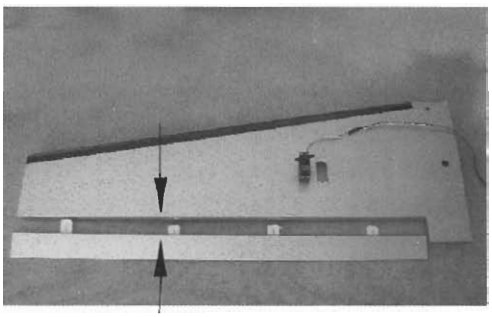
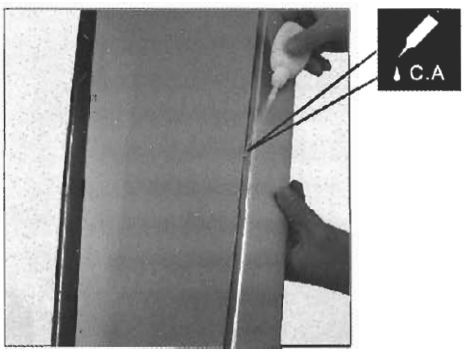
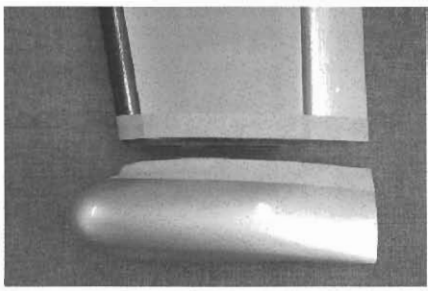
INSTALL THE AILERONS TO MAIN WING

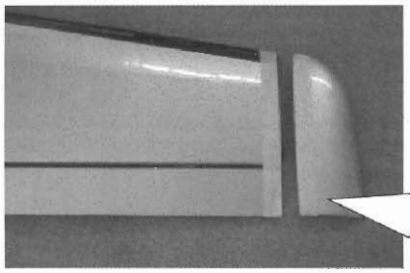


1.Connect aileron with wing by four hinges each side. There are four slots on the wing and aileron. Half hinges insert in to wings and half to aileron.
2.Test fit the ailerons to the wing with the hinges. If the hinges does not remain centred.



3.Adjust the aileron so there is a small gap between the aileron and the wing. The gap should be small, just enough to see light through or to slip a piece of paper through.
4.Apply six drops of thin A.B glue to the two end of each hinge. After the A. B glue has fully hardened, test the hinges by puling on the aileron.
5.Repeat this procedure for installing the right aileron.

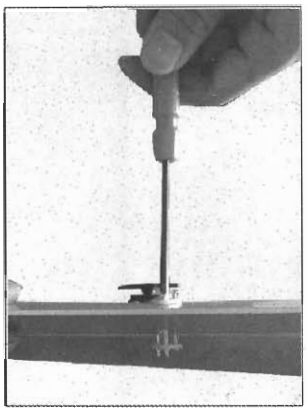


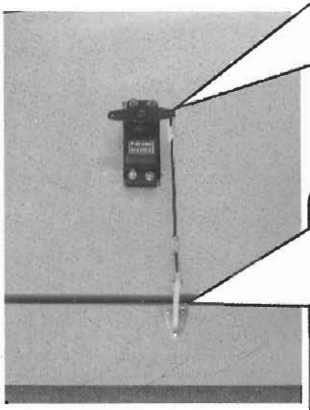


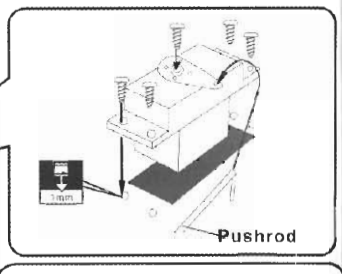
6.Polish the adjoining sides before glue the wing tips to the wing. Use the adhesive plaster to protect the covering.

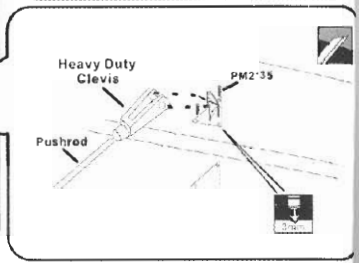
AILERONS SERVO

1.The slot for servo installation is already laser cut you just need to cut off the covering with knife.
2.Use four sheet metal screws to attach the servo to the wing.
3.Pull the servo wire out the root of the wing.
4.Repeat this procedure for installing the right wing.

