

Before use, please read the explanations carefully!

SAKURA

Instruction Manual



Specifications

Fuselage length: 451mm (17.7 in.)
Wingspan: 417mm (16.4 in.)
Flying Weight: 45g-53g (with battery)

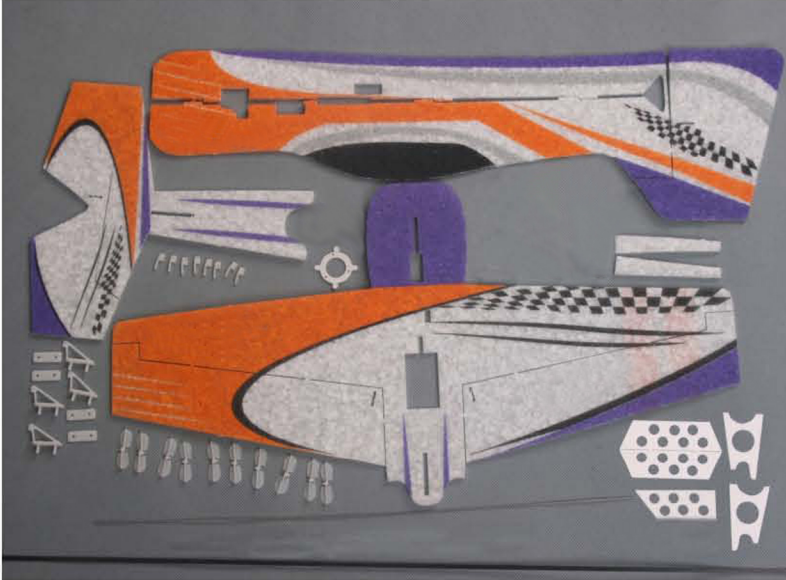
Additional Required Equipment

Motor: ADH-50
ESC: 5 Amp
Propeller: GWS 3020/4025
Servo: 2.5g
Radio: 4/more channel
Receiver: 4/more channel
Battery charger
Battery: 7.4V 100mAh/200mAh Li-po

Warning

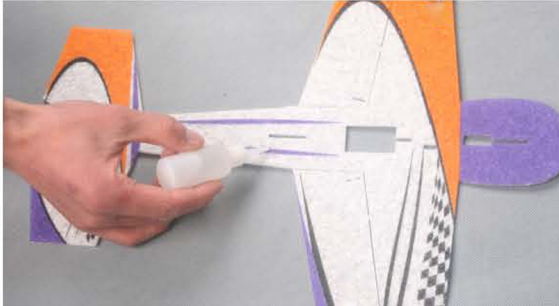
1. The SAKURA is not a toy and is not suitable for the flyer under 14 years. If misused, it can cause serious bodily harm and damage to property.
2. Do not fly near houses or buildings, children's play areas, road traffic, railways airports, overhead power lines and pylons. Do not fly over people.
3. Fly only in open areas, preferably AMA (Academy of Model Aeronautics) approved flying sites, following all instructions included with your radio.
4. Assemble the kit according to the sequence provided in the instruction manual.
5. Do not fly in the strong winds.
6. Do not try to catch the plane by hand when it is flying.
7. The children who are younger than 14 years old should be assisted by an experienced adult when the plane is being flown.

Kit Contents

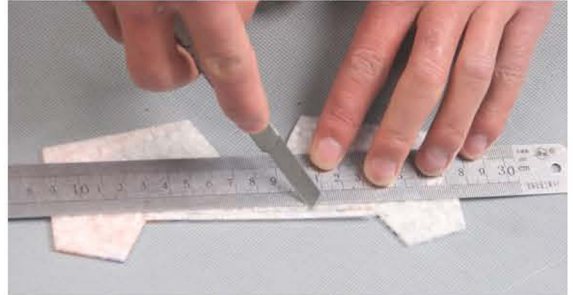


Vertical Fuselage 2pcs
Horizontal Fuselage 1pcs
Wing with Ailerons 1pcs
Horizontal Elevator 1pcs
Rudder 1pcs
Landing Gear Struts 1.3*100mm 2pcs
Doublers with Round Hole 5pcs
Landing Gear Assembly 2pcs
Carbon Strips 0.5*3*850mm 1pcs
Carbon Rods 0.7*1000mm 1pcs
Carbon Rods 0.8*1000mm 1pcs
Steel wire 0.8*360mm 1pcs
Control Horn Backplates 4pcs
Control Horns 4pcs
Heat-Shrink Tubing 1pcs
Motor Mount 1pcs
Hinges 10pcs
Clevis 8pcs
Velcro 1

1. Airframe Assembly



Glue the two fuselage pieces together.



