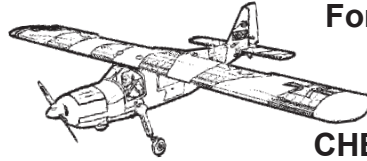
PATCHING: If you puncture POLYCOTE ECS, clean any oil residue from the area of the puncture. We clean using Fantastic and then a paper towel moistened with Pacer De-Bonder or alcohol or water to remove any remaining residue from the surface. The patch should be 1/2" bigger than the hole on all sides. We recommend using POLYCOTE patch sheets if provided with your model or polyester covering such as POLYCOTE, ULTRACOTE or ORACOVER and the use of a heat iron and soft cloth. Monokote, SolarFilm or V-COTE covering material will also work. Cut the patch with rounded corners. Seal the patch in place with a heat iron set at 250F first and then tighten the patch and the original covering around the patch as outlined in the tightening section above. To repair larger more extensive damage areas, you may wish to obtain the appropriate POLYCOTE ECS covering set for this model.

CUTTING: POLYCOTE ECS is made from ULTRA TOUGH POLYESTER. Where possible, use scissors to cut POLYCOTE. Scissors work well. Otherwise use a new sharp #11 Blade. **The blade must be SHARP.**

Check for updates and more information about POLYCOTE ECS at www.richmondrc.com/polycote.htm

HINTS & TIPS

DORNIER DO27 45-61 ARF



For more information that may be relevant to this model please visit us at www.richmondrc.com/support.htm

CHECK OFF LIST FOR COMPONENTS & PARTS (This check off list supercedes that supplied with your model)

MAJOR COMPONENTS

- 1 Fuselage with pre-installed rods, tank, pilot & servo tray
- 2 Wing halves (left & right)
- 1 Horizontal stabilizer with pre-installed elevators
- 1 Vertical stabilizer with pre-installed rudder
- 1 Cowling
- 1 Main (Landing) Gear Parts Bag
- 1 Master Bag of Hardware
- 1 Documentation Set with Patch Sheets

CONTENTS OF MAIN (LANDING) GEAR PARTS BAG

- 1 Main landing gear set with struts, spats & collars (left & right)
- 1 Main landing gear cover plate for bottom of fuselage
- 1 Hex (Allen) wrench
- 1 Parts bag containing
 - 2 white plastic landing gear straps
 - 8 small screws
 - 8 slightly larger screws

CONTENTS OF MASTER BAG OF HARDWARE

- 2 Ultralight wheels
- 1 Wood spar joiner
- 2 Aluminum engine T-beam mounts each with...
 - 1 retaining strap
 - 4 black machine screws
- 1 Spinner Parts Bag with collet set, allen key & screws
- 1 Misc Parts Bag with tail wheel assy, wheel, collar & 2 screws
- 1 Wing Parts Bag with...
 - 2 wood alignment dowels
 - 2 plastic wing mounting bolts
 - 1 small roll of wing joiner tape
 - 4 control horn sets (2 for ailerons & 2 for flaps)
 - 2 aileron control rods each with a clevis & EZ connector
 - 2 flap control rods each with a clevis & EZ connector
- 1 Control Horn Parts Bag with 3 control horn sets (2 for elevators & 1 for the rudder)
- 1 Spare Parts Bag with...
 - 1 control horn assembly
 - 2 wing bolts
 - 2 clevises
 - 1 long metal bolt with washers & nut
 - 1 short metal bolt with washers & nut

CONTENTS OF DOCUMENTATION SET

- 1 Color Assembly & Operations Manual
- 1 Read Me First sheet
- 1 Foreign Language Instructions
- 1 Check Off sheet for Components & Parts (**Please replace with this Check Off list**) and Tools and Shop Materials
- 1 Index to the Manual (on flip side of Check Off sheet)
- 1 Set of Primary Color Patch Sheets

INFORMATION SOURCES

Please use this Important Information Sheet for...

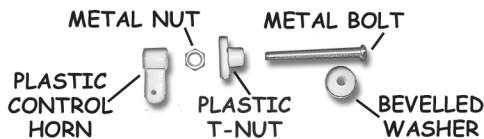
Components & Parts Supplied with this model.
General Hints & Tips.
After Market Parts for this model.

Please see the Documentation Set packed with your model for...

Tools & Shop Materials... Documentation Set
Assembly Procedure... Colour Manual Page 2-12
Setup Information... Colour Manual Page 13-15

OUR CONTROL HORNS are unique. They do not look like most of the control horns you have seen before and you may think they are missing. They are in the control horn parts bag &/or wing parts bag inside the master bag of hardware and consist of a metal bolt, metal nut, beveled white plastic washer, a white plastic T-nut and the white plastic control horn itself that connects to a clevis or rod.

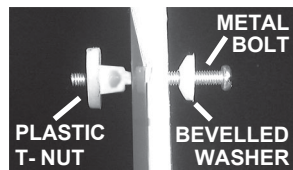
Control Horn Set Before Installation. Note 5 parts make up the set.



(Note: In Light Duty applications the Metal Nut may not be included)

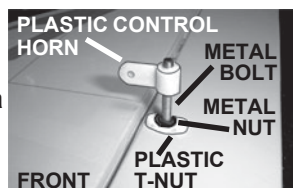
Control Horn Set Partially Installed

Note that the bevelled washer has the bevel side facing the control surface and the flat side against the head of the metal bolt.



Control Horn Set Fully Installed.

Note that the metal nut has been tightened down snugly against the top of the T-Nut as a safety lock. Then the plastic control horn is threaded on to the metal bolt as shown.



PLEASE READ EVERYTHING BEFORE ASSEMBLY!