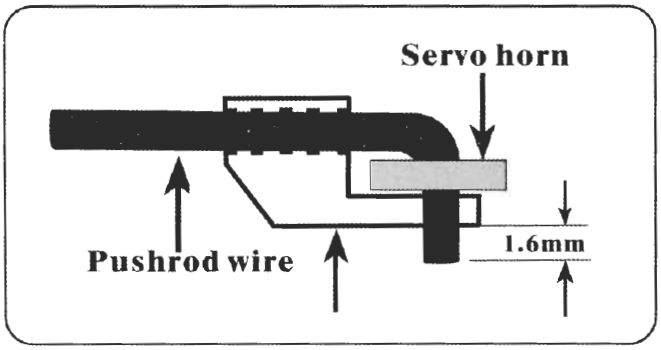








PUSHRODS



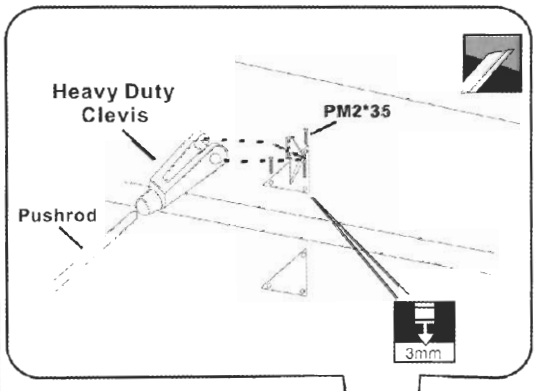
1.Position a small nylon control horn on the aileron positioning it as shown in the sketch and aligning it with the servo. Mark the location for the screw holes. Drill through the marks you made with a drill bit. Mount the nylon control horn to the aileron by inserting three machine screws through the control horn and into the nylon mounting plate on the top of the aileron.

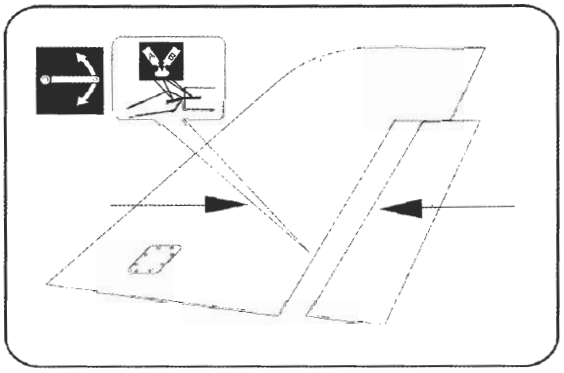
2.Locate a pushrod wire threaded on one end. Thread a nylon clevis onto the threaded end of the wire 20 turns. Install a silicone clevis retainer onto the clevis. Then install the clevis on the aileron control horn.

3.Be sure the aileron servo is centred. Enlarge the hole in the servo arm with a Hobbico Servo Horn Drill. Centre the aileron and align the wire pushrod with the hole in the end of the servo arm. Using a mark the location where the wire aligns with the hole in the servo arm on that mark a 90 bend. From the bend measure an additional 9.5mm and the cut off the excess pushrod wire.

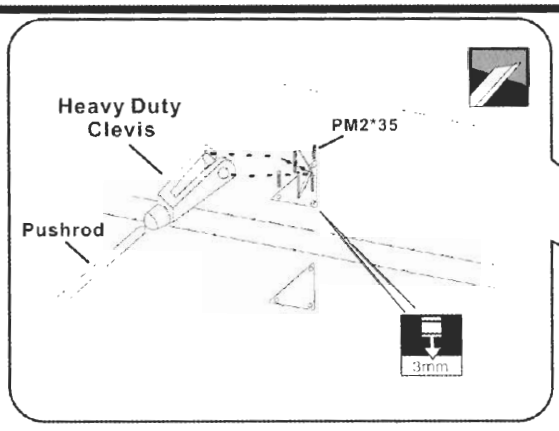
4.Install the wire into the hole in the servo arm using a nylon Faslink as shown to the sketch.