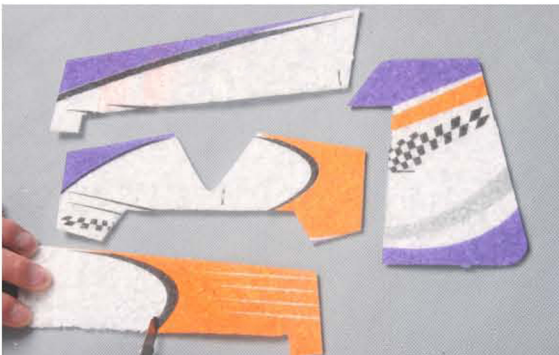
Cut a 45° bevel into the bottom leading edge of the Elevator.



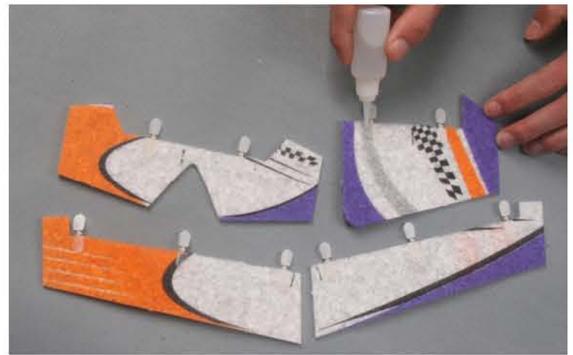
Cut a 45° bevel into the bottom leading edge of the Ailerons.

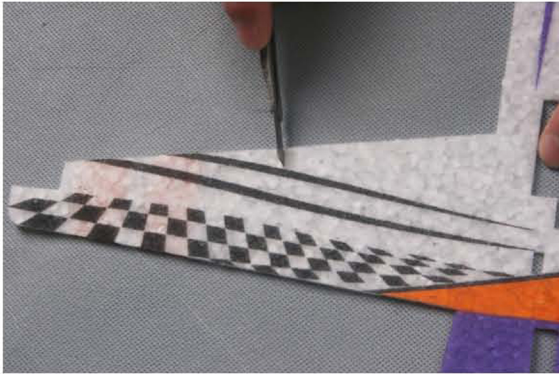


Cut a 45° bevel into the bottom leading edge of the Rudder.

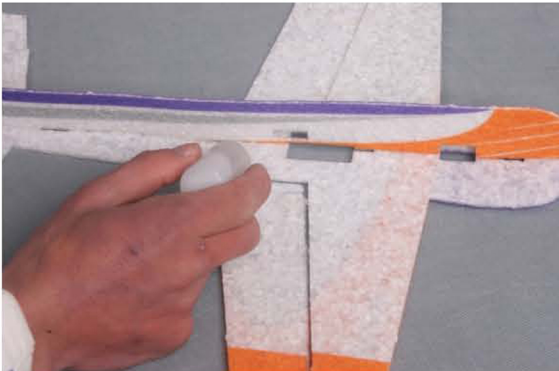
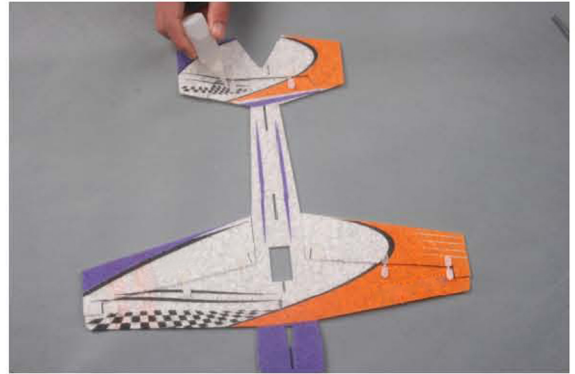


Cut two or three 12mm long slots, then insert the hinges and glue them.





