



1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc

Code: SEA420

ASSEMBLY MANUAL

“Graphics and specifications may change without notice”.



Specifications:

Wingspan-----	300 cm-----	118 inches.
Length-----	185 cm-----	72.8 inches.
Wing area-----	104 sq.dm-----	1612 sq.in.
Weight-----	11 - 12.5 kg-----	24.2 - 27.6 lbs.
Radio-----	8 channels 8 servos.	
Engine-----	55 - 60cc GAS. TURBOPROP 45.	
Motor-----	ELECTRIC 12S.	



INTRODUCTION

Thank you for choosing the 1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc ARTF by SG MODELS . The 1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc was designed with the intermediate/advanced sport flyer in mind. It is a semi scale airplane which is easy to fly and quick to assemble. The airframe is conventionally built using balsa, plywood to make it stronger than the average ARTF, yet the design allows the aeroplane to be kept light. You will find that most of the work has been done for you already. The motor mount has been fitted and the hinges are pre-installed. Flying the 1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc is simply a joy.

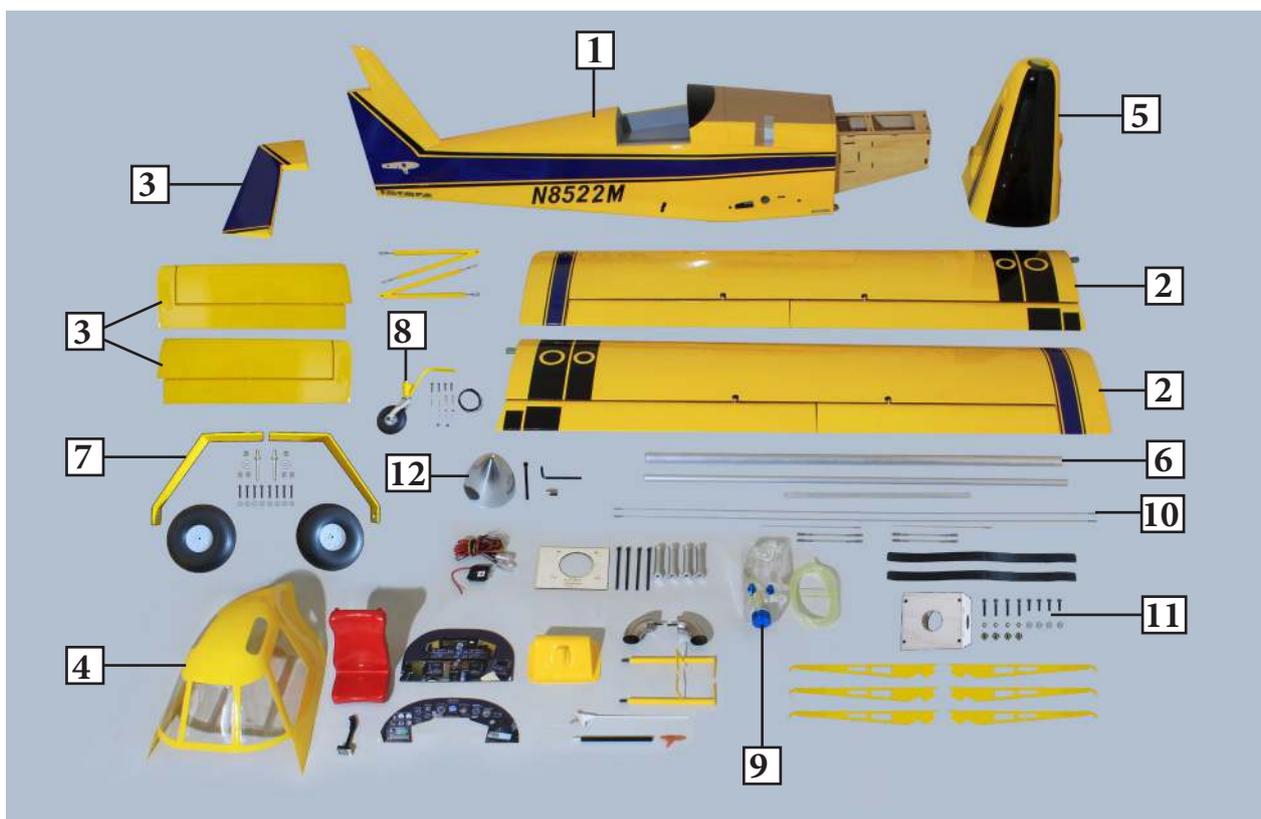
This instruction manual is designed to help you build a great flying aeroplane. Please read this manual thoroughly before starting assembly of your 1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc Use the parts listing below to indentify all parts.

WARNING

Please be aware that this aeroplane is not a toy and if assembled or used incorrectly it is capable of causing injury to people or property. WHEN YOU FLY THIS AEROPLANE YOU ASSUME ALL RISK & REponsibility.

If you are inexperienced with basic R/C flight we strongly recommend you contact your R/C supplier and join your local R/C model Flying Club. R/C Model Flying Clubs offer a variety of training procedures designed to help the new pilot on his way to successful R/C flight. They will also be able to advise on any insurance and safety regulations that may apply.

KIT CONTENTS



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**SEA420: 1/6 scale Air Tractor AT-802A,
118 inches wingspan ARF 60cc.**

1. Fuselage
2. Wing set (2)
3. Tail set (2)
4. Canopy
5. Cowling
6. Wing tube
7. Landing gear
8. Tail wheel
9. Fuel tank
10. Pushrod set
11. Ep Motor box
12. Spinner

ADDITIONAL ITEMS REQUIRED

- 55-60cc gasoline engine.
- Computer radio 8 channel with 8 servos.
- Glow plug to suit engine.
- Propeller to suit engine.
- Protective foam rubber for radio system.
- Aircraft shelves.

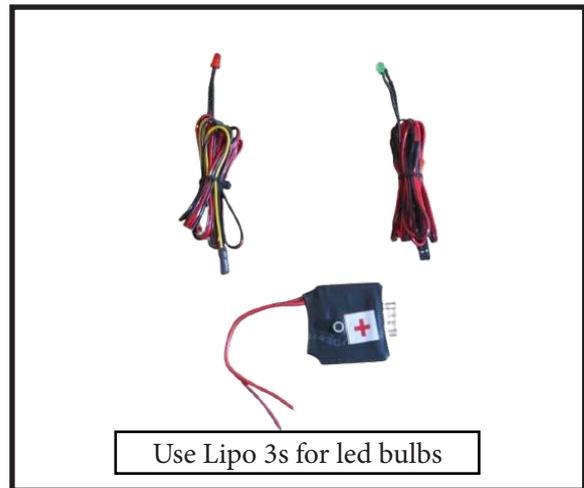
TOOLS & SUPPLIES NEEDED

- Thin cyanoacrylate glue.
- Medium cyanoacrylate glue.
- 30 minute epoxy.
- 5 minute epoxy.
- Hand or electric drill.
- Assorted drill bits.
- Modelling knife.
- Straight edge ruler.
- 2mm ball driver.
- Phillips head screwdriver.
- 220 grit sandpaper.
- 90° square or builder's triangle.
- Wire cutters.
- Masking tape & T-pins.
- Thread-lock.
- Paper towels.

WING TIP BULBS

Please see below pictures.

1.

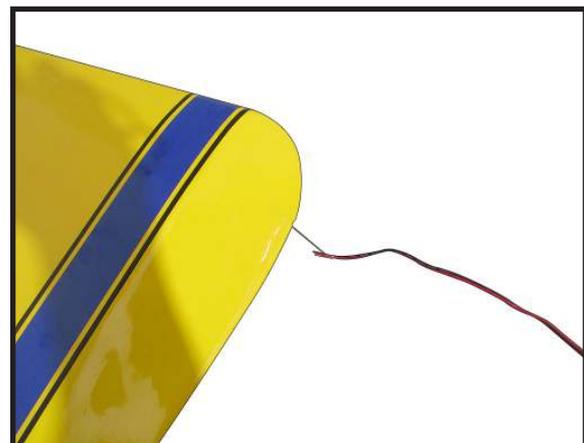


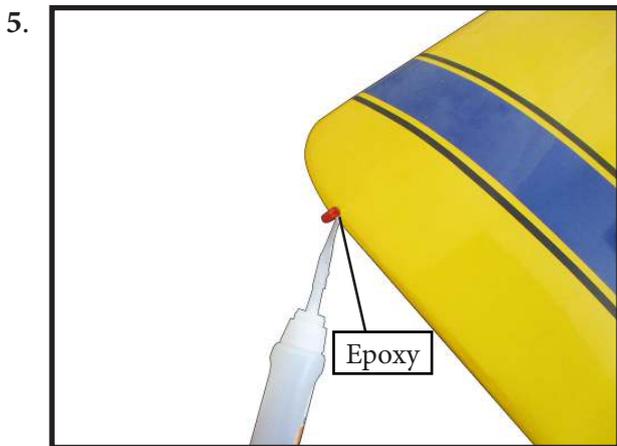
The Blue light for right wing tip, and the red light for left wing tip. They are designed to operate on voltages 7,4v - 12v. Connect lights into switch circuit so that optional the different flashes mode.

2.

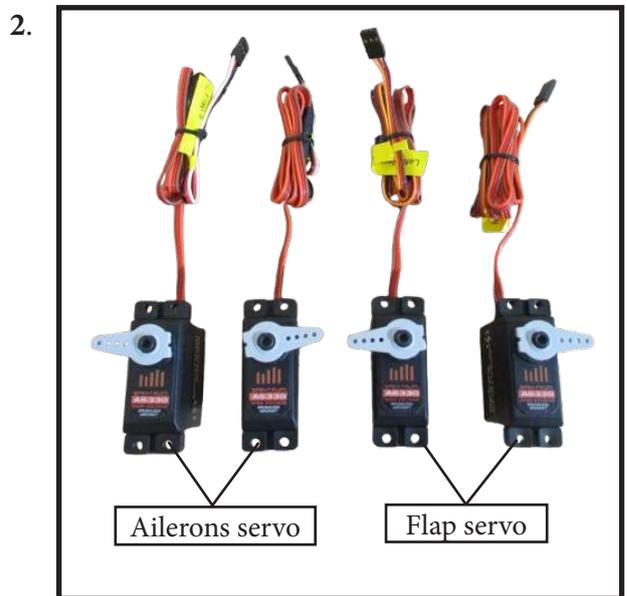
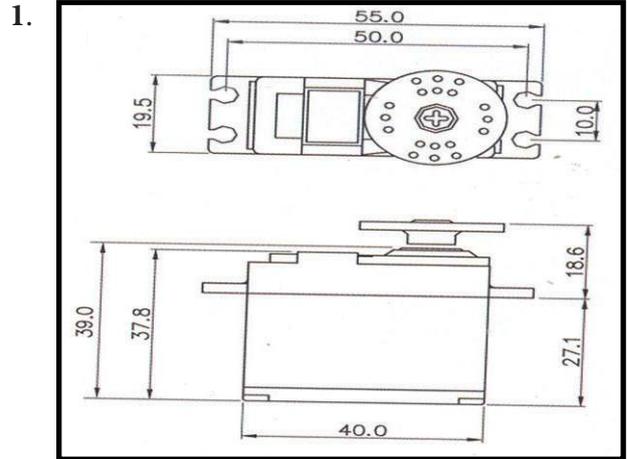


3.





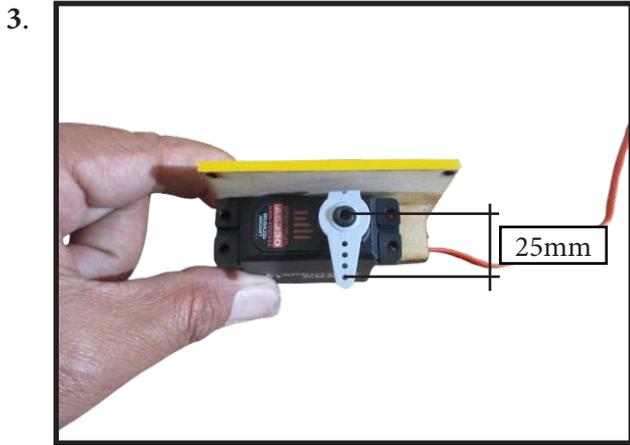
INSTALLING THE AILERON SERVOS



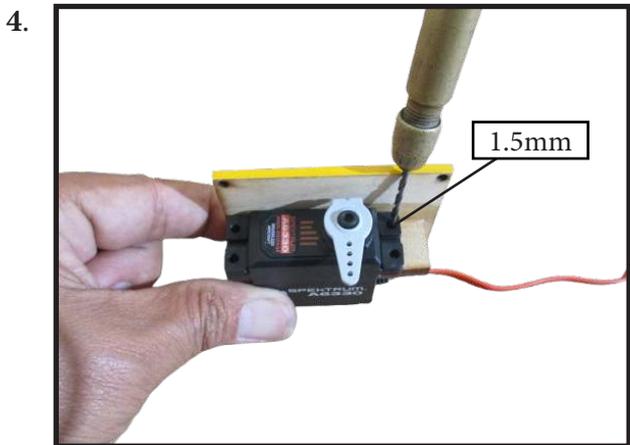
Maximum Servo spec.
Torque : 126.6 oz-in (9.11 kg-cm) @ 6.0V; 178 oz-in (12.82 kg-cm) @ 7.4V; 248 oz-in (17.86 kg-cm) @ 8.4V

Because the size of servos differ, you may need to adjust the size of the precut opening in the mount. The notch in the sides of the mount allow the servo lead to pass through.

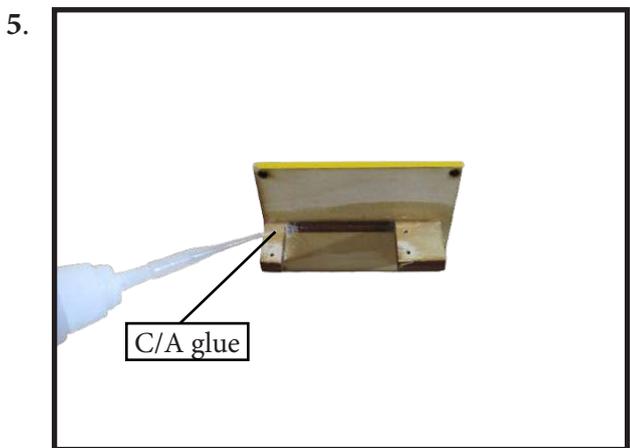
Place the servo between the mounting blocks and space it from the hatch. Use a pencil to mark the mounting hole locations on the blocks.



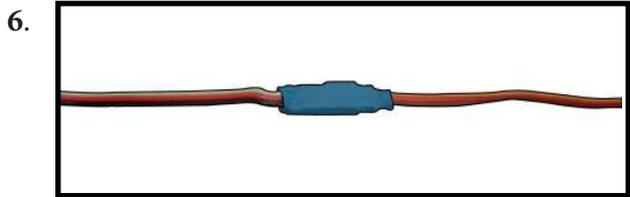
Use drill bit in a pin vise to drill the mounting holes in the blocks.



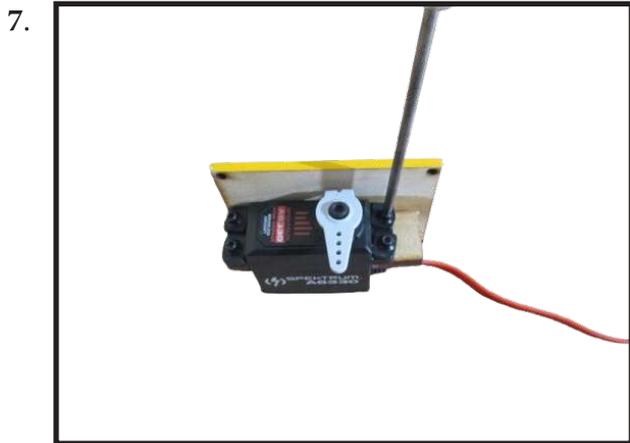
Apply 2-3 drops of thin C/A to each of the mounting holes. Allow the C/A to cure without using accelerator.



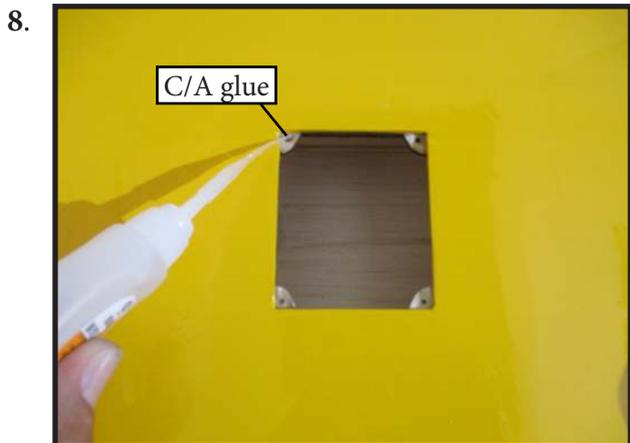
Use dental floss or heatshrunk tube to secure the connection so they cannot become unplugged.



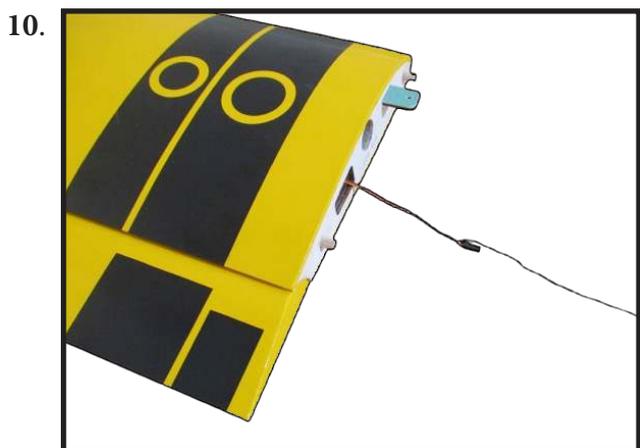
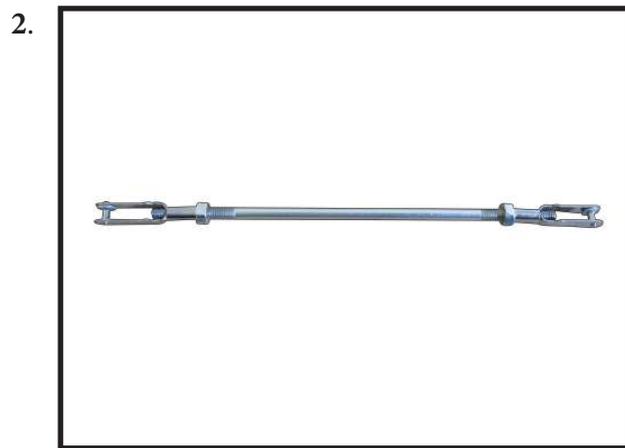
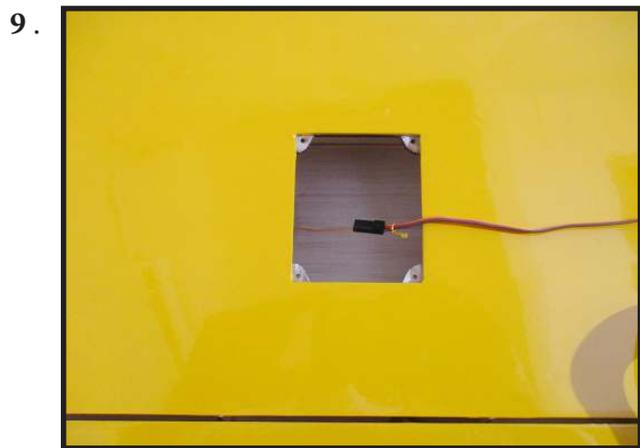
Secure the servo to the aileron hatch using Phillips screwdriver and the screws provided with the servo.



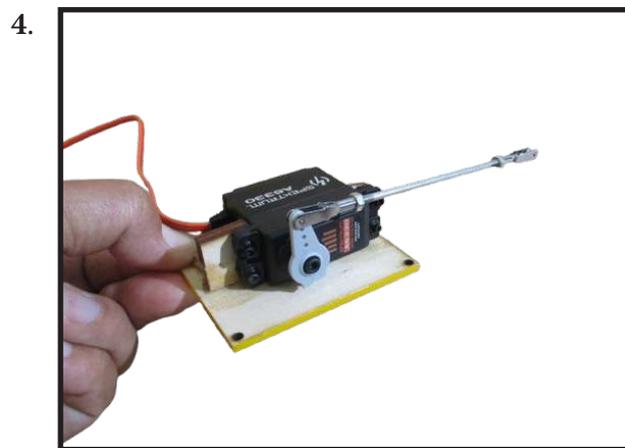
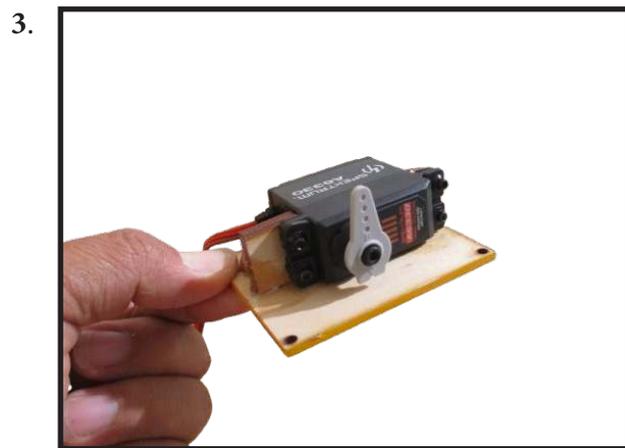
Apply 1-2 drops of thin C/A to each of the mounting tabs. Allow the C/A to cure without using accelerator.



Remove the string from the wing at the servo location and use the tape to attach it to the servo extension lead. Pull the lead through the wing and remove the string.

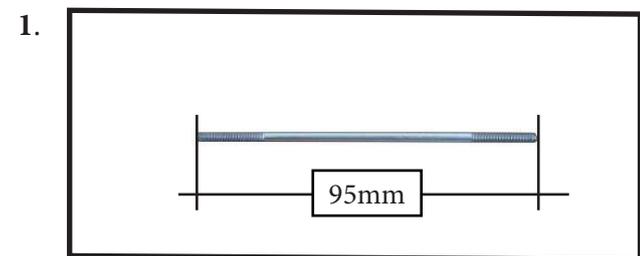


Attach the aileron servo to the aileron servo cover. Center the aileron servo (or set the values to 0 for both up and down) and install the servo arm perpendicular to the servo centerline. The clevis will attach to the arm 13/16 inches (21mm) from the center of the arm.



AILERON PUSHROD INSTALLATION

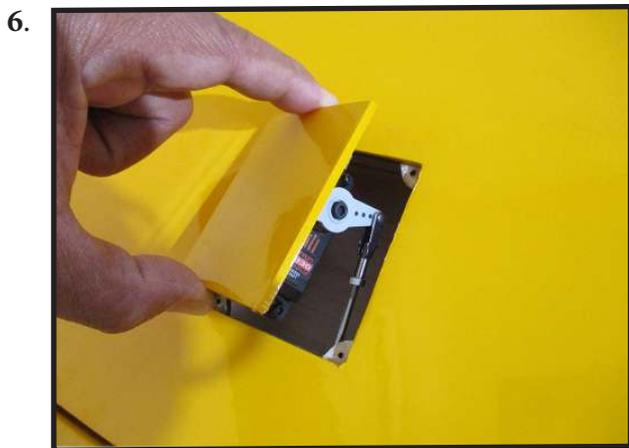
Please see below pictures.



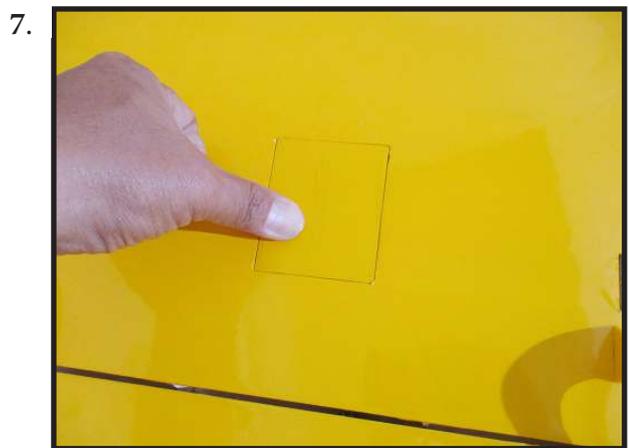
Attach the aileron linkage to the control horn. Slide the clevis retainer over the forks of the clevis.



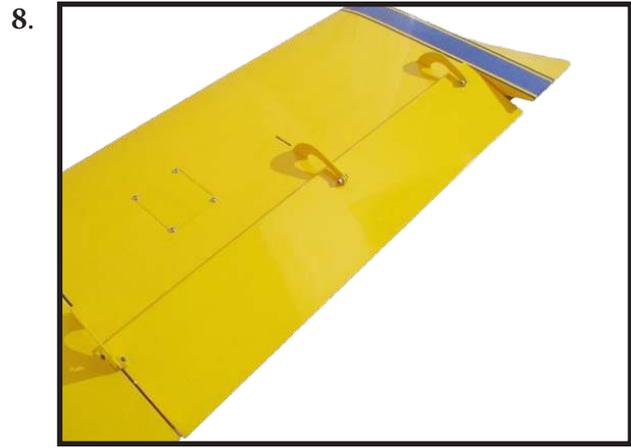
Attach the clevis to the aileron servo arm.



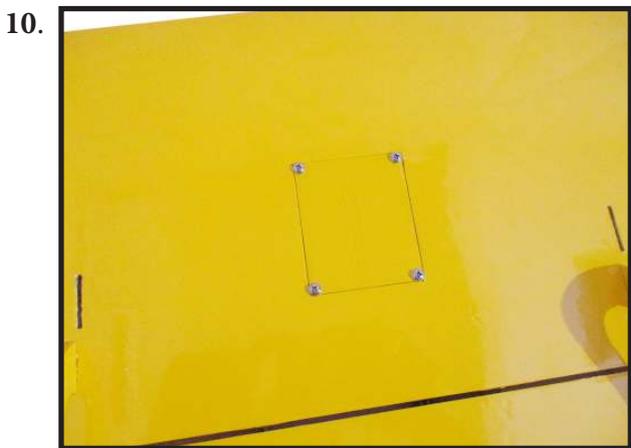
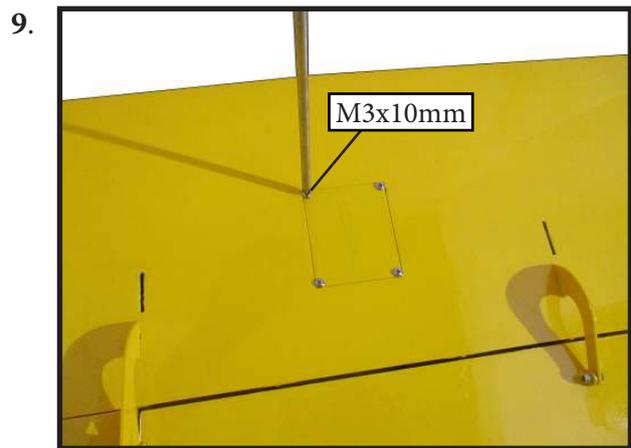
Route the servo lead for the aileron servo out at the root of the wing. Connect the aileron aileron to the radio system. With the radio system on, place the aileron servo into position.



Adjust the linkage so the aileron is in the mid-aileron position. It may take a few tries to properly adjust the linkage.

