TYPHOON Plus Manual

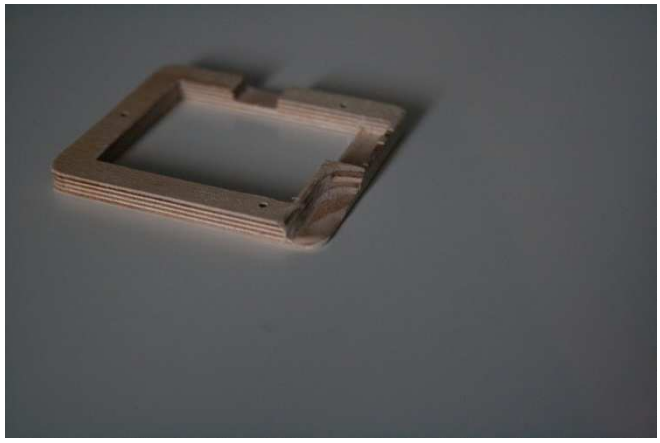
TYPHOON Plus is the big brother of the typhoon 2m. with a wingspan of 2m90, it’s a f3f glider. The quality of construction allows it to fly ballast and go fast without any problem. You have as much fun to fly this version of the typhoon thanks to its maneuverability and kindness in flight.

Before building

The workspace must be clean and clear.
Check the assembly of the different components. It may be that the wing joiner is too tight, It will free after a few flights. If it is too tight sand delicately.

On the wings, the job is to:.

- Realize a groove to pass the rod on the servos supports provided in the kit.



- Glue the servos supports flap and aileron if you use slim wing servos.

- Glue the horns of aileron and flap. Pierce delicately spar control surface to increase gluing.

Take your time and do several dry installation.

Once near, if necessary, to the cyano pointed to test the amplitude control surfaces. Supports servos can be glued with epoxy 5min and the horns will be glued to the cyano or with a mixture of epoxy and silica.

-Pass the cables through the holes planned. (To facilitate this step can make use of a piano wire) then solder the plugs.

Before installing the servos, put in neutral for the aileron servos. Provide an offset of 20 ° for the flap servos. This is to be a large movement of the flaps.

You can now install the servos and connect the rods. Favor a mechanical adjustment.

To lock the rod or the operating clearance is too high, you can add a drop of cyano on the spreader and the horn.

You can now set up the servos caches.

The wing is now complete !!!

Go to the fuselage !!

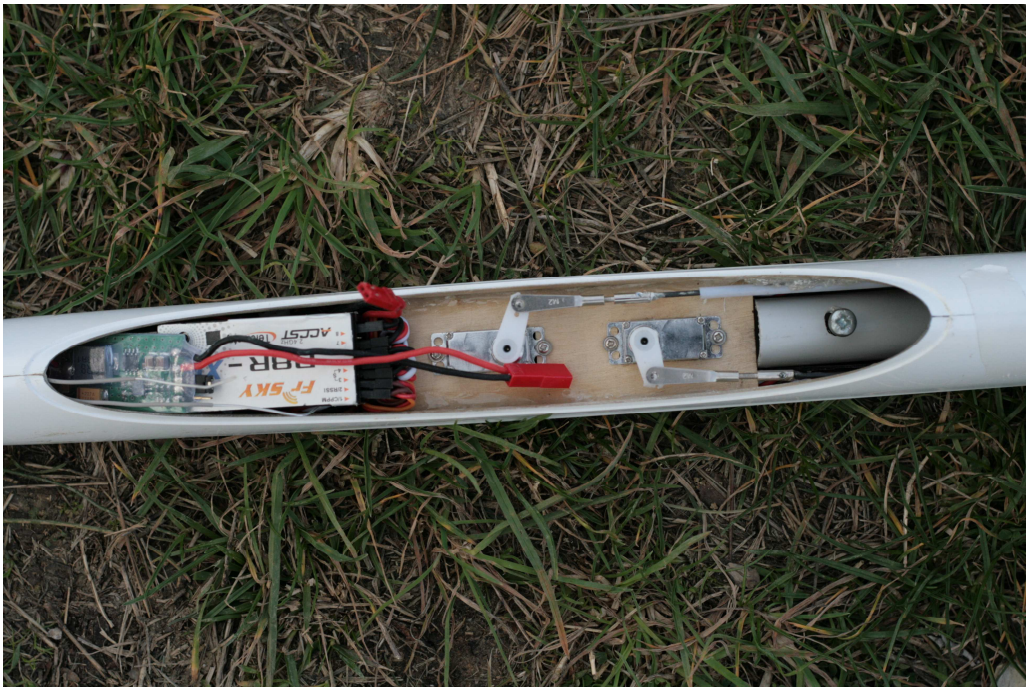
Typhoon + reclame many centering lead. To save the place, we will be molded the plumb.

Take a latex glove, place it on the Typhoon + nose. Fill a plastic cup with plaster and dip the Typhoon + nose. Once dry, remove the fuselage.