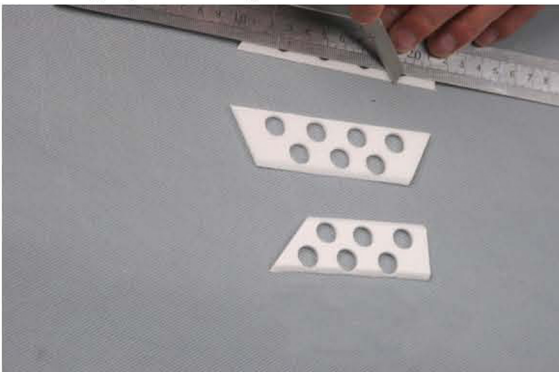
Cut the opposite slots, then insert the hinges and glue them.



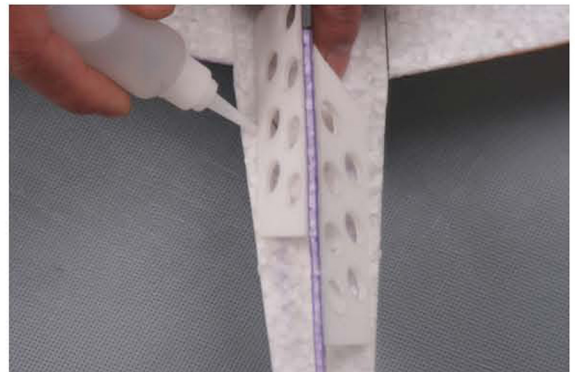
Key the rear of the horizontal fuselage into the vertical fuselage. Then glue the two fuselage pieces together.



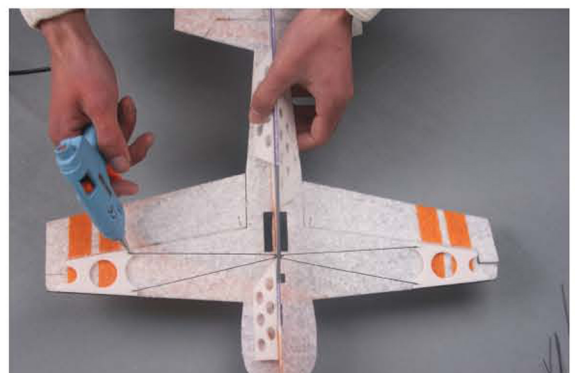
Glue the wing doublers to either end of the wing as shown.



Cut a 45° bevel into the bottom leading edge of the horizontal and vertical fuselage doublers.



Glue the horizontal and vertical fuselage doublers to the underside of the horizontal and vertical fuselage as shown.



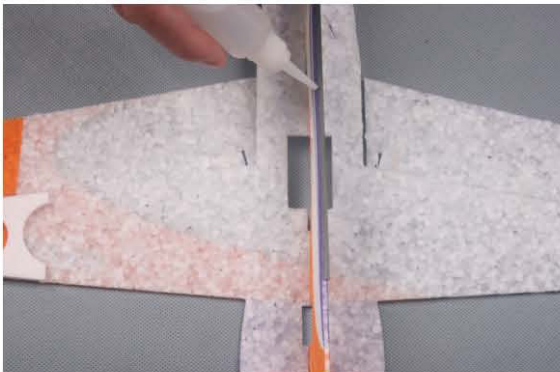
Cut four pieces of carbon rods (0.8mm) and insert them into the wing doublers and vertical fuselage. Apply some hot glue to fix them.



Cut two pieces of carbon rods. Place one end of each rod into the slot on the fuselage and the other end of the rod into the slot at the tip of the horizontal stabilizer. Apply some hot glue to fix them.



Cut two pieces of carbon strips. Then glue them to the leading edge of the wing.