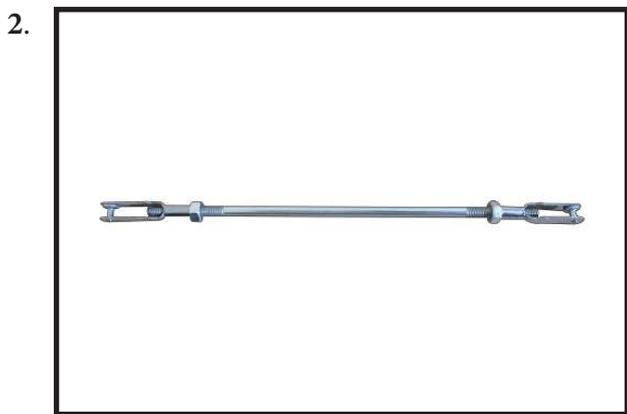
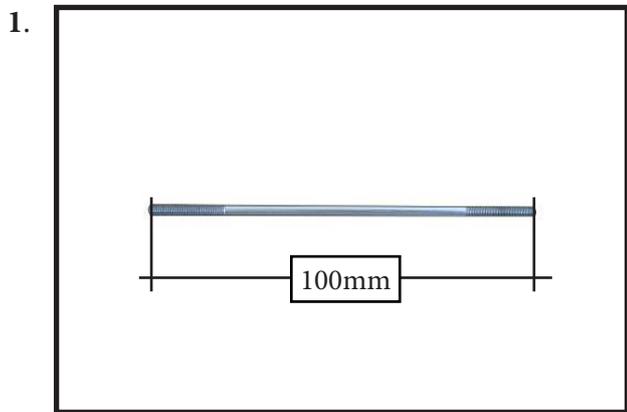


Once adjusted, make sure all clevis retainers are in position. Apply a drop of threadlock near the clevis, then tighten the nut against the clevis to keep the linkage from changing length inside the wing.

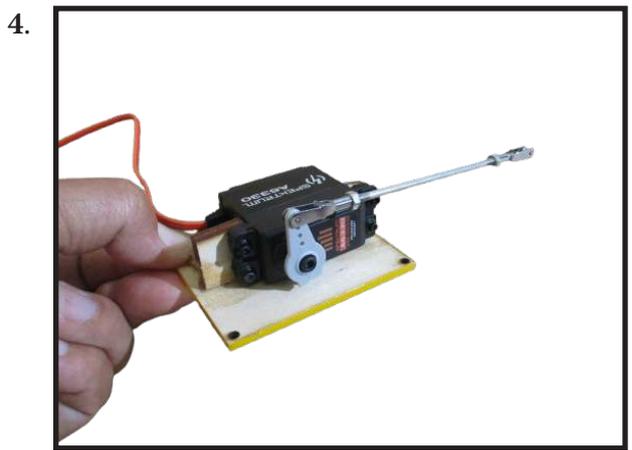
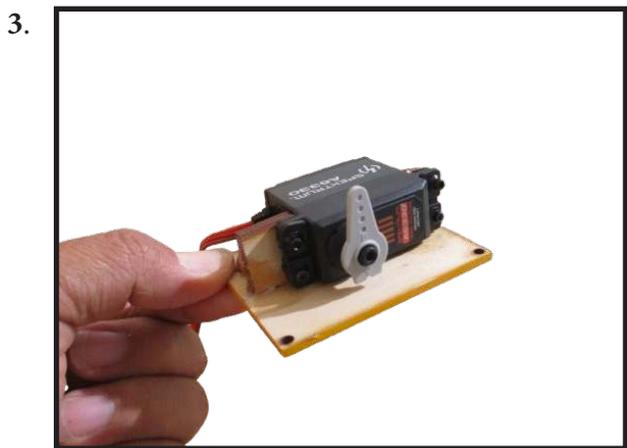


INSTALLING THE FLAP PUSHROD

Please see below pictures.



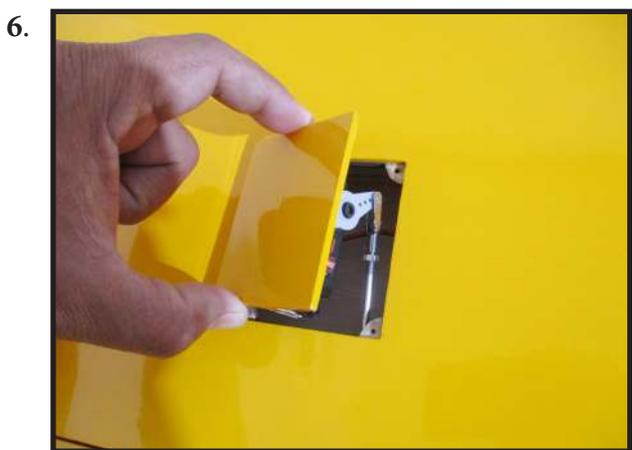
Attach the flap servo to the flap servo cover. Center the flap servo (or set the values to 0 for both up and down) and install the servo arm perpendicular to the servo centerline. The clevis will attach to the arm 13/16 inches (21mm) from the center of the arm.



Attach the flap linkage to the control horn. Slide the clevis retainer over the forks of the clevis.



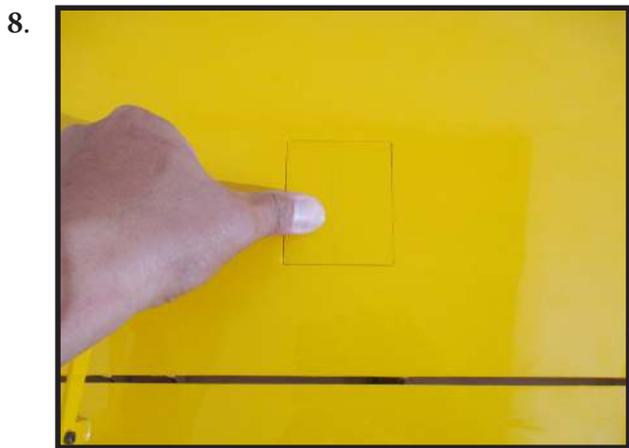
Attach the clevis to the flap servo arm.



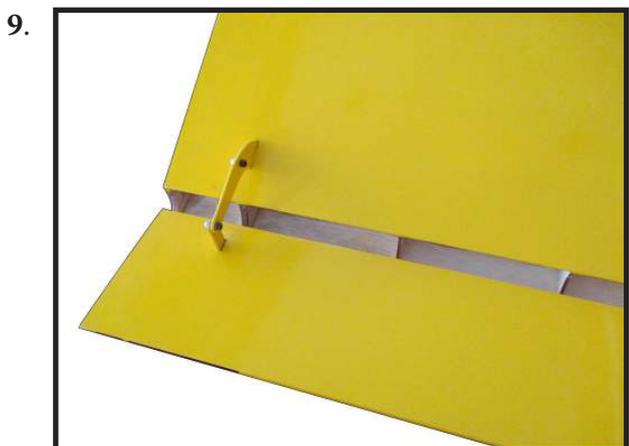
Use a pin vise and 3/32-inch (2mm) drill bit to clear the paint from the flap control horn.



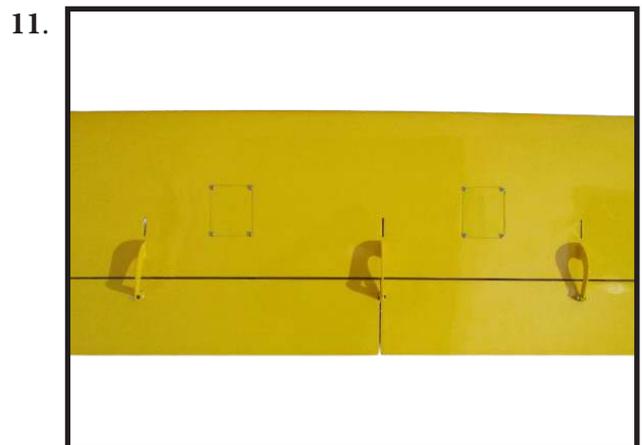
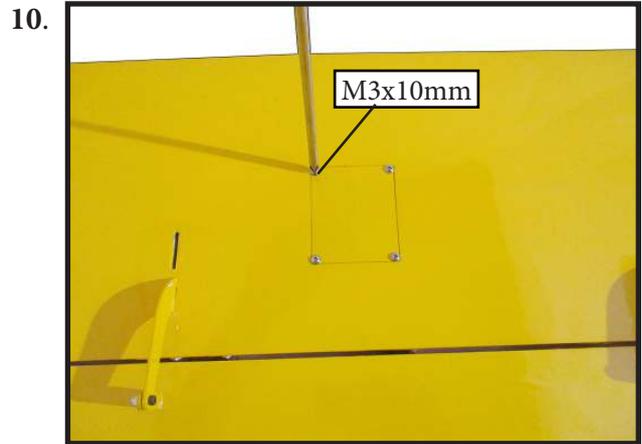
Route the servo lead for the flap servo out at the root of the wing. Connect the flap servo to the radio system. With the radio system on, place the flap servo into position.



Adjust the linkage so the flap is in the mid-flap position. It may take a few tries to properly adjust the linkage.

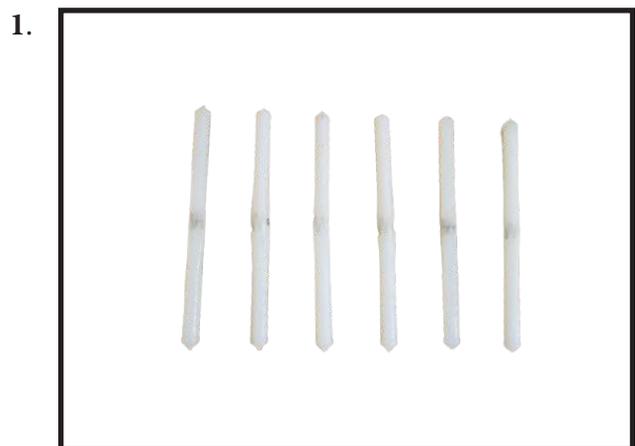


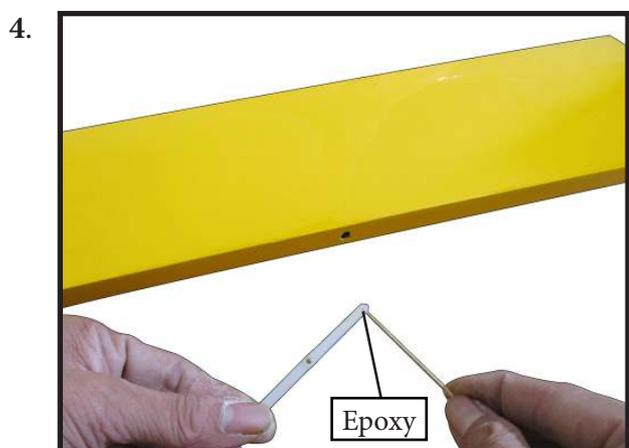
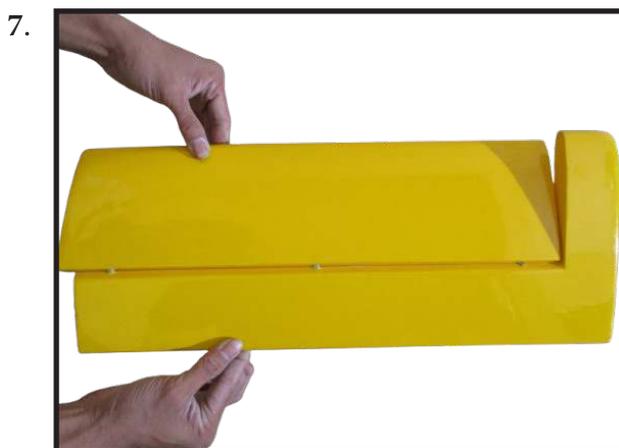
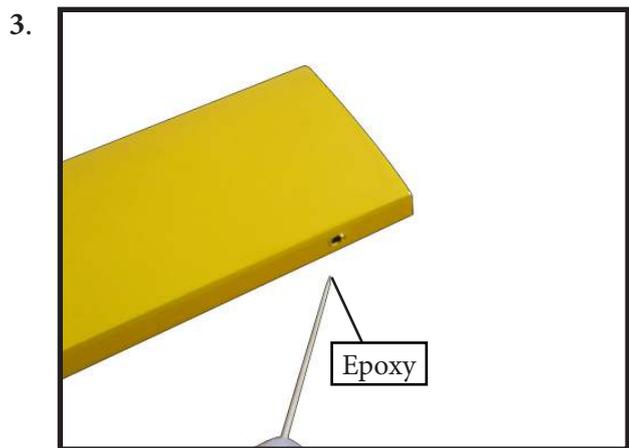
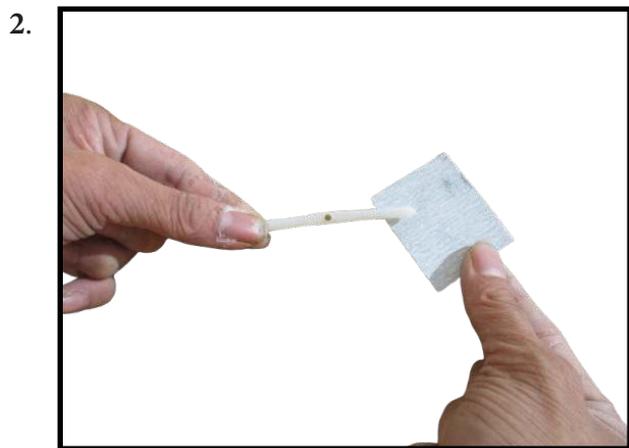
Once adjusted, make sure all clevis retainers are in position. Apply a drop of threadlock near the clevis, then tighten the nut against the clevis to keep the linkage from changing length inside the wing.



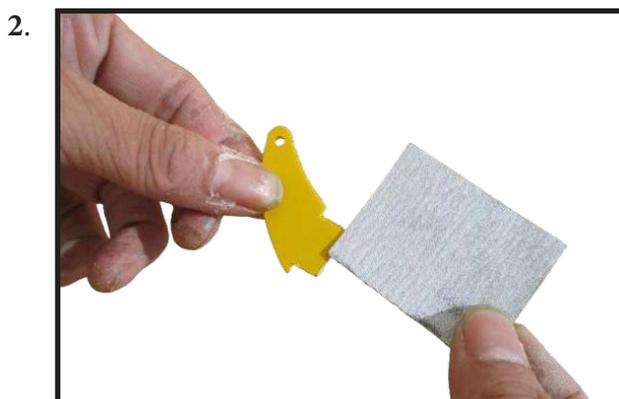
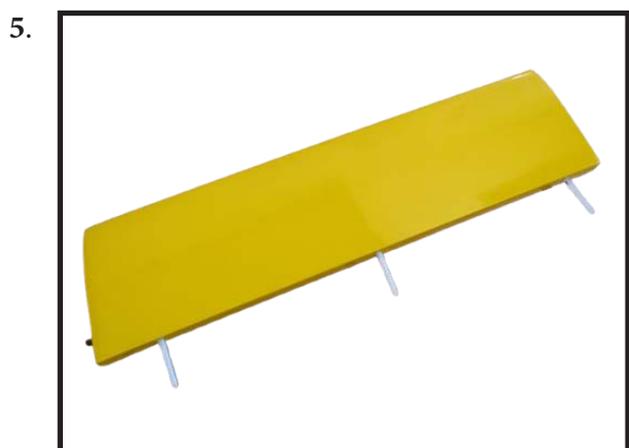
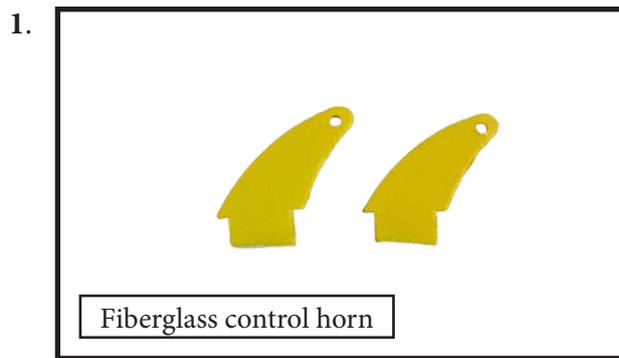
INSTALL HINGE FOR STABILIZER AND ELEVATOR

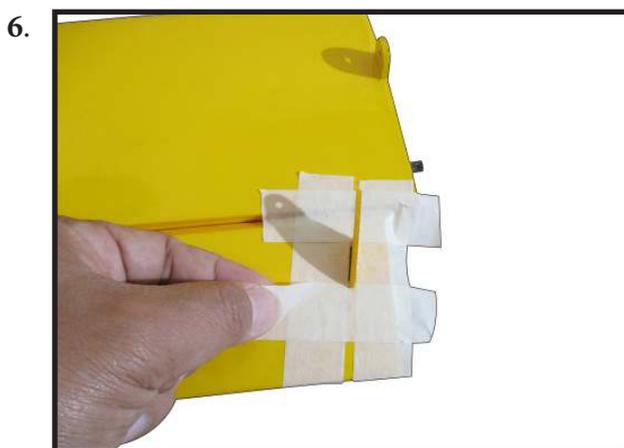
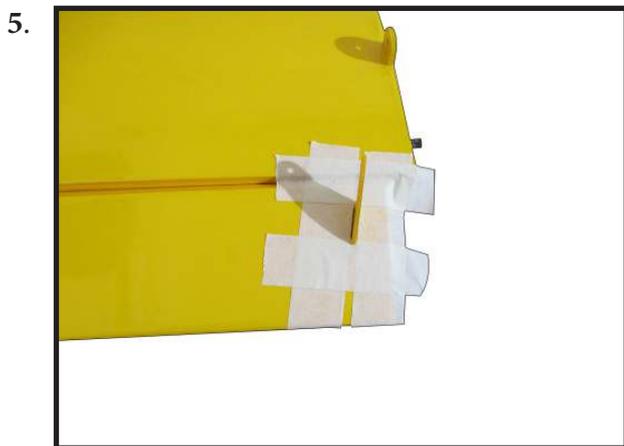
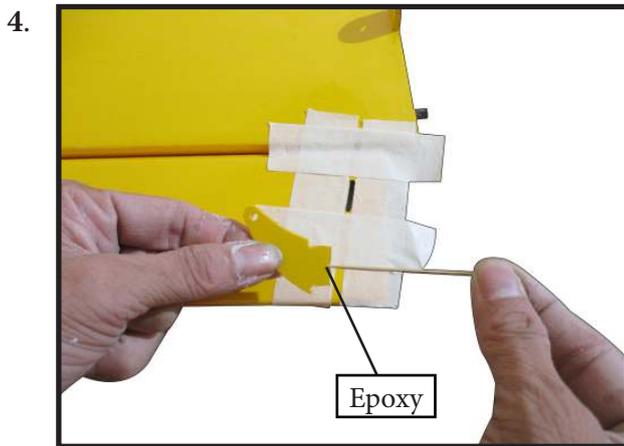
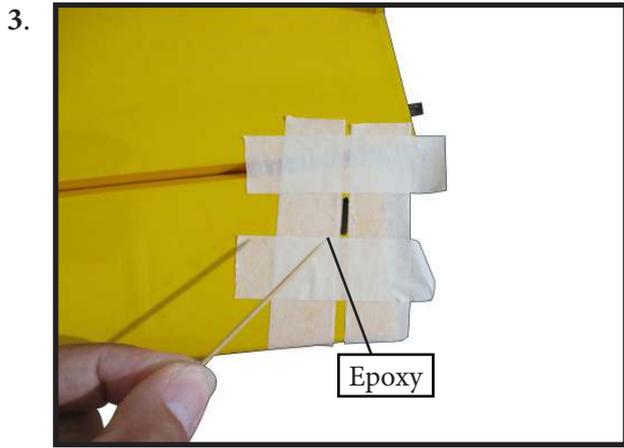
Please study images below.





INSTALL ELEVATOR CONTROL HORN

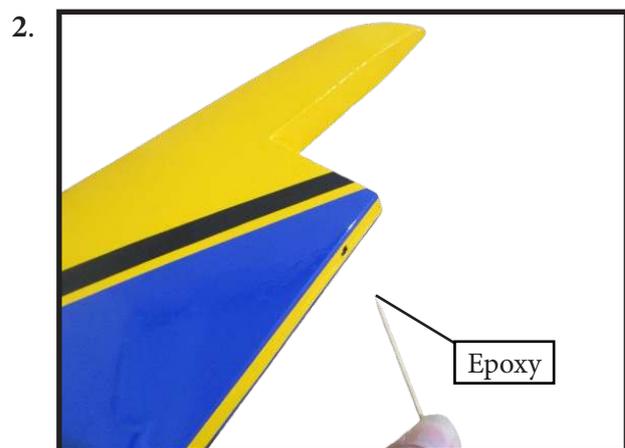
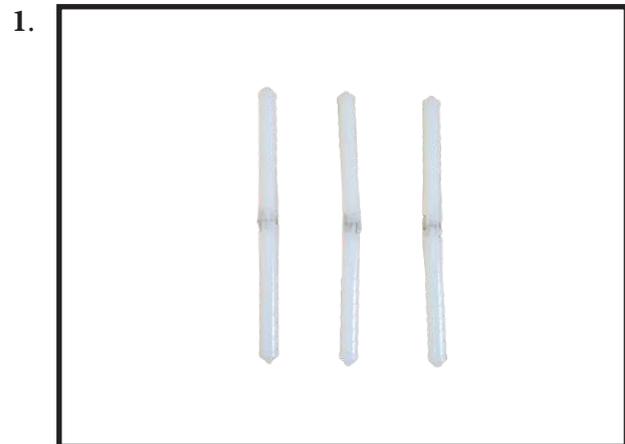


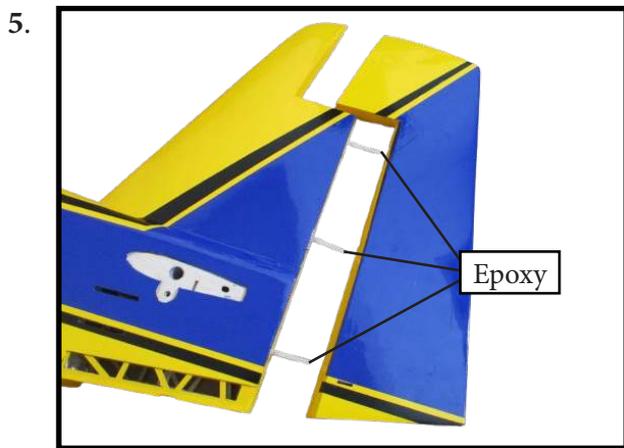
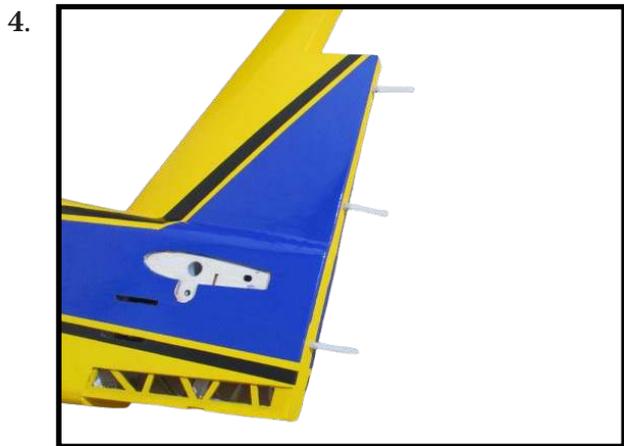
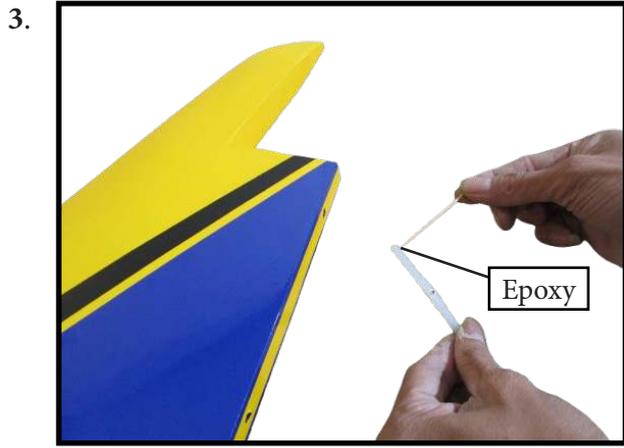


HINGING THE RUDDER

Glue the top three rudder hinges in place using the same techniques used to hinge the elevator.

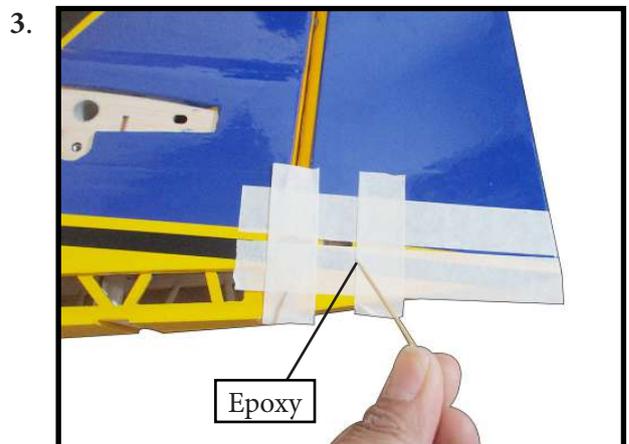
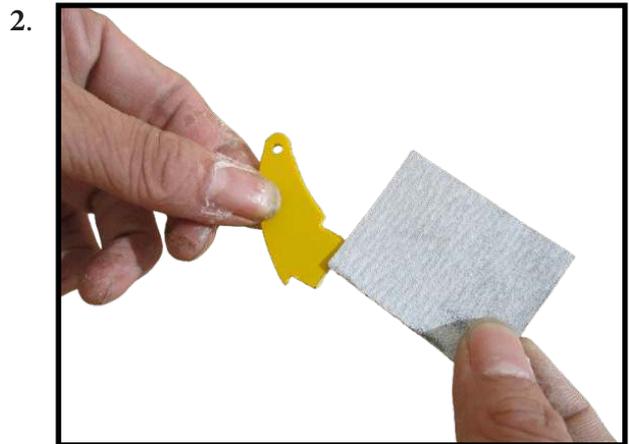
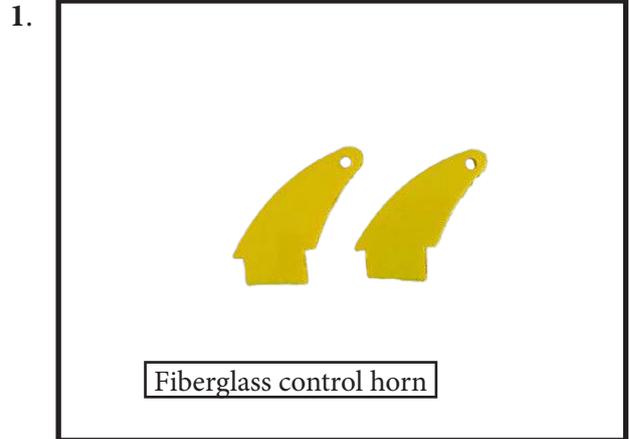
The lower hinge will be glued when the fin/rudder assembly is attached to the fuselage.