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HINTS & TIPS cont'd

For more information that may be relevant to this model please visit us at www.richmondrcc.com/support.htm

DORNIER DO27 45-61 ARF



1. During construction use Low Tack Masking Tape only. The green painters masking tape works well.

2. Before beginning Stage 1 on Page 2, remove any lockdown material and/or foam pads from the wing. Be careful when removing tape. Pull tape strips back on themselves... do not pull tape away from the wing. Be very careful when removing tape that crosses a seam or edge in the covering. Remove any Tape Residue with alcohol or other not abrasive solvent. Test small area first.

3. Please review the "Care and Maintenance of POLYCOTE ECS" page within this document. Pay particular attention to the section entitled "Cleaning Initially". We recommend that you clean the surfaces initially in order to maximize the appearance of your new model. Remove the servo cover plates before cleaning and test all cleaners on painted surfaces.

4. On page 10, the pictures illustrating Stage 19 show the removeable forward firewall. This firewall is approximately 1/4" (6mm) thick and has been constructed by laminating two pieces of 1/8" (3mm) ply together using Epoxy. The horizontal thrust line is printed on the forward face. Before joining the wing and earlier phases of the assembly process of the instructions it is a good idea to fill any gaps in the edges of the firewall with medium CA or Epoxy and set the firewall aside to cure under the weight of something heavy. After curing, we suggest sealing the firewall front and back face with Pacer Finishing Resin or thinned epoxy and setting it aside to dry. By doing this early in the assembly process, the firewall will be sealed, cured and ready for you to install your engine later on.

5. On Page 3 Stage 3 in several of the wing pictures you can see the wing bolt holes cleared of covering. Before clearing the holes, wick a bit of ZAP (thin) CA into the covering area from inside the hole, externally press the covering around the hole, let the CA dry, cut with sharp #11 blade.

6. On Page 4 Stage 5, some servos have a rubber boot strain relief around the wire coming from the servo. Notch the bottom of the servo rails shown in pictures 5.1 & 5.2 to clear the rubber boot or wire if required.

7. On Page 4 & 5 Stage 5 & 6, you can open up clearance slots in the aileron and flap servo cover plates using a narrow drum sander and a dremel tool. Work carefully from the inside of the plate.

8. Please note that this model has ailerons located outboard on the wings and flaps located inboard on the wings. The ailerons are activated by a servo in the bottom of each wing. The flaps are optional and will require two servos located in the more inboard wing cavities.

9. On Page 9 & 10 Stage 18, when installing the fuel tank, you may have to trim off about 3/8" from the bottom of the instrument panel to avoid contact with the top of the tank. Work from the front & use a Dremel tool and a sanding drum. Use a cloth or towel to block dust from entering the fuselage. If you do not wish to trim the bottom of the instrument panel you may wish to install a slightly shorter or thinner tank.

10. On Page 4 Stage 5 & Page 5 Stage 6, Use a long servo arm and mount the servo as close to the servo cover plate as possible to maximize the length of the servo arm protruding from the bottom of the wing.

11. The fibreglass cowl has been pre-painted to match the appearance of the full size version that this model has been based upon. Handle the cowl carefully at all time. The shape of the cowl will be most realistic when fitted over the firewall.

12. Engine & Prop Size. This model flies well on a .46 Engine such as the VMAX 46PRO or a .52 Engine such as the VMAX 52PRO. We suggest using a larger diameter lower pitch prop than you might have used in other models. Check your engine manual and select a prop that is at the maximum diameter in the recommended range. We have found that a .46 works well with an 11 x 5 or 12 x 4 prop. The idea is to get the thrust out beyond the edge of the fuselage and cowl. A larger diameter prop helps accomplish this.

13. The factory has supplied a number of trim pieces. Many of these such as the chin blocks on either side of fuselage near the cowl and the spats on the main landing gear legs have been pre-applied and painted with epoxy paint. Always test these painted surfaces for compatibility with any cleaning solutions. We recommend Fantastic.

MILITARY

SCHEMA

#VMA-D260DF
#VMA-D260DL
#VMA-D260DTH
#VMA-D260DTV
#VMA-D260DV
#VMA-D260DW
#VMA-D260DWPB
#VMA-D260DMB
#VMA-D260DMGB
#VMA-D260DN
#VMA-D260DTRS

AFTER MARKET PARTS

FUSELAGE
COWL
STABILIZER HORIZ
STABILIZER VERT
COVERING SET
WING SET
WING PARTS BAG
MASTER BAG
MAIN GEAR BAG
WINDOW SET
TRIM SET (PATCHES)

CIVILIAN

SCHEMA

#VMA-D260ZF
#VMA-D260ZL
#VMA-D260ZTH
#VMA-D260ZTV
#VMA-D260ZV
#VMA-D260ZW
#VMA-D260ZWPB
#VMA-D260ZMB
#VMA-D260ZMGB
#VMA-D260ZN
#VMA-D260ZTRS

COMMON PARTS

#VMA-D260XIB
#VMA-D260XIBP
#VMA-D260XPMF
#VMA-D260XSPB
#VMA-D260XXPB
#VMA-CHSET
#VMA-WH2716
#VMA-WB1420
#VMA-MOUNTUNI
#VMA-SPIN225R
#VMA-TANK300
#VMA-SXTRAY

FOR MILITARY & CIVILIAN

INSTRUCTION BOOK
IMPORTANT INFORMATION SHEET
FIREWALL (FRONT)
SPARE PARTS BAG
MISC PARTS BAG
CONTROL HORN (2 SETS)
MAIN WHEEL 2-7/16" (NEED 2)
WING BOLTS (4)
ENGINE MOUNTS (PAIR)
SPINNER - RED 2-1/4"
FUEL TANK 300mm (8.8 OZ)
SERVO TRAY - UNIVERSAL



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