

4. Recheck the operation of this model airplane before every flight to ensure that all equipment is still operating correctly and that the model has remained structurally sound. Also, before every flight check all clevises and other connectors; do not fly without replacing any that you find damaged or defective.
5. If you are not an experienced R/C pilot or have not flown this type of model before, we strongly recommend that you get the assistance of an experienced R/C pilot.
6. Throughout the lifetime of this model, use only the Maxford USA-recommended or same-sized engine and a new or well-maintained R/C radio system and batteries recommended by the maker of the radio system.
7. While this kit has been flight-tested to meet or exceed our rigid performance and reliability standards in normal use, if you plan to perform any extremely high-stress flying, such as racing or advanced aerobatics, or if you plan to install a larger engine than specified, you (the buyer or user of this product) are solely responsible for taking any and all necessary steps to reinforce the high-stress points and/or substitute hardware that is more suitable for such increased stresses.

II. WARRANTY, LIABILITY WAIVER, AND RETURN POLICY:

Maxford USA guarantees this kit to be free from defects in material and workmanship at the time of purchase. All of our products have been inspected in our factory and are checked again when shipped from our warehouse.

However, Maxford USA cannot directly control the materials you may use nor your final assembly process. Therefore, Maxford USA can NOT in any way guarantee the performance of your finished model airplane. Furthermore, in purchasing this product, you (the buyer or user of this product) exempt, waive, and relieve Maxford USA from all current or future liability for any personal injury, property damage, or wrongful death, and if you (the buyer or user of this product) are involved in any claim or suit, you will not sue Maxford USA or any of its representatives.

If you do not fully accept the above liability and waiver, you may request a return merchandise authorization number (RMA#) as explained in item 2 below.

If you think there is a missing part or any shipping damage, please read our after-sales service and return policy as fully outlined below.

1. Inspect your order upon delivery for any shipping damage or missing part. If you find a problem, you must contact us within 10 days from receipt of your purchase by calling (562) 529-3988, Monday through Friday, except holidays, between the hours of 9 AM and 5 PM Pacific time. During this telephone conversation, and with your support, we will determine how to resolve your concern.
2. To request an RMA#, call (562) 529-3988, Monday through Friday, except holidays, between the hours of 9 AM to 5 PM Pacific time. If we elect to issue you an RMA#, you must clearly mark this RMA# on the outside of the package. (No return or exchange will be authorized after 10 days from the date of your receipt of the product; any package delivered to us without a Maxford USA RMA# is subject to being returned to the sender, as received, with return postage payable upon delivery.) Returned merchandise must be in its original condition as received from Maxford USA, with no assembly or modification, in the original packing materials, complete with all manuals and accessories. Return shipping and insurance charges must be prepaid by you, the buyer.
3. Returned merchandise that is accepted by Maxford USA for credit is subject to a 10% to 20% restocking fee (the final amount will be determined by Maxford USA upon receipt and examination of the returned merchandise).

Return Address:

Maxford USA RC Model Distribution, Inc.
15939 Illinois Avenue #C
Paramount, CA 90723

IMPORTANT: Print the RMA# issued by Maxford USA on the package near the above address.

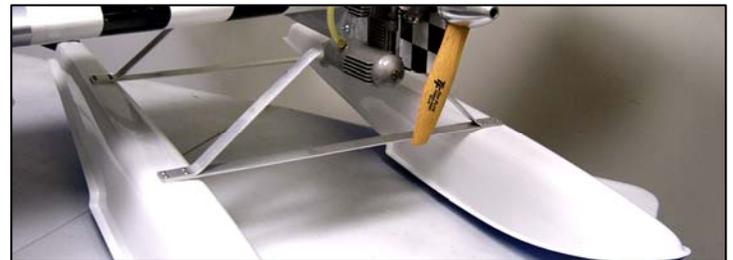
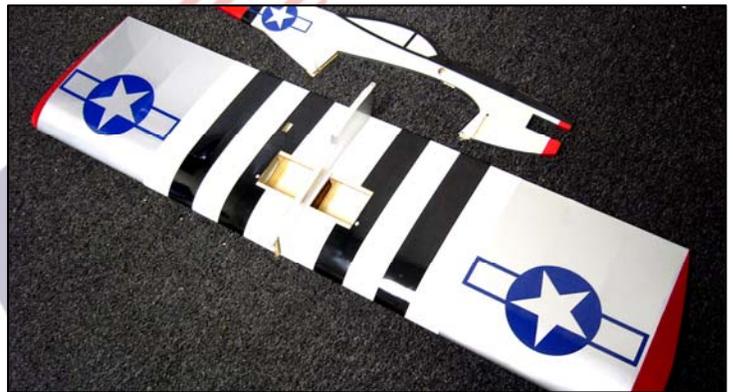
III. SPECIFICATIONS:^{*}

Wingspan	52-inches
Wing Area	805 sq. inches
Length	40 inches
ARF weight	2 pounds and 7 ounces
Flying weight (including engine, radio and fuel)	4 pounds and 4 ounces
Engine (Not included)	40-class (approx. .32 to .52 cubic inch) glow engine (or equivalent electric power system)
Propeller (Not included) ...	10x6 (or as recommended for your engine or electric power system)
Radio system (Not included)	Minimum of 4 channels with five mini-sized servos (four mini-sized servos if you are using an electric power system)

^{*}(All dimensions and weights are approximate.)