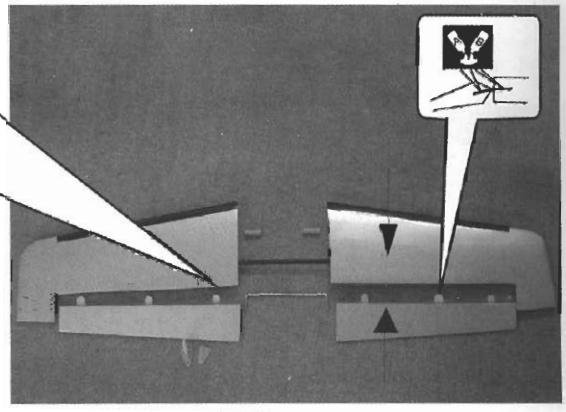
VERTICAL FIN & RUDDER





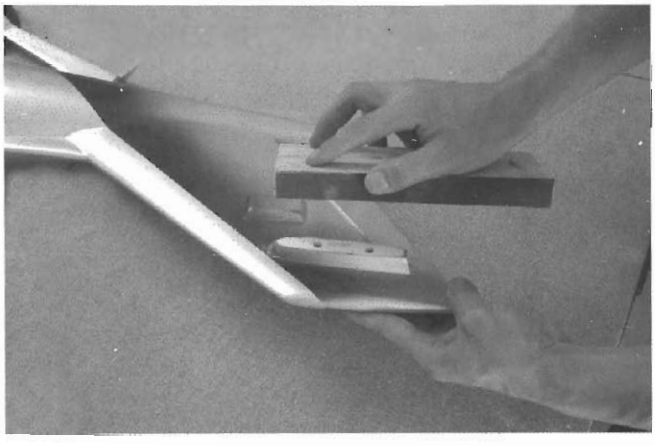
STABILIZER & ELEVATOR

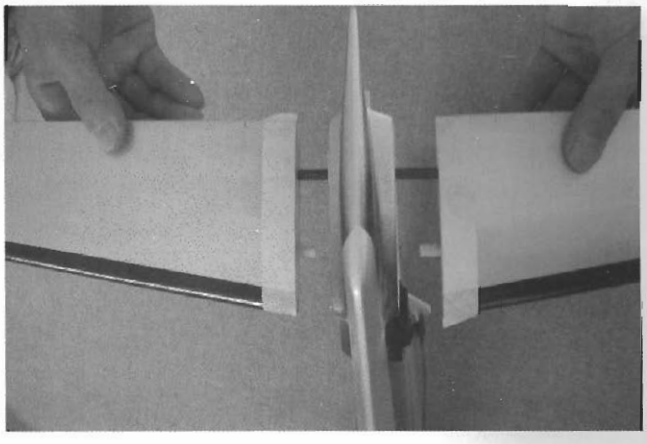




Step1.Polish the surface where the stabilizer would adjoin.

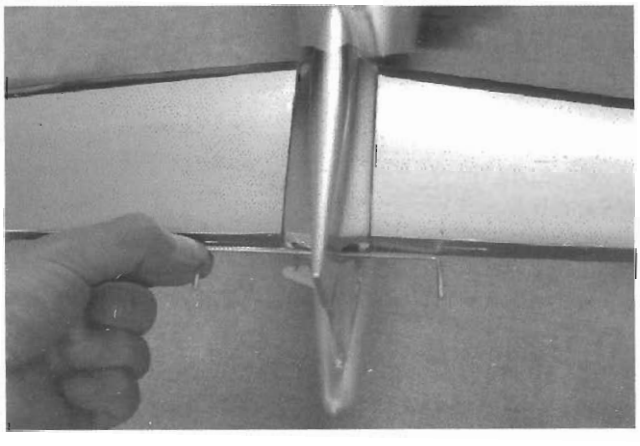
Step2.Install the stabilizer in the same way as the wing.