Cut one piece of carbon strips. Then glue it to the bottom edge of the vertical fuselage.



Key the rear of the horizontal fuselage into the upper vertical fuselage. Then glue the two fuselage pieces together.

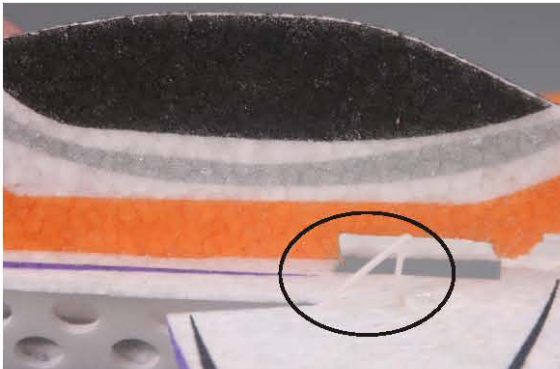


Cut the opposite slots on the vertical fuselage, then insert the hinges and glue them.



Same as above steps.

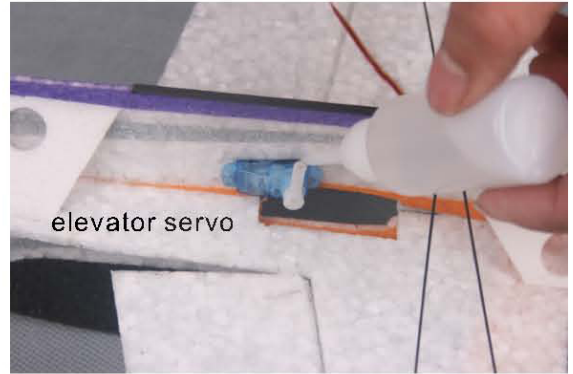
2. Install the Servos and Pushrods



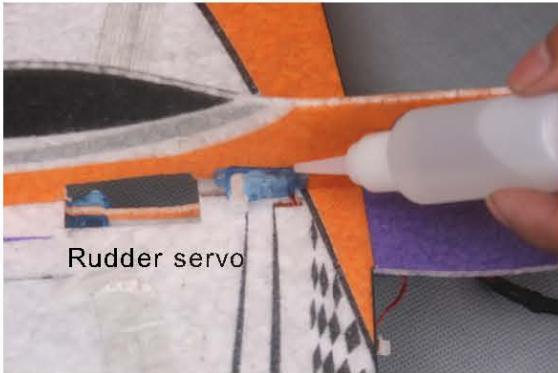
Install the ailerons control horns and elevator control horn, using the backplate provided. Make sure to push the backplate firmly onto the control horn. It should click into position and hold the control horn tightly.



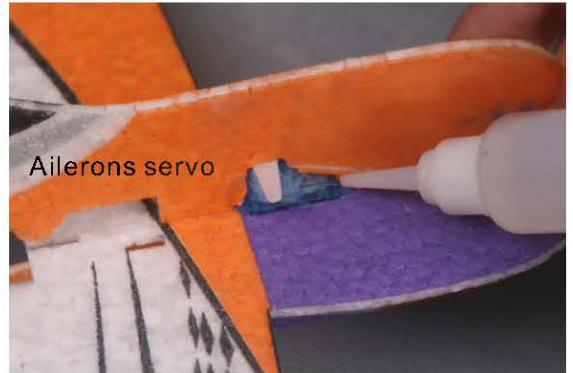
Install the rudder control horn, same as above steps.