IV. SPECIAL FEATURES OF THE P-47 & P-51 PROFILE:

- Wing may be removed from the fuselage for transport and storage.
- Hatch in the bottom of each wing panel for access to your radio system components.
- The hardwood engine-mounts may be drilled to fit most popular engines.
- The fuselage, wings and empennage are laser-cut, jig-assembled balsa and light plywood.
- All airframe assemblies are prefinished with Mylar covering material.
- Ailerons are independently operated by separate in-wing servos for easy optional flaperon and/or differential conversion if such options are available in your radio.
- Steerable tail wheel.
- Easily adaptable for operation on optional 40-sized floats for flying from water.



V. PARTS LIST:

1. Items you must supply to complete the ARF P-47 & P-51 PROFILE

- Epoxy glue, cyanoacrylate (CA) adhesive, masking tape, a drill or high-speed rotary tool, and a few common hand tools (such as long-nosed and diagonal or side-cutter pliers, etc.).
- Five mini-sized servos, 23.56mm x 11.56mm x 20.42mm with a weight of approx. 8g / 0.28 oz. each (four servos are required when an electric power system is used), two 24-inch extensions, two 6-inch extensions, one 12-inch Y-connector, and a 4-channel radio control system.
- .32- to .52-sized glow engine or equivalent electric power system (see addendum #1 for details).
- 10x6 propeller or as recommended for your engine or electric power system and optional spinner.
- 4 to 6 ounce fuel tank and related tubing, clunk and stopper (or your electric power system's battery).

2. Items included with your ARF P-47 & P-51 PROFILE

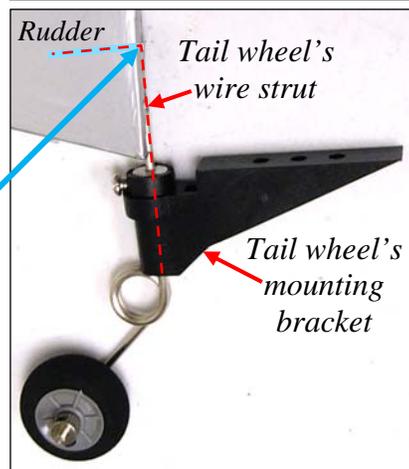
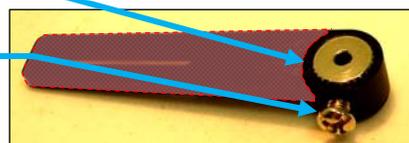
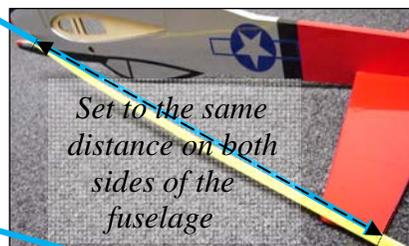
- Precovered fuselage, wing panels, vertical and horizontal stabilizers, rudder and elevator.
- Equipment bay in each wing with precovered hatches.
- Precut hinge slots, CA hinges, pushrods and all related linkages and control horns.
- Pre-bent steel rod main landing gear, 2-inch diameter rubber wheels, steerable tail wheel strut assembly with 1-inch diameter tail wheel with mounting hardware.
- Assembly hardware except for items normally supplied with servos, engines, etc.
- This detailed, illustrated instruction manual.