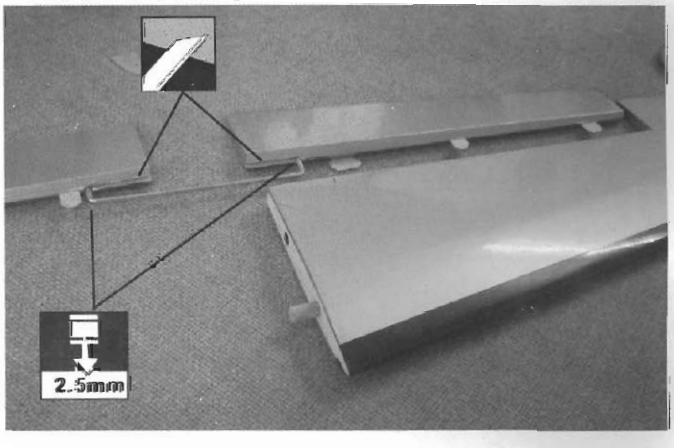


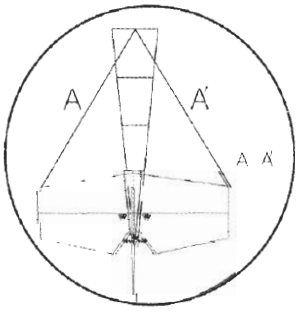


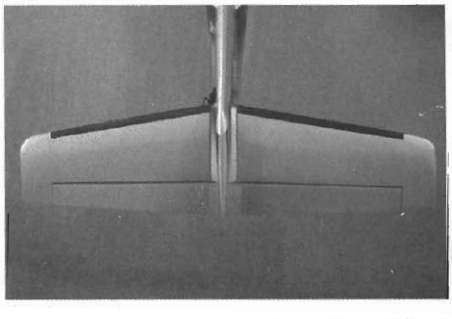
Step3.Drill a hole so the steel wire(connect the two elevators) can across the vertical fin

Step4.Jioint the elevator to the stabilizer by epoxy, connect the elevators by the steel wire.





