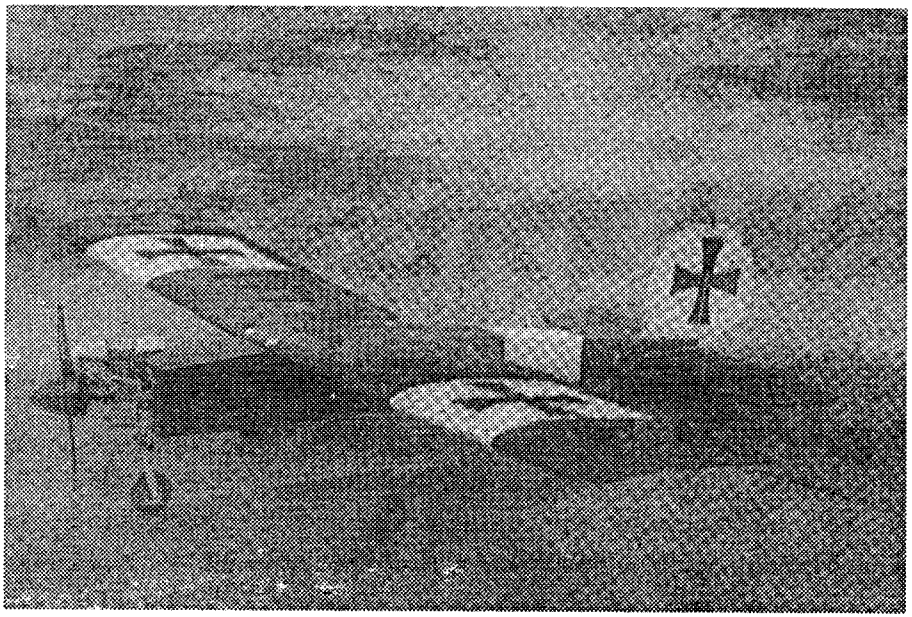
ALMOST READY TO FLY

R/C TRAINER MODEL

U'LIKE - STICK 60/40



ASSEMBLY GUIDE

SPECIFICATION

WING SPAN	66 INCHES / 168 Cm
FUSELAGE LENGTH	46 INCHES / 118 Cm
WEIGHT	5 - 6 LBS 2.6 Kg - 2.9 Kg
RADIO	4 CHANNELS
ENGINE	46 - 60 2 CYCLES 60 - 90 CYCLES

PRE - ASSEMBLY INFORMATION

Your U'LIKE - STICK 60 ARF has been constructed, aligned and covered for you. All that remains for you to do is to follow the assembly instructions provided in this manual assemend that you read this manual several time before starting actual assembly to familiarize yourself with the procedure. You will need the following item to complete this model.

5 - 15 minute, 2 - Part Epoxy glue

X - Acto knife with # II Balde

Screwdrivers

Drill

Pliers

Engine (46-60) 2. Stroke (60-90) 4 Stroke and suitable Propeller

Radio system (4 channels and 4 servos)

Sponge rubber for packing receiver and airborn battery pack

Masking tape.

BILL OF MATERIALS
- WING PARTS -

Right wing. (W / Pre - Assembled tip & Aileron) 1
Left wing (W / Pre - Assembled tip & Aileron) 1
Wing joiner 1

- FUSELAGE PARTS -

Fuselage (W / Pre Assembled engine mounth servo tray and rod control 1
Tank hatch cover 1

- TAIL PARTS -

Stabilizer (W / Pre - Assembled Elevator) 1
Fin (W / Pre - assembled Rudder) 1
Rudder and elevator Pushrod assemblies 2