VI. ASSEMBLY INSTRUCTIONS:

EMPENNAGE –

1. Test-fit the vertical and horizontal stabilizers in their mounting slots at the rear of the fuselage.
2. Remove the Mylar covering that will be ‘buried’ inside the vertical and horizontal stabilizers’ mounting slots. Use epoxy to secure the vertical and horizontal stabilizers in their slots. Before the epoxy thickens, ensure the vertical and horizontal stabilizers are aligned ‘square’ to the fuselage, remove any excess epoxy, and allow the epoxy to cure fully.
3. Slide the tail wheel onto the tail-wheel strut and secure the wheel to its strut with the smaller supplied wheel collar. Then slide the wire tail-wheel strut into and fully through the hole in the end of the the tail-wheel’s mounting bracket and assemble the steerable tail wheel as follows:
 - a) Cut off and discard the steering arm (leave only the cup-shaped cylinder).
 - b) Align the larger wheel collar’s threaded hole with the opening in the side of the cup-shaped cylinder, press the wheel collar fully into the cylindrical opening, and start the bolt into the wheel collar.
 - c) With the exposed side of the metal wheel collar facing up, away from the tail-wheel’s mounting bracket, slide the cup-shaped cylinder fully onto the tail-wheel’s strut. Tighten the wheel collar’s bolt onto the strut to secure the strut to its mounting bracket.
4. Insert the elevator’s CA hinges into their precut slots in the elevator and the horizontal stabilizer and secure the elevator to the horizontal stabilizer with thin CA adhesive.
5. At the top of the slot in the rudder’s leading edge, drill a 3/32-inch diameter hole approx. 1/2- to 5/8-inch deep.
6. Temporarily position the rudder on the vertical stabilizer with tape, then hold the tail-wheel’s mounting bracket at the bottom of the fuselage with the tail-wheel’s wire strut aligned with the rudder’s hinge line and mark the strut where it needs to be bent to fit into the hole you drilled in the rudder. Remove the tape from the rudder and vertical stabilizer.
7. Bend the tail-wheel’s strut 90 degrees toward the rear (over the tail wheel) and cut off and discard all but 1/2-inch of the bent end of the tail-wheel’s strut. Insert the bent end of the tail-wheel’s strut into the hole in the rudder and secure the strut to the rudder with epoxy.

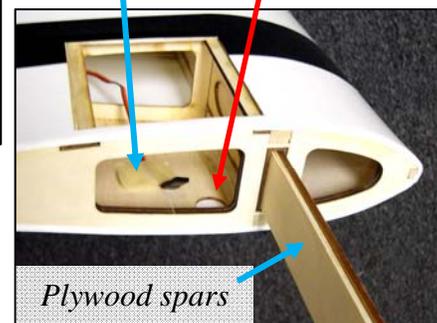
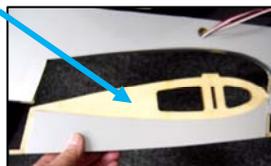
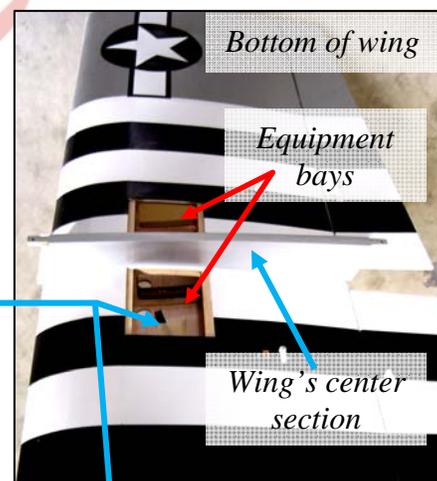


8. When the epoxy has cured, insert CA hinges into the precut slots in the rudder, vertical stabilizer and the back edge of the fuselage, then use CA adhesive to secure each hinge.
9. Use wood screws to secure the tail-wheel assembly to the bottom of the fuselage. (Reinforce the holes in the bottom of the fuselage with thin CA adhesive.)
10. Test-fit the rudder's control horn on the right side of the rudder and the elevator's control horn on the bottom left side of the elevator. Center each horn's adjustment holes on its hinge line. Drill holes and attach the rudder and elevator control horns with the supplied 10mm machine bolts and back plates.
11. Remove the Mylar that covers one side of the rudder servo's and elevator servo's opening. Test-fit your rudder servo in the lower opening with its output shaft on the right side of the fuselage, then test-fit your elevator servo in the upper opening with its output shaft on the left side of the fuselage. (Note: The bottom of each fuselage-mounted servo extends slightly beyond the width of the fuselage.)
12. Connect 24-inch servo-wire extensions to your rudder and elevator servos. To ensure the security of your servo-extension connections, we recommend you install an optional "servo-extension safety clip" at each servo-extension connection.
13. Guide the servo extensions into the openings for the rudder and elevator servos and use the supplied string and some tape to guide the extensions forward, then bring them out the opening in the side of the fuselage above the wing root.
14. Use your servos' hardware to secure the elevator and rudder servos in their openings.
15. Mount an EZ Link connector to the rudder's and elevator's servo arm and attach the rudder and elevator pushrods between the control horns and EZ Link connectors.