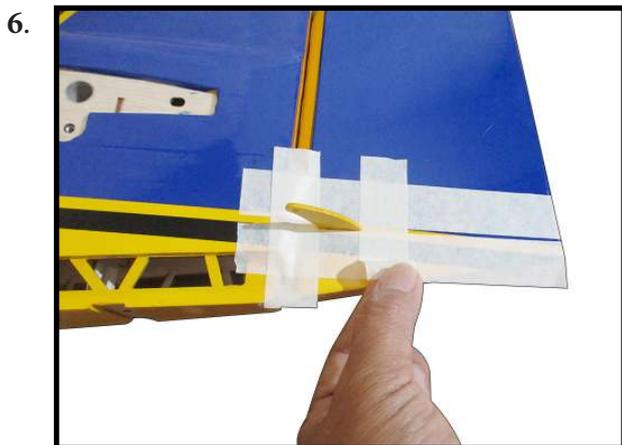
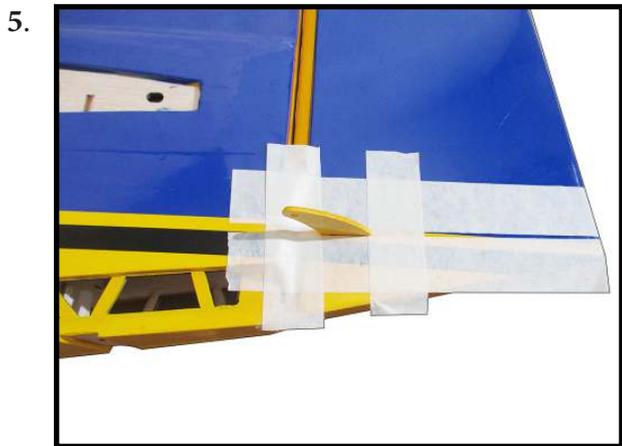
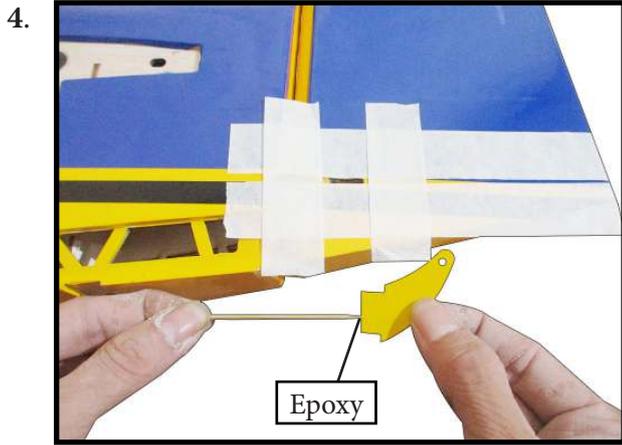




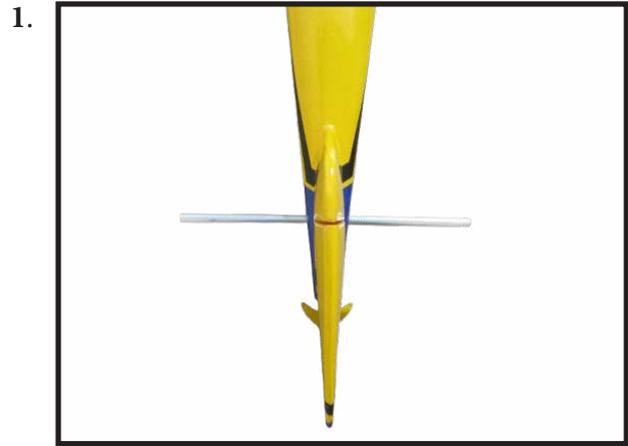
INSTALL RUDDER CONTROL HORN

Repeat steps to install the rudder control horn as same as steps done for elevator.

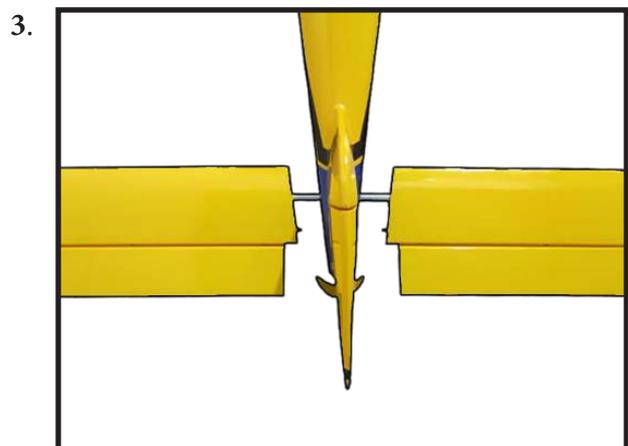


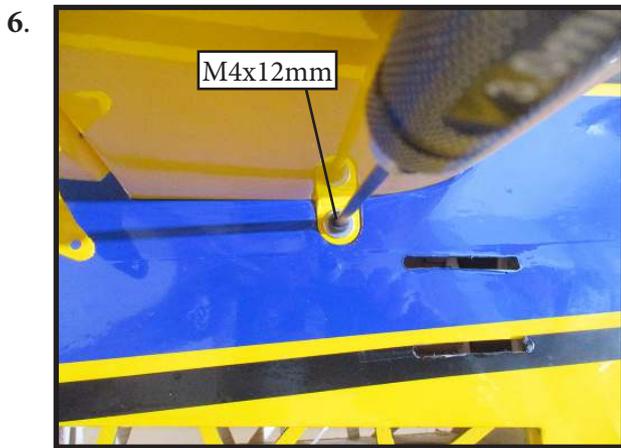
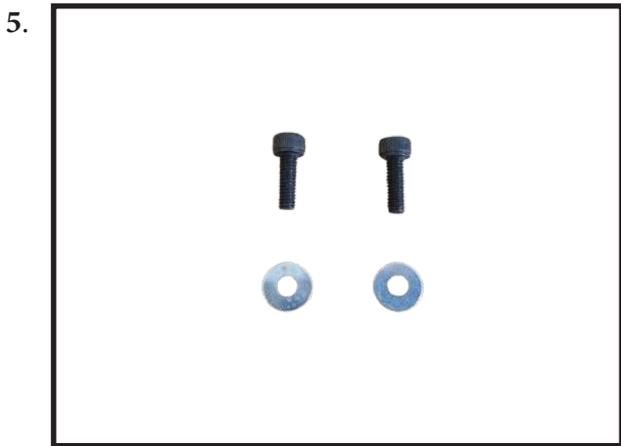
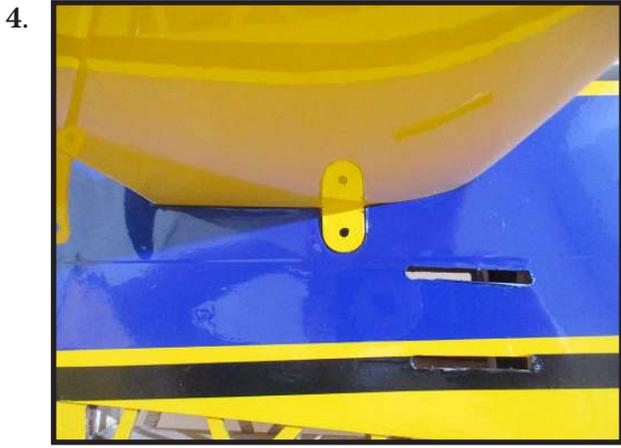


INSTALLING HORIZONTAL STABILIZER



Use Epoxy Glue to glue the Horizontal Stabilizer to the fuselage.





**ELEVATOR PUSHROD HORN
INSTALLATION**

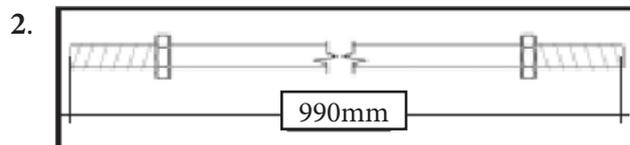
Install the elevator control horn using the same method as with the aileron control horns.

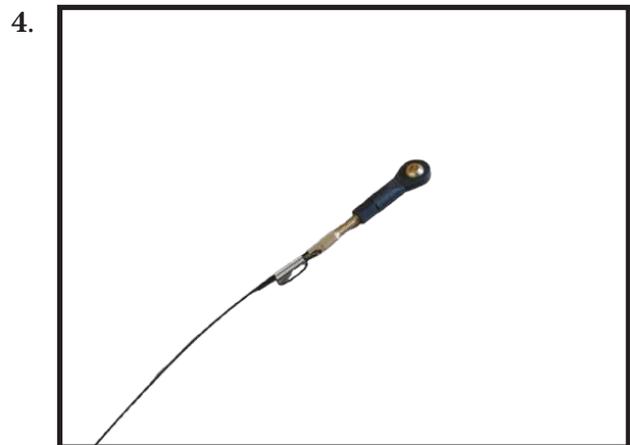
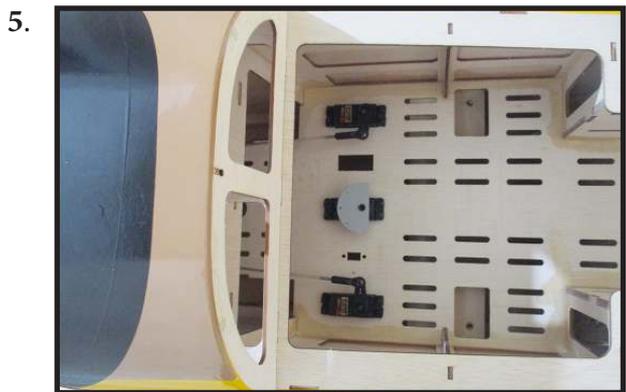
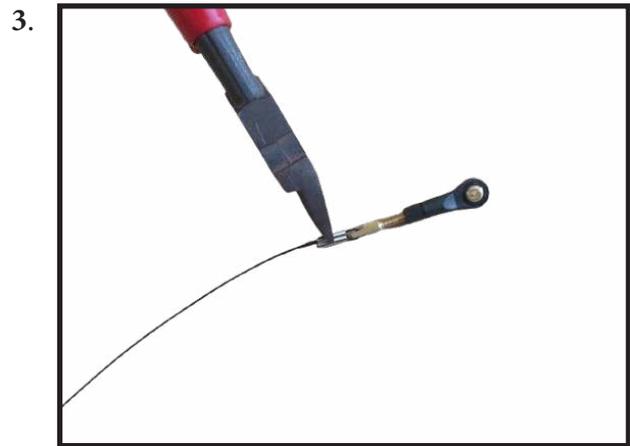
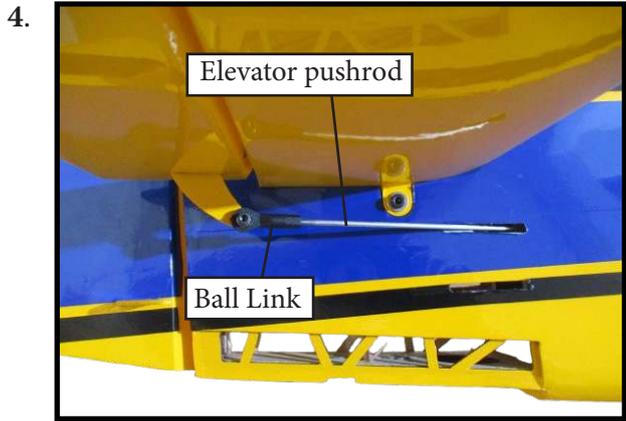
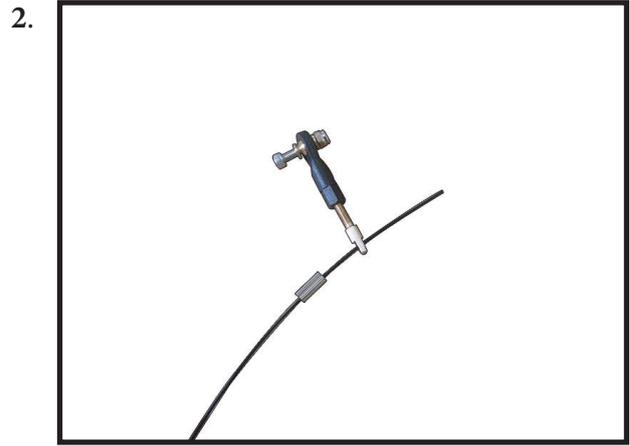
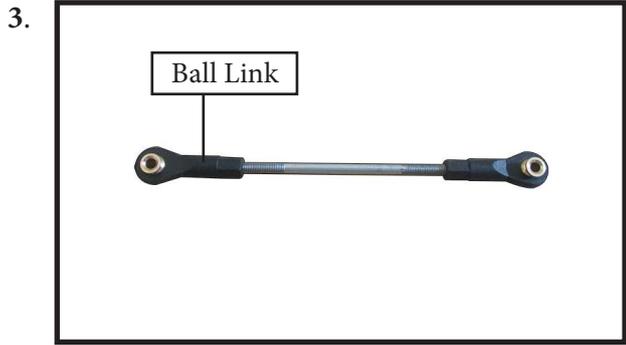
Position the elevator control horn on the both side of elevator.



Thread one clevis and M3 lock nut on to each elevator control rod. Thread the horns on until they are flush with the ends of the control rods.

Elevator and rudder pushrods assembly as pictures below.





RUDDER PUSHROD INSTALLATION

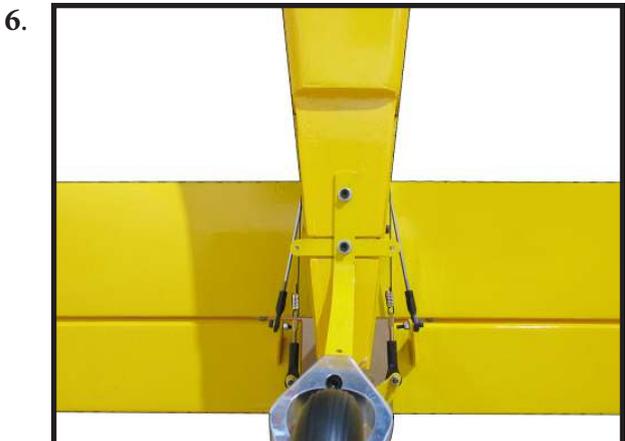
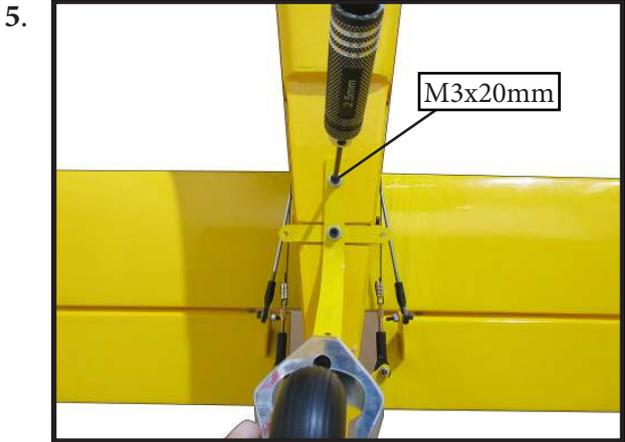
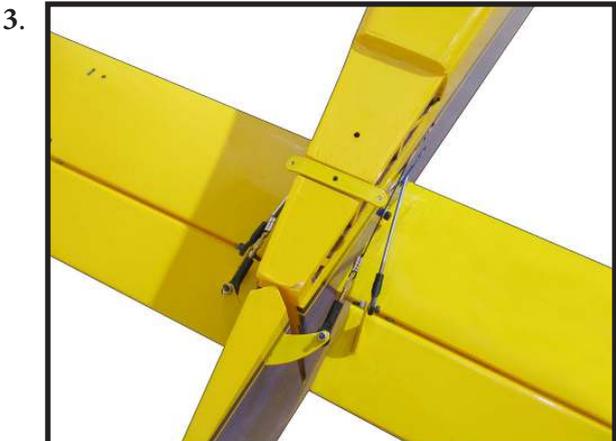
Repeat steps as same as steps done for elevator.

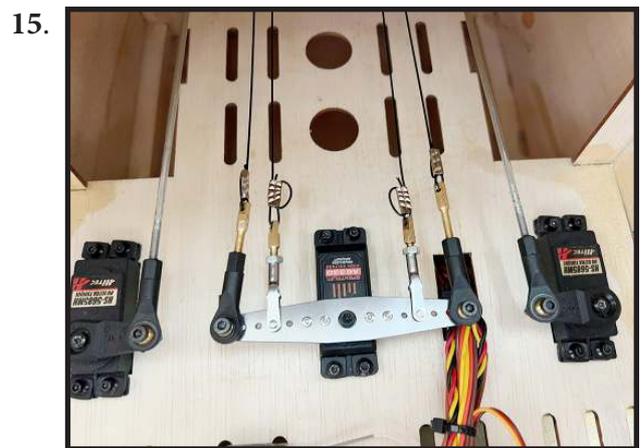
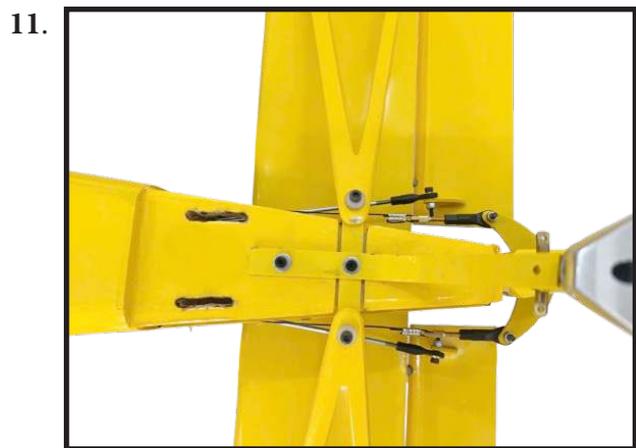
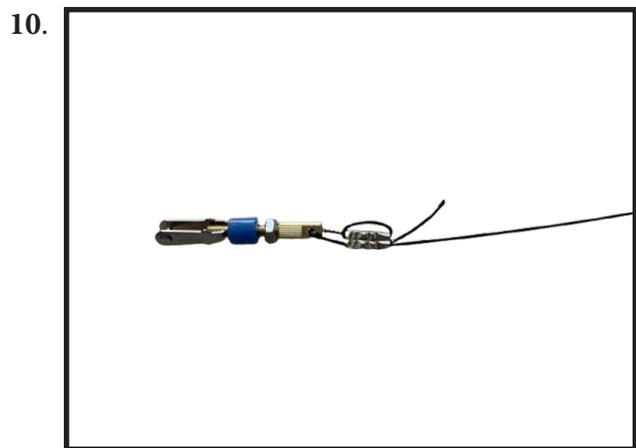
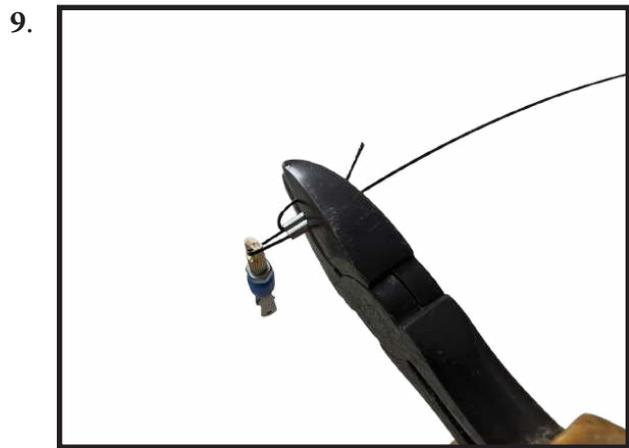
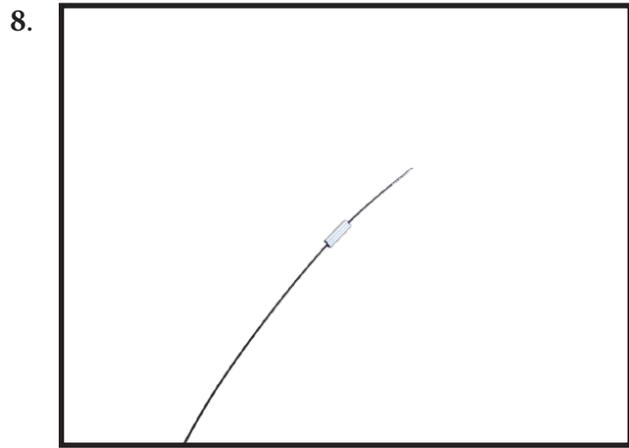




TAILWHEEL INSTALLATION

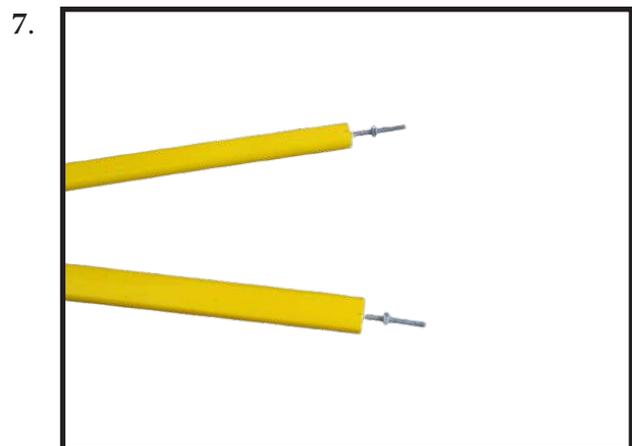
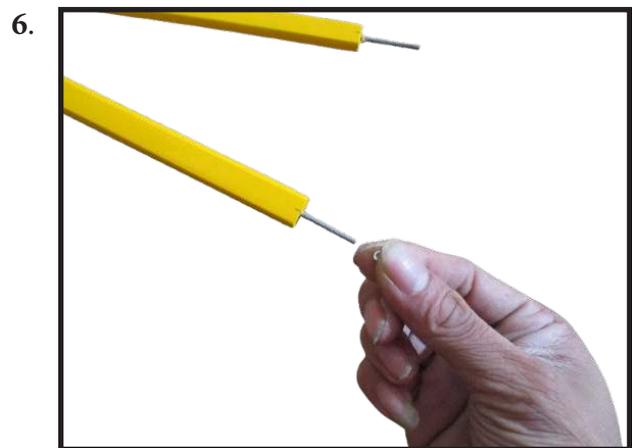
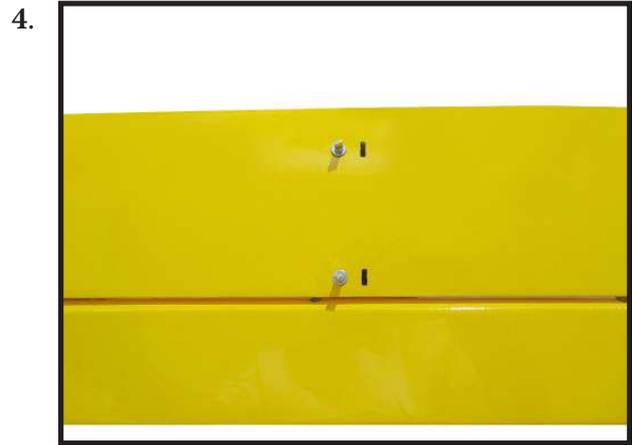
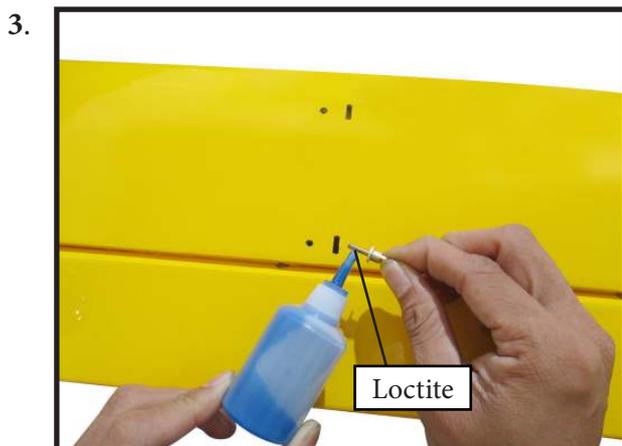
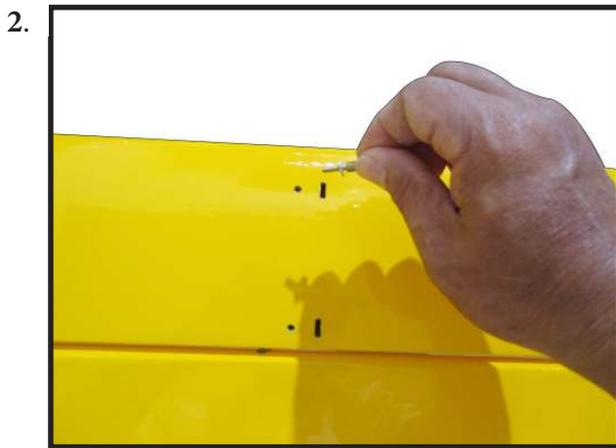
Locate items necessary to install tail-wheel.

