

## **Assembly instructions for the FLY EAGLE JET F18F 1/7<sup>TH</sup> SCALE**

Most people buying a model of this size and weight will be experienced modelers who have built models of this type before, and will now know how things should be put together, if you have not built a model like this before it is very important that you get a friend with some knowledge of this type of model to advise you as it goes together. We at FLY EAGLE JETS wish you all the success and thank you for choosing one of our models

These instructions are best used together with the pictures to be found on the fly eagle jet web site go to instruction manuals F18f

### **Under carriage doors**

If you have bought the version without the under carriage doors fitted at the factory it is assumed that you know how to fit these so no advice is necessary.

### **Door air rams**

It is best to remove all air rams to check for leaks, to do this pressurise one nipple at a time to around 80 psi and place complete ram in water any air bubbles must be investigated and a cure for the leak found, if necessary ask for the ram to be replaced, wire all tube connections to the nipples to cure leaks in this region, connect all pipe work up and check for smooth operation of undercarriage and doors and make sure that the systems will hold air for at least 30 minutes in the up and down positions.

### **Elevator unit assembly pictures 27,28,29,30**

It is of the utmost importance that servos of adequate power are used and the JR 8711 servo is recommended for this position, mount servo on to assembly (picture 27/28)

Using the short 3mm cap head screws supplied with washers, it has been found that the distance from the centre of servo arm to the centre of ballraced linkage needs to be 9mm (not as shown in picture 27) a metal servo arm must be used for this assembly. Mount assembly between formers in fuselage using 6, 20mm long cap head bolts and washers supplied, (picture 29/30) check that the bolts when tight do not stop the horns from travelling their full distance. connect servo extension lead, place heat shrink tube over join so that they are not pulled apart and route through holes in formers to the cockpit area. Place large white nylon washers on to elevator shafts before sliding in to position on model and tighten four bolts on unit to lock up the shaft.

### **Fin and rudder assemblies pictures 34,35,36,37,38,39,40.**

First place rudder in to fuselage then slide fin in to fuselage, making sure that the top of aluminium shaft slides in to brass bearing in top of fin, place two 4mm cap head bolts from inside fuselage and tighten fin into position. fix two of the ball type links on to aluminium horn and slide on to shaft tighten grub screws so that they leave a mark on shaft, remove assemblies from model and file a flat on to the shaft where the mark from the grub screw is, re-assemble and tighten grub screws using a drop of screw lock on grub screws. Fit servos JR 8411 are recommended and connect linkages, check for smooth operation, connect extension leads and route through to cockpit area.

### **Tanks pictures 43/44**

Your tanks may have been assembled by the factory, first check that the clunks move from the bottom of tank to the top when turned upside down, the front tank is most important, if it does not the tube may be too long and needs to be shortened by a small amount, it may be necessary to fit a heavier clunk to this tank. It is a good idea to check tanks for any leaks by pressurising them to 2/3 psi **NO MORE THAN THIS** and submerge them in water, check for any air bubbles

### **Hinging the control surfaces. picture 46,47,48,49**

There is a very good web site on How to fit the type of hinges supplied in the kit for this go to [www.AirfieldModels.Com](http://www.AirfieldModels.Com) how to do it articles/hinges.

Make up the wooden servo trays from the ply wood parts making sure that you get them the right way round, and fit servos JR 8411 are recommended for the ailerons, and JR8511 for flaps, it may be necessary to glue the ply parts on to a hard piece of 3mm balsa and then glue this in to wing, this will raise servo up so that the arm protrudes more from wing. Cut slots for the control horns in ailerons and flaps, make a note on which way the servo is fitted so that the slot is made into the balsa block fitted into the surfaces and glue horns in, ruff up the bottom of horns with a file so that the glue will stick well. It is important that the hole in the horns is in the same place i.e. height from surface and distance from front of leading edge.

### **Bifurcated duct pictures 45,64,65,66**

Fit the round pieces of wood into tail cones and glue in to place, screw tail cones into place, fit bell mouth with three bolts or self tapping screws to duct, slide duct into fuselage it will just go in with bell mouth fitted and slide back end of duct through the fitted ply wood parts, now adjust the duct so that the bell mouth is the required distance from the rear of engine, and using the two stainless steel straps fix to plywood.

### **Radio lay out**

Radio installation is always up to the individual concerned but beware of putting things in which will obstruct the installation of the cockpit, it is useful to put the air fill valves under the engine hatch so that it is not necessary to remove the cockpit every time.

### **Flying**

Set all surfaces to the movements on the Fly Eagle Jet Web site, it is important to use flaps on take off and landing with some mixing of elevator to flap about 15mm of elevator at full flap should do the trick but this would vary from model to model because of differing C/Gs etc

The C/G should be set at 160-170mm from the leading edge of wing for first flights with no ordnance fitted, once things have been fine tuned the c/g can be adjusted to your style of flying, fit the ordnance and TURN AND BURN, Good Luck QQ (Chinese smile)