WING –

1. Attach a 6-inch extension to the left side aileron servo. Install an optional "servo-extension safety clip" at this servo-extension connection. Guide the free ends of your aileron servos' leads into their openings in the wing panels and into the wing panel's equipment bay. Use hardware provided with your servos to mount each aileron servo in its opening.
2. Temporarily secure the loose ends of the aileron servo leads inside the equipment bays with tape.
3. Insert the aileron's CA hinges into their slots, test-fit the ailerons to the wing panels, and secure each aileron to its wing panel with thin CA.
4. Mount the aileron's control horns in their predrilled holes in each aileron and secure with CA adhesive. Attach an EZ Link connector to each aileron servo's output arm and attach the ailerons' pushrods between the control horns and EZ Link connectors.
5. Cut and remove the Mylar that covers the precut hole in the top of the right side wing panel. (Do NOT open the hole in the left wing panel.)
6. Remove the wing's center section from the fuselage and test-fit the wing panels to it by guiding the two plywood wing spars into either wing panel, through the center section, and fully into the second wing panel. Ensure the bottom of the center section is on the same side of the wing as the aileron servos, and carefully align each wing panel's root rib with the center section.
7. Use epoxy to permanently secure the wing panels to the spar and center section. After the epoxy has cured remove the tape from the aileron servo leads inside the equipment bay and set the completed wing aside.



FUSELAGE –

1. Test-fit both sides of the main landing gear in their slots on the sides of the fuselage. Secure the main gear to the fuselage with 8 ea. 10mm by 3mm wood screws and 4 ea. mounting straps, then secure the wheels to the main gear with wheel collars. (If you fly from a hard surface we recommend you add a short length of rubber tubing on the outside end of each wheel's axle to rub against the wheel and cause friction – which acts as a gentle 'brake' to slow the airplane during landing and/or taxiing. Position the wheel collars to adjust the desired amount of 'brake' action.)



Skip to addendum #1 if you will install an electric power system; if you are installing a glow engine ...

2. Cut and remove the Mylar that covers both sides of the opening for the throttle servo. Guide the female end of the throttle servo's 6-inch-long servo extension into the opening on the right side of the fuselage and push it forward into the throttle servo's opening. Connect your throttle servo to the extension. Install an optional "servo-extension safety clip" at the throttle servo/extension connection.
3. Using your throttle servo's hardware, mount your throttle servo in its opening on the right side of the fuselage.
4. Test fit your engine centered in the mount and orient the muffler below the cylinder. (In most installations the cylinder head points to the right when viewed from the cockpit.) If necessary, sand or trim the space between the engine mounting rails to fit your engine. Mark and drill mounting holes for your engine. Apply epoxy to fuel proof all exposed/raw wood.

5. Use mounting bolts, washers and self-locking nuts (not supplied) to secure your engine to the fuselage.

6. Choose whether you will form a Z-bend in one end of the throttle pushrod for attachment to your engine's throttle arm, or use a clevis and/or EZ Link connector at either the throttle or the throttle servo.

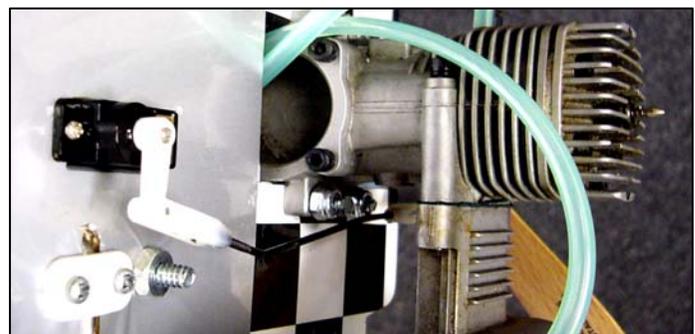
Sample throttle linkage choices

7. Select a throttle servo control arm that provides enough pushrod 'travel' to go from 'full throttle' to 'just below idle' (for 'engine kill'). If necessary, bend the pushrod to fit the location/orientation of your engine's throttle linkage and attach the loose end of the pushrod to your engine's throttle arm as shown at the right.



8. Assemble your fuel tank's vent and clunk lines in the stopper and secure the stopper in your fuel tank's opening.

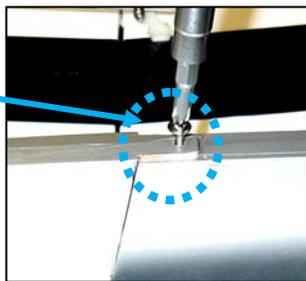
9. Test fit your fuel tank on the side of the fuselage opposite the cylinder head. We recommend you cut a 1/4- to 1/2-inch thick piece of scrap foam rubber to insert between the fuselage and the fuel tank to minimize foaming (not included).



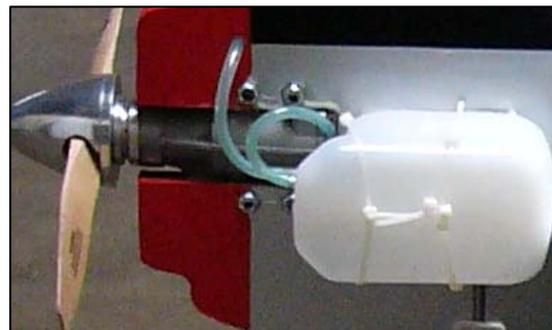
10. Choose whether to hold the fuel tank in position with nylon cable ties, or to use J-bolts and rubber bands (not included). Drill your mounting holes where the fuselage's wood is solid and install the fuel tank as shown in the photos on the next page.