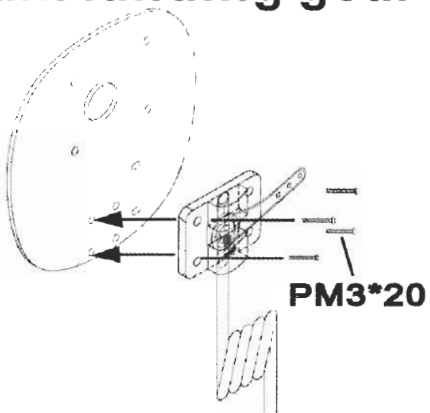


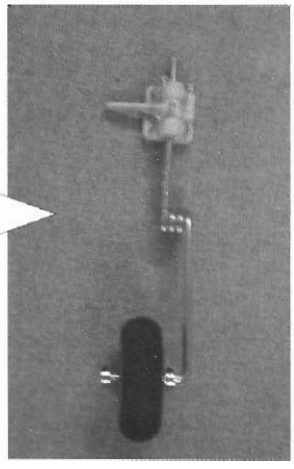


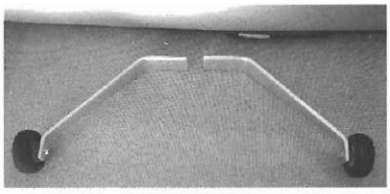
LANDING GEAR

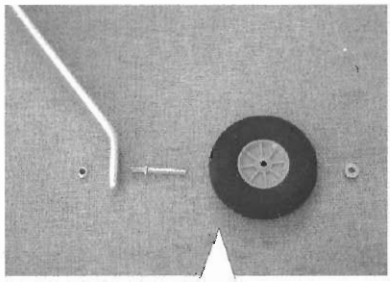
● Assemble the landing gear as show

Main landing gear

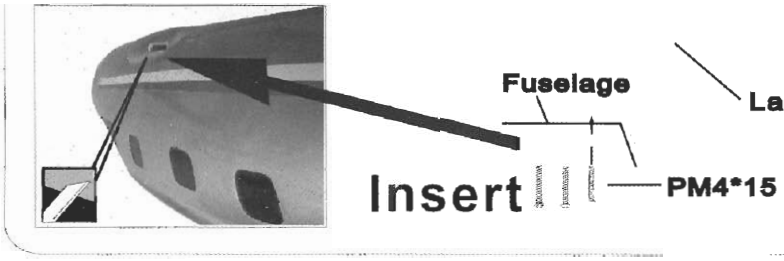




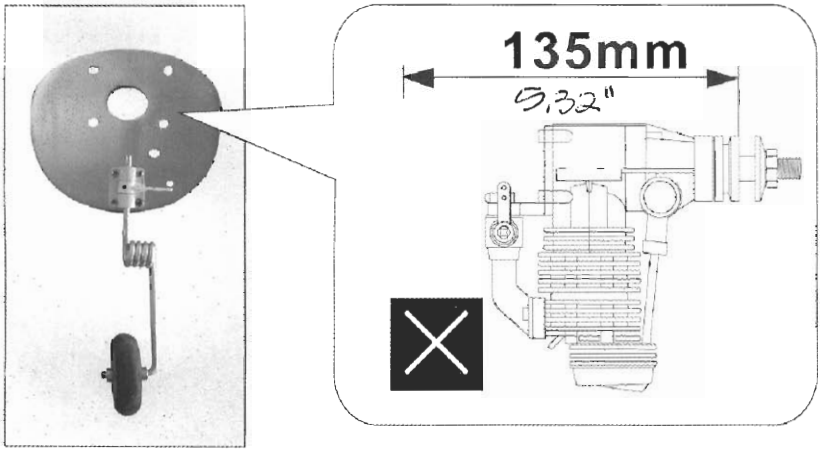


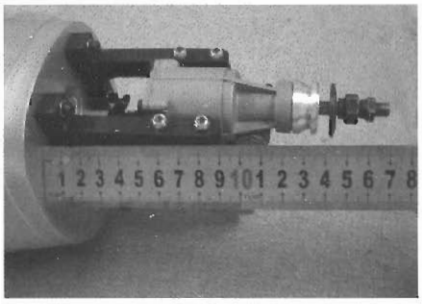


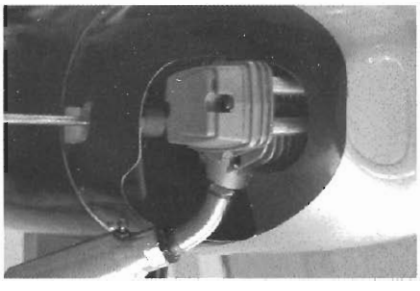
Tail landing gear



ENGINE

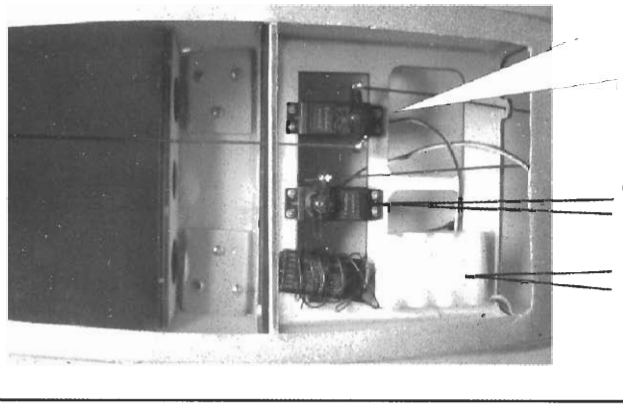