- HARDWARE PARTS -

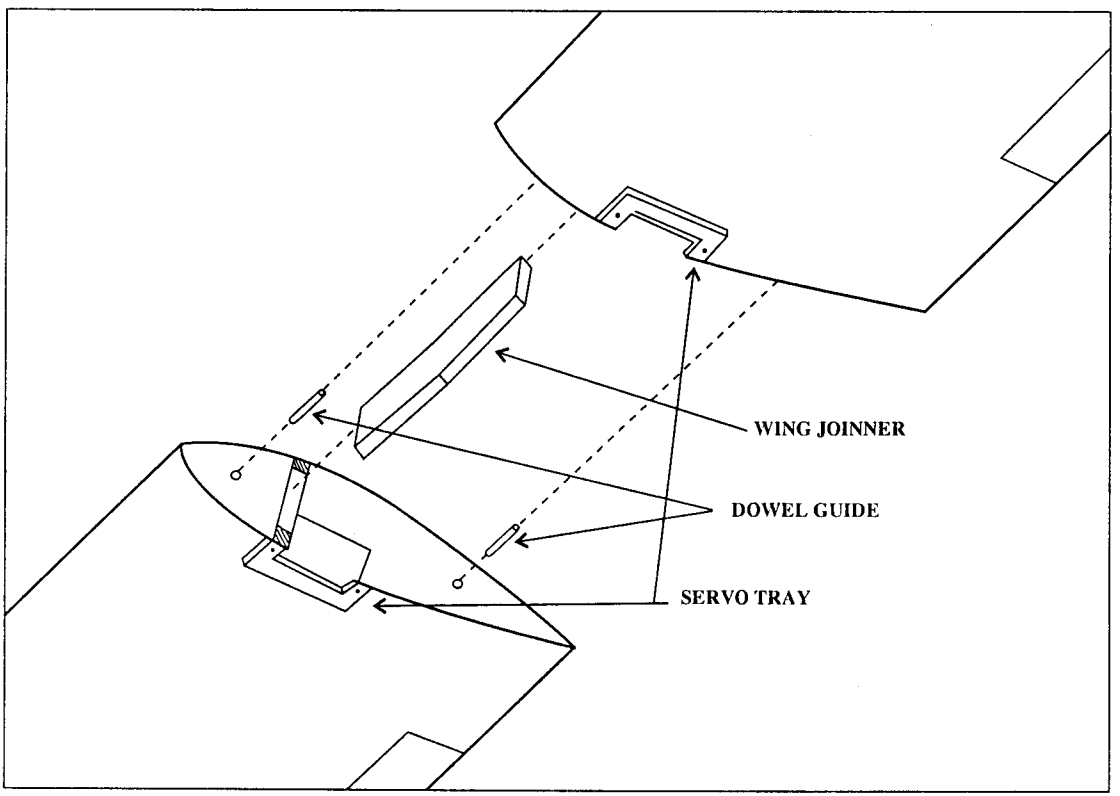
Spinner Assembly 1
Engine Mounth (Already assembled in fuselage) 1
Landing gear Assembly ..... 2 Sets
1 - Main gear (W / 4 pcs Mounting screws & 2 Pre - Assembled Wheels)
2 - Nose gear (W / Screw, Pre - Assembled Steering Arm & Wheel)
Fuel tank Assembly ..... 1 Set
Throttle wire (Bent "Z" one end) 1
Steering wire (Bent "Z" one end) 1
Aileron pushrod 2
Clevis 4
Control horn 2

- MISCELLANEOUS -

Wing joiner tape cover 1
Plastic wing bolt 4
Instruction Manual 1

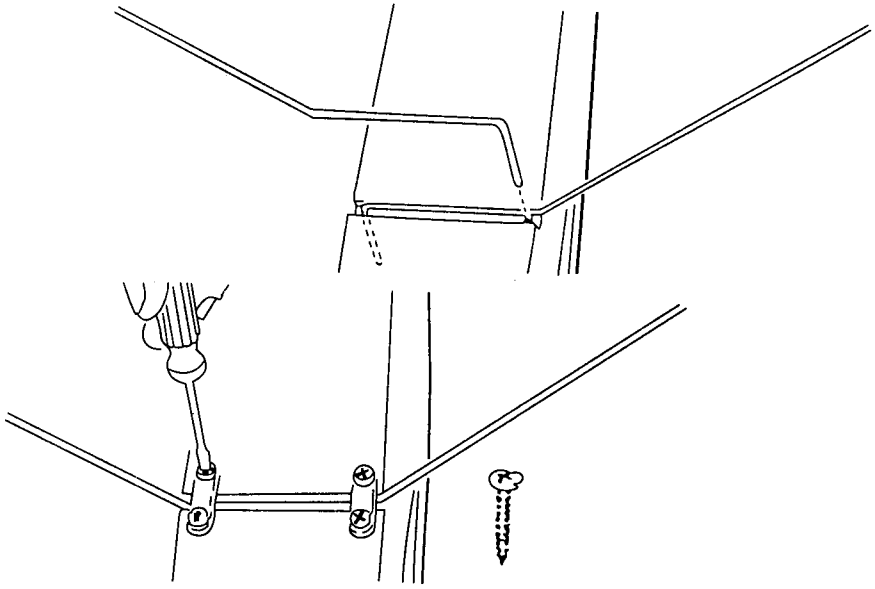
- WING ASSEMBLY -

Test - fit the dihedral braces (wing joiner) into each of the wing panels. Once satisfied, epoxy the two wing panels together with the dihedral braces Epoxied into each panel.
Use masking tape to hold the panels accurately in each other and allow dry.
Cover the wing panel joint with the tape. Ends of tape should Overlap at trailing edge, trim as needed.