11. Install your engine's muffler and attach the clunk and vent lines to the tank. Route the lines through the nose and attach them to your engine's carburetor and muffler's pressure nipple.

12. Slide the wing's center section into its mounting grooves in the fuselage and secure the wing to the fuselage with wood screws. (Note: If being able to remove the wing from the fuselage is not a feature you value, you may permanently attach the wing to the fuselage with epoxy.)



Sample fuel tank mounting choices



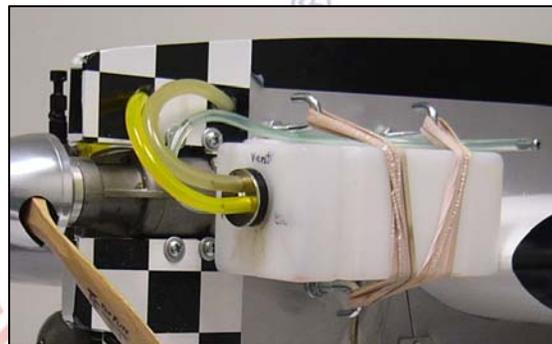
13. Place your receiver's battery in the equipment bay in the left wing panel. (Note: During final setup you may reposition the battery to fine-tune the CG, then secure the battery with double-sided foam tape.)

14. Trial fit and choose where you will locate your radio's power switch. (Many customers choose to mount this switch inside the equipment bay on the top left side of the wing.) Securely attach your radio's power switch using the hardware provided with your radio, then connect the power switch to your receiver.

15. Connect a Y-cable to your receiver's aileron channel. Or, if you have a computer radio and will be setting up flaperons and/or aileron differential at your transmitter, connect the aileron servos to the channels on your receiver that will be used to independently control each aileron.

16. Guide the servo extensions from the fuselage into the wing and connect each extension to its corresponding port on your receiver.

17. Wrap your receiver in foam rubber (not included) and position the receiver inside the equipment bay in the right side of the wing. If you are not using a 2.4 GHz. radio, route your receiver's antenna out the top of the wing and attach it to the top of the vertical stabilizer. Use small wood screws to attach the hatch covers.



Congratulations! Assembly is finished!

VII. SETUP AND ADJUSTMENTS:

1. We recommend the **center of gravity (CG) should fall approx. 4 inches back** from the leading edge of the wing for your initial flight. If necessary, move the battery and/or add weight to the nose or tail to ensure the CG is correct. Once you have determined the final position of your battery, **secure the battery** in the equipment bay with double-sided foam tape, then **pack the area around the battery and the receiver with soft foam rubber** to help secure and protect them against vibration.
2. **Check the Mylar** covering material's joints and surfaces. If necessary, carefully use an iron on medium heat to secure the edges and to tighten any loosened areas. Recheck and retighten from time to time.
3. **Check/adjust servo** centering, direction and end-point settings. If you use floats, also make sure the airplane's rudder and the water rudder turn the same direction at the same time. Review your radio's instruction manual if you require assistance with any radio-related setup and/or servo-adjustment questions.
4. **Control throws:**
 - a) If you are using a **Computer Radio** we recommend you set all linkages for **maximum possible deflections** and soften the aileron's and elevator's control throws by applying 30% exponential for your initial flight. (If you have a question regarding your radio's installation, setup and safe operation, please review your radio system's Instruction Manual or contact your radio system's manufacturer.)

b) Initial settings if you are using a **Non-Computer Radio**:

	<u>Low rates</u>	<u>High rates</u>
Ailerons	± 15 degrees (± 1 -inch)	± 30 degrees (± 2 -inches)
Elevator	± 15 degrees (± 1 -inch)	± 25 degrees ($\pm 1 \frac{3}{8}$ -inch)
Rudder	± 15 degrees ($\pm 3/4$ -inch)	± 25 degrees ($\pm 1 \frac{1}{4}$ -inch)

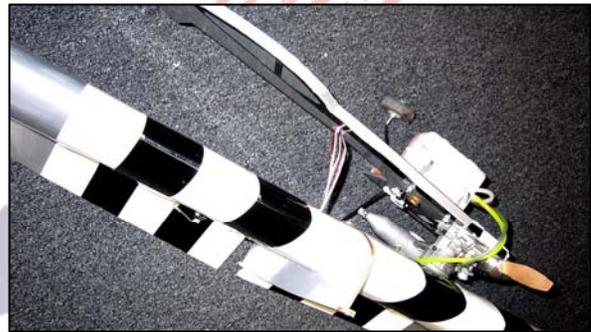
c) Readjust control throws to your personal preferences as you become comfortable with the performance of your ARF profile P-47 or P-51.