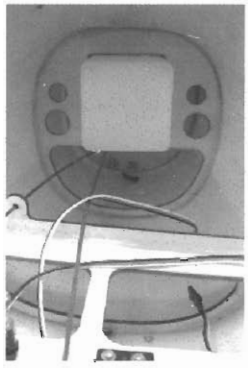




RADIO EQUIPMENT

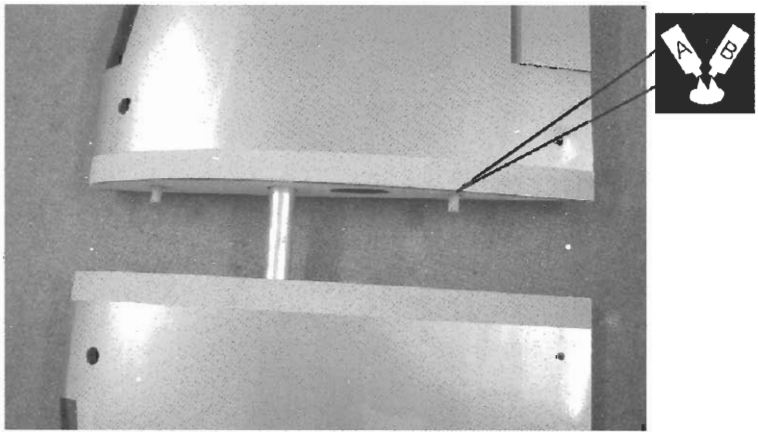
● Install and arrange the servo as shown in the diagram



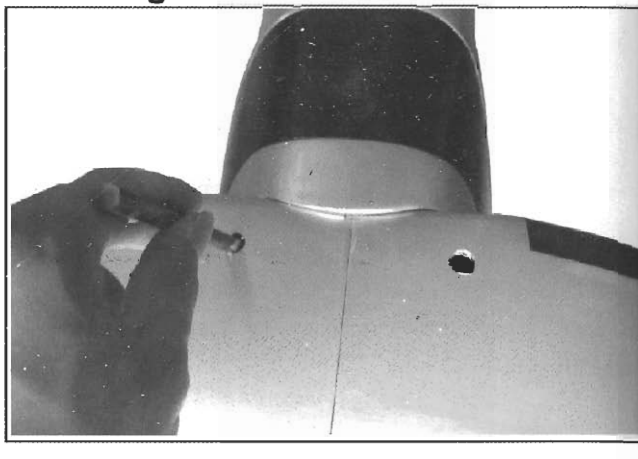


MAIN WING SETTING

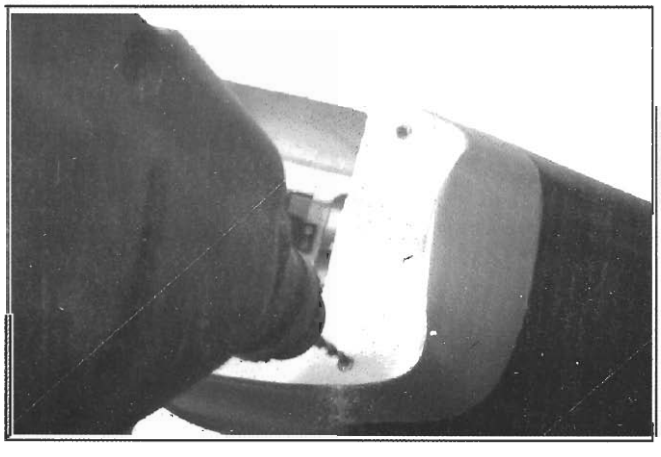
Step1.Combine the wings by one aluminum wing tube(D16*382mm) and two deal sticks.



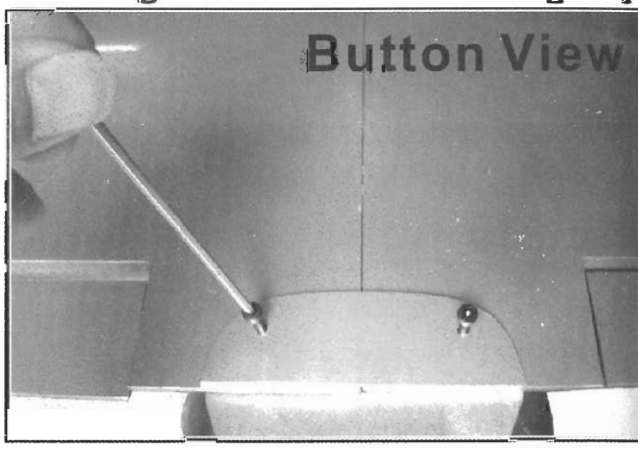
Step2.Find the right sites on the fuselage opposite to the ones on the wing.