LANDING GEAR ASSEMBLY
MAIN GEAR

Turn the fuselage over. Install the two main landing gear in place. Use four Screws supplied to mount the retaining brackets in place.

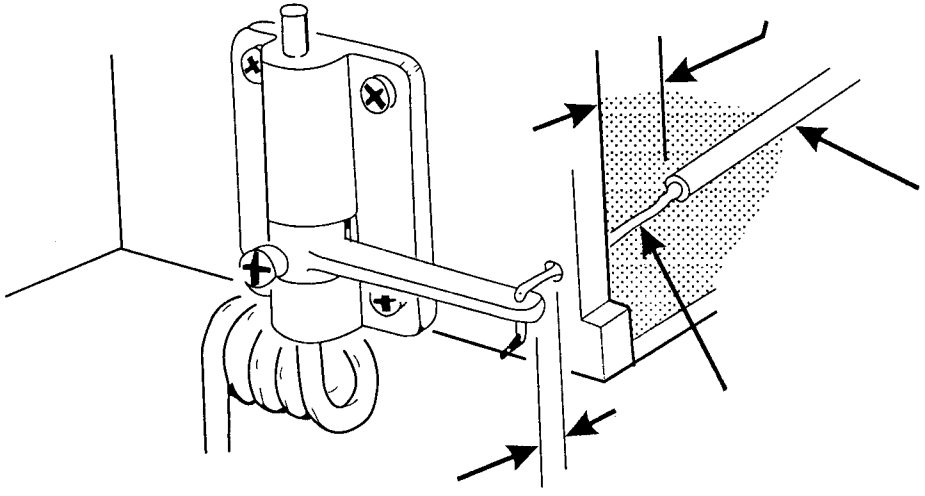


NOSE GEAR

Install the steering arm to the steering pushrod first, and then slide it into the nose gear bearing position. (as show)

Slide the nose gear into the nose gear bearing.

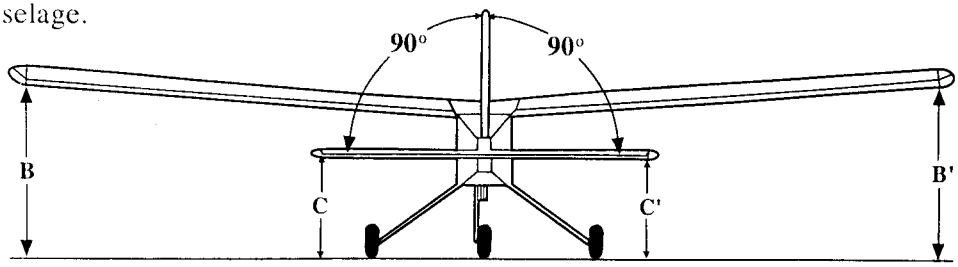
Loose the steering arm bolt. To allow nose gear easy get in.