5. **Trim adjustments:** The ailerons and rudder will probably require no adjustment (in all probability you will be able to leave them centered, as assembled); however, be prepared to adjust the elevator trim depending on how slow or fast or how 'aerobatic' you may like to fly and whether or not you are using floats. For example, the elevator may require a small amount of up-trim if you generally enjoy flying low and slow and/or your floats are contributing extra drag beneath the center of lift.

VIII. PREPARATION FOR TRANSPORT AND FIELD SETUP:

We recommend your profile P-47 or P-51 be transported and stored fully assembled due to its sturdy and securely attached wing. Nonetheless, if space is a problem, you may very carefully...

1. Unscrew and safely store the screws that attach the wing to the fuselage. If you are using floats, also remove and secure the 1-inch bolts that attach the floats to the fuselage. Separate the wing from the fuselage, but do NOT disconnect the servo extensions between the wing and fuselage; instead, simply rotate the wing and store it alongside the fuselage.
2. Reattach the wing by reversing the procedure.



IX. PRE-FLIGHT CHECKS:

1. Double-check the security of the engine (or motor), and make certain that all screws, linkages, clevises and other connections throughout the air frame are secure.
2. Double-check the control directions and amount of throw of the ailerons, elevator, rudder and throttle.
3. As with all radio-controlled model airplanes, this model must pass the radio-range ground check recommended by your radio system's manufacturer, or you may not safely fly.
4. We recommend you get into the habit of moving your transmitter's throttle to minimum before turning your transmitter ON or OFF and carefully break in and operate your engine according to the manufacturer's instructions.

REMINDER: *An important notice to our customers! This model airplane is NOT a toy. Any testing or flying of this model airplane is done entirely at your own risk.*

- *The quality and capabilities of your finished model airplane depend on how you assemble it.*
- *Your safety depends on how you use and fly it.*
- *Any testing or flying of this model airplane is done entirely at your own risk.*
- *Stay clear of the propeller and the propeller's arc.*

PLEASE ENJOY YOUR HOBBY AND FLY SAFELY!

Designed by: **Maxford USA RC Model Mfg., Inc.**

Distributed by: **Maxford USA RC Model Distribution, Inc.**

**15939 Illinois Avenue #C
Paramount, CA 90723**

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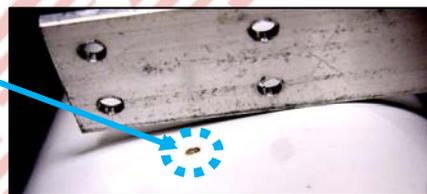
Website www.maxfordusa.com

ELECTRIC POWER CONVERSION NOTE: To use a brushless motor in place of a glow engine, we recommend you use 2 each #6 x 1-inch bolts, 6 ea. matching nuts or nylon insert self locking nuts, and two pieces of 1-inch aluminum L-channel (each approx. 1 3/4-inches long), plus the mounting hardware supplied with your motor. Your motor needs a minimum power rating of 400 Watts; your electronic speed control should be rated at 60 amps; use 3S or 4S Lipo batteries. For detailed installation instructions please see the Profile P-47/-51 addendum at www.maxfordusa.com.

ADDENDUM – INSTALLING OPTIONAL FLOATS:

1. Do not install the main landing gear in their slots on the sides of the fuselage. Instead, set aside for possible future use: Main gear metal struts, wheels, wheel collars, 8 ea. 10mm by 3mm wood screws, and 4 ea. plastic mounting straps.
2. To attach the aluminum struts provided with the floats to the fuselage you must supply: 4 ea. #6 x 1/2-inch bolts, 2 ea. #6 x 1-inch bolts, 6 ea. matching nuts or nylon insert self locking nuts, and four pieces of approx. 3/4-inch wide 1-inch aluminum L-channel.

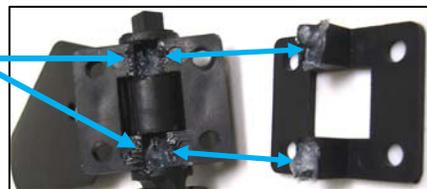
3. The location of wooden mounting points are indicated by two small holes in the top of each float. Position the spreader bars at 90-degrees to the floats with the ends of each spreader bar covering the small hole in the float. Using the spreader bar's predrilled holes as a guide, drill a total of sixteen 5/64-inch guide-holes in the floats.



4. Position the spreader bars on top of the floats and the struts on top of the spreader bars, then use the supplied self-tapping screws to attach the struts and spreader bars to the floats. (Note: Some customers like to put some 5 minute epoxy into each screw hole to help with waterproofing and to secure these screws against vibration.)