elevator servo

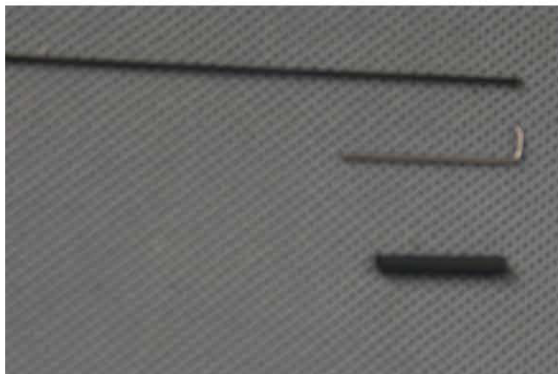


Rudder servo

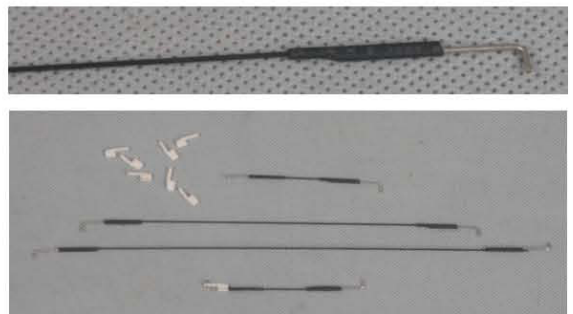


Ailerons servo

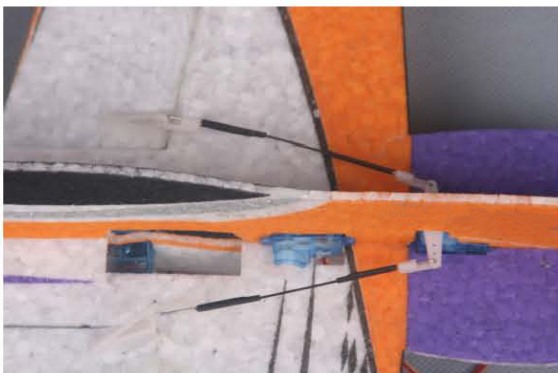
Use some glue to secure the servos into place. Because the size of servos differs, you may need to cut the servo mounting hole larger to fit your particular servos.



Cut one piece of carbon rod, one piece of heat-shrink tubing to a length of 1-1/2" (38mm), one piece of steel wire to a length of 1-1/2" (38mm), then make a L-bend in one end of the wire.

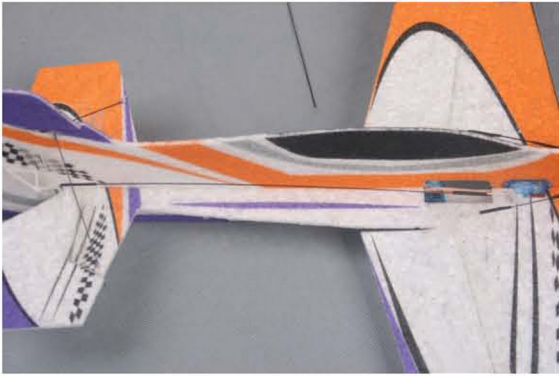


Secure one piece of wire to one end of the carbon rod, using one piece of heat-shrink material. The piece of wire should overlap the carbon fiber rod at least 1" (25mm). Heat the heat-shrink material with a heat gun to shrink it into place. PRO TIP For extra security, apply a few drops of glue to the end of the pushrod and allow it to "wick" into the joint.



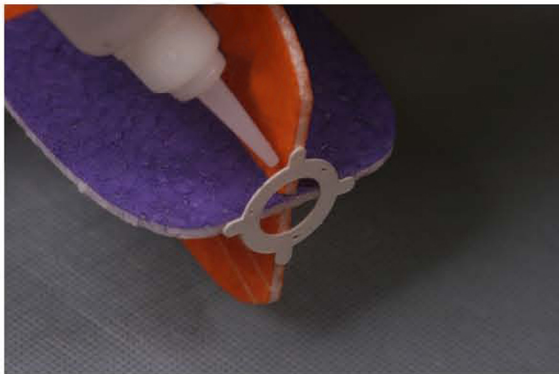
Center the servos, then attach the servo arm to the servos. Install the aileron control linkage, using the clevis. Be careful to get any glue inside the servo case. This could ruin your servo.





Install the elevator and rudder control linkage, using the same techniques that you used to install the aileron control linkage.