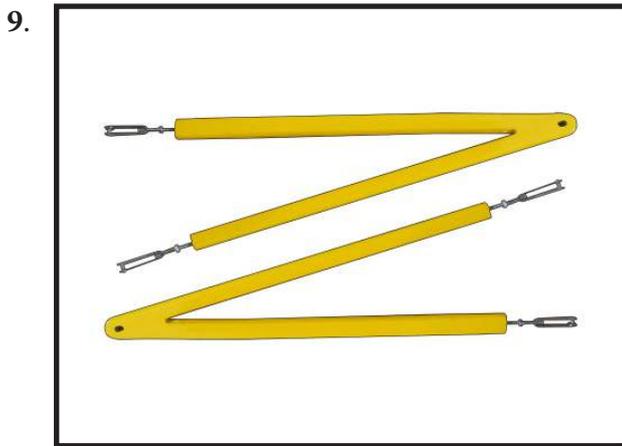
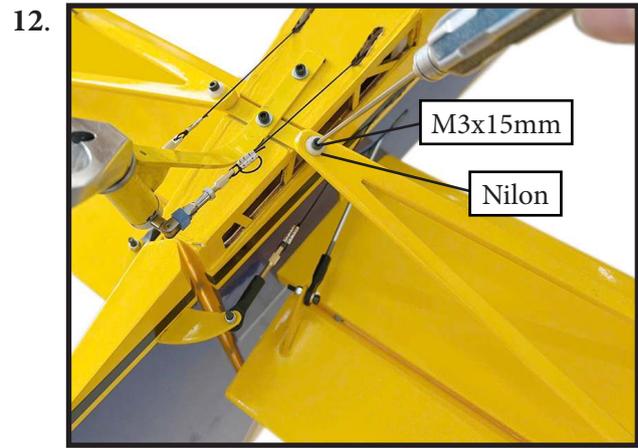
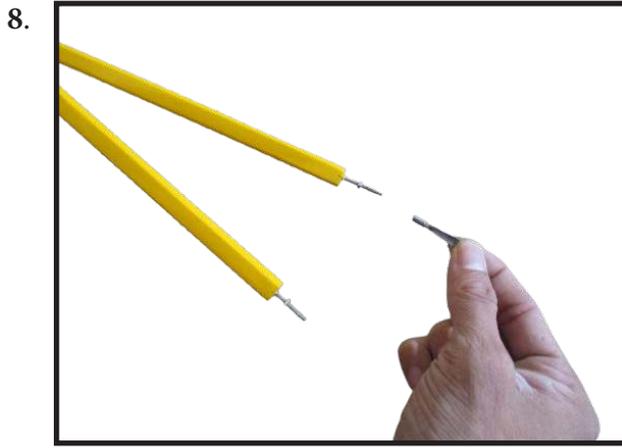


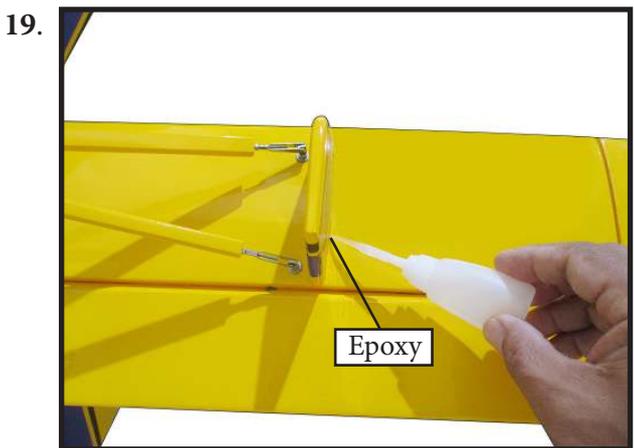
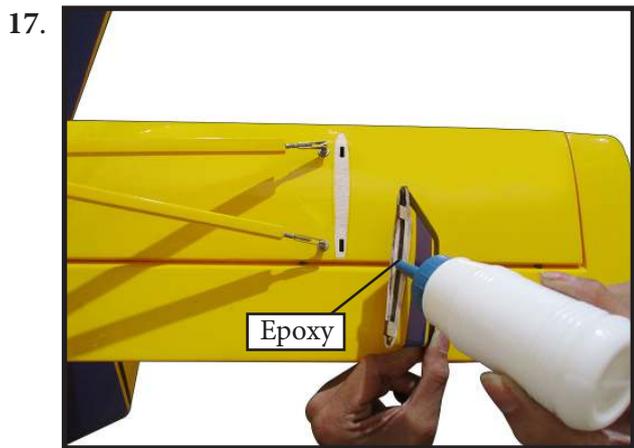


TAIL STRUTS INSTALLATION

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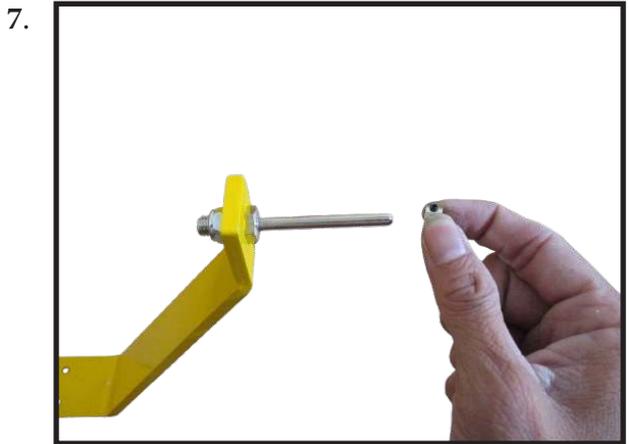
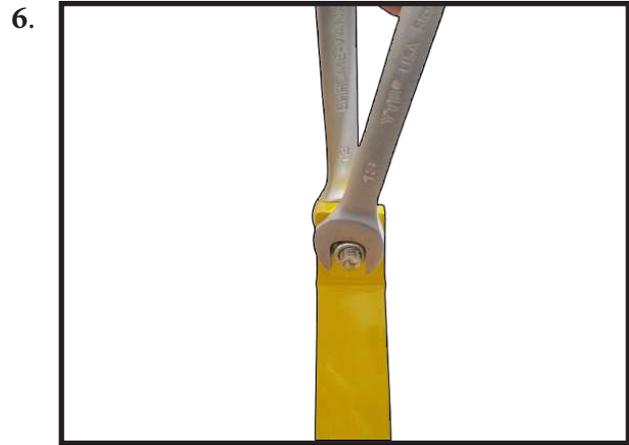
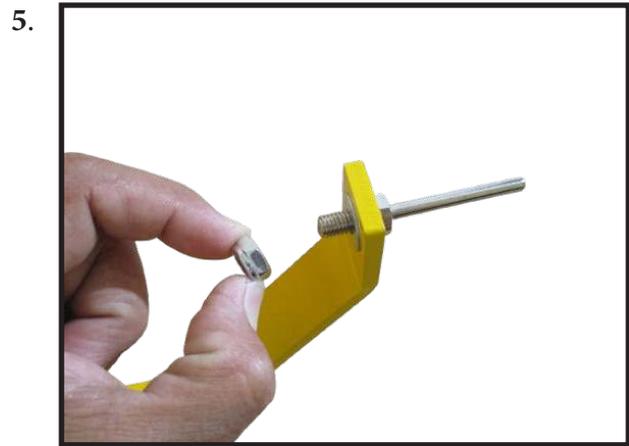
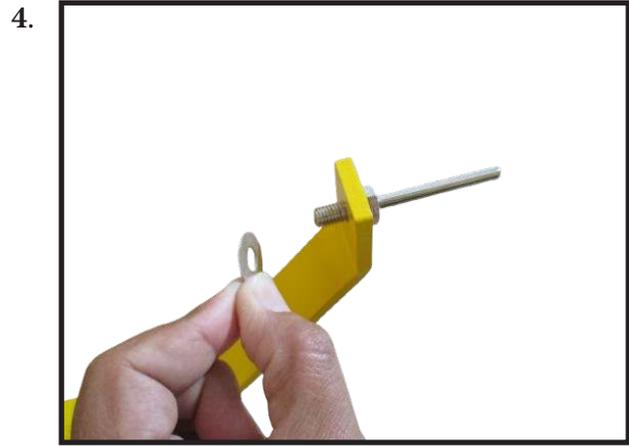
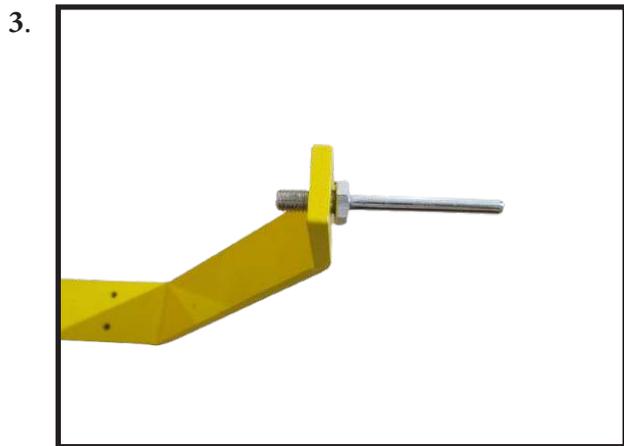
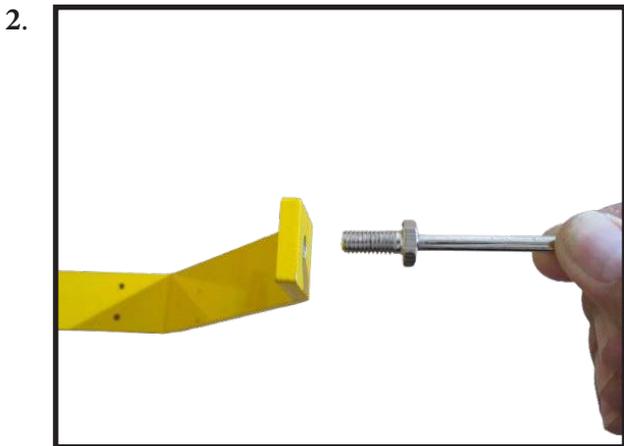
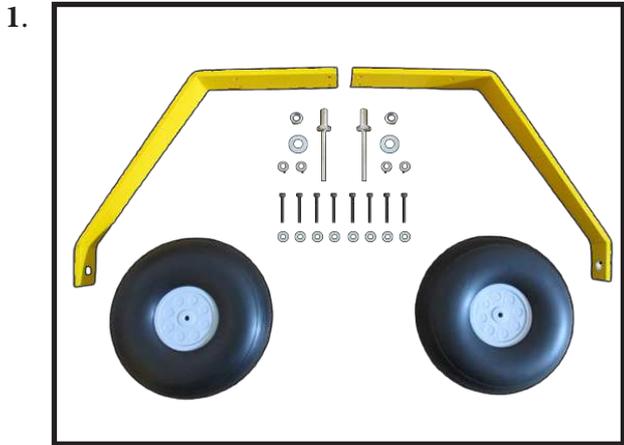


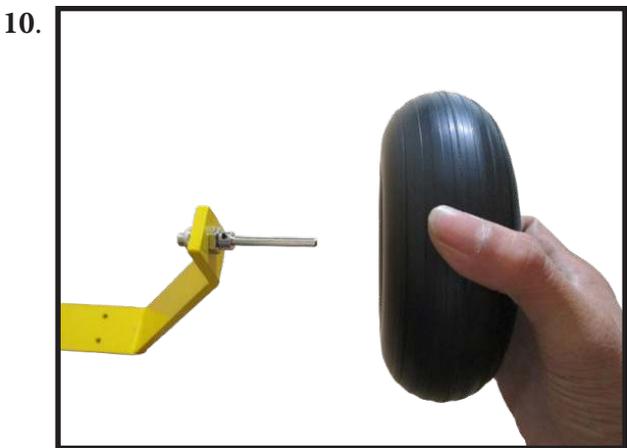
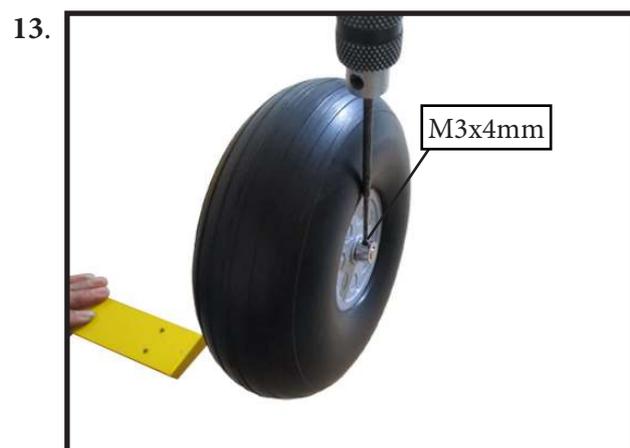
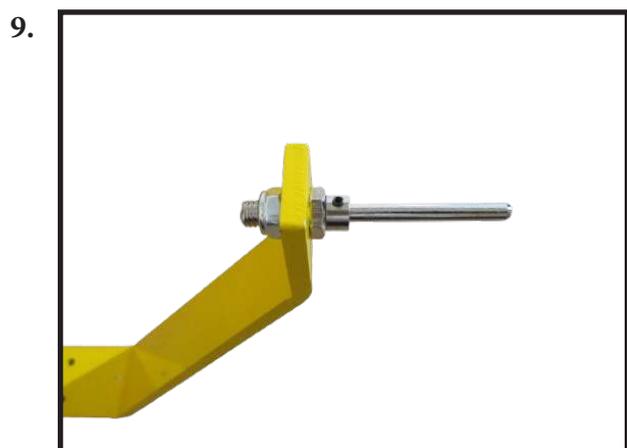
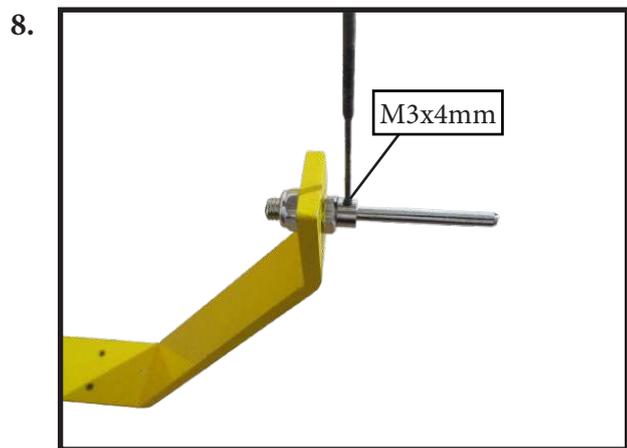


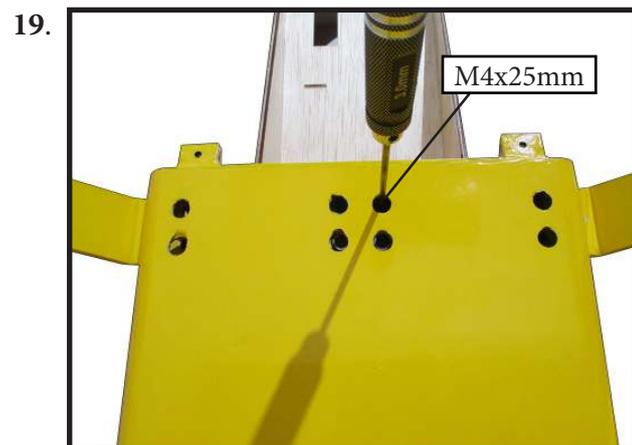
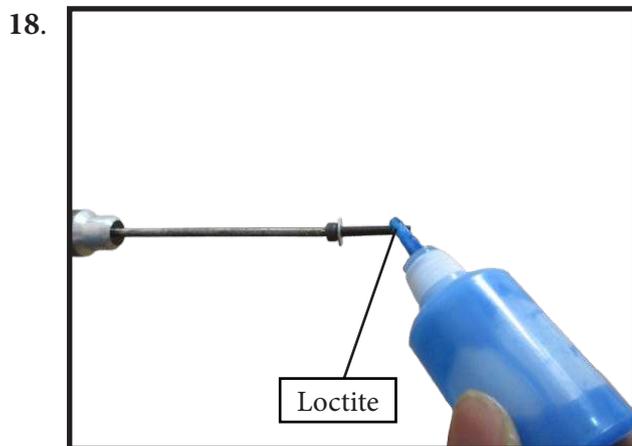


INSTALLING LANDING GEAR

Locate items necessary to install Sprin Landing Gear.







INSTALLING THE STOPPER ASSEMBLY

Using a modeling knife, carefully cut off the rear portion of one of the 3 nylon tubes leaving 1/2" protruding from the rear of the stopper. This will be the fuel pick up tube.

Using a modeling knife, cut one length of silicon fuel line. Connect one end of the line to the weighted fuel pick up and the other end to the nylon pick up tube.



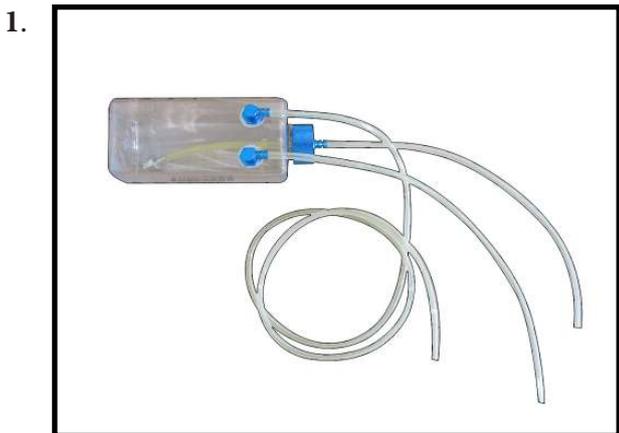
Carefully bend the second nylon tube up at a 45° angle. This tube is the vent tube.

Test fit the stopper assembly into the tank. It may be necessary to remove some of the flashing around the tank opening using a modeling knife. If flashing is present, make sure none falls into the tank.

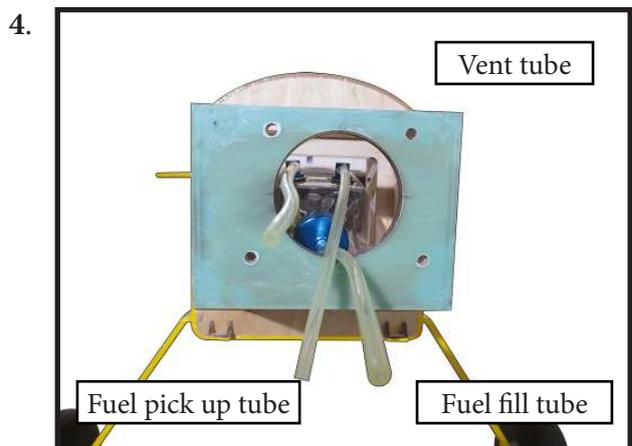
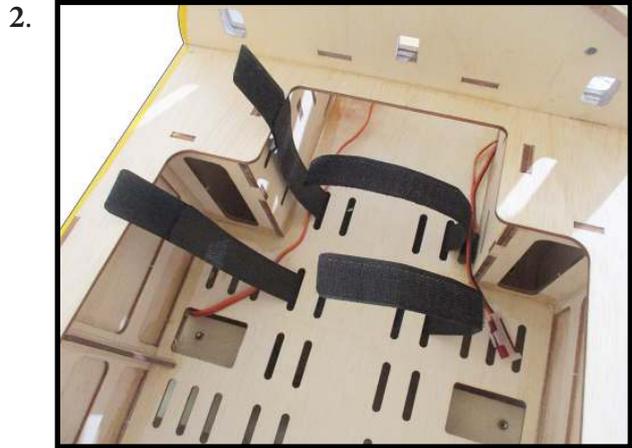
With the stopper assembly in place, the weighted pick-up should rest away from the rear of the tank and move freely inside the tank. The top of the vent tube should rest just below the top of the tank. It should not touch the top of the tank.

When satisfied with the alignment of the stopper assembly tighten the 3 x 20mm machine screw until the rubber stopper expands and seals the tank opening. Do not overtighten the assembly as this could cause the tank to split.

FUEL TANK INSTALLATION



 You should mark which tube is the vent and which is the fuel pickup when you attach fuel tubing to the tubes in the stopper. Once the tank is installed inside the fuselage, it may be difficult to determine which is which.

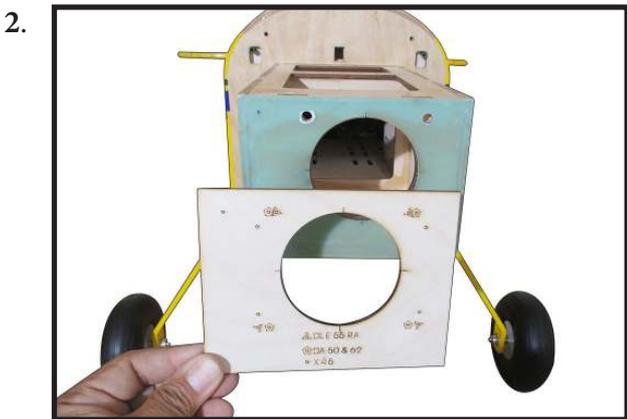


Later you will connect the lines from the tank to the engine and muffler. The vent line will connect to the muffler and the line from the clunk to the carburetor.

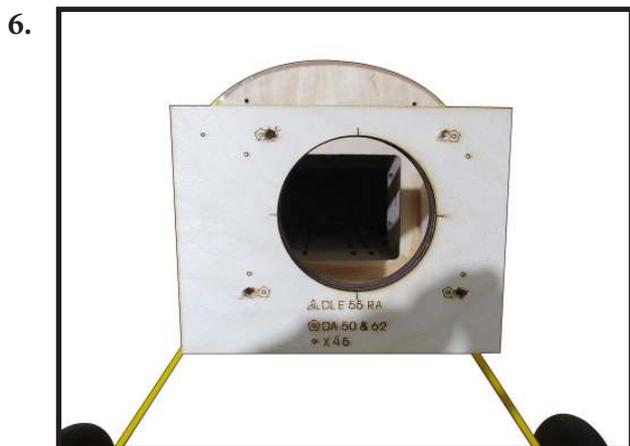
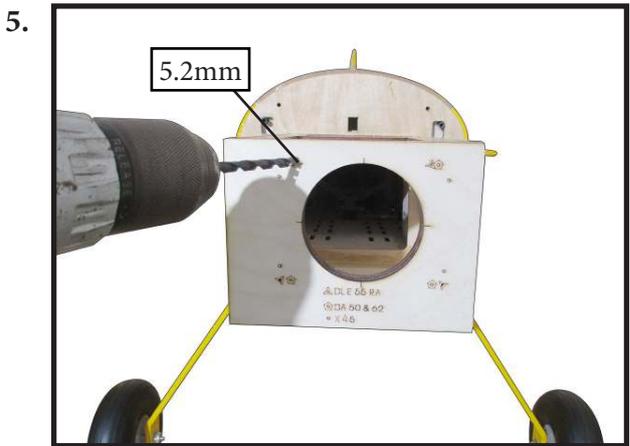
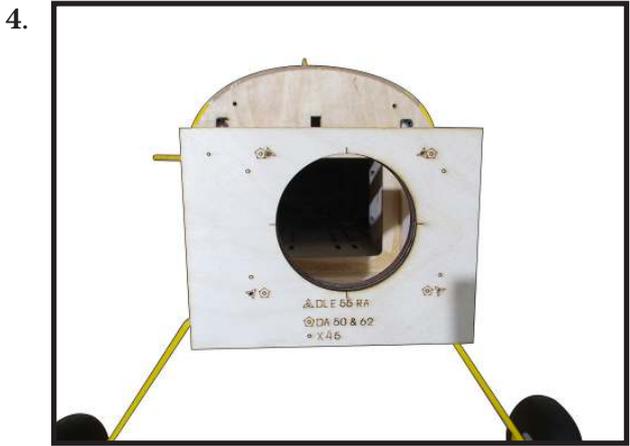
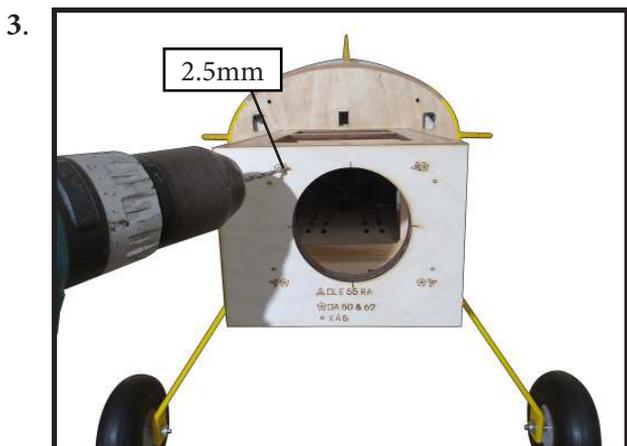
 *Blow through one of the lines to ensure the fuel lines have not become kinked inside the fuel tank compartment. Air should flow through easily.*

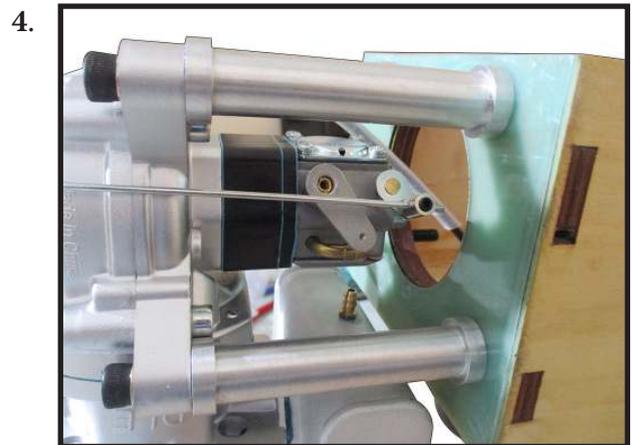
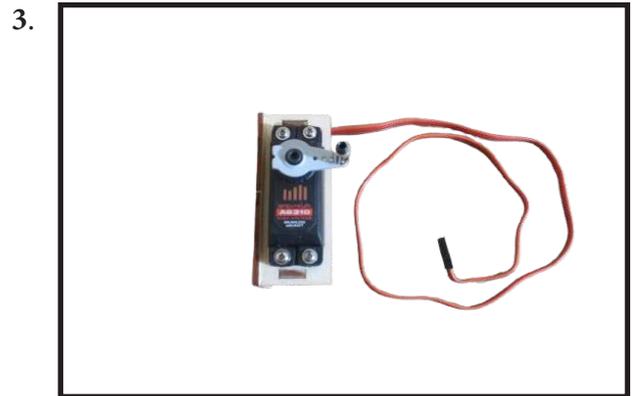
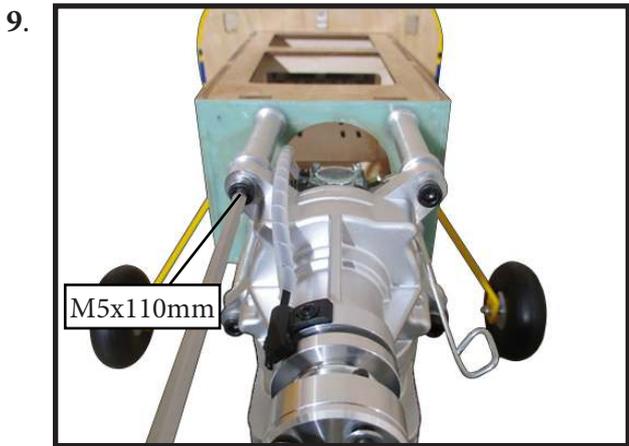
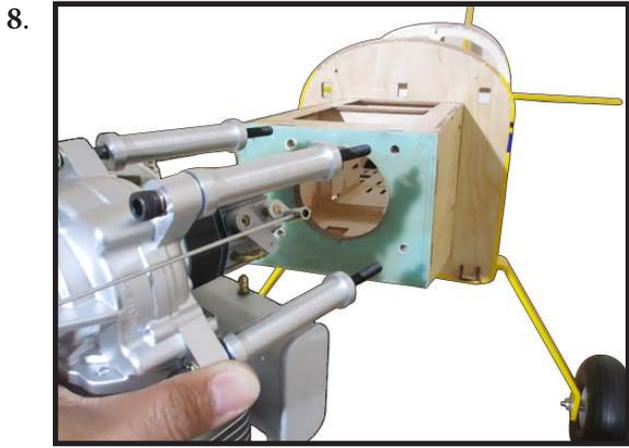
MOUNTING THE ENGINE

Please study the images below.



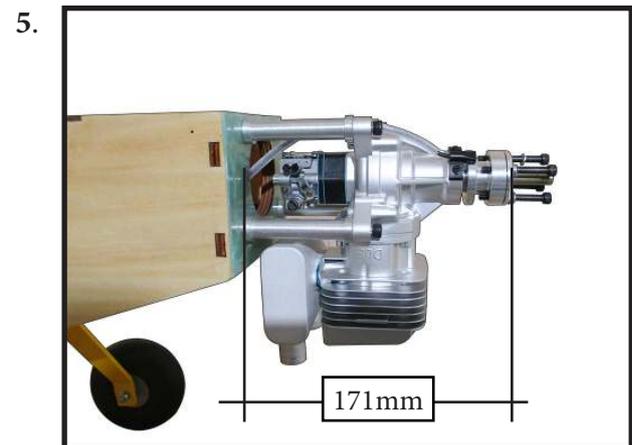
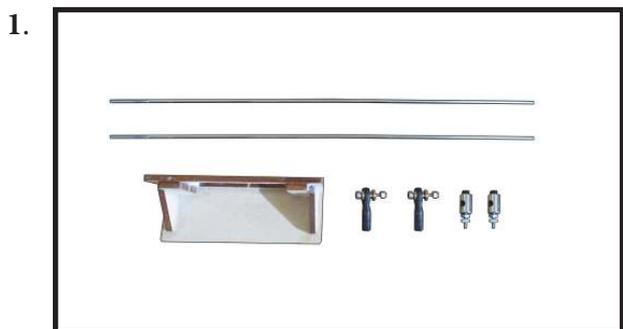
Locate the engine mounting in position on the firewall. Use a 2.5mm drill bit to drill the holes necessary to mount your particular engine choice.

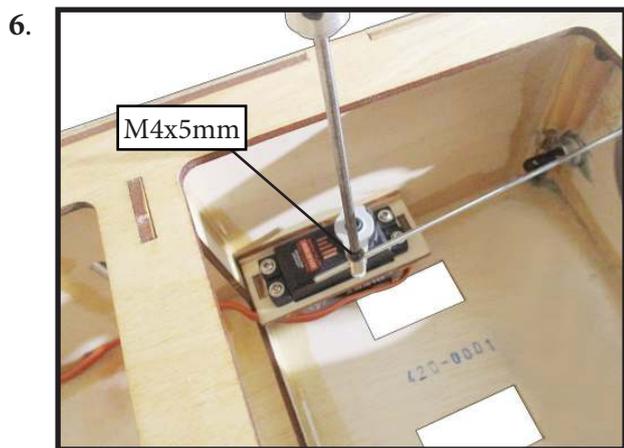




Attach throttle pushrod to the carburetor throttle arm with the ball link.