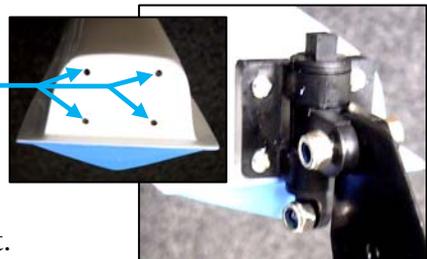


5. Separate the rudder's backplate from the rudder assembly to expose the rudder's hinge-post. Ensure the rudder can swing freely from left to right by lubricating the hinge post with Petroleum Jelly.



(Note: Excess friction may be relieved by sanding the hinge post to smooth any slight molding process imperfections.)

6. Reassemble and test fit the water-rudder at the top of the transom of the right (starboard) float – the same side as the rudder's control horn. Mark the rudder's mounting-hole locations on the float, then drill four 5/64-inch guide holes at the marked locations.



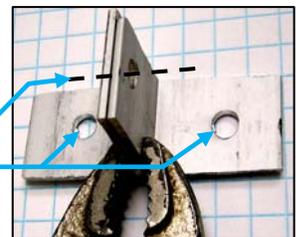
7. Attach the water rudder to the float's transom using four self-tapping screws and apply thread lock compound or CA adhesive where each screw's head touches the water rudder's mounting assembly.

8. Position the airplane on its back; measure and mark the center of each strut.

(Note: Over-sized holes are deliberately specified in each of the following steps to allow minor adjustments as the hardware is tightened and the parts are secured into their final positions.

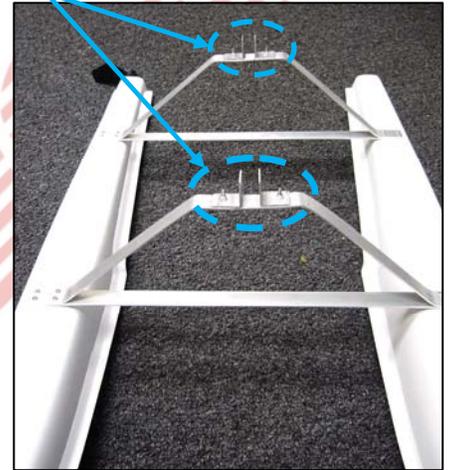
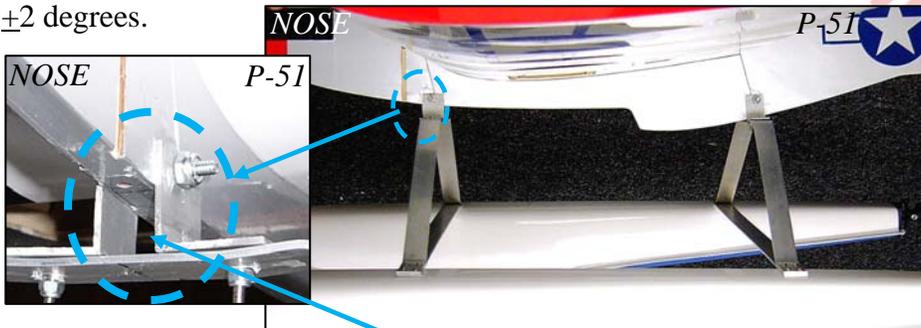
Therefore, we recommend you also use a flat washer at each end of this hardware.)

9. As shown at the right, clamp two pieces of approx. 3/4-inch wide 1-inch aluminum L-channel together, drill a 3/16-inch diameter hole through them 'back-to-back.' Then drill an additional hole in the free end of each L-channel.

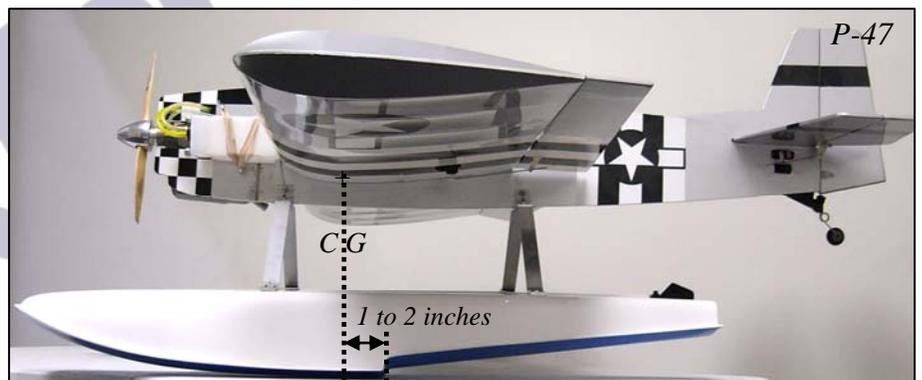


(Hint: Before removing your clamp, mark the pairs of L-channels to identify the sets of L-channels that have matching 'back-to-back' holes.)