FINAL ASSEMBLY

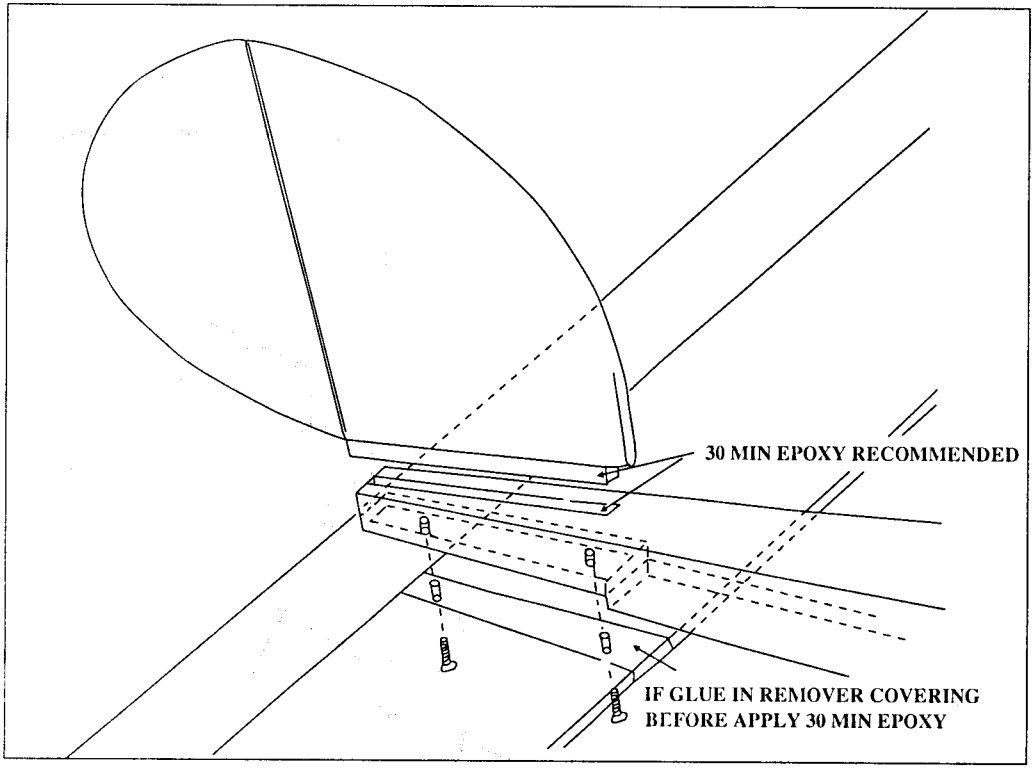
WING.

Mount the wing on the fuse using four plastic bolt (supplied). Then, measure from the wing tip to the back end of the fuselage to make sure the is square with the fuselage.



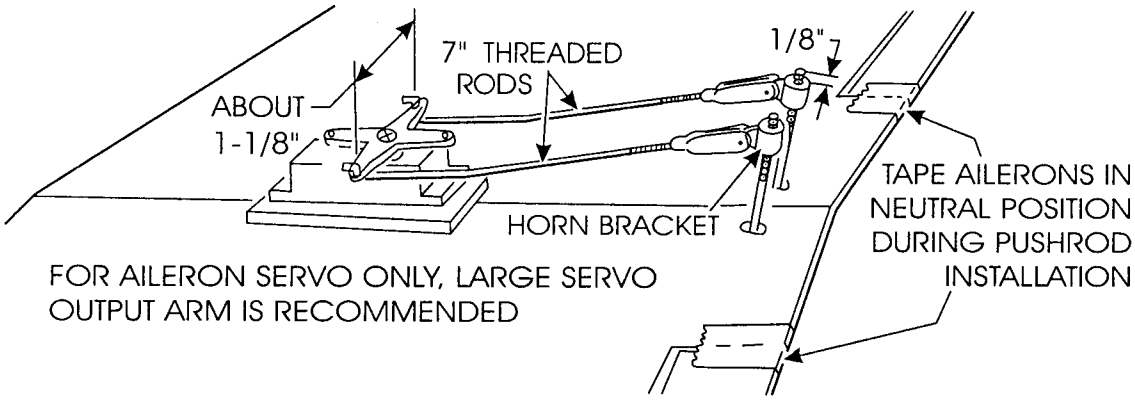
HORIZONTAL STAB WITH ELEVATOR AND VERTICAL FIN WITH RUDDER

Try to fit the horizontal stab with elevator (Pre - install by factory) onto the horizontal slot, using a metal ruler to stab and vertical fin into the position. Trim the slots if necessary.