THROTTLE SERVO INSTALLATION



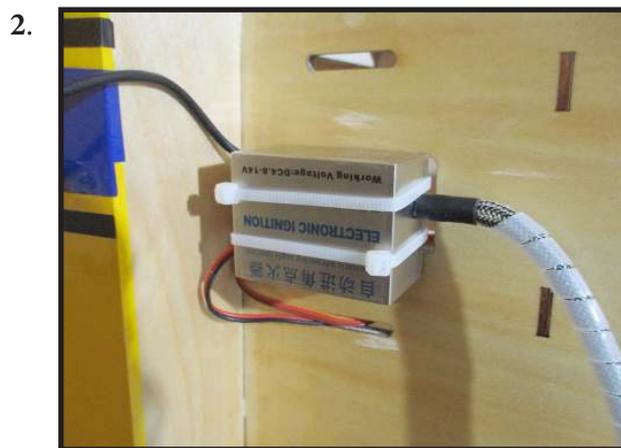
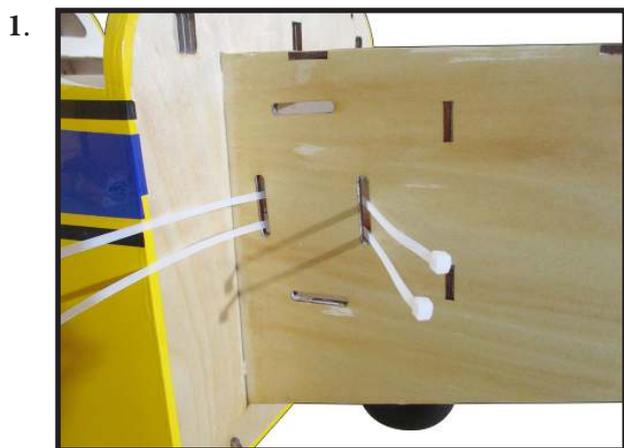


Move the throttle stick to the closed position and move the carburetor to closed. Use a 2.5mm hex wrench to tighten the screw that secures the throttle pushrod wire. Make sure to use threadlock on the screw so it does not vibrate loose.



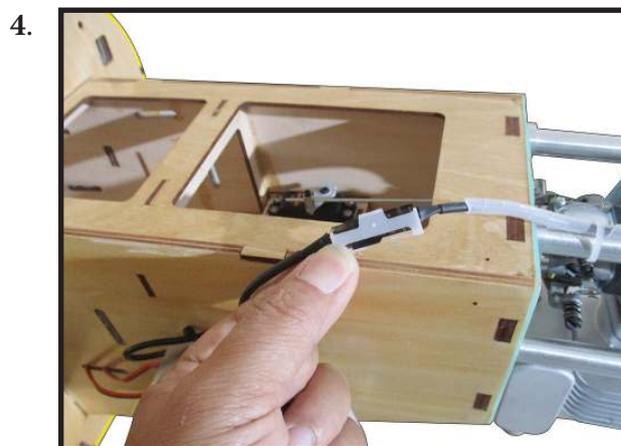
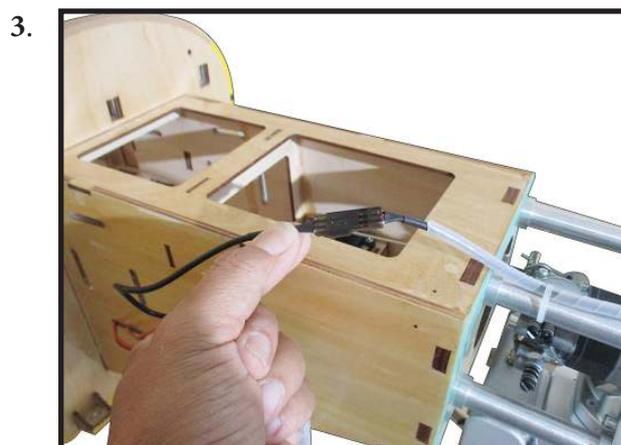
IGNITION INSTALLATION

1 Thread nylon tie through mounting holes.



Connect ignition module to pickup line of engine. Secure with Safety Clip, safety wire, tape or other method. Ensure the plugs will not come apart from vibration or light tension.

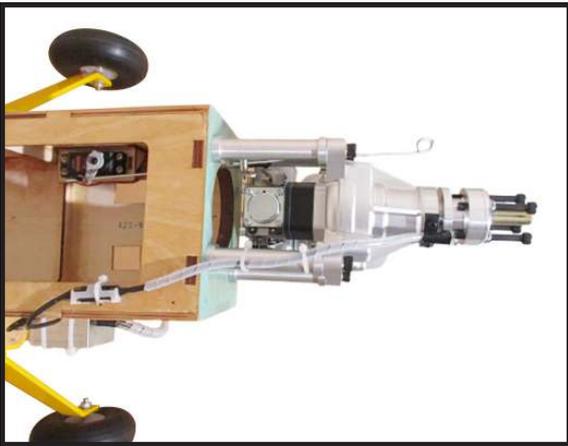
Secure ignition wire with nylon ties as necessary.



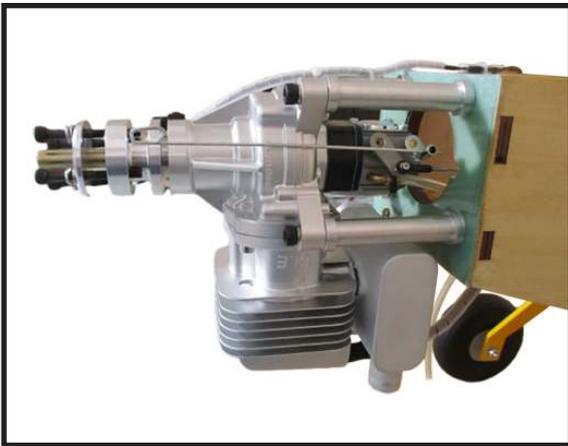
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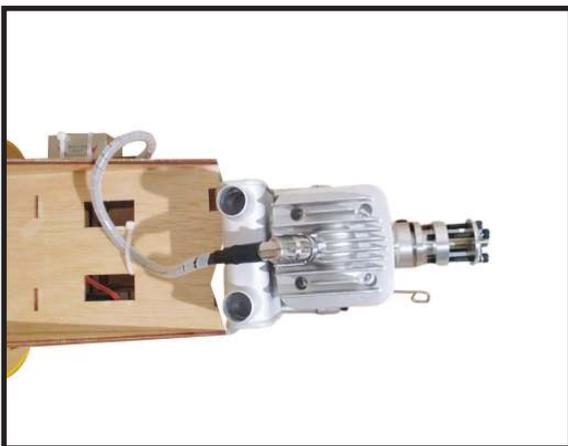
6.



7.



8.



COWLING

Please study images below.

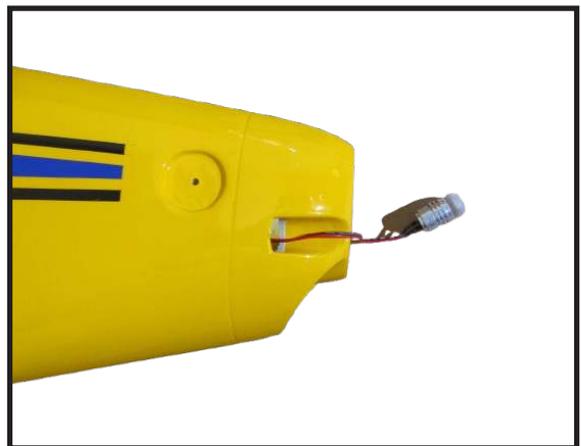
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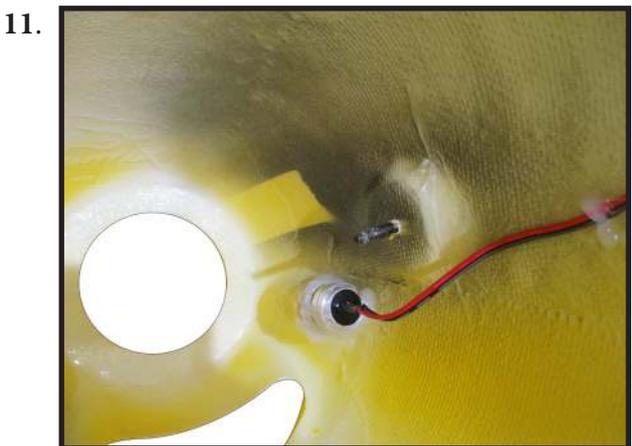
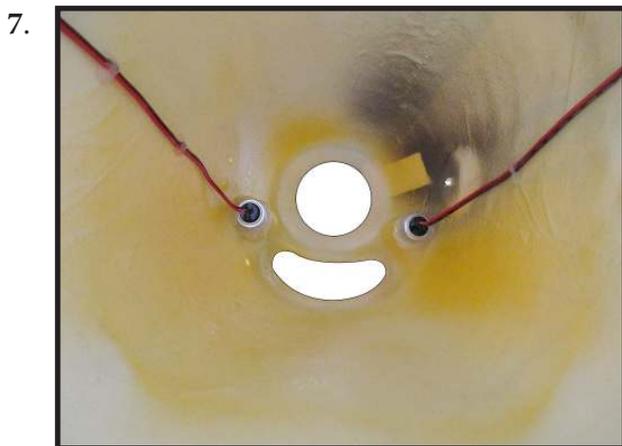
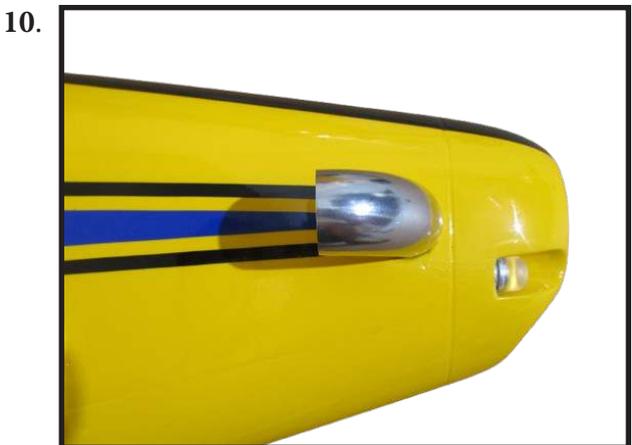


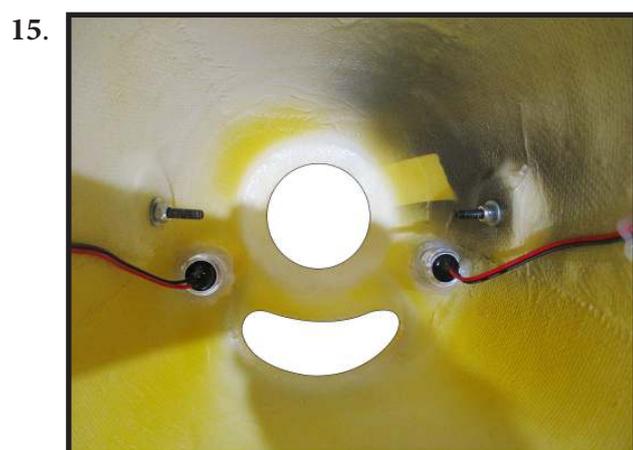
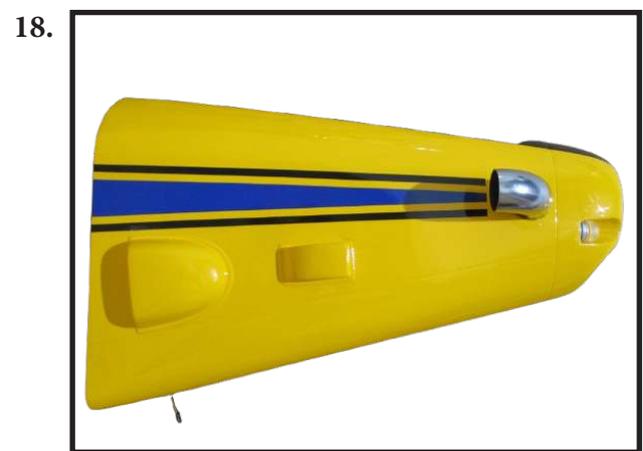
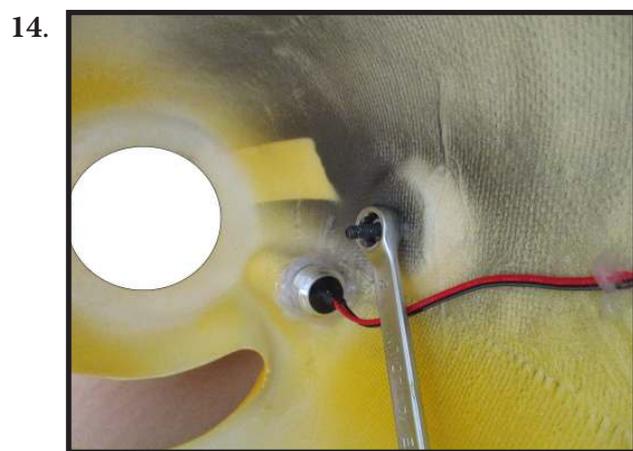
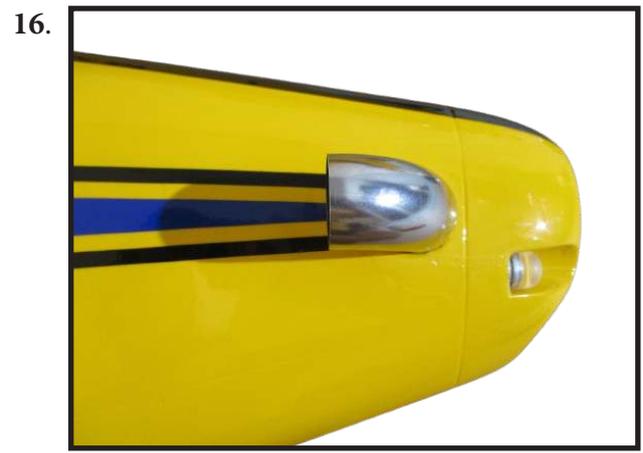
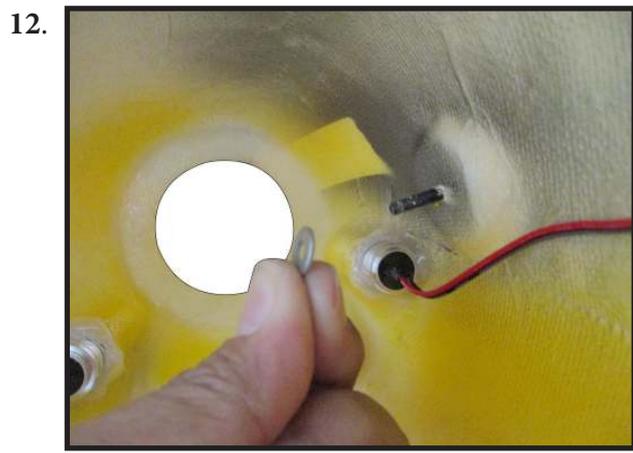
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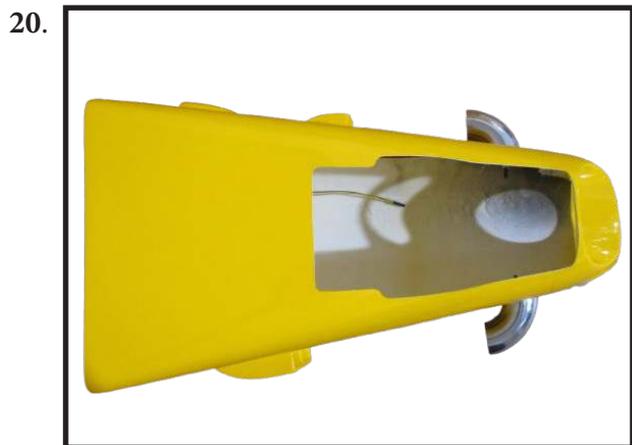


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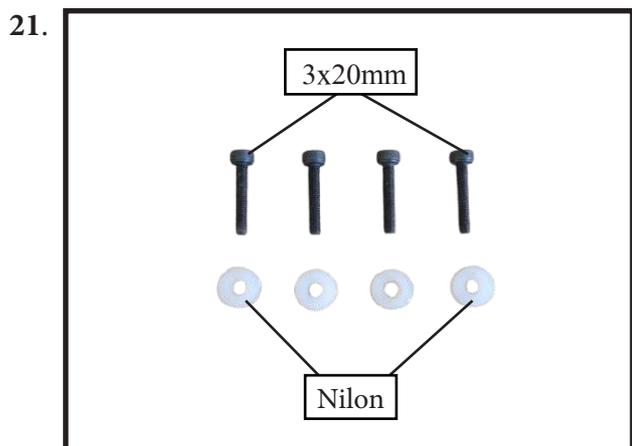




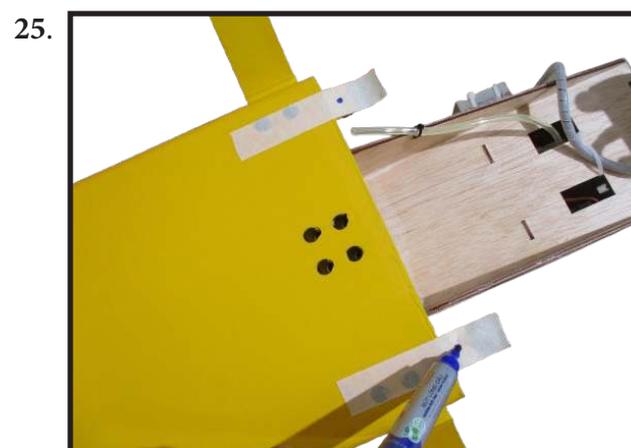
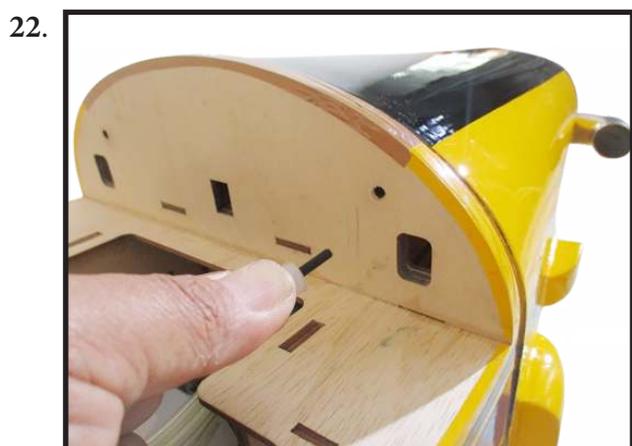


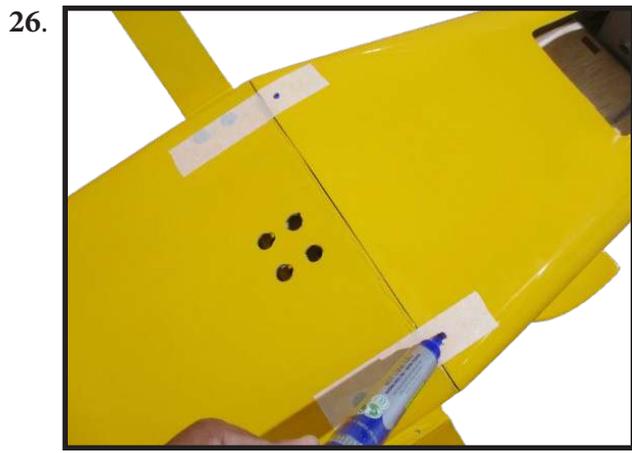


Install the muffler onto the engine and make the cutout in the cowl for muffler clearance. Connect the fuel and pressure lines to the carburetor, muffler and fuel filler valve. Secure the cowl to fuselage using the M3x20mm socket head screws. Putting a small length of silicone fuel tube under the head of the screw helps with vibration.

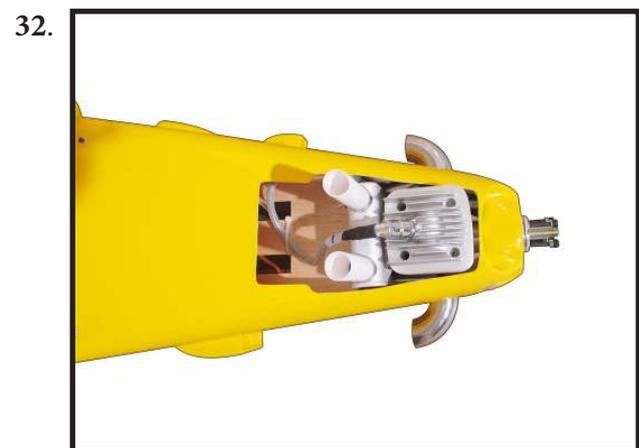
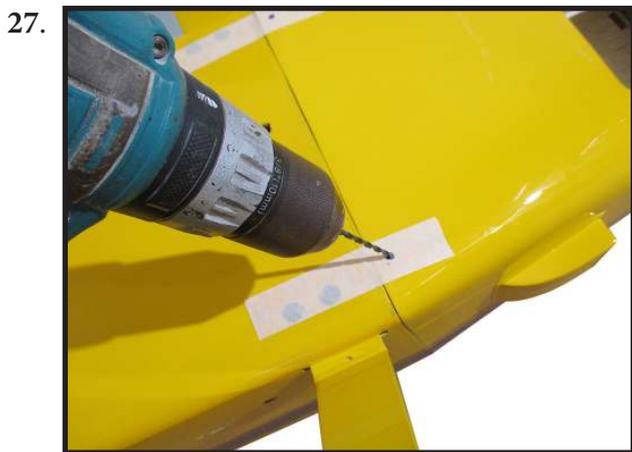


Tape the cowl to the fuselage using low-tack tape.





Use a drill and drill bit to drill the holes for the cowl mounting screws. Make sure the cowl position is correct before drilling each hole.



33.



ELECTRIC POWER CONVERSION

Locate the items necessary to install the electric power conversion included with your model.

1.



Recommend the items necessary to install the electric power conversion parts included with your model.

- **Motor: 360 - 6000 Watts**
- **Propeller: 24x10 ~ 26x8**
- **ESC: 160A - 200A**
- **12S Lipo**

2.

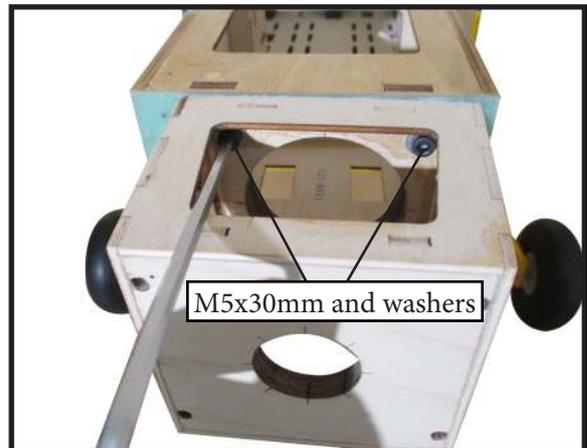


Attach the electric motor box to the firewall centered with the cross lines drawn on the electric motor box and firewall. Using M5x30mm to secure the motor box to the firewall. Please see pictures below.

3.

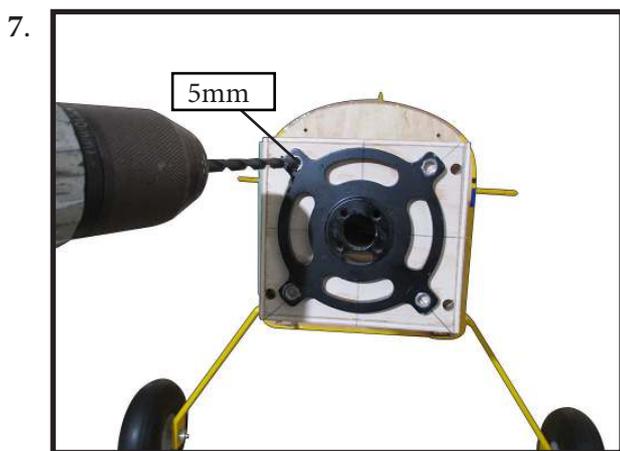
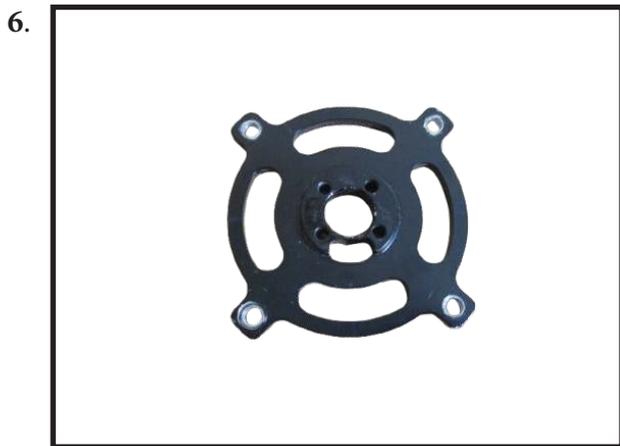


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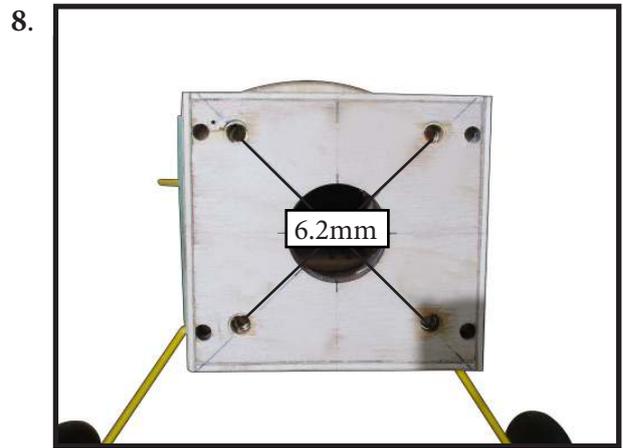


M5x30mm and washers

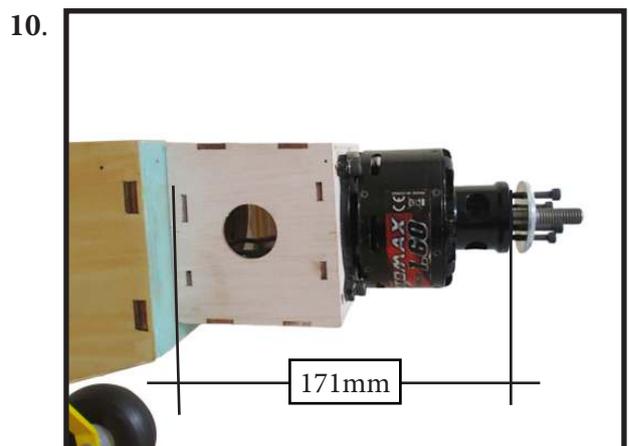
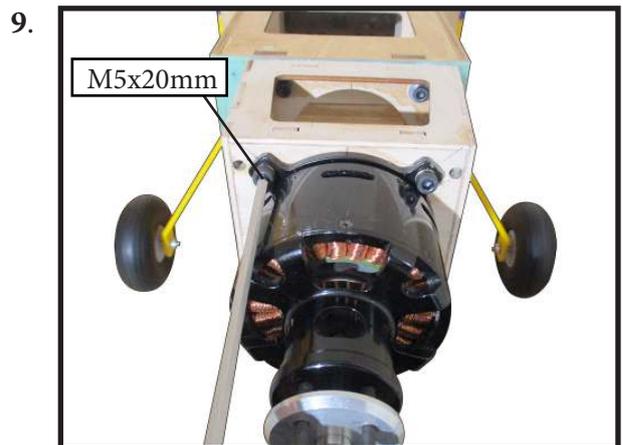
Attach the motor to the front of the electric motor box using four 4mm blind nut, four M5x30mm hex head bolts to secure the motor. Please see picture shown.