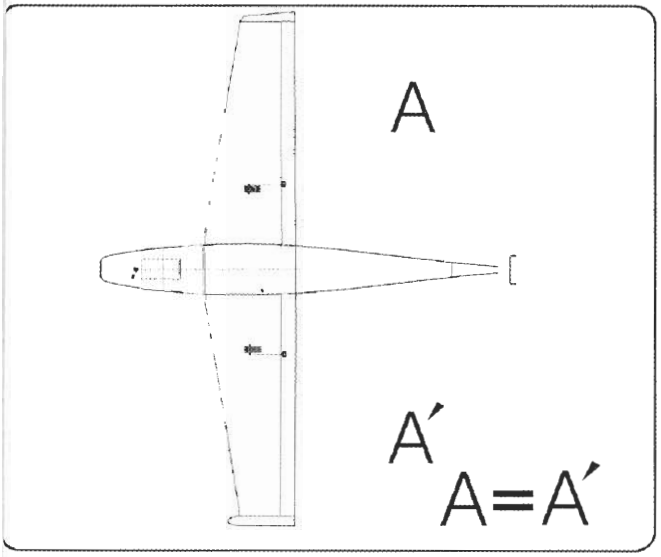
Step3.Drill the holes



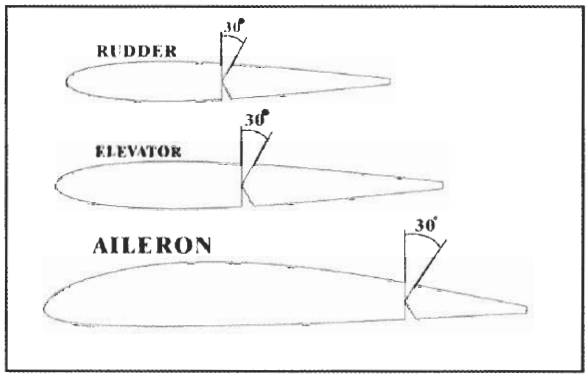
Step4.Install the wings to the fuselage and screw them tightly



● Check the distance after you finish all the installation

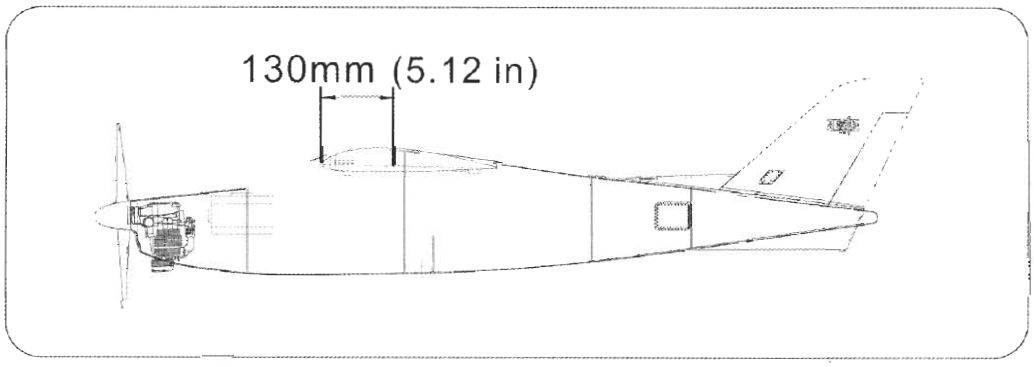


CONTROL THROWS



Adjust the control throws as shown in the diagram. These throws are good for general flying. You can adjust according to your personal preference.

C.G.



The ideal C.G. Position is 124mm(4.88 in) behind the leading edge measured at where the wing meets the fuselage.

SAFETY PRECATION

First time flyer should never fly by himself/herself.Assistance from experienced flyer is absolutely necessary.

Pre-flight adjustment must be done before flying, it is very dangerous to fly a badly pre-adjusted aircraft.

EXTRA-500 Is specially designed to be powered by 2stroke 60 cu in engine, using a more powerful engine does not mean better performance. In fact, over powered engine may cause severe damage and injuries.

Make sure the air field is spacious, never fly the plane too close to people and never get too close to a running propeller.

If you find wrinkles on the covering as a result of weather changes, you can use hot iron to remove the wrinkles. Please begin with lower temperature setting and gradually raise the temperature until the wrinkles are gone. Too hot an iron may damage the covering.

Check and re-tighten up all factory assembled screws, use thread locker if applicable.