

Control movements
Rudder. Max deflection. L/R

Aileron 30 degrees up/down

Flap. 0. 25. 45

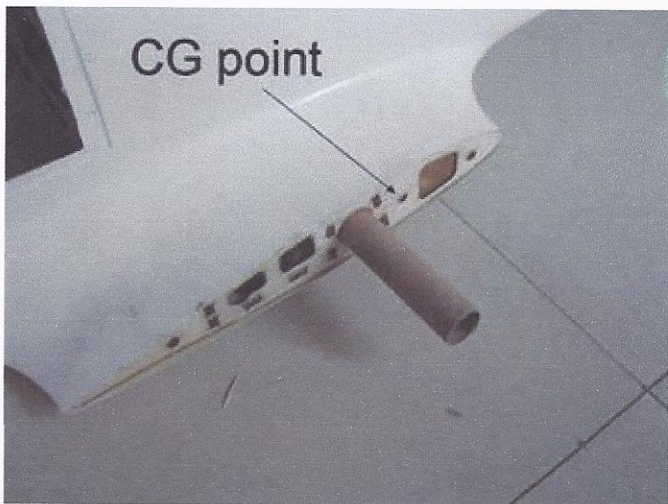
Flap at 45 degrees w 6 degrees of crow in aileron (works super well for a nice predictable decent)

Horizontal stab. Max deflection. Up/down

At neutral. Horizontal stab sits with 3.5 degrees DOWN TRIM negative incidence...for level flight.

Measurement is 7 1/8 from bottom of fuse to middle of tip (point) of horizontal stab measured at side of fuse.

Cg is just forward of small hole in Fuse root rib. Do not move the CG rearward of this hole. We have flown the model at the CG where the hole is located but prefer it to be slightly ahead of this point.



5 lbs. lead in nose on bottom LG tray...3 batteries in top tray...measures about 1.25 lbs nose heavy at cg hole. This model likes to be a little nose heavy... balanced at cg hole created slight tail heavy feel...takes LOTS of down trim to control.... Exact balance at cg hole also causes plane will jump off at takeoff and possible kangaroo at landing

Use some Expo on elevator. Using no expo in tx elevator made for ballooning on landing control. Some customers use a rate gyro for dampening in elevator. Helps a lot.

I am flying with 36lb Rhino...trim is dead on at half throttle...Because of the high thrust angle: anything over this speed and you push down for level flight as speed increases.