

Fieseler Fi-156-C Storch

ADDENDUM

1. Many of our latest-production Storch ARFs come from the factory with all their CA hinges preinstalled and already fully glued into position. Therefore, you may find the instructions that apply to installing and gluing the CA hinges do not apply to assembling your ARF.
2. If you have any concern or doubt about the factory's assembly procedures, we offer the following suggestions as extra safety precautions you may wish to consider:
 - a) Remove and set aside the four small screws holding each servo-mounting hatch plate into the wing, then lift out the four servo-mounting hatch plates and their preinstalled aileron and flap/slat servos, and apply a small dab of 30-minute epoxy around the base of each hardwood servo mounting block.
 - b) Check all preinstalled servo arms, making sure each is properly centered when the servo is centered and ensuring that all servo arm mounting screws are properly tightened.
 - c) Double-check (and adjust if you feel it is necessary) the flap/slat control arms and their quick connectors.
 - d) When you re-install the servo mounting hatch plates in their original positions, be sure you securely attach each hatch plate with the provided mounting screws.
 - e) If you feel any of your Storch's control and/or cosmetic parts may not have been securely fastened at the factory (such as the control horns, wooden hinge-assemblies and/or simulated balance-arms on the ailerons used on the flaps and slats), you may mix and apply a dab of 30-minute epoxy around the base of each of the parts you wish to re-secure into position.
3. Two(2) Storch owners have told us they found it easier to align the tops of the main landing gears' axles with the struts by installing the landing gear's A-arms (with their attached axles and wheels) with the 8-inch long portion of each A-arm toward the Storch's tail instead of toward its nose. You may also opt to slightly bend the A-arms so the top end of each axle fits into the hole in the bottom of each strut (as mentioned in step #18 and the note under step #19).
4. If you feel the hole on either side of the upper fuselage for the landing gear's top struts seems too snug, you may slightly ream either or both of these holes for an easier fit.
5. You may find it is easier to install the provided screws to attach the landing gear if you slightly ream out the holes in the landing gear's various metal mounting brackets.
6. The rudder's pushrod now exits the Storch's left side; the elevator's pushrod now exits the Storch's right side; and the tail wheel's control rod now exits the right side of the fuselage. Therefore, the photos in the Storch's Instruction Manual at the top of page 7 appear as mirror/reversed images.
7. One recent customer complained that after gluing in the rudder's and elevator's control horns there is no way to disassemble these pushrods from their control horns. If you share this concern, a simple solution would be to install a set of Quick Connectors (not included) on the elevator and rudder control horns for these pushrod connections.
8. The top of the motor box and the outer dimensions of your motor define the lower limit for mounting the cowling. Depending on your motor and on our production tolerances, you may need to modify the cowl's opening. If so, we recommend you use a drum sander on a Dremel tool. (Whenever you cut, grind or sand fiberglass, be sure to wear safety goggles, a particle mask and rubber gloves.)