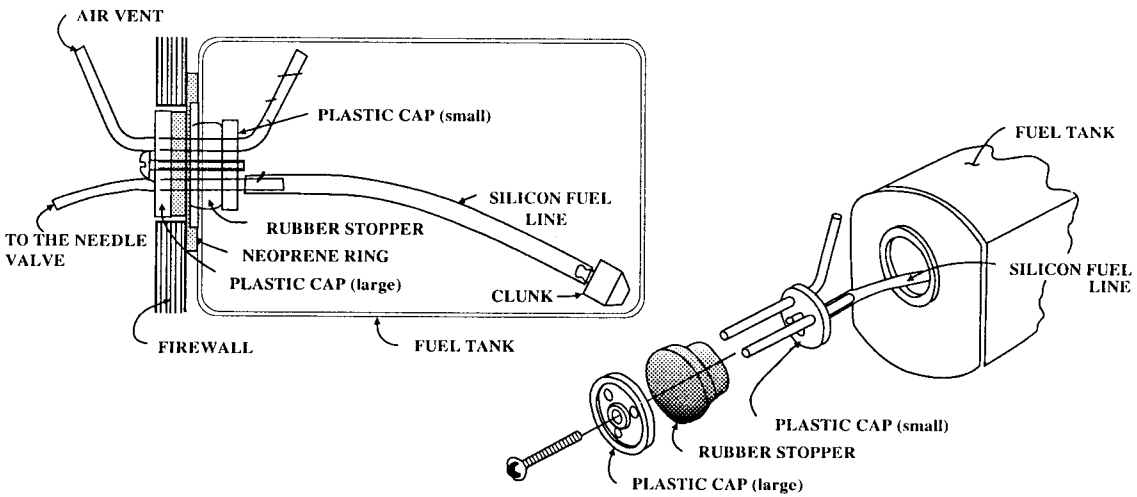
Mount the aileron servo in place. Then connect "Z" bend end of each aileron pushrod to the servo arm. Screw the two aileron connectors on to the threaded torque rod (to about 3/4 from the surface of the wing, for now). Screw a clevis onto each threaded pushrod end and snap into the aileron connectors.

-Mount your radio system's switch to the slot at the left side of the fuselage.



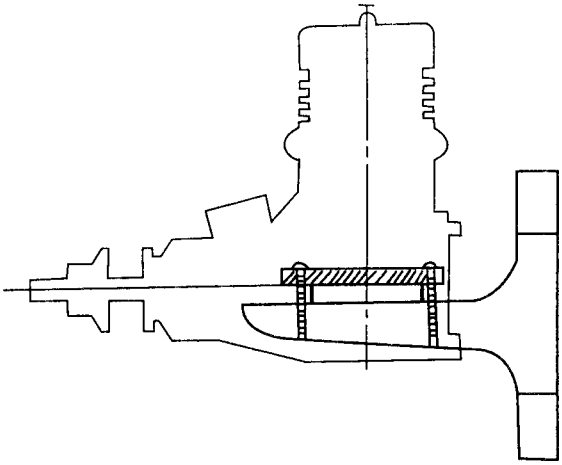
-You can now made the fuel tank assembly. Typically, we prefer the "Z - line" system ;1 (The fuel pick - up to the engine and 2). The overflow muffler pressure line. Run the fuel tubing through the firewall and to the appropriate connections on the engine. We suggest securing the tank in place with either silicon adhesive, foam rubber 2 sided - tape.

The tank cover is now mounted in place to the fuselage.