10. Test fit the floats to locate where the struts need to be attached to the fuselage so their steps are approx. 1- to 2-inches behind the airplane's center of gravity (CG) and so the wing's angle of attack relative to the tops of the floats is not more than +2 degrees. (Note: *a.* If you have not yet determined exactly where you prefer the CG's location, use the recommended CG of 4-inches behind the wing's leading edge; *b.* Do not place a strut directly over the screws attaching the wing to the fuselage.)
11. Temporarily position the struts against the bottom of the fuselage and mark the width of the fuselage at the center of each strut.
12. Being careful to keep each set of L-channel's matching holes in correct alignment, use the marks near the center of each strut to test fit a pair of L-channels to the top of each strut. Mark the locations of the holes that need to be drilled in the struts to attach the L-channels to the struts.
13. Drill two 3/16-inch holes in each strut at the marked locations. Use #6 x 1/2-inch bolts and nuts with the bolt's heads on the **BOTTOM** of the struts to loosely attach the matched pairs of L-channel to the struts.
14. Test fit the floats, struts and pieces of L-channel to the fuselage and set tops of the floats relative to the wing's angle of attack to within approx. ± 2 degrees.



(Note: *a.* As shown above, extra space is needed between the top of the front strut and the bottom of the fuselage to accommodate the contour of the P-51's lower fuselage; *b.* As shown at the right, the floats' steps should be within approx. 1- to 2-inches behind the airplane's center of gravity.)



15. Mark the fuselage where each pair of L-channels must attach to the fuselage. Drill a 3/16-inch hole in the fuselage at each of the marked locations. Use #6 x 1-inch bolts and nuts to attach the matched pairs of L-channel to the fuselage, and tighten all four of the #6 x 1/2-inch bolts to secure the L-channels to the struts. (Reminder: Use flat washers, and liberally apply thread-locking compound or use nylon-filled self-locking nuts to help secure the floats.)

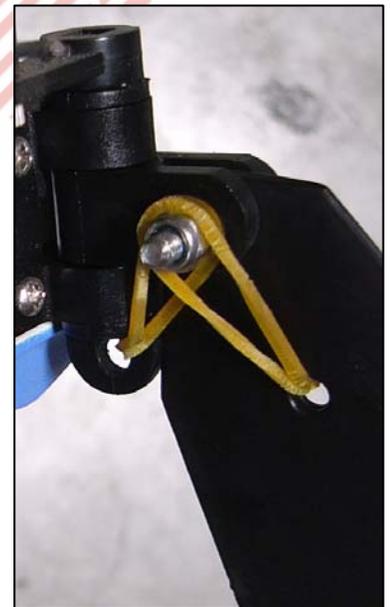
16. Use an EZ Link Connector to attach the water rudder's control cable to the control arm of the rudder servo or to the rudder's control horn, or install an extra, optional control horn on the rudder for the water rudder's control cable.

17. Guide the cable forward along the fuselage, bend the cable-housing to the aft-end of the right-side float, and use 2-piece plastic clamps and nylon cable-ties to secure the cable's position.



18. The rudder is attached to the hinge assembly with one hex bolt and nut; do not restrict the rudder's ability to LIFT (tilt up) by overtightening this bolt. Apply thread lock compound or CA adhesive to the threads at the outside end of the nut.

19. The rubber band holds the rudder in the 'down' position; it also allows the rudder to safely lift/retract whenever it strikes any floating debris or other obstacle. To accomplish this: Hook one end of the rubber band to the bolt that connects the rudder to the hinge assembly, pass the rubber band through the hole in the bottom of the tiller's shaft; guide rubber band through the hole in the rudder and through the hole in the bottom of the tiller shaft, then hook the loose end to the same bolt, as shown at the right. You may use a knot in the rubber band to adjust the rubber band's tension and to hold it in position on the end of the bolt.



20. Cut off two of the three arms on the provided tiller. Lightly sand the hub of the tiller until it is smooth. Attach an EZ Link Connector to the middle hole on the arm. Make sure the connector can rotate freely, then secure the connector's mounting nut to its shaft with a small amount of thread lock compound or CA adhesive.

21. Position the tiller arm on the tiller's shaft and firmly press the tiller arm onto the tiller's shaft. Make sure the tiller can rotate freely, then apply a drop of CA adhesive at the top of the tiller's shaft and use the EZ Link Connector to attach the water rudder's control cable to the tiller arm.

22. Make any necessary adjustment to the EX Link Connector to center the water rudder and the airplane's rudder.



FINAL CHECKS BEFORE FLYING:

1. Check that all controls operate smoothly and that screws, linkages and connections are secure.
2. Be certain your airplane's rudder and the float's water rudder turn in the same direction.
3. Before takeoff, remind yourself to compensate for your float-plane's extra weight and drag.

REMEMBER: THESE MODEL AIRPLANES YOU ARE FLYING ARE NOT TOYS. ANY TESTING OR FLYING OF YOUR MODEL AIRPLANE IS DONE ENTIRELY AT YOUR OWN RISK.