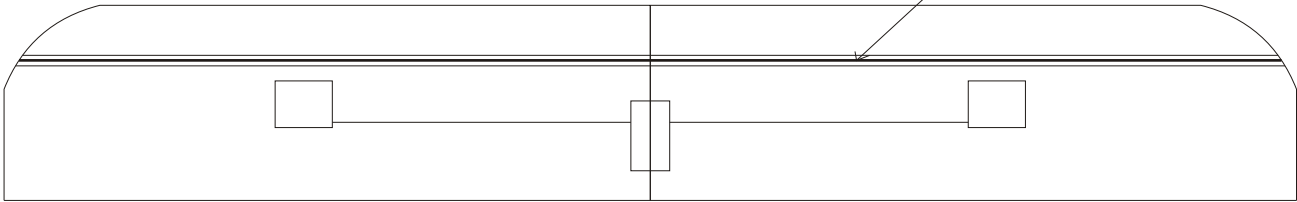


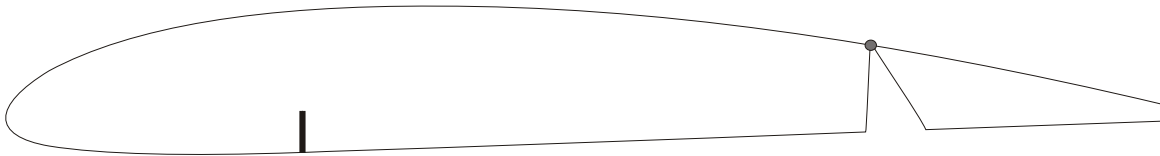
FLYINGWINGS LTD

V-TRAINER V2 AILERON WING KIT CONVERSION MANUAL

GRP SPAR

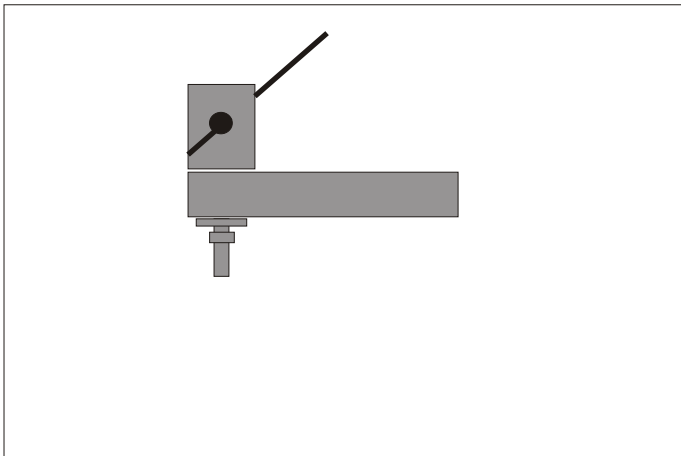


Place the wing upside down on a flat surface, use hot glue or UHU por to join the two wing panels as shown. Glue in GRP spar into slot.

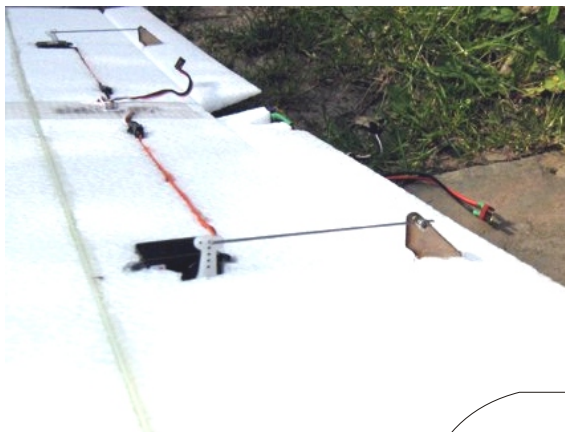


Hinging ailerons

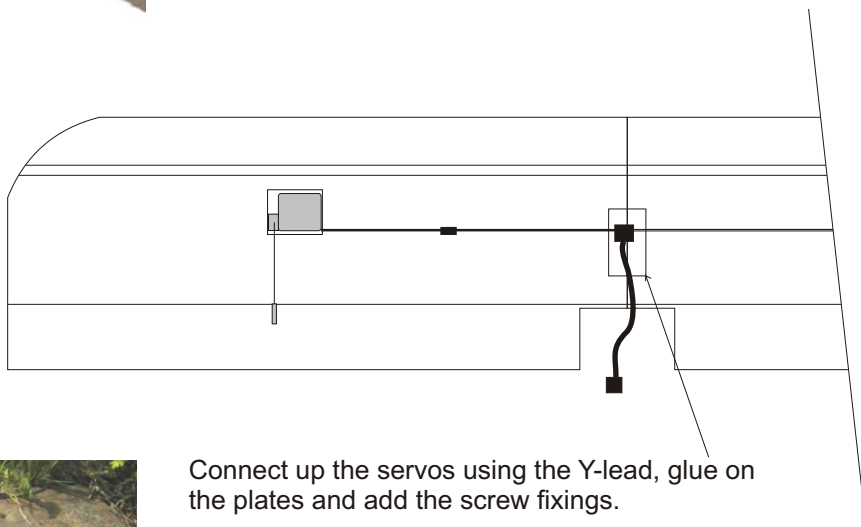
Method , UHU Por hinge. Run a small bead of glue along the rear top edge of the tailplane and the same on the leading edge (LE) of the elevator. Allow glue to set for 5 minutes. On a flat surface bring the two edges together, the glue fuses together giving a strong flexible hinge, magic.



Attach the pushrod adaptor to the ply horn,
note it should be able to rotate in the horn.



Glue in the servo's as shown, line up the push rod and cut a slot to accept the ply horn and glue. Tack down the servo cable and join with a little glue.



Connect up the servos using the Y-lead, glue on the plates and add the screw fixings.

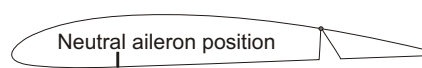
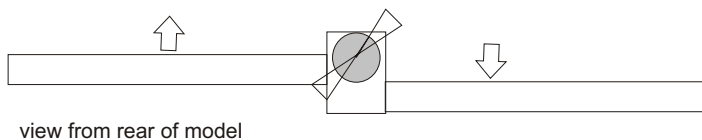
RC setup notes:

With the conventional 3 channel setup, you have probably used the elevon mixing function (in computer radio's only). This would mix the rudder and elevator on the right hand stick (mode 2), throttle on left stick.

Now with the aileron wing you will need to select V-Tail mixing, plug the rudder channel into the rudder socket of the receiver and the Y-lead into aileron, giving you aileron and elevator on the right stick, rudder and throttle on the left stick.

Flying notes:

you will notice that the v-trainer fly's at approximately the same speed as before and remains very stable, the ailerons will give you more direct roll response, and by applying up elevator in a turn the model will steer positively and directly, more so than the 3 channel setup. Remember that the wing has a lot less self correcting ability than before, so turns and banking need to be corrected with opposite movement to level the model in flight.



Suggested aileron movement: +/- 20mm