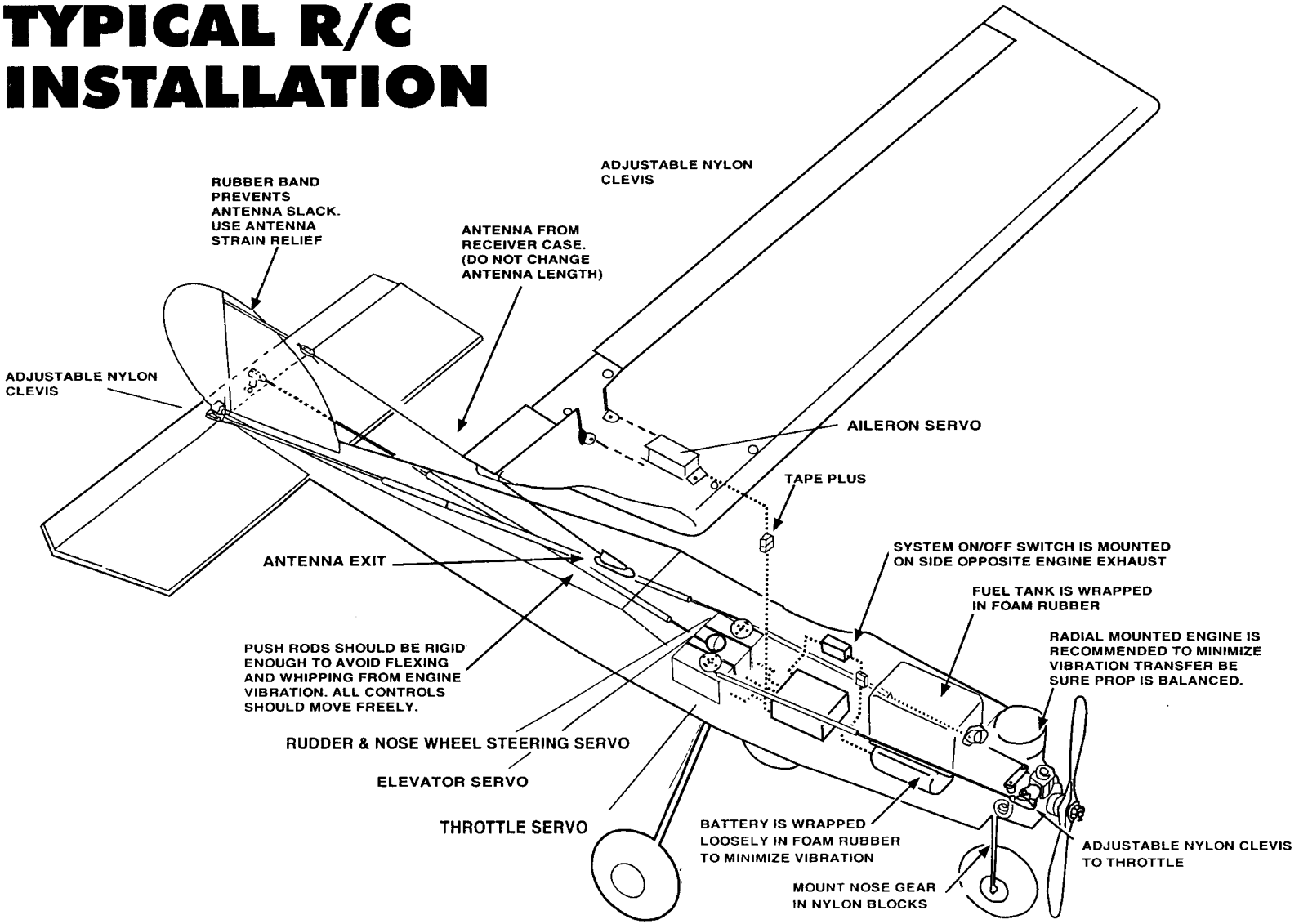


INSTALL THE ENGINE

Place the engine on the mouth and bolt the engine in place, using the four bolt (supplied)

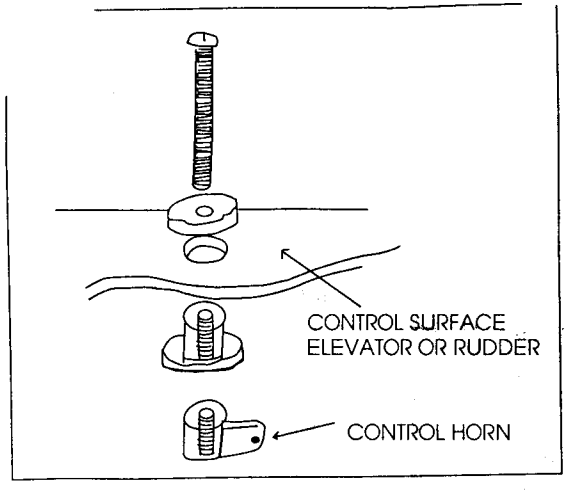


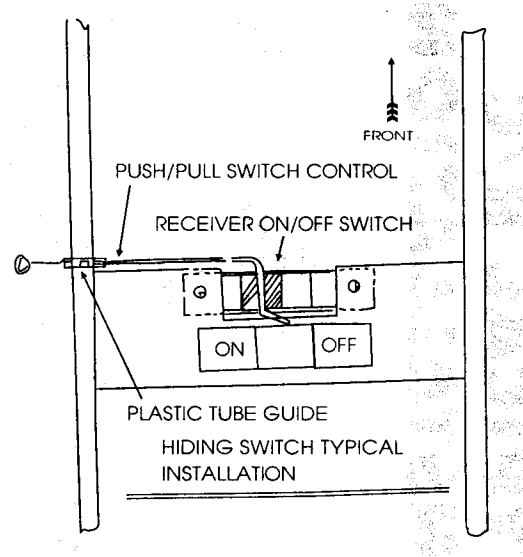
TYPICAL R/C INSTALLATION



- The radio receiver and battery pack, wrapped and protected with foam rupper, should now be installed in the fuselage. To achieve the correct balance, we're typically placed these just ahead of the servos.
- Drill a small hole just behind the wing's trailing edge, through the top of the fuselage to route the antenna. Connect the loose end of the antenna to the top of the fin with a wire hook and rupper band.
- Mount the propeller and spinner assembly to your engine.
- The self-adhesive decals can now be applied to your finished model. The use of soapy water on the model's surface will allow you to position the decals exactly. Once satisfied, use a soft cloth or paper towel to squeegee the decal firmly in place and allow to dry.