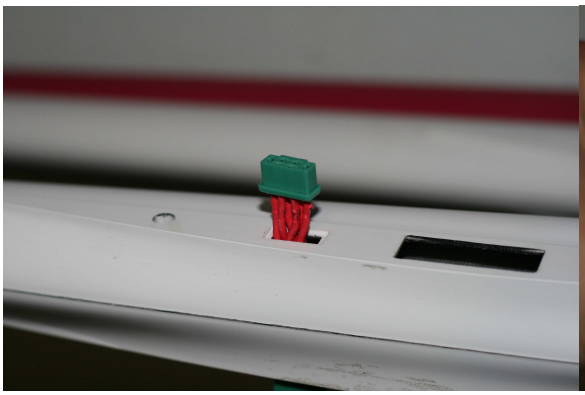
To get started easily. First paste the horn rudder. Same as for the wing, don't hesitate to dig the spar and glue the clevis on the carbon rod.

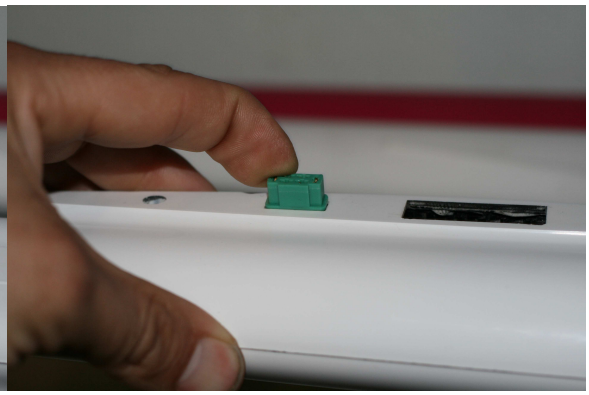
The installation of the fuselage has no particular problem. Take the time to reflect on the servos used and their location. same for the battery.

The servoplate will paste it epoxy 24 hours with silica. Predict the location of the ballast tube and it locks. In the photo, he was chosen to stick a M4 nut in the tube. A screw will block the ballasts.



Depending on the habits you can stick the MPX connectors on the fuselage and wings. The easiest way is to just paste, the safest is to paste only one side.





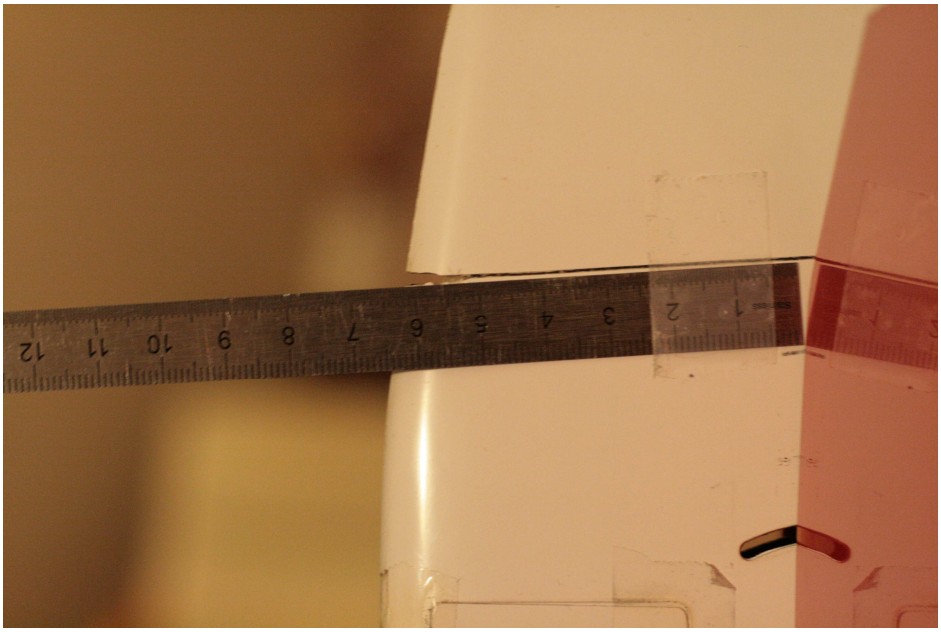
SETTING of the first flight.

The settings are a matter of taste. Here is a starting point for a first flight without worry.

Control surface movements and CG settings

C/G = **102-104 mm** from Leading Edge to start. Move back slowly in small increments to further improve control responses.

Neutral position of elevator.



Control surface settings: All dimensions are measured at the root of the control surface and at the trailing edge.

Elevator: +12mm + / -12 mm

Rudder: +15mm / -15mm

Ailerons: +25mm / -15mm

Flap -> ailerons +8mm /-5mm

Snap Flap : Flap : 5mm , Ailerons (aligned with flap)

Thermal :

Flap : 3 mm down

Ailerons aligned with flap

Butterfly :

Flap : as much as possible

Ailerons : -6mm

Elevator : -8mm (depends on the working range of flaps)

CONGRATULATION !!! INSTALLATION IS NOW COMPLETE !

GOOD

FLIGHTS !!!!!