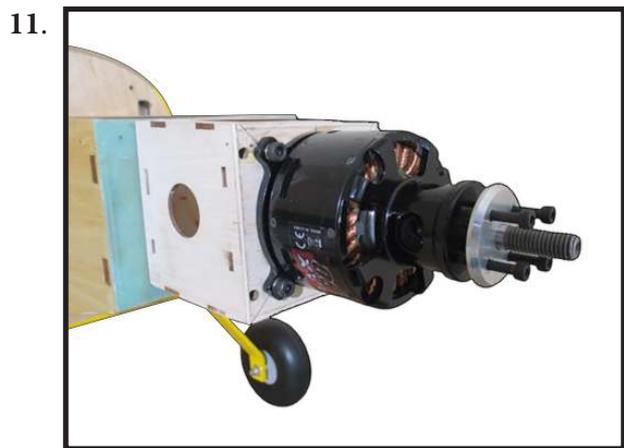


Then, use 6.2mm drill bit to enlarge the holes on the electric motor box.

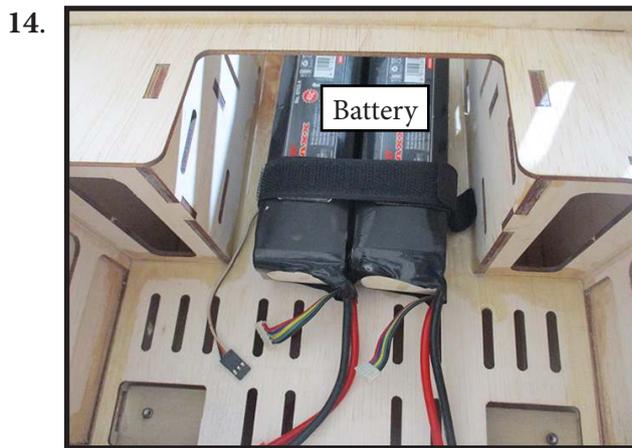
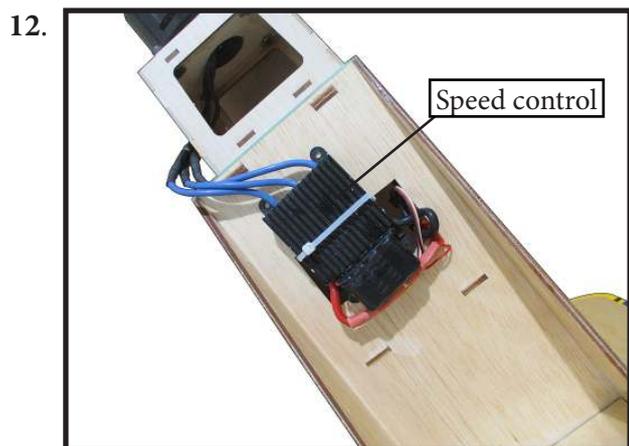


Attach the motor to the front of the electric motor box using four 6.2mm blind nut, four M5x20mm hex head bolts to secure the motor. Please see picture shown.





Attach the speed control to the side of the motor box using two-sided tape and tie wraps. Connect the appropriate leads from the speed control to the motor. Make sure the leads will not interfere with the operation of the motor.



INSTALLING THE SPINNER

Install the spinner backplate, propeller and spinner cone.

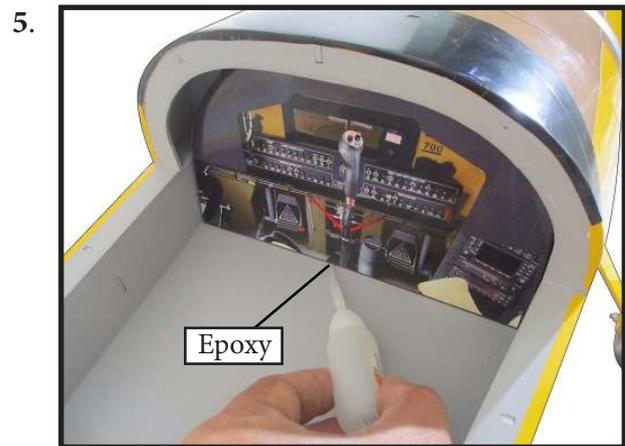
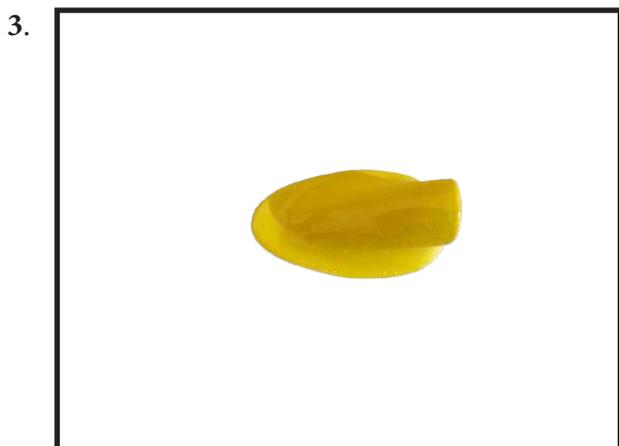


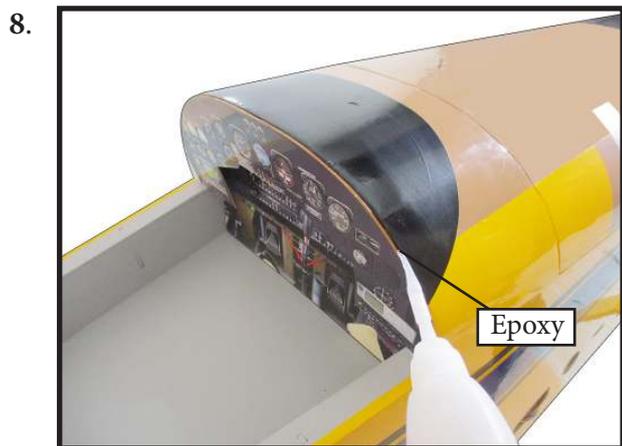
 The propeller should not touch any part of the spinner cone. If it does, use a sharp modeling knife and carefully trim away the spinner cone where the propeller comes in contact with it.

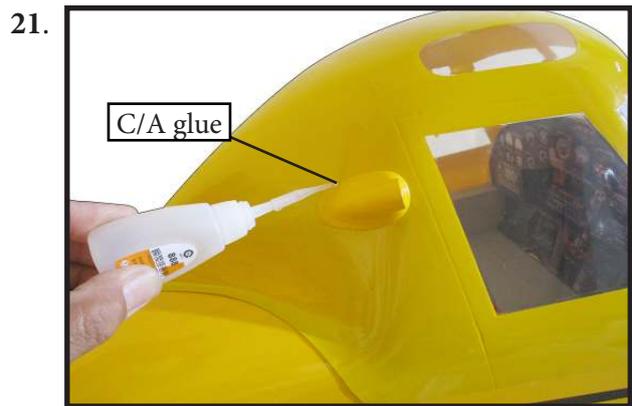


COCKPIT INSTALLATION

Locate all cockpit components as shown below.

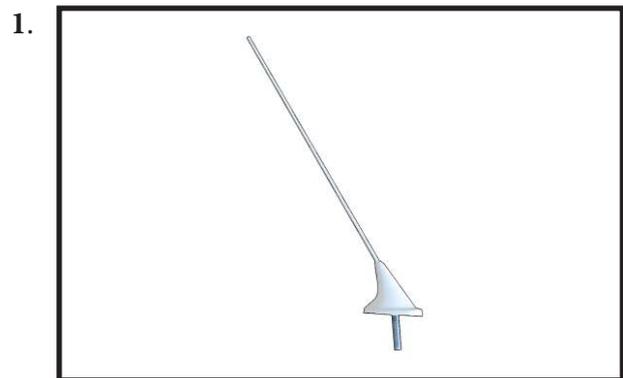


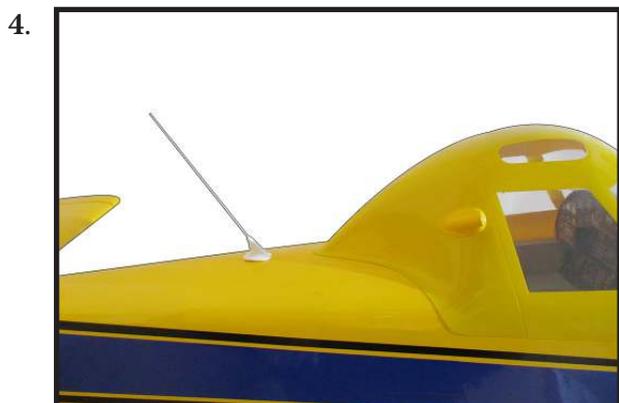
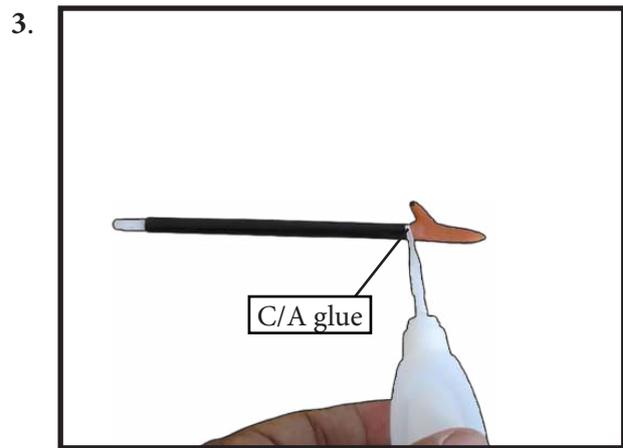
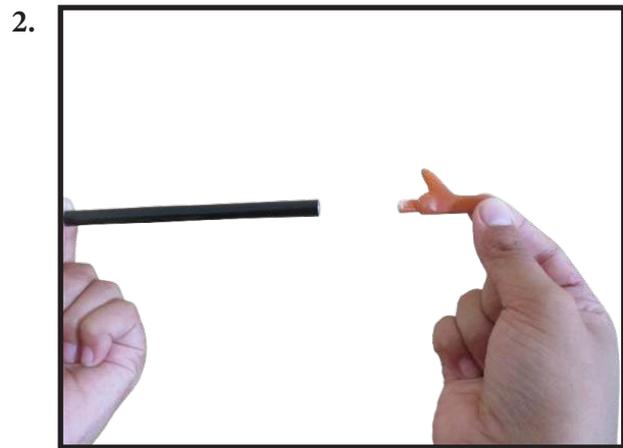
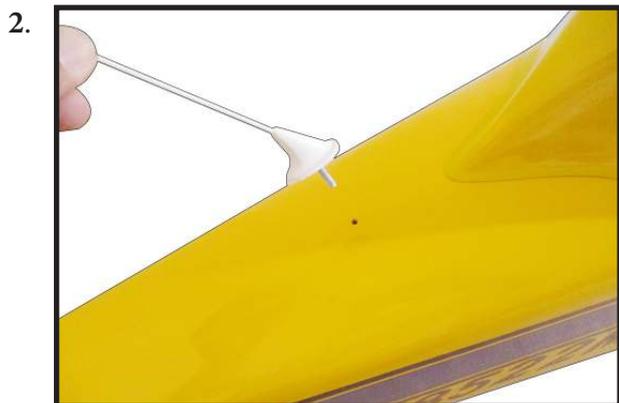




INSTALLING NEEDED ANTEN

Parts requirement. See pictures below.





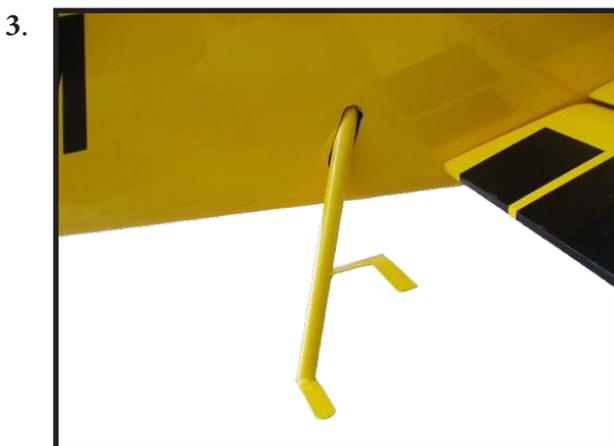
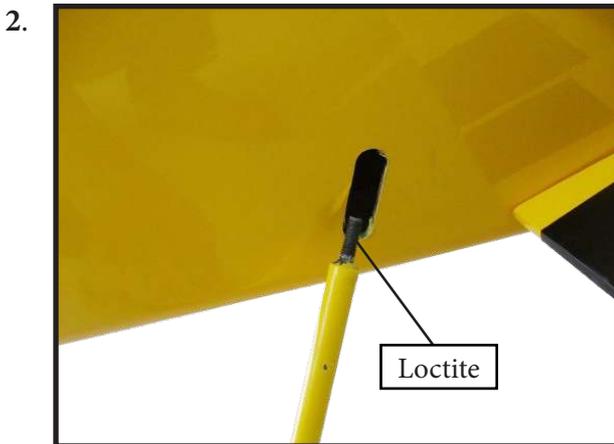
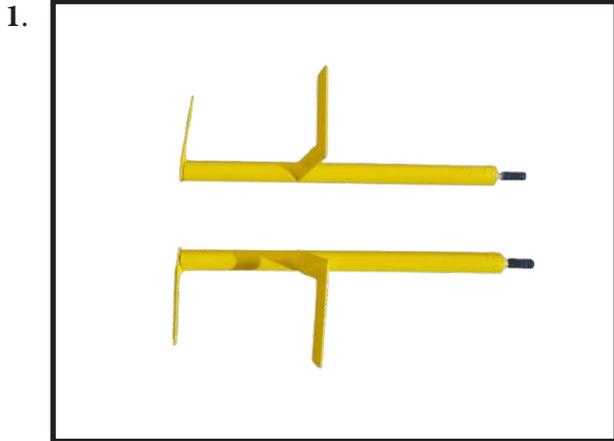
INSTALL PITOT TUBE (PROT WING)

Please study images below.



INSTALL PITOT TUBE (PROT WING)

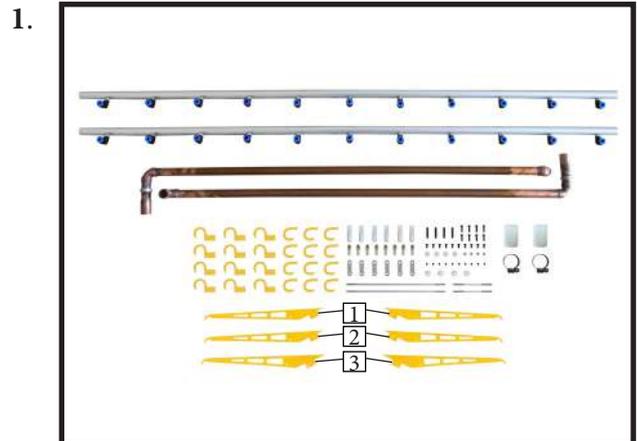
Please study images below.



INSTALLING SPRINKLER BRACKETS

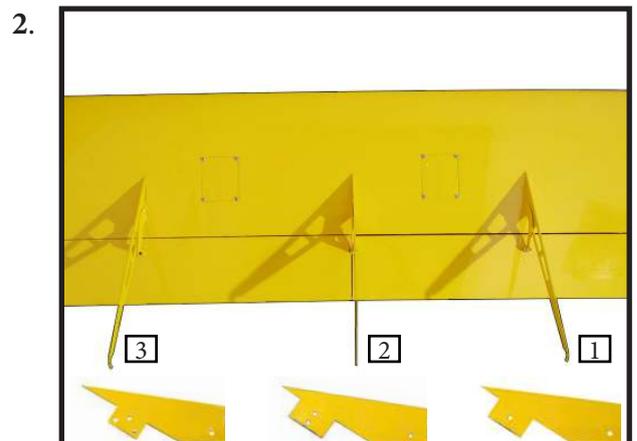
Please note: This applies only to items 420Y and 420R.

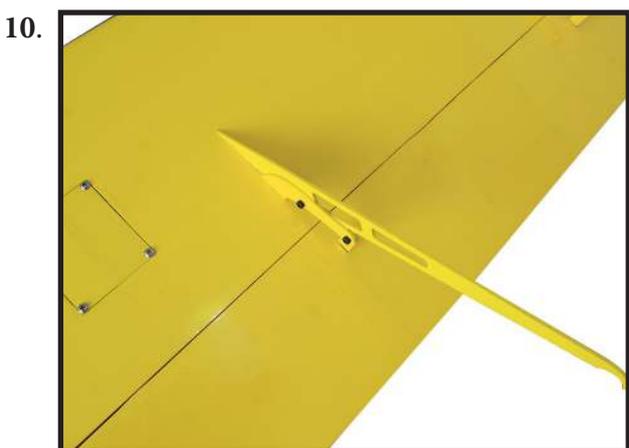
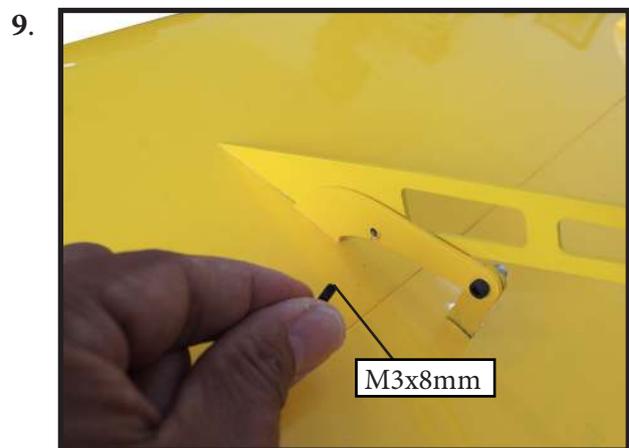
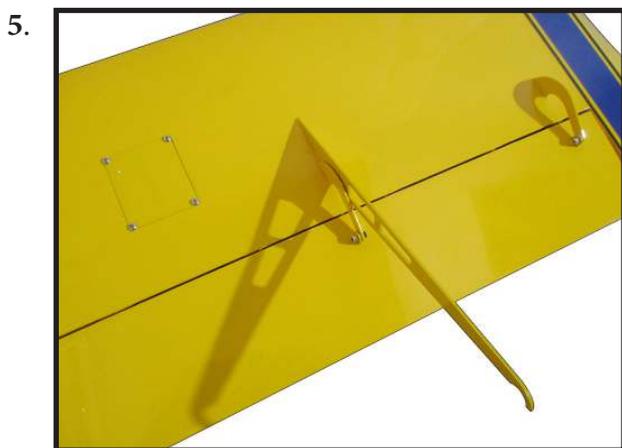
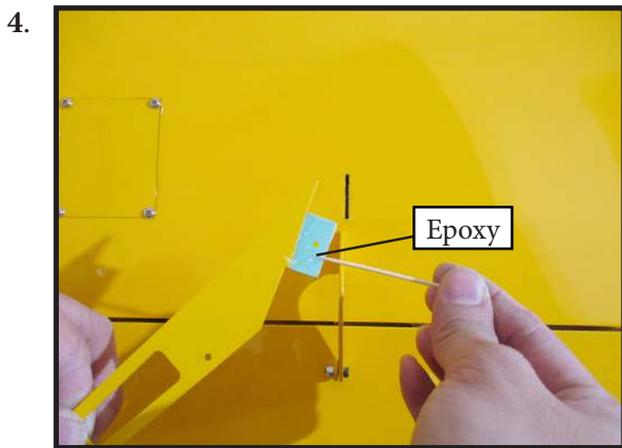
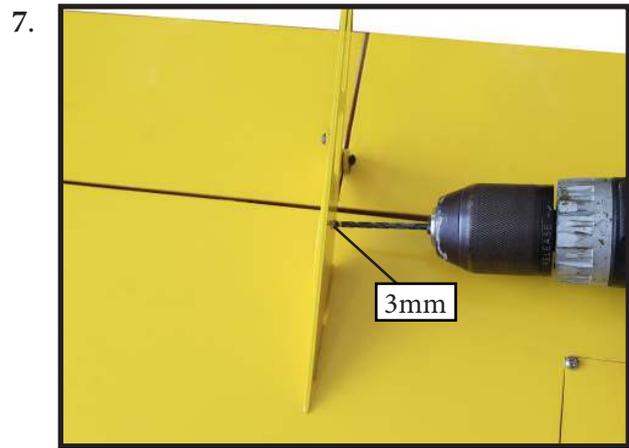
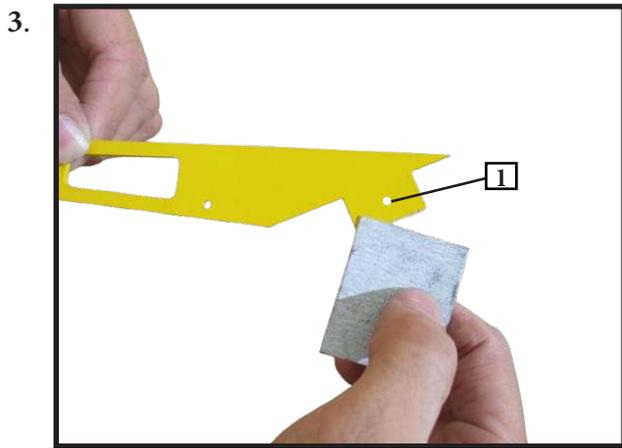
420spray: Optional Spray Bar Hardware & Tubing Kit.

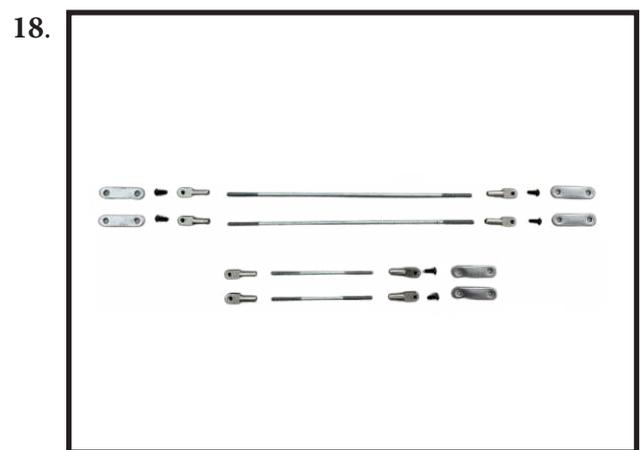
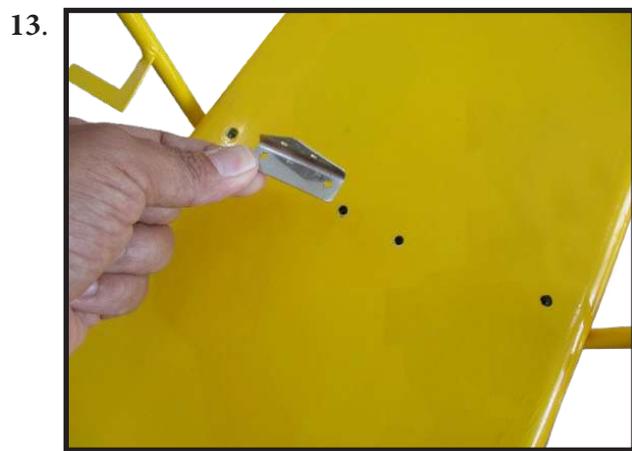
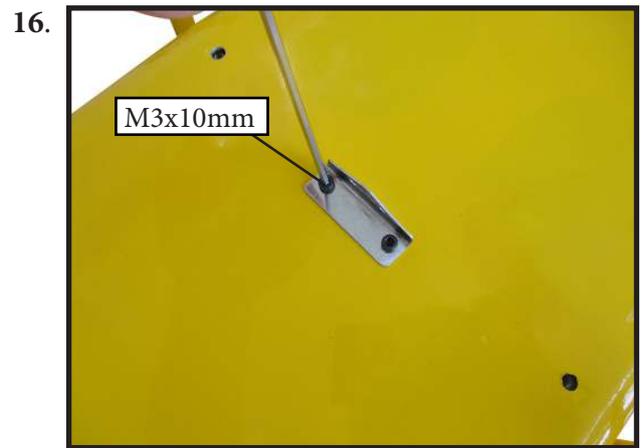
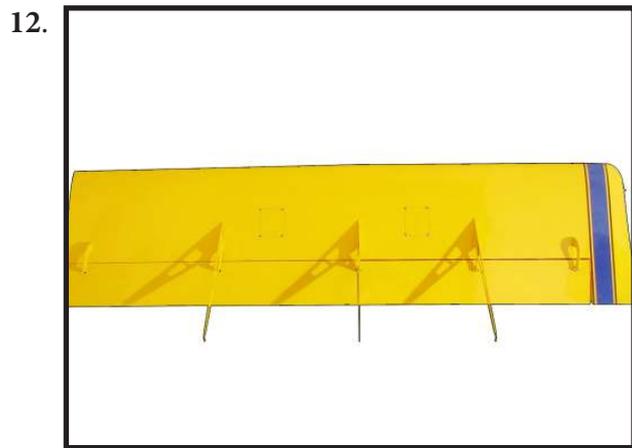
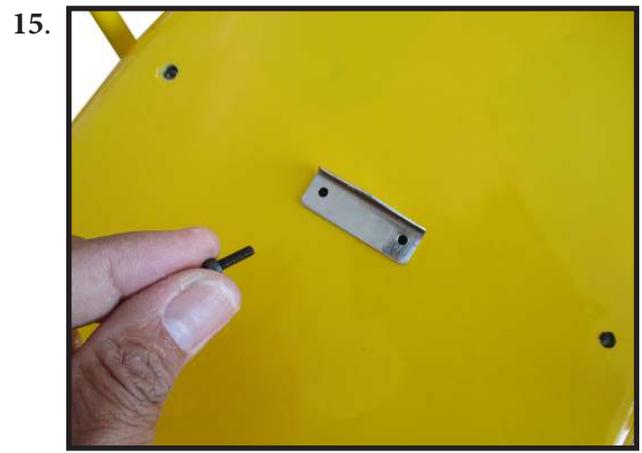


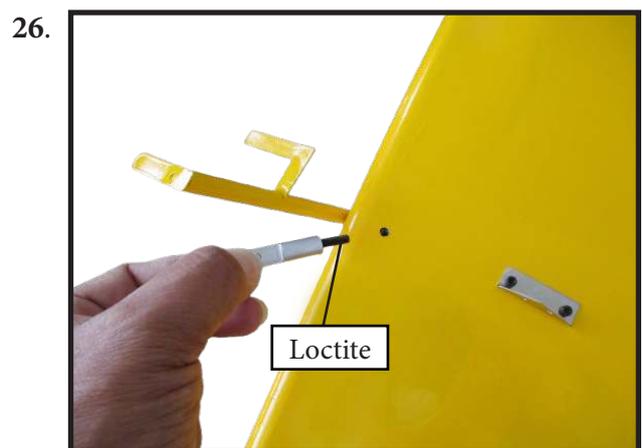
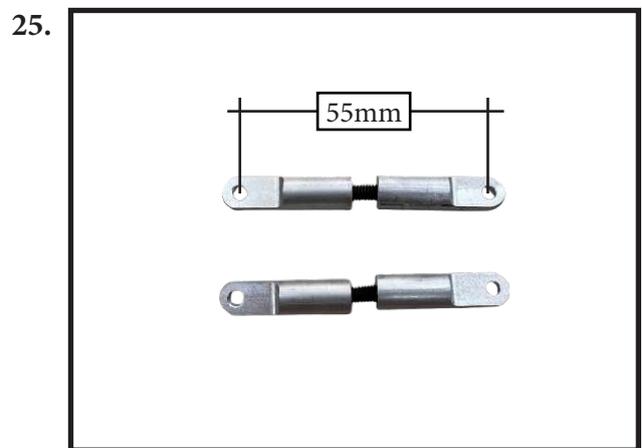
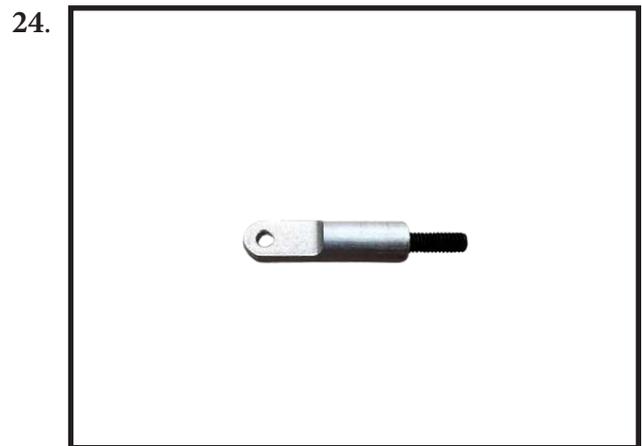
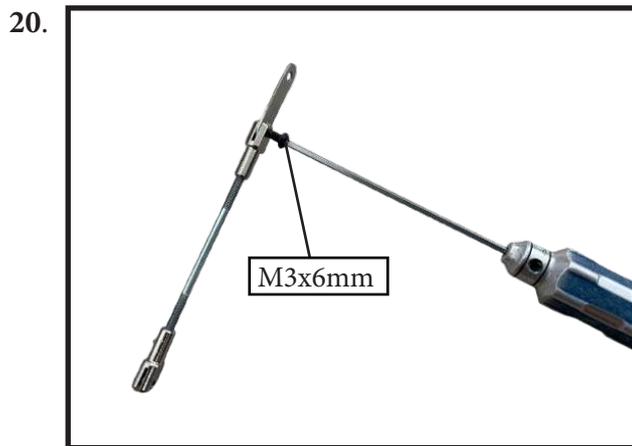
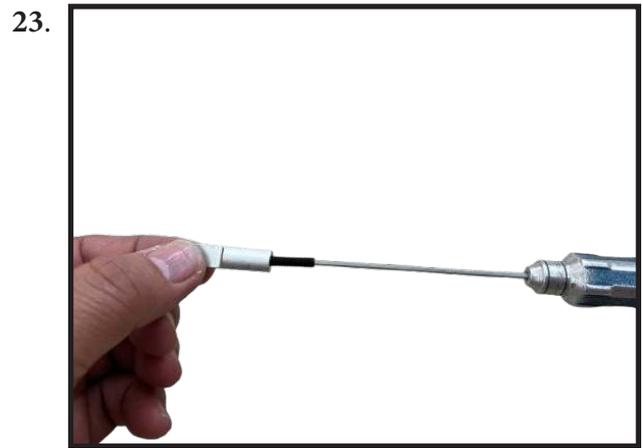
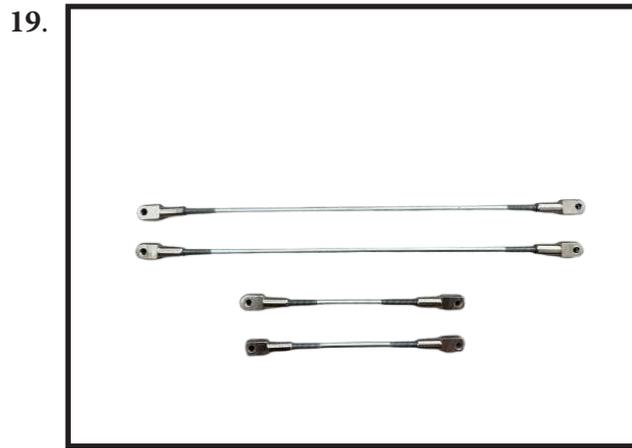
Note: There are circular holes 1, 2, and 3 on the support bars. You need to install them in the correct positions as shown in the image.