Very low heat from an iron can be used to take care of any loose decal ends





PRE - FLIGHT PROCEDURES

1. BALANCE : The correct balance point for your UL 60/40 is 3 1/2" - 4", measured from the leading edga of the wing. This center of Gravity the location of the battery pack as required to achieve this CG location.

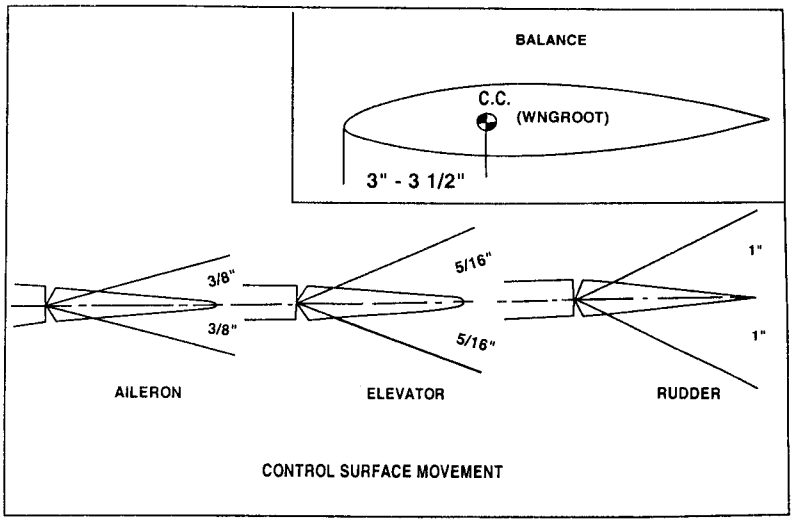
2. CONTROL SURFACE MOVEMENTS : Shown below are the recommended amounts of surface movements for your UL 60/40. These may certainly be adjusted to suit individual flying styles but should be used for initial flights. Adjust the clevis locations on each flight is equipped with control over servo throw, then it is simply a matter of "dialing - in" these movements.

3. RADIO OPERATION : Follow the Manufacture's suggestions as to appropriate ground range. DO NOT FLY WITHOUT THE CORRECT GROUND RANGE !

4. ENGINE : Your engine should be carefully broken - in to provide a consistant and reliable idle. Follow the manufacture's instructions to achieve this performance.

5. LANDING GEAR : Make sure that the model rolls straight at neutral rudder and that and steering is smooth and positive. Adjust as needed. Also check to be sure that each wheel is rolling smoothly, without binding.

6. CLEVISES : Before every flying session, check servo/flight surface connection to be sure that servo movement is free and non - binding.



- FLYING -

Take off should always be performed with the nose of the airplane pointed directly into the wind.

On paved runwars your UL 60/40 should be pointed into the wind and the throttle advanced smoothly. Use the rudder stick to maintain straight ground travel.

When flying speed is reached, apply a SMALL amount of "UP" elevator and your model should lift off smoothly.

On grass flying fields it is good to remember that grass will tend to dramatically retard the model's acceleration and that a somewhat longer take off run may be needed. A good technique to use on a grass field is to hold the model's rudder, throttle the engine all the way up, and the push the model forward. This will result in a fairy short take off run.

Once the UL 60/40 is airborn, climb to a good amount of altitude and make any trim changes necessary to achieve straight and level flight. If the model is flying a bit too fast, throttle back to 1/2 throttle to slow things down - the UL 60/40 has good low speed "Manners"

Landings can be performed at relatively low speeds without fear of loosing aileron authority.

- CLEAN UP AND MAINTENANCE -

After each flying sessions, use a cleaner such as windex or Fantastic to carefully remove all fuel residue from your model. Don't store your model with the wing attached. Remove the rubber bands and store them protected from sunlight between flying sessions.

The covering material used on your UL 60/40 may notice some sagging when the model is subjected to temperature changes - This is quite normal and as the material stabilizes, the sagging will disappear. Use medium temperature (100^0C) to iron as needed.