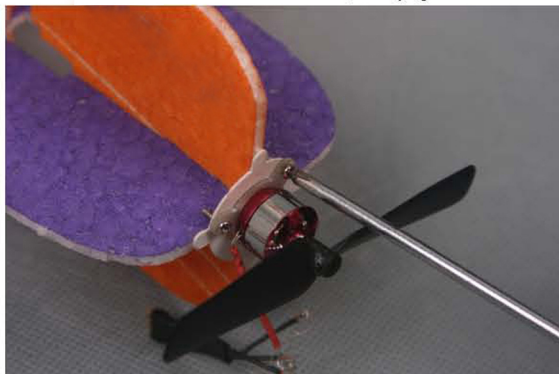
3. Installing the Motor and Radio Gear



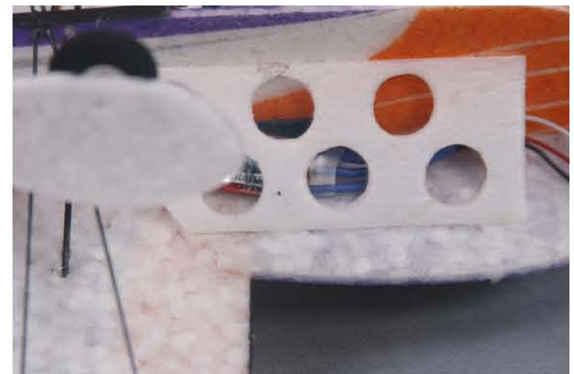
Glue the motor mount to the head of the fuselage. You are best to use some epoxy glue.



Install the propeller and propeller adaptor onto the motor as shown.



Install the motor to the motor mount using the screws provided with the motor.



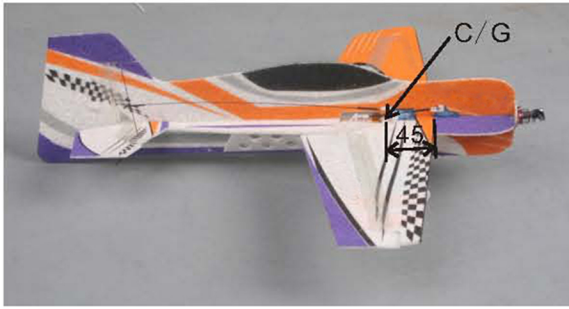
Mount your receiver to the fuselage side, using a piece of velcro.



Mount your ESC to the fuselage, using a piece of velcro.



Assemble your battery into the battery compartment, using a piece of velcro.



Motor Thrust

To ensure great flight performance and to be able to trim your airplane properly, it is critical that you adjust the motor thrust as described. We suggest that you add 2 degrees of down-thrust and 1 degree of right-thrust. This can be achieved by adding a washer or two behind the top and right side of the motor (between the motor and the firewall). When set properly, the trim for the elevator and the rudder should be neutral. Fine-tune the down-thrust and right-thrust until this trim is achieved.

Balance Point

The Center of Gravity (C/G or Balance Point) is 1.77" (45mm) from the leading edge of the wing, measured at the center of the wing.

WARNING For test flying and general sport flying, we suggest you balance the airplane at the C/G recommended above. For 3D flying, you may want to experiment moving the C/G back in small increments until you're satisfied with the result.

Exponential

Sport Flying

Ailerons: 20%

Elevator: 20%

Rudder: 20%

3D Flying

Ailerons: 45% - 55%

Elevator: 45% - 60%

Rudder: 45% - 60%

Exponential softens the response of the control surfaces around neutral stick. This makes the airplane easier to control while using such large control throws. The Exponential values shown are given as a percent. Please note that different brands of radio control systems may call for + or - Expo. Please check your transmitter's owners manual for more info.

Seek Assistance

If you are new to R/C we suggest you find an experienced pilot to check out your aircraft and help you with the first few flights. This will help prevent damage to your model and will speed up the learning process and making your R/C experience all the more enjoyable. You can contact local R/C clubs or your dealer to obtain the names of experienced R/C pilots who would be willing to help you with your first few flights. Although this is an ARF (Almost-Ready-to-Fly) kit, it does have some construction features that can be challenging to the less experienced modeler. If you encounter difficulty in any construction sequence, please feel free to contact one of our technicians, we stand ready to provide any assistance we can.

MADE IN CHINA