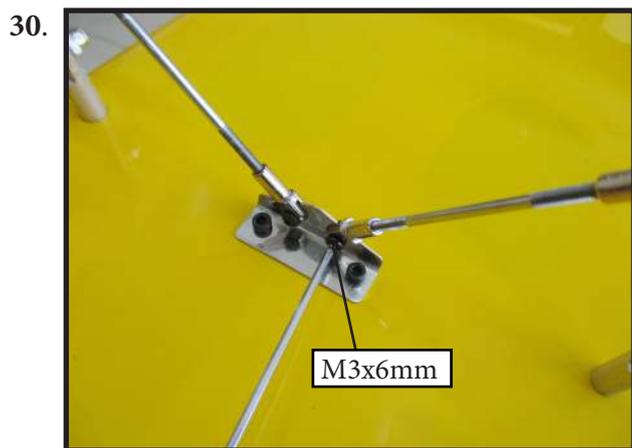
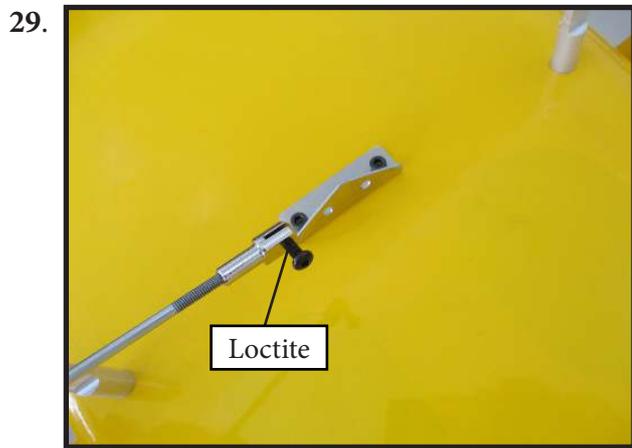
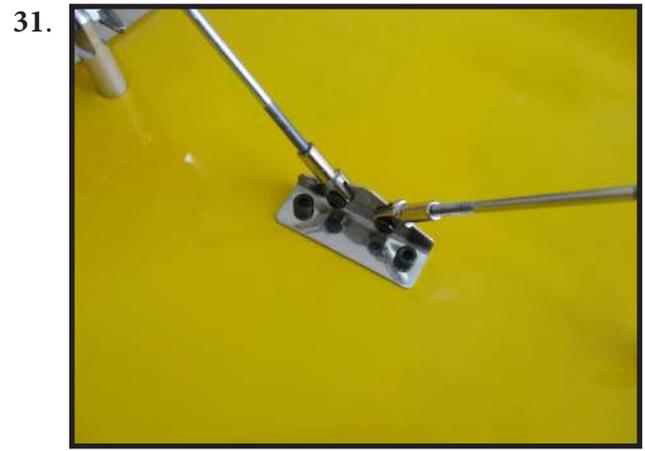
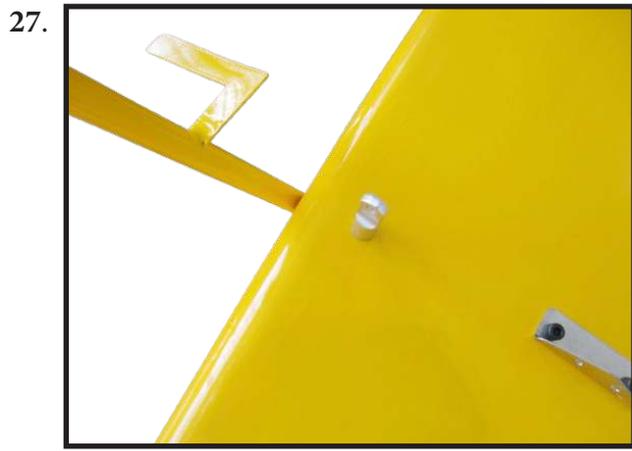
To install the support bars in alignment, install support bar number 1 first, then support bar number 3. When installing support bar number 2, you need to place the spray nozzle on it so that support bar number 2 is properly positioned and in full contact with the spray nozzle, then secure support bar number 2.

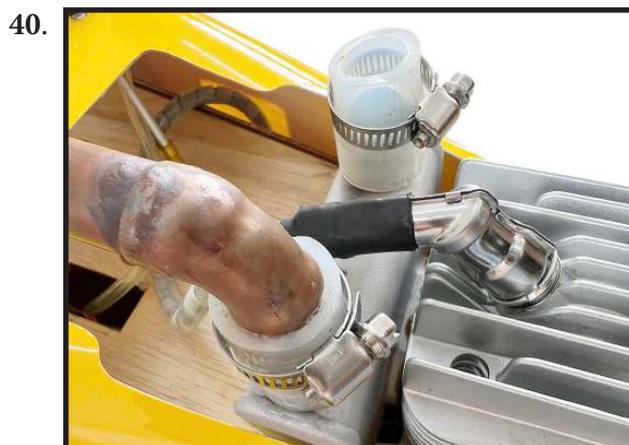
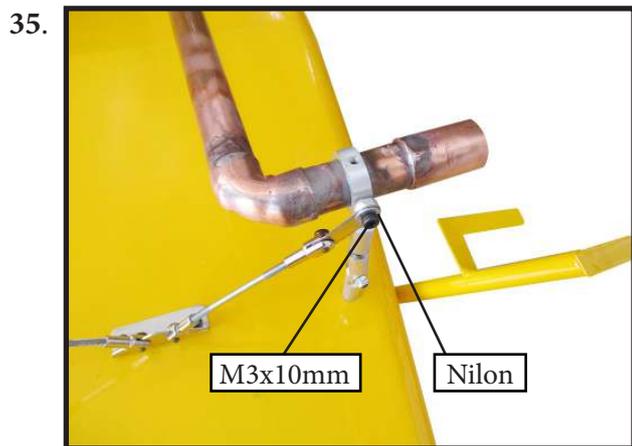








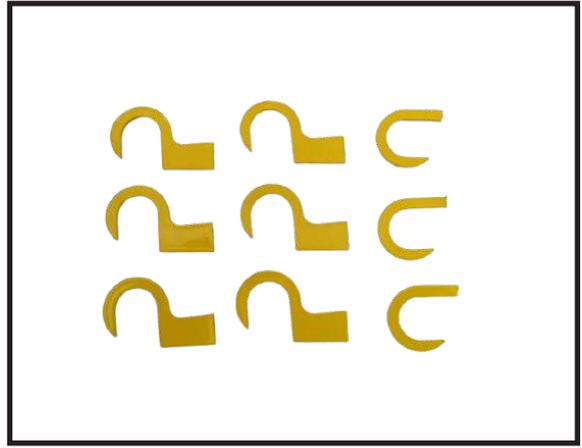




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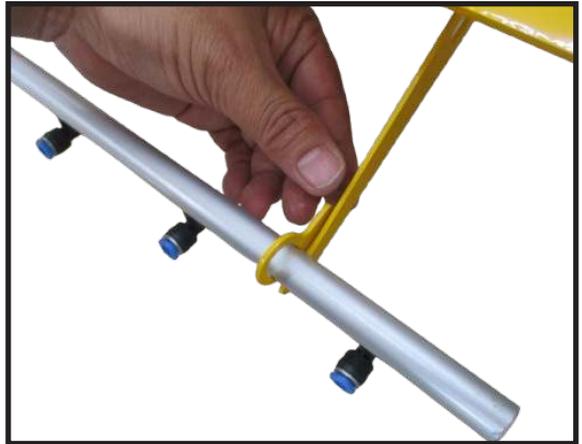
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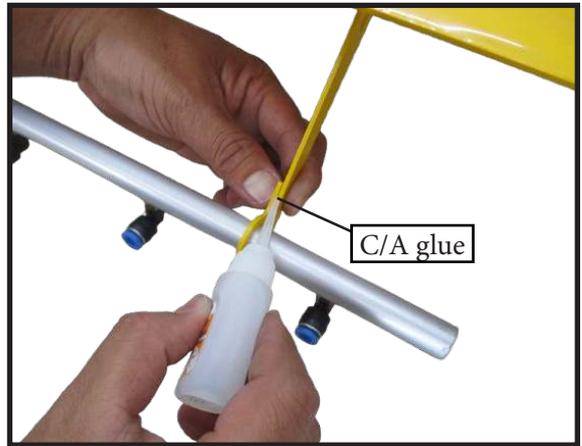
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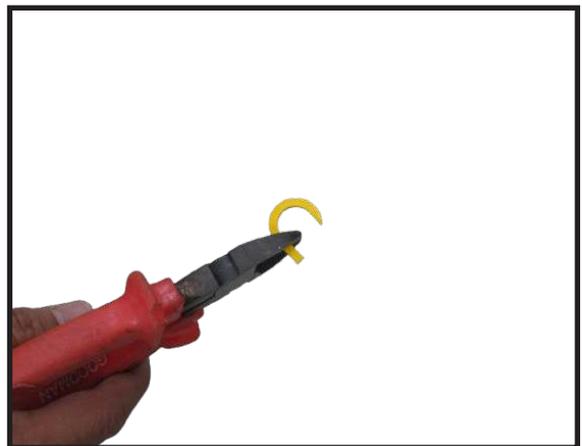
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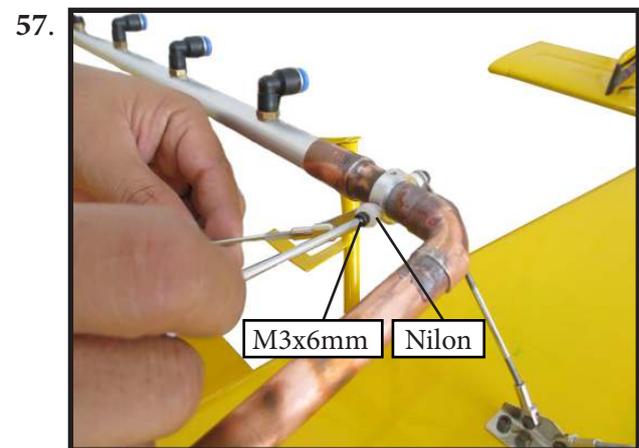
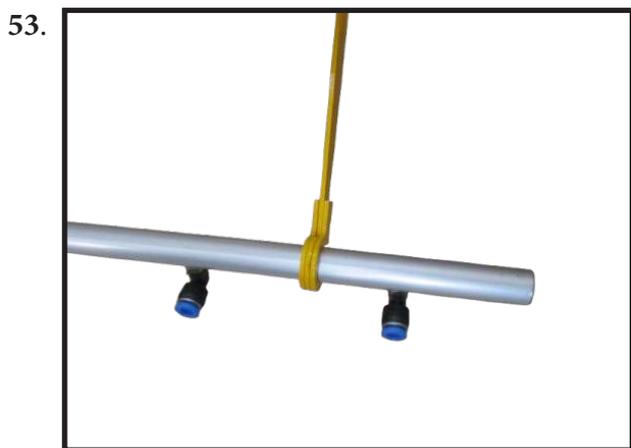
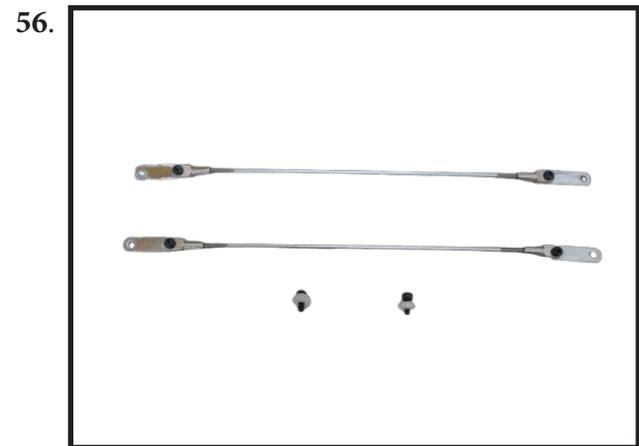
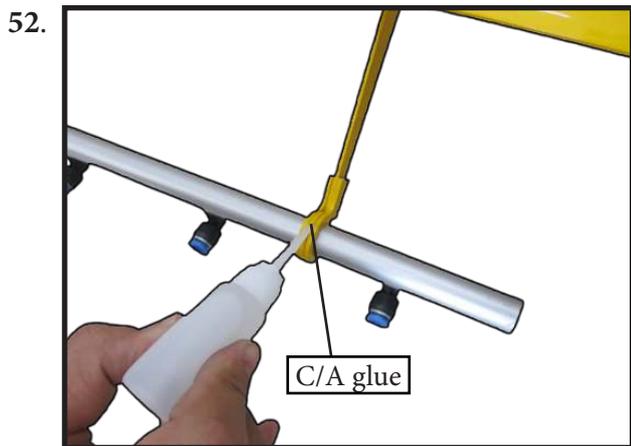
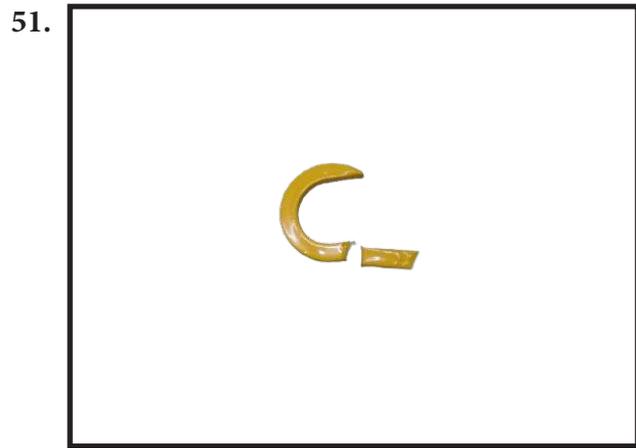


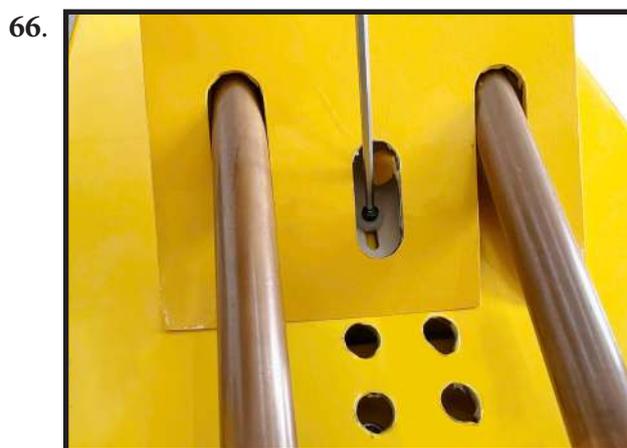
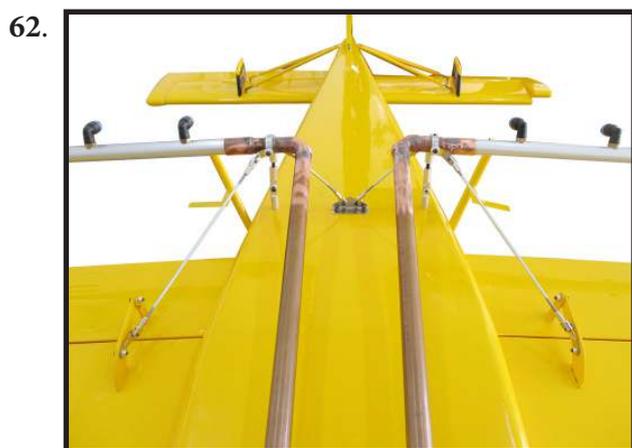
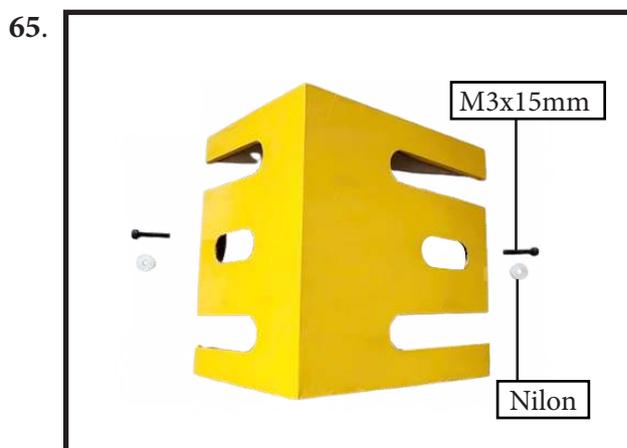
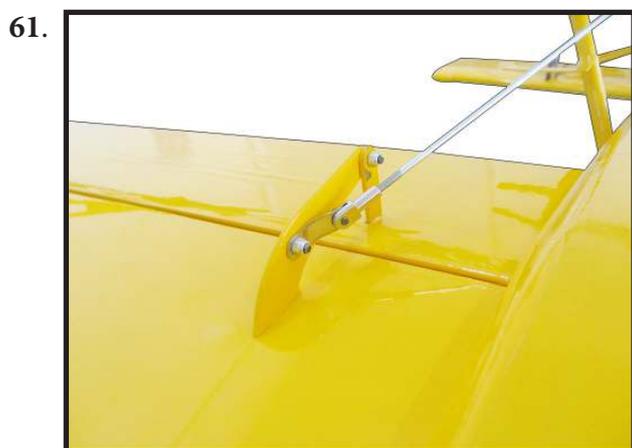
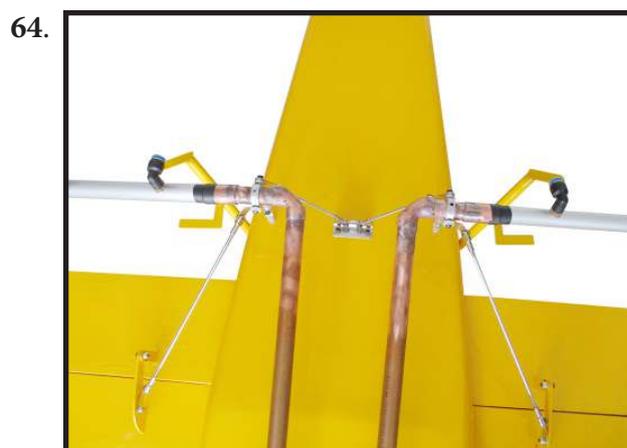
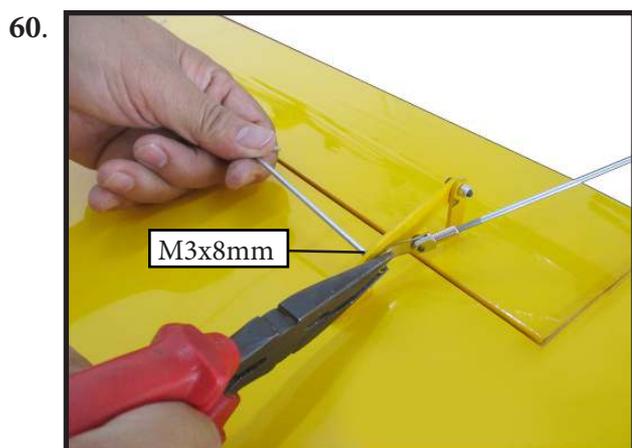
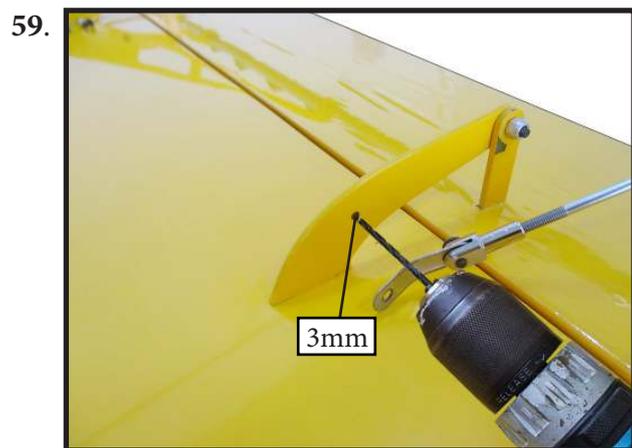
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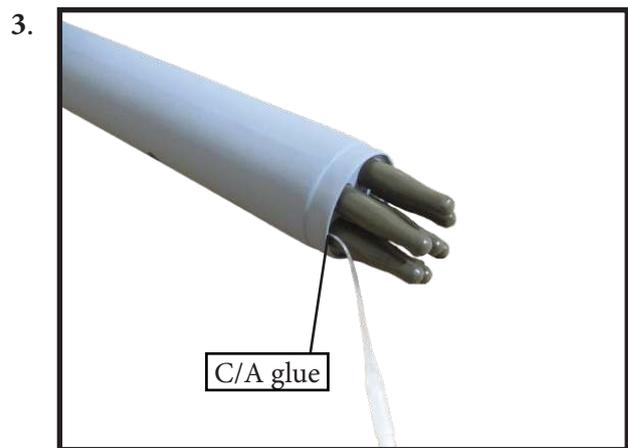
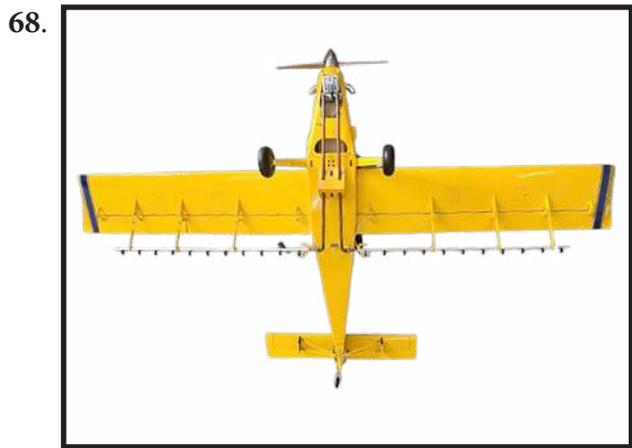
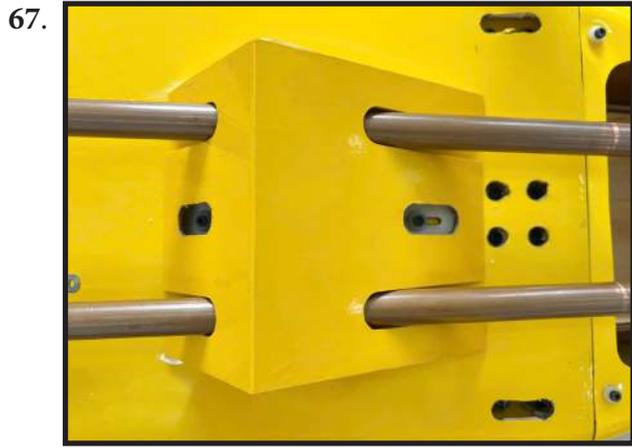


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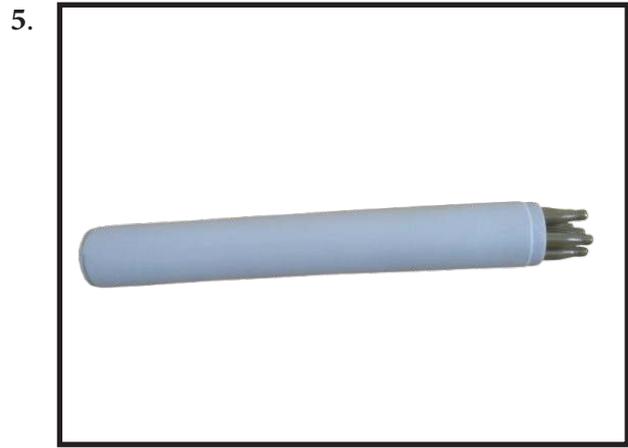
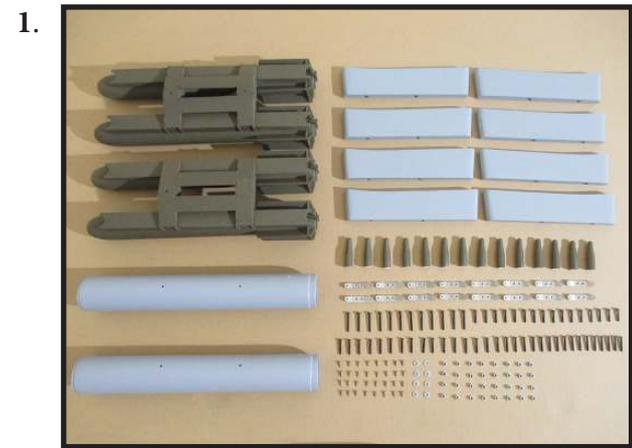
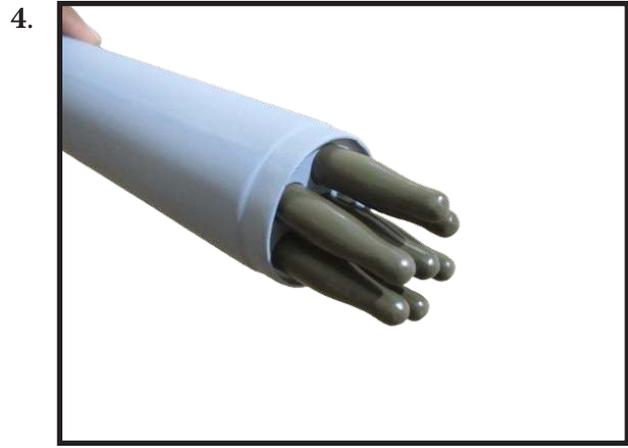


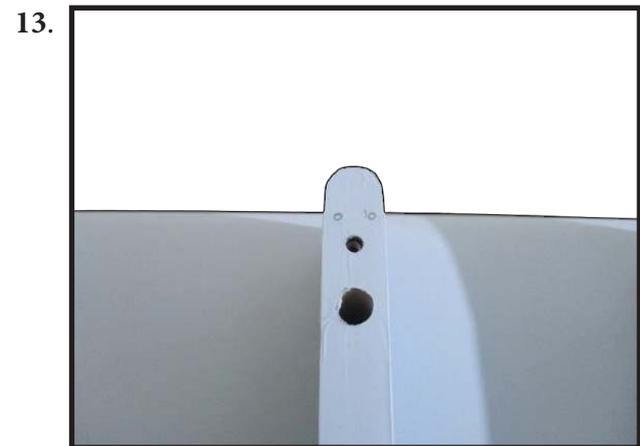
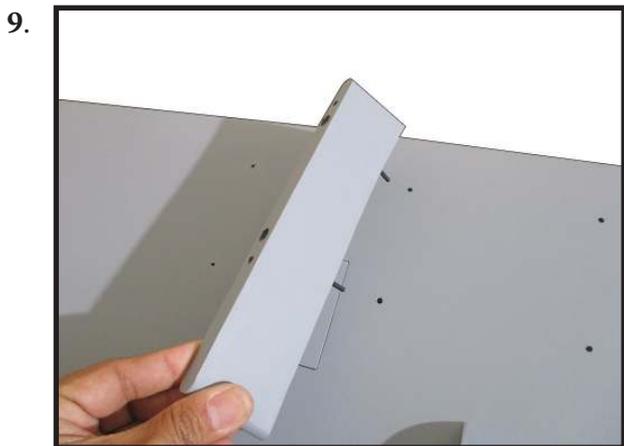
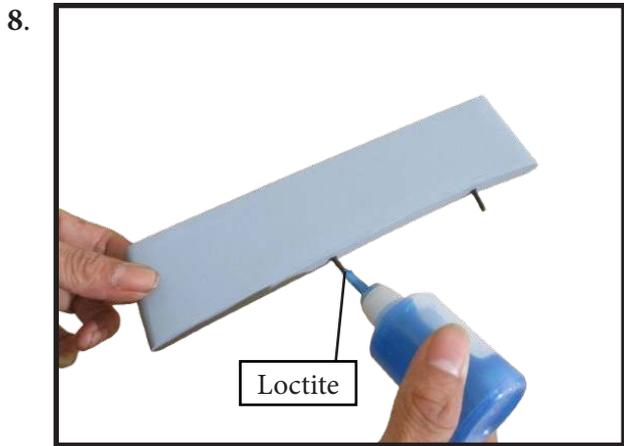
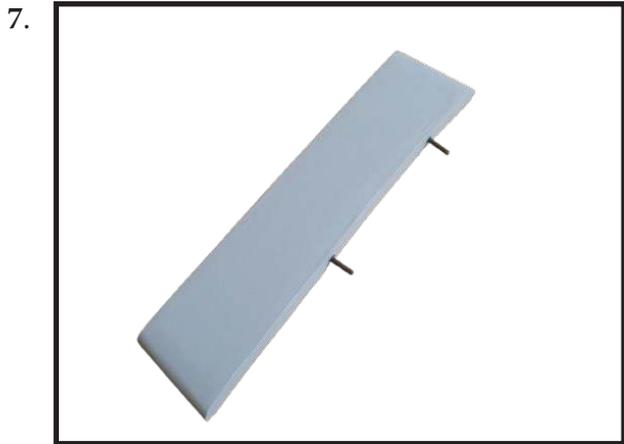
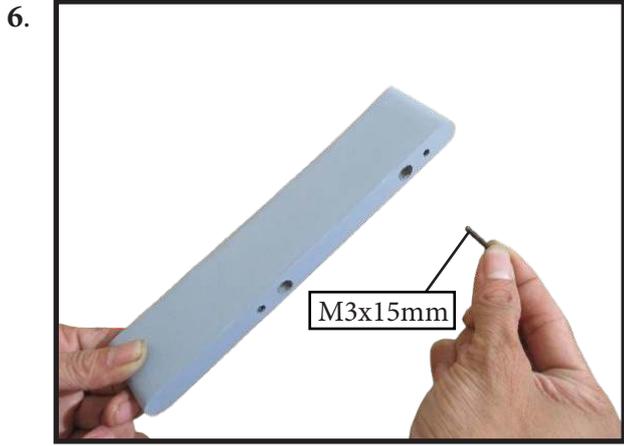


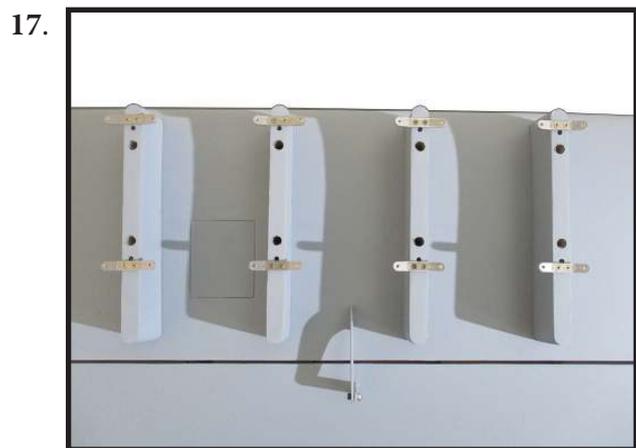
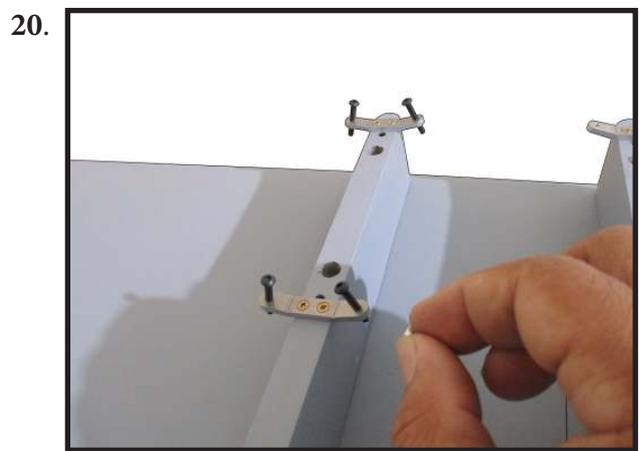
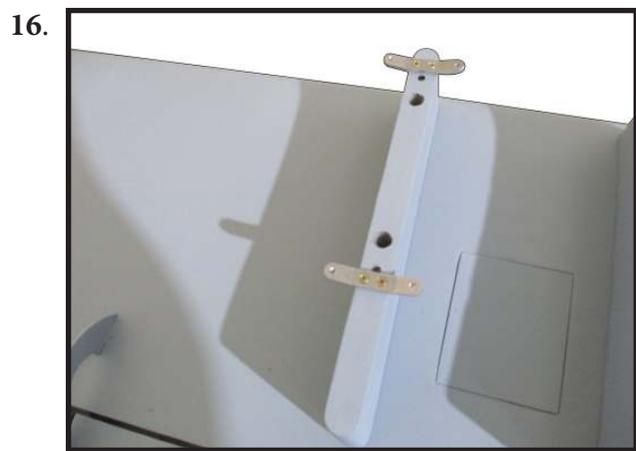
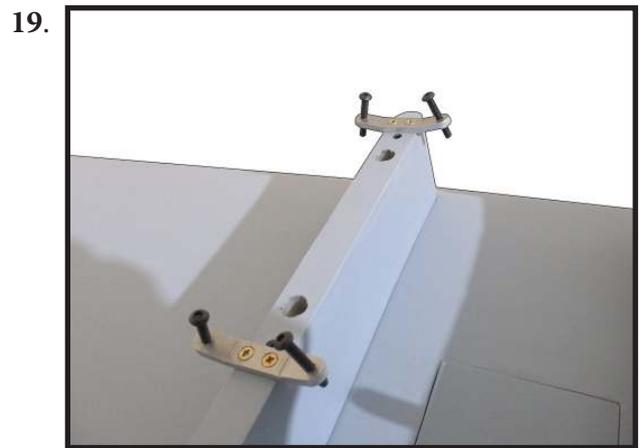
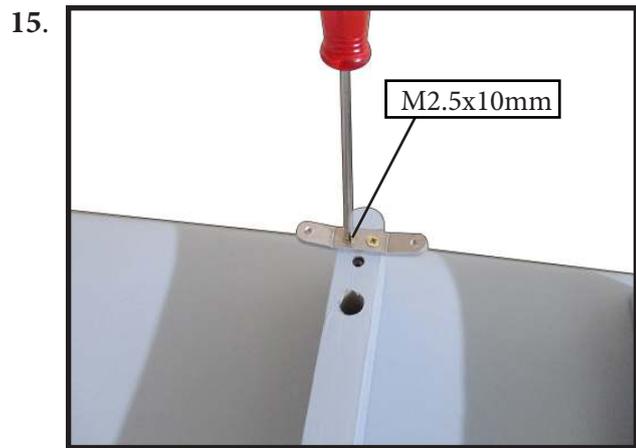
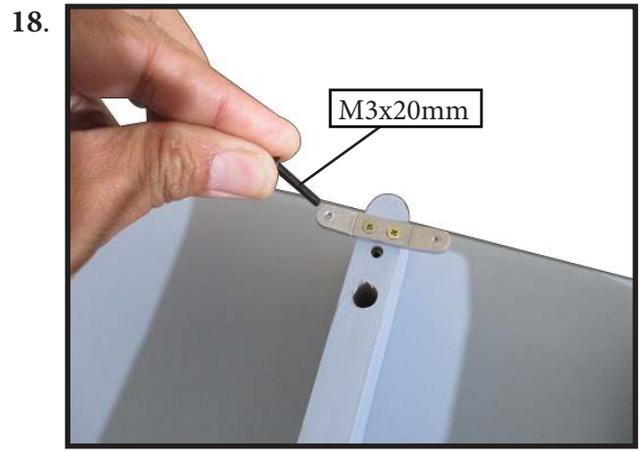
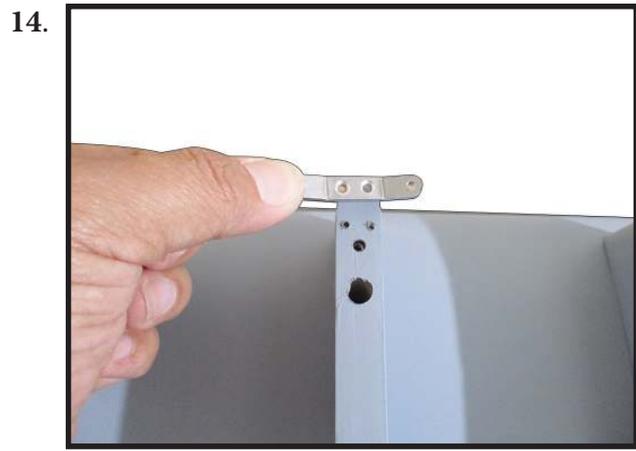


ROCKETS INSTALLATION

Please note: This applies only to items 420.



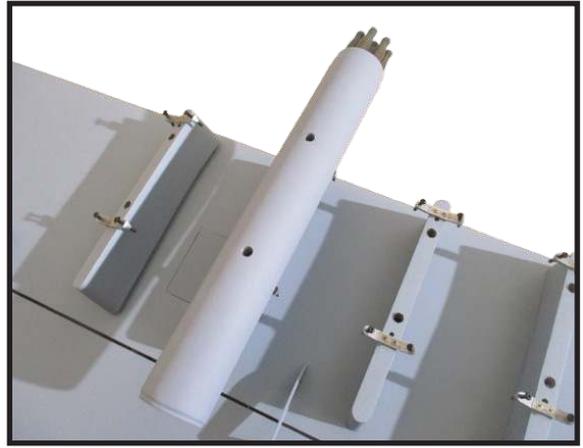




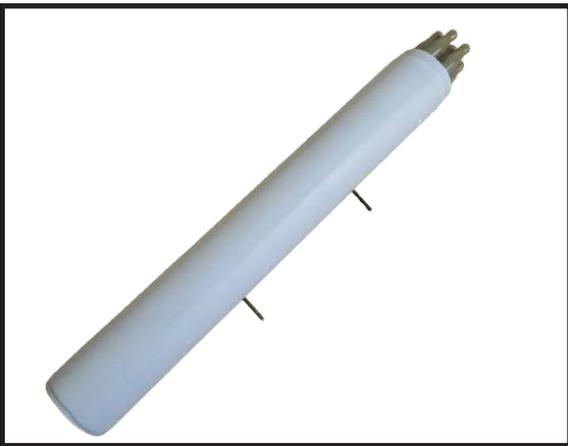
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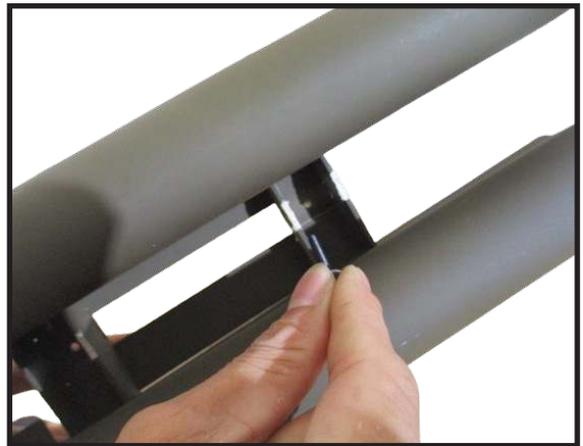
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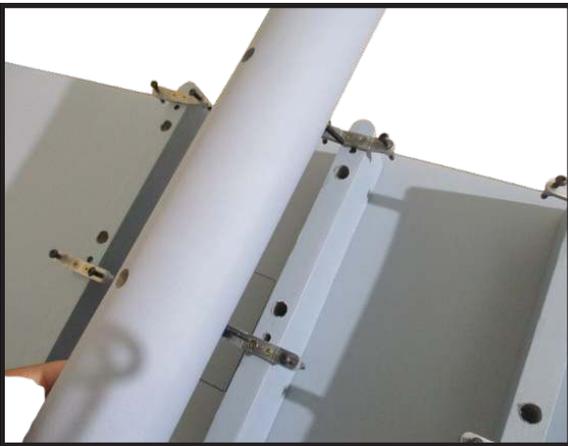
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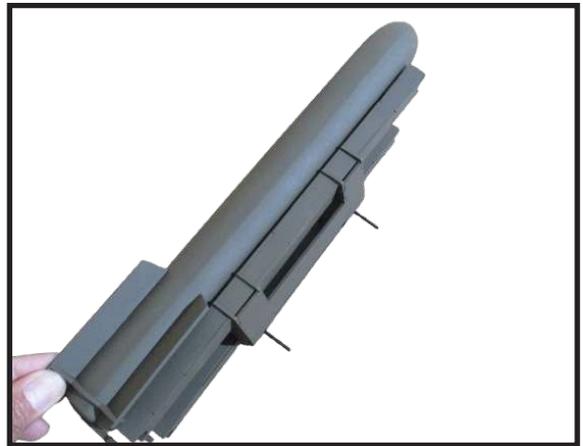
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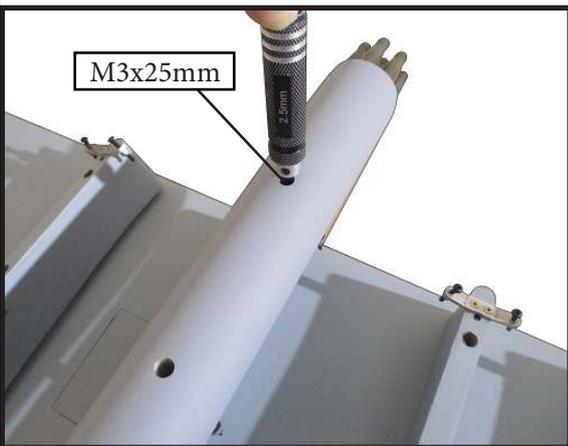
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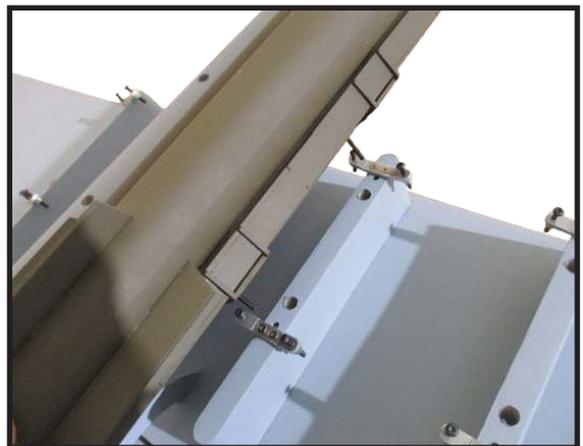
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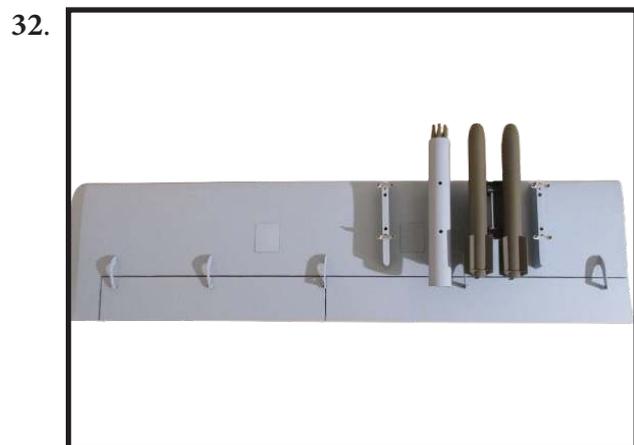
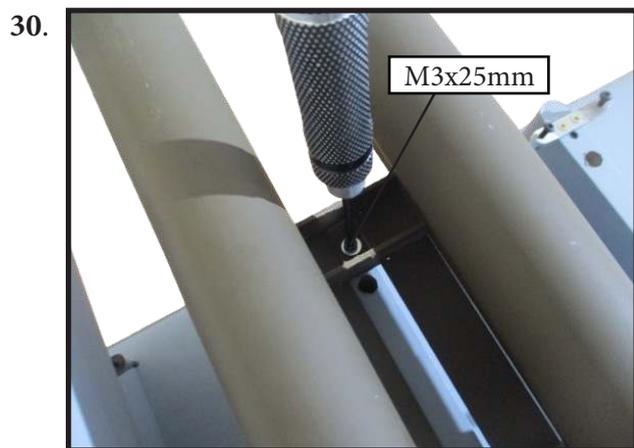


25.



29.





APPLY THE DECALS

If all the decals are pre-cut and ready to stick. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

If all the decals are not pre-cut, please use scissors or a sharp hobby knife to cut the decals from the sheet. Please be certain the model is clean and free from oily fingerprints and dust. Position decal on the model where desired, using the photos on the box and aid in their location.

BALANCING

It is critical that your airplane be balanced correctly. Improper balance will cause your plane to lose control and crash. THE CENTER OF GRAVITY IS LOCATED **115MM** BACK FROM THE LEADING EDGE OF THE WING AT THE WING ROOT.

Mount the wing to the fuselage. Place a piece of masking tape on the top of each wing 115mm back from the leading edge at the wing root.

With the model inverted, place your fingers on the masking tape and carefully lift the plane. This is the point at which your model should balance for your first flights. Later, you may wish to experiment by shifting the balance up to 10mm forward or back to change the flying characteristics. Moving the balance forward may improve the smoothness and arrow-like tracking, but it may then require more speed for take off and make it more difficult to slow down for landing. Moving the balance aft makes the model more agile with a lighter and snappier "feel". In any case, please start at the location we recommend.

*If possible, first attempt to balance the model by changing the position of the receiver battery and receiver. If you are unable to obtain good balance by doing so, then it will be necessary to add weight to the nose or tail to achieve the proper balance point.

With the wings attached to the fuselage, all parts of the model installed (ready to fly), and empty fuel tanks, hold the model at the marked balance point with the stabilizer level.

Lift the model. If the tail drops when you lift, the model is “tail heavy” and you must add weight* to the nose. If the nose drops, it is “nose heavy” and you must add weight* to the tail to balance.

1.



CONTROL THROWS

Ailerons:

High Rate :

Up : 30 mm

Down : 30 mm

Low Rate :

Up : 20 mm

Down : 20 mm

Rudder:

High Rate :

Right : 50 mm

Left : 50 mm

Low Rate :

Right : 20 mm

Left : 20 mm

Elevator:

High Rate :

Up : 40 mm

Down : 40 mm

Low Rate :

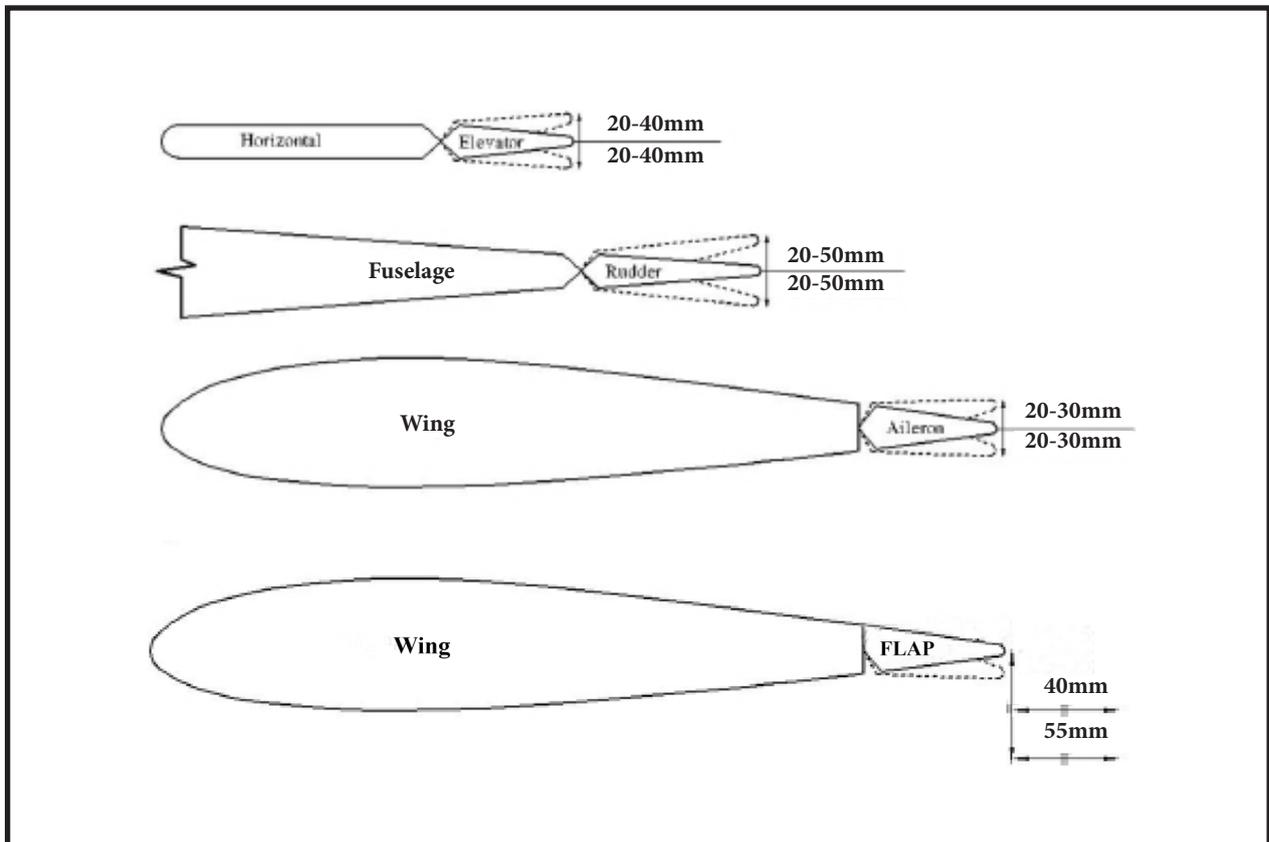
Up : 20 mm

Down : 20 mm

Flap:

Mid : 40mm

Full : 55mm



FLIGHT PREPARATION

Check the operation and direction of the elevator, rudder, ailerons and throttle.

- A) Plug in your radio system per the manufacturer's instructions and turn everything on.
- B) Check the elevator first. Pull back on the elevator stick. The elevator halves should move up. If it they do not, flip the servo reversing switch on your transmitter to change the direction.
- C) Check the rudder. Looking from behind the airplane, move the rudder stick to the right. The rudder should move to the right. If it does not, flip the servo reversing switch on your transmitter to change the direction.
- D) Check the throttle. Moving the throttle stick forward should open the carburetor barrel. If it does not, flip the servo reversing switch on your transmitter to change the direction.
- E) From behind the airplane, look at the aileron on the right wing half. Move the aileron stick to the right. The right aileron should move up and the other aileron should move down. If it does not, flip the servo reversing switch on your transmitter to change the direction.

PREFLIGHT CHECK

- 1) Completely charge your transmitter and receiver batteries before your first day of flying.
- 2) Check every bolt and every glue joint in the **1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc** to ensure that everything is tight and well bonded.
- 3) Double check the balance of the airplane. Do this with the fuel tank empty.
- 4) Check the control surfaces. All should move in the correct direction and not bind in any way.
- 5) If your radio transmitter is equipped with dual rate switches double check that they are on the low rate setting for your first few flights.
- 6) Check to ensure the control surfaces are moving the proper amount for both low and high rate settings.
- 7) Check the receiver antenna. It should be fully extended and not coiled up inside the fuselage.
- 8) Properly balance the propeller. An out of balance propeller will cause excessive vibration which could lead to engine and/or airframe failure.

We wish you many safe and enjoyable flights
with your 1/6 scale Air Tractor AT-802A, 118 inches wingspan ARF 60cc.

*If you have any queries, or are interested in our products,
please feel free to contact us*

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